MIAMI-DADE COUNTY

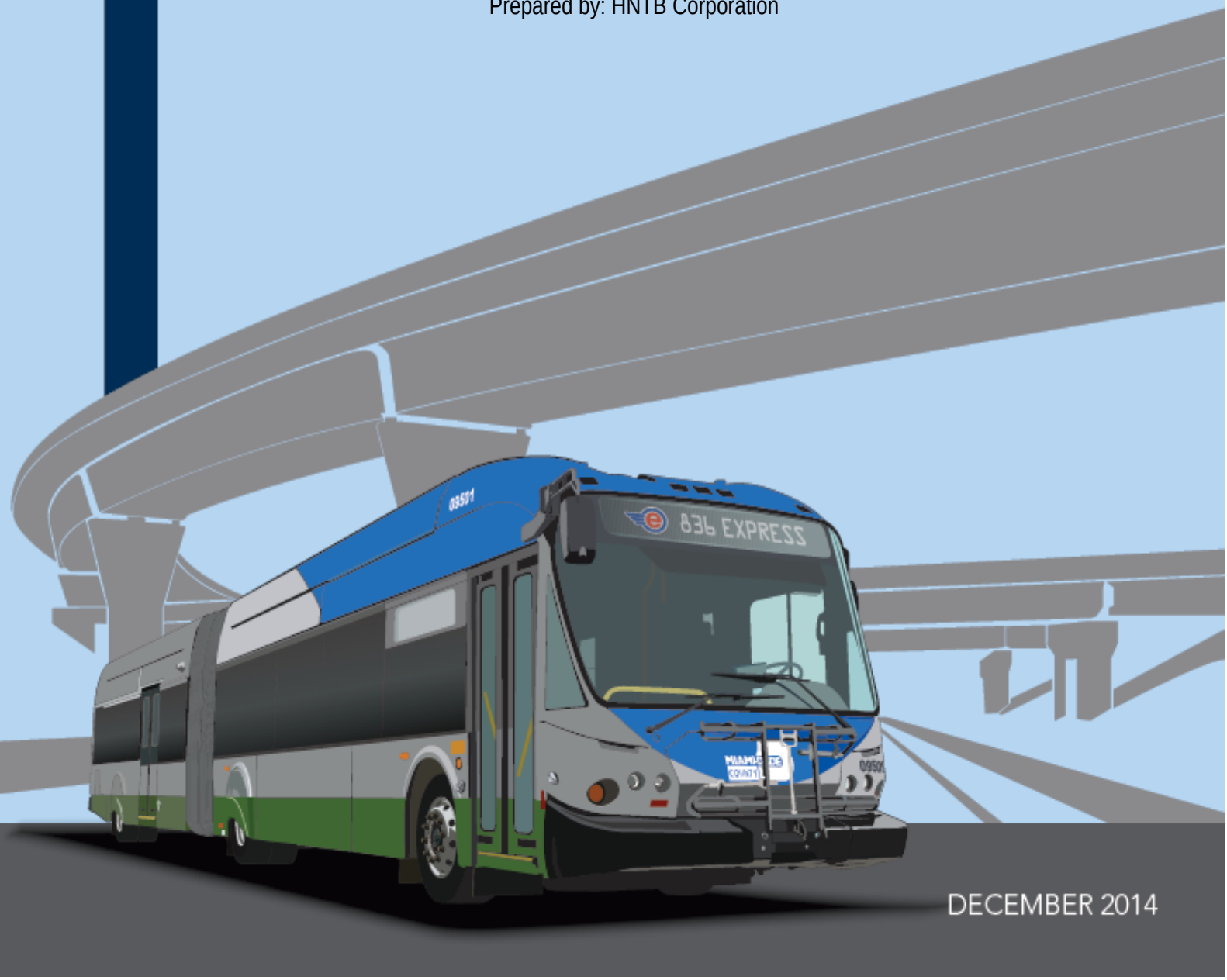
MIAMI-DADE TRANSIT
PLANNING AND DEVELOPMENT

836 EXPRESS

TRAFFIC IMPACT RELOCATION TECHNICAL MEMORANDIUM

STATE ROAD 836 EXPRESS BUS SERVICE

Prepared for: Miami-Dade Transit
Prepared by: HNTB Corporation



DECEMBER 2014

SR 836 EXPRESS BUS SERVICE (EBS) TRAFFIC IMPACT RELOCATION TECHNICAL MEMORANDIUM

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December 2014

List of Acronyms

AADT – Average Annual Daily Traffic

ADT – Average Daily Traffic

FDOT – Florida Department of Transportation

FIU – Florida International University

HCM – Highway Capacity Manual

HEFT – Homestead Extension Florida Turnpike

LOS – Level of Service

MDT – Miami-Dade Transit

SF – Seasonal Factor

TF – Truck Factor

TMC – Turning Movement Counts

Executive Summary

Florida International University (FIU) is constructing a parking garage along SW 8 Street and has reserved the ground floor space for a future intermodal transit terminal. The location of the new parking garage, between SW 112 Avenue and SW 109 Avenue, presents an access challenge for Miami-Dade Transit (MDT) since FIU prefers that MDT buses not access the site via campus roadways. This new intermodal transit terminal could replace the existing bus terminal located near SW 107 Avenue/SW 17 Street if an access proposal is approved by MDT, FIU and the Florida Department of Transportation (FDOT). Construction of the parking garage has commenced, so FIU has asked MDT to oversee the design of the transit terminal separate from garage construction.

The decision to construct the transit terminal inside Parking Garage VI is contingent on the ability to accommodate MDT bus services, the extent of traffic impacts resulting from buses accessing the new transit terminal, and the ability to mitigate these traffic impacts with feasible roadway improvements. In an attempt to find access solutions, MDT has met with FIU and FDOT to discuss access concepts including establishing dedicated bus lanes along SW 8 Street, Transit Signal Priority, and a Queue Jump at SW 112 Avenue to u-turn buses eastbound onto SW 8 Street and into the FIU site. Egress from the site for westbound buses presents a greater challenge but one possible solution may involve TSP and a Queue Jump at SW 109 Avenue similar to SW 112 Avenue with a u-turn to head west on SW 8 Street.

The proposed SR-836 Express Bus Service alignment passes the FIU campus when heading to and from its western terminus on SW 8th Street at SW 147 Avenue. Consequently, FIU has expressed interest in having the SR 836 Express Bus Service enter the proposed intermodal transit terminal inside the Parking Garage VI. Because of this request, MDT will revise the Draft Categorical Exclusion to incorporate the impact, if any, of changing the FIU station from the proposed on-street station to an off-street station/terminal.

The traffic analysis presented in this report will focus on the segment of SW 8 Street between SW 107 Avenue and SW 112 Avenue. These two roadways will constitute the eastern and western limits, respectively. The proposed bus terminal is expected to have an entrance along the south side of SW 8th Street between SW 112th Avenue and SW 109th Avenue.

This segment of SW 8 Street is largely influenced by trips generated/attracted by FIU. Its land-use is primarily composed of educational, office buildings and parking garages on the main campus located on the south side of SW 8th Street. In addition, the area located north of SW 8th Street between SW 109th Avenue and SW 107th Avenue was recently re-zoned and is currently known as the “University District”. The re-zoning of this area will allow construction of taller buildings and encourage the establishments of mixed-use developments.

Two conceptual terminal access concepts are being proposed:

- Alternative 1 considers widening SW 8th Street in order to incorporate a dedicated bus lane in the eastbound and westbound directions along SW 8th Street between SW 109th Avenue and SW 112th Avenue. This dedicated lane will be provided an exclusive signal phasing to allow westbound buses to make a u-turn and enter the new transit terminal. The eastbound dedicated lane will allow easy access to the terminal for the buses coming from the west while allow exiting buses to freely enter SW 8th Street to either continue through along SW 8th Street or make a u-turn (using the dedicated lane and exclusive signal phase) to continue westbound. Buses continuing along SW 8th Street will have to merge with regular traffic at SW 109th Avenue as this lane ends at this intersection.

- Alternative 2 considers a dedicated bus lane only in the eastbound direction. Therefore, buses exiting the terminal and continuing westbound will make a u-turn using this eastbound lane. Buses continuing along SW 8th Street will have to merge with regular traffic at SW 109th Avenue, as this lane does not continue through. In the westbound direction buses will be mixed with regular traffic up to the intersection with SW 112th Avenue, the u-turn will be performed by using a dedicated left-turn exclusively for buses.

  Right of way acquisition, if any, on the south side of SW 8th Street would be coordinated with FIU.

Therefore, the purpose of this traffic analysis is to evaluate existing traffic conditions along SW 8th Street between SW 112th Avenue and SW 107th Avenue and assess the potential impacts that these two alternatives will have on the current traffic patterns. More specifically, the purpose of this traffic analysis is to determine whether the additional exclusive bus signal timing phase at the intersections of SW 8th Street with SW 112th Avenue and SW 8th Street with SW 109th Avenue will have detrimental impacts on the operations of these two intersections. In addition, this report will focus on determining if the westbound left-turn lane at the intersection of SW 8th Street and SW 112th Avenue could satisfactorily operate with one lane in the future.

The traffic analysis included:

- Data Collection
- Data Processing
- Data Analysis
- Development of Existing Conditions Synchro Model
- Analysis of Existing Conditions using the results of the Synchro Model
- Development of Peak Traffic Volume Projections using a Growth Rate Methodology
- Development of Future Conditions Synchro Model
- Analysis of Future Conditions using the results of the Synchro Model

A) Development of Synchro Models

The traffic analysis considered the development of an existing conditions network using Synchro version 8.0. In addition, this existing conditions network was used as the base to build the future conditions files to analyze the impacts of the proposed improvements as part of the future FIU-MDT transit terminal. Two future years 2018 (opening) and 2038 (design) were analyzed. Two different scenarios: No-Build and Build, for each analysis year was analyzed.

To analyze future conditions, only one Build Synchro model was coded for both build alternatives. This Build Synchro model only incorporated the improvements for Alternative 1. By analyzing Alternative 1, the conditions for all of the improvements being considered in Alternative 2 (in the eastbound direction, at the intersection with SW 109th Avenue), are also analyzed.

Alternative 2 does not propose any major improvements in the westbound direction. It only proposes the implementation of an additional exclusive left-turn lane for buses at the westbound approach at the intersection with SW 112th Avenue. Impacts of this additional exclusive left-turn lane could actually be determined from the No-Build Scenario. Currently, the westbound approach at this intersection provides only one exclusive left-turn lane. If in the future the demand for this movement increases and the single left-turn lane fails, a second lane will be needed to serve the demand for regular vehicles. Therefore, since both lanes will be needed to serve the demand for regular vehicles, assigning one lane exclusively for buses will cause the westbound to southbound movement to operate at a deficient LOS.

B) Existing Conditions Analysis

In order to analyze the traffic operations within the study area, Synchro models for weekday AM and PM peak hours were developed. These models were developed using Synchro version 8.0, build 805.

The intersections analyzed included:

1. SW 8th Street and SW 107th Avenue (signalized)
2. SW 8th Street and SW 109th Avenue (signalized)
3. SW 8th Street and SW 112th Avenue (signalized)

Results of the traffic analysis for existing conditions indicate that the worst peak period is the afternoon peak hour. Therefore, the analysis concentrated in the PM peak hour for future conditions. Moreover, this is consistent with the FIU Parking Garage No. 6 Traffic Study previously conducted by FIU which only estimated trips for the afternoon peak hour.

Also, it was decided to use the Synchro methodology's output (to summarize the results) instead of the Highway Capacity Manual 2010 (HCM 2010) output in order to have a consistency in the Measures of Effectiveness (MOE's) when comparing

existing conditions with the future scenarios. The HCM 2010 methodology does not allow the analysis of intersections with more than four approaches.

Based on the results from the Synchro methodology, none of the intersections are experiencing failing LOS during the morning peak. However, in the afternoon two (SW 8th Street & SW 107th Avenue and SW 8th Street & SW 109th Avenue) of the three intersections have an overall LOS of F.

From the 2014 Synchro outputs, the intersections of SW 8th Street & SW 112th Avenue and SW 8th Street & SW 109th Avenue are currently operating at LOS of D and F, respectively (in the afternoon peak hour), which means the LOS has deteriorated since 2012. According to the results presented in the FIU – Parking Garage No. 6 Traffic Study, the SW 8th Street & SW 112th Avenue intersection was operating at LOS C and SW 8th Street & SW 109th Avenue was operating at LOS E.

The higher delays currently experienced at these two intersections could be due to longer cycle lengths implemented by Miami-Dade County (180 seconds). The FIU Parking Garage No. 6 Traffic Study (Dated February 2012) outputs from HCS worksheets show cycle lengths of approximately 110 seconds (at SW 112th Avenue) and 138 seconds (at SW 109th Avenue).

From the 2014 traffic analysis it was determined that overall, the left-turns (within approaches) are the movements experiencing the highest delays.

C) Future Conditions Analysis

From the analysis of Alternative 1, which considers the implementation of an additional phase at the intersection of SW 112th Avenue and SW 109th Avenue, it was observed that the average delay at the intersection with SW 109th Avenue is expected to increase when the 2018 No-Build alternative is compared to the 2018 Build.

For the 2018 Build Scenario, if the geometry of the intersections is to remain the same, implementation of the additional exclusive bus phase impacts the intersection of SW 109th Avenue more significantly than the other two intersections. The intersection of SW 8th Street and SW 109th Avenue will have to redistribute its green time (to include the new phase); but also, the right turn on red at the southbound approach will have to be prohibited. Therefore, congestion at the intersection of SW 109th Avenue may deteriorate. For the year 2038 similar results from the 2018 analysis were obtained.

For the intersection of SW 112th Avenue and SW 8th Street, the analysis found that overall intersection delay is projected to be 12% lower in Build versus No-Build 2018 while it is projected to be 1% lower in Build versus No-Build 2038. This “apparent” improvement in overall delay is mostly due to the congestion at SW 109th Avenue, as fewer vehicles are processed through this intersection into the westbound approach of SW 112th Avenue. This improvement in overall delay occurs even though the northbound approach delay increases due to a right-turn-on red prohibition.

The queue at the westbound to southbound movement at the intersection of SW 8th Street and SW 112th Avenue was also analyzed. Based on the results obtained, the westbound left-turn operates satisfactorily with a single lane in the year 2018. However, by the year 2038, the analysis indicates that a second left-turn lane may be warranted.

The analysis presented in this report does not consider the headways associated with bus operations. Currently, vehicles arriving at the "new approaches" at the intersections of SW 109th Avenue and SW 112th Avenue are arriving randomly (within an hour) and might be actuating the signal more times than expected by the bus operations. In addition, an increase in cycle length might help to accommodate the new phases with less impact to the intersections; however, this will require further discussion with Miami-Dade County Signal Department since all signals along SW 8th Street operate in coordination. In addition, preliminary traffic signalization plans should be developed in order to determine appropriate location of signal heads controlling bus operations, and the impact that these signals heads would have in drivers' expectancy along this segment of SW 8th Street.

D) Summary of Findings

The existing conditions traffic analysis indicated that the most critical peak period was the afternoon peak hour. In addition, the intersections of SW 8th Street & SW 107th Avenue and SW 8th Street & SW 109th Avenue are currently experiencing heavy delays which result in a Level of Service (LOS) F. The movements that are experiencing the highest delays are the left-turn movements at all approaches.

In the case of future conditions, approach delays at the intersection of SW 8th Street and SW 107th Avenue are expected to decrease (when the 2018 No-Build Scenario is compared to the existing PM peak analysis) in the No-Build given that SW 107th Avenue is programmed to be widened by 2016. However, the intersection will continue to operate overall at a LOS F, even with the lower delays caused by the widening.

The average delay at the intersections of SW 8th Street and SW 109th Avenue and SW 8th Street and SW 112th Avenue will slightly increase when the 2018 No-Build Scenario is compared to the existing conditions.

When the additional phase to serve the u-turning buses is implemented (for Alternative 1) at the intersections of SW 8th Street with SW 109th Avenue, delays at the intersections increase (No-Build compared to Build). The increase in delay at the intersection of SW 8th Street with SW 109th Avenue could be attributed to the addition of the new phase to serve the u-turning buses. However, the failing LOS of F will be observed even without the implementation of the bus exclusive phase. The additional phase is expected to increase the delay (by approximately 36% in the year 2018 and 2038) at the intersections, but it is not the cause of the overall failing LOS for the intersection.

Implementation of the additional phase impacts the intersection of SW 109th Avenue more significantly since this intersection will have its green time re-distributed (to include the new phase); but also, the rightturn on red at the southbound approach

will have to be prohibited. Congestion at the intersection of SW 109th Avenue will increase; and traffic will be metered at this intersection causing fewer vehicles to reach the intersection of SW 112th Avenue (westbound direction) and SW 107th Avenue (eastbound direction).

For the 2018 Build Scenario, if the geometry of the intersections is to remain the same, implementation of the additional exclusive bus phase impacts the intersection of SW 109th Avenue more significantly than the other two intersections. The intersection of SW 8th Street and SW 109th Avenue will have to redistribute its green time (to include the new phase); but also, the right-turn on red at the southbound approach will have to be prohibited. Therefore, congestion at the intersection of SW 109th Avenue may increase. For the year 2038 similar results from the 2018 analysis were obtained.

The analysis presented in this report does not consider factors, such as scheduled headways for buses, longer cycle lengths to implement new phases and exclusivity of the bus lanes (only for buses). If these factors were considered, they might help to improve the operations through this intersection (SW 109th Avenue). Moreover, preliminary traffic signalization plans should be developed in order to determine appropriate location of signal heads controlling bus operations, and the impact that these signals heads would have on drivers' expectancy along this segment of SW 8th Street.

In addition, the queue for the westbound to southbound left turn movement at the intersection of SW 8th Street and SW 112th Avenue was analyzed. Based on the results obtained, the westbound left-turn operates satisfactorily with a single lane in the year 2018. However, by the year 2038 implementation of a second left-turn lane should be considered or the existing single left-turn lane will operate over-capacity. Therefore, Alternative 2 which proposes the implementation of an exclusive left-turn for buses at the intersection of SW 8th Street and SW 112th Avenue and a single lane for regular vehicles to access FIU, does not appear feasible for the year 2038.

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1.0 INTRODUCTION

Florida International University (FIU) is constructing a parking garage along SW 8 Street and has reserved the ground floor space for a future intermodal transit terminal. The location of the new parking garage, between SW 112 Avenue and SW 109 Avenue, presents an access challenge for Miami-Dade Transit (MDT) since FIU prefers that MDT buses not access the site via campus roadways. This new intermodal transit terminal could replace the existing bus terminal located near SW 107 Avenue/SW 17 Street if an access proposal is approved by MDT, FIU and the Florida Department of Transportation (FDOT). Construction of the parking garage has commenced, so FIU has asked MDT to oversee the design of the transit terminal separate from garage construction.

The decision to construct the transit terminal inside Parking Garage VI is contingent on the ability to accommodate MDT bus services, the extent of traffic impacts resulting from buses accessing the new transit terminal, and the ability to mitigate these traffic impacts with feasible roadway improvements. In an attempt to find access solutions, MDT has met with FIU and FDOT to discuss access concepts including establishing dedicated bus lanes along SW 8 Street, Transit Signal Priority, and a Queue Jump at SW 112 Avenue to u-turn buses eastbound onto SW 8 Street and into the FIU site. Egress from the site for westbound buses presents a greater challenge but one possible solution may involve TSP and a Queue Jump at SW 109 Avenue similar to SW 112 Avenue with a u-turn to head west on SW 8 Street.

The proposed SR-836 Express Bus Service alignment passes the FIU campus when heading to and from its western terminus on SW 8th Street at SW 147 Avenue. Consequently, FIU has expressed interest in having the SR 836 Express Bus Service enter the proposed intermodal transit terminal inside the Parking Garage VI. Because of this request, MDT will revise the Draft Categorical Exclusion document to incorporate the impact, if any, of changing the FIU station from the proposed on-street station to an off-street station/terminal.

The traffic analysis presented in this report will focus on the segment of SW 8 Street between SW 107 Avenue and SW 112 Avenue (as shown in Figure 1). These two roadways will constitute the eastern and western limits, respectively. The proposed bus terminal is expected to have an entrance along the south side of SW 8th Street between SW 112th Avenue and SW 109th Avenue.

This segment of SW 8 Street is largely influenced by trips generated/attracted by FIU. Its land-use is primarily composed of educational, office buildings and parking garages on the main campus located on the south side of SW 8th Street. In addition, the area located north of SW 8th Street between SW 109th Avenue and SW 107th Avenue was recently re-zoned and is currently known as the “University District”. The re-zoning of this area will allow construction of taller buildings and encourage the establishments of mixed-use developments.

Two conceptual terminal access concepts are being proposed:

- Alternative 1 considers widening SW 8th Street in order to incorporate a dedicated bus lane in the eastbound and westbound directions along SW 8th Street between SW 109th Avenue and SW 112th Avenue. This dedicated lane will be provided an exclusive signal phasing to allow westbound buses to make a u-turn and enter the new transit terminal. The eastbound dedicated lane will allow easy access to the terminal for the buses coming from the west while allow exiting buses to freely enter SW 8th Street to either continue through along SW 8th Street or make a u-turn (using the dedicated lane and exclusive signal phase) to continue westbound. Buses continuing along SW 8th Street will have to merge with regular traffic just west of SW 109th Avenue as this lane ends at this intersection.

- Alternative 2 considers a dedicated bus lane only in the eastbound direction. Therefore, buses exiting the terminal and continuing westbound will make a u-turn using this eastbound lane. Buses continuing along SW 8th Street will have to merge with regular traffic just east of SW 107th Avenue, as this lane does not continue through. In the westbound direction buses will be mixed with regular traffic up to the intersection with SW 112th Avenue where a u-turn will be performed by using a dedicated left-turn exclusively for buses.

To analyze future conditions, only <u>one</u> Build Synchro model was coded for both build alternatives. This Build Synchro model only incorporated the improvements for Alternative 1. By analyzing Alternative 1, the conditions for all of the improvements being considered in Alternative 2 (in the eastbound direction, at the intersection with SW 109th Avenue), are also analyzed.

Alternative 2 does not propose any major improvements in the westbound direction. It only proposes the implementation of an additional exclusive left-turn lane for buses at the westbound approach at the intersection with SW 112th Avenue. Impacts of this additional exclusive left-turn lane could actually be determined from the No-Build Scenario. Development of the Synchro model for the future conditions analysis is described in detail in Section 3.1 of this report.

1.1 Study Objective

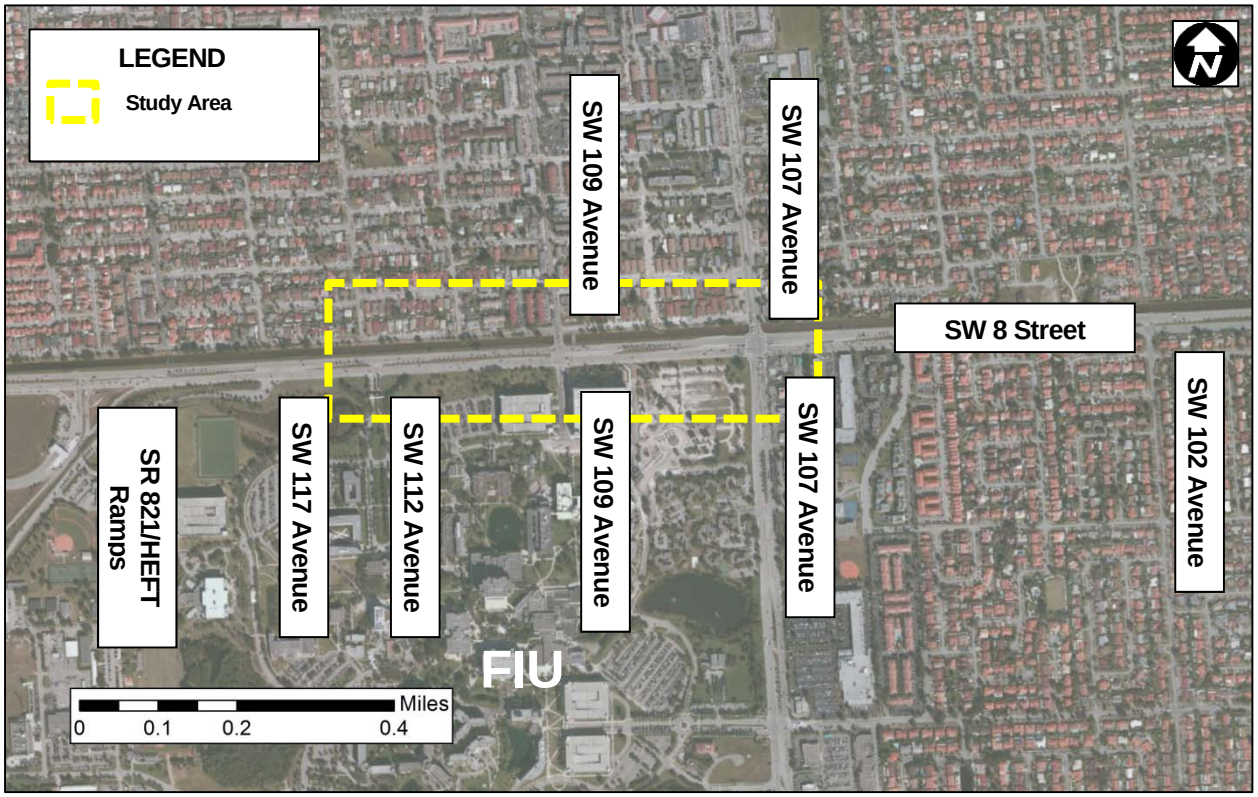
Therefore, the purpose of this traffic analysis is to evaluate existing traffic conditions along SW 8th Street between SW 112th Avenue and SW 107th Avenue and assess the potential impacts that these two alternatives will have on the current traffic patterns. More specifically, the purpose of this traffic analysis is to determine whether the additional exclusive bus signal timing phase (in the eastbound direction (Alternative 1 and 2) and in the westbound direction (Alternative 1 only)) at the intersections of SW 8th Street with SW 112th Avenue and SW 8th Street with SW 109th Avenue will have detrimental impacts on the operations of these two intersections. In addition, this report will focus on determining if the westbound left-turn lane at the intersection of SW 8th Street and SW 112th Avenue could satisfactorily operate with one lane in the future.

The traffic analysis considered the development of an existing conditions network using Synchro version 8.0. In addition, this existing conditions network was used as the base to build the future conditions files to analyze the impacts of the proposed improvements as part of the future FIU-MDT transit terminal. Two future years 2018 (opening) and 2038 (design) were analyzed. Two different scenarios: No-Build and Build, for each analysis year, were also analyzed.

The traffic analysis included:

- Data Collection
- Data Processing
- Data Analysis
- Development of Existing Conditions Synchro Model
- Analysis of Existing Conditions using the results of the Synchro Model
- Development of Peak Traffic Volume Projections using a Growth Rate Methodology
- Development of Future Conditions Synchro Model
- Analysis of Future Conditions using the results of the Synchro Model

Figure 1 – Study Area Location



1.2 Existing Network

The following is a description of the major roadways within the study area:

SW 8 Street – SW 8th Street is a State Road (US 41/SR 90) that runs in an east-west direction with a raised median. West of SW 112th Avenue it is six-lane roadway (three lanes in each direction). From east of SW 112th Avenue to SW 107th Avenue it widens to four lanes in the eastbound direction and three lanes in the westbound direction (for total of seven lanes). The eastbound direction provides for a continuous exclusive right-turn lane (as part of the four lanes) from SW 112th Avenue to SW 107th Avenue. SW 8th Street has a posted speed limit of 40 mph within the study area.

SW 107 Avenue – This is a State Road (SR 985) that runs in a north-south direction. Geometrically, it provides a four-lane (two lanes in each direction) urban typical section with a raised median, south of SW 8th Street. North of SW 8th Street it provides a four-lane, undivided typical section with a reversible painted left-turn lane, separating both directions. The speed limit along SW 107 Avenue in proximity to SW 8 Street is 40 mph. This roadway is programmed to undergo a widening by 2016, design plans are included in Appendix I, a more detailed description of the proposed improvements is provided in Section 3.0 of this report.

SW 109 Avenue – The northern segment of this roadway is a two lane (one in each direction) undivided urban roadway including sections with a two-way left turn lane painted median. The southern segment is a five-lane divided road segment with two lanes in the southbound direction providing access to the FIU main campus. In the northbound direction there are three exit lanes from the FIU campus. The speed limit along this roadway on the north section is 30 mph and on the south section is 20 mph.

SW 112 Avenue - This roadway intersects SW 8th Street in a T-configuration, from the south. It only provides for a three-leg intersection, there is not a north leg. It is a four-lane (two lanes in each direction) divided roadway and it also provides access to and from the FIU main campus. The speed limit along SW 112 Avenue is 25 mph.

1.3 Data Collection

In order to perform the traffic analysis, a data collection effort was undertaken. All counts were performed during the week of March 11, 2014 and March 18, 2014. Data collection for traffic analysis included:

1) 72-hour Bi-directional Average Daily Traffic (ADT) Counts

Table 1 shows the locations where the counts were collected. Appendix A contains the raw data collected in the field.

Table 1: 72-hour Bi-directional ADT Count Locations

No.	Location
1	SW 8 Street west of SW 107 Avenue
2	SW 8 Street west of SW 112 Avenue
3	SW 8 Street west of SW 102 Avenue
4	SW 107 Avenue south of SW 8 Street
5	SW 107 Avenue north of SW 8 Street
6	SW 109 Avenue south of SW 8 Street

2) 72-hour Bi-directional Classification Counts

Table 2 shows the location where the count was collected. Appendix A contains the raw data collected in the field.

Table 2: 72-hour Bi-directional ADT Classification Count Locations

No.	Location
1	SW 8 Street west of SW 109 Avenue

3) Six Hour Turning Movement Counts (TMC)

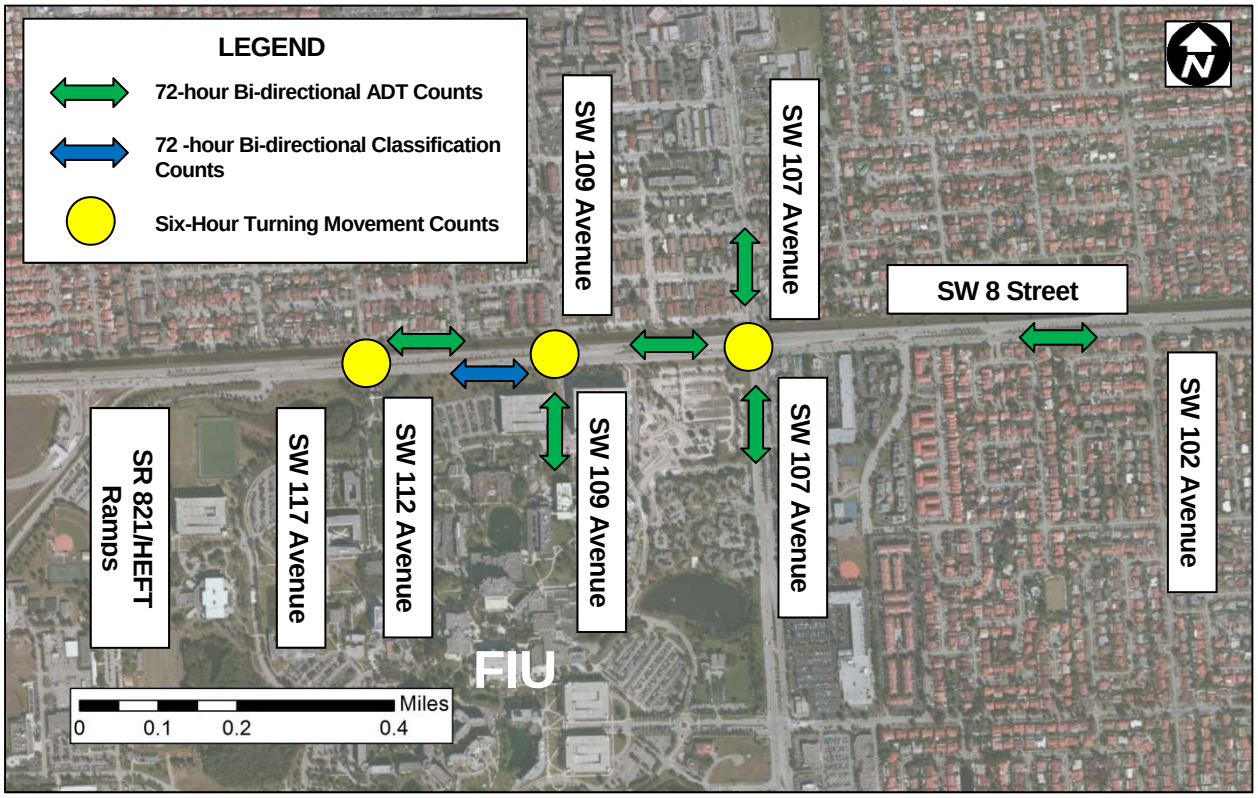
Table 3 shows the location where the counts were collected. Appendix A contains the raw data collected in the field. They were collected during a six-hour period (three hours during morning (AM) peak and three hours during afternoon (PM) peak) and for SW 8 Street and SW 107 Avenue during a period of two days.

Table 3: Six Hour Turning Movement Count Locations

No.	Location
1	SW 8 Street and SW 107 Avenue
2	SW 8 Street and SW 109 Avenue
3	SW 8 Street and SW 112 Avenue

Figure 2 shows the 72-hour Traffic Counts and Turning Movement Count Locations. Appendix A includes the raw data collected.

Figure 2 – Traffic Count Locations



4) Signal Timing Analysis

Existing signal timing and phasing were downloaded from the Miami-Dade County Traffic Signal Division web page for the Advanced Traffic Management System (ATMS). The downloaded information included the actuated traffic signal timing sheet for Time of Day (TOD) Schedule Report. A summary of the information provided is included in Appendix B. The signalized intersections within the study area are listed in Table 4.

Table 4: Signalized Intersections

No.	Location	Miami-Dade Controller No.
1	SW 8 Street and SW 107 Avenue	3709
2	SW 8 Street and SW 109 Avenue	5430
3	SW 8 Street and SW 112 Avenue	3879

5) Adjustment Factors

These factors were obtained from the 2012 FDOT Traffic Information Database DVD-ROM. Table 5 lists the factors used to adjust the raw existing volume for seasonal variability and axle counting errors. These factors allow the estimation

of the Annual Average Daily Traffic (AADT) for each of the locations counted. These factors are calculated for each week of the year; therefore depending on the date the volume counts were performed, the adjustment factor was selected.

All of the factors listed on Table 5 were selected from the Miami-Dade County South volume factor category. This volume factor category considers arterial roadways located south of SR 836/Dolphin Expressway. The Axle Factor was obtained for SR 90/US 41/SW 8 Street and SR 985/SW 107 Avenue.

Table 5: Weekly Adjustment Factors

Roadway	Week of the Year	Axle Factor	Seasonal Factor	*Peak Seasonal Factor (PSCF)*
SR 90/US 41/SW 8 Street	03/11/2012-03/17/2012	0.99	NA	*NA*
	03/18/2012-03/24/2012	0.99	NA	*NA*
SR 985/SW 107 Avenue	03/11/2012-03/17/2012	0.99	NA	*NA*
	03/18/2012-03/24/2012	0.99	NA	*NA*
Miami-Dade South	03/11/2012-03/17/2012	NA	0.97	*0.99*
	03/18/2012-03/24/2012	NA	0.98	*1.00*

6) Roadway Inventory

Information regarding roadway characteristics located within the study area was collected. This information was mainly obtained from aerial photographs of the area, as well as, from field visits. This information included: number of lanes, signal spacing and location and roadway classification based on typical sections. All the information was field verified.

7) Parking Spaces

With the construction of FIU's new parking Garage No. 6 including 2,100 parking spaces, there is expected to be some impact to current traffic patterns. Additional estimated trips generated/attracted by this new parking facility were obtained from the FIU parking Garage No. 6 Traffic Study, prepared by Miller Legg, dated February 2013. Appendix C includes the information obtained from the traffic study mentioned above.

1.4 Field Conditions

No construction or other external factors that could impact normal traffic operations were identified during field reviews.

1.5 Data Processing

Data processing was conducted by adjusting the raw traffic counts in order to account for seasonal variances and common issues associated with axle counting procedures during the data collection efforts.

Therefore, 72-hour counts were converted into Average Annual Daily Traffic (AADTs), and peak hour periods were determined. Peak hour volumes were estimated using the turning movement counts at the intersections and the volumes recorded by the 72-hour counts.

In addition, from the turning movement counts, turning movement percentages at the various intersections were obtained. Signal timings and phasing for two peak periods (AM and PM) during weekdays were summarized in order to have it conveniently formatted for developing the Synchro model. The following sections describe in detail the data processing phase.

1.5.1 Development of Average Annual Daily Traffic (AADT)

In order to obtain the Average Annual Daily Traffic (AADT) traveling along the roadways under study, the 72-hour counts were used. The hourly traffic volumes collected during the 72-hour period were added in order to obtain the daily volume. The average of the three typical weekdays was calculated to obtain the Average Daily Traffic (ADT). Then, the Annual Average Daily Traffic was calculated using the seasonal factor and axle factor for the area listed on Table 5.

Appendix D shows the AADT calculations for each of the traffic counts performed. After the AADT were calculated, graphs of Time of Day vs. Hourly Volume were developed. Based on these graphs peak periods were identified (included in Appendix D). In addition, analyses of the daily directional volumes for each of the roadways under study were performed.

The estimation of the AADT also allowed the analysis of the traffic flow through roadways under analysis. Table 6 summarizes the estimated AADT for each of the roadways under analysis.

Table 6: SW 8 Street AADT Comparisons

Location	EB	WB	Both
West of SW 112 Avenue	34,982	24,112	59,094
West of SW 109 Avenue	29,458	27,022	56,480
West of SW 107 Avenue	31,212	26,152	57,364
West of SW 102 Avenue	26,076	18,762	44,838

Based on the volumes listed in Table 6, it can be observed that the daily volumes carried by both directions were similar for most of the locations. The eastbound direction (between SW 112th Avenue and SW 109th Avenue) seems to carry a slightly higher volume than the westbound direction. This could correlate with the fact that westbound trips related to the FIU campus might be making u-turns to enter the

campus via the SW 112th Avenue and/or SW 109th Avenue entrances. West of SW 102nd Avenue, the difference in the higher eastbound volumes could be correlated with the higher number of access points that SW 8th Street has on its south side. The north side of SW 8th Street borders with a canal which restricts access, and reinforces trip attractors on the south side.

It can also be observed that traffic for the most part declines from the western most part of the study corridor (east of SR 821/HEFT) to the eastern most part of the study corridor (west of SW 102 Avenue). This could also be due to the presence of different land uses that are found east of SW 107th Avenue. West of SW 107th Avenue the land use is very homogeneous given that the FIU campus is located between HEFT and SW 107th Avenue.

1.5.2 Peak Hour Volumes

Appendix E includes the TMCs seasonally adjusted. In addition, an existing Peak Hour Factor was estimated for each of the intersections. Peak hour volumes (2014) for the AM and PM peak hours were summarized and balanced and included in figures as part of Appendix F. While processing the raw counts, it was identified that the area-wide peak hours occur between 7:30 AM and 8:30 AM (morning peak hour), and between 4:30 PM and 5:30 PM (afternoon peak hour) during weekdays.

Table 7 lists the existing Peak Hour Factor estimated for each of the intersections within the study area.

Field reviews were conducted to help correlate and compare the 72-hour counts to the turning movement counts.

Table 7: Intersection Peak Hour Factors (PHF)

Intersection	Peak Hour	PHF
SW 112 Avenue	AM	0.955
	PM	0.929
SW 109 Avenue	AM	0.943
	PM	0.969
SW 107 Avenue	AM	0.925
	PM	0.973

1.5.3 Truck Factor Calculations

Classification counts were collected at one location within the study limits, west of SW 109 Ave (see Figure 2), and a daily truck factor (T_{24}) was estimated as listed in Table 8. However, this truck factor seemed high when correlating it with the conditions encountered in the field. This high truck percentage may be the result of a miss-classification of vehicles by the traffic counter machine. This miss-classification is known to occur in roadway segments that experience heavy congestion.

In order to confirm or discard this high daily truck factor, TMC volumes were reviewed. TMC volumes provide separate information for truck counts. The T-factor was also estimated from the TMCs collected at the intersections. However, this truck factor from the TMCs resulted in values lower than two percent (which is the HCM 2010 recommended default value). Therefore, data collected from another recently completed project was consulted. Classification counts for this project were located west of SW 122nd Avenue (as shown in Table 8). These truck factors were compared with the truck factor estimated from FDOT traffic count station located east of SW 109th Avenue. The value for this FDOT traffic count station resulted in a T_{24} value of 2.27%.

After careful consideration of the data collected and analyzed, the recommendation for the study was to use the factors derived from the classification count located west of SW 122nd Avenue. Therefore, the peak hour truck factor to be used along SW 8th Street was estimated to be 5.0% (half of the Daily Truck Factor). Appendix G includes information consulted in order to estimate peak hour truck factor.

Table 8: Daily Truck Factor

SW 8 Street west of SW 109 Avenue		**SW 8 Street west of SW 122 Avenue**	
TF Daily EB	11%	TF Daily EB	5%
TF Daily WB	17%	TF Daily WB	12%
TF Daily Both	14%	TF Daily Both	9%

2.0 EXISTING CONDITIONS ANALYSIS

In order to analyze the traffic operations within the study area, Synchro models for the AM and PM (for the weekday) peak hours were developed. These models were developed using Synchro version 8.0, build 805.

2.1 Development of Synchro Models

Synchro models were developed using aerial photographs to obtain the arterial network configuration and distances between intersections. These geometry elements were verified during the field visits that were performed. Also, plans for the recently completed FDOT's Resurfacing, Restoration, Rehabilitation Project ((3-R) FM No. 425145-1-52-01) were used in order to ensure coding the correct geometry at the intersections.

After peak hour volumes were developed, turning movements were input at each of the three intersections being analyzed. In addition, existing signal timing data was input into each of the signalized intersections located within the limits of the study.

For the analysis, a five percent peak hour truck factor was used on SW 8 Street, and a two percent peak hour truck factor was used for the crossing streets (SW 107th Avenue, 109th Avenue and 112th Avenue).

Existing signal timings downloaded from Miami-Dade County Traffic Signal Division web page for the Advanced Traffic Management System (ATMS) were utilized as well.

As the Synchro models were built and preliminary output files were developed, it became evident that the Synchro algorithm responsible for estimating Measures of Effectiveness (MOEs) based on Highway Capacity Manual 2010 (HCM 2010) posed some limitations for estimating delays at intersections with approaches that presented a shared left/through lane configuration. However, this was relatively easy to overcome by using the HCM 2010 methodology icon to call for a different algorithm to make this calculation.

In addition, the HCM 2010 does not allow estimation of intersection delays for intersections with more than four approaches. Although for existing conditions none of the intersections presented more than four approaches, this is a limitation for the analysis of future conditions. For instance, Alternative 1 proposes a dedicated bus lane in the eastbound direction that will require an exclusive actuated phase for buses at the intersection of SW 109th Avenue. This exclusive phase will allow buses to make a u-turn at this intersection to continue through. This exclusive actuated phase will count as an "additional approach" at the intersection, since it will require all traffic at the intersection to be stopped in order for the bus to safely perform the desired movement.

In order to overcome this limitation, the analysis was based on the results from the outputs using the actual Synchro methodology for estimating delay at the intersections. This methodology slightly differs from the HCM 2010 methodology

because it estimates the intersection capacity based on the Intersection Capacity Utilization (ICU) 2003 method, which differs from the traditional HCM methodology. However, the ICU methodology is widely accepted as well.

In order to confirm that results from the Synchro methodology will not significantly differ from the HCM 2010 methodology, a Level of Service (LOS) analysis of the three intersections was performed using both methods. Table 9 and Table 10 summarizes the intersection delays estimated using both methods.

Table 9: 2014 – AM Existing Level of Service (LOS) (HCM 2010 and Synchro)

Intersection	Approach	HCM 2010			Synchro		
		Existing Weekday AM Peak Hour			Existing Weekday AM Peak Hour		
		Volume (vph)	Delay (sec./veh.)	LOS	Volume (vph)	Delay (sec./veh.)	LOS
SW 8 Street & SW 107 Ave	EB	2021	60.4	E	2021	61.5	E
	WB	1612	77.1	E	1612	72.5	E
	NB	1650	73.7	E	1650	67.7	E
	SB	1036	71.9	E	1036	70.3	E
	Overall	**1580**	**70.8**	**E**	**1580**	**67.4**	**E**
SW 8 Street & SW 109 Ave	EB	2568	32.7	C	2568	36.6	D
	WB	1504	39.2	D	1504	43.2	D
	NB	109	84.5	F	109	59.3	E
	SB	544	103.4	F	544	46.1	D
	Overall	**1181**	**44**	**D**	**1181**	**40.3**	**D**
SW 8 Street & SW 112 Ave	EB	3028	10	A	3028	12.6	B
	WB	1600	8.8	A	1600	9.3	A
	NB	124	89.9	F	124	52.1	D
	Overall	**1483**	**10.5**	**B**	**1483**	**12.5**	**B**

Table 10: 2014 – PM Existing Level of Service (LOS) (HCM 2010 and Synchro)

Intersection	Approach	HCM 2010			Synchro		
		Existing Weekday PM Peak Hour			Existing Weekday PM Peak Hour		
		Volume (vph)	Delay (sec./veh.)	LOS	Volume (vph)	Delay (sec./veh.)	LOS
SW 8 Street & SW 107 Ave	EB	1959	68.4	E	1959	75.9	E
	WB	2065	128	F	2065	116.7	F
	NB	1759	78.1	E	1759	59	E
	SB	1819	156.8	F	1819	157.8	F
	Overall	**1901**	**114**	**F**	**1901**	**102.7**	**F**
SW 8 Street & SW 109 Ave	EB	1949	83.2	F	1949	119.3	F
	WB	1980	35.6	D	1980	38.2	D
	NB	1060	550.6	F	1060	400.1	F
	SB	610	228.8	F	610	115.6	F
	Overall	**1402**	**171.7**	**F**	**1402**	**143.8**	**F**
SW 8 Street & SW 112 Ave	EB	2026	37.5	D	2026	37.9	D
	WB	2666	33.6	C	2666	40.8	D
	NB	865	96.4	F	865	68.7	E
	Overall	**1740**	**41.6**	**D**	**1740**	**44.1**	**D**

From the results obtained using both methods, it was confirmed that both methodologies produce similar results when estimating average delay at the intersections.

During the morning peak hour, the estimated delay for the northbound and southbound approaches for the intersection of SW 8th Street and SW 109th Avenue and the northbound approach for the intersection of SW 8th Street and SW 112th Avenue showed a considerable difference between both methods. However, the overall intersection delay resulted in the same LOS. Since overall results were very similar, the Synchro methodology was deemed reasonable and MOEs obtained from this methodology were used for comparison of the future No-Build vs. Build Alternatives.

Table 11 summarizes the queue lengths for the westbound to southbound movement at the intersection of SW 8th Street with SW 112th Avenue. This will be a movement that will need to be considered when analyzing future conditions. Based on the results from the Synchro output file, this movement is currently operating at LOS E in both the morning and afternoon peak hour. The peak hour volume for this movement is 144 vehicles/hour (vph) in the morning and 190 vph in the afternoon.

Table 11: SW 8th Street and SW 112th Avenue Average Queue for the WB to SB Movement

Queue Length	AM	PM
50th Average Percentile (ft)	179	120
95th Average Percentile (ft)	276	199

Appendix H includes the Synchro outputs using both methodologies for both peak hours.

2.2 Analysis of Results

Based on the information and considerations highlighted in the previous section, the existing conditions analysis was conducted using the Synchro methodology for estimating delays at the intersections.

It has to be mentioned that in order to analyze the most conservative scenario, signals at the intersections were considered to operate in actuated-coordinated mode. Through movements at the intersections were set to use the maximum green times (maximum recall) and the left-turn were set to operate as actuated phases (if no demand is identified (in any one cycle) the phase might be skipped.

As indicated in Tables 9 and 10, the PM peak hour is more critical than the AM peak hour. Average volumes through the intersections are higher in the afternoon than in the morning. As a result, drivers experience higher delays in the afternoon than in the morning. These results correlated with the conditions found in the field during peak hours.

Based on the results from the Synchro methodology, none of the intersections are experiencing failing LOS during the morning peak. However, in the afternoon two of the three intersections (SW 8th Street and SW 107th Avenue & SW 8th Street and SW 109th Avenue) have an overall LOS of F. The intersection of SW 8th Street and SW 112th Avenue resulted in a LOS of D.

These results were compared to the 2012 analysis included in the FIU Parking Garage No. 6 Traffic Study. This traffic study identified the intersections of SW 8th Street & SW 112th Avenue and SW 8th Street & SW 109th Avenue as operating at LOS C (31.2 sec./veh) and E (76.1 sec./veh.), respectively, during the afternoon peak hour.

From the 2014 Synchro outputs for the current analysis, these two intersections (SW 8th Street & SW 112th Avenue and SW 8th Street & SW 109th Avenue) are currently operating at LOS of D and F (in the afternoon peak hour), which means the overall LOS has deteriorated since the 2012 FIU study. The higher delays being experienced at these two intersections could be due to longer cycle lengths recently implemented by Miami-Dade County (180 seconds). The FIU Parking Garage No. 6 Traffic Study outputs from HCS worksheets show cycle lengths of approximately 110 seconds (at SW 112th Avenue) and 138 seconds (at SW 109th Avenue) in 2012.

The overall movements (within approaches) experiencing the highest delays are the left turns.

Since the proposed FIU Bus Terminal Concepts could potentially impact the intersections of SW 8th Street with SW 109th Avenue and SW 8th Street with SW 112th Avenue, the future analysis will concentrate on these two particular intersections.

3.0 FUTURE CONDITIONS ANALYSIS

In order to develop the future conditions analysis, the Synchro roadway network was updated to account for future projects that are programmed to be built before the FIU Bus Terminal is completed.

FDOT Project FM No. 412479-3-52-01, which considers the widening of SW 107th Avenue in the vicinity of SW 8th Street, was assumed to be operational by the time the FIU – Bus terminal is open. This FDOT project is programmed in the Miami-Dade County TIP to start construction in 2016. Appendix I includes the plans for the proposed intersection configuration of SW 8th Street and SW 107th Avenue.

Two scenarios (No-Build and Build) for two different years were considered (2018 and 2038). The future conditions analysis focused on the analysis of afternoon peak hour only. Two factors influenced this decision:

- Based on existing conditions analysis, the afternoon peak hour is the most critical period.
- Estimated trips for the new FIU Parking Garage No. 6 were only developed for the afternoon peak hour, as this represents the worst-case scenario.

No-Build Scenario

The No-Build Scenario considers the construction of the improvements at the intersection with SW 107th Avenue and the additional trips estimated to be attracted/generated by the construction of FIU Parking Garage No. 6 (information included in Appendix C). Signal optimization (based on intersection splits) was performed for all the intersections. However, no additional improvements were considered on the network.

Build Scenario

In order to develop the roadway network for the Build Scenario, the Synchro network was updated to include an additional lane along the eastbound and westbound directions along SW 8th Street, as depicted in Alternative 1 and Alternative 2 (included in Appendix J). These alternatives proposed several improvements, as follows:

- Alternative 1 considers widening (to the outside) SW 8th Street in order to incorporate a dedicated bus lane in the eastbound and westbound directions along SW 8th Street between SW 109th Avenue and SW 112th Avenue. This dedicated lane will be provided with an exclusive signal phasing to allow westbound buses to make a u-turn (at the intersection with SW 112th Avenue) and enter the new transit terminal (located on the south side of SW 8th Street). The eastbound dedicated lane will allow easy access to the terminal for the buses coming from the west while allow exiting buses to freely enter SW 8th Street to either continue through along SW 8th Street or make a u-turn (using the dedicated lane and exclusive signal phase at the intersection with

SW 109th Avenue) to continue westbound. Buses continuing along SW 8th Street will have to merge with regular traffic just at the intersection with SW 109th Avenue as this dedicated bus lane ends at this intersection.

- Alternative 2 considers a dedicated bus lane only in the eastbound direction. Therefore, buses exiting the terminal and continuing westbound will make a u-turn at the intersection with SW 109th Avenue, using this eastbound lane. Buses continuing through along SW 8th Street will have to merge with regular traffic at the intersection with SW 109th Avenue, as this lane does not continue through. In the westbound direction buses will be mixed with regular traffic up to the intersection with SW 112th Avenue where the u-turn will be performed by using an inside dedicated left-turn exclusively lane for buses.

  Right of way acquisition, if any, on the south side of SW 8th Street is being coordinated with FIU.

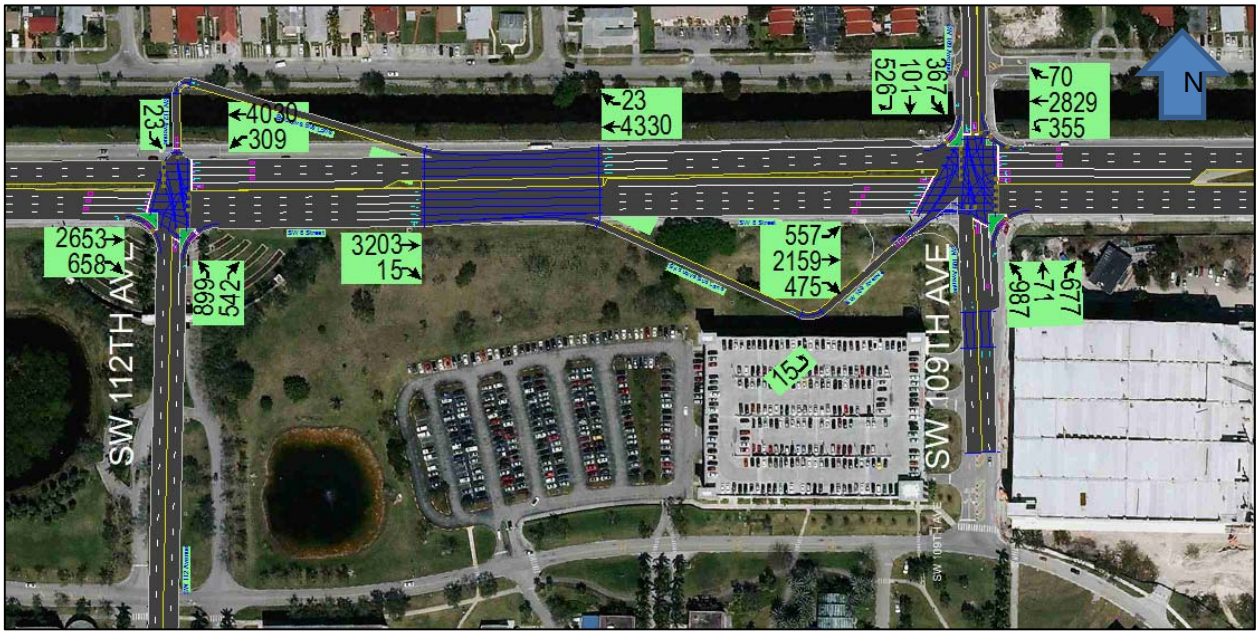
Preliminary plans for these two alternatives are included in Appendix J.

3.1 Development of Synchro Models

As Synchro does not allow analysis of transit operations, the additional dedicated bus lanes in Alternative 1 were coded to primarily "represent" an "additional approach" at the intersections of SW 112th Avenue and SW 109th Avenue. These "additional approaches" will allow analyzing how an additional phase at the signals will impact the LOS at these two intersections. Based on MDT service plans, these "new approaches" were coded to serve nine vehicles per hour in the eastbound direction and 23 vehicles per hour in the westbound, using an actuated phase. In other words, this phase will only be provided a green time if there are vehicles waiting at the approach.

In addition, the Synchro model configuration for the westbound approach at the intersection of SW 112th Avenue and, the configuration for the eastbound approach at the intersection with SW 109th Avenue were kept the same as for existing conditions (three through lanes westbound and four through lanes eastbound), as shown on Figure 3 in order for the model not to assume any additional capacity at these intersections. The "additional dedicated bus lanes" were used to represent an "additional approach" at each of the intersections.

Figure 3 – Build Scenario Synchro Network



Only one Build Synchro model was coded to analyze both build alternatives. This Build Synchro model only incorporated the improvements for Alternative 1. By analyzing Alternative 1, the conditions for all of the improvements being considered in Alternative 2 (in the eastbound direction, at the intersection with SW 109th Avenue), are also analyzed, as they are the same.

Alternative 2 does not propose any major improvements in the westbound direction. It only proposes the implementation of an additional exclusive left-turn lane for buses at the westbound approach at the intersection with SW 112th Avenue. Impacts of this additional exclusive left-turn lane could actually be determined from the No-Build Scenario. Currently, the westbound approach at this intersection provides only one exclusive left-turn lane. If in the future the demand for this movement increases and the only left-turn lane fails, a second lane will be needed to serve the demand for regular vehicles. Therefore, since both lanes will be needed to serve the demand for regular vehicles, assigning one lane exclusively for buses will cause the westbound to southbound movement to operate at a deficient LOS.

All of the Synchro models considered Signal Optimization based on phase splits, and cycle lengths were kept constant.

3.2 Peak Hour Volume Projections (2018 and 2038)

As previously mentioned the future conditions analysis focused on the evaluation of the afternoon peak hour only. Traffic projections were developed in three stages:

- Existing turning movement volumes were projected into the future using a straight line growth rate factor.
- Estimated trips due to the New FIU Parking Garage were added to the specific movements identified in the Traffic Study dated February 2013.
- Additional buses were added as specified by MDT. Summarized data of the number of buses at the intersections of SW 8th Street with SW 112th Avenue, SW 109th Avenue and SW 107th Avenue are included in Appendix K.

3.2.1 Growth Rate Factor

In order to project existing volumes into the future years 2018 and 2038, growth factor rates were developed. In order to determine an appropriate growth factor for the area under analysis, three different sources were researched: a) FDOT Historic Counts, b) FIU – Parking Garage No. 6 Traffic Analysis and c) Preliminary results of the base SERPM models for 2005 and 2035.

The first source to be researched was the FDOT historic counts within the area. Three stations were identified to be located within and/or in the proximity of the project limits. The stations used to perform the trend analyses were as follows:

- 870589 – SW 8 Street just west of SW 87 Avenue
- 870090 – SW 8 Street west of SW 107 Avenue
- 872561 – SW 8 Street west of SW 122 Avenue

Table 12 summarizes the results of the trend analysis performed. It lists the FDOT traffic count stations located within the limits of the study, the highest value of Trend R-square (for a particular growth curve) and the growth factors estimated for each of the locations.

Table 12: Estimated Growth Factors from FDOT Traffic Count Stations Historical Data

Count Station	Location Description	Regression Model	Compounded Annual Historic Growth Rate	Compounded Growth Rate (2012 to Design Year)	R-squared
870589	SW 8 Street just west of SW 87 Avenue	Linear	1.09%	0.99%	7.72%
		Exponential	0.91%	0.91%	6.58%
		Decay-Exponential	0.21%	0.04%	0.31%
870090	SW 8 Street west of SW 107 Avenue	Linear	1.48%	1.28%	17.79%
		Exponential	1.53%	1.52%	20.58%
		Decay-Exponential	2.11%	0.31%	33.42%
872561	SW 8 Street west of SW 122 Avenue	Linear	-0.63%	-0.67%	12.60%
		Exponential	-0.64%	-0.65%	12.69%
		Decay-Exponential	-0.48%	-0.09%	6.29%

Based on the results obtained from the trend analysis, traffic growth projections along the roadways in the proximity of the project limits have been relatively low, inconsistent, and historic counts did not follow any pattern. In addition, while in some stations the type of growth has corresponded to decaying exponential projections, for others it has corresponded with exponential growth.

One FDOT count station (872561) within the area experienced a negative growth, but this negative growth could be the result of technical difficulties in the field during the data collection effort or consequence of the economic crisis that the nation has been experiencing in recent years.

The closer the value of R-square is to 100%, the more the growth rate follows the shape of a particular growth rate (Linear, Exponential or Decaying Exponential). Since results from the trend analysis show relatively low values of R-square, results from the trend analysis were deemed too erratic and a representative growth rate could not be identified.

Appendix L includes results from the trend analysis.

The second source consulted was the FIU – Parking Garage No. 6 Traffic Study. According to data included in this report a growth rate given by the following equation: y = 1292.6X + 45263 was obtained from their historic trend analysis. This growth represents a straight line growth of approximately 2.6%. Appendix C includes the detailed information.

In order to make a final determination for a reasonable growth rate for the area under analysis, the base SERPM models for the years 2005 and 2035 were run and a comparison of volumes conducted east of Homestead Extension of the Florida Turnpike (HEFT)/SR 821. From this analysis, a growth rate of approximately 2.6 percent was estimated. Table 13 shows the summary of the SERPM Model results. Therefore, a rate of 2.6% was used to project the PM peak hour for the future years (2018 and 2038), similar to what was used in the FIU study.

Table 13: Summary of SERPM Models Results

Location	East of the SR 821/HEFT Screenline		
	2005 Model	2035 Model	Growth Rate
Coral Way	16,243	28,419	
SW 8th	48,150	55,995	
Flagler	26,318	44,921	
SR 836	113,161	202,724	
Total	203,872	332,059	62.88%
Annual Growth Rate			2.60%

Output files from the 2005 and 2035 SERPM models are included in Appendix M.

After the growth factor was estimated, the 2014 PM peak hour approach counts (at all three intersections) were increased using the 2.6% straight line growth rate for a 2018 and a 2038 scenario. Turning movement percentages at the intersections were assumed to remain the same as existing. Therefore, after the approach counts were projected to the respective year, the volumes through the intersection were distributed using existing percentages.

3.2.2 FIU – Parking Garage No. 6 – Estimated New Trips

After the existing volumes were projected (to 2018 and 2038) and distributed based on existing turning percentages, the new trips estimated to be generated/attracted by the FIU Parking Garage No. 6 Traffic Study were added.

At the intersections of SW 8th Street with SW 112th Avenue and SW 109th Avenue, new trips due to the presence of the new parking garage were added according to the data included in the FIU Parking Garage No. 6 Traffic study and summarized in Table 14. These numbers of trips were added to the specific movement in the figures summarizing the 2018 and 2038 PM peak hour volumes.

Table 14: FIU Parking Garage No. 6 Estimated New Trips

Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
SW 112 Avenue	20		16	0	0	0	0	0	6	0	0	0
SW 109 Avenue	0	0	0	0	4	0	0	0	2	16	0	0

For the No-Build Scenarios (2018 and 2038), volumes were projected to the respective year and only the new estimated trips associated with the construction of the new FIU Parking Garage No. 6 were considered. No buses were included in the volumes projections. Peak hour volumes for 2018 and 2038 (Build and No-Build Scenarios) are included in Appendix N.

3.2.3 Projected Number of Buses

The projected number of buses was obtained based on existing headways for the routes serving the area and additional future conditions. In January 2015, MDT Routes 8 and 51 will be modified and the new routes are included with Appendix K. The new route modifications included improved headways to the existing routes. Also, two new routes including the SR 836 express bus service and the two future Express Bus – Routes on the HEFT are being planned and were included with the projected number of buses. Table 15 summarizes the projected number of buses to be operating within the area under analysis.

Table 15: Estimated Hourly Buses at the Intersections

Intersection	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	U-Turn	L	T	R	U-Turn	L	T	R	U-Turn	L	T	R	U-Turn
SW 112 Avenue	0	0	0	0	0	0	0	0	0	15	0	0	0	15	0	23
SW 109 Avenue	0	0	0	0	0	0	0	0	0	23	0	15		23	0	0
SW 107 Avenue	5	0	0	0	0	0	10	0	10	8	5	0	0	8	0	0

Appendix K includes a figure with the estimated hourly buses turning at the intersections.

These numbers of buses were added to each of the approaches independently in order to estimate the total peak hour volumes for the Build Scenario.

Figures summarizing the peak hour volumes for 2018 and 2038 No-Build & Build Scenarios are included in Appendix N.

3.3 Analysis of Results

Traffic volumes for 2018 and 2038 for the No-Build and Build Scenarios were input into the Synchro models developed. Signal optimization was performed just for the intersection splits. Signal cycle length was kept the same as for existing conditions (180 sec.). Appendix O includes the Synchro Output files for the analysis of future conditions.

Table 16 summarizes the results for the analysis of the 2018 No-Build and Build Scenarios. Results obtained from the traffic analysis should be analyzed as relative measures and not taken as absolute values. Because of the randomness associated with traffic flow, traffic analyses should be used as baseline for comparing traffic operations (impacts of proposed improvements) through different elements of the roadway network. Traffic analyses are not intended to exactly predict traffic operations at a particular location.

When results from Table 16 (2018 No-Build) are compared to results from the existing conditions analysis (Table 10), it is evident that in 2018 the intersections of SW 8th Street with SW 107th Avenue and SW 109th Avenue experience an improvement in the overall delay and at some of the approaches. The improvement in delay at the intersection of SW 8th Street and SW 107th Avenue is primarily due to the implementation of the widening project along SW 107th Avenue scheduled to start in 2016. In addition, the 2018 No-Build Model accounts for signal optimization (based on signal splits) which also allows for a decrease in delays through the intersection. However, despite a reduction in overall delay from existing to 2018, these two intersections still experience a failing LOS of F in 2018 No-Build.

The reduction in delay at some of the approaches at the intersection of SW 8th Street and SW 109th Avenue could be attributed to the signal optimization that was performed for the No-Build Scenario.

The intersection of SW 8th Street and SW 112th Avenue experiences an *increase* in delay when compared to the existing conditions scenario (despite the signal optimization considered in the 2018 No-Build Scenario). This increase in delay might be due to the natural growth of traffic within the area and the additional trips from the FIU Parking Garage No. 6 that are expected to use the northbound approach at this intersection.

As indicated from the results listed on Table 16, the delay at the intersection of SW 8th Street and SW 107th Avenue remains very close when the No-Build Scenario is compared to the Build. Although traffic volumes are expected to increase (due to the re-routing of the buses to the new FIU-MDT Bus terminal), this increase in traffic does not appear to have detrimental impacts on the operations of the intersection.

In the case of the intersection of SW 8th Street with SW 109th Avenue, there is an increase in delay at the intersection, as a whole. The increase in delay is of approximately 36% and is mainly due to the additional phase implemented at the signal so the buses exiting the FIU-MDT transit terminal (and heading west) can make the necessary u-turn movement. All of the approaches experience an increase in delay. The new phase for the bus is assigned a total split of about 8 seconds. In

order to assign these 8 seconds to the new phase the westbound approach and the northbound approach get a reduced green time. In addition, one extra factor that is impacting operations at this intersection is the fact that the southbound approach at the intersection of SW 109th Avenue will need to have the right turn on red prohibited. If the southbound right turn on red is not prohibited, safety of the southbound to westbound vehicles might be jeopardized as they could conflict with the buses making the u-turn.

For the intersection of SW 8th Street with SW 112th Avenue an "apparent" improvement in overall delay at the intersection is observed (26% less delay). A detailed analysis of the Synchro output file revealed that because the westbound through traffic at the intersection of SW 109th Avenue experiences longer queues (not all vehicles are able to go through the intersection due to the implementation of the new bus phase), the westbound approach at the intersection of SW 112th Avenue gets an "apparent" improvement in operations, since less traffic is arriving at the westbound approach.

Table 16: 2018 No-Build & Build Analysis Summary of Results

Intersection	Approach	2018 No-Build PM Peak Hour			2018 Build PM Peak Hour		
		Volume (vph)	Delay (sec./veh.)	LOS	Volume (vph)	Delay (sec./veh.)	LOS
SW 8 Street & SW 107 Ave	EB	2161	89.9	F	2184	81.2	F
	WB	2279	86.3	F	2285	86.7	F
	NB	1942	70.1	E	1946	70.6	E
	SB	2009	77.5	E	2022	77.2	E
	Overall	**2098**	**81.4**	**F**	**2109**	**79.3**	**F**
SW 8 Street & SW 109 Ave	EB	2153	109	F	2176	104.8	F
	WB	2202	66.8	E	2225	135.0	F
	NB	1180	353.1	F	1180	473.7	F
	SB	678	155	F	678	254.6	F
	Exclusive Bus Lane	NA	NA	NA	9	89.7	F
	Overall	**1553.25**	**145.4**	**F**	**1565**	**201**	**F**
SW 8 Street & SW 112 Avenue	EB	2242	49.7	D	2251	54.8	D
	WB	2944	74	E	2953	53.1	D
	NB	991	72.8	E	991	105.4 LT 58.8RT	F (LT) E (RT)
	Exclusive Bus Lane	NA	NA	NA	23	85	F
	Overall	**1933**	**65**	**E**	**2065**	**59.4**	**E**

Table 17 summarizes the results for the analysis of the 2038 No-Build and Build Scenarios. Results for the No-Build Scenario seem to indicate that conditions at the intersections will naturally deteriorate as traffic growth takes place. Even all of the approaches at the intersection of SW 8th Street and SW 107th Avenue (which will be widened) will fail in 2038 (when the 2018 is compared to the 2038 No-Build).

Table 17 depicts similar patterns than the ones inferred from Table 16. In 2038, the delay at the intersection of SW 8th Street and SW 107th Avenue are very similar when the No-Build is compared to the Build Scenarios. The overall intersection delay shows a slight improvement (four percent) in the Build Scenario. This "apparent" improvement in delay is mainly due to the metering of the traffic in the previous intersections (SW 109th Avenue) in the eastbound direction. As less vehicles are processed at the intersection of SW 109th Avenue, fewer vehicles arrive at the intersection with SW 107th Avenue. Therefore, an "apparent" improvement in delay is observed, but it is mainly due to the congestion experienced in the upstream intersection.

Table 17: 2038 No-Build & Build Analysis Summary of Results

Intersection	Approach	2038 No-Build PM Peak Hour			2038 Build PM Peak Hour		
		Volume (vph)	Delay (sec./veh.)	LOS	Volume (vph)	Delay (sec./veh.)	LOS
SW 8 Street & SW 107 Ave	EB	3180	240.1	F	3203	222.9	F
	WB	3354	273.1	F	3360	257.5	F
	NB	2857	153.3	F	2861	1555.2	F
	SB	2955	198.6	F	3155	198	F
	Overall	**3087**	**219.2**	**F**	**3145**	**210.7**	**F**
SW 8 Street & SW 109 Ave	EB	3168	169.8	F	3191	178.7	F
	WB	3231	215.6	F	3254	298.8	F
	NB	1735	612.6	F	1735	901.7	F
	SB	994	310.1	F	994	467.4	F
	Exclusive Bus Lane	NA	NA	NA	9	79.7	E
	Overall	**2282**	**285.5**	**F**	**2294**	**388.8**	**F**
SW 8 Street & SW 112 Ave	EB	3296	164.3	F	3305	158.9	F
	WB	4330	245.9	F	4339	246.6	F
	NB	1441	214	F	1441	320.4 LT 118.4 RT	F LT F RT
	Exclusive Bus Lane	NA	NA	NA	23	87.6	F
	Overall	**2837**	**211.2**	**F**	**3028**	**214**	**F**

The intersection of SW 8th Street and SW 109th Avenue experiences an increase in overall delay of approximately 35%, primarily due to the implementation of the additional phase for the buses.

The intersection of SW 8th Street and SW 112th Avenue experiences a slight improvement in delay (one percent) as operations at this intersection are influenced by the operations at the intersection with SW 109th Avenue which meters the traffic that arrives at the intersection of SW 112th Avenue. Similar to the signal at SW 109th Avenue, this intersection will need to have its green time re-distributed in order to fit the new phase.

According to the results obtained from the analysis of the implementation of an additional phase at the intersection of SW 112th Avenue and SW 109th Avenue (no-Build vs. Build Scenarios), it was determined that the average delay at the three intersections is expected to increase, if the geometry of the intersections is to remain the same. Implementation of the additional phase impacts the intersection of SW 109th Avenue more significantly since this intersection will not only have to have its green time re-distributed (to include the new phase); but also, the right-turn on red at the southbound approach will have to be prohibited. Congestion at the intersection of SW 109th Avenue may deteriorate as a result. However, as indicated, the 2038 No-Build without the additional phases to accommodate the buses, LOS would remain at F.

The analysis presented in this report does not consider the headways associated with bus operations. Currently, vehicles arriving at the “new approaches” at the intersections of SW 109th Avenue and SW 112th Avenue are arriving randomly (within an hour) and might be actuating the signal more times than expected by the bus operations. In addition, an increase in cycle length might help to accommodate the new phasing with less impact to the intersections; however, this will require discussions with Miami-Dade County Signal Department since all signals along SW 8th Street operate in coordination. Moreover, preliminary traffic signalization plans should be developed in order to determine appropriate location of signal heads controlling bus operations, and the impact that these signals heads would have in drivers’ expectancy along this segment of SW 8th Street.

Table 18 lists the queue length as reported in the Synchro output for the westbound to southbound left-turn movement at the intersection of SW 8th Street and SW 112th Avenue. The 95th percentile queue is listed for reference only. The 50th percentile queue is the most commonly used Measure of Effectiveness (MOE) for queue analysis. Based on the results listed on this table, the westbound left-turn operates satisfactorily with a single lane in the year 2018. However, by the year 2038 implementation of a second left-turn lane should be considered. Based on the results presented in the table, the reported queue of 429 feet (was the maximum queue estimated after two cycles, volume exceeds capacity and queue might actually be longer). The current length of the left-turn bay currently is approximately 200 feet; therefore, queue is longer than the available storage length. Therefore, Alternative 2 which proposes the implementation of an exclusive left-turn for buses at the intersection of SW 8th Street and SW 112th Avenue and an a single lane for regular vehicles to access FIU seems may not be feasible for the year 2038.

Table 18: SW 8th Street and SW 112th Avenue Average Queue for the WB to SB Movement

	2018		2038	
Queue Length	**No-Build**	**Build**	**No-Build**	**Build**
50th Average Percentile (ft)	214	237	~429	~467
95th Average Percentile (ft)	#367	m205	#646	m204

#95th percentile volume exceeds capacity, queue may be longer (reported queue is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal
~Volume exceeds capacity, queue is theoretical infinite (reported queue is maximum after two cycles)

4.0 SUMMARY OF FINDINGS

From the traffic analysis performed for the segment of SW 8th Street from SW 112th Avenue to SW 107th Avenue, the following observations were identified:

Existing Conditions

As indicated in Tables 9 and 10, the PM peak hour is more critical than the AM peak hour. Average volumes through the intersections are higher in the afternoon than in the morning. As a result, drivers experience higher delays in the afternoon than in the morning. These results correlated with the conditions found in the field during peak hours.

Based on the results from the Synchro methodology, none of the intersections are experiencing failing LOS during the morning peak. However, in the afternoon, currently two of the three intersections (SW 8th Street & SW 109th Avenue and SW 8th Street & SW 107th Avenue) have an overall LOS of F.

These results were compared to the 2012 analysis included in the FIU Parking Garage No. 6 Traffic Study. Based on information and analysis included in this traffic study, the intersections of SW 8th Street & SW 112th Avenue and the intersection of SW 8th Street & SW 109th Avenue were operating at LOS C (31.2 sec./veh) and E (76.1 sec./veh.), respectively during the afternoon peak hour.

From the 2014 Synchro outputs for the current study, these two intersections (SW 8th Street & SW 112th Avenue and SW 8th Street & SW 109th Avenue) are currently operating at LOS of D and F (in the afternoon peak hour), which means the LOS has deteriorated since 2012. The higher delays being experienced at these two intersections could be due to longer cycle lengths implemented by Miami-Dade County (180 seconds). The FIU Parking Garage No. 6 Traffic Study outputs from HCS worksheets show cycle lengths of approximately 110 seconds (at SW 112th Avenue) and 138 seconds (at SW 109th Avenue).

Overall, the movements (within approaches) experiencing the highest delays are the left turns.

Future Conditions (2018 and 2038) No-Build vs. Build

When existing conditions results are compared to the 2018 No-Build Scenario, it appears that the intersection of SW 8th Street with SW 107th Avenue experiences an improvement in the overall delay, and the intersection of SW 8th Street with SW 109th Avenue experiences a decrease in delay at some of the approaches. The reduction in delay at the intersection of SW 8th Street and SW 107th Avenue is primarily due to the implementation of the widening project along SW 107th Avenue scheduled to start in 2016. In addition, the 2018 No-Build Model accounts for signal optimization (based on signal splits) which also allows for a decrease in delays through the intersection. However, these two intersections still experience a failing overall LOS of F.

The improvement in delay at some of the approaches at the intersection of SW 8th Street and SW 109th Avenue could be attributed to the signal optimization that was performed for the No-Build Scenario.

The intersection of SW 8th Street and SW 112th Avenue experiences an increase in delay when 2018 No-Build is compared to the existing conditions scenario (despite the signal optimization considered in the 2018 No-Build Scenario). This increase in delay might be due to the natural growth of traffic within the area and the additional trips from the FIU Parking Garage No. 6 that are expected to use the northbound approach at this intersection.

According to the results obtained (for the years 2018 and 2038) from the analysis of the implementation of an additional phase at the intersection of SW 112th Avenue and SW 109th Avenue (No-Build vs. Build Scenarios), it was observed that the average delay at the three intersections is expected to increase if the geometry of the intersections is to remain the same. Implementation of the additional phase impacts the intersection of SW 109th Avenue more significantly since this intersection will not only have to redistribute its green time (to include the new phase); but also, the right turn on red at the southbound approach will have to be prohibited. Therefore, congestion at the intersection of SW 109th Avenue may deteriorate.

Factors not considered in this analysis are constant arrival patterns of the buses at the “new approaches” (due to the scheduled headways) and the potential re-timing of the signals to implement longer cycle lengths. This last factor will need coordination with Miami-Dade County Signal Department since signals along SW 8th Street operate in coordination. Moreover, preliminary traffic signalization plans should be developed in order to determine appropriate location of signal heads controlling bus operations, and the impact that these signals heads would have in drivers’ expectancy along this segment of SW 8th Street.

In addition, the queue at the westbound to southbound movement at the intersection of SW 8th Street and SW 112th Avenue was analyzed. Based on the results obtained the westbound left-turn operates satisfactorily with a single lane in the year 2018. However, by the year 2038 implementation of a second left-turn lane should be considered. Therefore, Alternative 2 which proposes the implementation of an exclusive left-turn for buses at the intersection of SW 8th Street and SW 112th Avenue and an a single lane for regular vehicles to access FIU does not appear feasible for the year 2038.

APPENDICES

Appendix A – Raw Data Collected

72 Hour Counts

County: 99
Station: 0081
Description: SW 109 AVENUE SOUTH OF SW 8 STREET
Start Date: 03/18/2014
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	9	8	9	6	32	2	3	3	2	10	42
0100	7	6	1	4	18	3	1	0	1	5	23
0200	4	1	4	7	16	3	0	1	0	4	20
0300	0	0	0	0	0	1	2	1	0	4	4
0400	0	0	1	4	5	2	3	5	6	16	21
0500	1	7	13	7	28	13	20	27	41	101	129
0600	10	9	13	36	68	65	123	171	183	542	610
0700	22	24	19	31	96	134	103	145	194	576	672
0800	33	74	60	26	193	227	277	231	154	889	1082
0900	35	47	75	82	239	130	154	196	215	695	934
1000	81	57	62	78	278	106	78	75	97	356	634
1100	100	115	122	118	455	115	115	95	82	407	862
1200	96	96	98	122	412	84	95	130	117	426	838
1300	138	83	75	98	394	70	72	70	63	275	669
1400	107	155	154	161	577	76	88	99	71	334	911
1500	112	123	119	119	473	75	97	135	154	461	934
1600	143	134	97	90	464	71	62	53	84	270	734
1700	108	148	151	94	501	113	71	58	46	288	789
1800	94	93	139	165	491	61	73	92	69	295	786
1900	126	89	103	115	433	39	28	19	18	104	537
2000	112	104	121	65	402	15	22	14	16	67	469
2100	54	64	51	50	219	10	14	8	7	39	258
2200	51	29	23	18	121	8	5	5	3	21	142
2300	22	15	21	17	75	2	1	3	3	9	84
24-Hour Totals:					5990					6194	12184

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	198	745	929	745	1127
P.M.	1415	582	1500	461	1515	961
Daily	1415	582	745	929	745	1127

Generated by SPS 5.0.26

County: 99
Station: 0081
Description: SW 109 AVENUE SOUTH OF SW 8 STREET
Start Date: 03/19/2014
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	13	10	10	5	38	0	1	0	2	3	41
0100	4	6	1	6	17	1	1	1	1	4	21
0200	4	2	0	1	7	1	1	1	0	3	10
0300	0	3	3	0	6	1	1	0	4	6	12
0400	2	1	1	3	7	0	2	3	6	11	18
0500	3	7	5	12	27	9	26	24	48	107	134
0600	16	12	13	27	68	67	97	191	229	584	652
0700	31	23	18	41	113	158	162	257	300	877	990
0800	59	34	39	64	196	218	179	204	245	846	1042
0900	85	56	45	86	272	152	142	156	172	622	894
1000	95	62	62	99	318	115	100	100	123	438	756
1100	128	79	96	97	400	90	88	91	114	383	783
1200	145	120	106	118	489	84	86	136	110	416	905
1300	158	80	68	99	405	77	70	86	78	311	716
1400	130	130	156	123	539	57	73	71	94	295	834
1500	152	128	120	145	545	59	95	138	133	425	970
1600	154	167	103	92	516	86	58	55	54	253	769
1700	95	145	116	87	443	92	84	60	56	292	735
1800	135	86	114	126	461	52	73	83	54	262	723
1900	121	101	103	87	412	26	19	21	18	84	496
2000	84	104	78	64	330	17	18	16	8	59	389
2100	61	81	61	60	263	7	7	4	8	26	289
2200	33	30	29	21	113	6	5	3	4	18	131
2300	26	17	15	22	80	6	4	4	1	15	95
24-Hour Totals:					6065					6340	12405

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	250	730	954	730	1106
P.M.	1530	586	1515	452	1530	1001
Daily	1530	586	730	954	730	1106

Generated by SPS 5.0.26

County: 99
Station: 0081
Description: SW 109 AVENUE SOUTH OF SW 8 STREET
Start Date: 03/20/2014
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	14	11	11	10	46	5	0	3	0	8	54
0100	10	2	6	2	20	1	1	1	3	6	26
0200	1	1	1	1	4	1	2	1	1	5	9
0300	3	2	3	3	11	0	2	0	0	2	13
0400	1	1	1	1	4	2	2	4	8	16	20
0500	5	4	8	15	32	11	31	32	37	111	143
0600	20	12	20	23	75	71	90	180	204	545	620
0700	27	30	25	35	117	155	145	190	261	751	868
0800	46	78	45	70	239	265	231	216	197	909	1148
0900	67	56	41	96	260	127	161	171	156	615	875
1000	110	80	72	101	363	91	92	95	121	399	762
1100	127	105	85	97	414	77	70	106	79	332	746
1200	139	117	85	119	460	95	84	114	99	392	852
1300	170	90	85	84	429	62	70	75	96	303	732
1400	169	150	165	131	615	72	58	105	84	319	934
1500	171	133	122	138	564	81	101	133	128	443	1007
1600	166	153	100	102	521	79	78	52	80	289	810
1700	104	138	107	103	452	74	78	63	44	259	711
1800	108	119	135	149	511	47	69	81	58	255	766
1900	102	79	67	96	344	32	23	17	18	90	434
2000	111	106	69	56	342	15	15	11	11	52	394
2100	57	57	63	42	219	13	9	6	7	35	254
2200	41	39	27	17	124	7	10	2	5	24	148
2300	21	26	11	8	66	5	5	1	2	13	79
24-Hour Totals:					6232					6173	12405

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	260	745	973	745	1177
P.M.	1415	617	1500	443	1500	1007
Daily	1415	617	745	973	745	1177

Generated by SPS 5.0.26

County: 99
Station: 0080
Description: SW 107 AVENUE SOUTH OF SW 8 STREET
Start Date: 03/18/2014
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	50	46	40	31	167	38	45	37	37	157	324
0100	19	25	21	19	84	26	22	16	15	79	163
0200	13	18	17	18	66	12	16	13	18	59	125
0300	21	24	26	35	106	15	15	25	23	78	184
0400	32	64	102	98	296	19	42	65	63	189	485
0500	81	162	230	289	762	68	95	169	191	523	1285
0600	299	363	439	388	1489	197	281	427	424	1329	2818
0700	399	309	297	392	1397	320	297	361	371	1349	2746
0800	321	339	313	317	1290	377	368	344	322	1411	2701
0900	305	304	300	321	1230	310	327	397	404	1438	2668
1000	343	325	334	320	1322	333	333	299	339	1304	2626
1100	310	385	359	349	1403	358	405	384	352	1499	2902
1200	399	369	412	363	1543	400	356	383	418	1557	3100
1300	398	314	327	369	1408	411	371	387	397	1566	2974
1400	352	406	441	357	1556	393	439	432	432	1696	3252
1500	384	353	347	362	1446	386	448	453	460	1747	3193
1600	405	393	386	380	1564	455	422	435	456	1768	3332
1700	339	369	358	318	1384	445	439	445	385	1714	3098
1800	334	323	331	376	1364	410	399	405	379	1593	2957
1900	346	282	308	307	1243	350	313	277	265	1205	2448
2000	299	368	294	260	1221	256	261	223	218	958	2179
2100	275	244	264	215	998	213	198	171	140	722	1720
2200	220	198	198	195	811	114	111	93	95	413	1224
2300	183	100	66	50	399	81	77	63	72	293	692
24-Hour Totals:					24549					24647	49196

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	1397	730	1477	730	2826
P.M.	1415	1588	1515	1816	1600	3332
Daily	615	1589	1515	1816	1600	3332

Generated by SPS 5.0.26

County: 99
Station: 0080
Description: SW 107 AVENUE SOUTH OF SW 8 STREET
Start Date: 03/19/2014
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	60	41	36	30	167	51	34	33	32	150	317
0100	25	15	13	12	65	18	26	22	14	80	145
0200	22	17	20	8	67	19	15	8	19	61	128
0300	16	20	35	38	109	11	15	15	26	67	176
0400	39	67	98	94	298	26	24	45	47	142	440
0500	93	158	219	282	752	65	91	176	196	528	1280
0600	272	379	404	451	1506	217	290	376	397	1280	2786
0700	379	331	308	351	1369	344	396	416	427	1583	2952
0800	364	320	257	342	1283	381	347	354	375	1457	2740
0900	336	292	299	341	1268	332	309	318	314	1273	2541
1000	368	359	339	346	1412	342	333	330	362	1367	2779
1100	392	347	335	348	1422	343	330	356	354	1383	2805
1200	377	357	327	376	1437	367	351	355	337	1410	2847
1300	401	381	351	377	1510	368	353	430	446	1597	3107
1400	386	383	395	387	1551	424	433	445	472	1774	3325
1500	415	356	354	383	1508	420	433	451	426	1730	3238
1600	454	390	333	339	1516	440	457	464	446	1807	3323
1700	352	373	395	319	1439	440	458	457	459	1814	3253
1800	324	350	343	386	1403	475	448	385	400	1708	3111
1900	354	304	294	285	1237	337	272	272	283	1164	2401
2000	302	325	285	267	1179	280	242	224	200	946	2125
2100	262	282	276	254	1074	217	191	192	142	742	1816
2200	226	164	237	197	824	130	118	111	105	464	1288
2300	248	122	81	56	507	81	79	72	58	290	797
24-Hour Totals:					24903					24817	49720

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	1469	715	1620	645	3022
P.M.	1530	1581	1715	1849	1530	3355
Daily	615	1613	1715	1849	1530	3355

Generated by SPS 5.0.26

County: 99
Station: 0080
Description: SW 107 AVENUE SOUTH OF SW 8 STREET
Start Date: 03/20/2014
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	73	56	45	35	209	51	36	37	36	160	369
0100	29	28	20	20	97	29	23	13	24	89	186
0200	15	21	31	19	86	20	15	15	22	72	158
0300	35	20	34	37	126	16	21	15	21	73	199
0400	35	62	95	118	310	25	31	56	75	187	497
0500	95	143	233	287	758	77	99	157	190	523	1281
0600	278	373	410	420	1481	211	291	429	418	1349	2830
0700	386	355	320	329	1390	348	380	420	368	1516	2906
0800	292	289	314	331	1226	403	337	427	357	1524	2750
0900	361	310	329	338	1338	365	346	356	363	1430	2768
1000	348	341	316	343	1348	353	307	351	365	1376	2724
1100	383	378	366	366	1493	370	333	369	378	1450	2943
1200	420	389	441	358	1608	391	344	377	366	1478	3086
1300	366	345	328	396	1435	377	389	376	422	1564	2999
1400	356	379	375	365	1475	385	443	384	484	1696	3171
1500	382	386	393	388	1549	399	437	442	429	1707	3256
1600	423	392	369	340	1524	412	423	422	456	1713	3237
1700	340	368	363	310	1381	428	439	422	390	1679	3060
1800	304	295	317	327	1243	351	362	353	329	1395	2638
1900	349	296	304	254	1203	353	302	252	259	1166	2369
2000	313	289	288	241	1131	249	222	200	190	861	1992
2100	246	225	211	200	882	182	192	160	139	673	1555
2200	177	232	235	149	793	121	115	112	80	428	1221
2300	100	80	58	49	287	81	60	37	53	231	518
24-Hour Totals:					24373					24340	48713

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	1481	715	1571	645	3047
P.M.	1200	1608	1445	1762	1515	3310
Daily	1145	1616	1445	1762	1515	3310

Generated by SPS 5.0.26

County: 99
Station: 0079
Description: SW 107 AVENUE NORTH OF SW 8 STREET
Start Date: 03/18/2014
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	32	28	19	22	101	32	26	22	24	104	205
0100	15	19	16	15	65	16	22	9	11	58	123
0200	15	15	15	15	60	10	13	10	15	48	108
0300	14	21	25	31	91	9	8	11	28	56	147
0400	35	59	105	109	308	22	32	54	50	158	466
0500	94	173	206	237	710	63	96	153	159	471	1181
0600	276	302	311	285	1174	163	199	263	258	883	2057
0700	255	92	166	299	812	174	148	229	211	762	1574
0800	291	324	303	295	1213	266	243	208	241	958	2171
0900	305	296	316	321	1238	212	237	279	274	1002	2240
1000	323	326	290	319	1258	240	257	262	262	1021	2279
1100	323	367	344	320	1354	283	268	280	263	1094	2448
1200	344	316	345	279	1284	301	279	238	256	1074	2358
1300	330	310	298	340	1278	295	293	287	263	1138	2416
1400	261	382	355	365	1363	245	322	301	298	1166	2529
1500	358	363	325	341	1387	305	314	322	341	1282	2669
1600	353	402	374	386	1515	326	319	321	298	1264	2779
1700	343	370	372	365	1450	319	315	331	280	1245	2695
1800	337	302	313	350	1302	302	313	291	283	1189	2491
1900	311	236	210	251	1008	257	251	213	231	952	1960
2000	244	235	202	190	871	203	213	184	190	790	1661
2100	210	180	157	152	699	196	159	121	114	590	1289
2200	128	111	100	104	443	109	85	79	87	360	803
2300	104	69	52	30	255	60	63	51	53	227	482
24-Hour Totals:					21239					17892	39131

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1227	845	969	845	2181
P.M.	1600	1515	1530	1308	1600	2779
Daily	1600	1515	1530	1308	1600	2779

Generated by SPS 5.0.26

County: 99
Station: 0079
Description: SW 107 AVENUE NORTH OF SW 8 STREET
Start Date: 03/19/2014
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	25	23	19	27	94	32	31	18	23	104	198
0100	21	10	11	12	54	21	17	16	11	65	119
0200	14	11	18	14	57	12	7	11	14	44	101
0300	9	15	33	49	106	13	18	17	25	73	179
0400	40	58	96	125	319	22	32	50	48	152	471
0500	96	160	196	218	670	63	95	152	158	468	1138
0600	257	319	303	325	1204	159	196	255	233	843	2047
0700	206	232	236	273	947	177	246	248	242	913	1860
0800	304	293	307	311	1215	229	230	230	238	927	2142
0900	318	274	310	317	1219	225	239	250	261	975	2194
1000	309	324	330	347	1310	248	247	271	274	1040	2350
1100	362	355	308	305	1330	286	273	302	307	1168	2498
1200	329	311	352	232	1224	278	282	269	191	1020	2244
1300	194	359	326	358	1237	206	227	308	280	1021	2258
1400	345	361	366	373	1445	284	278	287	322	1171	2616
1500	370	358	357	377	1462	313	320	320	306	1259	2721
1600	379	366	363	339	1447	303	306	328	301	1238	2685
1700	324	378	371	337	1410	313	312	299	309	1233	2643
1800	325	325	334	355	1339	324	289	301	290	1204	2543
1900	319	274	236	235	1064	247	250	242	230	969	2033
2000	227	255	219	192	893	217	226	190	191	824	1717
2100	180	180	198	173	731	195	178	136	119	628	1359
2200	133	110	126	94	463	107	77	89	83	356	819
2300	103	76	46	33	258	76	64	56	39	235	493
24-Hour Totals:					21498					17930	39428

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1229	715	965	845	2165
P.M.	1545	1485	1445	1275	1445	2733
Daily	1545	1485	1445	1275	1445	2733

Generated by SPS 5.0.26

County: 99
Station: 0079
Description: SW 107 AVENUE NORTH OF SW 8 STREET
Start Date: 03/20/2014
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	42	32	29	26	129	37	27	16	23	103	232
0100	11	20	28	13	72	14	16	11	19	60	132
0200	15	12	23	14	64	16	10	12	15	53	117
0300	17	18	36	32	103	13	15	15	21	64	167
0400	43	59	87	136	325	25	38	55	53	171	496
0500	93	163	199	238	693	75	97	154	145	471	1164
0600	253	317	279	329	1178	154	194	265	231	844	2022
0700	277	220	276	291	1064	180	235	271	207	893	1957
0800	292	280	324	317	1213	226	204	274	266	970	2183
0900	332	276	304	325	1237	244	228	278	247	997	2234
1000	326	306	284	333	1249	270	230	279	273	1052	2301
1100	346	357	368	360	1431	266	337	287	296	1186	2617
1200	367	312	349	326	1354	309	294	271	274	1148	2502
1300	313	321	310	339	1283	255	264	264	277	1060	2343
1400	316	361	366	372	1415	260	307	299	327	1193	2608
1500	326	349	350	370	1395	298	311	328	286	1223	2618
1600	410	379	357	366	1512	305	320	312	304	1241	2753
1700	331	370	337	330	1368	305	333	319	285	1242	2610
1800	270	274	270	287	1101	277	282	256	254	1069	2170
1900	284	231	244	225	984	306	229	198	189	922	1906
2000	202	242	194	172	810	213	171	178	181	743	1553
2100	171	181	152	107	611	180	180	115	108	583	1194
2200	125	129	107	92	453	113	104	95	77	389	842
2300	61	44	43	31	179	63	47	42	41	193	372
24-Hour Totals:					21223					17870	39093

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1253	845	1016	830	2261
P.M.	1545	1516	1445	1264	1600	2753
Daily	1545	1516	1445	1264	1600	2753

Generated by SPS 5.0.26

County: 99
Station: 0067
Description: SW 8 STREEET WEST OF SW 112 AVENUE
Start Date: 03/18/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	52	42	41	38	173	26	24	16	15	81	254
0100	26	29	30	30	115	11	14	14	13	52	167
0200	35	24	32	40	131	7	6	13	7	33	164
0300	46	37	49	62	194	12	8	12	16	48	242
0400	72	115	169	216	572	16	23	36	38	113	685
0500	280	425	542	581	1828	41	60	94	82	277	2105
0600	705	756	870	914	3245	117	118	157	202	594	3839
0700	831	876	801	712	3220	170	126	135	130	561	3781
0800	813	814	695	556	2878	142	152	192	150	636	3514
0900	576	592	686	666	2520	120	107	122	167	516	3036
1000	516	423	438	481	1858	156	160	161	190	667	2525
1100	488	550	495	466	1999	208	345	432	402	1387	3386
1200	502	505	555	599	2161	420	515	491	533	1959	4120
1300	489	445	442	498	1874	672	559	530	560	2321	4195
1400	492	528	481	470	1971	590	644	705	585	2524	4495
1500	514	539	574	581	2208	634	701	590	637	2562	4770
1600	525	512	498	578	2113	687	683	624	631	2625	4738
1700	569	463	482	477	1991	671	779	644	392	2486	4477
1800	434	417	470	422	1743	285	318	297	531	1431	3174
1900	320	289	317	313	1239	462	194	177	195	1028	2267
2000	305	277	226	256	1064	271	215	209	154	849	1913
2100	240	230	198	159	827	154	148	136	100	538	1365
2200	152	145	140	131	568	83	65	65	53	266	834
2300	89	100	70	59	318	52	47	34	25	158	476
24-Hour Totals:					36810					23712	60522

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	3422	800	636	645	4055
P.M.	1515	2219	1645	2725	1515	4834
Daily	630	3491	1645	2725	1515	4834

Generated by SPS 5.0.26

County: 99
Station: 0067
Description: SW 8 STREEET WEST OF SW 112 AVENUE
Start Date: 03/19/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	54	43	47	38	182	22	17	11	13	63	245
0100	31	33	39	36	139	15	11	3	14	43	182
0200	27	28	30	38	123	10	3	7	12	32	155
0300	37	34	65	83	219	6	14	11	17	48	267
0400	72	111	157	209	549	18	26	41	30	115	664
0500	277	416	509	605	1807	51	57	77	86	271	2078
0600	657	687	831	806	2981	108	174	175	231	688	3669
0700	743	803	802	823	3171	199	205	135	164	703	3874
0800	775	647	785	713	2920	225	156	217	410	1008	3928
0900	612	566	680	598	2456	411	369	374	366	1520	3976
1000	496	460	493	554	2003	442	338	363	385	1528	3531
1100	447	506	505	472	1930	459	393	367	441	1660	3590
1200	452	423	572	543	1990	492	456	467	487	1902	3892
1300	467	442	424	523	1856	513	500	519	570	2102	3958
1400	444	524	499	439	1906	571	592	612	547	2322	4228
1500	471	501	511	521	2004	712	595	611	644	2562	4566
1600	507	521	491	615	2134	713	701	592	640	2646	4780
1700	513	497	470	441	1921	623	708	564	384	2279	4200
1800	426	401	432	391	1650	358	307	358	174	1197	2847
1900	347	321	280	292	1240	205	169	139	160	673	1913
2000	292	249	237	229	1007	149	152	136	140	577	1584
2100	210	253	209	196	868	113	123	110	88	434	1302
2200	165	173	115	113	566	80	78	78	72	308	874
2300	108	91	78	83	360	75	51	43	29	198	558
24-Hour Totals:					35982					24879	60861

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	3203	845	1564	845	4135
P.M.	1615	2140	1530	2669	1600	4780
Daily	715	3203	1530	2669	1600	4780

Generated by SPS 5.0.26

County: 99
Station: 0067
Description: SW 8 STREEET WEST OF SW 112 AVENUE
Start Date: 03/20/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	48	36	52	41	177	31	22	20	16	89	266
0100	42	38	36	34	150	18	10	7	12	47	197
0200	37	30	37	38	142	4	8	12	9	33	175
0300	40	53	73	69	235	9	11	16	16	52	287
0400	78	123	174	233	608	29	19	40	29	117	725
0500	291	415	505	585	1796	50	51	88	89	278	2074
0600	682	741	812	842	3077	102	124	159	182	567	3644
0700	784	752	752	771	3059	182	182	166	126	656	3715
0800	797	652	738	614	2801	128	265	239	342	974	3775
0900	601	538	621	587	2347	347	312	298	350	1307	3654
1000	479	501	503	531	2014	438	361	380	376	1555	3569
1100	430	451	467	475	1823	424	443	365	425	1657	3480
1200	489	437	558	515	1999	446	425	458	462	1791	3790
1300	445	485	451	526	1907	595	473	494	527	2089	3996
1400	470	464	501	515	1950	644	575	627	597	2443	4393
1500	513	538	541	523	2115	702	646	597	601	2546	4661
1600	547	476	493	491	2007	747	704	597	654	2702	4709
1700	507	486	482	407	1882	644	695	617	529	2485	4367
1800	365	407	417	402	1591	512	489	444	334	1779	3370
1900	296	329	273	269	1167	312	241	182	200	935	2102
2000	236	240	243	186	905	228	242	165	139	774	1679
2100	223	219	209	156	807	155	158	139	90	542	1349
2200	177	132	101	111	521	89	113	89	49	340	861
2300	83	94	52	67	296	99	47	26	37	209	505
24-Hour Totals:					35376					25967	61343

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	3130	845	1299	645	3842
P.M.	1515	2149	1600	2702	1515	4740
Daily	630	3190	1600	2702	1515	4740

Generated by SPS 5.0.26

County: 99
Station: 0062
Description: SW 8 STREET WEST SW 109 AVENUE
Start Date: 03/18/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	72	64	50	53	239	109	102	70	74	355	594
0100	39	47	35	42	163	56	53	37	41	187	350
0200	36	39	34	44	153	31	40	29	23	123	276
0300	45	44	46	63	198	27	26	35	31	119	317
0400	76	86	135	160	457	41	47	53	65	206	663
0500	209	293	372	402	1276	58	80	125	128	391	1667
0600	435	495	538	533	2001	153	207	318	258	936	2937
0700	524	634	628	565	2351	289	336	393	395	1413	3764
0800	488	446	437	472	1843	376	369	337	350	1432	3275
0900	476	471	448	403	1798	234	291	318	308	1151	2949
1000	399	408	438	467	1712	283	312	325	312	1232	2944
1100	440	424	426	403	1693	332	298	328	328	1286	2979
1200	448	472	417	422	1759	337	320	357	368	1382	3141
1300	415	371	399	456	1641	399	374	408	417	1598	3239
1400	445	448	375	433	1701	484	465	490	498	1937	3638
1500	442	433	477	490	1842	515	492	517	487	2011	3853
1600	444	501	433	451	1829	540	571	517	508	2136	3965
1700	484	403	433	409	1729	537	529	524	535	2125	3854
1800	386	405	401	365	1557	528	509	508	472	2017	3574
1900	342	356	367	374	1439	460	477	437	451	1825	3264
2000	332	311	269	290	1202	468	393	390	376	1627	2829
2100	284	276	249	202	1011	354	381	336	282	1353	2364
2200	233	199	204	161	797	279	264	261	212	1016	1813
2300	157	153	99	86	495	199	174	168	114	655	1150
24-Hour Totals:					30886					28513	59399

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	2351	730	1533	715	3815
P.M.	1530	1912	1600	2136	1530	4027
Daily	700	2351	1600	2136	1530	4027

Truck Percentage 19.13 12.26 15.83

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	237	17098	7644	224	1896	939	98	1164	157	283	0	0	66	1080	0	5907	30886
W	151	22293	2568	205	643	727	63	1017	169	151	0	0	54	466	6	3495	28513

Generated by SPS 5.0.26

County: 99
Station: 0062
Description: SW 8 STREET WEST SW 109 AVENUE
Start Date: 03/19/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	77	63	59	55	254	129	106	75	61	371	625
0100	40	41	45	43	169	72	40	45	41	198	367
0200	43	35	28	45	151	44	32	27	29	132	283
0300	40	46	62	78	226	26	25	35	32	118	344
0400	63	95	132	176	466	28	41	57	67	193	659
0500	192	296	343	350	1181	55	95	130	146	426	1607
0600	446	427	479	459	1811	161	234	306	305	1006	2817
0700	499	556	579	535	2169	271	373	398	404	1446	3615
0800	538	489	541	521	2089	387	386	336	357	1466	3555
0900	476	439	465	457	1837	330	301	293	336	1260	3097
1000	409	389	433	441	1672	302	344	324	324	1294	2966
1100	410	412	392	443	1657	296	327	346	379	1348	3005
1200	371	348	403	409	1531	365	351	355	375	1446	2977
1300	408	389	382	455	1634	382	395	430	440	1647	3281
1400	396	423	424	366	1609	430	470	506	487	1893	3502
1500	384	436	393	436	1649	500	528	526	481	2035	3684
1600	435	446	456	467	1804	567	550	506	538	2161	3965
1700	410	385	377	334	1506	527	541	553	527	2148	3654
1800	390	386	360	361	1497	485	507	489	466	1947	3444
1900	352	335	302	321	1310	484	477	482	423	1866	3176
2000	284	268	242	241	1035	442	391	345	383	1561	2596
2100	254	253	245	213	965	314	340	327	312	1293	2258
2200	226	192	163	136	717	283	247	257	223	1010	1727
2300	138	126	105	101	470	180	190	168	145	683	1153
24-Hour Totals:					29409					28948	58357

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	2208	730	1575	715	3770
P.M.	1600	1804	1600	2161	1600	3965
Daily	715	2208	1600	2161	1600	3965

Truck Percentage 29.41 11.79 20.67

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	249	13036	7475	304	1616	954	77	1787	207	229	0	0	156	3319	0	8649	29409
W	187	22682	2664	198	667	637	66	999	166	151	1	0	50	477	3	3412	28948

Generated by SPS 5.0.26

County: 99
Station: 0062
Description: SW 8 STREET WEST SW 109 AVENUE
Start Date: 03/20/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	90	78	59	58	285	161	112	98	73	444	729
0100	43	41	42	37	163	84	49	54	54	241	404
0200	47	33	39	40	159	56	29	29	31	145	304
0300	47	48	79	75	249	19	37	39	43	138	387
0400	70	110	129	172	481	24	54	56	62	196	677
0500	193	267	324	373	1157	75	90	141	142	448	1605
0600	431	470	454	486	1841	149	207	298	289	943	2784
0700	503	517	607	558	2185	286	330	416	406	1438	3623
0800	535	516	533	491	2075	386	395	368	323	1472	3547
0900	474	475	462	403	1814	328	310	300	322	1260	3074
1000	400	417	426	401	1644	274	330	325	329	1258	2902
1100	369	385	367	404	1525	303	319	370	332	1324	2849
1200	417	419	415	411	1662	335	315	381	374	1405	3067
1300	358	422	431	423	1634	400	380	352	347	1479	3113
1400	415	405	341	355	1516	361	378	391	390	1520	3036
1500	410	466	424	464	1764	421	422	381	376	1600	3364
1600	431	461	418	438	1748	413	423	373	430	1639	3387
1700	408	395	390	426	1619	416	410	415	411	1652	3271
1800	414	362	393	357	1526	380	355	386	371	1492	3018
1900	388	351	379	342	1460	372	343	325	347	1387	2847
2000	300	324	279	246	1149	333	341	300	260	1234	2383
2100	276	254	236	202	968	313	281	249	232	1075	2043
2200	197	226	188	156	767	211	213	197	219	840	1607
2300	145	139	86	122	492	177	169	148	134	628	1120
24-Hour Totals:					29883					25258	55141

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	2217	730	1603	730	3819
P.M.	1515	1785	1645	1671	1600	3387
Daily	715	2217	1645	1671	730	3819

Truck Percentage 27.02 15.18 21.59

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	295	13836	7679	191	1308	1041	75	1658	208	261	1	0	182	3148	0	8073	29883
W	252	18913	2258	160	583	426	30	1013	165	228	1	0	67	1160	2	3833	25258

Generated by SPS 5.0.26

County: 99
Station: 0068
Description: SW 8 STREET WEST OF SW 107 AVENUE
Start Date: 03/18/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	61	46	44	42	193	61	60	39	38	198	391
0100	28	33	30	32	123	31	42	28	29	130	253
0200	34	27	28	45	134	21	24	27	17	89	223
0300	45	38	51	57	191	37	30	31	52	150	341
0400	69	105	158	195	527	45	61	95	88	289	816
0500	250	345	482	532	1609	109	158	250	221	738	2347
0600	578	592	615	573	2358	259	334	432	449	1474	3832
0700	500	543	531	459	2033	358	320	342	359	1379	3412
0800	494	486	391	369	1740	320	384	355	341	1400	3140
0900	385	452	420	452	1709	294	347	360	369	1370	3079
1000	442	351	377	389	1559	339	315	350	311	1315	2874
1100	457	488	498	421	1864	374	340	343	357	1414	3278
1200	440	417	400	516	1773	344	420	365	426	1555	3328
1300	458	418	417	451	1744	384	404	415	459	1662	3406
1400	439	503	509	500	1951	455	416	441	403	1715	3666
1500	483	470	511	507	1971	469	471	462	465	1867	3838
1600	511	542	451	503	2007	462	468	466	467	1863	3870
1700	505	506	534	458	2003	492	471	472	463	1898	3901
1800	414	384	427	500	1725	410	431	416	408	1665	3390
1900	426	333	396	357	1512	392	364	327	370	1453	2965
2000	457	374	345	290	1466	317	314	276	284	1191	2657
2100	275	304	240	229	1048	262	276	252	193	983	2031
2200	171	171	139	136	617	185	182	175	140	682	1299
2300	114	103	74	68	359	121	112	82	67	382	741
24-Hour Totals:					32216					26862	59078

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	2147	645	1469	645	3616
P.M.	1530	2071	1645	1902	1645	3950
Daily	600	2358	1645	1902	1645	3950

Generated by SPS 5.0.26

County: 99
Station: 0068
Description: SW 8 STREET WEST OF SW 107 AVENUE
Start Date: 03/19/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	61	43	58	38	200	71	39	47	42	199	399
0100	39	34	38	38	149	45	33	26	24	128	277
0200	27	36	25	38	126	22	21	24	20	87	213
0300	36	32	60	81	209	24	32	45	53	154	363
0400	70	112	149	182	513	42	63	89	100	294	807
0500	245	340	488	491	1564	118	173	227	244	762	2326
0600	573	579	580	585	2317	234	372	454	473	1533	3850
0700	574	548	521	445	2088	381	443	437	393	1654	3742
0800	502	451	420	493	1866	345	321	337	394	1397	3263
0900	407	406	390	463	1666	328	342	354	345	1369	3035
1000	438	379	389	425	1631	345	329	372	361	1407	3038
1100	529	390	465	406	1790	335	343	339	390	1407	3197
1200	472	416	401	500	1789	372	404	406	394	1576	3365
1300	501	401	411	507	1820	349	359	460	466	1634	3454
1400	471	521	505	455	1952	386	407	440	382	1615	3567
1500	472	502	464	526	1964	466	471	463	470	1870	3834
1600	534	557	499	496	2086	456	449	450	470	1825	3911
1700	469	509	472	461	1911	464	472	461	447	1844	3755
1800	477	446	442	470	1835	414	441	431	381	1667	3502
1900	450	367	325	383	1525	377	362	346	352	1437	2962
2000	371	324	317	244	1256	325	310	311	296	1242	2498
2100	306	319	248	242	1115	275	250	240	212	977	2092
2200	187	166	137	131	621	184	178	199	152	713	1334
2300	132	105	89	80	406	163	113	101	73	450	856
24-Hour Totals:					32399					27241	59640

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	2228	645	1734	645	3962
P.M.	1545	2116	1500	1870	1545	3941
Daily	615	2318	1500	1870	630	4038

Generated by SPS 5.0.26

County: 99
Station: 0068
Description: SW 8 STREET WEST OF SW 107 AVENUE
Start Date: 03/20/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	65	43	50	52	210	83	47	53	48	231	441
0100	50	36	38	37	161	50	32	25	35	142	303
0200	31	34	36	39	140	20	29	32	32	113	253
0300	42	50	72	70	234	21	40	45	44	150	384
0400	72	111	154	200	537	42	63	106	104	315	852
0500	258	319	468	491	1536	116	170	243	239	768	2304
0600	583	594	597	602	2376	254	331	479	434	1498	3874
0700	582	475	582	468	2107	400	393	405	408	1606	3713
0800	500	524	447	439	1910	370	379	353	321	1423	3333
0900	400	425	356	453	1634	282	359	365	340	1346	2980
1000	438	399	405	392	1634	324	310	352	333	1319	2953
1100	467	386	477	406	1736	335	363	368	346	1412	3148
1200	473	392	389	496	1750	355	385	414	404	1558	3308
1300	489	472	448	453	1862	394	396	389	461	1640	3502
1400	509	509	505	494	2017	413	415	457	394	1679	3696
1500	543	501	497	509	2050	482	476	478	464	1900	3950
1600	547	508	474	468	1997	480	471	461	477	1889	3886
1700	438	495	474	458	1865	474	471	455	439	1839	3704
1800	382	440	440	430	1692	398	406	379	375	1558	3250
1900	358	368	315	329	1370	350	356	309	321	1336	2706
2000	360	310	279	248	1197	305	295	272	248	1120	2317
2100	257	256	246	194	953	255	238	214	192	899	1852
2200	215	178	120	115	628	176	190	160	128	654	1282
2300	88	96	50	68	302	118	92	73	86	369	671
24-Hour Totals:					31898					26764	58662

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	2241	645	1632	645	3873
P.M.	1530	2061	1500	1900	1530	3954
Daily	600	2376	1500	1900	615	4019

Generated by SPS 5.0.26

County: 99
Station: 0069
Description: SW 8 STREET WEST OF SW 102 AVENUE
Start Date: 03/18/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	73	43	56	30	202	21	10	26	25	82	284
0100	42	31	36	38	147	29	19	17	12	77	224
0200	29	38	35	28	130	17	7	8	4	36	166
0300	45	21	43	48	157	7	6	13	11	37	194
0400	52	66	104	127	349	13	16	44	51	124	473
0500	202	236	343	381	1162	67	109	119	154	449	1611
0600	396	400	384	390	1570	150	246	289	308	993	2563
0700	362	398	330	275	1365	269	301	325	305	1200	2565
0800	285	264	215	250	1014	250	269	334	295	1148	2162
0900	318	276	303	290	1187	248	277	269	319	1113	2300
1000	312	270	266	254	1102	255	311	334	326	1226	2328
1100	296	277	326	351	1250	292	340	370	398	1400	2650
1200	387	365	409	430	1591	413	449	432	499	1793	3384
1300	489	364	422	399	1674	433	408	530	482	1853	3527
1400	478	447	466	421	1812	482	469	522	513	1986	3798
1500	473	431	421	435	1760	540	515	541	523	2119	3879
1600	482	490	415	416	1803	496	488	462	309	1755	3558
1700	414	443	425	371	1653	284	296	249	245	1074	2727
1800	404	401	401	419	1625	250	267	196	170	883	2508
1900	409	377	346	386	1518	153	137	99	125	514	2032
2000	333	400	333	304	1370	111	98	99	76	384	1754
2100	317	365	270	271	1223	84	58	72	58	272	1495
2200	270	213	197	199	879	60	65	63	41	229	1108
2300	234	117	106	77	534	53	25	21	22	121	655
24-Hour Totals:					27077					20868	47945

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	1480	645	1203	645	2683
P.M.	1530	1828	1500	2119	1430	3881
Daily	1530	1828	1500	2119	1430	3881

Generated by SPS 5.0.26

County: 99
Station: 0069
Description: SW 8 STREET WEST OF SW 102 AVENUE
Start Date: 03/19/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	71	59	50	45	225	20	20	14	18	72	297
0100	55	41	37	43	176	13	13	7	16	49	225
0200	29	31	42	34	136	3	7	10	6	26	162
0300	50	57	61	79	247	10	8	13	9	40	287
0400	68	103	121	162	454	10	13	22	68	113	567
0500	250	318	448	514	1530	68	96	144	162	470	2000
0600	520	507	493	479	1999	159	222	325	289	995	2994
0700	462	507	355	339	1663	262	271	278	292	1103	2766
0800	281	272	231	259	1043	291	257	286	212	1046	2089
0900	257	249	257	245	1008	199	258	271	283	1011	2019
1000	325	268	315	281	1189	209	226	230	227	892	2081
1100	278	281	308	345	1212	257	268	250	268	1043	2255
1200	345	371	353	349	1418	275	295	363	415	1348	2766
1300	484	430	427	399	1740	368	377	468	521	1734	3474
1400	398	473	476	405	1752	497	498	495	477	1967	3719
1500	443	397	416	433	1689	493	560	529	509	2091	3780
1600	457	476	432	382	1747	399	324	295	267	1285	3032
1700	413	422	410	408	1653	257	278	300	276	1111	2764
1800	368	406	377	414	1565	274	284	267	255	1080	2645
1900	472	387	406	362	1627	263	214	132	143	752	2379
2000	410	380	363	320	1473	105	94	84	88	371	1844
2100	329	330	267	257	1183	86	71	90	110	357	1540
2200	255	278	224	219	976	97	96	88	58	339	1315
2300	198	223	155	171	747	68	59	41	37	205	952
24-Hour Totals:					28452					19500	47952

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	1803	715	1132	645	2903
P.M.	1545	1798	1500	2091	1500	3780
Daily	545	2034	1500	2091	1500	3780

Generated by SPS 5.0.26

County: 99
Station: 0069
Description: SW 8 STREET WEST OF SW 102 AVENUE
Start Date: 03/20/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	122	91	62	42	317	37	28	20	22	107	424
0100	50	50	44	34	178	18	26	21	12	77	255
0200	34	35	37	40	146	22	11	21	13	67	213
0300	39	32	47	67	185	17	14	19	15	65	250
0400	59	84	94	117	354	19	21	39	35	114	468
0500	167	219	297	301	984	45	59	108	105	317	1301
0600	344	358	361	342	1405	99	158	151	191	599	2004
0700	326	313	237	276	1152	171	184	194	189	738	1890
0800	324	264	220	247	1055	151	179	191	182	703	1758
0900	230	230	49	235	744	161	187	36	273	657	1401
1000	392	273	280	253	1198	139	159	151	184	633	1831
1100	267	327	278	292	1164	286	248	285	269	1088	2252
1200	217	245	232	268	962	302	326	406	422	1456	2418
1300	319	315	308	325	1267	346	379	423	454	1602	2869
1400	308	346	415	393	1462	487	459	518	413	1877	3339
1500	472	413	402	416	1703	272	313	418	329	1332	3035
1600	464	490	455	419	1828	370	272	250	287	1179	3007
1700	439	496	461	396	1792	301	362	307	328	1298	3090
1800	361	367	408	444	1580	299	312	331	261	1203	2783
1900	456	342	389	386	1573	247	255	220	170	892	2465
2000	426	431	409	352	1618	153	178	172	198	701	2319
2100	295	343	307	255	1200	192	175	139	101	607	1807
2200	216	208	205	193	822	61	92	46	30	229	1051
2300	156	121	75	62	414	32	34	24	16	106	520
24-Hour Totals:					25103					17647	42750

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	1218	645	740	645	1958
P.M.	1600	1828	1345	1918	1400	3339
Daily	1600	1828	1345	1918	1400	3339

Generated by SPS 5.0.26

Turning Movement Counts

SW 8th Street & SW 112th Avenue (FIU Entrance)

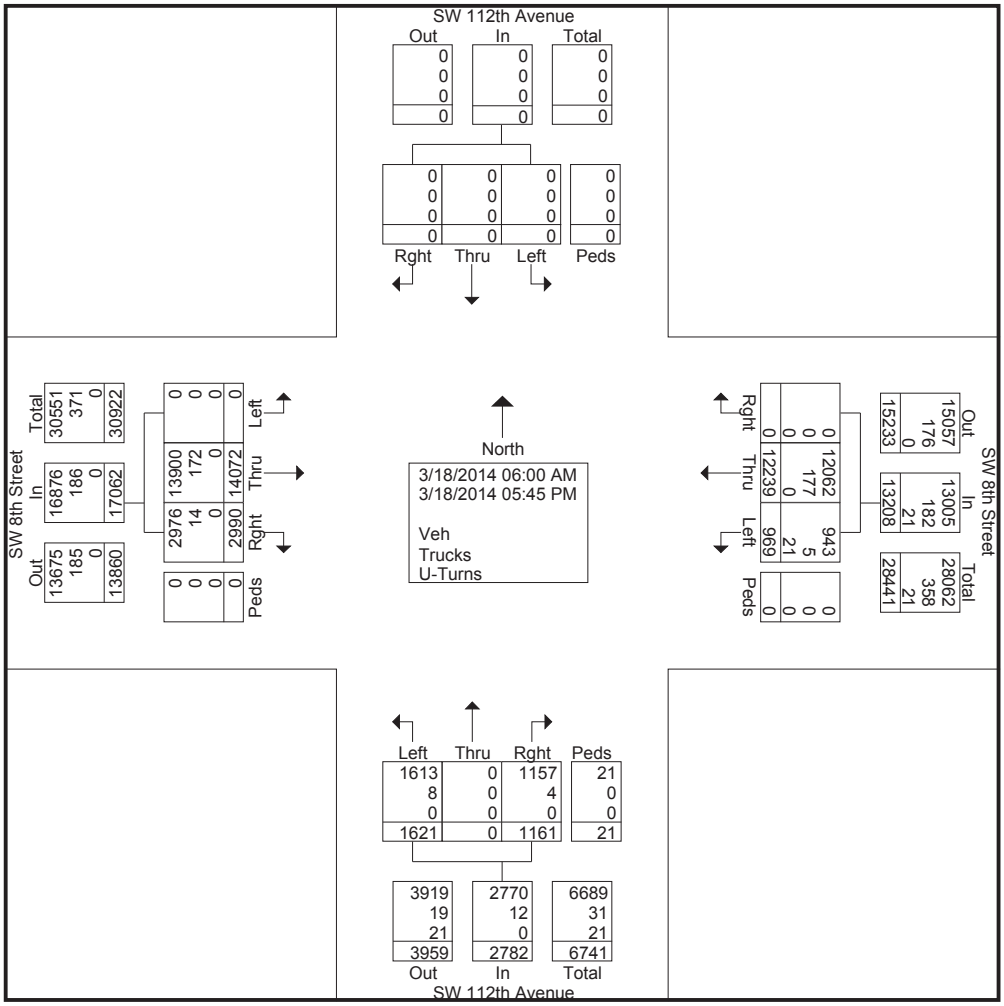
File Name : TMC-5 SW 8th Street & SW 112th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 112th Avenue Southbound					SW 112th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
06:00 AM	0	0	0	0	0	1	0	6	0	7	11	106	0	0	117	0	294	7	0	301	425
06:15 AM	0	0	0	0	0	1	0	2	0	3	17	153	0	0	170	0	393	7	0	400	573
06:30 AM	0	0	0	0	0	5	0	5	0	10	32	178	0	0	210	0	534	32	0	566	786
06:45 AM	0	0	0	0	0	5	0	3	0	8	29	227	0	0	256	0	562	39	0	601	865
Total	0	0	0	0	0	12	0	16	0	28	89	664	0	0	753	0	1783	85	0	1868	2649
07:00 AM	0	0	0	0	0	2	0	4	1	7	21	271	0	0	292	0	491	78	0	569	868
07:15 AM	0	0	0	0	0	12	0	12	1	25	18	314	0	0	332	0	570	84	0	654	1011
07:30 AM	0	0	0	0	0	10	0	9	1	20	36	423	0	0	459	0	635	117	0	752	1231
07:45 AM	0	0	0	0	0	10	0	18	0	28	50	453	0	0	503	0	566	157	0	723	1254
Total	0	0	0	0	0	34	0	43	3	80	125	1461	0	0	1586	0	2262	436	0	2698	4364
08:00 AM	0	0	0	0	0	20	0	22	0	42	36	408	0	0	444	0	576	140	0	716	1202
08:15 AM	0	0	0	0	0	16	0	21	1	38	29	313	0	0	342	0	600	126	0	726	1106
08:30 AM	0	0	0	0	0	16	0	14	1	31	36	298	0	0	334	0	600	150	0	750	1115
08:45 AM	0	0	0	0	0	23	0	18	1	42	53	308	0	0	361	0	551	164	0	715	1118
Total	0	0	0	0	0	75	0	75	3	153	154	1327	0	0	1481	0	2327	580	0	2907	4541
09:00 AM	0	0	0	0	0	29	0	27	1	57	37	275	0	0	312	0	591	168	0	759	1128
09:15 AM	0	0	0	0	0	34	0	48	0	82	66	290	0	0	356	0	521	212	0	733	1171
09:30 AM	0	0	0	0	0	55	0	42	0	97	47	300	0	0	347	0	415	283	0	698	1142
09:45 AM	0	0	0	0	0	16	0	22	1	39	37	248	0	0	285	0	523	175	0	698	1022
Total	0	0	0	0	0	134	0	139	2	275	187	1113	0	0	1300	0	2050	838	0	2888	4463
*** BREAK ***																					
03:00 PM	0	0	0	0	0	88	0	96	5	189	18	564	0	0	582	0	402	77	0	479	1250
03:15 PM	0	0	0	0	0	147	0	127	0	274	32	545	0	0	577	0	505	56	0	561	1412
03:30 PM	0	0	0	0	0	103	0	72	1	176	17	657	0	0	674	0	509	49	0	558	1408
03:45 PM	0	0	0	0	0	84	0	51	0	135	12	715	0	0	727	0	484	74	0	558	1420
Total	0	0	0	0	0	422	0	346	6	774	79	2481	0	0	2560	0	1900	256	0	2156	5490
04:00 PM	0	0	0	0	0	119	0	49	0	168	23	643	0	0	666	0	460	74	0	534	1368
04:15 PM	0	0	0	0	0	112	0	63	1	176	32	660	0	0	692	0	473	125	0	598	1466
04:30 PM	0	0	0	0	0	160	0	79	0	239	58	559	0	0	617	0	464	175	0	639	1495
04:45 PM	0	0	0	0	0	161	0	108	1	270	61	685	0	0	746	0	471	151	0	622	1638
Total	0	0	0	0	0	552	0	299	2	853	174	2547	0	0	2721	0	1868	525	0	2393	5967
05:00 PM	0	0	0	0	0	153	0	88	3	244	36	667	0	0	703	0	460	82	0	542	1489
05:15 PM	0	0	0	0	0	78	0	56	0	134	39	616	0	0	655	0	484	56	0	540	1329
05:30 PM	0	0	0	0	0	77	0	43	1	121	36	698	0	0	734	0	476	68	0	544	1399
05:45 PM	0	0	0	0	0	84	0	56	1	141	50	665	0	0	715	0	462	64	0	526	1382
Total	0	0	0	0	0	392	0	243	5	640	161	2646	0	0	2807	0	1882	270	0	2152	5599
Grand Total	0	0	0	0	0	1621	0	1161	21	2803	969	12239	0	0	13208	0	14072	2990	0	17062	33073
Apprch %	0	0	0	0		57.8	0	41.4	0.7		7.3	92.7	0	0		0	82.5	17.5	0		
Total %	0	0	0	0	0	4.9	0	3.5	0.1	8.5	2.9	37	0	0	39.9	0	42.5	9	0	51.6	
Veh	0	0	0	0	0	1613	0	1157	21	2791	943	12062	0	0	13005	0	13900	2976	0	16876	32672
% Veh	0	0	0	0	0	99.5	0	99.7	100	99.6	97.3	98.6	0	0	98.5	0	98.8	99.5	0	98.9	98.8
Trucks	0	0	0	0	0	8	0	4	0	12	5	177	0	0	182	0	172	14	0	186	380
% Trucks	0	0	0	0	0	0.5	0	0.3	0	0.4	0.5	1.4	0	0	1.4	0	1.2	0.5	0	1.1	1.1
U-Turns	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	0	0	0	0	0	21
% U-Turns	0	0	0	0	0	0	0	0	0	0	2.2	0	0	0	0.2	0	0	0	0	0	0.1

SW 8th Street & SW 112th Avenue (FIU Entrance)

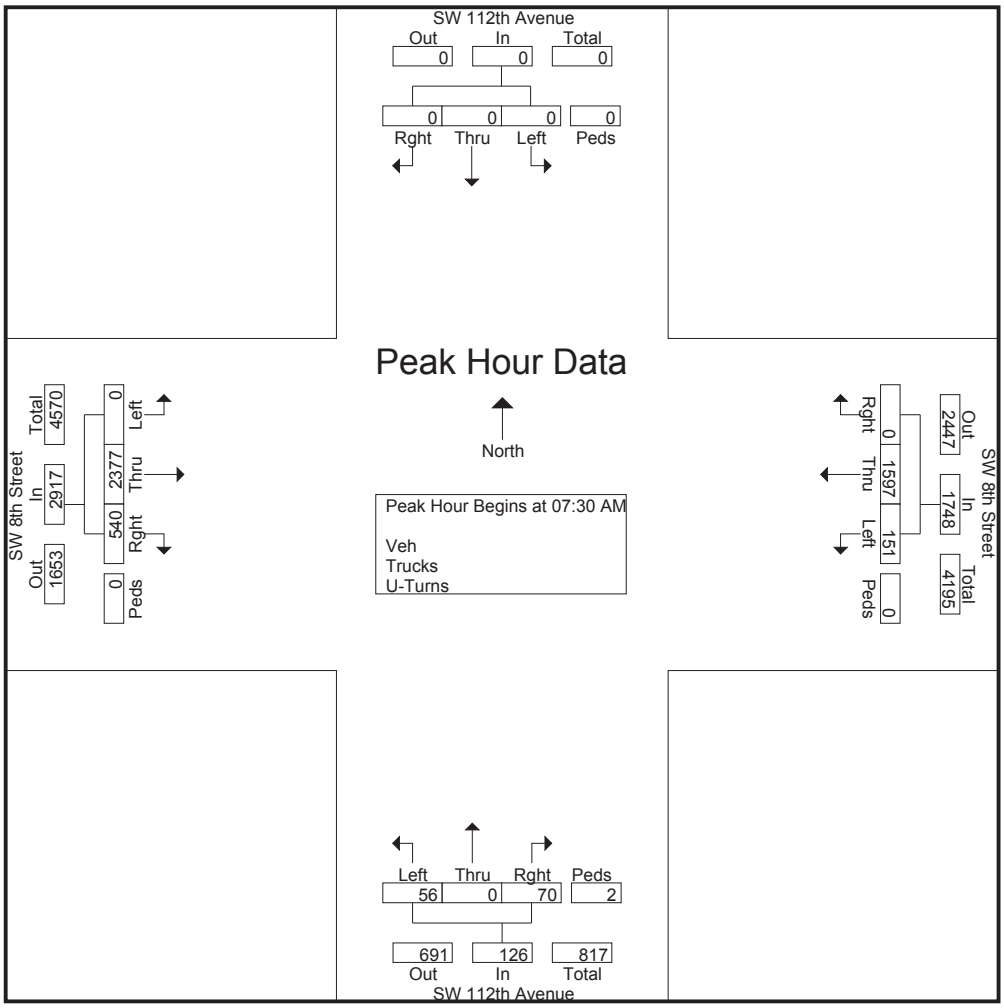
File Name : TMC-5 SW 8th Street & SW 112th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 2



SW 8th Street & SW 112th Avenue (FIU Entrance)

File Name : TMC-5 SW 8th Street & SW 112th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

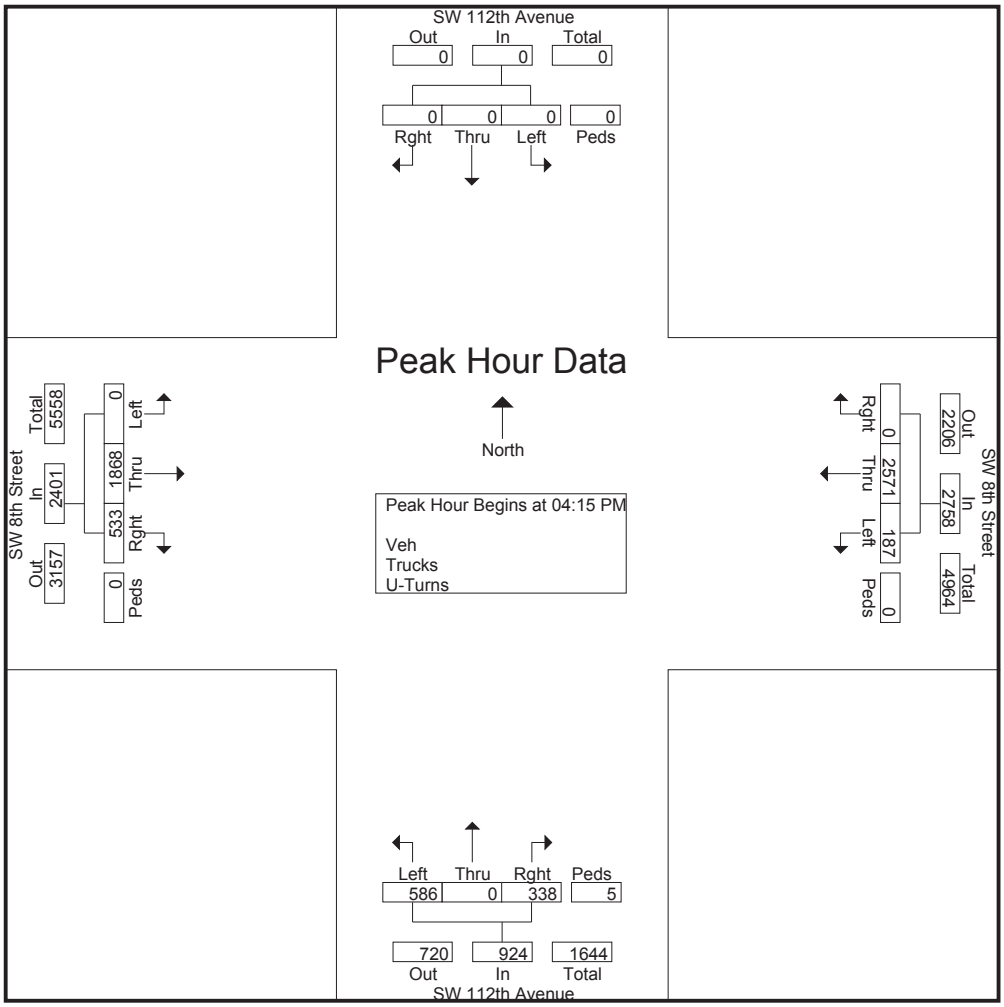
	SW 112th Avenue Southbound					SW 112th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	10	0	9	1	20	36	423	0	0	459	0	635	117	0	752	1231
07:45 AM	0	0	0	0	0	10	0	18	0	28	50	453	0	0	503	0	566	157	0	723	1254
08:00 AM	0	0	0	0	0	20	0	22	0	42	36	408	0	0	444	0	576	140	0	716	1202
08:15 AM	0	0	0	0	0	16	0	21	1	38	29	313	0	0	342	0	600	126	0	726	1106
Total Volume	0	0	0	0	0	56	0	70	2	128	151	1597	0	0	1748	0	2377	540	0	2917	4793
% App. Total	0	0	0	0		43.8	0	54.7	1.6		8.6	91.4	0	0		0	81.5	18.5	0		
PHF	.000	.000	.000	.000	.000	.700	.000	.795	.500	.762	.755	.881	.000	.000	.869	.000	.936	.860	.000	.970	.956



SW 8th Street & SW 112th Avenue (FIU Entrance)

File Name : TMC-5 SW 8th Street & SW 112th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SW 112th Avenue Southbound					SW 112th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	112	0	63	1	176	32	660	0	0	692	0	473	125	0	598	1466
04:30 PM	0	0	0	0	0	160	0	79	0	239	58	559	0	0	617	0	464	175	0	639	1495
04:45 PM	0	0	0	0	0	161	0	108	1	270	61	685	0	0	746	0	471	151	0	622	1638
05:00 PM	0	0	0	0	0	153	0	88	3	244	36	667	0	0	703	0	460	82	0	542	1489
Total Volume	0	0	0	0	0	586	0	338	5	929	187	2571	0	0	2758	0	1868	533	0	2401	6088
% App. Total	0	0	0	0		63.1	0	36.4	0.5		6.8	93.2	0	0		0	77.8	22.2	0		
PHF	.000	.000	.000	.000	.000	.910	.000	.782	.417	.860	.766	.938	.000	.000	.924	.000	.987	.761	.000	.939	.929



SW 8th Street & SW 112th Avenue (FIU Entrance)

File Name : TMC-5 SW 8th Street & SW 112th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Turns

	SW 112th Avenue Southbound					SW 112th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
*** BREAK ***																					
06:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
06:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
06:45 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	11
Total	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	17
*** BREAK ***																					
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	0	0	0	0	0	21
Apprch %	0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	

SW 8th Street & SW 112th Avenue (FIU Entrance)

File Name : TMC-5 SW 8th Street & SW 112th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
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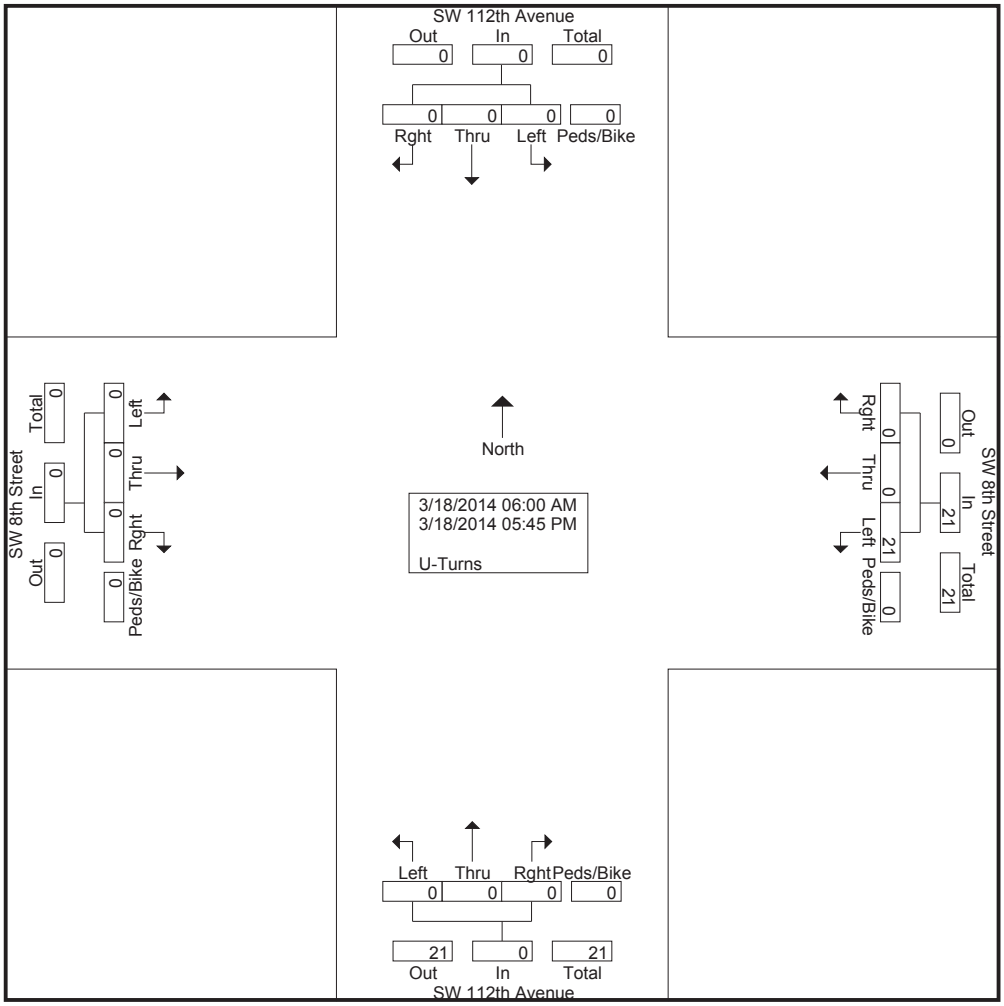
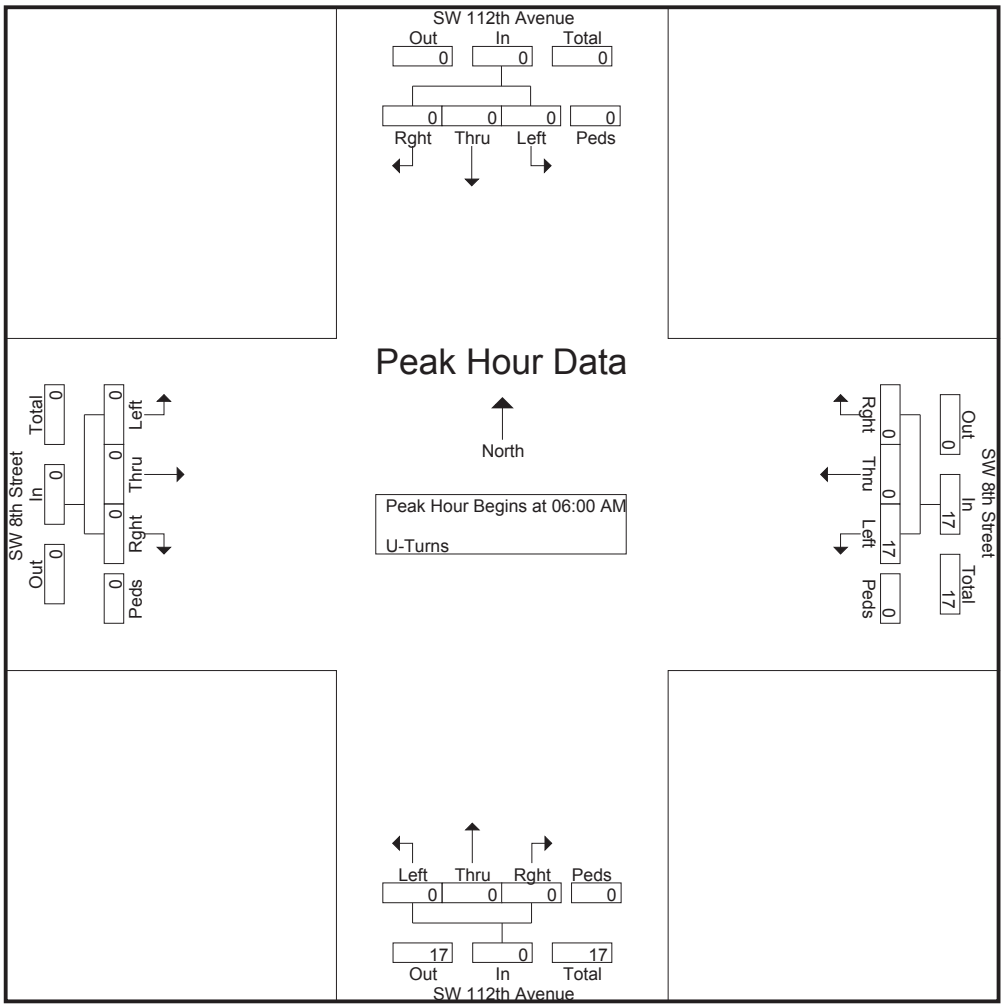


SW 8th Street & SW 112th Avenue (FIU Entrance)

File Name : TMC-5 SW 8th Street & SW 112th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

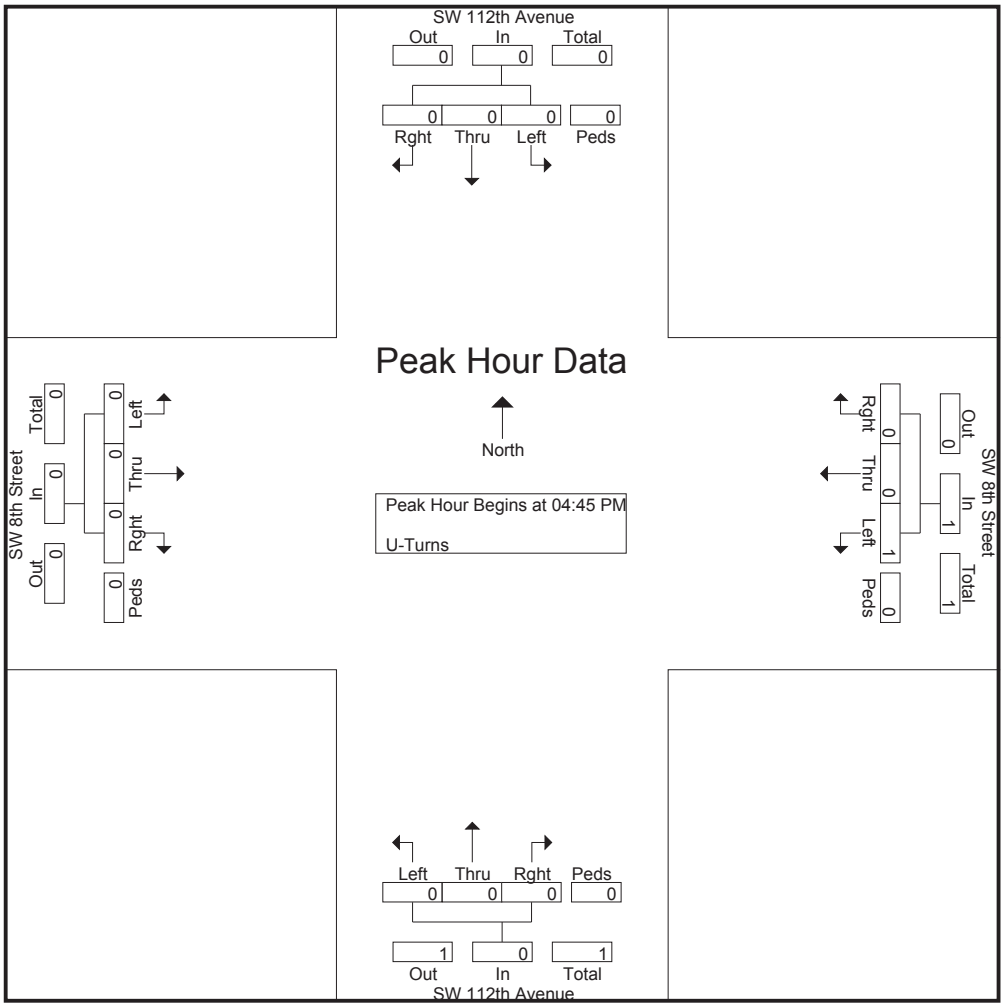
	SW 112th Avenue Southbound					SW 112th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:00 AM																					
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
06:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
06:45 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	11
Total Volume	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	17
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.386	.000	.000	.000	.386	.000	.000	.000	.000	.000	.386



SW 8th Street & SW 112th Avenue (FIU Entrance)

File Name : TMC-5 SW 8th Street & SW 112th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SW 112th Avenue Southbound					SW 112th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250



SW 8th Street & SW 112th Avenue (FIU Entrance)

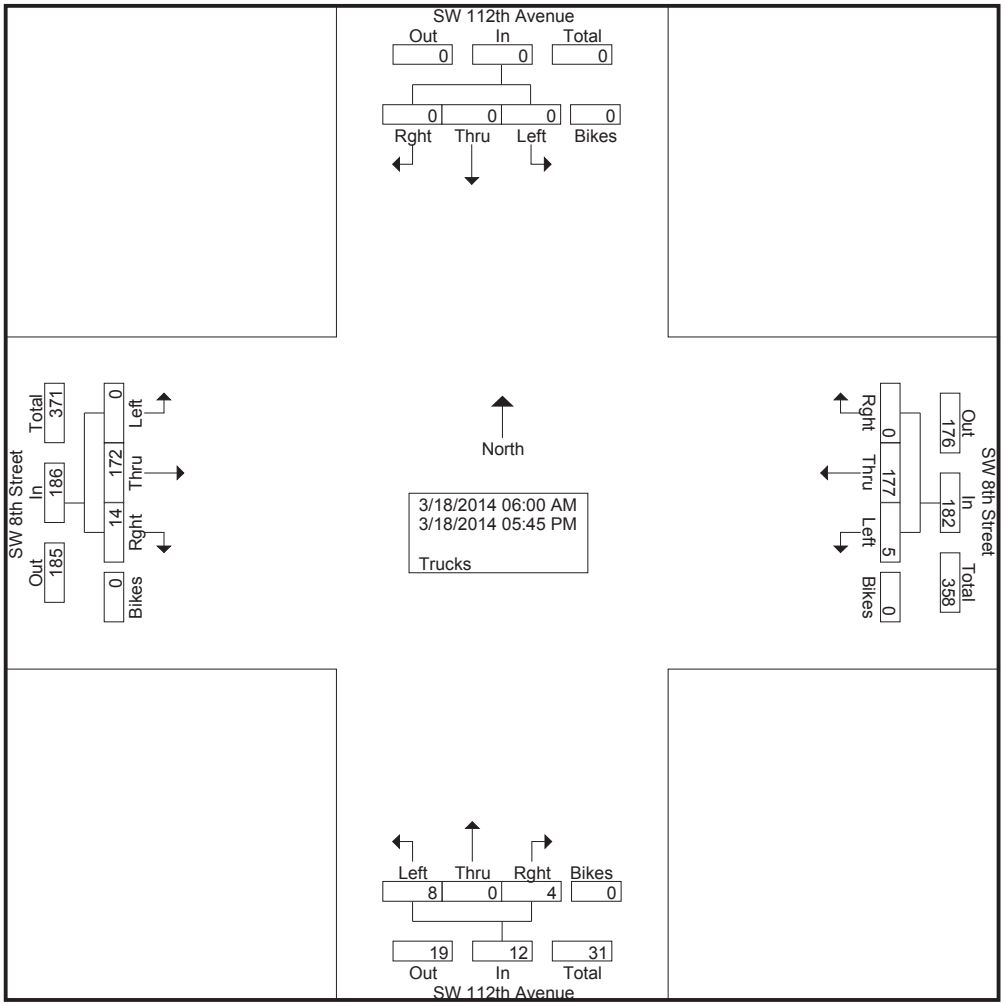
File Name : TMC-5 SW 8th Street & SW 112th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Trucks

	SW 112th Avenue Southbound					SW 112th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	0	5	0	0	5	12
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	11	0	0	11	18
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
06:45 AM	0	0	0	0	0	0	0	0	0	0	1	9	0	0	10	0	5	0	0	5	15
Total	0	0	0	0	0	0	0	0	0	0	2	26	0	0	28	0	22	0	0	22	50
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	8	0	0	8	12
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	6	1	0	7	12
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	9	2	0	11	17
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	8	0	0	8	0	4	1	0	5	14
Total	0	0	0	0	0	1	0	0	0	1	0	23	0	0	23	0	27	4	0	31	55
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	6	1	0	7	14
08:15 AM	0	0	0	0	0	1	0	0	0	1	2	7	0	0	9	0	5	1	0	6	16
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	11	0	0	12	0	14	0	0	14	26
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	11	0	0	11	0	10	0	0	10	22
Total	0	0	0	0	0	1	0	1	0	2	3	36	0	0	39	0	35	2	0	37	78
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	9	1	0	10	17
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	8	0	0	8	14
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	6	1	0	7	13
Total	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	0	26	2	0	28	50
*** BREAK ***																					
03:00 PM	0	0	0	0	0	1	0	0	0	1	0	13	0	0	13	0	4	0	0	4	18
03:15 PM	0	0	0	0	0	0	0	2	0	2	0	5	0	0	5	0	7	2	0	9	16
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	7	2	0	9	16
03:45 PM	0	0	0	0	0	3	0	0	0	3	0	8	0	0	8	0	8	1	0	9	20
Total	0	0	0	0	0	4	0	2	0	6	0	33	0	0	33	0	26	5	0	31	70
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	4	0	0	4	9
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	6	1	0	7	12
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	6	0	0	6	12
Total	0	0	0	0	0	1	0	0	0	1	0	20	0	0	20	0	18	1	0	19	40
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	3	0	0	3	8
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	9	0	0	9	16
Total	0	0	0	0	0	1	0	1	0	2	0	17	0	0	17	0	18	0	0	18	37
Grand Total	0	0	0	0	0	8	0	4	0	12	5	177	0	0	182	0	172	14	0	186	380
Apprch %	0	0	0	0		66.7	0	33.3	0		2.7	97.3	0	0		0	92.5	7.5	0		
Total %	0	0	0	0	0	2.1	0	1.1	0	3.2	1.3	46.6	0	0	47.9	0	45.3	3.7	0	48.9	

SW 8th Street & SW 112th Avenue (FIU Entrance)

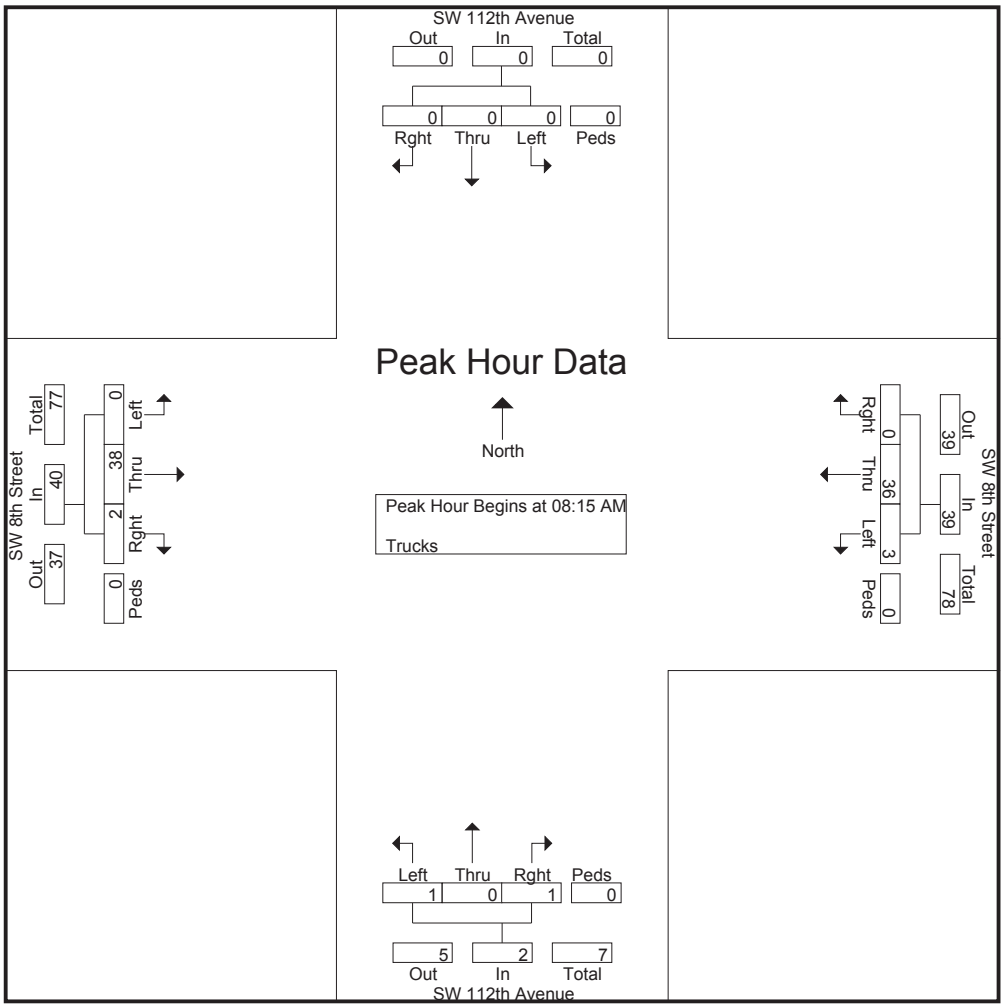
File Name : TMC-5 SW 8th Street & SW 112th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 2



SW 8th Street & SW 112th Avenue (FIU Entrance)

File Name : TMC-5 SW 8th Street & SW 112th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

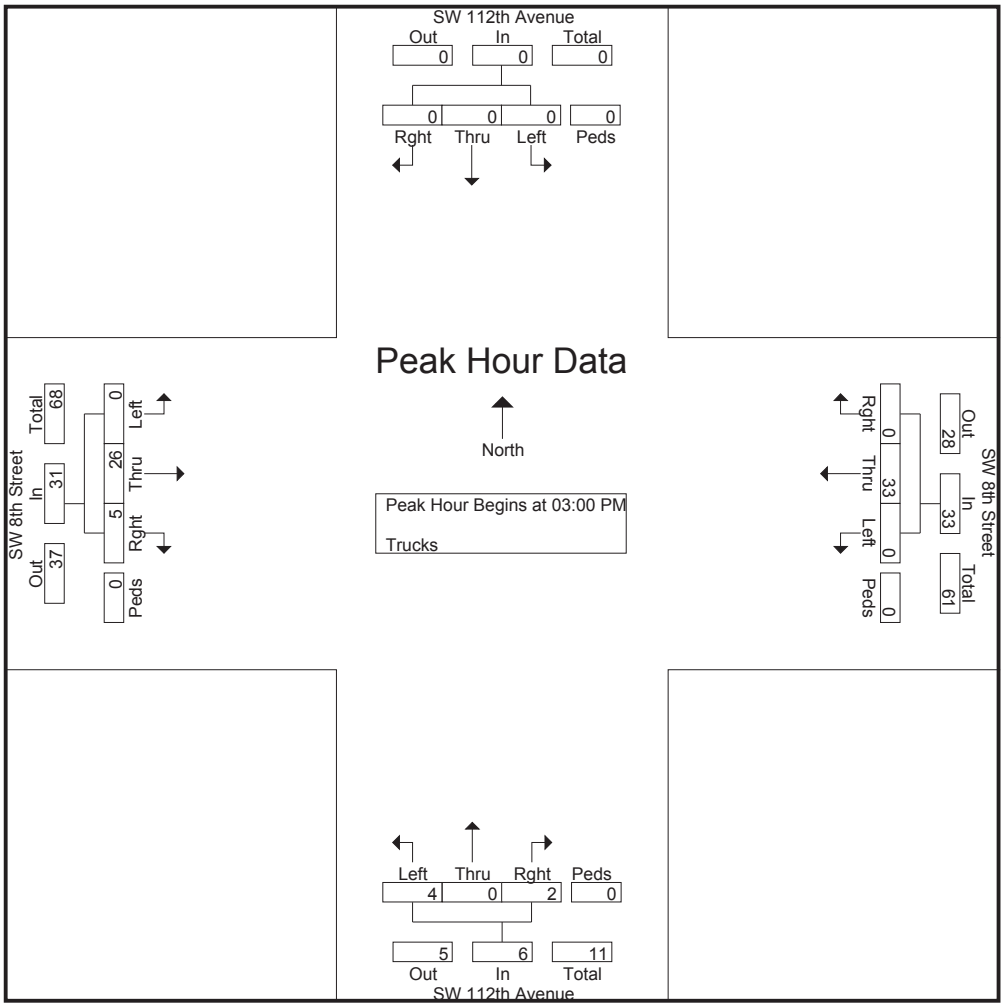
	SW 112th Avenue Southbound					SW 112th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	0	0	0	0	1	0	0	0	1	2	7	0	0	9	0	5	1	0	6	16
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	11	0	0	12	0	14	0	0	14	26
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	11	0	0	11	0	10	0	0	10	22
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	9	1	0	10	17
Total Volume	0	0	0	0	0	1	0	1	0	2	3	36	0	0	39	0	38	2	0	40	81
% App. Total	0	0	0	0		50	0	50	0		7.7	92.3	0	0		0	95	5	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.500	.375	.818	.000	.000	.813	.000	.679	.500	.000	.714	.779



SW 8th Street & SW 112th Avenue (FIU Entrance)

File Name : TMC-5 SW 8th Street & SW 112th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SW 112th Avenue Southbound					SW 112th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	1	0	0	0	1	0	13	0	0	13	0	4	0	0	4	18
03:15 PM	0	0	0	0	0	0	0	2	0	2	0	5	0	0	5	0	7	2	0	9	16
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	7	2	0	9	16
03:45 PM	0	0	0	0	0	3	0	0	0	3	0	8	0	0	8	0	8	1	0	9	20
Total Volume	0	0	0	0	0	4	0	2	0	6	0	33	0	0	33	0	26	5	0	31	70
% App. Total	0	0	0	0		66.7	0	33.3	0		0	100	0	0		0	83.9	16.1	0		
PHF	.000	.000	.000	.000	.000	.333	.000	.250	.000	.500	.000	.635	.000	.000	.635	.000	.813	.625	.000	.861	.875



SW 8th Street & SW 109th Avenue (FIU Entrance)

File Name : TMC-6 SW 8th Street & SW 109th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 109th Avenue Southbound					SW 109th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
06:00 AM	9	1	19	0	29	4	0	3	0	7	9	72	3	2	86	31	289	10	1	331	453
06:15 AM	28	1	26	0	55	4	1	4	1	10	14	130	8	0	152	25	287	9	0	321	538
06:30 AM	47	4	40	0	91	1	2	1	1	5	14	160	7	1	182	44	340	15	3	402	680
06:45 AM	49	2	48	0	99	0	0	5	2	7	24	198	13	1	236	42	417	22	3	484	826
Total	133	8	133	0	274	9	3	13	4	29	61	560	31	4	656	142	1333	56	7	1538	2497
07:00 AM	57	5	41	0	103	4	1	3	0	8	35	215	14	0	264	36	442	39	4	521	896
07:15 AM	57	1	50	0	108	4	1	14	0	19	37	284	12	0	333	54	408	147	1	610	1070
07:30 AM	73	9	66	1	149	6	3	8	0	17	65	339	13	2	419	65	423	125	7	620	1205
07:45 AM	69	8	61	1	139	11	7	21	2	41	61	358	6	0	425	86	381	168	3	638	1243
Total	256	23	218	2	499	25	12	46	2	85	198	1196	45	2	1441	241	1654	479	15	2389	4414
08:00 AM	56	0	70	0	126	9	3	4	0	16	59	304	11	0	374	95	439	89	2	625	1141
08:15 AM	36	15	60	1	112	20	8	5	2	35	21	247	37	0	305	109	443	92	3	647	1099
08:30 AM	66	9	40	0	115	10	5	13	1	29	54	207	19	0	280	111	474	86	3	674	1098
08:45 AM	53	21	61	0	135	20	6	16	1	43	47	284	13	0	344	63	366	159	5	593	1115
Total	211	45	231	1	488	59	22	38	4	123	181	1042	80	0	1303	378	1722	426	13	2539	4453
09:00 AM	55	16	46	2	119	13	4	21	1	39	79	268	13	0	360	81	367	164	7	619	1137
09:15 AM	52	27	52	0	131	53	7	39	0	99	119	280	11	0	410	84	318	210	16	628	1268
09:30 AM	31	23	37	0	91	26	2	9	0	37	122	302	23	0	447	81	282	157	1	521	1096
09:45 AM	49	5	48	1	103	7	3	6	1	17	72	218	19	1	310	52	358	105	1	516	946
Total	187	71	183	3	444	99	16	75	2	192	392	1068	66	1	1527	298	1325	636	25	2284	4447
*** BREAK ***																					
03:00 PM	36	8	70	0	114	65	6	71	0	142	33	377	14	0	424	80	398	35	6	519	1199
03:15 PM	67	13	64	0	144	117	14	51	2	184	48	355	18	0	421	150	386	41	5	582	1331
03:30 PM	67	14	100	0	181	142	20	143	2	307	66	403	10	0	479	134	310	63	5	512	1479
03:45 PM	49	12	57	0	118	128	6	92	1	227	40	363	11	0	414	134	411	56	7	608	1367
Total	219	47	291	0	557	452	46	357	5	860	187	1498	53	0	1738	498	1505	195	23	2221	5376
04:00 PM	41	8	71	0	120	146	9	106	1	262	45	412	11	0	468	118	407	35	7	567	1417
04:15 PM	47	14	66	0	127	112	11	91	0	214	38	380	21	0	439	136	402	61	1	600	1380
04:30 PM	56	13	69	0	138	108	9	115	0	232	71	402	10	0	483	121	399	99	8	627	1480
04:45 PM	53	21	77	0	151	136	8	107	0	251	72	350	11	0	433	99	381	181	7	668	1503
Total	197	56	283	0	536	502	37	419	1	959	226	1544	53	0	1823	474	1589	376	23	2462	5780
05:00 PM	57	9	71	1	138	168	16	86	0	270	36	409	16	0	461	107	452	59	4	622	1491
05:15 PM	65	18	84	0	167	156	12	117	1	286	34	446	7	0	487	114	460	35	1	610	1550
05:30 PM	71	4	67	0	142	99	17	94	0	210	28	383	8	0	419	113	415	37	5	570	1341
05:45 PM	48	15	84	0	147	107	11	73	0	191	49	400	26	0	475	101	418	49	5	573	1386
Total	241	46	306	1	594	530	56	370	1	957	147	1638	57	0	1842	435	1745	180	15	2375	5768
Grand Total	1444	296	1645	7	3392	1676	192	1318	19	3205	1392	8546	385	7	10330	2466	10873	2348	121	15808	32735
Apprch %	42.6	8.7	48.5	0.2		52.3	6	41.1	0.6		13.5	82.7	3.7	0.1		15.6	68.8	14.9	0.8		
Total %	4.4	0.9	5	0	10.4	5.1	0.6	4	0.1	9.8	4.3	26.1	1.2	0	31.6	7.5	33.2	7.2	0.4	48.3	
Veh	1438	294	1622	7	3361	1667	189	1304	14	3174	1310	8417	383	6	10116	2409	10754	2331	119	15613	32264
% Veh	99.6	99.3	98.6	100	99.1	99.5	98.4	98.9	73.7	99	94.1	98.5	99.5	85.7	97.9	97.7	98.9	99.3	98.3	98.8	98.6
Trucks	6	2	23	0	31	9	3	14	5	31	6	129	2	1	138	21	119	17	2	159	359
% Trucks	0.4	0.7	1.4	0	0.9	0.5	1.6	1.1	26.3	1	0.4	1.5	0.5	14.3	1.3	0.9	1.1	0.7	1.7	1	1.1
U-Turns	0	0	0	0	0	0	0	0	0	0	76	0	0	0	76	36	0	0	0	36	112
% U-Turns	0	0	0	0	0	0	0	0	0	0	5.5	0	0	0	0.7	1.5	0	0	0	0.2	0.3

SW 8th Street & SW 109th Avenue (FIU Entrance)

File Name : TMC-6 SW 8th Street & SW 109th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
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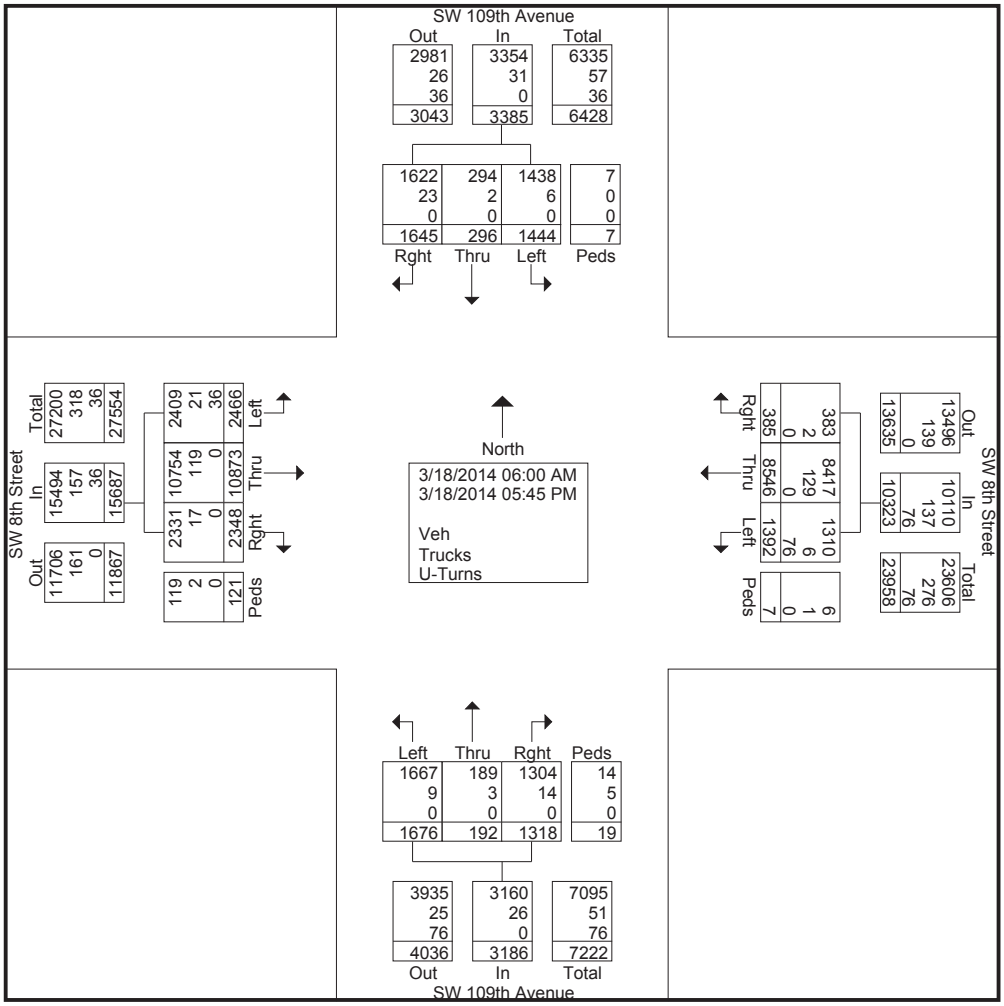
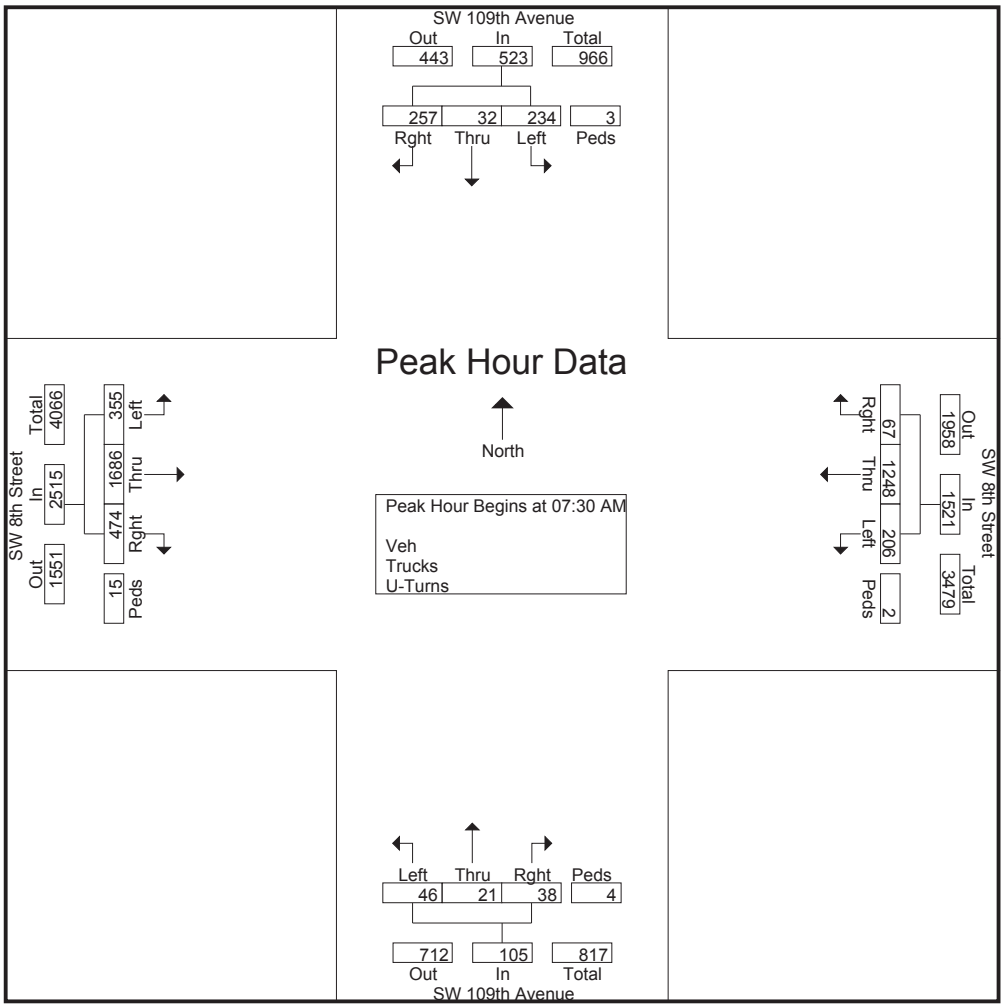


SW 8th Street & SW 109th Avenue (FIU Entrance)

File Name : TMC-6 SW 8th Street & SW 109th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

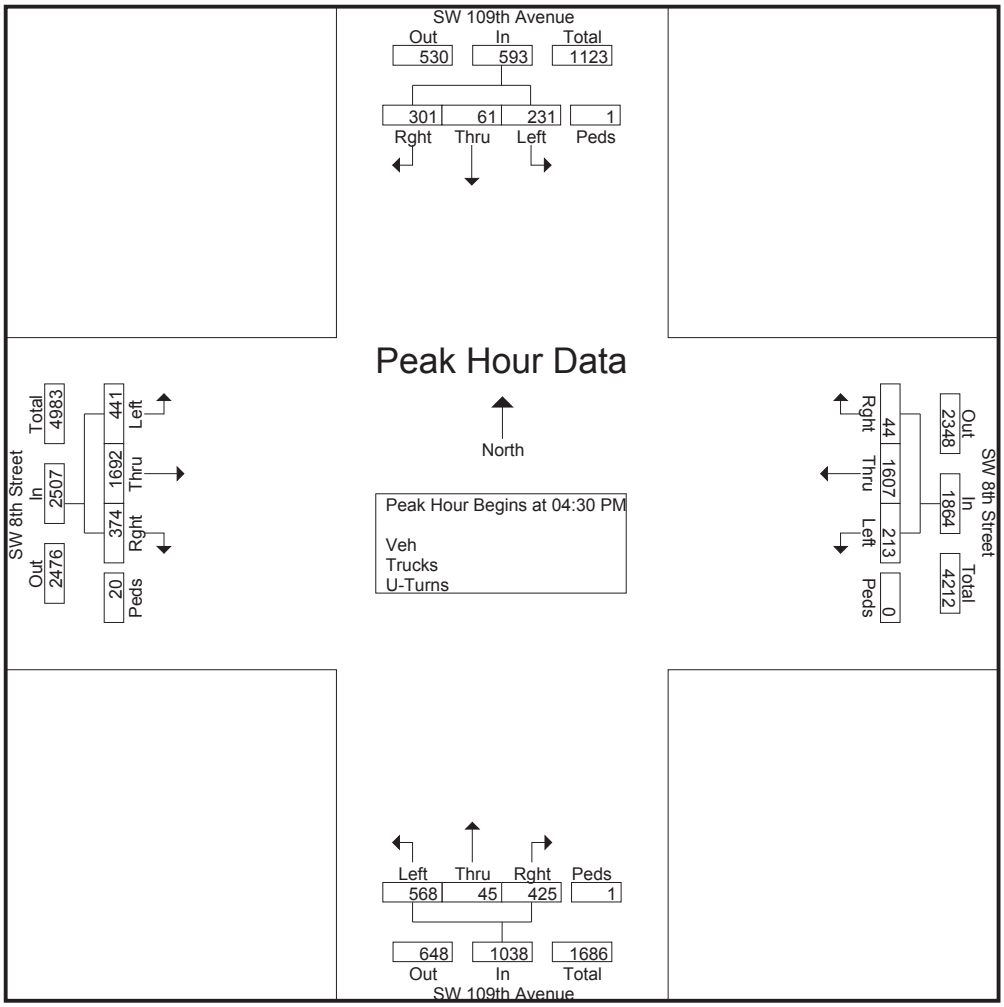
	SW 109th Avenue Southbound					SW 109th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	73	9	66	1	149	6	3	8	0	17	65	339	13	2	419	65	423	125	7	620	1205
07:45 AM	69	8	61	1	139	11	7	21	2	41	61	358	6	0	425	86	381	168	3	638	1243
08:00 AM	56	0	70	0	126	9	3	4	0	16	59	304	11	0	374	95	439	89	2	625	1141
08:15 AM	36	15	60	1	112	20	8	5	2	35	21	247	37	0	305	109	443	92	3	647	1099
Total Volume	234	32	257	3	526	46	21	38	4	109	206	1248	67	2	1523	355	1686	474	15	2530	4688
% App. Total	44.5	6.1	48.9	0.6		42.2	19.3	34.9	3.7		13.5	81.9	4.4	0.1		14	66.6	18.7	0.6		
PHF	.801	.533	.918	.750	.883	.575	.656	.452	.500	.665	.792	.872	.453	.250	.896	.814	.951	.705	.536	.978	.943



SW 8th Street & SW 109th Avenue (FIU Entrance)

File Name : TMC-6 SW 8th Street & SW 109th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SW 109th Avenue Southbound					SW 109th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	56	13	69	0	138	108	9	115	0	232	71	402	10	0	483	121	399	99	8	627	1480
04:45 PM	53	21	77	0	151	136	8	107	0	251	72	350	11	0	433	99	381	181	7	668	1503
05:00 PM	57	9	71	1	138	168	16	86	0	270	36	409	16	0	461	107	452	59	4	622	1491
05:15 PM	65	18	84	0	167	156	12	117	1	286	34	446	7	0	487	114	460	35	1	610	1550
Total Volume	231	61	301	1	594	568	45	425	1	1039	213	1607	44	0	1864	441	1692	374	20	2527	6024
% App. Total	38.9	10.3	50.7	0.2		54.7	4.3	40.9	0.1		11.4	86.2	2.4	0		17.5	67	14.8	0.8		
PHF	.888	.726	.896	.250	.889	.845	.703	.908	.250	.908	.740	.901	.688	.000	.957	.911	.920	.517	.625	.946	.972



SW 8th Street & SW 109th Avenue (FIU Entrance)

File Name : TMC-6 SW 8th Street & SW 109th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Turns

	SW 109th Avenue Southbound					SW 109th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
06:30 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	1	0	0	0	1	9
06:45 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	11
Total	0	0	0	0	0	0	0	0	0	0	26	0	0	0	26	1	0	0	0	1	27
07:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	0	0	0	3	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	3	0	0	0	3	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	0	3	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
09:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5	0	0	0	5	7
09:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
09:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	2	0	0	0	2	6
Total	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	9	0	0	0	9	22
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	4	0	0	0	4	9
Total	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9	0	0	0	9	18
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	0	3	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	4	0	0	0	4	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	3	0	0	0	3	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	7	0	0	0	7	17
Grand Total	0	0	0	0	0	0	0	0	0	0	76	0	0	0	76	36	0	0	0	36	112
Apprch %	0	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	67.9	0	0	0	67.9	32.1	0	0	0	32.1	

SW 8th Street & SW 109th Avenue (FIU Entrance)

File Name : TMC-6 SW 8th Street & SW 109th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
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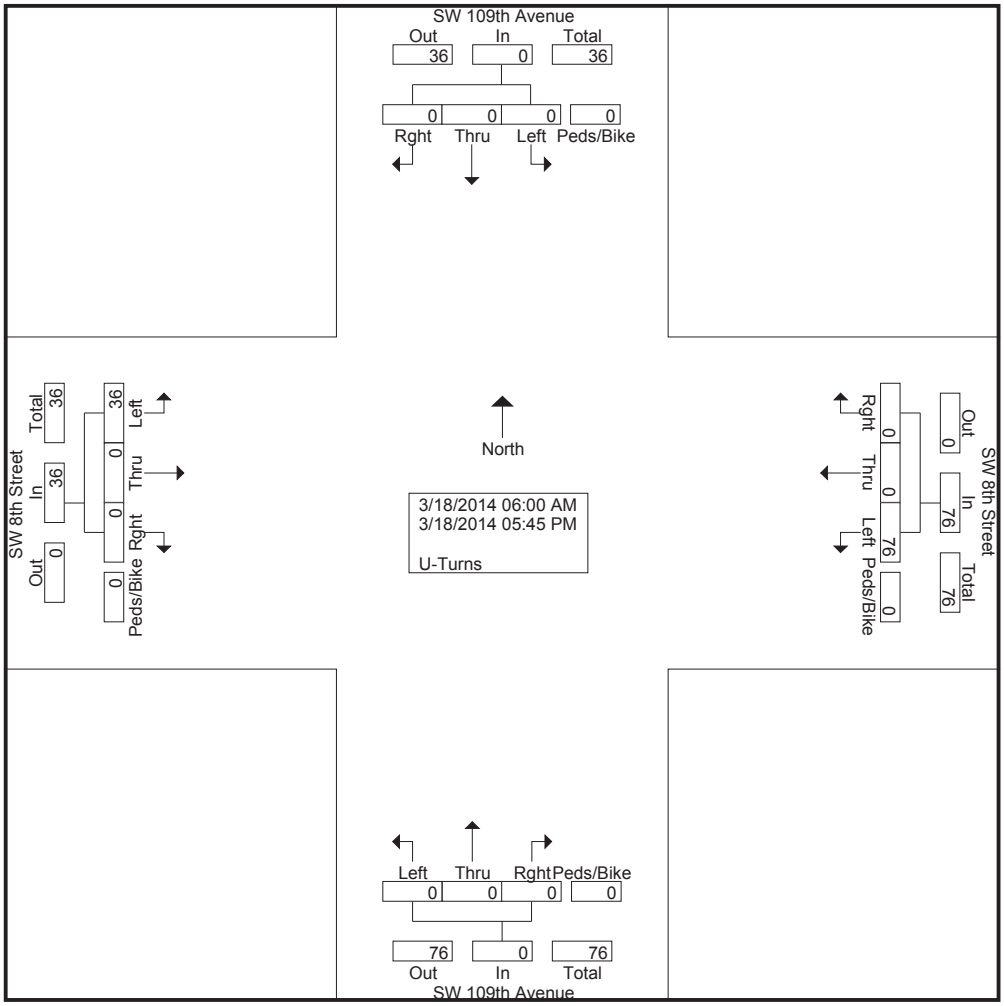
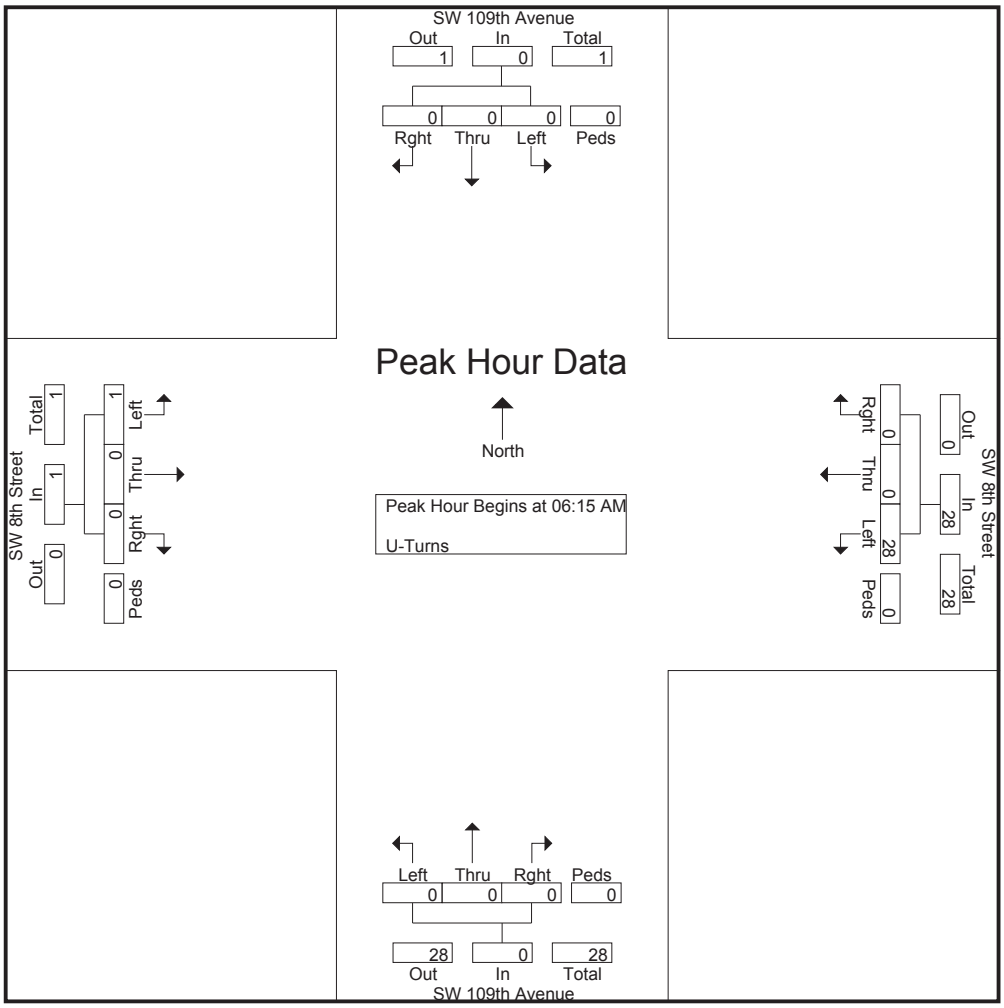


SW 8th Street & SW 109th Avenue (FIU Entrance)

File Name : TMC-6 SW 8th Street & SW 109th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

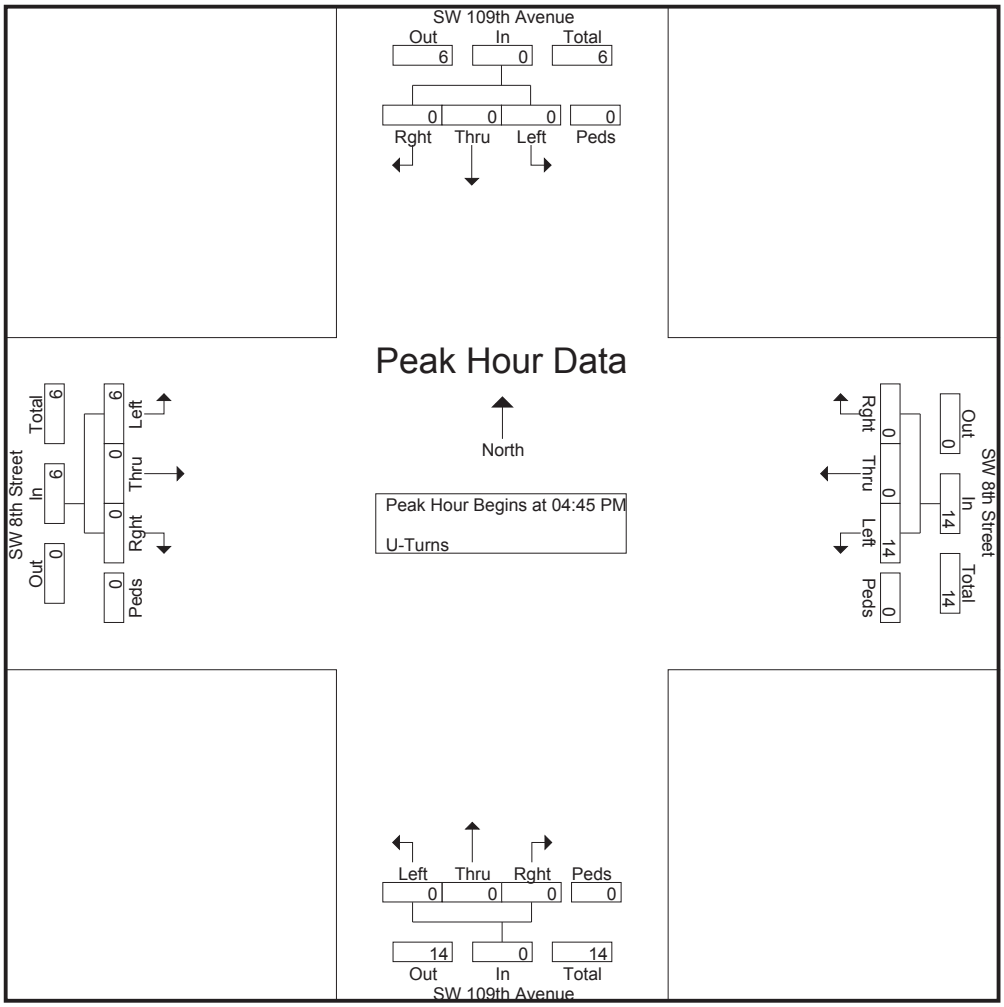
	SW 109th Avenue Southbound					SW 109th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:15 AM																					
06:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
06:30 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	1	0	0	0	1	9
06:45 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	11
07:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	0	0	0	0	28	0	0	0	28	1	0	0	0	1	29
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.636	.000	.000	.000	.636	.250	.000	.000	.000	.250	.659



SW 8th Street & SW 109th Avenue (FIU Entrance)

File Name : TMC-6 SW 8th Street & SW 109th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SW 109th Avenue Southbound					SW 109th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	3	0	0	0	3	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	4
Total Volume	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	6	0	0	0	6	20
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.875	.000	.000	.000	.875	.500	.000	.000	.000	.500	.714



SW 8th Street & SW 109th Avenue (FIU Entrance)

File Name : TMC-6 SW 8th Street & SW 109th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Trucks

	SW 109th Avenue Southbound					SW 109th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
06:00 AM	1	0	1	0	2	1	0	0	0	1	0	5	0	0	5	1	5	0	0	6	14
06:15 AM	0	0	1	0	1	0	0	2	0	2	1	2	0	0	3	2	8	0	0	10	16
06:30 AM	0	0	2	0	2	0	0	0	1	1	0	7	0	1	8	1	2	0	1	4	15
06:45 AM	0	0	2	0	2	0	0	0	1	1	0	8	0	0	8	0	2	0	1	3	14
Total	1	0	6	0	7	1	0	2	2	5	1	22	0	1	24	4	17	0	2	23	59
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	2	2	0	0	4	7
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	4	4	0	8	13
07:30 AM	0	0	1	0	1	1	0	1	0	2	0	4	0	0	4	1	12	2	0	15	22
07:45 AM	0	0	2	0	2	0	0	1	0	1	0	4	0	0	4	2	1	0	0	3	10
Total	0	0	3	0	3	1	0	3	0	4	0	15	0	0	15	5	19	6	0	30	52
08:00 AM	0	0	1	0	1	0	1	2	0	3	1	7	0	0	8	2	5	1	0	8	20
08:15 AM	1	0	1	0	2	2	0	1	1	4	0	3	0	0	3	0	3	1	0	4	13
08:30 AM	0	0	1	0	1	0	0	1	0	1	0	7	0	0	7	1	11	1	0	13	22
08:45 AM	1	0	0	0	1	0	0	0	1	1	0	11	0	0	11	0	8	1	0	9	22
Total	2	0	3	0	5	2	1	4	2	9	1	28	0	0	29	3	27	4	0	34	77
09:00 AM	1	0	0	0	1	0	0	0	0	0	1	8	0	0	9	1	3	0	0	4	14
09:15 AM	0	1	0	0	1	0	0	0	0	0	0	5	1	0	6	0	4	1	0	5	12
09:30 AM	0	0	1	0	1	0	0	0	0	0	0	2	1	0	3	0	4	2	0	6	10
09:45 AM	0	0	1	0	1	0	0	1	1	2	0	4	0	0	4	2	6	2	0	10	17
Total	1	1	2	0	4	0	0	1	1	2	1	19	2	0	22	3	17	5	0	25	53
*** BREAK ***																					
03:00 PM	0	0	2	0	2	1	0	2	0	3	0	7	0	0	7	1	4	1	0	6	18
03:15 PM	2	0	1	0	3	0	2	1	0	3	1	2	0	0	3	2	3	0	0	5	14
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	1	3	0	0	4	11
03:45 PM	0	0	0	0	0	2	0	0	0	2	0	5	0	0	5	1	5	0	0	6	13
Total	2	0	3	0	5	3	2	3	0	8	1	21	0	0	22	5	15	1	0	21	56
04:00 PM	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	1	4	0	0	5	8
04:15 PM	0	1	2	0	3	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	7
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	1	1	0	2	6
04:45 PM	0	0	2	0	2	0	0	0	0	0	1	5	0	0	6	0	7	0	0	7	15
Total	0	1	5	0	6	2	0	1	0	3	1	11	0	0	12	1	13	1	0	15	36
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	8
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	2	0	0	2	5
Total	0	0	1	0	1	0	0	0	0	0	1	13	0	0	14	0	11	0	0	11	26
Grand Total	6	2	23	0	31	9	3	14	5	31	6	129	2	1	138	21	119	17	2	159	359
Apprch %	19.4	6.5	74.2	0		29	9.7	45.2	16.1		4.3	93.5	1.4	0.7		13.2	74.8	10.7	1.3		
Total %	1.7	0.6	6.4	0	8.6	2.5	0.8	3.9	1.4	8.6	1.7	35.9	0.6	0.3	38.4	5.8	33.1	4.7	0.6	44.3	

SW 8th Street & SW 109th Avenue (FIU Entrance)

File Name : TMC-6 SW 8th Street & SW 109th Avenue (FIU Entrance)
Site Code : 00000000
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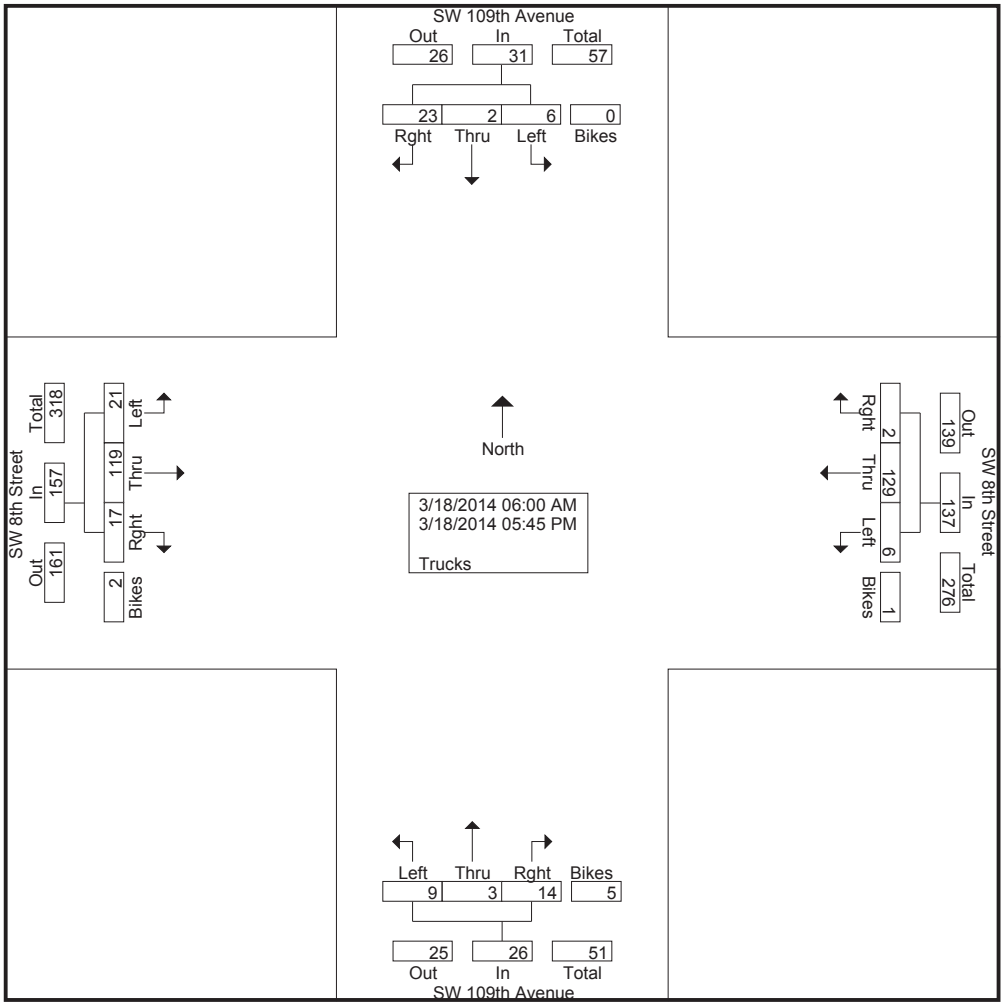
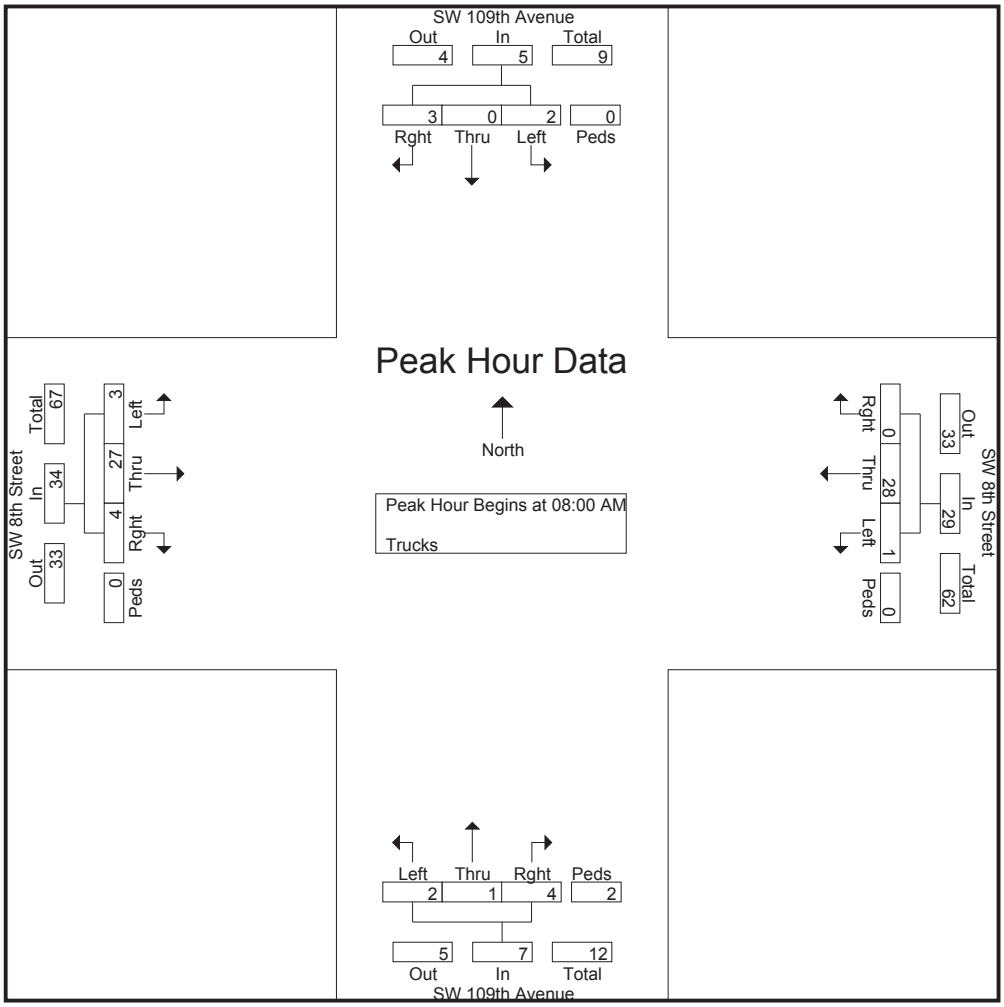


SW 8th Street & SW 109th Avenue (FIU Entrance)

File Name : TMC-6 SW 8th Street & SW 109th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

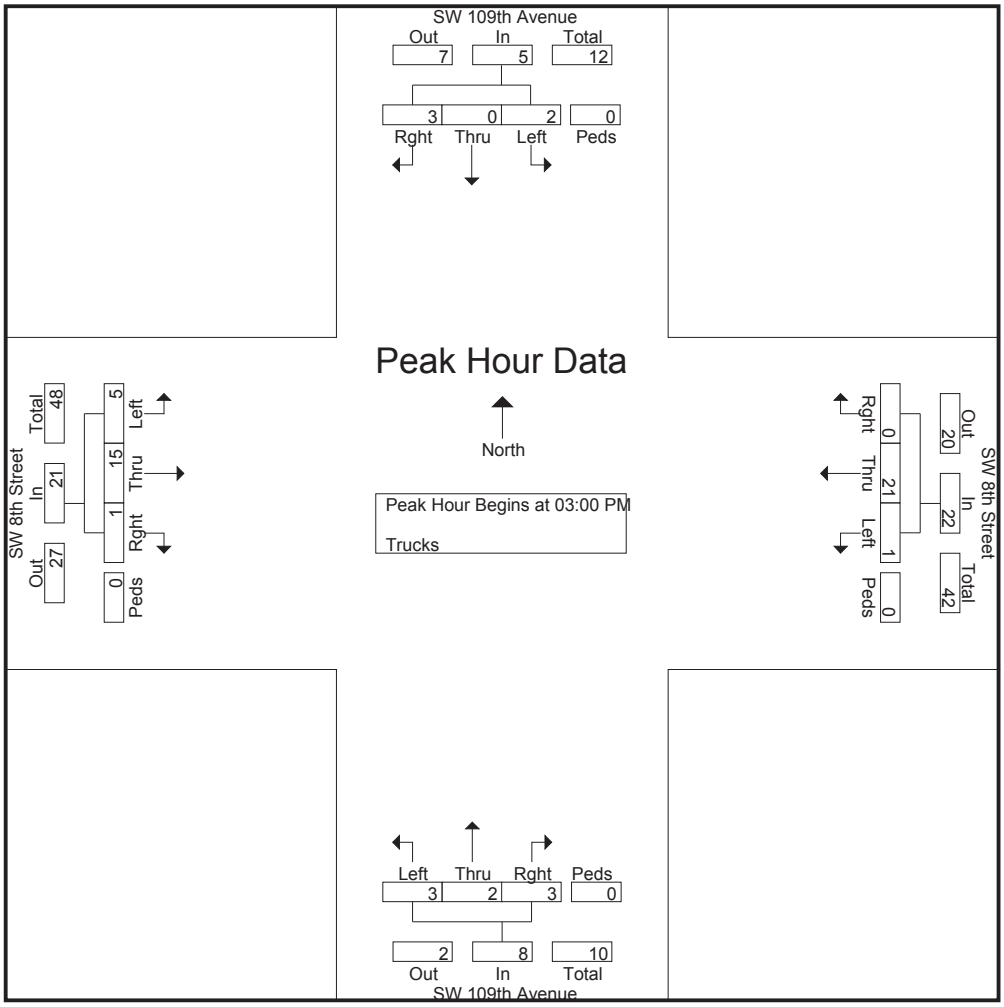
	SW 109th Avenue Southbound					SW 109th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	1	0	1	0	1	2	0	3	1	7	0	0	8	2	5	1	0	8	20
08:15 AM	1	0	1	0	2	2	0	1	1	4	0	3	0	0	3	0	3	1	0	4	13
08:30 AM	0	0	1	0	1	0	0	1	0	1	0	7	0	0	7	1	11	1	0	13	22
08:45 AM	1	0	0	0	1	0	0	0	1	1	0	11	0	0	11	0	8	1	0	9	22
Total Volume	2	0	3	0	5	2	1	4	2	9	1	28	0	0	29	3	27	4	0	34	77
% App. Total	40	0	60	0		22.2	11.1	44.4	22.2		3.4	96.6	0	0		8.8	79.4	11.8	0		
PHF	.500	.000	.750	.000	.625	.250	.250	.500	.500	.563	.250	.636	.000	.000	.659	.375	.614	1.000			



SW 8th Street & SW 109th Avenue (FIU Entrance)

File Name : TMC-6 SW 8th Street & SW 109th Avenue (FIU Entrance)
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SW 109th Avenue Southbound					SW 109th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	2	0	2	1	0	2	0	3	0	7	0	0	7	1	4	1	0	6	18
03:15 PM	2	0	1	0	3	0	2	1	0	3	1	2	0	0	3	2	3	0	0	5	14
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	1	3	0	0	4	11
03:45 PM	0	0	0	0	0	2	0	0	0	2	0	5	0	0	5	1	5	0	0	6	13
Total Volume	2	0	3	0	5	3	2	3	0	8	1	21	0	0	22	5	15	1	0	21	56
% App. Total	40	0	60	0		37.5	25	37.5	0		4.5	95.5	0	0		23.8	71.4	4.8	0		
PHF	.250	.000	.375	.000	.417	.375	.250	.375	.000	.667	.250	.750	.000	.000	.786	.625	.750	.250	.000	.875	.778



SW 8th Street & SW 107th Avenue Day 2

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 2
Site Code : 00000000
Start Date : 3/19/2014
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
06:00 AM	19	42	14	0	75	16	101	21	0	138	16	71	18	0	105	30	255	19	0	304	622
06:15 AM	39	69	15	0	123	26	92	43	0	161	33	113	21	4	171	39	286	38	0	363	818
06:30 AM	56	99	18	0	173	41	224	73	0	338	48	164	31	1	244	51	322	51	0	424	1179
06:45 AM	68	119	19	4	210	82	139	66	0	287	57	163	22	3	245	33	267	43	0	343	1085
Total	182	329	66	4	581	165	556	203	0	924	154	511	92	8	765	153	1130	151	0	1434	3704
07:00 AM	49	94	34	0	177	42	180	83	1	306	51	175	44	0	270	41	281	112	0	434	1187
07:15 AM	46	96	24	0	166	57	206	123	0	386	82	262	67	0	411	54	359	130	1	544	1507
07:30 AM	42	149	45	0	236	85	208	131	0	424	75	312	45	1	433	34	373	164	0	571	1664
07:45 AM	48	168	47	0	263	83	235	125	0	443	91	329	42	1	463	53	341	148	0	542	1711
Total	185	507	150	0	842	267	829	462	1	1559	299	1078	198	2	1577	182	1354	554	1	2091	6069
08:00 AM	33	116	39	0	188	86	201	131	0	418	88	192	52	1	333	46	343	166	0	555	1494
08:15 AM	40	134	22	0	196	69	198	124	1	392	102	227	51	2	382	45	358	160	0	563	1533
08:30 AM	49	131	10	0	190	74	189	107	2	372	106	207	36	1	350	55	346	137	0	538	1450
08:45 AM	9	141	25	0	175	94	185	96	1	376	117	256	61	5	439	64	320	172	0	556	1546
Total	131	522	96	0	749	323	773	458	4	1558	413	882	200	9	1504	210	1367	635	0	2212	6023
09:00 AM	30	108	15	1	154	81	198	108	2	389	89	210	29	1	329	59	305	136	0	500	1372
09:15 AM	28	139	33	0	200	57	204	91	0	352	106	182	88	6	382	69	223	114	0	406	1340
09:30 AM	45	135	43	0	223	45	228	75	0	348	119	211	54	0	384	71	241	153	0	465	1420
09:45 AM	35	171	72	0	278	60	201	108	0	369	153	273	52	3	481	103	217	124	0	444	1572
Total	138	553	163	1	855	243	831	382	2	1458	467	876	223	10	1576	302	986	527	0	1815	5704
*** BREAK ***																					
03:00 PM	67	339	64	0	470	61	257	125	1	444	108	221	73	10	412	50	235	145	0	430	1756
03:15 PM	101	355	44	0	500	81	290	105	3	479	155	308	99	0	562	72	264	139	1	476	2017
03:30 PM	89	362	62	0	513	73	241	136	3	453	146	273	65	0	484	76	179	196	0	451	1901
03:45 PM	128	348	62	0	538	58	227	105	0	390	123	312	54	4	493	65	239	150	0	454	1875
Total	385	1404	232	0	2021	273	1015	471	7	1766	532	1114	291	14	1951	263	917	630	1	1811	7549
04:00 PM	124	318	63	0	505	95	248	156	3	502	99	270	102	5	476	85	233	145	0	463	1946
04:15 PM	102	304	51	0	457	83	274	105	2	464	127	248	71	0	446	72	246	128	0	446	1813
04:30 PM	78	278	61	0	417	71	249	100	0	420	107	268	44	7	426	80	241	139	0	460	1723
04:45 PM	122	329	47	0	498	91	252	119	2	464	71	291	63	0	425	68	218	160	1	447	1834
Total	426	1229	222	0	1877	340	1023	480	7	1850	404	1077	280	12	1773	305	938	572	1	1816	7316
05:00 PM	89	353	58	0	500	75	268	147	3	493	100	287	88	0	475	82	270	148	0	500	1968
05:15 PM	106	321	46	0	473	95	282	139	2	518	95	269	85	0	449	80	249	147	0	476	1916
05:30 PM	101	405	46	0	552	72	208	97	5	382	118	319	104	0	541	72	264	175	0	511	1986
05:45 PM	120	386	75	0	581	61	214	93	2	370	129	288	130	0	547	75	248	158	0	481	1979
Total	416	1465	225	0	2106	303	972	476	12	1763	442	1163	407	0	2012	309	1031	628	0	1968	7849
Grand Total	1863	6009	1154	5	9031	1914	5999	2932	33	10878	2711	6701	1691	55	11158	1724	7723	3697	3	13147	44214
Apprch %	20.6	66.5	12.8	0.1		17.6	55.1	27	0.3		24.3	60.1	15.2	0.5		13.1	58.7	28.1	0		
Total %	4.2	13.6	2.6	0	20.4	4.3	13.6	6.6	0.1	24.6	6.1	15.2	3.8	0.1	25.2	3.9	17.5	8.4	0	29.7	
Veh	1843	5928	1137	5	8913	1877	5884	2892	20	10673	2657	6587	1668	54	10966	1690	7633	3658	1	12982	43534
% Veh	98.9	98.7	98.5	100	98.7	98.1	98.1	98.6	60.6	98.1	98	98.3	98.6	98.2	98.3	98	98.8	98.9	33.3	98.7	98.5
Trucks	18	81	17	0	116	20	115	40	13	188	36	114	23	1	174	34	90	39	2	165	643
% Trucks	1	1.3	1.5	0	1.3	1	1.9	1.4	39.4	1.7	1.3	1.7	1.4	1.8	1.6	2	1.2	1.1	66.7	1.3	1.5
U-Turns	2	0	0	0	2	17	0	0	0	17	18	0	0	0	18	0	0	0	0	0	37
% U-Turns	0.1	0	0	0	0	0.9	0	0	0	0.2	0.7	0	0	0	0.2	0	0	0	0	0	0.1

SW 8th Street & SW 107th Avenue Day 2

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 2
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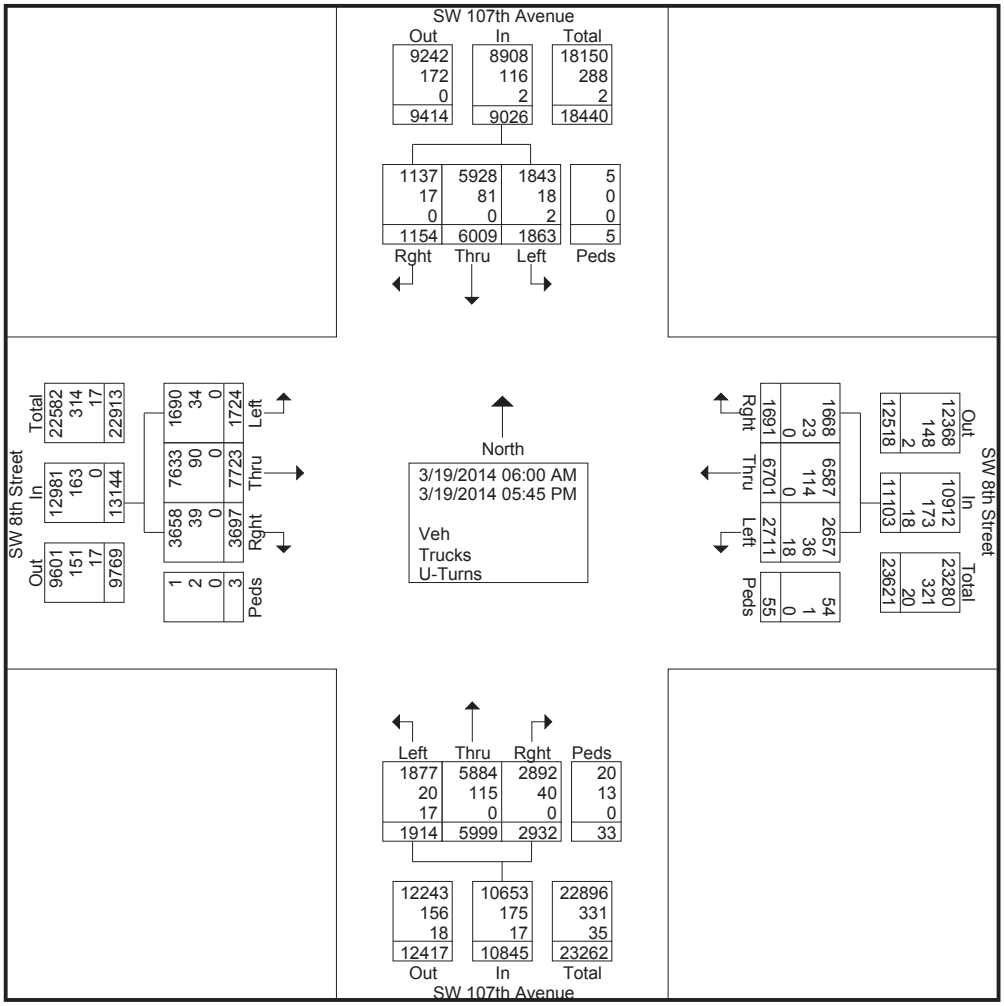

SW 8th Street & SW 107th Avenue Day 2

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 2
Site Code : 00000000
Start Date : 3/19/2014
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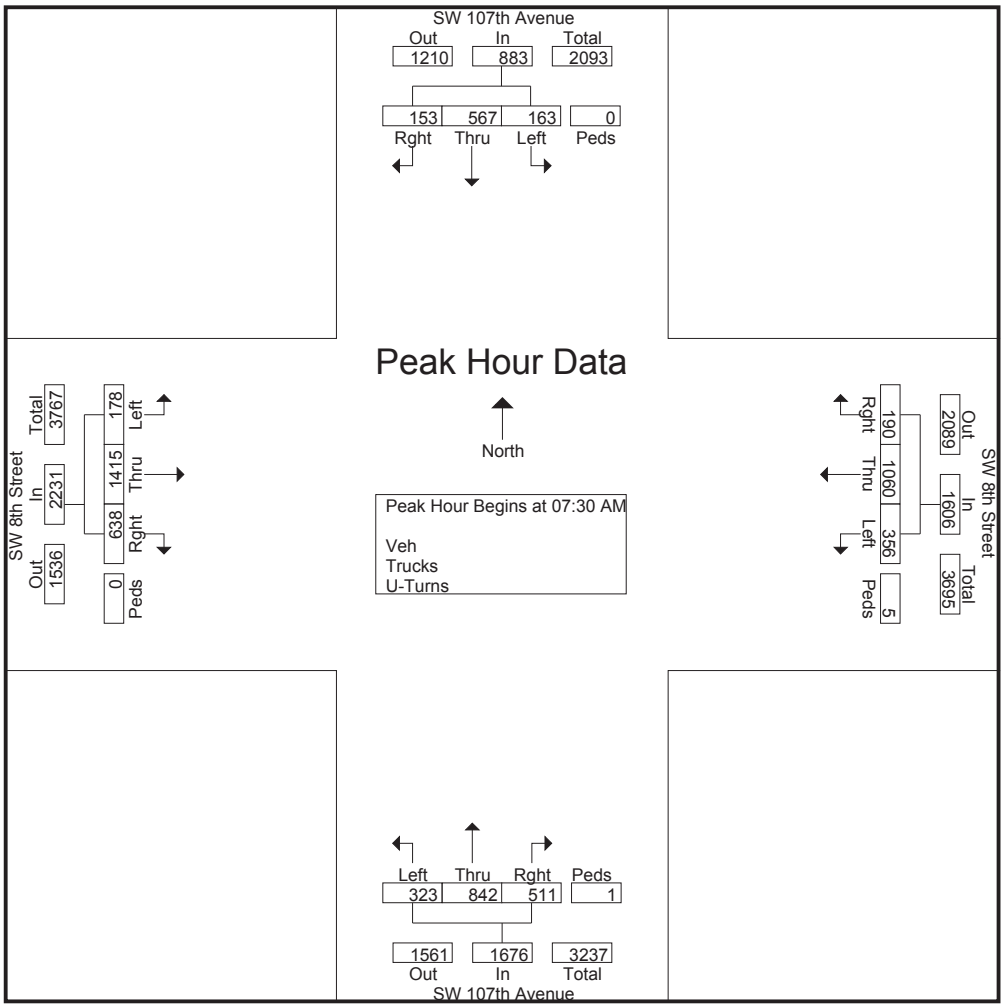
	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	42	149	45	0	236	85	208	131	0	424	75	312	45	1	433	34	373	164	0	571	1664
07:45 AM	48	168	47	0	263	83	235	125	0	443	91	329	42	1	463	53	341	148	0	542	1711
08:00 AM	33	116	39	0	188	86	201	131	0	418	88	192	52	1	333	46	343	166	0	555	1494
08:15 AM	40	134	22	0	196	69	198	124	1	392	102	227	51	2	382	45	358	160	0	563	1533
Total Volume	163	567	153	0	883	323	842	511	1	1677	356	1060	190	5	1611	178	1415	638	0	2231	6402
% App. Total	18.5	64.2	17.3	0		19.3	50.2	30.5	0.1		22.1	65.8	11.8	0.3		8	63.4	28.6	0		
PHF	.849	.844	.814	.000	.839	.939	.896	.975	.250	.946	.873	.805	.913	.625	.870	.840	.948	.961	.000	.977	.935



SW 8th Street & SW 107th Avenue Day 2

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 2
Site Code : 00000000
Start Date : 3/19/2014
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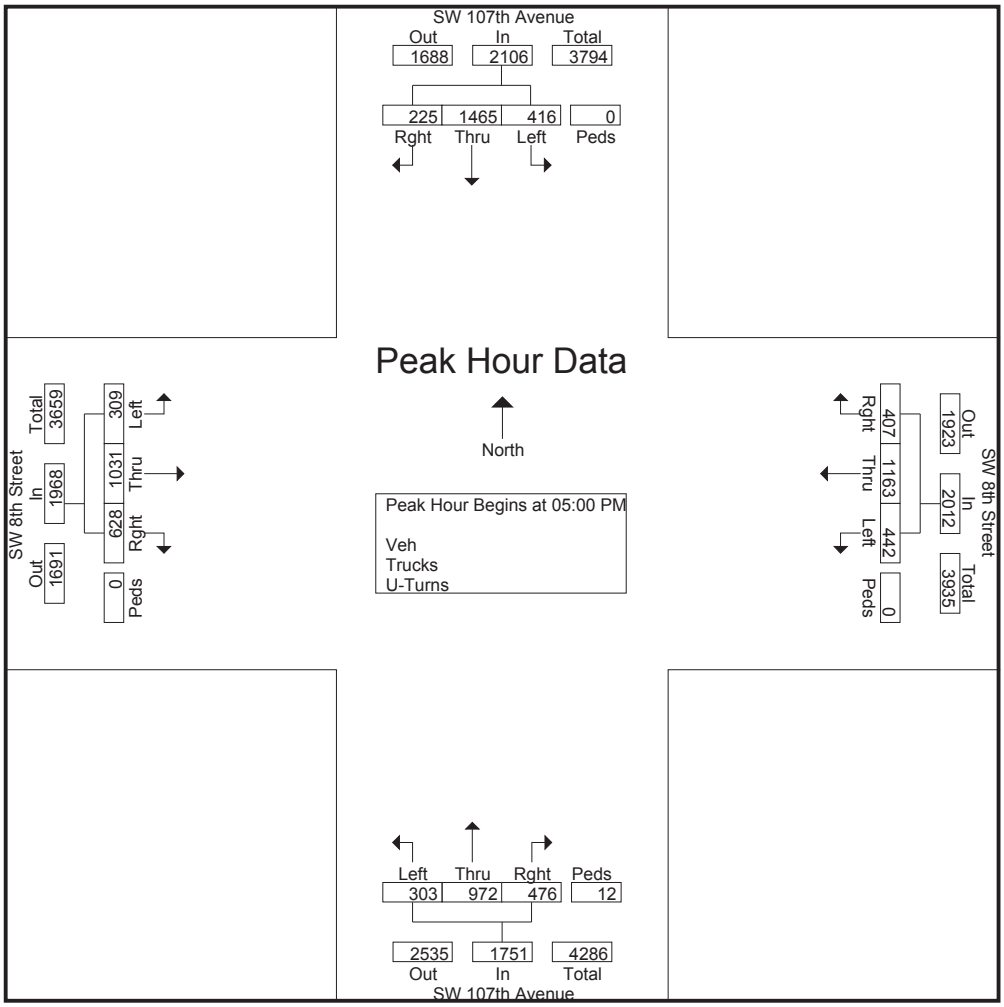
	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	89	353	58	0	500	75	268	147	3	493	100	287	88	0	475	82	270	148	0	500	1968
05:15 PM	106	321	46	0	473	95	282	139	2	518	95	269	85	0	449	80	249	147	0	476	1916
05:30 PM	101	405	46	0	552	72	208	97	5	382	118	319	104	0	541	72	264	175	0	511	1986
05:45 PM	120	386	75	0	581	61	214	93	2	370	129	288	130	0	547	75	248	158	0	481	1979
Total Volume	416	1465	225	0	2106	303	972	476	12	1763	442	1163	407	0	2012	309	1031	628	0	1968	7849
% App. Total	19.8	69.6	10.7	0		17.2	55.1	27	0.7		22	57.8	20.2	0		15.7	52.4	31.9	0		
PHF	.867	.904	.750	.000	.906	.797	.862	.810	.600	.851	.857	.911	.783	.000	.920	.942	.955	.897	.000	.963	.988



SW 8th Street & SW 107th Avenue Day 2

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 2
Site Code : 00000000
Start Date : 3/19/2014
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Groups Printed- Turns

	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
*** BREAK ***																					
06:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3
09:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
09:30 AM	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4
09:45 AM	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	4
Total	1	0	0	0	1	3	0	0	0	3	6	0	0	0	6	0	0	0	0	0	10
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																					
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	4	0	0	0	4	6	0	0	0	6	0	0	0	0	0	10
Grand Total	2	0	0	0	2	17	0	0	0	17	18	0	0	0	18	0	0	0	0	0	37
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
Total %	5.4	0	0	0	5.4	45.9	0	0	0	45.9	48.6	0	0	0	48.6	0	0	0	0	0	

SW 8th Street & SW 107th Avenue Day 2

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 2
Site Code : 00000000
Start Date : 3/19/2014
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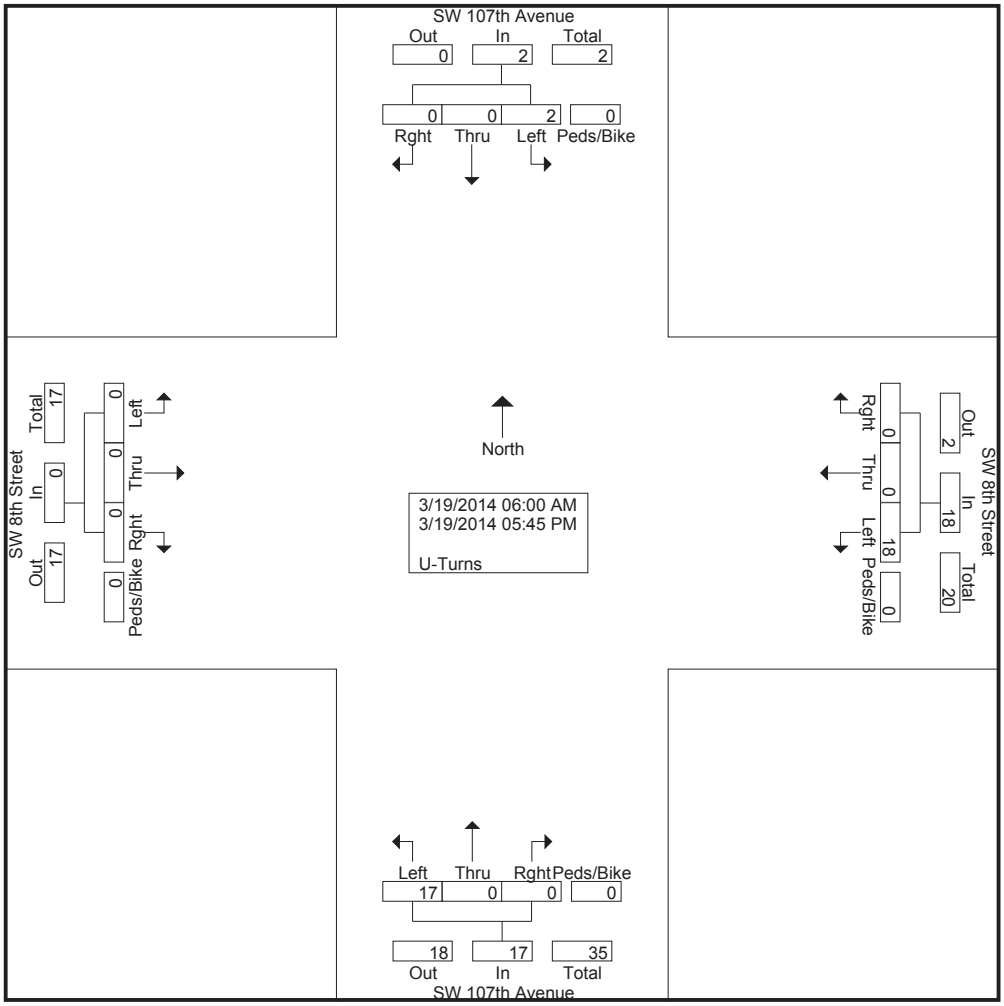
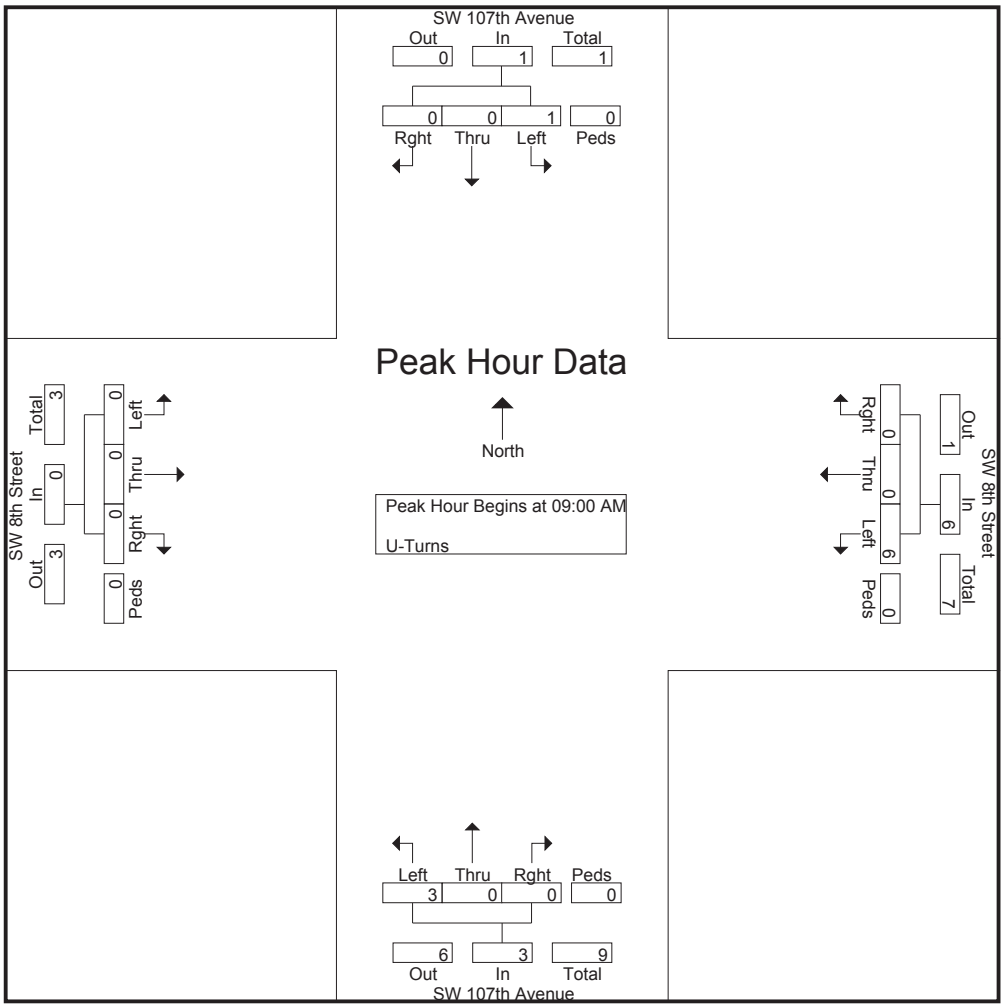


SW 8th Street & SW 107th Avenue Day 2

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 2
Site Code : 00000000
Start Date : 3/19/2014
Page No : 3

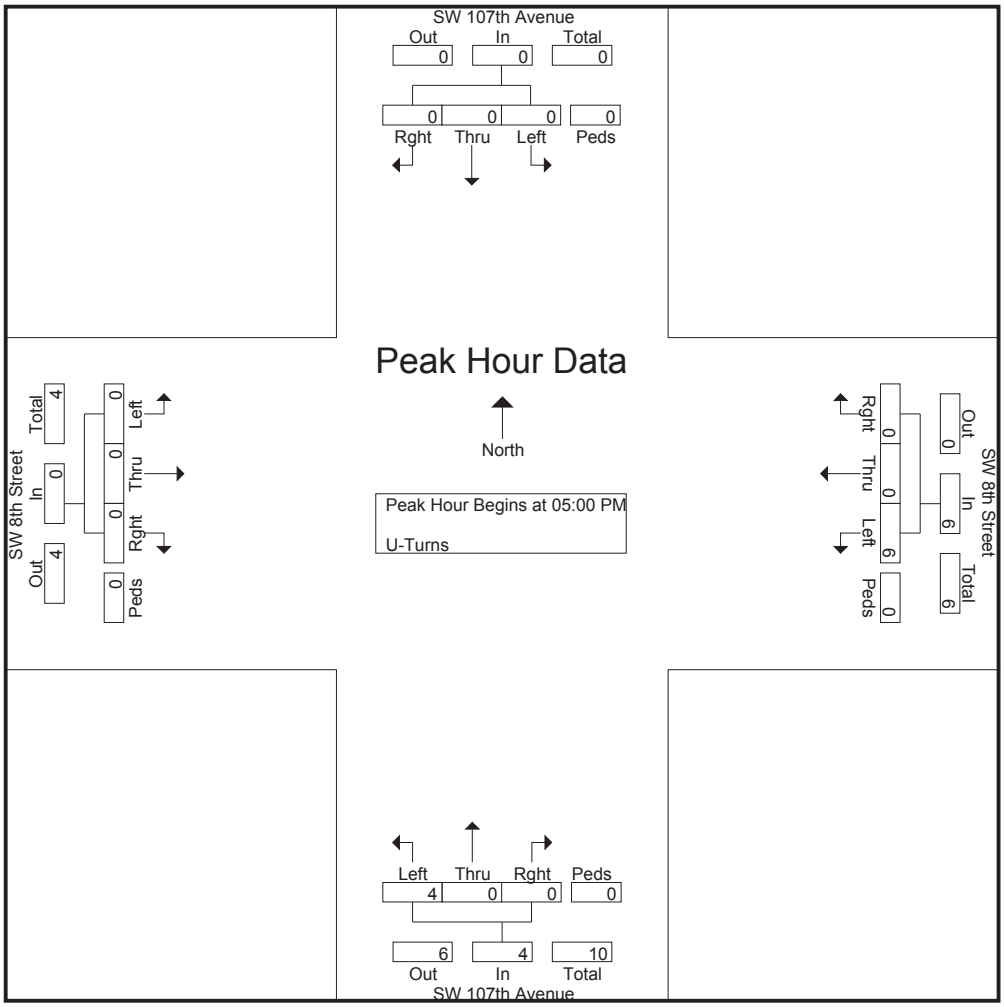
	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00 AM																					
09:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
09:30 AM	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4
09:45 AM	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	4
Total Volume	1	0	0	0	1	3	0	0	0	3	6	0	0	0	6	0	0	0	0	0	10
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
PHF	.250	.000	.000	.000	.250	.375	.000	.000	.000	.375	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.625



SW 8th Street & SW 107th Avenue Day 2

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 2
Site Code : 00000000
Start Date : 3/19/2014
Page No : 4

	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Total Volume	0	0	0	0	0	4	0	0	0	4	6	0	0	0	6	0	0	0	0	0	10
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.333	.000	.000	.000	.333	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.625



SW 8th Street & SW 107th Avenue Day 2

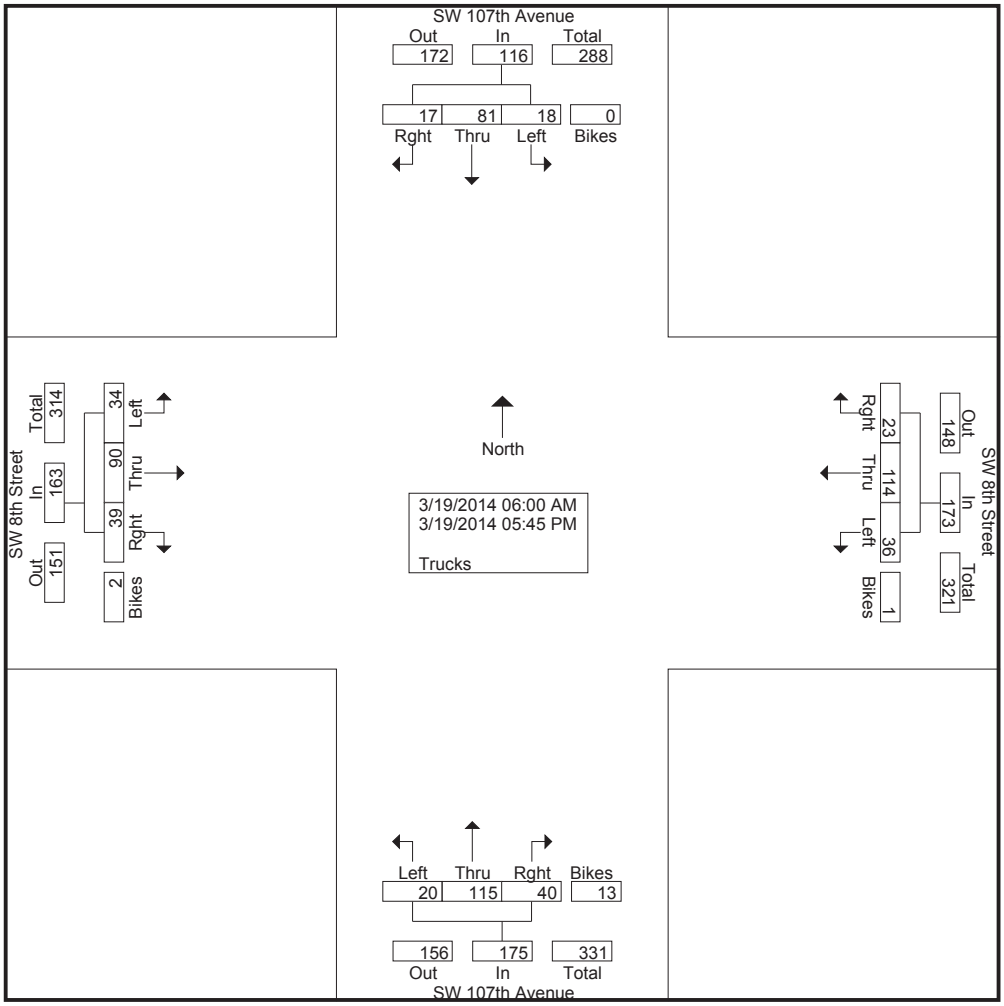
File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 2
Site Code : 00000000
Start Date : 3/19/2014
Page No : 1

Groups Printed- Trucks

	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
06:00 AM	1	2	0	0	3	0	4	0	0	4	1	1	0	0	2	1	2	1	0	4	13
06:15 AM	1	2	2	0	5	0	2	2	0	4	0	2	0	0	2	2	2	1	0	5	16
06:30 AM	1	4	0	0	5	0	4	1	0	5	0	2	0	0	2	0	2	0	0	2	14
06:45 AM	2	2	0	0	4	0	4	0	0	4	0	7	2	0	9	0	1	0	0	1	18
Total	5	10	2	0	17	0	14	3	0	17	1	12	2	0	15	3	7	2	0	12	61
07:00 AM	0	2	0	0	2	0	3	1	0	4	1	7	0	0	8	3	4	1	0	8	22
07:15 AM	0	6	0	0	6	0	4	1	0	5	2	7	1	0	10	1	1	1	1	4	25
07:30 AM	1	6	0	0	7	0	2	2	0	4	1	1	2	0	4	3	3	1	0	7	22
07:45 AM	1	5	2	0	8	4	5	1	0	10	2	6	1	0	9	1	1	3	0	5	32
Total	2	19	2	0	23	4	14	5	0	23	6	21	4	0	31	8	9	6	1	24	101
08:00 AM	1	4	1	0	6	0	7	1	0	8	2	3	1	1	7	3	9	1	0	13	34
08:15 AM	0	3	1	0	4	0	3	1	0	4	1	10	2	0	13	0	5	0	0	5	26
08:30 AM	1	2	0	0	3	3	3	2	0	8	3	6	0	0	9	4	9	1	0	14	34
08:45 AM	0	4	0	0	4	1	4	3	0	8	1	10	1	0	12	3	2	2	0	7	31
Total	2	13	2	0	17	4	17	7	0	28	7	29	4	1	41	10	25	4	0	39	125
09:00 AM	1	1	1	0	3	2	6	3	1	12	2	8	0	0	10	0	6	2	0	8	33
09:15 AM	0	4	1	0	5	1	7	3	0	11	0	4	2	0	6	3	3	2	0	8	30
09:30 AM	1	9	2	0	12	1	3	0	0	4	1	4	0	0	5	1	6	3	0	10	31
09:45 AM	1	3	2	0	6	2	9	2	0	13	9	4	3	0	16	2	2	2	0	6	41
Total	3	17	6	0	26	6	25	8	1	40	12	20	5	0	37	6	17	9	0	32	135
*** BREAK ***																					
03:00 PM	0	2	1	0	3	0	1	4	0	5	3	0	0	0	3	1	3	0	0	4	15
03:15 PM	1	2	0	0	3	0	5	1	2	8	0	5	0	0	5	1	4	2	0	7	23
03:30 PM	0	2	1	0	3	3	4	1	3	11	3	6	2	0	11	0	5	1	0	6	31
03:45 PM	2	3	0	0	5	0	4	0	0	4	0	4	1	0	5	2	2	0	0	4	18
Total	3	9	2	0	14	3	14	6	5	28	6	15	3	0	24	4	14	3	0	21	87
04:00 PM	1	1	0	0	2	0	8	3	3	14	1	0	1	0	2	1	1	1	0	3	21
04:15 PM	0	2	0	0	2	0	5	0	1	6	0	0	1	0	1	0	3	3	0	6	15
04:30 PM	0	0	2	0	2	1	4	2	0	7	1	3	2	0	6	1	2	2	0	5	20
04:45 PM	1	2	0	0	3	1	2	0	0	3	0	5	0	0	5	0	3	0	1	4	15
Total	2	5	2	0	9	2	19	5	4	30	2	8	4	0	14	2	9	6	1	18	71
05:00 PM	0	2	0	0	2	0	4	3	0	7	1	1	0	0	2	0	2	4	0	6	17
05:15 PM	0	3	0	0	3	0	1	2	1	4	0	4	0	0	4	0	2	3	0	5	16
05:30 PM	1	1	1	0	3	0	3	1	1	5	1	0	1	0	2	1	3	0	0	4	14
05:45 PM	0	2	0	0	2	1	4	0	1	6	0	4	0	0	4	0	2	2	0	4	16
Total	1	8	1	0	10	1	12	6	3	22	2	9	1	0	12	1	9	9	0	19	63
Grand Total	18	81	17	0	116	20	115	40	13	188	36	114	23	1	174	34	90	39	2	165	643
Apprch %	15.5	69.8	14.7	0		10.6	61.2	21.3	6.9		20.7	65.5	13.2	0.6		20.6	54.5	23.6	1.2		
Total %	2.8	12.6	2.6	0	18	3.1	17.9	6.2	2	29.2	5.6	17.7	3.6	0.2	27.1	5.3	14	6.1	0.3	25.7	

SW 8th Street & SW 107th Avenue Day 2

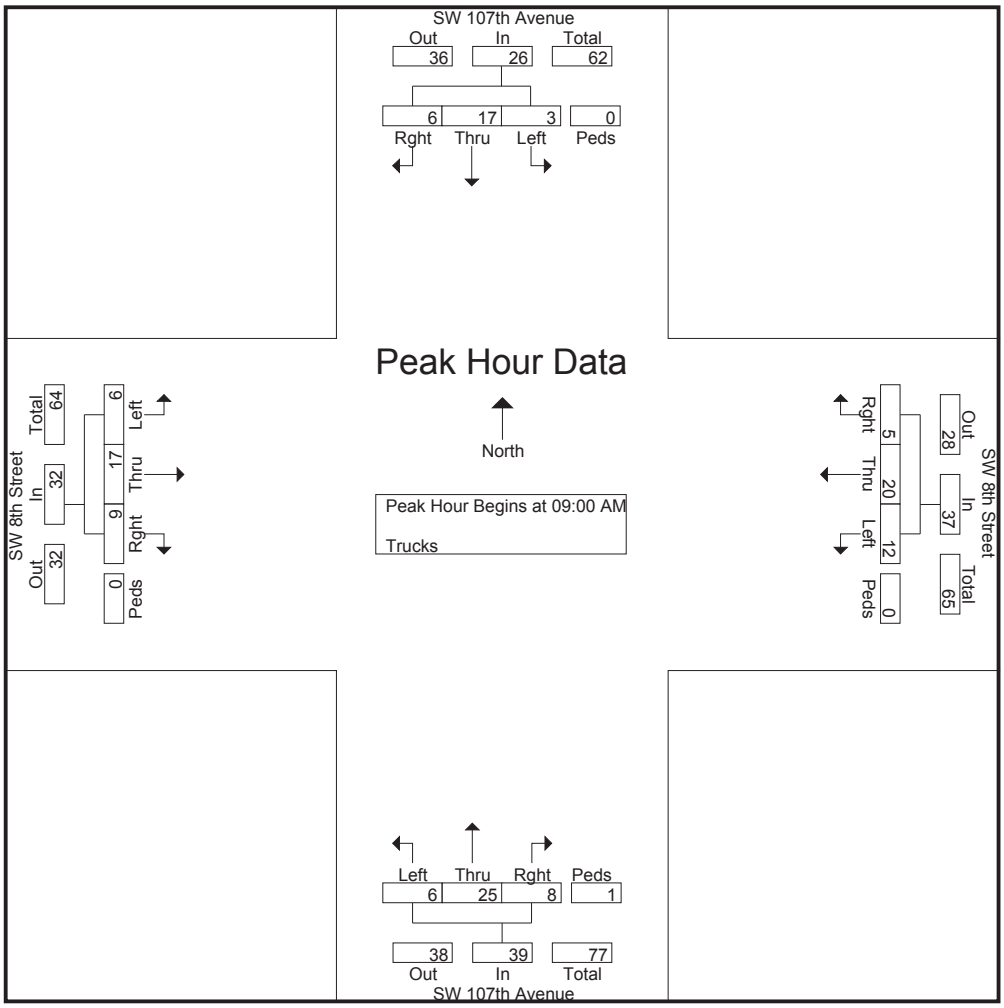
File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 2
Site Code : 00000000
Start Date : 3/19/2014
Page No : 2



SW 8th Street & SW 107th Avenue Day 2

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 2
Site Code : 00000000
Start Date : 3/19/2014
Page No : 3

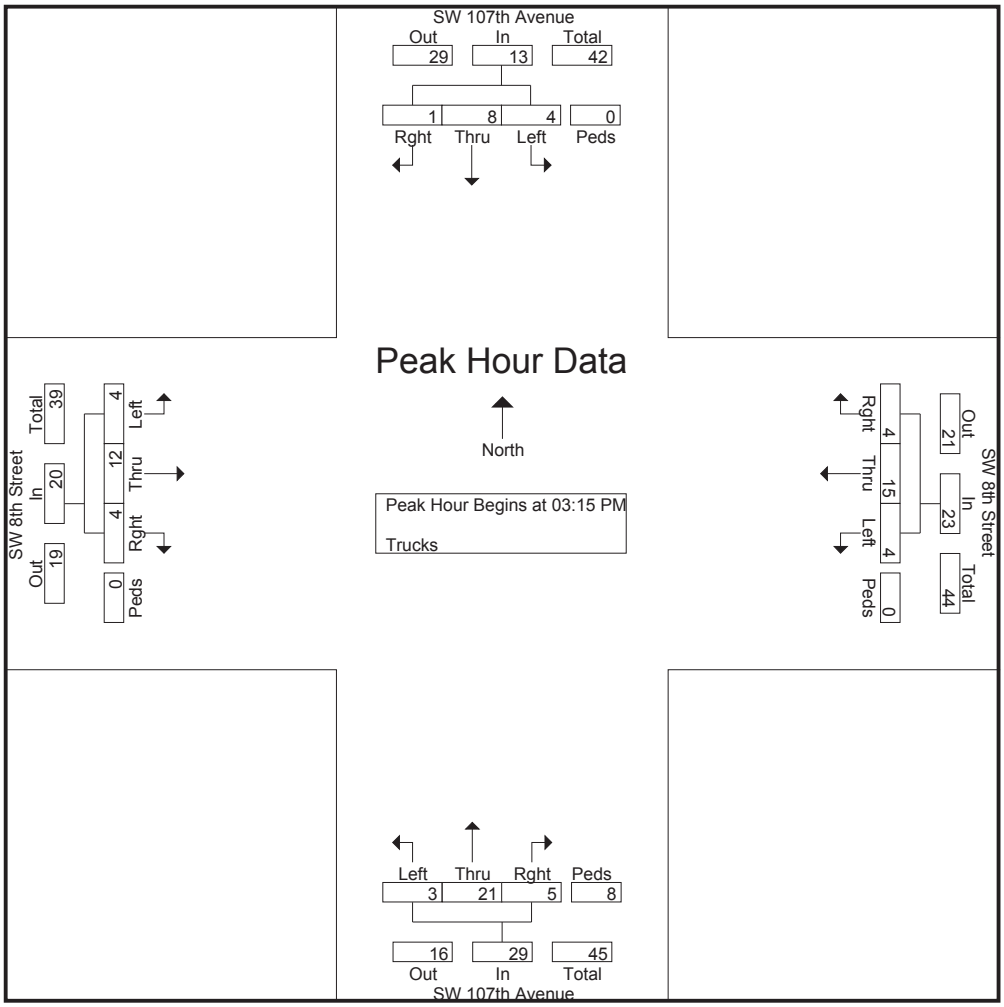
	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00 AM																					
09:00 AM	1	1	1	0	3	2	6	3	1	12	2	8	0	0	10	0	6	2	0	8	33
09:15 AM	0	4	1	0	5	1	7	3	0	11	0	4	2	0	6	3	3	2	0	8	30
09:30 AM	1	9	2	0	12	1	3	0	0	4	1	4	0	0	5	1	6	3	0	10	31
09:45 AM	1	3	2	0	6	2	9	2	0	13	9	4	3	0	16	2	2	2	0	6	41
Total Volume	3	17	6	0	26	6	25	8	1	40	12	20	5	0	37	6	17	9	0	32	135
% App. Total	11.5	65.4	23.1	0		15	62.5	20	2.5		32.4	54.1	13.5	0		18.8	53.1	28.1	0		
PHF	.750	.472	.750	.000	.542	.750	.694	.667	.250	.769	.333	.625	.417	.000	.578	.500	.708	.750	.000	.800	.823



SW 8th Street & SW 107th Avenue Day 2

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 2
Site Code : 00000000
Start Date : 3/19/2014
Page No : 4

	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	1	2	0	0	3	0	5	1	2	8	0	5	0	0	5	1	4	2	0	7	23
03:30 PM	0	2	1	0	3	3	4	1	3	11	3	6	2	0	11	0	5	1	0	6	31
03:45 PM	2	3	0	0	5	0	4	0	0	4	0	4	1	0	5	2	2	0	0	4	18
04:00 PM	1	1	0	0	2	0	8	3	3	14	1	0	1	0	2	1	1	1	0	3	21
Total Volume	4	8	1	0	13	3	21	5	8	37	4	15	4	0	23	4	12	4	0	20	93
% App. Total	30.8	61.5	7.7	0		8.1	56.8	13.5	21.6		17.4	65.2	17.4	0		20	60	20	0		
PHF	.500	.667	.250	.000	.650	.250	.656	.417	.667	.661	.333	.625	.500	.000	.523	.500	.600	.500	.000	.714	.750



SW 8th Street & SW 107th Avenue Day 1

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 1
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
06:00 AM	17	27	10	0	54	15	58	16	0	89	11	83	17	1	112	32	267	17	0	316	571
06:15 AM	5	19	8	0	32	37	134	36	0	207	37	99	21	2	159	65	307	55	0	427	825
06:30 AM	73	90	32	0	195	27	115	24	0	166	21	95	11	0	127	38	337	54	0	429	917
06:45 AM	47	95	18	0	160	21	120	43	0	184	29	135	12	0	176	50	213	26	0	289	809
Total	142	231	68	0	441	100	427	119	0	646	98	412	61	3	574	185	1124	152	0	1461	3122
07:00 AM	38	102	33	0	173	47	168	164	0	379	50	178	63	0	291	34	337	62	0	433	1276
07:15 AM	55	165	21	0	241	75	244	174	0	493	58	247	67	0	372	47	280	131	0	458	1564
07:30 AM	109	254	24	0	387	99	239	160	4	502	116	312	47	0	475	47	283	165	0	495	1859
07:45 AM	67	270	39	0	376	93	235	145	1	474	110	314	84	0	508	52	270	165	0	487	1845
Total	269	791	117	0	1177	314	886	643	5	1848	334	1051	261	0	1646	180	1170	523	0	1873	6544
08:00 AM	70	184	19	0	273	109	145	126	1	381	91	280	54	0	425	39	303	123	0	465	1544
08:15 AM	77	99	21	0	197	64	113	164	2	343	100	148	28	0	276	34	259	152	0	445	1261
08:30 AM	42	224	34	0	300	75	209	126	0	410	87	225	48	0	360	37	308	126	0	471	1541
08:45 AM	46	185	34	0	265	68	217	131	1	417	64	210	27	6	307	43	271	135	0	449	1438
Total	235	692	108	0	1035	316	684	547	4	1551	342	863	157	6	1368	153	1141	536	0	1830	5784
09:00 AM	44	244	44	0	332	49	190	95	1	335	72	188	78	5	343	48	253	152	0	453	1463
09:15 AM	50	191	34	0	275	60	230	104	1	395	101	259	36	4	400	67	231	148	0	446	1516
09:30 AM	50	196	27	0	273	45	192	104	2	343	89	239	16	0	344	54	216	101	0	371	1331
09:45 AM	54	219	22	0	295	39	171	89	3	302	88	221	29	1	339	58	193	93	0	344	1280
Total	198	850	127	0	1175	193	783	392	7	1375	350	907	159	10	1426	227	893	494	0	1614	5590
*** BREAK ***																					
03:00 PM	51	251	35	0	337	79	206	117	2	404	116	237	84	0	437	49	276	138	0	463	1641
03:15 PM	81	275	43	0	399	71	193	153	0	417	136	299	68	2	505	63	285	145	0	493	1814
03:30 PM	63	343	47	0	453	67	260	127	4	458	128	160	78	1	367	72	267	167	0	506	1784
03:45 PM	68	240	55	0	363	75	199	119	1	394	96	234	74	2	406	76	248	162	0	486	1649
Total	263	1109	180	0	1552	292	858	516	7	1673	476	930	304	5	1715	260	1076	612	0	1948	6888
04:00 PM	73	232	52	1	358	72	247	122	3	444	80	271	59	2	412	70	261	149	0	480	1694
04:15 PM	82	311	40	0	433	84	170	124	0	378	104	229	47	0	380	67	274	143	0	484	1675
04:30 PM	106	299	36	0	441	67	206	100	1	374	62	268	55	0	385	62	266	183	0	511	1711
04:45 PM	71	337	53	0	461	70	196	129	5	400	95	312	63	2	472	66	243	165	0	474	1807
Total	332	1179	181	1	1693	293	819	475	9	1596	341	1080	224	4	1649	265	1044	640	0	1949	6887
05:00 PM	86	330	54	0	470	62	239	141	1	443	117	320	71	0	508	61	281	158	0	500	1921
05:15 PM	61	280	59	3	403	70	225	130	1	426	98	276	107	1	482	69	337	143	0	549	1860
05:30 PM	83	311	42	0	436	74	218	136	1	429	71	290	106	4	471	59	299	132	0	490	1826
05:45 PM	76	343	45	0	464	85	201	123	5	414	83	279	153	6	521	57	256	173	0	486	1885
Total	306	1264	200	3	1773	291	883	530	8	1712	369	1165	437	11	1982	246	1173	606	0	2025	7492
Grand Total	1745	6116	981	4	8846	1799	5340	3222	40	10401	2310	6408	1603	39	10360	1516	7621	3563	0	12700	42307
Apprch %	19.7	69.1	11.1	0		17.3	51.3	31	0.4		22.3	61.9	15.5	0.4		11.9	60	28.1	0		
Total %	4.1	14.5	2.3	0	20.9	4.3	12.6	7.6	0.1	24.6	5.5	15.1	3.8	0.1	24.5	3.6	18	8.4	0	30	
Veh	1730	6032	952	4	8718	1758	5247	3189	20	10214	2271	6328	1586	39	10224	1493	7542	3521	0	12556	41712
% Veh	99.1	98.6	97	100	98.6	97.7	98.3	99	50	98.2	98.3	98.8	98.9	100	98.7	98.5	99	98.8	0	98.9	98.6
Trucks	15	84	29	0	128	25	93	33	20	171	23	80	17	0	120	23	79	42	0	144	563
% Trucks	0.9	1.4	3	0	1.4	1.4	1.7	1	50	1.6	1	1.2	1.1	0	1.2	1.5	1	1.2	0	1.1	1.3
U-Turns	0	0	0	0	0	16	0	0	0	16	16	0	0	0	16	0	0	0	0	0	32
% U-Turns	0	0	0	0	0	0.9	0	0	0	0.2	0.7	0	0	0	0.2	0	0	0	0	0	0.1

SW 8th Street & SW 107th Avenue Day 1

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 1
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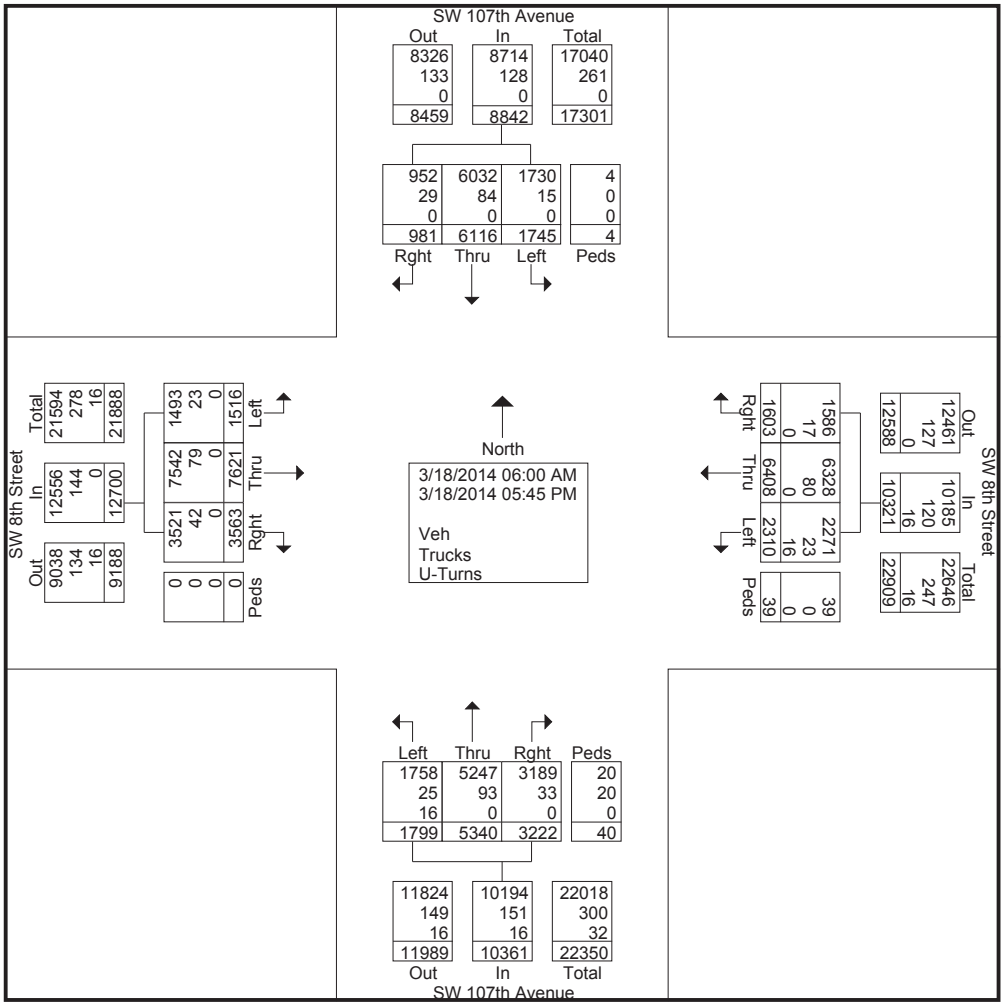
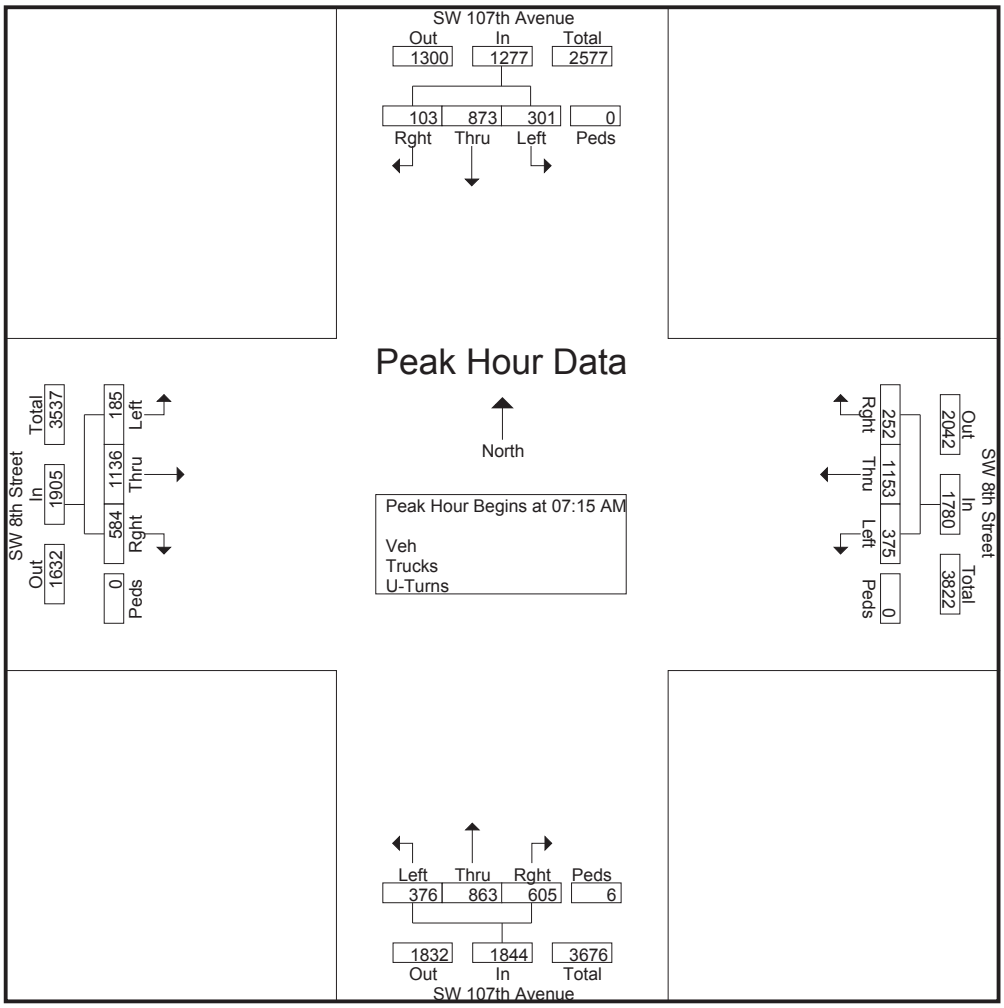


SW 8th Street & SW 107th Avenue Day 1

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 1
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	55	165	21	0	241	75	244	174	0	493	58	247	67	0	372	47	280	131	0	458	1564
07:30 AM	109	254	24	0	387	99	239	160	4	502	116	312	47	0	475	47	283	165	0	495	1859
07:45 AM	67	270	39	0	376	93	235	145	1	474	110	314	84	0	508	52	270	165	0	487	1845
08:00 AM	70	184	19	0	273	109	145	126	1	381	91	280	54	0	425	39	303	123	0	465	1544
Total Volume	301	873	103	0	1277	376	863	605	6	1850	375	1153	252	0	1780	185	1136	584	0	1905	6812
% App. Total	23.6	68.4	8.1	0		20.3	46.6	32.7	0.3		21.1	64.8	14.2	0		9.7	59.6	30.7	0		
PHF	.690	.808	.660	.000	.825	.862	.884	.869	.375	.921	.808	.918	.750	.000	.876	.889	.937	.885	.000	.962	.916



SW 8th Street & SW 107th Avenue Day 1

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 1
Site Code : 00000000
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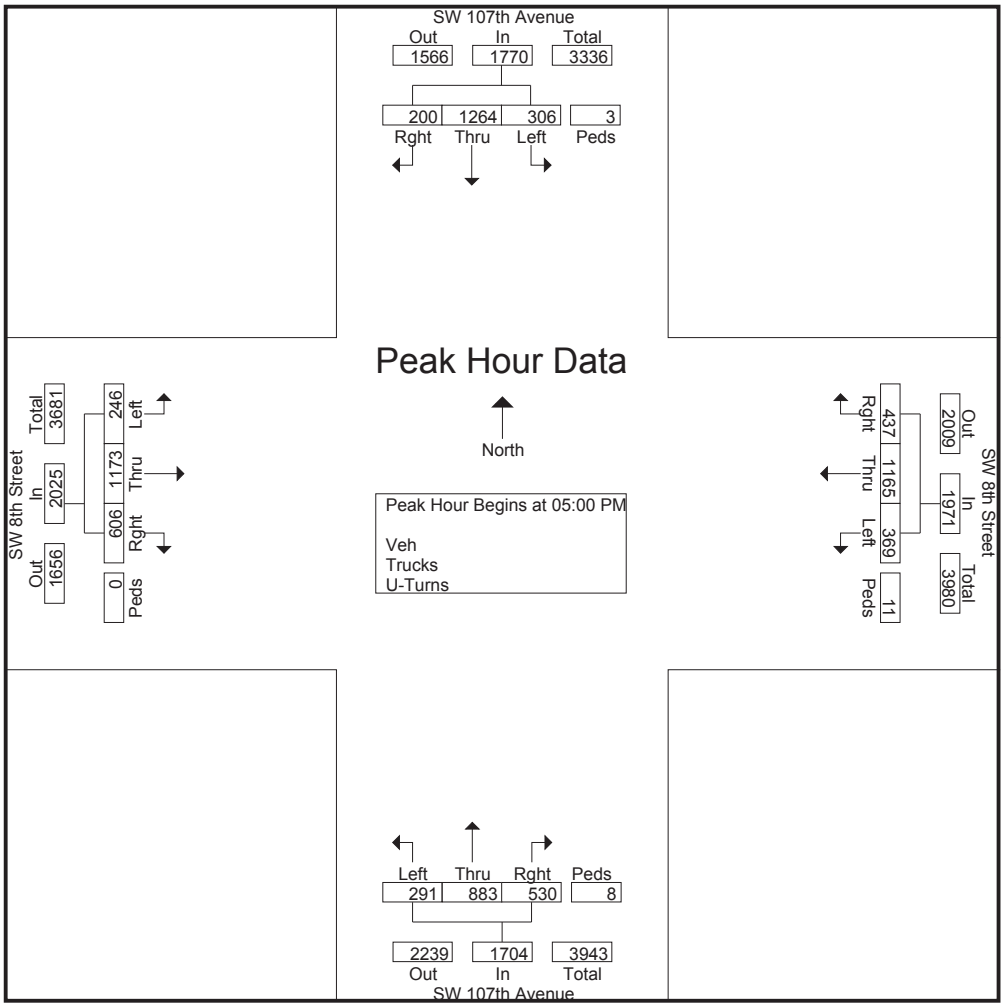
	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	86	330	54	0	470	62	239	141	1	443	117	320	71	0	508	61	281	158	0	500	1921
05:15 PM	61	280	59	3	403	70	225	130	1	426	98	276	107	1	482	69	337	143	0	549	1860
05:30 PM	83	311	42	0	436	74	218	136	1	429	71	290	106	4	471	59	299	132	0	490	1826
05:45 PM	76	343	45	0	464	85	201	123	5	414	83	279	153	6	521	57	256	173	0	486	1885
Total Volume	306	1264	200	3	1773	291	883	530	8	1712	369	1165	437	11	1982	246	1173	606	0	2025	7492
% App. Total	17.3	71.3	11.3	0.2		17	51.6	31	0.5		18.6	58.8	22	0.6		12.1	57.9	29.9	0		
PHF	.890	.921	.847	.250	.943	.856	.924	.940	.400	.966	.788	.910	.714	.458	.951	.891	.870	.876	.000	.922	.975



SW 8th Street & SW 107th Avenue Day 1

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 1
Site Code : 00000000
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Groups Printed- Turns

	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
*** BREAK ***																					
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
07:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	4
*** BREAK ***																					
09:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	4
Total	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0	5
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
03:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	2	5	0	0	0	5	0	0	0	0	0	7
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	4
*** BREAK ***																					
Total	0	0	0	0	0	4	0	0	0	4	4	0	0	0	4	0	0	0	0	0	8
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
*** BREAK ***																					
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	5
Grand Total	0	0	0	0	0	16	0	0	0	16	16	0	0	0	16	0	0	0	0	0	32
Apprch %	0	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	50	0	0	0	50	50	0	0	0	50	0	0	0	0	0	

SW 8th Street & SW 107th Avenue Day 1

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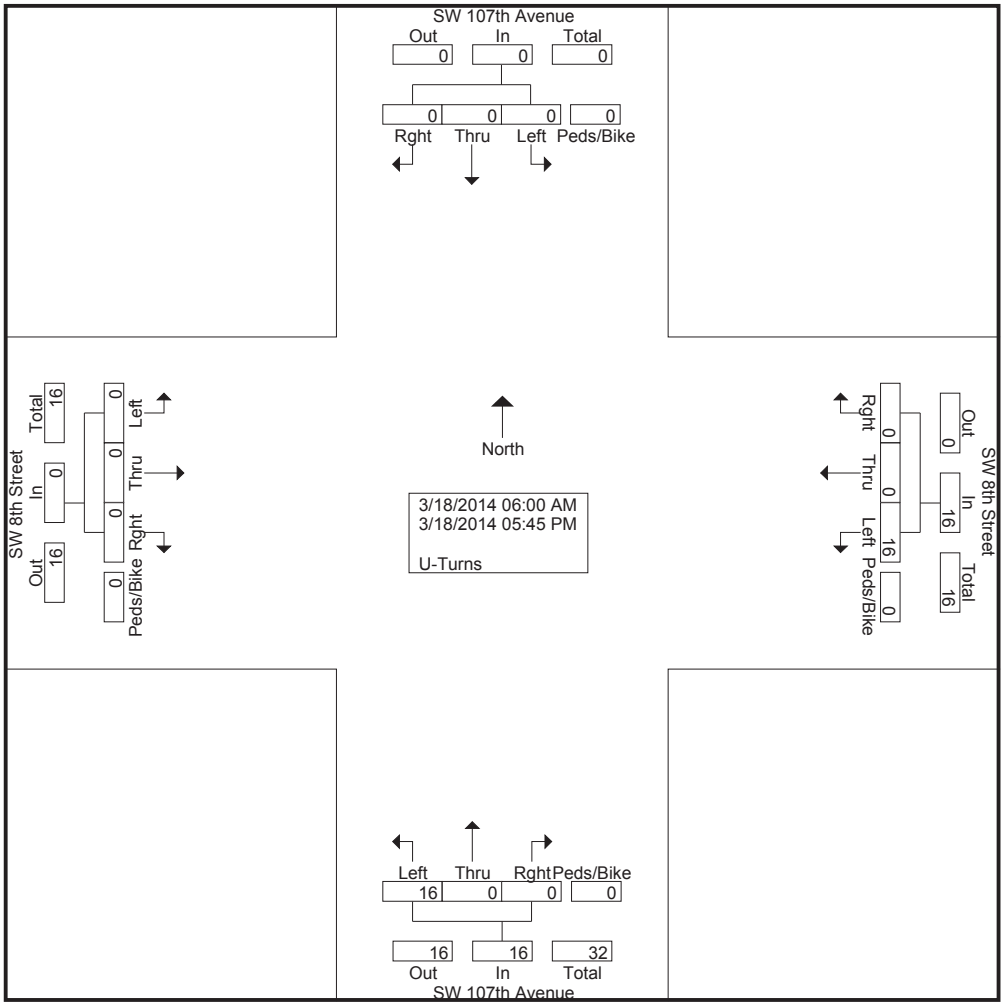

SW 8th Street & SW 107th Avenue Day 1

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 1
Site Code : 00000000
Start Date : 3/18/2014
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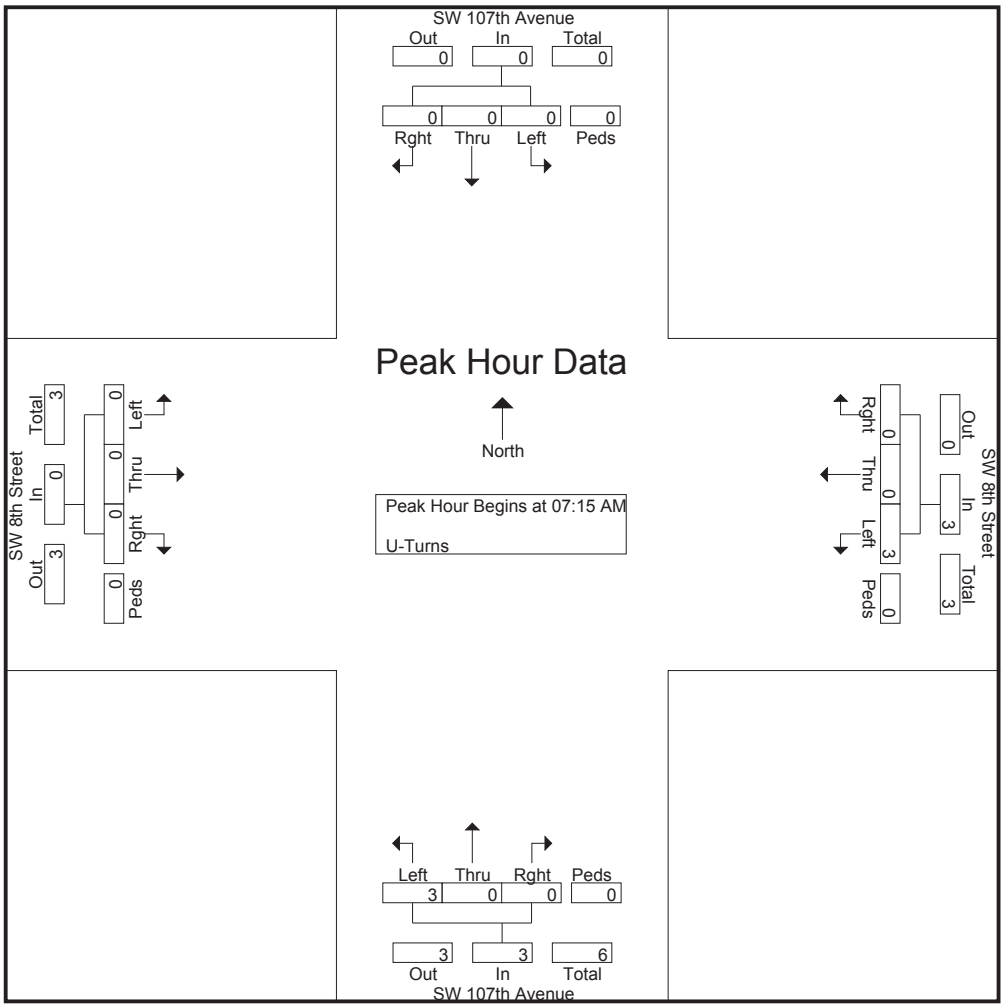
	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3
Total Volume	0	0	0	0	0	3	0	0	0	3	3	0	0	0	3	0	0	0	0	0	6
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.375	.000	.000	.000	.375	.000	.000	.000	.000	.000	.500



SW 8th Street & SW 107th Avenue Day 1

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Site Code : 00000000
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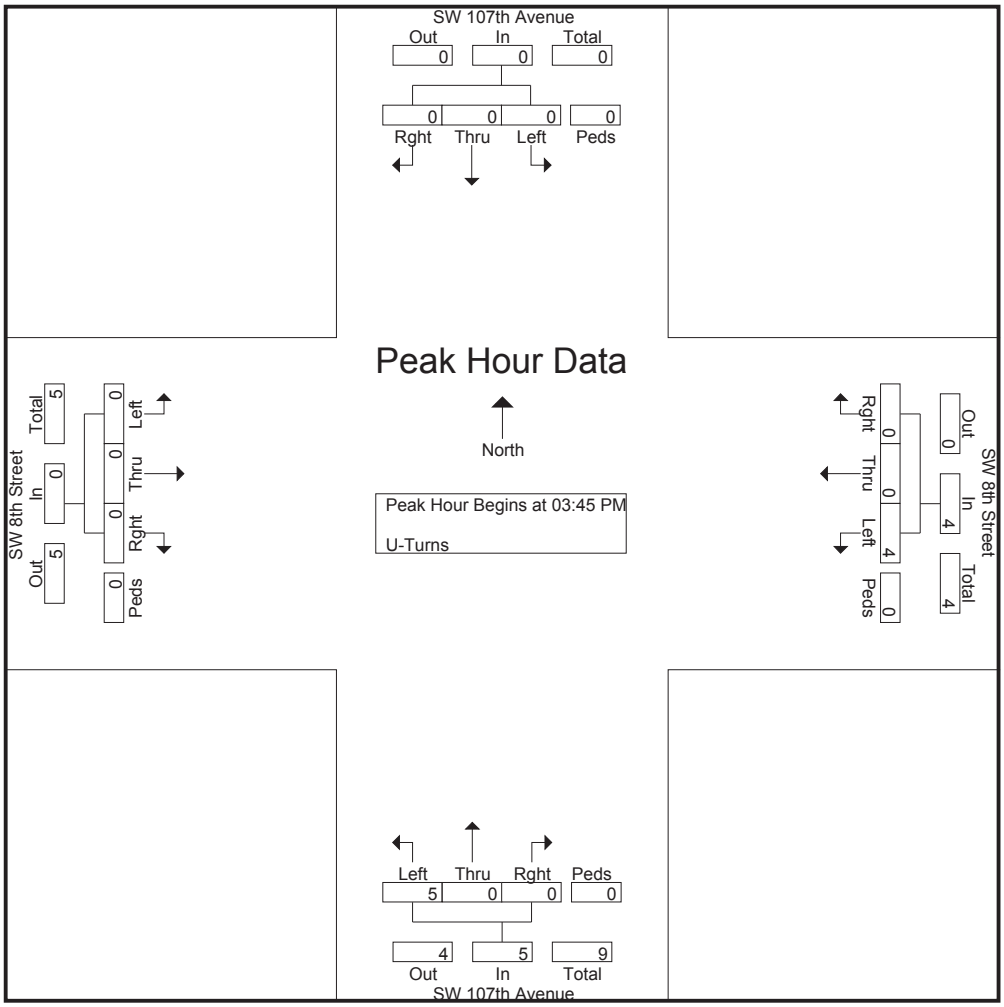
	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	4
Total Volume	0	0	0	0	0	5	0	0	0	5	4	0	0	0	4	0	0	0	0	0	9
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.563



SW 8th Street & SW 107th Avenue Day 1

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 1
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Groups Printed- Trucks

	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
06:00 AM	2	2	1	0	5	0	2	0	0	2	1	2	0	0	3	0	2	2	0	4	14
06:15 AM	0	1	0	0	1	1	3	1	0	5	0	2	0	0	2	2	11	2	0	15	23
06:30 AM	1	6	1	0	8	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	10
06:45 AM	2	3	1	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
Total	5	12	3	0	20	1	9	1	0	11	1	5	0	0	6	2	13	4	0	19	56
07:00 AM	0	3	2	0	5	1	3	2	0	6	1	1	1	0	3	1	4	1	0	6	20
07:15 AM	0	1	0	0	1	2	1	2	0	5	1	3	0	0	4	1	2	1	0	4	14
07:30 AM	2	5	1	0	8	1	7	1	2	11	1	3	2	0	6	2	4	1	0	7	32
07:45 AM	1	5	2	0	8	2	3	0	0	5	2	3	0	0	5	1	2	2	0	5	23
Total	3	14	5	0	22	6	14	5	2	27	5	10	3	0	18	5	12	5	0	22	89
08:00 AM	0	4	0	0	4	1	5	2	0	8	3	4	0	0	7	1	4	1	0	6	25
08:15 AM	1	2	1	0	4	0	3	2	1	6	0	5	0	0	5	0	5	2	0	7	22
08:30 AM	0	6	4	0	10	1	5	1	0	7	1	5	2	0	8	1	4	2	0	7	32
08:45 AM	1	3	2	0	6	2	6	1	1	10	0	6	2	0	8	3	7	2	0	12	36
Total	2	15	7	0	24	4	19	6	2	31	4	20	4	0	28	5	20	7	0	32	115
09:00 AM	1	5	3	0	9	0	0	3	1	4	0	2	1	0	3	1	5	2	0	8	24
09:15 AM	1	3	4	0	8	0	4	2	1	7	3	5	1	0	9	0	4	3	0	7	31
09:30 AM	0	4	1	0	5	1	4	1	1	7	1	0	0	0	1	0	1	1	0	2	15
09:45 AM	1	3	0	0	4	2	4	0	2	8	2	3	0	0	5	0	2	2	0	4	21
Total	3	15	8	0	26	3	12	6	5	26	6	10	2	0	18	1	12	8	0	21	91
*** BREAK ***																					
03:00 PM	0	1	0	0	1	1	2	2	1	6	1	6	0	0	7	1	1	0	0	2	16
03:15 PM	1	0	1	0	2	0	5	3	0	8	0	2	1	0	3	1	2	0	0	3	16
03:30 PM	0	5	2	0	7	3	2	3	1	9	1	1	0	0	2	0	2	1	0	3	21
03:45 PM	0	2	1	0	3	0	4	0	1	5	2	3	0	0	5	1	1	4	0	6	19
Total	1	8	4	0	13	4	13	8	3	28	4	12	1	0	17	3	6	5	0	14	72
04:00 PM	0	4	0	0	4	0	4	1	0	5	0	2	1	0	3	0	4	2	0	6	18
04:15 PM	0	1	0	0	1	1	6	1	0	8	0	1	1	0	2	1	0	1	0	2	13
04:30 PM	0	2	1	0	3	1	1	0	0	2	1	1	1	0	3	0	2	1	0	3	11
04:45 PM	1	3	1	0	5	0	2	1	3	6	0	5	0	0	5	2	1	2	0	5	21
Total	1	10	2	0	13	2	13	3	3	21	1	9	3	0	13	3	7	6	0	16	63
05:00 PM	0	2	0	0	2	1	5	2	0	8	1	4	0	0	5	2	0	4	0	6	21
05:15 PM	0	4	0	0	4	1	2	0	1	4	0	3	1	0	4	1	2	2	0	5	17
05:30 PM	0	0	0	0	0	0	4	1	0	5	0	4	2	0	6	1	4	1	0	6	17
05:45 PM	0	4	0	0	4	3	2	1	4	10	1	3	1	0	5	0	3	0	0	3	22
Total	0	10	0	0	10	5	13	4	5	27	2	14	4	0	20	4	9	7	0	20	77
Grand Total	15	84	29	0	128	25	93	33	20	171	23	80	17	0	120	23	79	42	0	144	563
Apprch %	11.7	65.6	22.7	0		14.6	54.4	19.3	11.7		19.2	66.7	14.2	0		16	54.9	29.2	0		
Total %	2.7	14.9	5.2	0	22.7	4.4	16.5	5.9	3.6	30.4	4.1	14.2	3	0	21.3	4.1	14	7.5	0	25.6	

SW 8th Street & SW 107th Avenue Day 1

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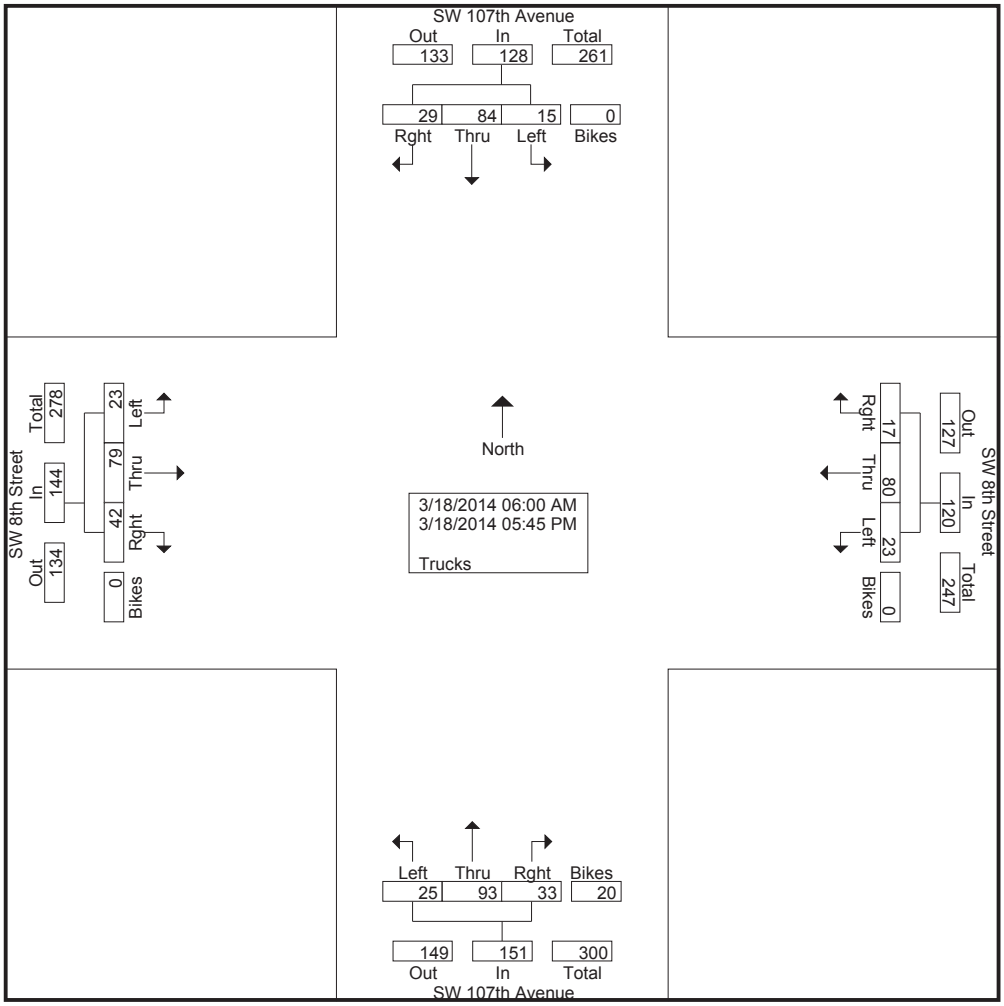

SW 8th Street & SW 107th Avenue Day 1

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Site Code : 00000000
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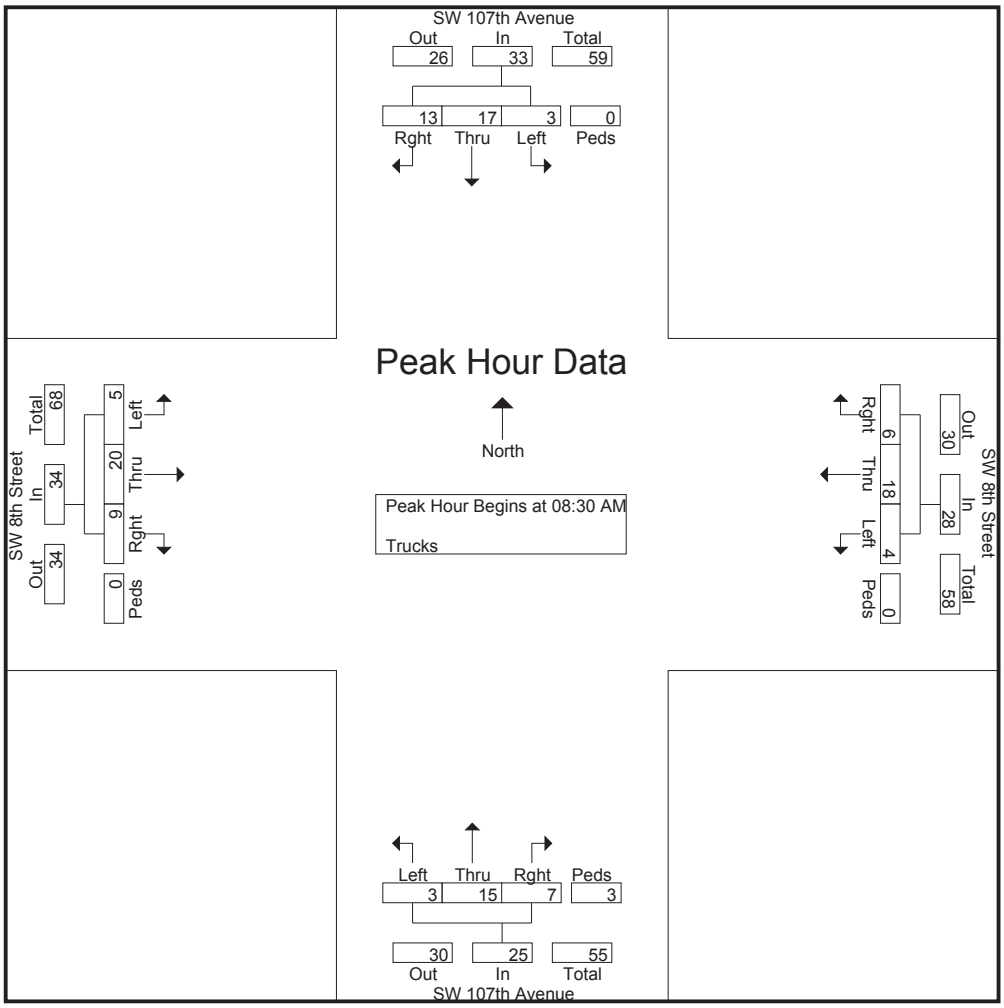
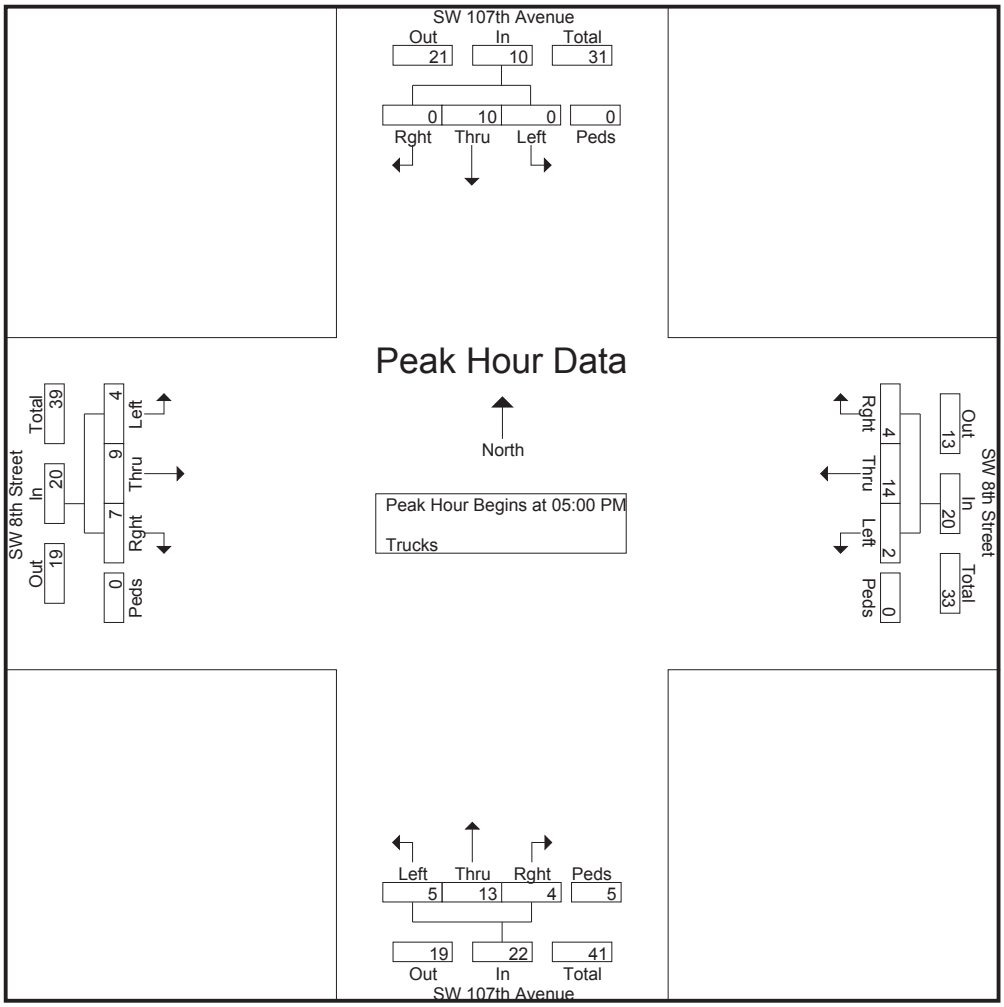
	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	6	4	0	10	1	5	1	0	7	1	5	2	0	8	1	4	2	0	7	32
08:45 AM	1	3	2	0	6	2	6	1	1	10	0	6	2	0	8	3	7	2	0	12	36
09:00 AM	1	5	3	0	9	0	0	3	1	4	0	2	1	0	3	1	5	2	0	8	24
09:15 AM	1	3	4	0	8	0	4	2	1	7	3	5	1	0	9	0	4	3	0	7	31
Total Volume	3	17	13	0	33	3	15	7	3	28	4	18	6	0	28	5	20	9	0	34	123
% App. Total	9.1	51.5	39.4	0		10.7	53.6	25	10.7		14.3	64.3	21.4	0		14.7	58.8	26.5	0		
PHF	.750	.708	.813	.000	.825	.375	.625	.583	.750	.700	.333	.750	.750	.000	.778	.417	.714	.750	.000	.708	.854



SW 8th Street & SW 107th Avenue Day 1

File Name : TMC-7 SW 8th Street & SW 107th Avenue Day 1
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SW 107th Avenue Southbound					SW 107th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	2	0	0	2	1	5	2	0	8	1	4	0	0	5	2	0	4	0	6	21
05:15 PM	0	4	0	0	4	1	2	0	1	4	0	3	1	0	4	1	2	2	0	5	17
05:30 PM	0	0	0	0	0	0	4	1	0	5	0	4	2	0	6	1	4	1	0	6	17
05:45 PM	0	4	0	0	4	3	2	1	4	10	1	3	1	0	5	0	3	0	0	3	22
Total Volume	0	10	0	0	10	5	13	4	5	27	2	14	4	0	20	4	9	7	0	20	77
% App. Total	0	100	0	0		18.5	48.1	14.8	18.5		10	70	20	0		20	45	35	0		
PHF	.000	.625	.000	.000	.625	.417	.650	.500	.313	.675	.500	.875	.500	.000	.833	.500	.563	.438	.000	.833	.875



Appendix B – Signal Timing

SW 8 Street
Peak Signal Timings

AM

Intersection:	**SW 8 St / SW 107 Ave**					
Asset:	**3709**					
Offset:	50					
Turn Type	EWL	EL	EW	NSL	NL	NS
Phasing	1/5	1/6	2/6	3/7	4/7	4/8
Minimum Initial (s)	8	8	18	5	5	7
Minimum Split (s)	19	9	52	11	11	57
Yellow Time (s)	0	3	5	0	3	4
All-Red Time (s)	0	2	2	0	0	2
Total Split (s)	19	14	59	11	14	63
Cycle Length	180					

PM

Intersection:	**SW 8 St / SW 107 Ave**					
Asset:	**3709**					
Offset:	103					
Turn Type	EWL	EL	EW	NSL	NL	NS
Phasing	1/5	1/6	2/6	3/7	4/7	4/8
Minimum Initial (s)	8	8	18	5	5	7
Minimum Split (s)	15	3	50	12	12	67
Yellow Time (s)	0	3	5	0	3	4
All-Red Time (s)	0	2	2	0	0	2
Total Split (s)	15	8	57	12	15	73
Cycle Length	180					

Intersection:	**SW 8 St / SW 109 Ave**				
Asset:	**5430**				
Offset:	68				
Turn Type	EWL	EL	EW	SBT	NBT
Phasing	1/5	1/6	2/6	8	4
Minimum Initial (s)	5	5	7	5	7
Minimum Split (s)	18	13	85	32	13
Yellow Time (s)	0	3	4.7	4	4
All-Red Time (s)	0	0	1.3	1.5	1.5
Total Split (s)	18	16	91	37.5	18.5
Cycle Length	181				

Intersection:	**SW 8 St / SW 109 Ave**				
Asset:	**5430**				
Offset:	127				
Turn Type	EWL	EL	EW	ST	NS
Phasing	1/5	1/6	2/6	8	4
Minimum Initial (s)	5	5	7	5	7
Minimum Split (s)	14	6	89	24	28
Yellow Time (s)	0	3	4.7	4	4
All-Red Time (s)	0	0	1.3	1.5	1.5
Total Split (s)	14	9	95	29.5	33.5
Cycle Length	181				

AM

Intersection:	**SW 8 St / SW 112 Ave**		
Asset:	**3879**		
Offset:	70		
Turn Type	WL	EW	N
Phasing	2/5	2/6	2
Minimum Initial (s)	5	7	7
Minimum Split (s)	24	125	14
Yellow Time (s)	4	5	4
All-Red Time (s)	0	2	2.7
Total Split (s)	28	132	20.7
Cycle Length	180.7		

PM

Intersection:	**SW 8 St / SW 112 Ave**		
Asset:	**3879**		
Offset:	148		
Turn Type	WL	EW	N
Phasing	2/5	2/6	4
Minimum Initial (s)	5	7	7
Minimum Split (s)	25	78	60
Yellow Time (s)	4	5	4
All-Red Time (s)	0	2	2.7
Total Split (s)	29	85	66.7
Cycle Length	180.7		

TOD Schedule Report

for 5430: SW 109 Av&SW 8 St

Print Date: 1/17/2014

Print Time: 8:13 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5430	SW 109 Av&SW 8 St	DOW-6		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 2 - 2	7 - 7 - 5	36 - 36 - 15	3	0
2	WBT	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	2.5 - 2.5 - 2.5	45 - 45 - 26	0 - 60 - 60	4.7	1.3
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 10 - 10	30 - 30 - 20	4	1.5
5	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 2 - 2	7 - 7 - 5	47 - 47 - 15	3	0
6	EBT	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	2.5 - 2.5 - 2.5	45 - 45 - 26	0 - 60 - 60	4.7	1.3
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	7 - 7 - 7	24 - 24 - 24	7 - 7 - 7	2.5 - 5 - 2.5	12 - 12 - 10	40 - 40 - 20	4	1.5

Last In Service Date: 02/09/2011 15:49

Permitted Phases

	12345678
Default	12-456-8
External Permit 0	--------
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 -	8 SBT	Ring Offset	Offset
	1	110	15	39	0	14	15	39	0	23	0	33
	2	120	24	53	0	11	9	68	0	13	0	83
	3	180	31	85	0	13	18	98	0	32	0	68
	4	140	12	69	0	17	35	46	0	23	0	51
	6	120	17	53	0	15	17	53	0	16	0	105
	7	120	17	44	0	17	17	44	0	23	0	5
	8	120	17	40	0	21	17	40	0	23	0	1
	9	150	18	69	0	25	16	71	0	19	0	27
	10	130	15	59	0	14	33	41	0	23	0	16
	11	160	18	72	0	31	16	74	0	20	0	126
	12	180	14	95	0	28	20	89	0	24	0	127
	13	150	20	71	0	20	20	71	0	20	0	120
	14	135	25	64	0	14	25	64	0	13	0	10
	15	120	9	66	0	13	9	66	0	13	0	3
	16	110	12	46	0	13	12	46	0	20	0	32
	17	135	10	77	0	15	10	77	0	14	0	3
	18	110	12	45	0	15	8	49	0	19	0	0
	19	100	11	46	0	9	11	46	0	15	0	95
	20	125	9	73	0	10	9	73	0	14	0	27
	21	135	25	64	0	14	25	64	0	13	0	9
	22	115	9	64	0	11	9	64	0	12	0	3
	23	110	15	45	0	11	15	45	0	20	0	71
	24	140	31	54	0	10	26	59	0	26	0	55

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Flash	M T W Th F
0100	Flash	Su S
0500	Free	M T W Th F
0530	2	M T W Th F
0600	19	Su S
0630	3	M T W Th F
0930	24	M T W Th F
1000	20	Su S
1400	9	M T W Th F
1500	11	M T W Th F
1500	21	Su S
1600	12	M T W Th F
1900	13	M T W Th F
2030	14	M T W Th F
2100	22	Su S
2130	15	M T W Th F
2230	16	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0730	TOD OUTPUTS	-------1	M T W ThF
0830	VEH MAX RECALL	---5----	M T W ThF
0900	TOD OUTPUTS	--------	M T W ThF
0915	VEH MAX RECALL	--------	M T W ThF
1630	TOD OUTPUTS	-------1	M T W ThF
1800	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0730	TOD OUTPUTS	-------1	M T W ThF
0830	VEH MAX RECALL	---5----	M T W ThF
0900	TOD OUTPUTS	--------	M T W ThF
0915	VEH MAX RECALL	--------	M T W ThF
1630	TOD OUTPUTS	-------1	M T W ThF
1800	TOD OUTPUTS	--------	M T W ThF

*** Settings**

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

TOD Central Schedule Day-Type for Current Day

Day Type: SS
SCHOOL MON TUE THURS FOLLOW BY SCHOOL

TIME	PLAN	CYCLE
0	[17] LATE NIGHT (17)	135
530	[01] EARLY MORNING (1)	110
630	[03] AM PEAK (3)	180
930	[24] AVG/OFF-PEAK (24)	140
1430	[09] MID-AFT./AFTNOO (9)	150
1530	[11] PM PEAK (11)	160
1900	[13] POST PM PEAK (13)	150
1930	[14] EARLY EVENING (14)	135
2100	[15] EVENING/NIGHT (15)	120

TOD Schedule Report

for 3879: SW 112 Av&SW 8 St

Print Date: 4/14/2014

Print Time: 8:05 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3879	SW 112 Av&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	-	NBT	WBL	EBT	-	-
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	WBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 0 - 0	4.7	1.7
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	4.5 - 2.5 - 2.5	10 - 10 - 10	60 - 31 - 31	4	2.7
5	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 2 - 2	7 - 7 - 7	40 - 17 - 17	3.6	0
6	EBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 0 - 0	4.7	1.7
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	-2-456--
External Permit 0	--------
External Permit 1	-2-456--
External Permit 2	-2-456--

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 -	8 -	Ring Offset	Offset
	1	160	0	120	0	27	14	102	0	0	0	87
	2	120	0	99	0	8	8	87	0	0	0	103
	3	180	0	153	0	14	24	125	0	0	0	70
	4	180	0	139	0	28	19	116	0	0	0	30
	5	135	0	100	0	22	12	84	0	0	0	21
	7	120	0	86	0	21	12	70	0	0	0	86
	8	110	0	83	0	14	12	67	0	0	0	54
	9	150	0	87	0	50	22	61	0	0	0	28
	10	160	0	103	0	44	9	90	0	0	0	29
	11	160	0	97	0	50	25	68	0	0	0	147
	12	180	0	107	0	60	25	78	0	0	0	148
	13	150	0	92	0	45	13	75	0	0	0	140
	14	135	0	98	0	24	8	86	0	0	0	19
	15	120	0	83	0	24	8	71	0	0	0	34
	16	110	0	87	0	10	9	74	0	0	0	34
	18	80	0	59	0	8	5	50	0	0	0	77
	19	100	0	66	0	21	11	51	0	0	0	88
	20	125	0	91	0	21	11	76	0	0	0	23
	21	135	0	101	0	21	11	86	0	0	0	11
	22	115	0	90	0	12	9	77	0	0	0	11
	23	95	0	56	0	26	13	39	0	0	0	22
	24	140	0	82	0	45	17	61	0	0	0	5
	25	80	0	59	0	8	5	50	0	0	0	34

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Free	M T W Th F
0100	Flash	M T W Th F
0130	Flash	Su S
0530	2	M T W Th F
0600	19	Su S
0630	3	M T W Th F
0930	24	M T W Th F
1000	20	Su S
1400	9	M T W Th F
1500	11	M T W Th F
1500	21	Su S
1600	12	M T W Th F
1900	13	M T W Th F
2030	14	M T W Th F
2100	22	Su S
2130	15	M T W Th F
2230	16	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	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

TOD Central Schedule Day-Type for Current Day

Day Type: SS
SCHOOL MON TUE THURS FOLLOW BY SCHOOL

TIME	PLAN	CYCLE
0	[15] EVENING/NIGHT (15)	120
100	[16] MID-NIGHT/NIGHT (16)	FLASH
115	[17] LATE NIGHT (17)	FLASH
530	[02] PRE-AM PEAK (2)	120
630	[04] HEAVY AM PEAK (4)	180
930	[05] POST-AM PEAK (5)	135
1000	[23] WKND LATE NITE (23)	95
1530	[10] PRE-PM PEAK (10)	160
1630	[11] PM PEAK (11)	160
1930	[13] POST PM PEAK (13)	150
2100	[14] EARLY EVENING (14)	135
2200	[15] EVENING/NIGHT (15)	120

TOD Schedule Report

for 3709: SW 107 Av&SW 8 St

Print Date: 1/16/2014

Print Time: 8:08 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3709	SW 107 Av&SW 8 St	DOW-5		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	EBL	0 - 0 - 0	0 - 0 - 0	8 - 8 - 8	2 - 2 - 2	18 - 11 - 42	30 - 11 - 30	3	2
2	WBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	2.5 - 2.5 - 2.5	33 - 21 - 40	0 - 21 - 44	4.7	1.9
3	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	6 - 5 - 6	20 - 7 - 11	3	0
4	NBT	2 - 2 - 2	29 - 29 - 29	7 - 7 - 7	2.5 - 2.5 - 2.5	45 - 30 - 53	80 - 30 - 36	4.3	2.2
5	WBL	0 - 0 - 0	0 - 0 - 0	8 - 8 - 8	2 - 2 - 2	15 - 11 - 42	30 - 11 - 30	3	2
6	EBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	2.5 - 2.5 - 2.5	33 - 21 - 40	0 - 21 - 44	4.7	1.9
7	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	6 - 5 - 6	30 - 7 - 11	3	0
8	SBT	2 - 2 - 2	29 - 29 - 29	7 - 7 - 7	2.5 - 2.5 - 2.5	45 - 30 - 53	80 - 30 - 36	4.3	2.2

Last In Service Date: 02/09/2011 15:47

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	1	110	14	27	6	42	14	27	6	42	0	1
	2	120	12	30	7	50	12	30	7	50	0	91
	3	180	28	52	11	68	19	61	22	57	0	50
	4	140	23	22	11	63	17	28	11	63	0	37
	6	120	12	30	7	50	12	30	7	50	0	91
	7	120	14	38	7	40	14	38	7	40	0	119
	8	120	9	25	8	57	9	25	8	57	0	106
	9	150	19	42	14	54	19	42	17	51	0	130
	10	130	22	29	13	45	22	29	13	45	0	7
	11	160	18	40	12	69	21	37	16	65	0	103
	12	180	18	50	12	79	15	53	24	67	0	103
	13	150	20	36	9	64	20	36	15	58	0	98
	14	135	23	26	10	55	18	31	10	55	0	134
	15	120	15	32	6	46	14	33	8	44	0	9
	16	110	14	34	5	36	15	33	5	36	0	9
	17	135	16	37	6	52	14	39	9	52	0	129
	19	100	11	29	5	34	11	29	6	33	0	88
	20	125	16	31	6	51	14	33	8	49	0	4
	21	135	23	26	10	55	18	31	10	55	0	0
	22	115	10	34	6	44	10	34	8	42	0	14
	23	110	11	24	9	45	11	24	9	45	0	23
	24	140	16	36	11	56	16	36	11	56	0	42
	26	110	26	25	5	33	26	25	5	33	0	3
	27	160	16	38	10	75	16	38	10	75	0	9
	28	135	25	30	9	50	28	27	13	46	0	112

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Free	M T W Th F
0100	Free	Su S
0530	2	M T W Th F
0600	19	Su S
0630	3	M T W Th F
0930	24	M T W Th F
1000	20	Su S
1400	9	M T W Th F
1500	11	M T W Th F
1500	21	Su S
1600	12	M T W Th F
1900	13	M T W Th F
2030	14	M T W Th F
2100	22	Su S
2130	15	M T W Th F
2230	16	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	M T W ThF
0530	TOD OUTPUTS	------2-	M T W ThF
0630	TOD OUTPUTS	--------	M T W ThF
2145	TOD OUTPUTS	------2-	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	Su S
0000	TOD OUTPUTS	-------1	M T W ThF
0100	TOD OUTPUTS	--------	Su S
0530	TOD OUTPUTS	------2-	M T W ThF
0600	TOD OUTPUTS	--------	Su S
0630	TOD OUTPUTS	--------	M T W ThF
1200	TOD OUTPUTS	--------	Su S
2100	TOD OUTPUTS	--------	Su S
2145	TOD OUTPUTS	------2-	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

TOD Central Schedule Day-Type for Current Day

Day Type: SS
SCHOOL MON TUE THURS FOLLOW BY SCHOOL

TIME	PLAN	CYCLE
0	[17] LATE NIGHT (17)	135
530	[01] EARLY MORNING (1)	110
630	[03] AM PEAK (3)	180
930	[24] AVG/OFF-PEAK (24)	140
1430	[09] MID-AFT./AFTNOO (9)	150
1530	[11] PM PEAK (11)	160
1900	[13] POST PM PEAK (13)	150
1930	[14] EARLY EVENING (14)	135
2100	[15] EVENING/NIGHT (15)	120

Appendix C – FIU parking Garage No. 6 – Estimated New Trips (Traffic Study dated February 2013)

Florida International University

Parking Garage No. 6

Traffic Study

Prepared By:

MILLER LEGG

February 25, 2013

12-00163

ENGINEER'S CERTIFICATION

I, Mohan Gopalakrishna, P.E. # 60720, certify that I currently hold an active Professional Engineers License in the State of Florida and am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this plan, print, specification or report. I further certify that this traffic study was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

Parking Garage No.6, Traffic Study for Florida International University.

Mohan Gopalakrishna, P.E., PTOE
Florida Registration No. 60720

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Introduction

Miller Legg was retained by Florida International University (FIU) to perform a traffic analysis related to the proposed construction of the new Parking Garage no. 6 (PG6) located at the Modesto A. Maidique Campus (MMC). PGAL is the architect responsible for the design of PG6.

Under Section 1013.30(11)(d)(e) of the 2012 Florida Statutes, a traffic study done for a University campus master plan and campus development agreement, "Must, for each of the facilities and services listed….. identify the level-of-service standard established by the applicable local government…." Furthermore it "Must, for each of the facilities and services listed….., determine the impact of existing and proposed campus development reasonably expected over the term of the campus development agreement on each service or facility and any deficiencies in such service or facility which the proposed campus development will create or to which it will contribute." Section 1013.30(13)(a)(b) of the Florida Statutes requires that "All improvements to facilities or services which are necessary to eliminate the deficiencies identified in paragraph (11)(e) must be specifically listed in the campus development agreement" and "The university board of trustees' fair share of the cost of the measures identified in paragraph (13) (a)……"

This analysis focuses on the on-site and off-site traffic circulation related to the proposed facility (PG6) and existing parking garage (aka red parking garage/Parking Garage 4, PG4). In addition, during the development of this study, Miller Legg has been involved in several focus group meetings (October-November 2012) related to the accommodation of a two way articulated express bus routing/stop at the proposed PG6. At these meetings, PGAL and Miller Legg provided alternative concepts to FIU program committee on the 2 way bus routing. At the focus group meeting on October 18, 2012, the committee liked the conceptual site plan (Appendix A). This concept is not finalized pending a meeting between FIU, MDX, MDT and FDOT, on January 15, 2013. The potential impacts of such an accommodation are as follows:

- Express/MDT bus access (2 way access) will require two median cuts on SW 8th Street (halfway between the SW 112 Ave and SW 109 Ave signals). The turn lanes in the median will be exclusively for bus only and the green signal will be activated (via opticom/strobe) only by a bus. Traffic moving eastbound along SW 8th Street, will be stopped. Along westbound SW 8th Street, the outer 2 lanes will be free flow (new mast arm will contain continuous green arrow indication) to preserve the existing capacity. Mast arm signals will be required along SW 8th Street and for westbound buses exiting PG6. Should this concept be approved, it is anticipated that the improvements will be implemented with the PG6 construction. Design and construction of these improvements will require coordination with FDOT, FIU, MDT and Miami Dade County PWD

Other improvements related to PG6:

- A pedestrian bridge to cross SW 10 Street (located between the red parking garage (PG4) and PG6). Campus transit bus stops (eastbound & westbound) will be provided adjacent to it (pending approval)
- See recommended improvements on Conceptual Site Plan (Appendix A)

Executive Summary

The proposed PG6 will include 2,100 parking spaces, with potential 35,000 square feet of Classroom/Office/Retail space. The garage will be located on the southeast corner of the signalized intersection located at SW 8th Street and SW 112th Avenue (just west of PG4), as shown in Figure 1 and on the Site Plan in Appendix A. PG6 will replace the existing surface parking lot #1 which currently has a capacity of 225 parking spaces. It is anticipated that PG6 will alleviate parking demands imposed on the existing parking garages and surface parking lots, adjacent to it. The utilization of the PG6 spaces will most likely be a re-distribution of the existing on campus parking traffic and will create a minimal number of new campus parking trips. This is taken into account for both the Trip Generation and Trip Distribution computations. Traffic data during the PM peak (turning movement counts (TMC)) were collected for the traffic impact areas on the Campus and the street network, immediately adjacent to PG6. TMC data were collected at the following intersections: SW 8th Street and SW 112th Avenue.; SW 8th Street and SW 109th Avenue; SW 112th Avenue and University Drive; University Drive and Engineering & Computer Science (ECS) building / SW 110 Avenue; SW 109th Avenue and University Drive; SW 109th Avenue and PG4 North access; SW 109th Avenue and PG4/PG5 Central access/exit; and SW 109th Avenue and PG4 South exit. Only PM peak TMC's were collected to match the peak demand traffic of the adjacent street network. Traffic data collected for each of the intersections are included in Appendix C. The Peak Season Correction Factor for data collected is 1.04 (refer to Appendix E for 2011 Peak Season Factor Category Report).

Trip generation and trip distribution for the proposed PG6 were calculated based on the ITE Trip Generation Manual (8th Edition). The trips generated by the PG6 facility are summarized in Table 1 below:

Table 1 - Trip Generation by Facility

Facility Name	Land Use (ITE No.)	Square Feet	PM Peak Trips
Parking Garage No. 6 (PG6)	Specialty Retail Center (814)*	**17,500	64

* PG6 trips include Retail space contributing to external trips only.
**Square footage revised to account for new trips.

The entering/exiting trip distribution for PG6 is based on the ITE Trip Generation Manual (8th Edition) and is shown in Table 2 below. The proposed PG6 will also include the

redistribution of internal trips from existing Parking Lot 9. Hence, the total shown in Table 2 constitutes PM peak hour trips generated by PG6 and redistribution from Parking Lot 9.

Table 2 - Trip Distribution by Facility

Facility	PM Peak Trips	Percent Entering/Exiting	Entering	Exiting
PG6	64	*44/56	28	36
Parking Lot 9	180	**30/70	54	126
GRAND TOTAL	**244**	---	**82**	**162**

* PG6 percent distribution from land use Specialty Retail Center (814) (page 1388)
** Parking lot 9 percent distribution from land use University/College (550) (page 1033)

The intersections adjacent to PG6 were analyzed for the existing 2012 PM peak-hour conditions using the TMC data that was collected. Capacity analysis was conducted using the Highway Capacity Software (HCS 2010) which is based on the 2010 Transportation Research Board Highway Capacity Manual. The capacity analysis also includes two Scenarios (S-1 and S-2) showing alternative traffic circulation patterns to access PG6. Projected trip distributions for each of the scenarios are shown in Appendix I. The results of the capacity analysis are illustrated in Table 3. Levels of service (LOS) thresholds indicate the operation of an intersection. LOS “A” through “D” is acceptable. LOS “E” indicates constrained or at capacity conditions. LOS “F” indicates failure. Two of the intersections exhibit failure and the other two intersections are operating at an acceptable LOS. HCS 2010 capacity analysis results are attached in Appendix J through Appendix M.

Table 3 - *PM Peak Hour Intersection Level of Service (LOS)

Intersection	2012	****S-1	*****S-2
SW 8th St & SW 112th Ave (Signalized)	**C(31.2)	**D(37.5)	-
SW 8th St & SW 109th Ave (Signalized)	**E(76.1)	**F(99.2)	-
***SW 112th Ave & University Dr (Un-signalized-2 way stop controlled) (on campus)	**F(EB approach=228.1)	**F(EB approach=421.8) D(WB approach = 31.1)	-
University Dr & SW 109th Ave (Signalized) (on campus)	**A(6.1)	**A(6.2)	**A(6.3)

* LOS obtained from HCS 2010 software.
**Values within parentheses are intersection delay in secs/veh obtained from HCS 2010 software.
***Stop control on SW 112th Ave.
****Scenario 1 (S-1): 2013 PM peak hour (see page 14 for discussion)
*****Scenario 2 (S-2): 2013 PM peak hour (see page 14 for discussion)

Based on the LOS results, no improvements are required at the intersections of SW 8th Street & SW 112th Avenue (operates at LOS "D"), and at University Drive & SW 109th Avenue (operates at LOS "A"). However, we anticipate that the LOS for SW 8th Street & SW 112th Avenue would most likely fail in the future with growing traffic volumes from the campus and would require capacity improvements to improve its performance. At SW 8th Street & SW 109th Avenue, the existing LOS is at capacity for the existing 2012 PM peak TMC's (operates at LOS "E") prior to the addition of PG6 traffic. The intersection LOS will be deficient (operating at LOS "F") with the addition of PG6 traffic in the year 2013. The critical movements are the westbound left (LOS "E"), and northbound left (LOS "F"). We do not propose any capacity improvements at this intersection, unless requested. At SW 112 Avenue & University Drive (two way stop controlled intersection), for the 2012 PM peak hour analysis, the critical traffic movements causing failure are the free flowing eastbound lefts (EBL) with a heavy movement at 341 veh/hr and the free flowing westbound right (WBR) at 277 veh/hr. Lack of a dedicated eastbound left turn lane is causing the eastbound approach to fail (LOS "F"=228 secs/veh delay). Both the eastbound and westbound approaches have one shared lane servicing all movements. For the 2013 PM peak hour TMC's (includes PG6 traffic), the capacity analysis indicates that the eastbound approach worsens to a LOS "F" (421.8 secs/veh delay). To mitigate the impacts to this intersection, the ***five (5) possible alternatives*** were considered:

- ***Do nothing.*** Retain as an un-signalized intersection (with two way stop control) should budgetary constraints be imposed. The 2012 Peak hour capacity analysis (see Appendix M) shows that the three approaches (WB, NB & SB) are operating at an acceptable LOS. The critical movement (EBL) is operating at LOS "F" (228 secs/veh delay). For the 2013 peak hour capacity analysis (see Appendix M) shows that the three approaches (WB, NB & SB) are operating at an acceptable LOS. The critical movement (EBL) is operating at LOS "F" (421.8 secs/veh delay). The EBL would definitely benefit from a new dedicated left turn lane. In addition, this location needs to be field monitored for queue backups resulting from left turn movements during the PM peak hour

- ***All Way Stop Control with existing geometry***. This alternative includes proposing two additional stop signs at the eastbound and westbound approaches. The 2012 Peak hour capacity analysis (see Appendix M) shows that the three approaches (WB, NB & SB) are operating at acceptable LOS. The critical movement (EBL) is operating at LOS "E" (44.27 secs/veh delay). The overall LOS "D" (28.91 secs/veh delay) for this intersection is acceptable. For the 2013 peak hour capacity analysis (see Appendix M), two approaches (NB & SB) are operating at an acceptable LOS. The critical movement (EBL) is operating at LOS "E" (41.58 secs/veh delay) and WB approach is operating at LOS "F" (74.78 secs/veh delay). The overall intersection LOS "E" (48.95 secs/veh delay) is at capacity, and can be improved with the addition of dedicated EBL and WBR lanes
- ***All Way Stop Control with future geometrical improvements***. This alternative includes providing two stop signs at the eastbound and westbound approaches and geometrical improvements. The future geometry will include addition of a single dedicated EBL and WBR (channelized) lanes. The 2013 peak hour capacity analysis (see Appendix M) shows that all approaches are operating at acceptable LOS. The overall intersection improves to LOS "C" (16.14 secs/veh delay) and is acceptable
- ***Single-lane roundabout.*** This alternative includes the replacement of the existing un-signalized intersection with a single lane roundabout with no additional lanes for each approach. For the 2012 PM peak hour capacity analysis (see Appendix N), an overall intersection LOS "B" (14.28 secs/veh delay) is obtained. For the 2013 PM peak hour capacity analysis, an overall LOS "D" (25.14 secs/veh delay) is obtained. The critical approach is westbound operating at LOS "E" (46.03 secs/veh delay) is at capacity. No lane capacity improvements are necessary based on the overall LOS "D" result. However, the westbound approach would definitely benefit with the addition of a dedicated right turn lane. When compared to the existing operation, this roundabout scenario reduces the intersection delay and improves the overall LOS. For capacity analysis results, refer to Appendix N

- ***Two-lane roundabout.*** This alternative includes the replacement of the existing un-signalized intersection with a two lane roundabout with capacity improvements. These improvements entail the addition of dedicated eastbound left turn lane (EBL) and dedicated westbound right turn lane (WBR). There will be no lane additions to the north and south approaches. For the 2012 PM peak hour capacity analysis (see Appendix N), an overall intersection LOS "A" (8.07 secs/veh delay) is obtained. For the 2013 PM peak hour analysis (including PG6 traffic), an overall intersection LOS "A" (9.98 secs/veh delay). The EB approach will operate at LOS "A" and WB approach will operate at LOS "B". From an operation standpoint, this alternative yields optimum LOS results. The proposed capacity improvements will require widening of University Drive to accommodate the dedicated EBL and WBR turn lanes. The estimated cost of these improvements will be $1.25 million. An additional $300,000 will be required for the widening of SW 10 Street from SW 112 Avenue to the entrance of existing PG6 surface lot. For capacity analysis results, refer to Appendix N
- In conclusion, the two viable alternatives at this location based on acceptable LOS operation are ***All Way Stop Control with future geometry improvements*** and ***Two-lane roundabout.*** Per direction from FIU we recommend the ***Two-lane roundabout*** alternative at this location

Study Area

Parking Garage No. 6 will include 2,100 parking spaces, with 35,000 square feet of Classroom/Office/Retail space. The garage will be located on the southeast corner of the signalized intersection located at SW 8th Street and SW 112th Avenue (just west of PG4). The project location is shown in Figure 1. A site plan is included under Appendix A.

Figure 1 – Location of PG6

PG6 will replace the existing surface parking lot #1 which currently has a capacity of 225 parking spaces. It is anticipated that PG6 will alleviate parking demands imposed on the existing parking garages and surface parking lots, adjacent to it. The utilization of the PG6 spaces will most likely be a re-distribution of the existing on campus parking traffic and will create a minimal number of new campus parking trips added to the surrounding street network on the campus. Our study area (or impact area) includes the following segments:

- SW 8th Street from SW 112th Avenue to SW 109th Avenue
- SW 109th Avenue from SW 8th Street to University Drive (aka Campus Loop Road)
- University Drive from SW 112th Avenue to SW 109th Avenue

- SW 112th Avenue from SW 8th Street to University Drive (aka Campus Loop Road)

The segment of SW 8th Street (U.S.41) is currently a seven-lane east-west arterial roadway. The segment along SW 8th Street (from SW 112th Avenue to SW 109th Avenue) is adjacent to the FIU campus to the south, and has a canal along the north side. Our study area includes the following intersections:

- SW 8th Street at SW 112th Avenue (Signalized)
- SW 8th Street at SW 109th Avenue (Signalized)
- SW 109th Avenue at the main entrance to Parking Garage No. 5 (PG5) and PG4 (Un-signalized) (on campus)
- SW 109th Avenue and University Drive (Signalized) (on campus)
- University Drive and entrance to existing surface parking lot #1 (across from the Engineering & Computer Science (ECS) building) (Un-signalized) (on campus)
- University Drive and SW 112th Avenue (Un-signalized) (on campus)

Within the study area, sidewalks exist along the south side of SW 8th Street, and along the east side of SW 109th Avenue. Sidewalks also exist along the north side of University Drive. (east of the parking lot #1 entry driveway). Pedestrian crosswalks exist at all intersections except at University Drive and SW 112th Avenue. The study area does not contain any bicycle lanes.

Vehicles travelling eastbound along SW 8th Street, enter the campus at SW 112th Avenue (signalized intersection) using a single right turn lane. Vehicles entering this intersection from westbound SW 8th Street use a single left turn lane. SW 112th Avenue is a four lane divided roadway providing access to the campus.

Vehicles also enter the campus at the SW 8th Street and SW 109th Avenue signalized intersection. SW 109th Avenue is a four lane divided roadway between SW 8th Street and University Drive. From westbound SW 8th Street, vehicles use a single left turn lane to access the campus from SW 109th Avenue. Vehicles enter from eastbound SW 8th Street turn from the rightmost through lane. SW 109th Avenue provides access to the

PG4 (located on the west side of the road) and PG5 (located on the east side of the road).

The existing PG4 has three (3) access driveways along SW 109th Avenue. Driveway 1 is restricted to SBRT only (entry). The center Driveway 2 is a right in-right out with direct access within the garage to the scissor ramps. Driveway 2 is restricted to EBRT only (exit). Driveway 3 is a restricted eastbound right exit from PG4. The existing PG5 has three (3) Driveways along SW 109th Avenue as well. Only the center Driveway 2 can be accessed by vehicles travelling southbound along 109th Avenue. Vehicles can only utilize driveways 1 and 3 to enter/exit PG5 while travelling northbound along SW 109th Avenue.

University Drive (between SW 112th Avenue and SW 109th Avenue) is a two lane roadway providing access to various campus buildings and provides entry/exit to existing surface parking lot #1 and the PG4.

Data Collection

Data was collected on Tuesday, September 18, 2012 and Wednesday, October 31, 2012. PM peak period turning movement counts (TMC) data was collected at the following locations:

- SW 8th Street and SW 112th Avenue (signalized)
- SW 8th Street and SW 109th Avenue (signalized)
- SW 112th Avenue and University Drive (un-signalized)
- University Drive and Engineering & Computer Science (ECS) building/ SW 110th Avenue (un-signalized)
- SW 109th Avenue and University Drive (signalized)
- SW 109th Avenue and PG4 North access (Driveway 1) (un-signalized)
- SW 109th Avenue and PG4/PG5 Central right in/right out (Driveway 2) (un-signalized)
- SW 109th Avenue and PG4 South exit (Driveway 3) (un-signalized)

The system peak hour for the data collected was calculated to be from 4:15 to 5:15 PM. Traffic data collected for each of the intersections are included in Appendix C. The Peak Season Correction Factor for data collected is 1.04, based on the 2011 Peak Season Factor Category Report (refer to Appendix E) and the dates of collection.

Trip Generation & Distribution

Trip generation for the proposed Parking Garage No. 6 (PG6) was calculated based on the ITE Trip Generation Manual (8th Edition). The trips generated by PG6 facility are summarized in Table 1 below:

Table 1 - Trip Generation by Facility			
Facility Name	**Land Use (ITE No.)**	**Square Feet**	**PM Peak Trips**
Parking Garage No. 6 (PG6)	Specialty Retail Center (814)*	**17,500	64

*PG6 trips include Retail space only.
**Square footage revised to account for new trips.

Parking Garage No. 6 (PG6)

Although PG6 will have 2,100 spaces, trips must be calculated based on the land uses associated with the parking structure. According to the project program, the proposed classroom and office space is completely internal to the campus and will not generate new external trips. Therefore the only trips generated by the garage will be from potential future retail component (estimated at 50% of the 35,000 square ft total space allocated for PG 6 classrooms/offices/retail), which will generate new external trips.

Land Use:	Specialty Retail Center (land use 814, page 1388, ITE Trip Generation Manual (8th Edition))
Square Footage:	17,500
PM Average Vehicle Trip Ends:	T = 2.40(X) + 21.48 (Weekday, PM Peak Hour) Where X = 1000 sq. ft Gross Leasable Area
PM Directional Distribution:	44% Entering (28), 56% Exiting (36)
PM Peak Hour Trips:	64 (total)

Redistribution of Trips from Existing Lot 9

The existing Parking Lot 9 (located west of SW 112 Avenue & University Drive) has 556 spaces which currently serves students, faculty and visitors accessing the northwest quadrant of the Campus, PG6 will be located less than a quarter mile away from Parking Lot 9, making it a convenient alternative for students and faculty who currently

use this surface parking lot. In addition, based on the 2010-2020 draft Master Plan, Parking Lot 9 will be replaced with additional educational facilities adjacent to the College of Business Complex and Ziff education building. This will result in the redistribution of internal trips from the existing Parking Lot 9 to PG6 and will also affect the traffic flow at the intersection of University Drive and SW 112th Avenue. Despite the closure of Parking Lot 9, the Panther Parking Garage (aka PG3, with 1,448 spaces) and Parking Lot 10 (218 spaces) will continue to function as planned.

Percentage of Total Parking Spaces within the MMC, NW Quadrant in Lot 9: 25%

Redistribution of Trips:	25% of vehicles travelling west to Parking Lot 9 through the intersection of University Drive and SW 112th Avenue, (southbound right turn) during PM Peak Hour, will be reversed and will be applied to the internal trips travelling east (southbound left turn) to enter PG6 (Total= 54 trips)
PM Directional Distribution:	The University/College (land use 550) (page 1033, ITE Trip Generation Manual (8th Edition)) is used to calculate the total trips to PG6 due to internal rerouting, which specifies that during the PM Peak Hour there are: 30% Entering (54 from above), 70% Exiting (126)
PM Peak Hour Trips:	180 (total)

The arrival/departure distribution for the PG6 facility was based on the ITE Trip Generation Manual (8th Edition) and is shown in Table 2 below. The directional distribution was based on the planned access routes for PG6 and the redistribution of internal trips from Parking Lot 9. The projected distributions of trips for 2013 PM peak hour is shown in Appendix I.

Table 2 - Trip Distribution by Facility				
Facility	**PM Peak Trips**	**Percent Entering/Exiting**	**Entering**	**Exiting**
PG6	64	*44/56	28	36
Parking Lot 9	180	**30/70	54	126
GRAND TOTAL	**244**	---	**82**	**162**

* PG6 percent distribution from land use Specialty Retail Center (814) (page 1388)
** Parking lot 9 percent distribution from land use University/College (550) (page 1033)

Traffic Analysis

The intersections adjacent to PG6 were analyzed for the existing 2012 PM peak-hour conditions using the TMC data that was collected. Capacity analysis was conducted using the Highway Capacity Software (HCS 2010) which is based on the 2010 Transportation Research Board Highway Capacity Manual. The existing 2012 PM peak TMC was adjusted to obtain the 2013 PM projected TMC. The 2013 PM projected TMC includes: a) annual growth based on the FDOT 2011 Historical AADT Report (Appendix E); b) the Peak Season Correction Factor for data collected is 1.04 (refer to Appendix E for 2011 Peak Season Factor Category Report); c) addition of project trips for PG6. The data is included in Appendix F. HCS 2010 evaluates the intersection capacity and also has the ability to optimize both the signal phasing and timings. The analysis includes PM Peak Hour analysis for the following scenarios (refer to Appendix I for projected trip distributions for each Scenario):

- 2012 PM peak hour capacity analysis (with existing traffic + existing geometry)
- Scenario 1 (S-1): 2013 PM peak hour capacity analysis (with existing geometry) for all intersections. Traffic circulation includes right in access to PG6 through the existing Red Parking Garage (PG4) (Driveway 1), and restricted access along University Drive (right-out (exit) & left-in (entry) only) to access PG6 from University Drive No capacity analysis conducted for this circulation since TMC's are low.
- Scenario 2 (S-2): Same as Scenario 1, except that an additional second restricted access (right-in only) is proposed along University Drive to access both PG6 and PG4 (located just west of SW 109th Avenue & University Drive

intersection). No capacity analysis conducted for this circulation since TMC's are low. However, capacity analysis was conducted for the SW 109th Avenue & University Drive intersection since the projected TMC is impacted by this circulation.

Results

The results of the capacity analysis are illustrated in Table 3. Levels of service (LOS) thresholds indicate the operation of an intersection. LOS "A" through "D" are acceptable. LOS "E" indicates constrained or at capacity conditions. LOS "F" indicates failure. Two of the intersections exhibit failure and the other two intersections are operating at an acceptable LOS. HCS 2010 outputs are attached in Appendix J through Appendix M.

Table 3 - *PM Peak Hour Intersection Level of Service (LOS)

Intersection	2012	****S-1	*****S-2
SW 8th St & SW 112th Ave (Signalized)	**C(31.2)	**D(37.5)	-
SW 8th St & SW 109th Ave (Signalized)	**E(76.1)	**F(99.2)	-
*** SW 112th Ave & University Dr (Un-signalized-2 way stop controlled) (on campus)	**F(EB approach=228.1)	**F(EB approach=421.8) D(WB approach=31.1)	-
University Dr & SW 109th Ave (Signalized) (on campus)	**A(6.1)	**A(6.2)	**A(6.3)

* LOS obtained from HCS 2010 software.
**Values within parentheses are intersection delay in secs/veh obtained from HCS 2010 software.
***Stop control on SW 112th Ave.
****Scenario 1 (S-1): 2013 PM peak hour (see page 14 for discussion)
*****Scenario 2 (S-2): 2013 PM peak hour (see page 14 for discussion)

Recommendations

- Based on the LOS results, no improvements are required at the intersections of SW 8th Street & SW 112th Avenue (operates at LOS "D"), and at University Drive & SW 109th Avenue (operates at LOS "A"). However, we anticipate that the LOS for SW 8th Street & SW 112th Avenue would most likely fail in the future with growing traffic volumes from the campus and would require capacity improvements to improve its performance. At SW 8th Street & SW 109th Avenue, the existing LOS is at capacity for the existing 2012 PM peak TMC's (operates at LOS "E") prior to the addition of PG6 traffic. The intersection LOS will be deficient

(operating at LOS "F") with the addition of PG6 traffic in the year 2013. The critical movements are the westbound left (LOS "E"), and northbound left (LOS "F"). We do not propose any capacity improvements at this intersection, unless requested. At SW 112 Avenue & University Drive (two way stop controlled intersection), for the 2012 PM peak hour analysis, the critical traffic movements causing failure are the free flowing eastbound lefts (EBL) with a heavy movement at 341 veh/hr and the free flowing westbound right (WBR) at 277 veh/hr. Lack of a dedicated eastbound left turn lane is causing the eastbound approach to fail (LOS "F"=228 secs/veh delay). Both the eastbound and westbound approaches have one shared lane servicing all movements. For the 2013 PM peak hour TMC's (includes PG6 traffic), the capacity analysis indicates that the eastbound approach worsens to a LOS "F" (421.8 secs/veh delay). To mitigate the impacts to this intersection, the ***five (5) possible alternatives*** were considered:

- ***Do nothing.*** Retain as an un-signalized intersection (with two way stop control) should budgetary constraints be imposed. The 2012 Peak hour capacity analysis (see Appendix M) shows that the three approaches (WB, NB & SB) are operating at an acceptable LOS. The critical movement (EBL) is operating at LOS "F" (228 secs/veh delay). For the 2013 peak hour capacity analysis (see Appendix M) shows that the three approaches (WB, NB & SB) are operating at an acceptable LOS. The critical movement (EBL) is operating at LOS "F" (421.8 secs/veh delay). The EBL would definitely benefit from a new dedicated left turn lane. In addition, this location needs to be field monitored for queue backups resulting from left turn movements during the PM peak hour
- ***All Way Stop Control with existing geometry***. This alternative includes proposing two additional stop signs at the eastbound and westbound approaches. The 2012 Peak hour capacity analysis (see Appendix M) shows that the three approaches (WB, NB & SB) are operating at acceptable LOS. The critical movement (EBL) is operating at LOS "E" (44.27 secs/veh delay). The overall LOS "D" (28.91 secs/veh delay) for this intersection is acceptable. For the 2013 peak hour capacity analysis (see Appendix M), two approaches (NB & SB) are operating at an acceptable LOS. The critical movement (EBL) is operating at

LOS “E” (41.58 secs/veh delay) and WB approach is operating at LOS “F” (74.78 secs/veh delay). The overall intersection LOS “E” (48.95 secs/veh delay) is at capacity, and can be improved with the addition of dedicated EBL and WBR lanes

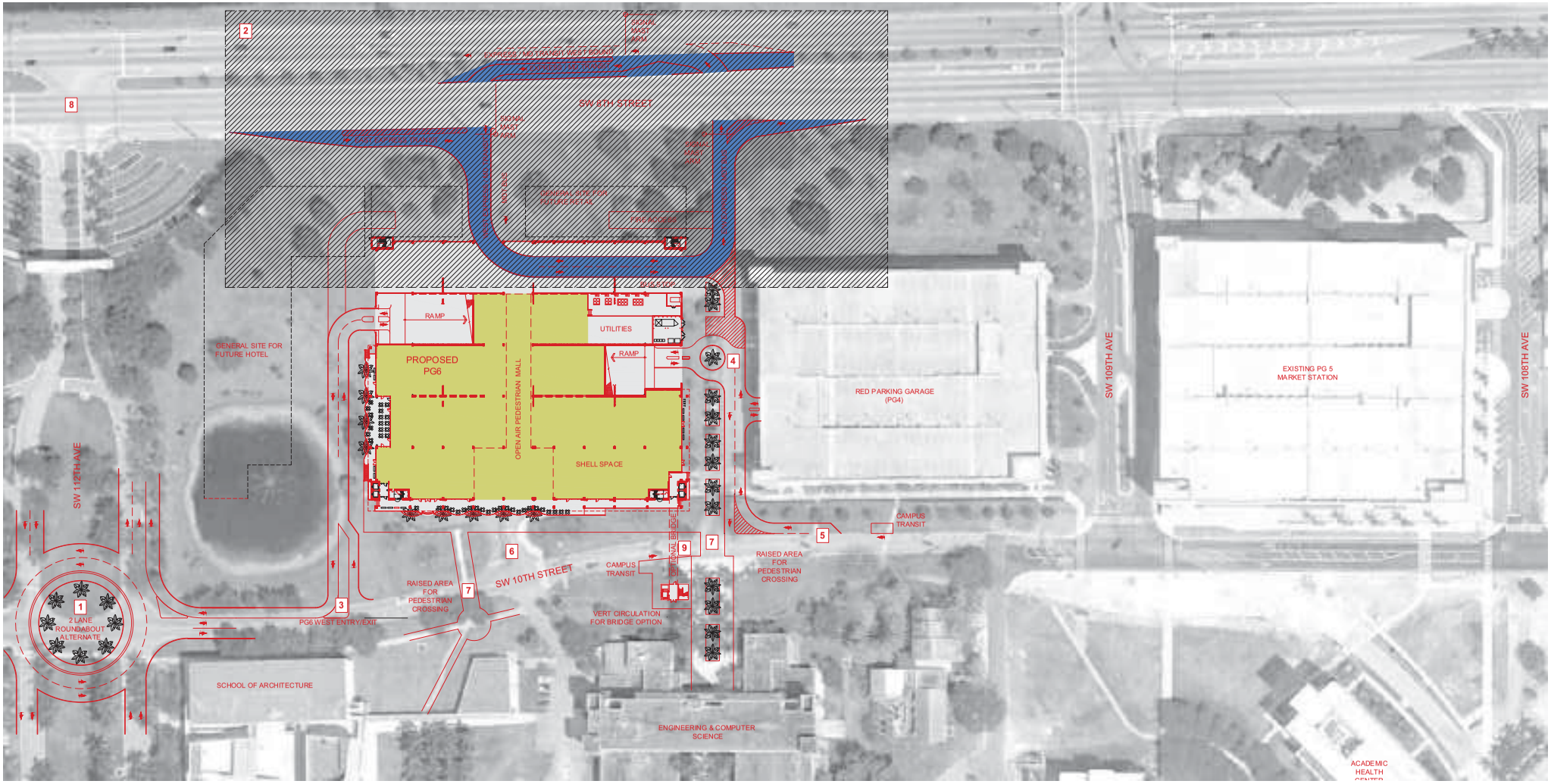
- ***All Way Stop Control with future geometrical improvements***. This alternative includes providing two stop signs at the eastbound and westbound approaches and geometrical improvements. The future geometry will include addition of a single dedicated EBL and WBR (channelized) lanes. The 2013 peak hour capacity analysis (see Appendix M) shows that all approaches are operating at acceptable LOS. The overall intersection improves to LOS “C” (16.14 secs/veh delay) and is acceptable
- ***Single-lane roundabout.*** This alternative includes the replacement of the existing un-signalized intersection with a single lane roundabout with no additional lanes for each approach. For the 2012 PM peak hour capacity analysis (see Appendix N), an overall intersection LOS “B” (14.28 secs/veh delay) is obtained. For the 2013 PM peak hour capacity analysis, an overall LOS “D” (25.14 secs/veh delay) is obtained. The critical approach is westbound operating at LOS “E” (46.03 secs/veh delay) is at capacity. No lane capacity improvements are necessary based on the overall LOS “D” result. However, the westbound approach would definitely benefit with the addition of a dedicated right turn lane. When compared to the existing operation, this roundabout scenario reduces the intersection delay and improves the overall LOS. For capacity analysis results, refer to Appendix N
- ***Two-lane roundabout.*** This alternative includes the replacement of the existing un-signalized intersection with a two lane roundabout with capacity improvements. These improvements entail the addition of dedicated eastbound left turn lane (EBL) and dedicated westbound right turn lane (WBR). There will be no lane additions to the north and south approaches. For the 2012 PM peak hour capacity analysis (see Appendix N), an overall intersection LOS “A” (8.07 secs/veh delay) is obtained. For the 2013 PM peak hour analysis (including PG6 traffic), an overall intersection LOS “A” (9.98 secs/veh delay). The EB approach

will operate at LOS “A” and WB approach will operate at LOS “B”. From an operation standpoint, this alternative yields optimum LOS results. The proposed capacity improvements will require widening of University Drive to accommodate the dedicated EBL and WBR turn lanes. The estimated cost of these improvements will be $1.25 million. An additional $300,000 will be required for the widening of SW 10 Street from SW 112 Avenue to the entrance of existing PG6 surface lot. For capacity analysis results, refer to Appendix N

- In conclusion, the two viable alternatives at this location based on acceptable LOS operation are ***All Way Stop Control with future geometry improvements*** and ***Two-lane roundabout.*** Per direction from FIU we recommend the ***Two-lane roundabout*** alternative at this location

Appendix A

Conceptual Site Plan and Recommended Improvements



FIU PARKING GARAGE 6 (PG6) - CONCEPTUAL SITE PLAN AND RECOMMENDED IMPROVEMENTS

NOTES:

1. PROPOSED TWO LANE ROUNDABOUT RECOMMENDATION WITH DEDICATED EBL & WBR LANES.
2. ▨ TWO WAY EXPRESS BUS CONCEPT AND ASSOCIATED IMPROVEMENTS PENDING FINAL APPROVAL FROM FIU, FDOT & MDX.
3. PROPOSED EBL (ENTRANCE), WBR (ENTRANCE), SBR (EXIT) & TWO RECEIVING LANES (ENTRANCE).
4. PROPOSED ENTRANCE TO PG6 FROM PG4 (RED PARKING GARAGE).
5. PROPOSED WBR ONLY (ENTRANCE).
6. REMOVE EXISTING SURFACE PARKING LOT (225 SPACES) & CLOSE ACCESS FROM SW 10TH STREET.
7. AT GRADE PEDESTRIAN CROSSINGS WITH PEDESTRIAN SIGNALS.
8. CAPACITY AND SIGNAL IMPROVEMENTS FOR SOUTH LEG PENDING APPROVAL.
9. OPTIONAL PEDESTRIAN BRIDGE.

Appendix B

Year 2015-Campus Master Plan – Modesto A. Maidique Campus

Modesto A. Maidique Campus

2015

KEY MAP

FIGURE: 0.1d
Modesto A. Maidique Campus
3D Diagram-2015

FIU FLORIDA INTERNATIONAL UNIVERSITY

Campus Master Plan-June 2010

0 250 500 1000

PERKINS + WILL

Appendix C

2012 PM peak hour Turning Movement Counts (TMC's) – September & October 2012

SW 110 AVENUE & UNIVERSITY DR

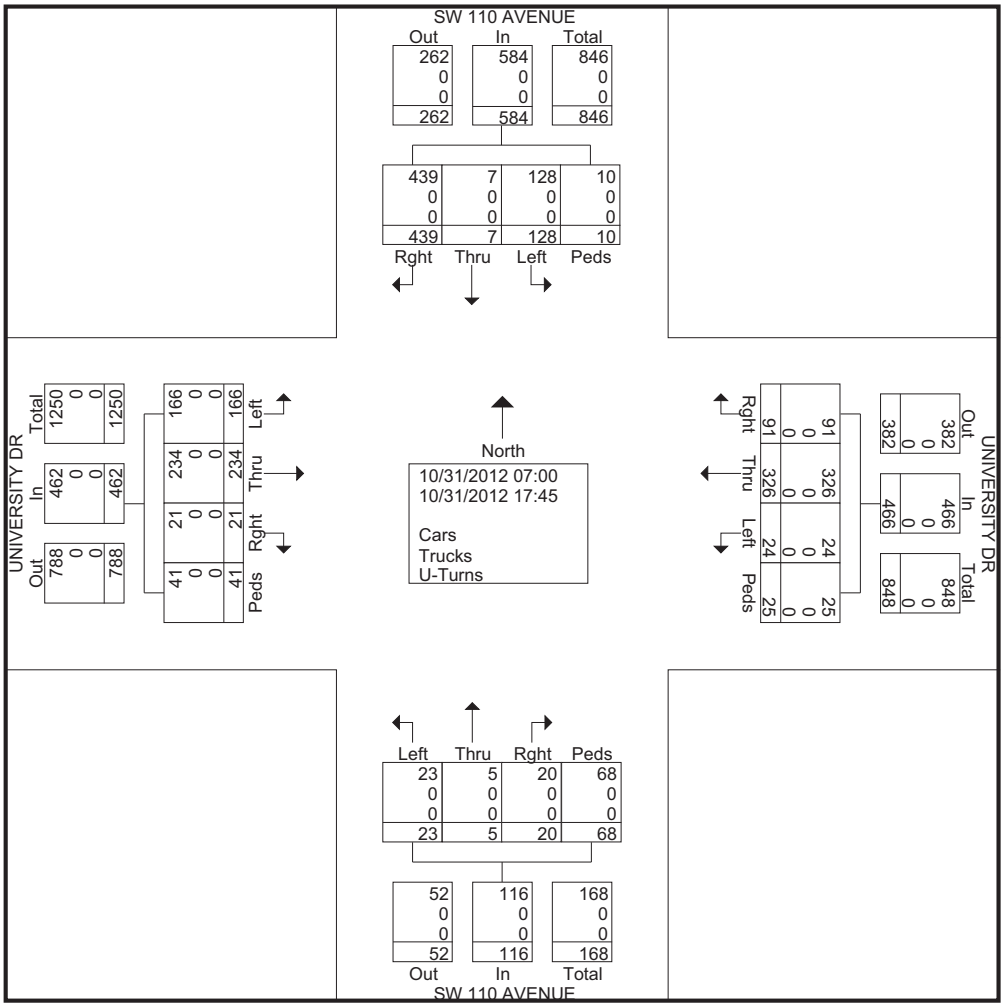
File Name : NW 110 AVE & UNIVERSITY DR.
Site Code : 00000000
Start Date : 10/31/2012
Page No : 1

Groups Printed- Cars - Trucks - Turns

	SW 110 AVENUE Northbound				SW 110 AVENUE Southbound				UNIVERSITY DR Eastbound				UNIVERSITY DR Westbound				
Start Time	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Int. Total
*** BREAK ***																	
16:00	2	1	0	4	17	0	56	6	27	31	2	2	5	26	7	2	188
16:15	4	0	2	12	15	2	46	0	16	28	1	14	4	45	5	2	196
16:30	4	1	3	18	12	1	61	1	32	40	3	3	5	39	20	4	247
16:45	3	1	5	11	13	1	95	0	27	33	2	9	5	45	13	1	264
Total	13	3	10	45	57	4	258	7	102	132	8	28	19	155	45	9	895
17:00	2	0	3	8	33	1	74	0	12	25	2	3	2	56	14	2	237
17:15	2	1	2	6	12	0	41	2	17	32	2	3	2	37	12	5	176
17:30	4	1	3	2	9	1	29	0	15	16	4	4	1	32	9	4	134
17:45	2	0	2	7	17	1	37	1	20	29	5	3	0	46	11	5	186
Total	10	2	10	23	71	3	181	3	64	102	13	13	5	171	46	16	733
Grand Total	23	5	20	68	128	7	439	10	166	234	21	41	24	326	91	25	1628
Apprch %	19.8	4.3	17.2	58.6	21.9	1.2	75.2	1.7	35.9	50.6	4.5	8.9	5.2	70	19.5	5.4	
Total %	1.4	0.3	1.2	4.2	7.9	0.4	27	0.6	10.2	14.4	1.3	2.5	1.5	20	5.6	1.5	
Cars	23	5	20	68	128	7	439	10	166	234	21	41	24	326	91	25	1628
% Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 110 AVENUE & UNIVERSITY DR

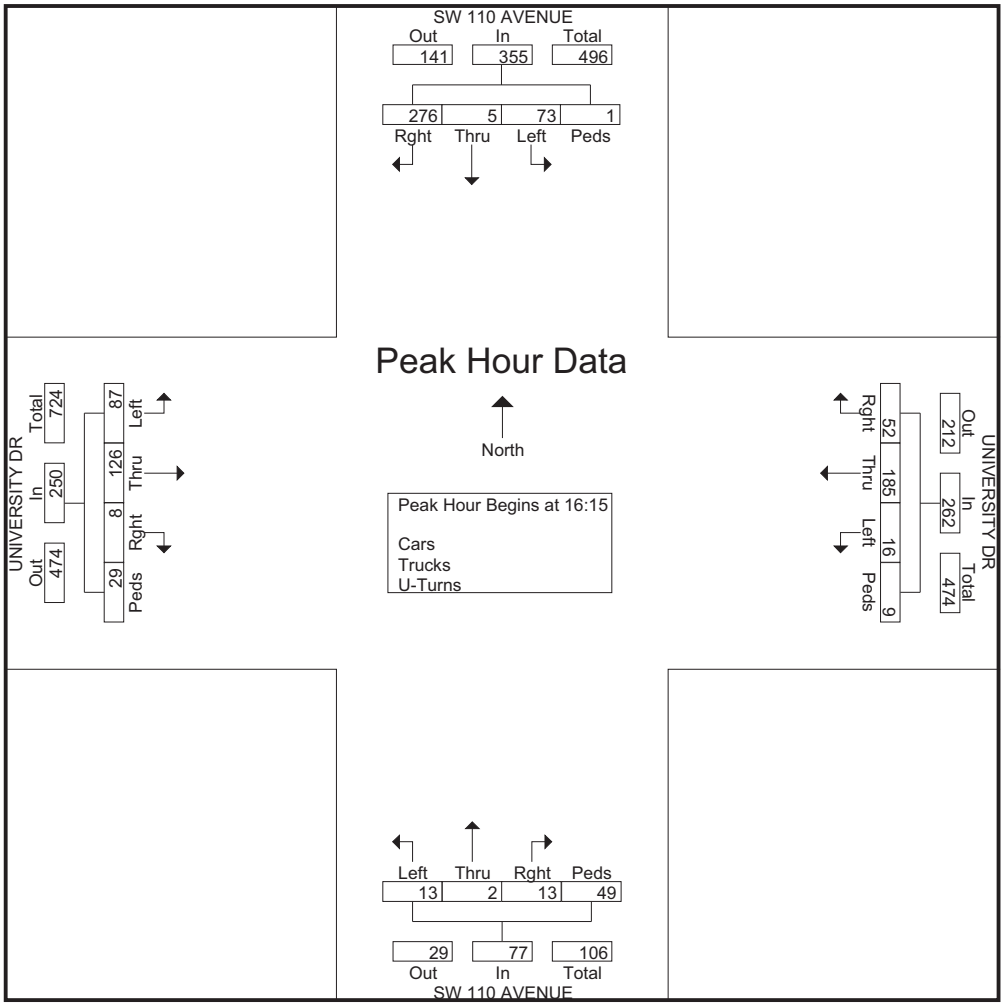
File Name : NW 110 AVE & UNIVERSITY DR.
Site Code : 00000000
Start Date : 10/31/2012
Page No : 2



SW 110 AVENUE & UNIVERSITY DR

File Name : NW 110 AVE & UNIVERSITY DR.
Site Code : 00000000
Start Date : 10/31/2012
Page No : 3

	SW 110 AVENUE Northbound					SW 110 AVENUE Southbound					UNIVERSITY DR Eastbound					UNIVERSITY DR Westbound					
Start Time	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	**4**	0	2	12	18	15	**2**	46	0	63	16	28	1	**14**	59	4	45	5	2	56	196
16:30	4	**1**	3	**18**	**26**	12	1	61	**1**	75	**32**	**40**	**3**	3	**78**	**5**	39	**20**	**4**	68	247
16:45	3	1	**5**	11	20	13	1	**95**	0	**109**	27	33	2	9	71	5	45	13	1	64	**264**
17:00	2	0	3	8	13	**33**	1	74	0	108	12	25	2	3	42	2	**56**	14	2	**74**	237
Total Volume	13	2	13	49	77	73	5	276	1	355	87	126	8	29	250	16	185	52	9	262	944
% App. Total	16.9	2.6	16.9	63.6		20.6	1.4	77.7	0.3		34.8	50.4	3.2	11.6		6.1	70.6	19.8	3.4		
PHF	.813	.500	.650	.681	.740	.553	.625	.726	.250	.814	.680	.788	.667	.518	.801	.800	.826	.650	.563	.885	.894



SW 109 AVENUE & UNIVERSITY DR

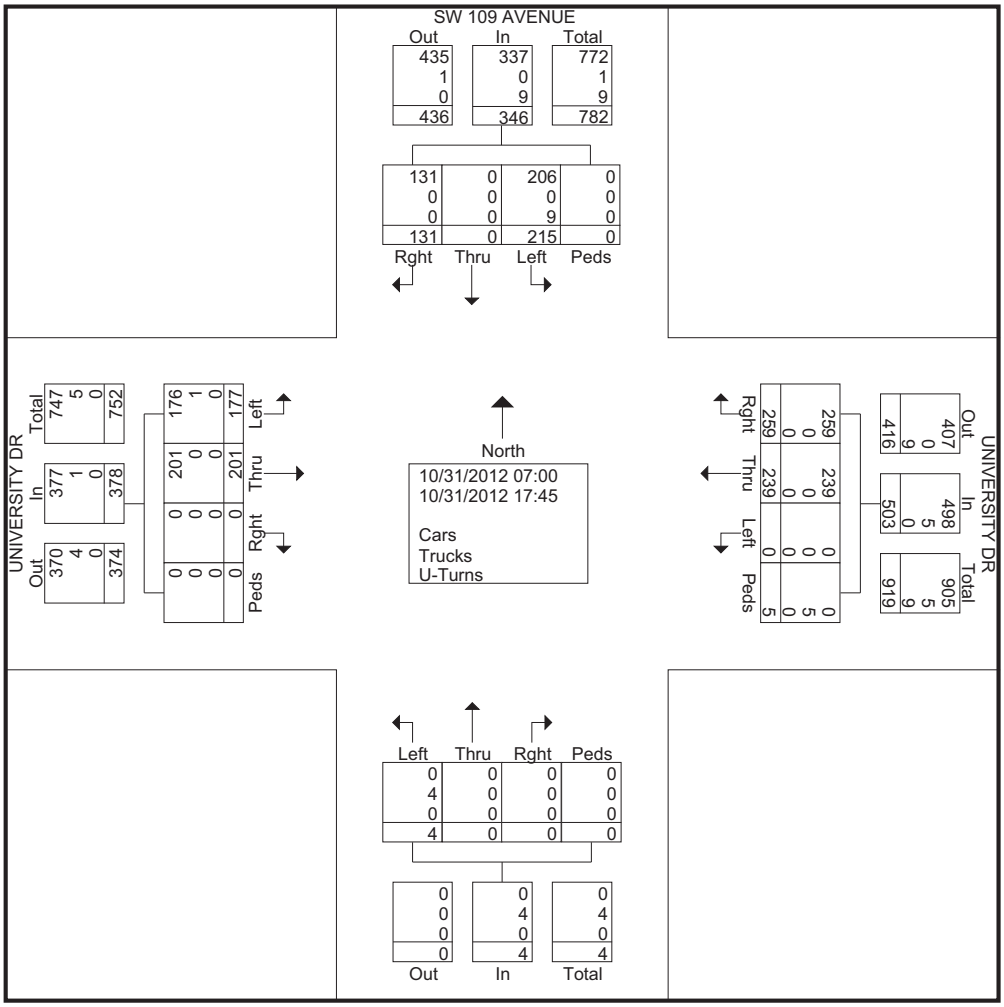
File Name : Not Named 1
Site Code : 00000000
Start Date : 10/31/2012
Page No : 1

Groups Printed- Cars - Trucks - Turns

	Northbound				SW 109 AVENUE Southbound				UNIVERSITY DR Eastbound				UNIVERSITY DR Westbound				
Start Time	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Int. Total
*** BREAK ***																	
16:00	1	0	0	0	34	0	14	0	21	20	0	0	0	15	16	1	122
16:15	0	0	0	0	36	0	18	0	17	24	0	0	0	30	26	0	151
16:30	0	0	0	0	27	0	14	0	18	33	0	0	0	36	40	0	168
16:45	1	0	0	0	23	0	11	0	20	26	0	0	0	29	33	1	144
Total	2	0	0	0	120	0	57	0	76	103	0	0	0	110	115	2	585
17:00	2	0	0	0	27	0	20	0	37	28	0	0	0	34	42	2	192
17:15	0	0	0	0	26	0	17	0	28	26	0	0	0	29	45	0	171
17:30	0	0	0	0	24	0	17	0	15	16	0	0	0	25	34	1	132
17:45	0	0	0	0	18	0	20	0	21	28	0	0	0	41	23	0	151
Total	2	0	0	0	95	0	74	0	101	98	0	0	0	129	144	3	646
Grand Total	4	0	0	0	215	0	131	0	177	201	0	0	0	239	259	5	1231
Apprch %	100	0	0	0	62.1	0	37.9	0	46.8	53.2	0	0	0	47.5	51.5	1	
Total %	0.3	0	0	0	17.5	0	10.6	0	14.4	16.3	0	0	0	19.4	21	0.4	
Cars	0	0	0	0	206	0	131	0	176	201	0	0	0	239	259	0	1212
% Cars	0	0	0	0	95.8	0	100	0	99.4	100	0	0	0	100	100	0	98.5
Trucks	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	10
% Trucks	100	0	0	0	0	0	0	0	0.6	0	0	0	0	0	0	100	0.8
U-Turns	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	9
% U-Turns	0	0	0	0	4.2	0	0	0	0	0	0	0	0	0	0	0	0.7

SW 109 AVENUE & UNIVERSITY DR

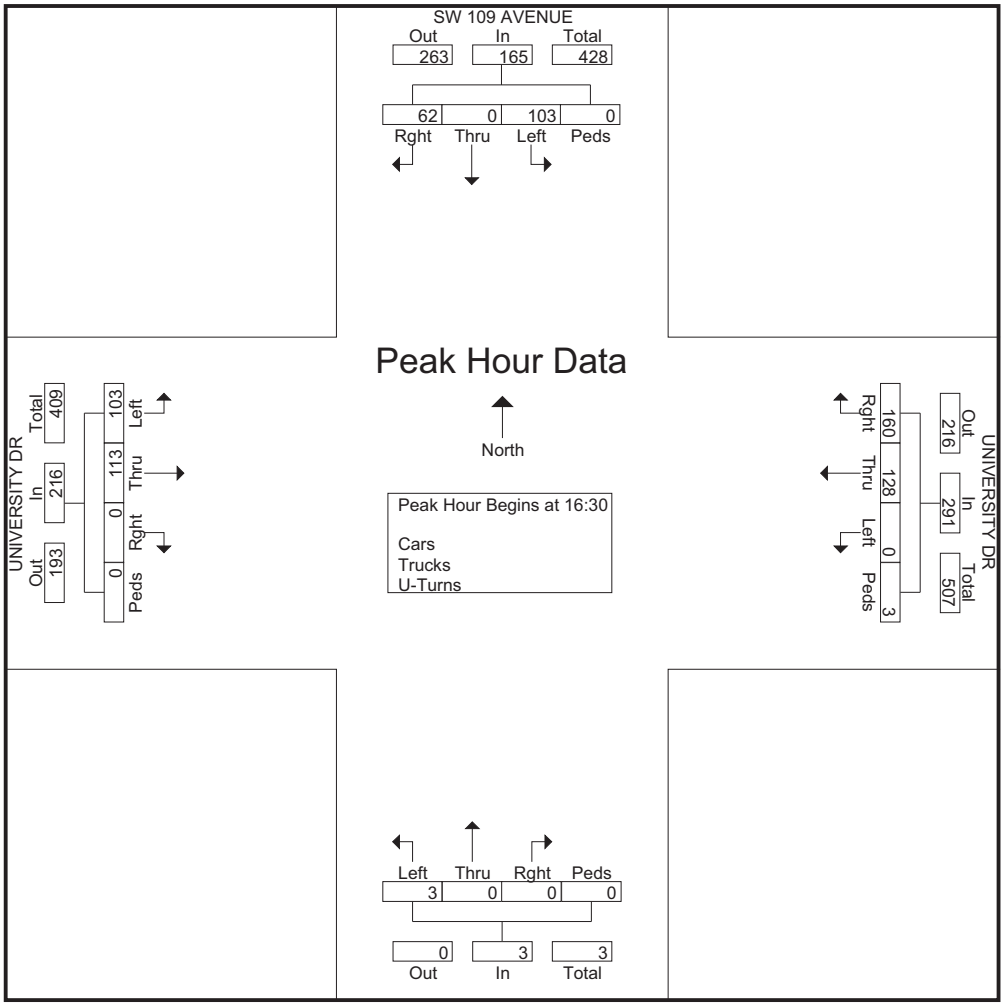
File Name : Not Named 1
Site Code : 00000000
Start Date : 10/31/2012
Page No : 2



SW 109 AVENUE & UNIVERSITY DR

File Name : Not Named 1
Site Code : 00000000
Start Date : 10/31/2012
Page No : 3

	Northbound					SW 109 AVENUE Southbound					UNIVERSITY DR Eastbound					UNIVERSITY DR Westbound					
Start Time	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	**27**	0	14	0	41	18	**33**	0	0	51	0	**36**	40	0	76	168
16:45	1	0	0	0	1	23	0	11	0	34	20	26	0	0	46	0	29	33	1	63	144
17:00	**2**	0	0	0	**2**	27	0	**20**	0	**47**	**37**	28	0	0	**65**	0	34	42	**2**	**78**	**192**
17:15	0	0	0	0	0	26	0	17	0	43	28	26	0	0	54	0	29	**45**	0	74	171
Total Volume	3	0	0	0	3	103	0	62	0	165	103	113	0	0	216	0	128	160	3	291	675
% App. Total	100	0	0	0		62.4	0	37.6	0		47.7	52.3	0	0		0	44	55	1		
PHF	.375	.000	.000	.000	.375	.954	.000	.775	.000	.878	.696	.856	.000	.000	.831	.000	.889	.889	.375	.933	.879



SW 112 AVENUE & UNIVERSITY DR

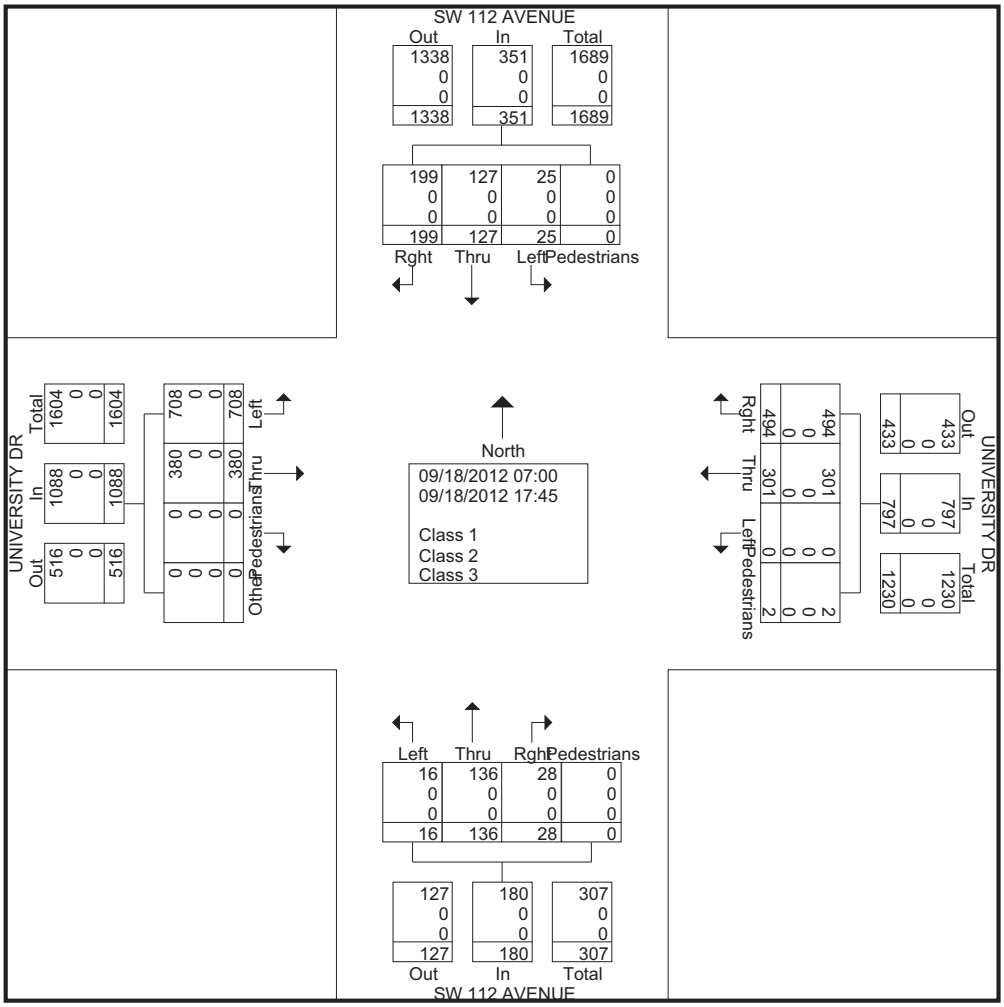
File Name : Not Named 1
Site Code : 00000000
Start Date : 09/18/2012
Page No : 1

Groups Printed- Class 1 - Class 2 - Class 3

	SW 112 AVENUE Northbound				SW 112 AVENUE Southbound				UNIVERSITY DR Eastbound				UNIVERSITY DR Westbound				
Start Time	Left	Thru	Rght	Pedestrians	Left	Thru	Rght	Pedestrians	Left	Thru	Pedestrians	Other	Left	Thru	Rght	Pedestrians	Int. Total
*** BREAK ***																	
16:00	2	21	4	0	0	35	21	0	111	61	0	0	0	36	64	0	355
16:15	2	17	5	0	0	25	46	0	98	53	0	0	0	43	49	0	338
16:30	2	15	2	0	16	8	30	0	73	59	0	0	0	36	65	0	306
16:45	3	27	6	0	4	21	37	0	71	70	0	0	0	44	56	1	340
Total	9	80	17	0	20	89	134	0	353	243	0	0	0	159	234	1	1339
17:00	2	35	5	0	3	8	15	0	99	51	0	0	0	50	107	1	376
17:15	0	6	1	0	0	10	18	0	108	45	0	0	0	41	96	0	325
17:30	2	7	0	0	0	9	14	0	83	21	0	0	0	28	27	0	191
17:45	3	8	5	0	2	11	18	0	65	20	0	0	0	23	30	0	185
Total	7	56	11	0	5	38	65	0	355	137	0	0	0	142	260	1	1077
Grand Total	16	136	28	0	25	127	199	0	708	380	0	0	0	301	494	2	2416
Apprch %	8.9	75.6	15.6	0	7.1	36.2	56.7	0	65.1	34.9	0	0	0	37.8	62	0.3	
Total %	0.7	5.6	1.2	0	1	5.3	8.2	0	29.3	15.7	0	0	0	12.5	20.4	0.1	
Class 1	16	136	28	0	25	127	199	0	708	380	0	0	0	301	494	2	2416
% Class 1	100	100	100	0	100	100	100	0	100	100	0	0	0	100	100	100	100
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Class 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 112 AVENUE & UNIVERSITY DR

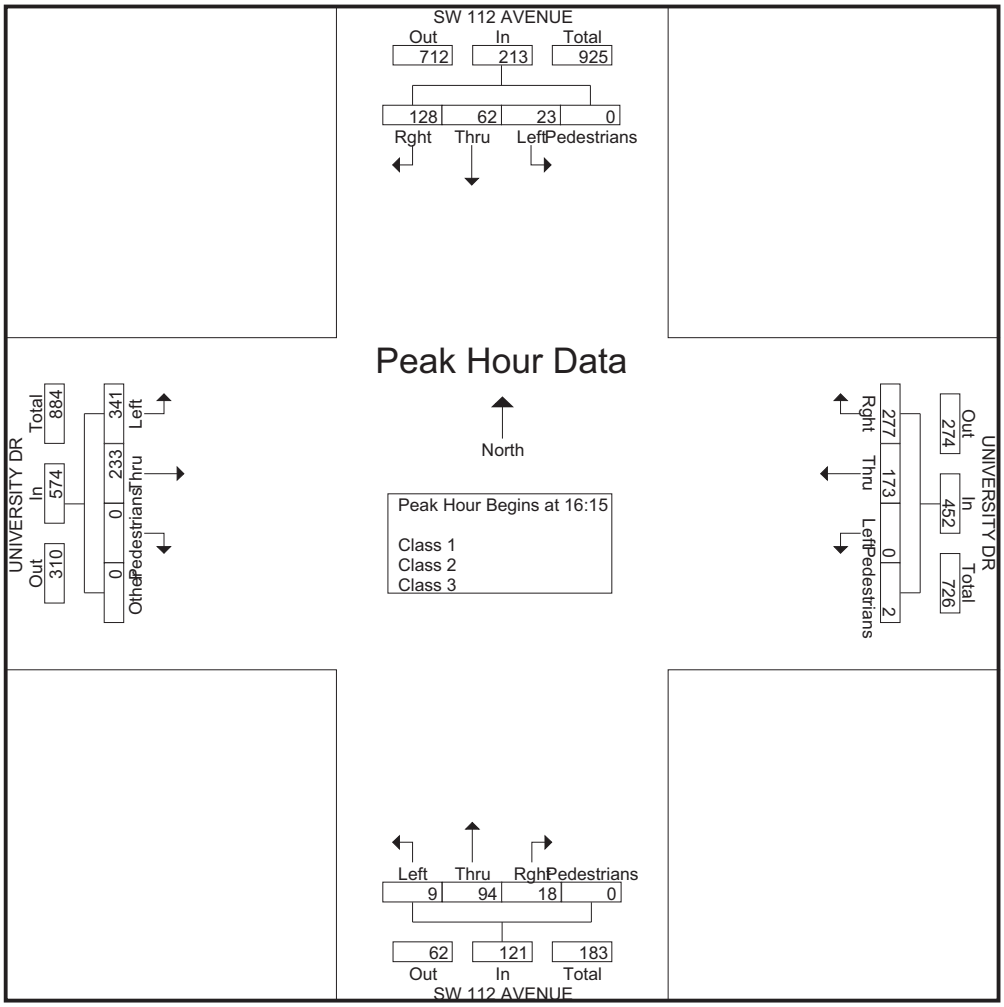
File Name : Not Named 1
Site Code : 00000000
Start Date : 09/18/2012
Page No : 2



SW 112 AVENUE & UNIVERSITY DR

File Name : Not Named 1
Site Code : 00000000
Start Date : 09/18/2012
Page No : 3

	SW 112 AVENUE Northbound					SW 112 AVENUE Southbound					UNIVERSITY DR Eastbound					UNIVERSITY DR Westbound					
Start Time	Left	Thru	Rght	Pedestrians	App. Total	Left	Thru	Rght	Pedestrians	App. Total	Left	Thru	Pedestrians	Other	App. Total	Left	Thru	Rght	Pedestrians	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	2	17	5	0	24	0	**25**	**46**	0	**71**	98	53	0	0	**151**	0	43	49	0	92	338
16:30	2	15	2	0	19	**16**	8	30	0	54	73	59	0	0	132	0	36	65	0	101	306
16:45	**3**	27	**6**	0	36	4	21	37	0	62	71	**70**	0	0	141	0	44	56	**1**	101	340
17:00	2	**35**	5	0	**42**	3	8	15	0	26	**99**	51	0	0	150	0	**50**	**107**	1	**158**	**376**
Total Volume	9	94	18	0	121	23	62	128	0	213	341	233	0	0	574	0	173	277	2	452	1360
% App. Total	7.4	77.7	14.9	0		10.8	29.1	60.1	0		59.4	40.6	0	0		0	38.3	61.3	0.4		
PHF	.750	.671	.750	.000	.720	.359	.620	.696	.000	.750	.861	.832	.000	.000	.950	.000	.865	.647	.500	.715	.904



SW 8 STREET AND SW 109 AVENUE

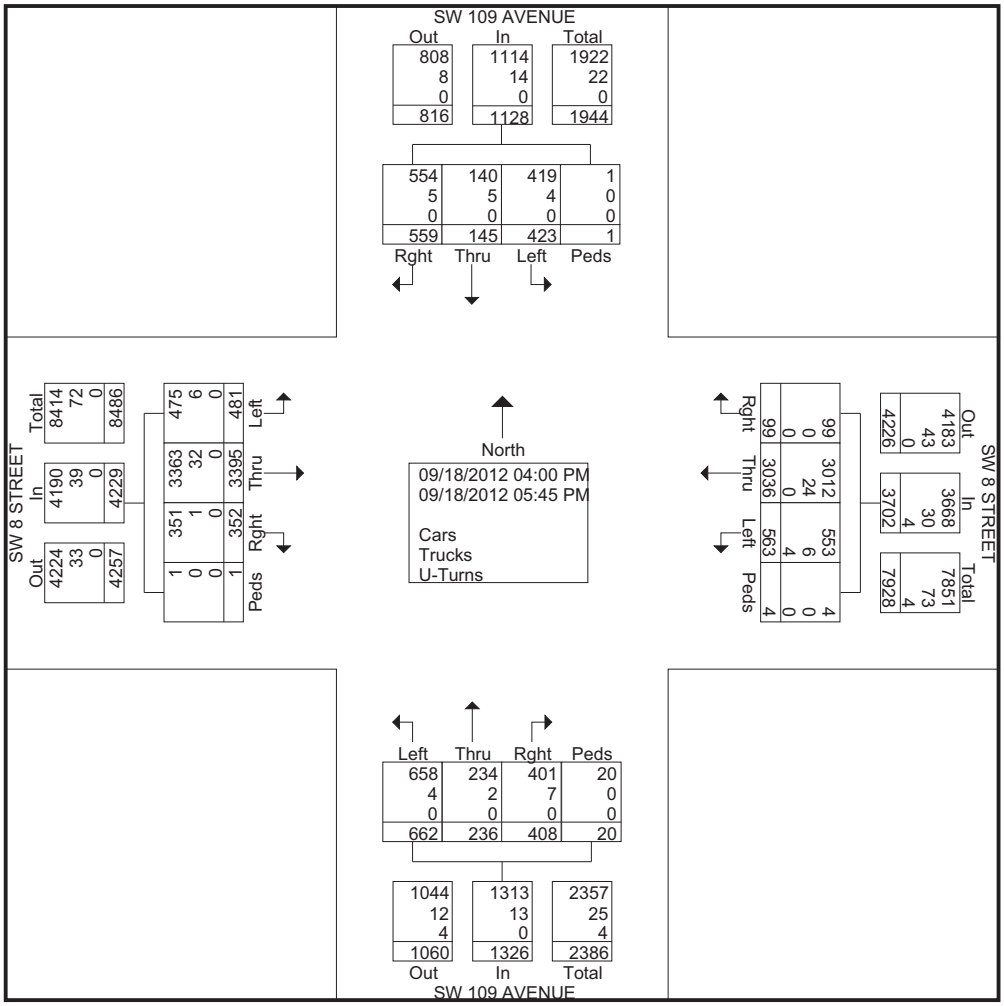
File Name : SW 8 Street and SW 109 Avenue
Site Code : 00000000
Start Date : 09/18/2012
Page No : 1

Groups Printed- Cars - Trucks - Turns

	SW 109 AVENUE Northbound				SW 109 AVENUE Southbound				SW 8 STREET Eastbound				SW 8 STREET Westbound				
Start Time	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Int. Total
04:00 PM	68	16	41	3	52	22	39	1	82	362	29	0	30	295	0	0	1040
04:15 PM	84	12	45	4	56	18	36	0	43	442	39	0	56	295	0	0	1130
04:30 PM	63	23	47	0	36	18	61	0	43	400	81	0	71	373	9	0	1225
04:45 PM	80	22	41	3	60	26	93	0	24	466	74	0	122	410	16	0	1437
Total	295	73	174	10	204	84	229	1	192	1670	223	0	279	1373	25	0	4832
05:00 PM	89	30	72	0	53	33	61	0	56	477	22	1	84	285	19	0	1282
05:15 PM	97	58	66	6	45	3	80	0	59	448	27	0	59	436	21	1	1406
05:30 PM	86	42	43	2	62	15	92	0	74	407	29	0	41	524	21	3	1441
05:45 PM	95	33	53	2	59	10	97	0	100	393	51	0	100	418	13	0	1424
Total	367	163	234	10	219	61	330	0	289	1725	129	1	284	1663	74	4	5553
Grand Total	662	236	408	20	423	145	559	1	481	3395	352	1	563	3036	99	4	10385
Apprch %	49.9	17.8	30.8	1.5	37.5	12.9	49.6	0.1	11.4	80.3	8.3	0	15.2	82	2.7	0.1	
Total %	6.4	2.3	3.9	0.2	4.1	1.4	5.4	0	4.6	32.7	3.4	0	5.4	29.2	1	0	
Cars	658	234	401	20	419	140	554	1	475	3363	351	1	553	3012	99	4	10285
% Cars	99.4	99.2	98.3	100	99.1	96.6	99.1	100	98.8	99.1	99.7	100	98.2	99.2	100	100	99
Trucks	4	2	7	0	4	5	5	0	6	32	1	0	6	24	0	0	96
% Trucks	0.6	0.8	1.7	0	0.9	3.4	0.9	0	1.2	0.9	0.3	0	1.1	0.8	0	0	0.9
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0	0

SW 8 STREET AND SW 109 AVENUE

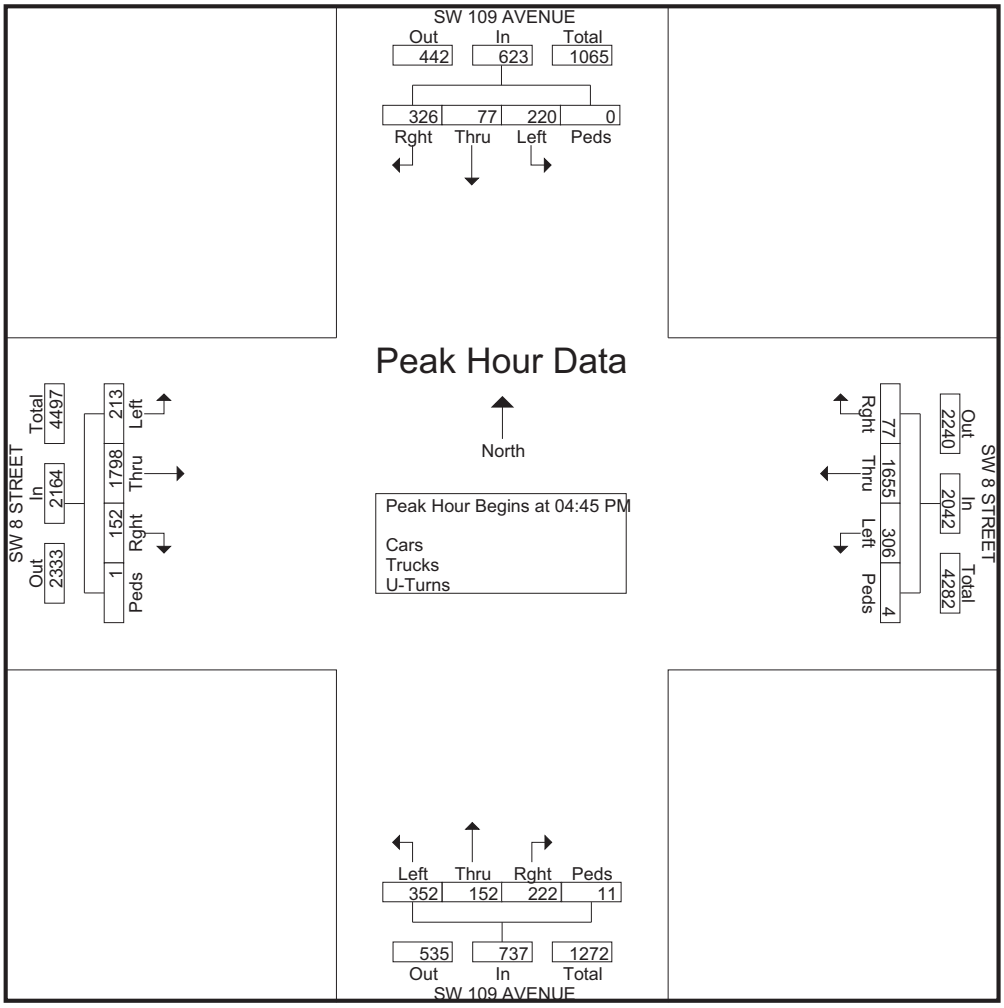
File Name : SW 8 Street and SW 109 Avenue
Site Code : 00000000
Start Date : 09/18/2012
Page No : 2



SW 8 STREET AND SW 109 AVENUE

File Name : SW 8 Street and SW 109 Avenue
Site Code : 00000000
Start Date : 09/18/2012
Page No : 3

	SW 109 AVENUE Northbound					SW 109 AVENUE Southbound					SW 8 STREET Eastbound					SW 8 STREET Westbound					
Start Time	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	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	80	22	41	3	146	60	26	**93**	0	**179**	24	466	**74**	0	**564**	**122**	410	16	0	548	1437
05:00 PM	89	30	**72**	0	191	53	**33**	61	0	147	56	**477**	22	**1**	556	84	285	19	0	388	1282
05:15 PM	**97**	**58**	66	**6**	**227**	45	3	80	0	128	59	448	27	0	534	59	436	**21**	1	517	1406
05:30 PM	86	42	43	2	173	**62**	15	92	0	169	**74**	407	29	0	510	41	**524**	21	**3**	**589**	**1441**
Total Volume	352	152	222	11	737	220	77	326	0	623	213	1798	152	1	2164	306	1655	77	4	2042	5566
% App. Total	47.8	20.6	30.1	1.5		35.3	12.4	52.3	0		9.8	83.1	7	0		15	81	3.8	0.2		
PHF	.907	.655	.771	.458	.812	.887	.583	.876	.000	.870	.720	.942	.514	.250	.959	.627	.790	.917	.333	.867	.966



SW 8 STREET AND SW 112 AVENUE

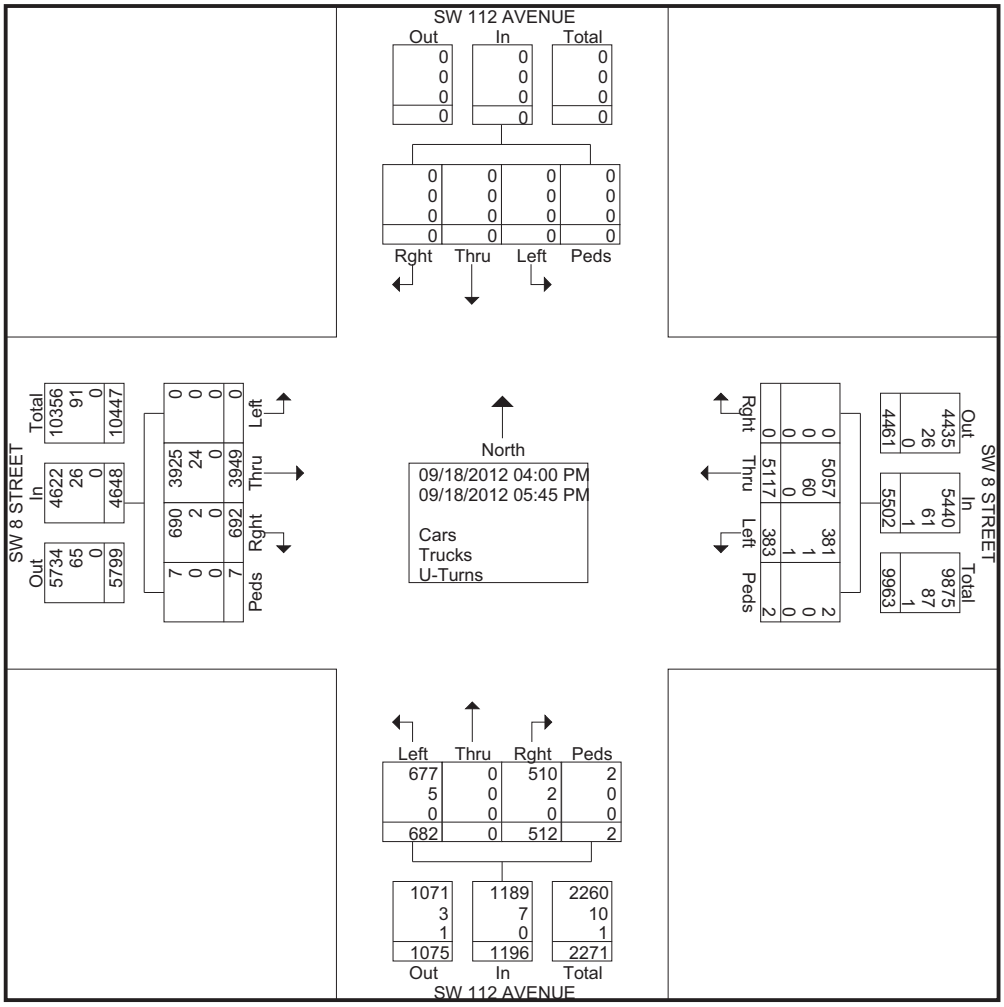
File Name : SW 8 Street and SW 112 Avenue
Site Code : 00000000
Start Date : 09/18/2012
Page No : 1

Groups Printed- Cars - Trucks - Turns

	SW 112 AVENUE Northbound				SW 8 STREET Eastbound				SW 8 STREET Westbound				SW 112 AVENUE Southbound				
Start Time	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Int. Total
04:00 PM	81	0	74	2	0	564	35	0	40	690	0	0	0	0	0	0	1486
04:15 PM	102	0	91	0	0	576	113	0	33	664	0	0	0	0	0	0	1579
04:30 PM	79	0	82	0	0	487	169	1	79	617	0	1	0	0	0	0	1515
04:45 PM	109	0	60	0	0	419	157	5	91	625	0	0	0	0	0	0	1466
Total	371	0	307	2	0	2046	474	6	243	2596	0	1	0	0	0	0	6046
05:00 PM	122	0	55	0	0	433	42	0	54	573	0	1	0	0	0	0	1280
05:15 PM	71	0	49	0	0	527	49	1	23	564	0	0	0	0	0	0	1284
05:30 PM	62	0	56	0	0	497	69	0	27	672	0	0	0	0	0	0	1383
05:45 PM	56	0	45	0	0	446	58	0	36	712	0	0	0	0	0	0	1353
Total	311	0	205	0	0	1903	218	1	140	2521	0	1	0	0	0	0	5300
Grand Total	682	0	512	2	0	3949	692	7	383	5117	0	2	0	0	0	0	11346
Apprch %	57	0	42.8	0.2	0	85	14.9	0.2	7	93	0	0	0	0	0	0	
Total %	6	0	4.5	0	0	34.8	6.1	0.1	3.4	45.1	0	0	0	0	0	0	
Cars	677	0	510	2	0	3925	690	7	381	5057	0	2	0	0	0	0	11251
% Cars	99.3	0	99.6	100	0	99.4	99.7	100	99.5	98.8	0	100	0	0	0	0	99.2
Trucks	5	0	2	0	0	24	2	0	1	60	0	0	0	0	0	0	94
% Trucks	0.7	0	0.4	0	0	0.6	0.3	0	0.3	1.2	0	0	0	0	0	0	0.8
U-Turns	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
% U-Turns	0	0	0	0	0	0	0	0	0.3	0	0	0	0	0	0	0	0

SW 8 STREET AND SW 112 AVENUE

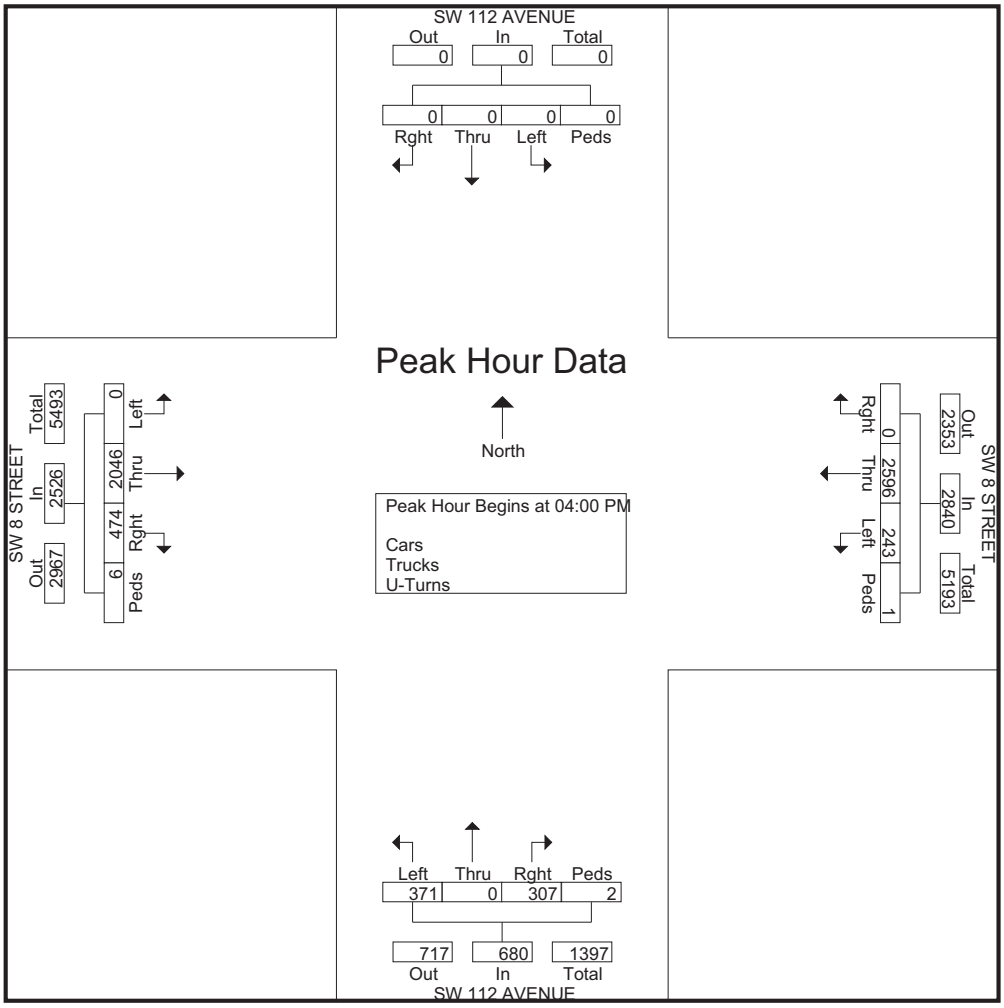
File Name : SW 8 Street and SW 112 Avenue
Site Code : 00000000
Start Date : 09/18/2012
Page No : 2

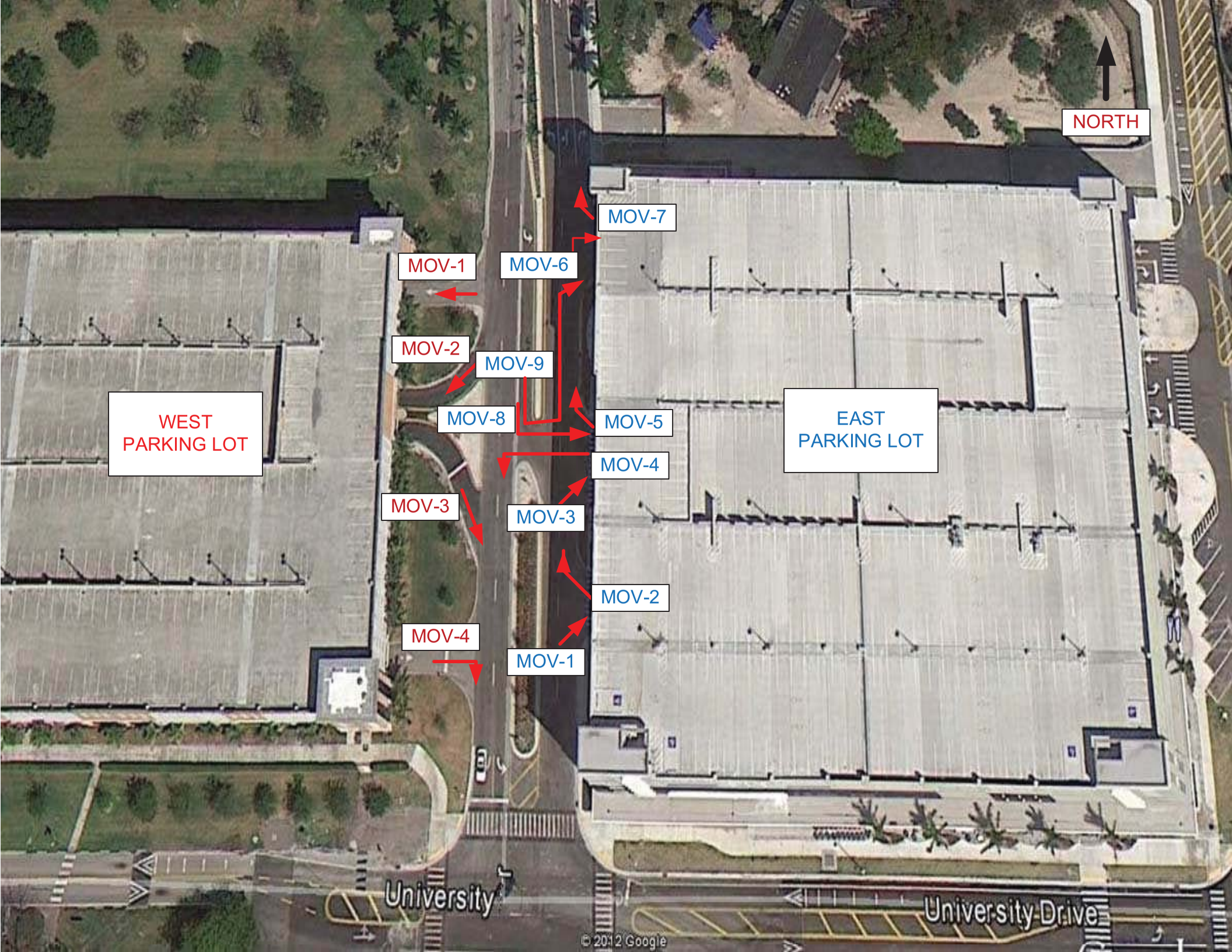


SW 8 STREET AND SW 112 AVENUE

File Name : SW 8 Street and SW 112 Avenue
Site Code : 00000000
Start Date : 09/18/2012
Page No : 3

	SW 112 AVENUE Northbound					SW 8 STREET Eastbound					SW 8 STREET Westbound					SW 112 AVENUE Southbound					
Start Time	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	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	81	0	74	**2**	157	0	564	35	0	599	40	**690**	0	0	**730**	0	0	0	0	0	1486
04:15 PM	102	0	**91**	0	**193**	0	**576**	113	0	**689**	33	664	0	0	697	0	0	0	0	0	**1579**
04:30 PM	79	0	82	0	161	0	487	**169**	1	657	79	617	0	**1**	697	0	0	0	0	0	1515
04:45 PM	**109**	0	60	0	169	0	419	157	**5**	581	**91**	625	0	0	716	0	0	0	0	0	1466
Total Volume	371	0	307	2	680	0	2046	474	6	2526	243	2596	0	1	2840	0	0	0	0	0	6046
% App. Total	54.6	0	45.1	0.3		0	81	18.8	0.2		8.6	91.4	0	0		0	0	0	0		
PHF	.851	.000	.843	.250	.881	.000	.888	.701	.300	.917	.668	.941	.000	.250	.973	.000	.000	.000	.000	.000	.957




NORTH
MOV-7
MOV-1
MOV-6
MOV-2
MOV-9
WEST
PARKING LOT
MOV-8
MOV-5
EAST
PARKING LOT
MOV-4
MOV-3
MOV-3
MOV-2
MOV-4
MOV-1
University
University Drive
© 2012 Google

EAST & WEST PARKING LOTS

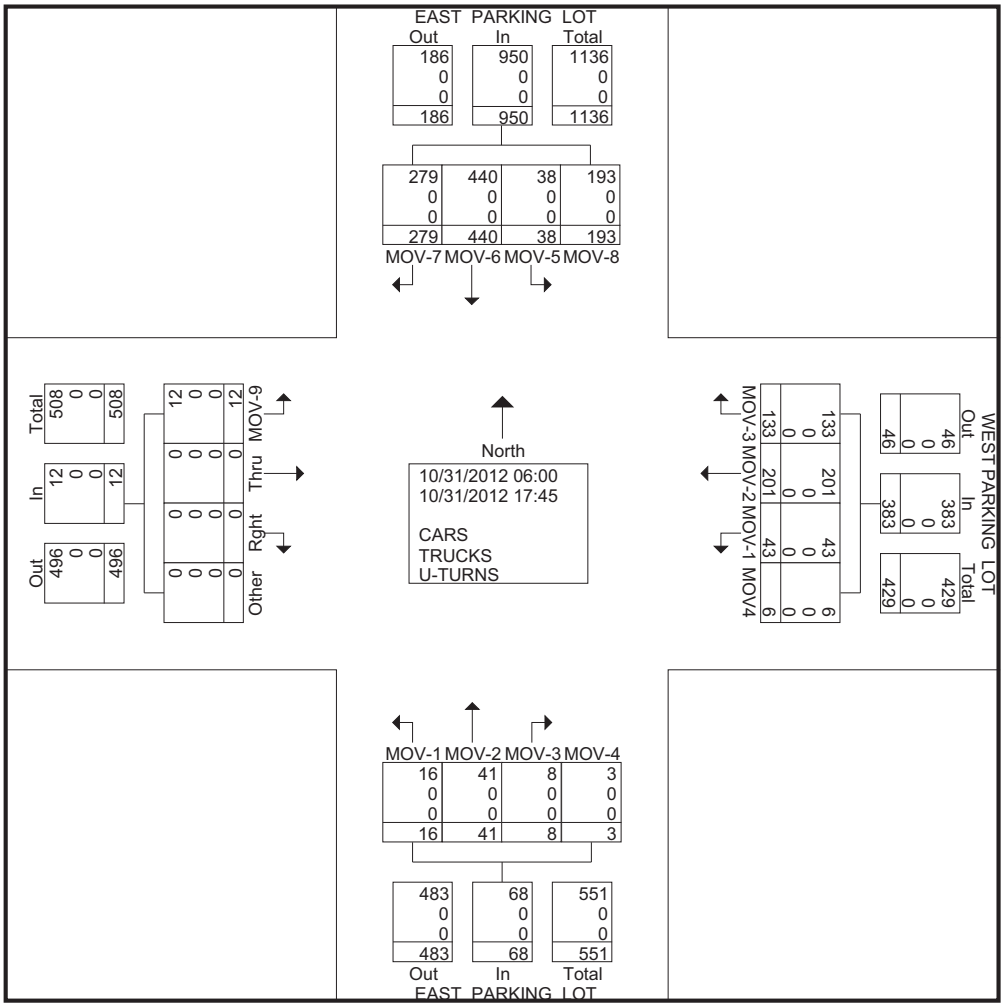
File Name : Not Named 2
Site Code : 00000000
Start Date : 10/31/2012
Page No : 1

Groups Printed- CARS - TRUCKS - TURNS

	EAST PARKING LOT				EAST PARKING LOT								WEST PARKING LOT				
Start Time	MOV-1	MOV-2	MOV-3	MOV-4	MOV-5	MOV-6	MOV-7	MOV-8	MOV-9	Thru	Rght	Other	MOV-1	MOV-2	MOV-3	MOV4	Int. Total
*** BREAK ***																	
16:00	1	6	0	1	4	44	28	21	4	0	0	0	2	18	16	1	146
16:15	4	3	2	0	6	63	41	29	3	0	0	0	3	29	15	2	200
16:30	3	13	1	0	2	57	30	50	1	0	0	0	8	39	17	1	222
16:45	4	6	2	1	4	65	42	44	2	0	0	0	9	36	26	2	243
Total	12	28	5	2	16	229	141	144	10	0	0	0	22	122	74	6	811
17:00	1	5	0	0	6	80	50	14	0	0	0	0	9	27	23	0	215
17:15	1	2	0	0	5	62	33	12	1	0	0	0	5	17	11	0	149
17:30	2	4	1	1	7	39	28	11	0	0	0	0	4	17	13	0	127
17:45	0	2	2	0	4	30	27	12	1	0	0	0	3	18	12	0	111
Total	4	13	3	1	22	211	138	49	2	0	0	0	21	79	59	0	602
Grand Total	16	41	8	3	38	440	279	193	12	0	0	0	43	201	133	6	1413
Apprch %	23.5	60.3	11.8	4.4	4	46.3	29.4	20.3	100	0	0	0	11.2	52.5	34.7	1.6	
Total %	1.1	2.9	0.6	0.2	2.7	31.1	19.7	13.7	0.8	0	0	0	3	14.2	9.4	0.4	
CARS	16	41	8	3	38	440	279	193	12	0	0	0	43	201	133	6	1413
% CARS	100	100	100	100	100	100	100	100	100	0	0	0	100	100	100	100	100
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
U-TURNS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-TURNS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

EAST & WEST PARKING LOTS

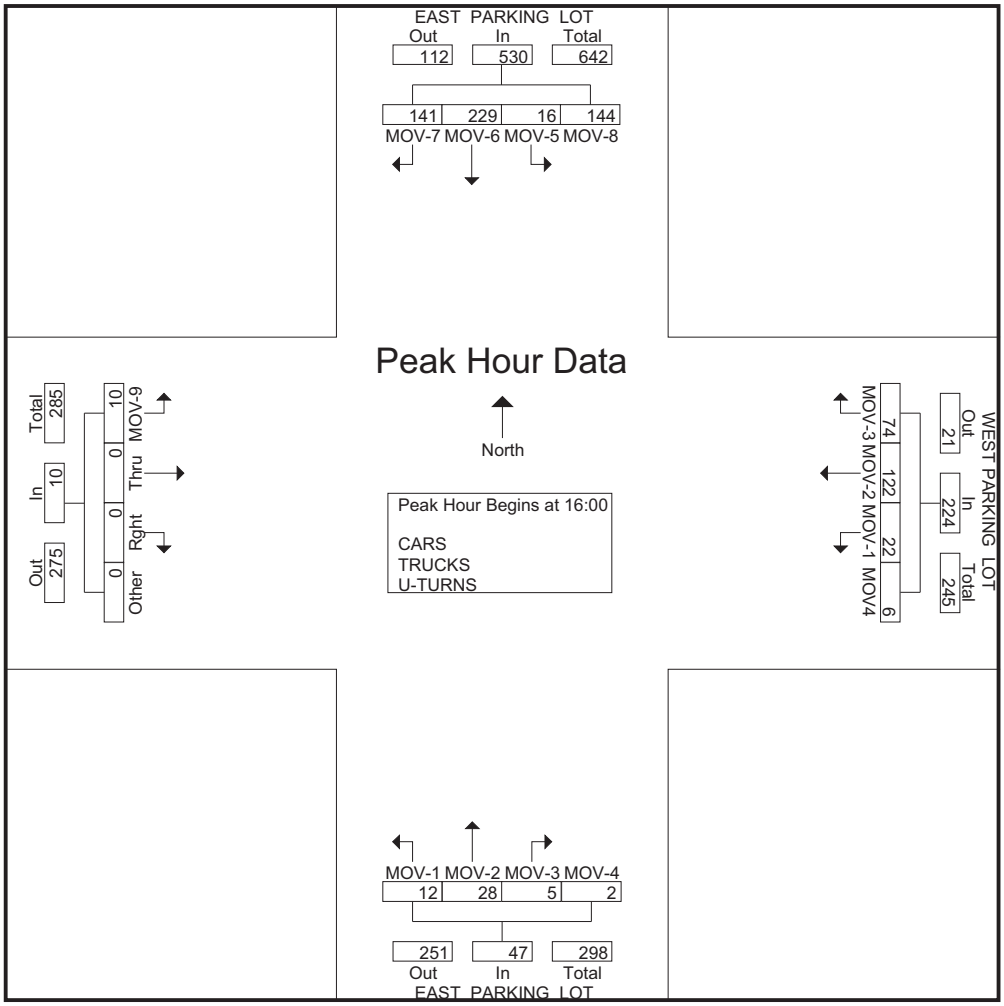
File Name : Not Named 2
Site Code : 00000000
Start Date : 10/31/2012
Page No : 2



EAST & WEST PARKING LOTS

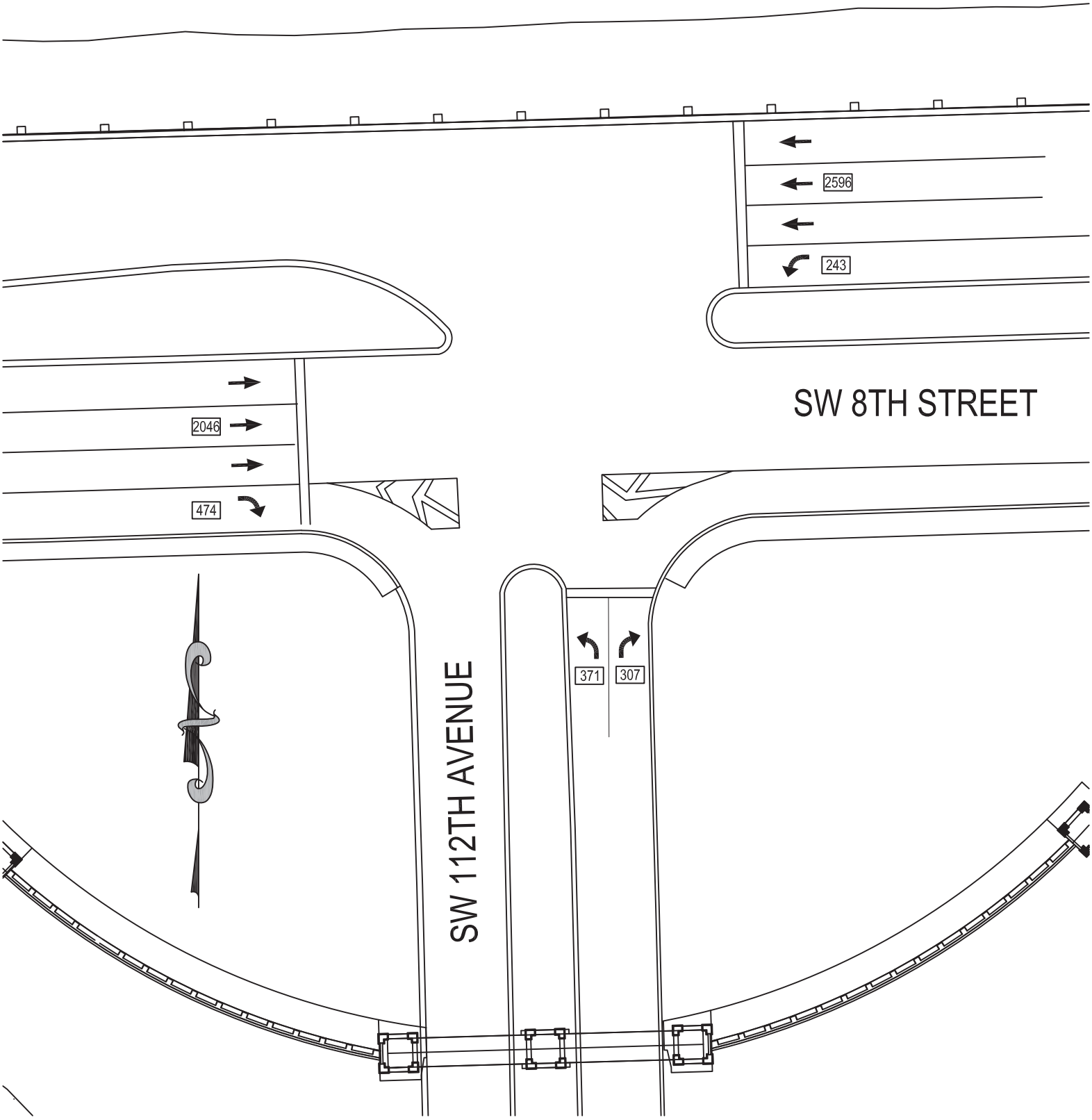
File Name : Not Named 2
Site Code : 00000000
Start Date : 10/31/2012
Page No : 3

	EAST PARKING LOT					EAST PARKING LOT										WEST PARKING LOT					
Start Time	MOV-1	MOV-2	MOV-3	MOV-4	App. Total	MOV-5	MOV-6	MOV-7	MOV-8	App. Total	MOV-9	Thru	Rght	Other	App. Total	MOV-1	MOV-2	MOV-3	MOV4	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 16:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	1	6	0	**1**	8	4	44	28	21	97	**4**	0	0	0	**4**	2	18	16	1	37	146
16:15	**4**	3	**2**	0	9	**6**	63	41	29	139	3	0	0	0	3	3	29	15	**2**	49	200
16:30	3	**13**	1	0	**17**	2	57	30	**50**	139	1	0	0	0	1	8	**39**	17	1	65	222
16:45	4	6	2	1	13	4	**65**	**42**	44	**155**	2	0	0	0	2	**9**	36	**26**	2	**73**	**243**
Total Volume	12	28	5	2	47	16	229	141	144	530	10	0	0	0	10	22	122	74	6	224	811
% App. Total	25.5	59.6	10.6	4.3		3	43.2	26.6	27.2		100	0	0	0		9.8	54.5	33	2.7		
PHF	.750	.538	.625	.500	.691	.667	.881	.839	.720	.855	.625	.000	.000	.000	.625	.611	.782	.712	.750	.767	.834

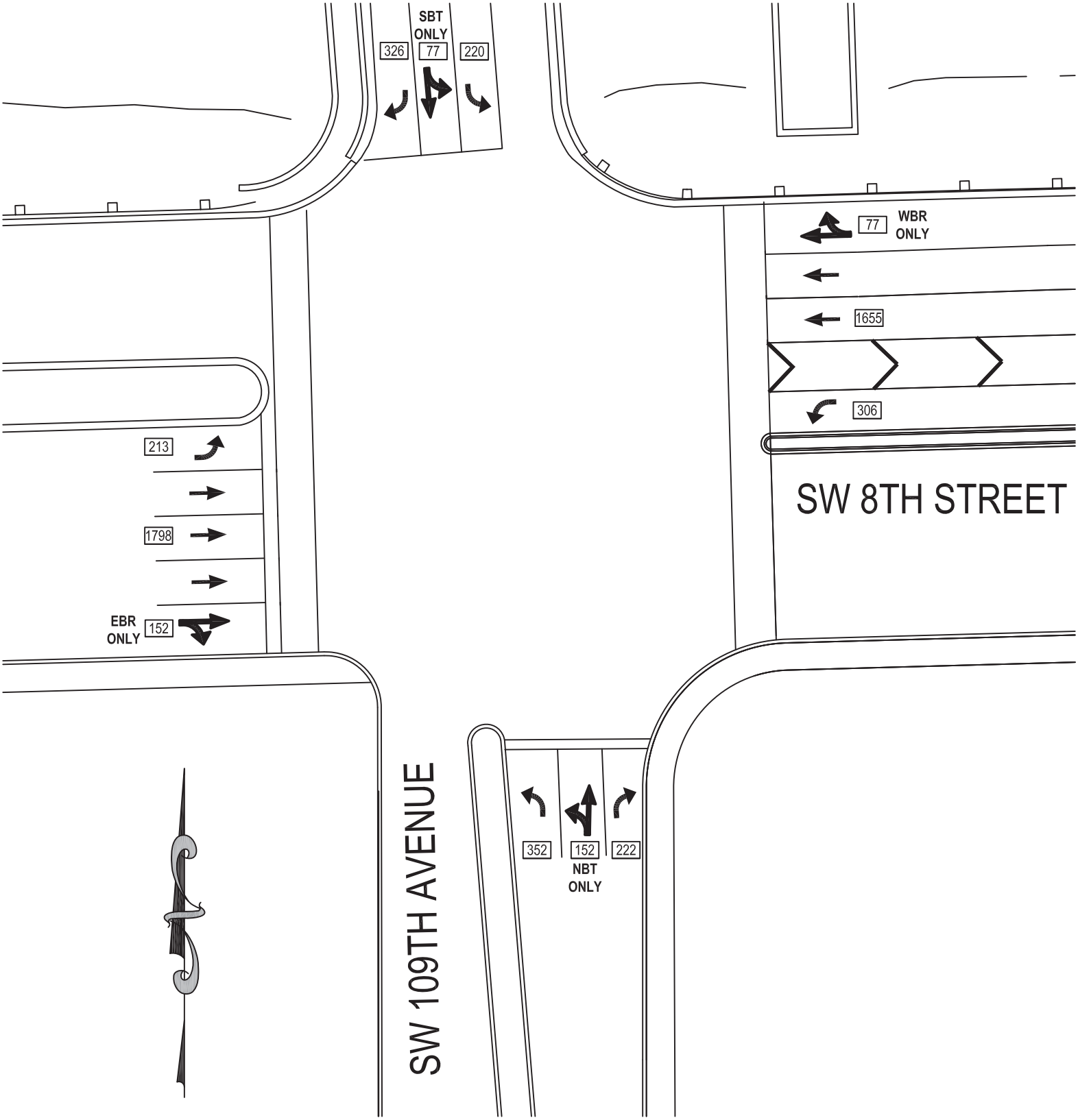


Appendix D

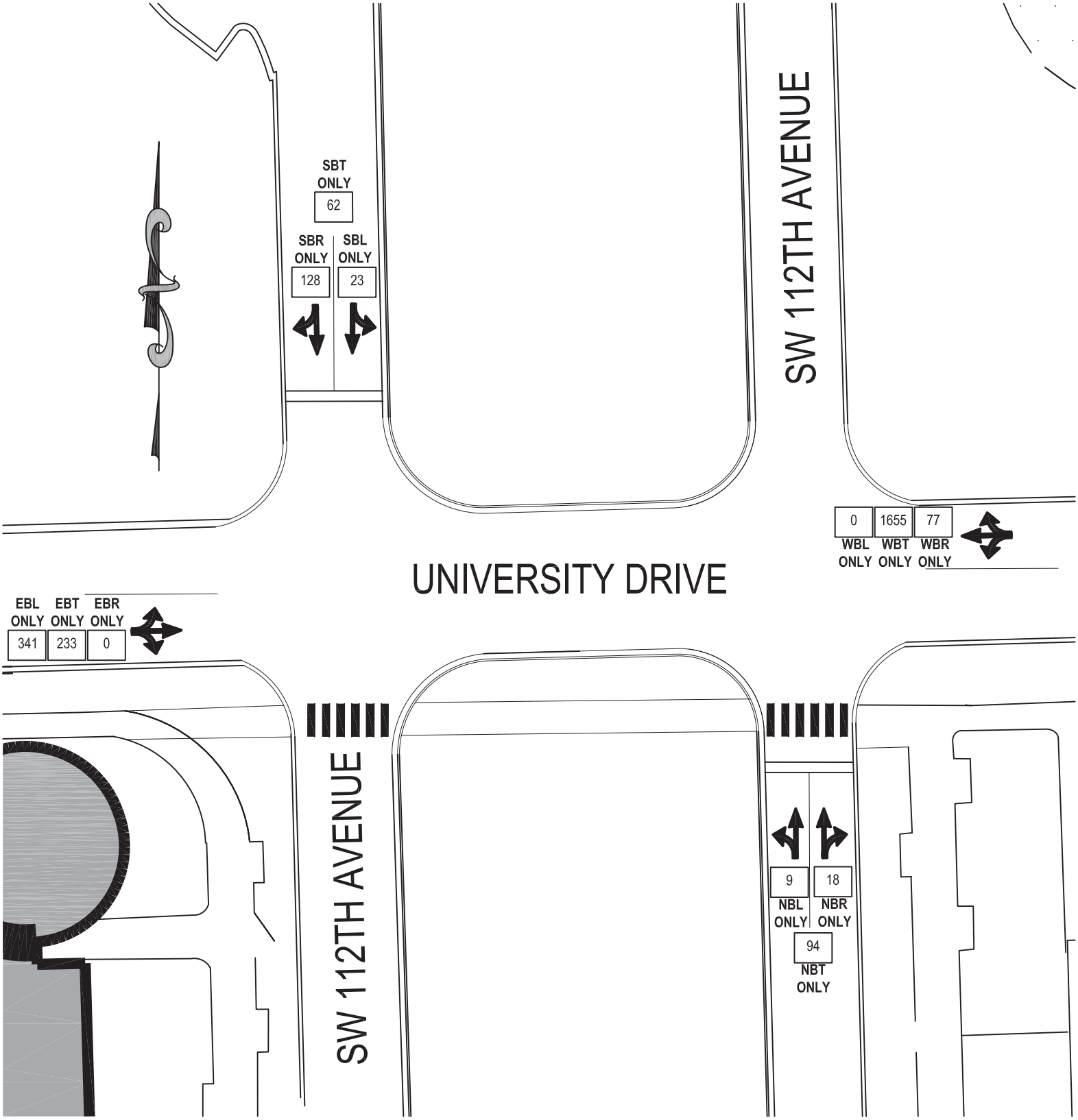
2012 (Existing) PM Peak Hour Volumes (TMC's) – with Intersection Sketches



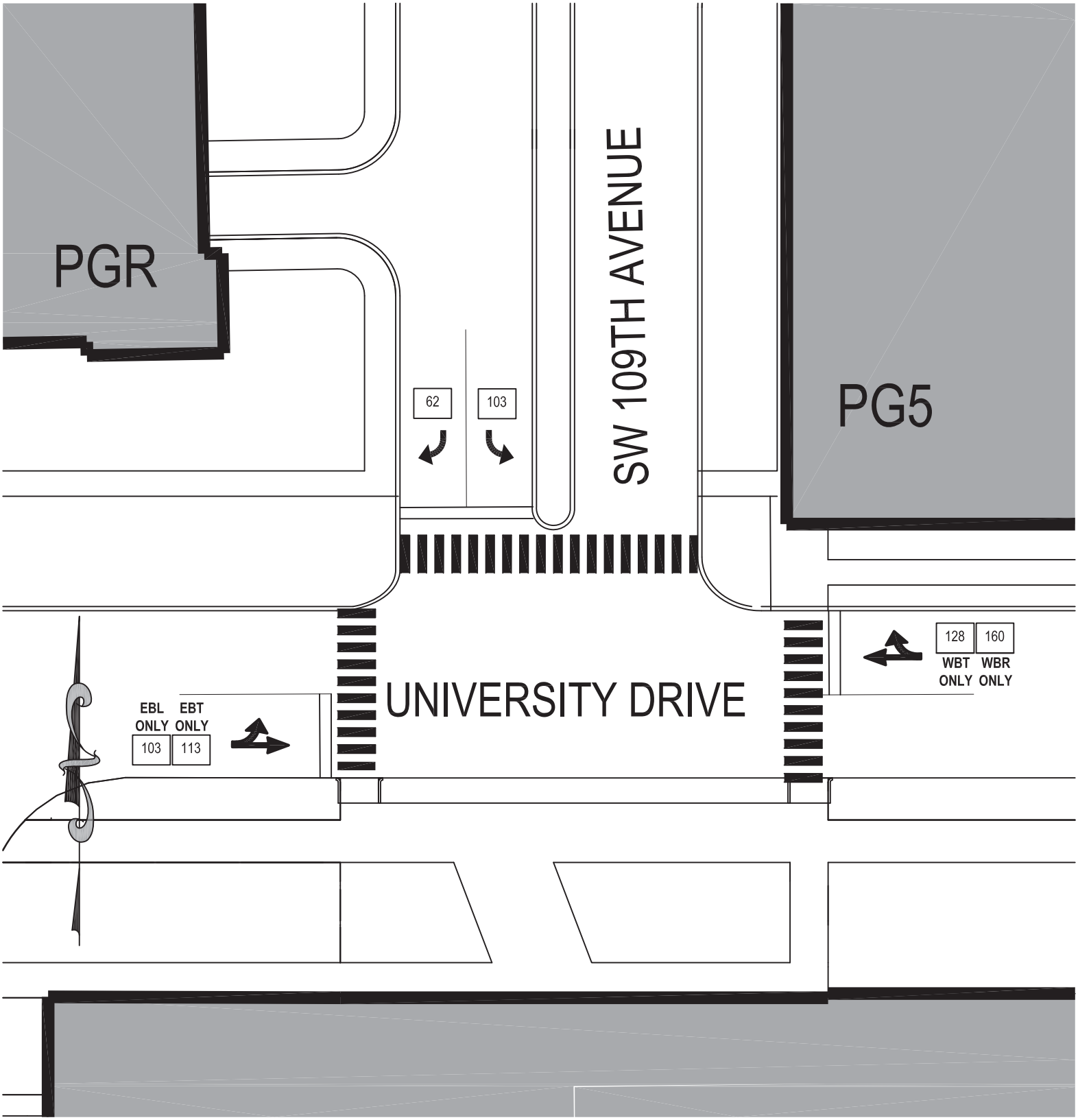
2012 EXISTING PEAK VOLUMES
SW 8TH STREET & SW 112TH AVENUE
PM PEAK HOUR: 4:00 PM - 5:00 PM



2012 EXISTING PEAK VOLUMES
SW 8TH STREET & SW 109TH AVENUE
PEAK HOUR: 4:45 PM - 5:45 PM



2012 EXISTING PEAK VOLUMES
UNIVERSITY DRIVE & SW 112TH AVENUE
PM PEAK HOUR: 4:15 PM - 5:15 PM



2012 EXISTING PEAK VOLUMES
UNIVERSITY DRIVE & SW 109TH AVENUE
PM PEAK HOUR: 4:30 PM - 5:30 PM

Appendix E

2011 FDOT Historical AADT Report, Peak Season Correction Factor & Annual Growth Correction Factor (2013 Projection)

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2011 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0090 - SR 90/US-41/SW 8 ST, 500' E SW 109 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2011	58500 C	E 31000	W 27500	9.00	58.20	6.60
2010	62000 C	E 32500	W 29500	7.87	58.27	6.60
2009	68500 C	E 33500	W 35000	7.98	59.96	4.60
2008	66000 C	E 31500	W 34500	8.07	66.31	5.00
2007	64500 C	E 31500	W 33000	7.90	63.12	5.00
2006	56000 C	E 28000	W 28000	7.39	58.66	4.10
2005	56500 C	E 28000	W 28500	7.70	65.70	6.10
2004	69000 C	E 37000	W 32000	8.20	67.10	6.10
2003	54000 C	E 27000	W 27000	8.10	72.30	4.70
2002	48000 C	E 23000	W 25000	9.20	68.00	4.50
2001	56000 C	E 29000	W 27000	8.20	53.50	4.50
2000	49500 C	E 27000	W 22500	8.20	53.10	5.70
1999	46500 C	E 25000	W 21500	9.10	52.70	4.80
1998	51000 C	E 27000	W 24000	9.30	52.70	5.20
1997	46000 C	E 25000	W 21000	9.10	64.50	7.60
1996	48000 C	E 27000	W 21000	8.50	53.10	8.40

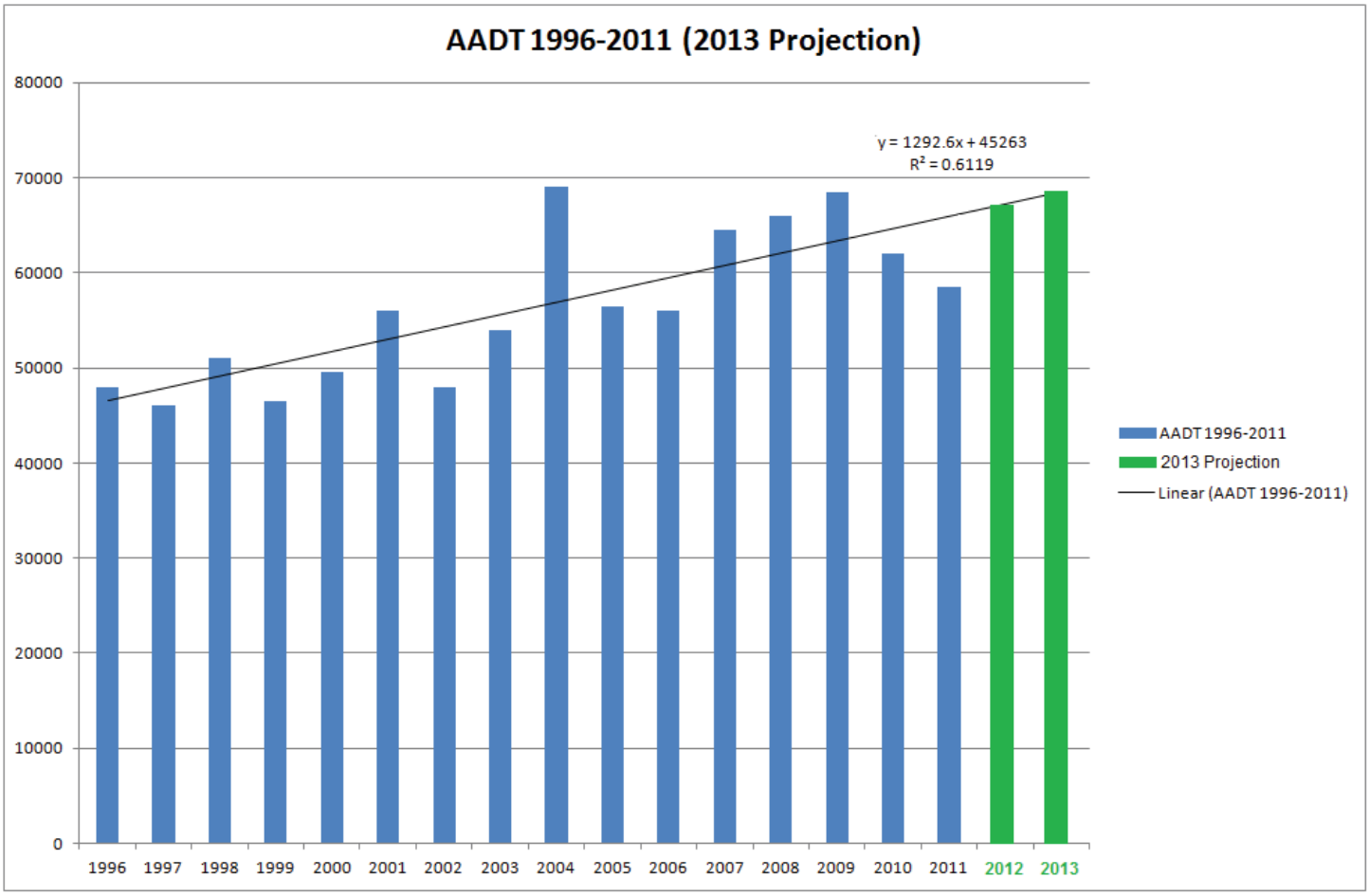
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

2011 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.97

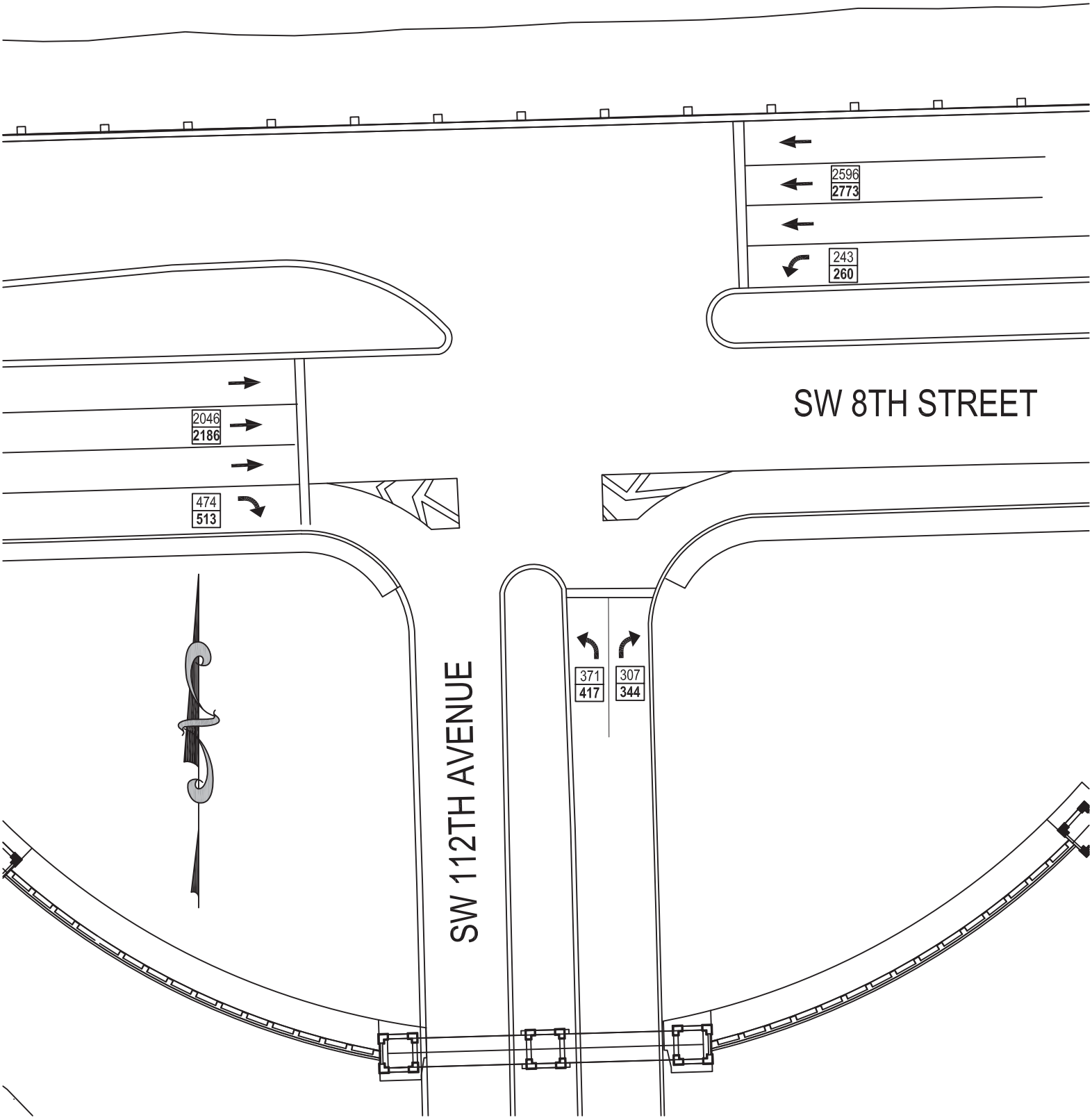
WEEK	DATES	SF	PSCF
1	01/01/2011 - 01/01/2011	1.01	1.04
2	01/02/2011 - 01/08/2011	1.01	1.04
3	01/09/2011 - 01/15/2011	1.01	1.04
4	01/16/2011 - 01/22/2011	1.00	1.03
5	01/23/2011 - 01/29/2011	0.99	1.02
* 6	01/30/2011 - 02/05/2011	0.98	1.01
* 7	02/06/2011 - 02/12/2011	0.98	1.01
* 8	02/13/2011 - 02/19/2011	0.97	1.00
* 9	02/20/2011 - 02/26/2011	0.97	1.00
*10	02/27/2011 - 03/05/2011	0.97	1.00
*11	03/06/2011 - 03/12/2011	0.97	1.00
*12	03/13/2011 - 03/19/2011	0.97	1.00
*13	03/20/2011 - 03/26/2011	0.97	1.00
*14	03/27/2011 - 04/02/2011	0.97	1.00
*15	04/03/2011 - 04/09/2011	0.97	1.00
*16	04/10/2011 - 04/16/2011	0.98	1.01
*17	04/17/2011 - 04/23/2011	0.98	1.01
*18	04/24/2011 - 04/30/2011	0.98	1.01
19	05/01/2011 - 05/07/2011	0.99	1.02
20	05/08/2011 - 05/14/2011	0.99	1.02
21	05/15/2011 - 05/21/2011	1.00	1.03
22	05/22/2011 - 05/28/2011	1.00	1.03
23	05/29/2011 - 06/04/2011	1.00	1.03
24	06/05/2011 - 06/11/2011	0.99	1.02
25	06/12/2011 - 06/18/2011	0.99	1.02
26	06/19/2011 - 06/25/2011	1.00	1.03
27	06/26/2011 - 07/02/2011	1.01	1.04
28	07/03/2011 - 07/09/2011	1.01	1.04
29	07/10/2011 - 07/16/2011	1.02	1.05
30	07/17/2011 - 07/23/2011	1.02	1.05
31	07/24/2011 - 07/30/2011	1.02	1.05
32	07/31/2011 - 08/06/2011	1.02	1.05
33	08/07/2011 - 08/13/2011	1.02	1.05
34	08/14/2011 - 08/20/2011	1.02	1.05
35	08/21/2011 - 08/27/2011	1.02	1.05
36	08/28/2011 - 09/03/2011	1.01	1.04
37	09/04/2011 - 09/10/2011	1.01	1.04
38	09/11/2011 - 09/17/2011	1.01	1.04
39	09/18/2011 - 09/24/2011	1.01	1.04
40	09/25/2011 - 10/01/2011	1.02	1.05
41	10/02/2011 - 10/08/2011	1.02	1.05
42	10/09/2011 - 10/15/2011	1.02	1.05
43	10/16/2011 - 10/22/2011	1.02	1.05
44	10/23/2011 - 10/29/2011	1.02	1.05
45	10/30/2011 - 11/05/2011	1.01	1.04
46	11/06/2011 - 11/12/2011	1.01	1.04
47	11/13/2011 - 11/19/2011	1.01	1.04
48	11/20/2011 - 11/26/2011	1.01	1.04
49	11/27/2011 - 12/03/2011	1.01	1.04
50	12/04/2011 - 12/10/2011	1.01	1.04
51	12/11/2011 - 12/17/2011	1.01	1.04
52	12/18/2011 - 12/24/2011	1.01	1.04
53	12/25/2011 - 12/31/2011	1.01	1.04

* PEAK SEASON


AADT 1996-2011 (2013 Projection)
y = 1292.6x + 45263
R² = 0.6119
80000
70000
60000
50000
40000
30000
20000
10000
0
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
AADT 1996-2011
2013 Projection
Linear (AADT 1996-2011)

Appendix F

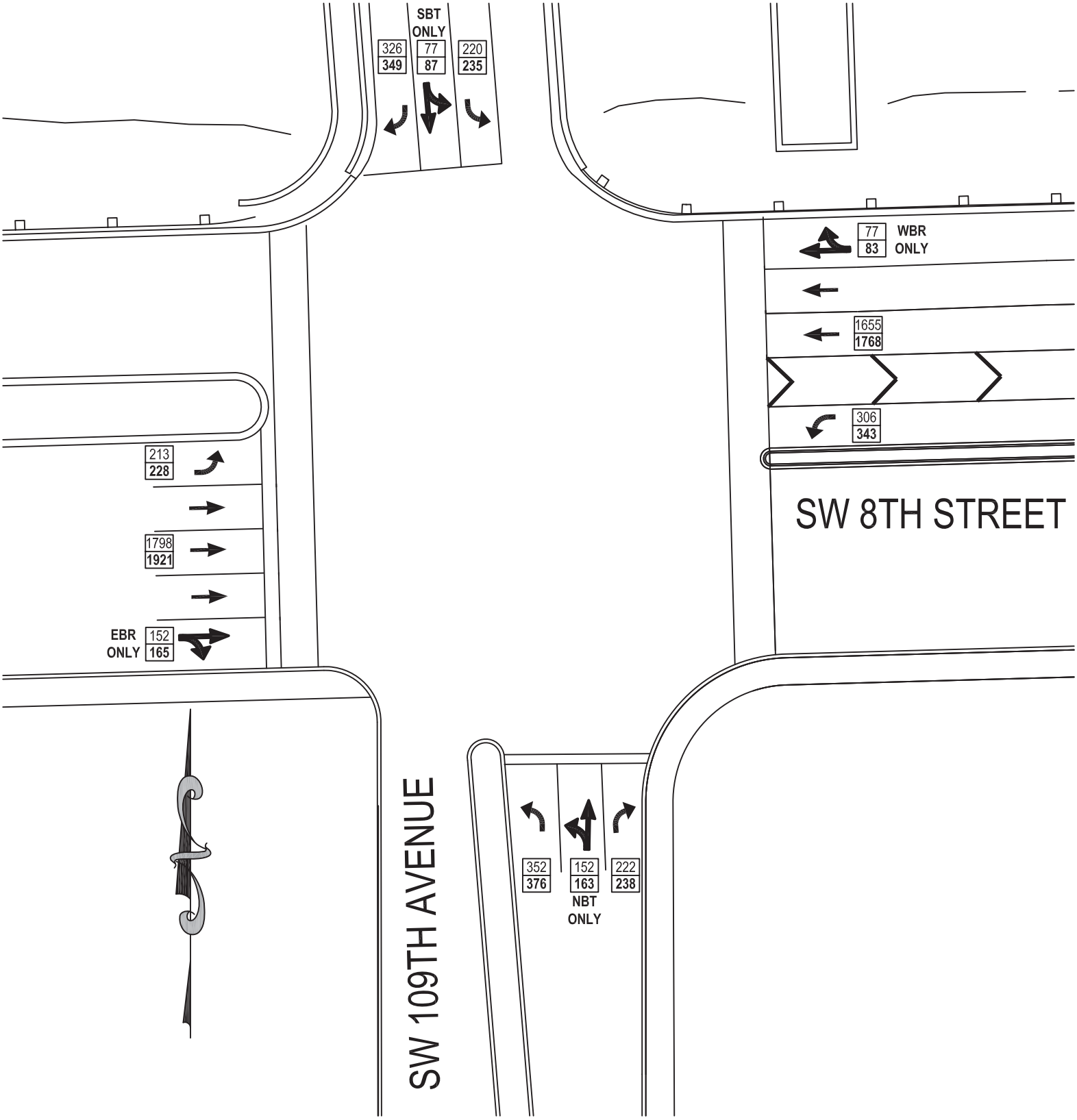
2013 (Projected) PM Peak Hour Volumes (TMC's) – with Intersection Sketches



2013 PROJECTED PEAK VOLUMES
SW 8TH STREET & SW 112TH AVENUE
PM PEAK HOUR: 4:00 PM - 5:00 PM

LEGEND

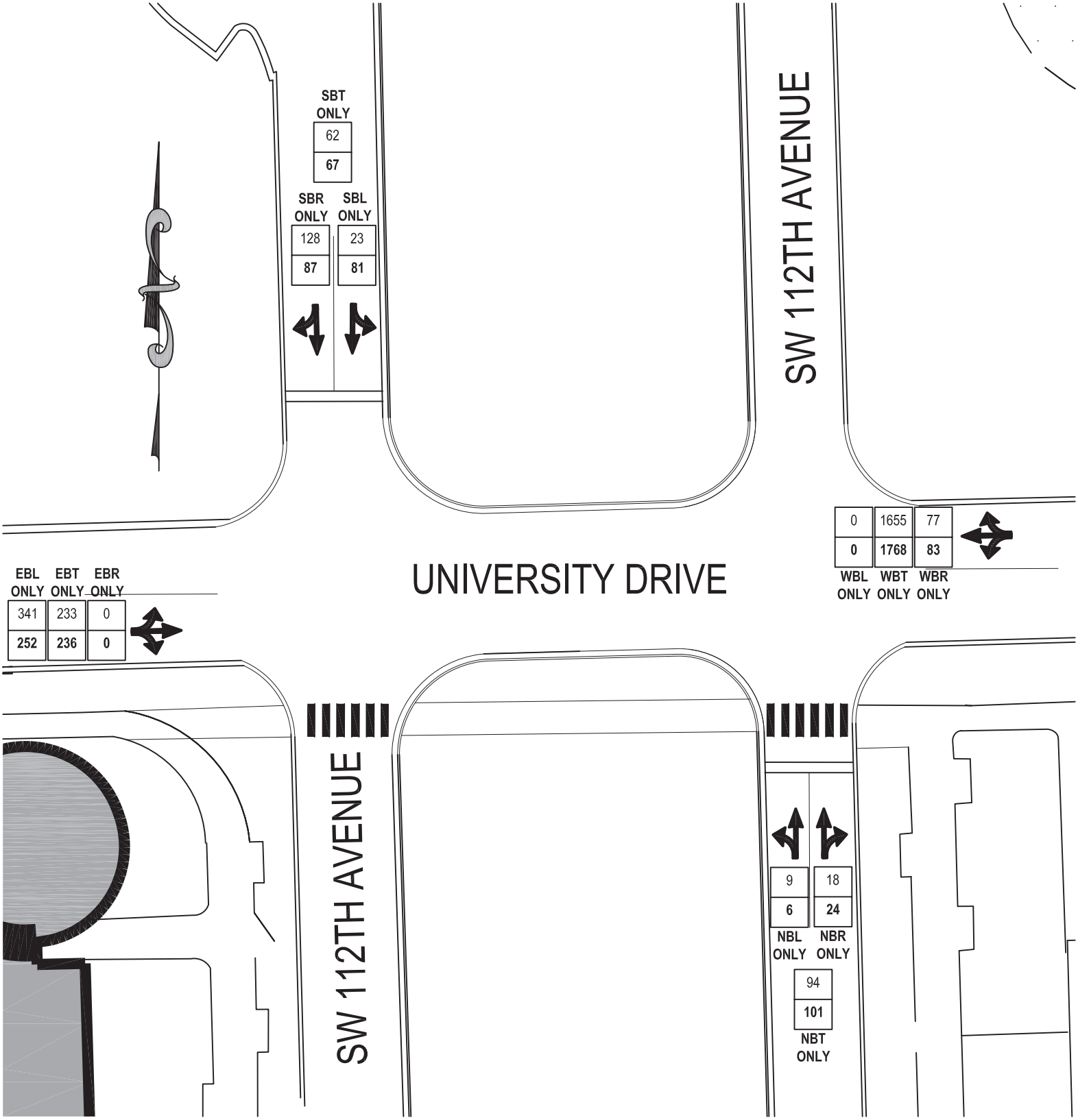
2012 EXISTING VOLUME
2013 PROJECTED VOLUME



2013 PROJECTED PEAK VOLUMES
SW 8TH STREET & SW 109TH AVENUE
PEAK HOUR: 4:45 PM - 5:45 PM

LEGEND

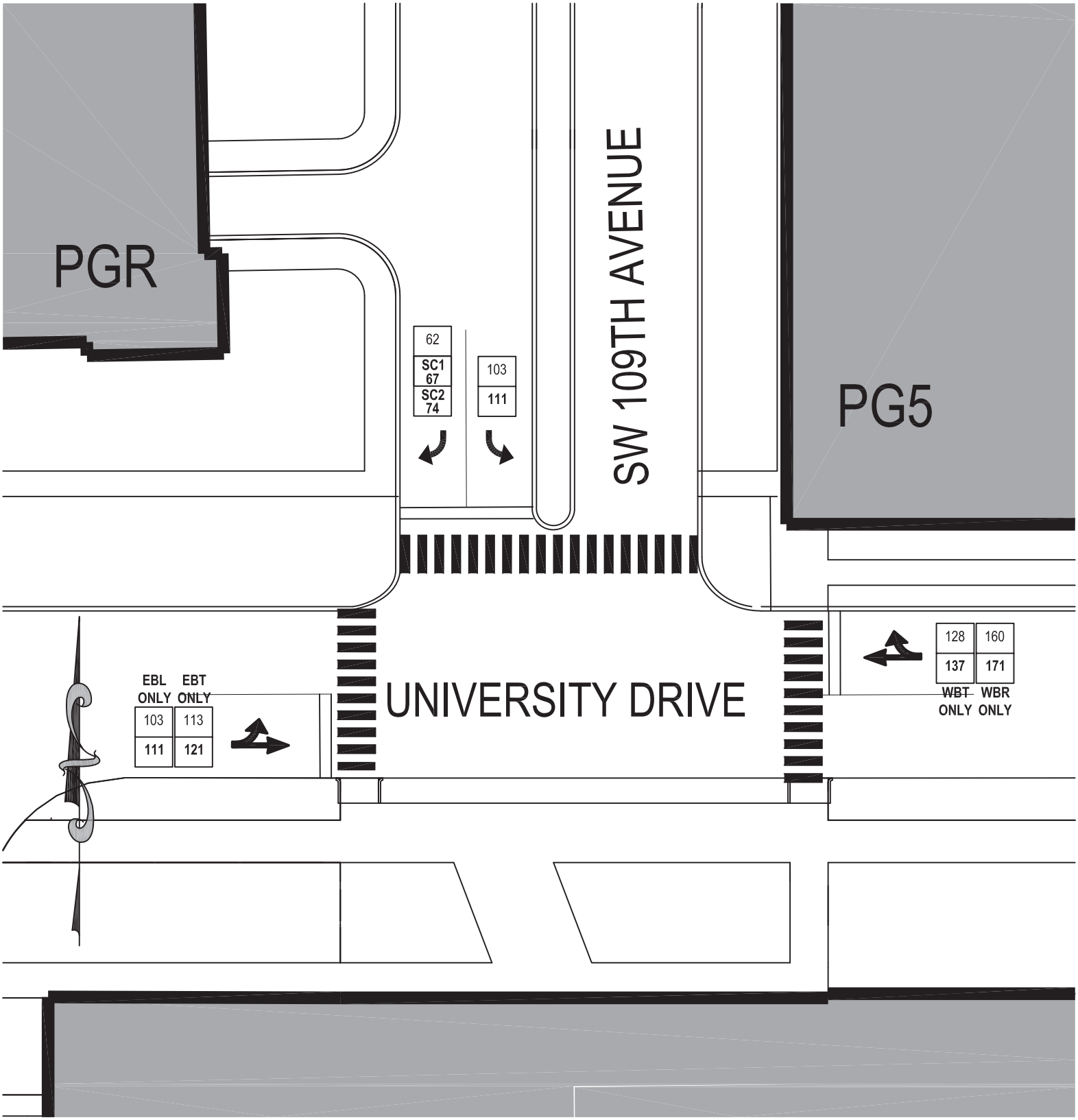
2012 EXISTING VOLUME
2013 PROJECTED VOLUME



2013 PROJECTED PEAK VOLUMES
UNIVERSITY DRIVE & SW 112TH AVENUE
PM PEAK HOUR: 4:15 PM - 5:15 PM

LEGEND

2012 EXISTING VOLUME
2013 PROJECTED VOLUME



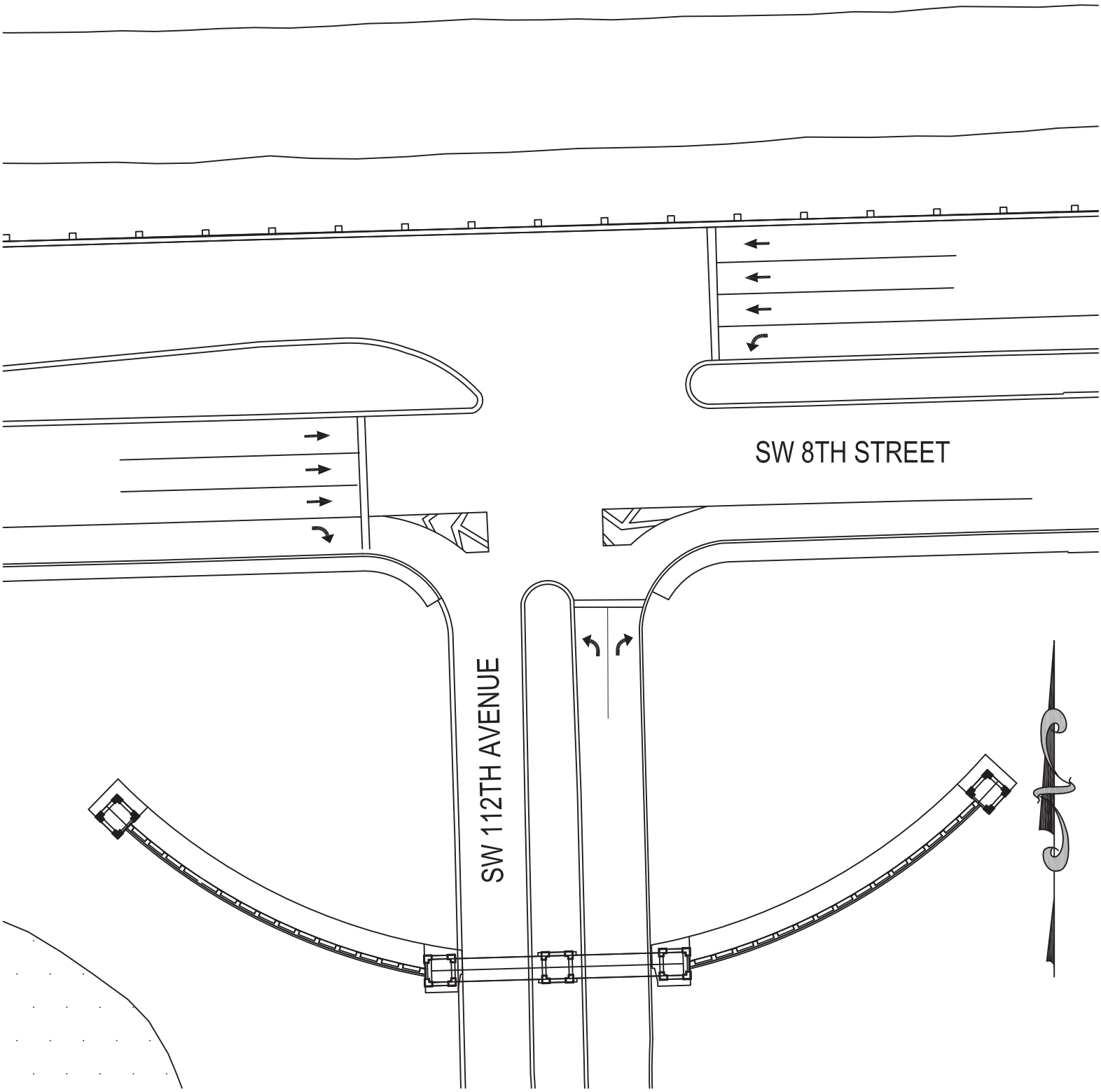
2013 PROJECTED PEAK VOLUMES
UNIVERSITY DRIVE & SW 109TH AVENUE
PM PEAK HOUR: 4:30 PM - 5:30 PM

LEGEND

2012 EXISTING VOLUME
2013 PROJECTED VOLUME

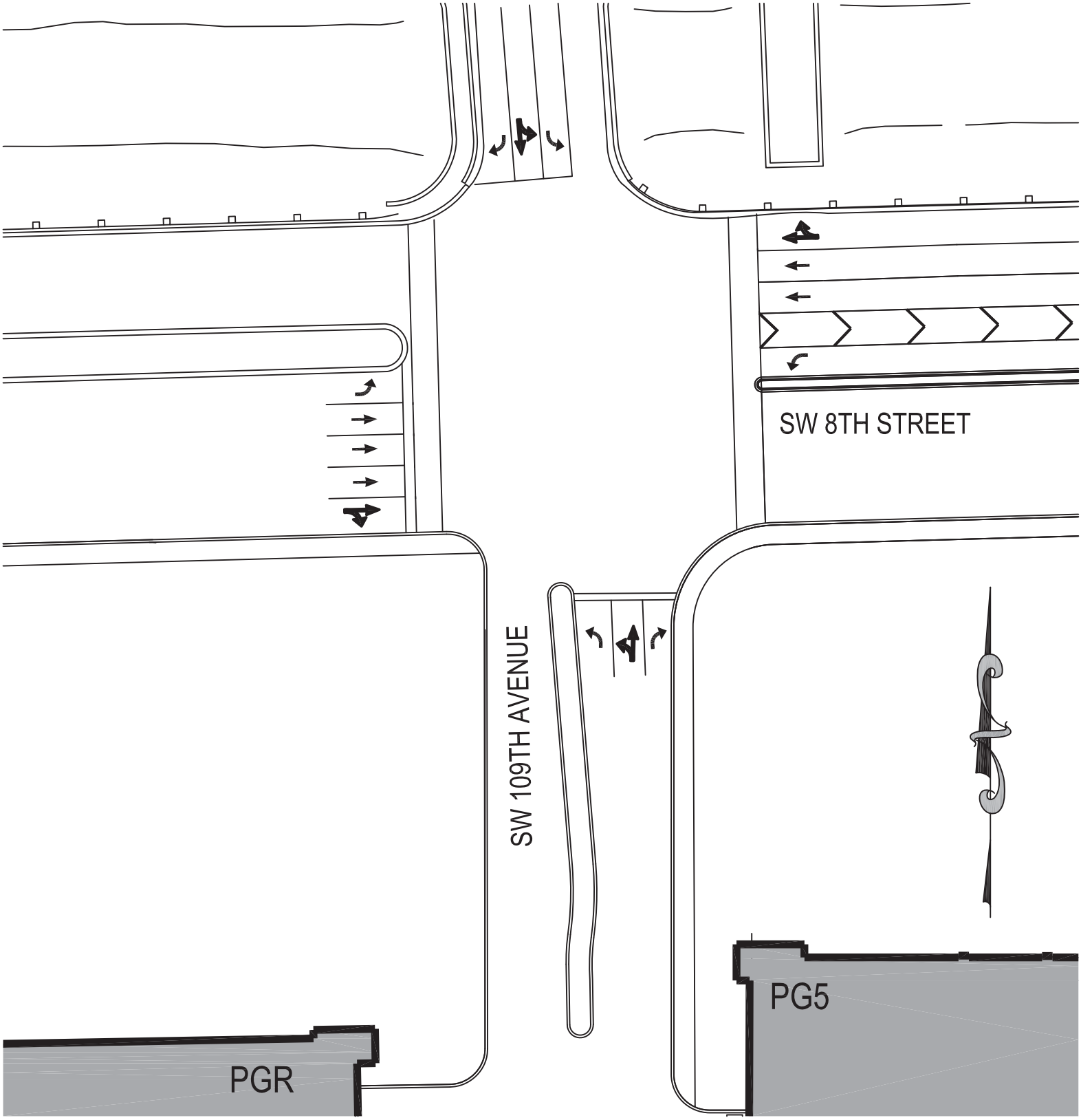
Appendix G

Existing Lane Configuration Diagram – at Intersections

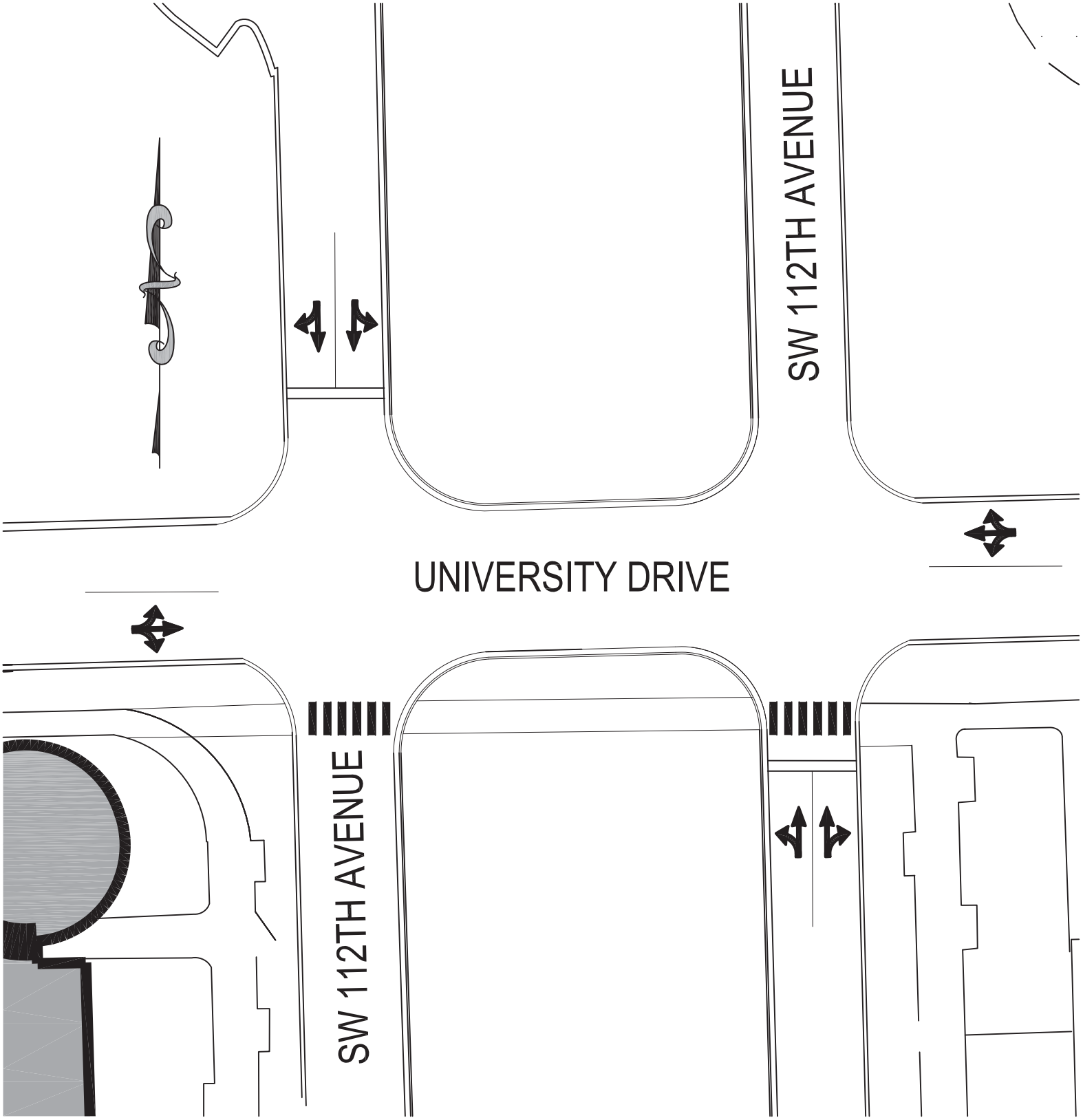


EXISTING LANE CONFIGURATION DIAGRAM

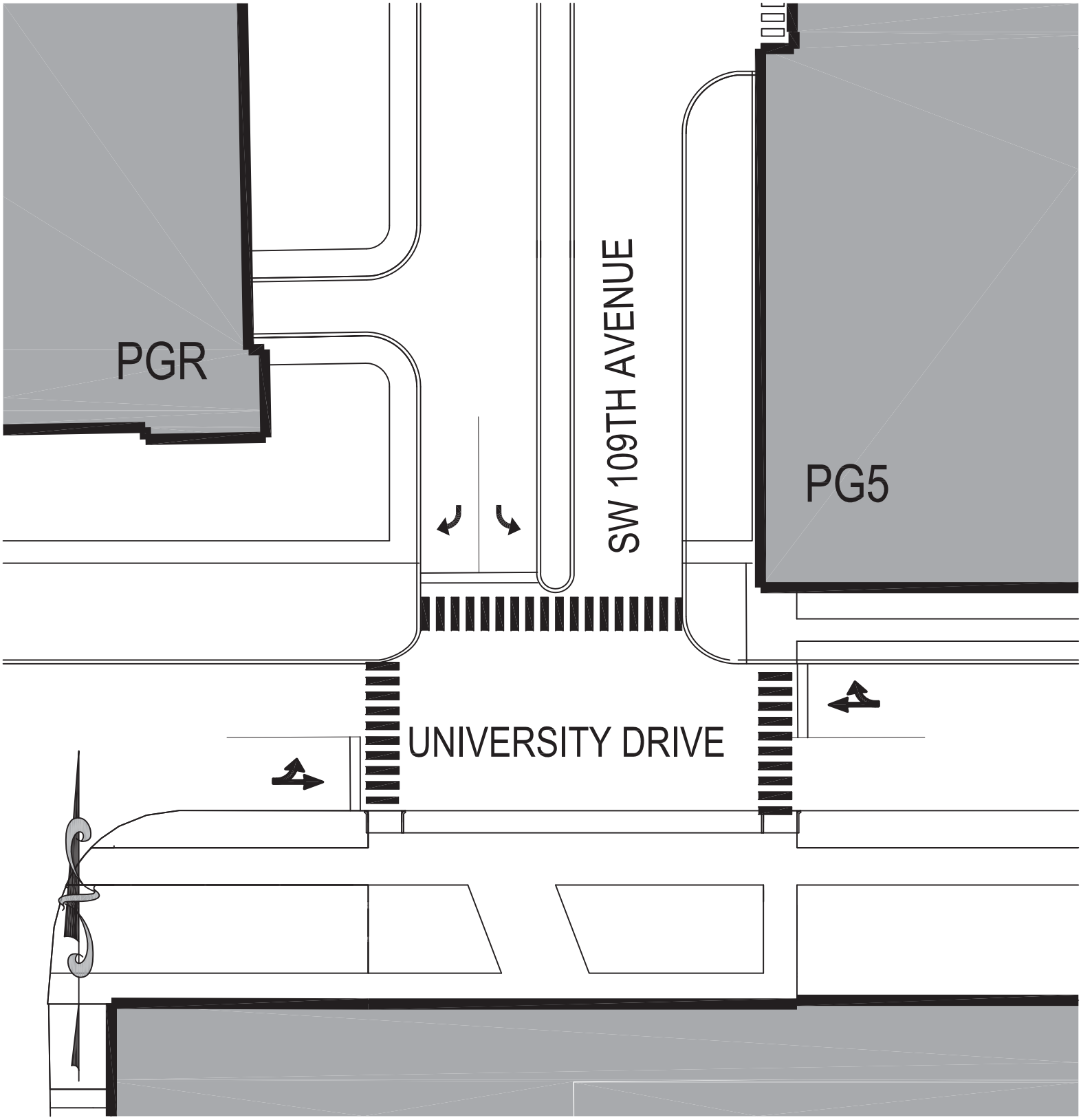
SW 8TH STREET & SW 112TH AVENUE



EXISTING LANE CONFIGURATION DIAGRAM
SW 8TH STREET & SW 109TH AVENUE



EXISTING LANE CONFIGURATION DIAGRAM
UNIVERSITY DRIVE & SW 112TH AVENUE



EXISTING LANE CONFIGURATION DIAGRAM
UNIVERSITY DRIVE & SW 109TH AVENUE

Appendix H

Intersection Volume Worksheets at Intersections– Existing & 2013 PM Peak Hour (TMC's)

Intersection Volume Worksheet
SW 112th Avenue & SW 8th Street (PM)

Peak Season Correction Factor: 1.04
Annual Growth Correction Factor: 1.027

Existing Conditions (PM Peak Hour)

	NBL	NBT	NBR	EBL	EBT	EBR	EBU	WBL	WBT	WBR
4:00	81	0	74	0	564	35	0	40	690	0
4:15	102	0	91	0	576	113	0	33	664	0
4:30	79	0	82	0	487	169	0	79	617	0
4:45	109	0	60	0	419	157	0	91	625	0
TOTAL	**371**	**0**	**307**	**0**	**2046**	**474**	**0**	**243**	**2596**	**0**
ADJ PEAK	**386**	**0**	**320**	**0**	**2128**	**493**	**0**	**253**	**2700**	**0**
PHF		**0.88**			**0.91**				**0.97**	

2013 PM Conditions (Scenario 1 & 2)

	NBL	NBT	NBR	EBL	EBT	EBR	EBU	WBL	WBT	WBR
EXIST	371	0	307	0	2046	474	0	243	2596	0
ADJ PEAK	397	0	328	0	2186	507	0	260	2773	0
ADD TRIP	20	0	16	0	0	6	0	0	0	0
TOTAL	417	0	344	0	2186	513	0	260	2773	0

Intersection Volume Worksheet
SW 109th Avenue & SW 8th Street (PM)

Peak Season Correction Factor: 1.04
Annual Growth Correction Factor: 1.027

Existing Conditions (PM Peak Hour)

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
4:45	80	22	41	60	26	93	24	466	74	122	410	16
5:00	89	30	72	53	33	61	56	477	22	84	285	19
5:15	97	58	66	45	3	80	59	448	27	59	436	21
5:30	86	42	43	62	15	92	74	407	29	41	524	21
TOTAL	**352**	**152**	**222**	**220**	**77**	**326**	**213**	**1798**	**152**	**306**	**1655**	**77**
ADJ PEAK	**367**	**159**	**231**	**229**	**81**	**340**	**222**	**1870**	**159**	**319**	**1722**	**81**
PHF		**0.82**			**0.00**			**0.96**			**0.87**	

2013 PM Conditions (Scenario 1 & 2)

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
EXIST	352	152	222	220	77	326	213	1798	152	306	1655	77
ADJ PEAK	376	163	238	235	83	349	228	1921	163	327	1768	83
ADD TRIP	0	0	0	0	4	0	0	0	2	16	0	0
TOTAL	376	163	238	235	87	349	228	1921	165	343	1768	83

Intersection Volume Worksheet
SW 112th Avenue & University Drive (PM)

Peak Season Correction Factor: 1.04
Annual Growth Correction Factor: 1.027

Existing Conditions (PM Peak Hour)

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
4:15	2	17	5	0	25	46	98	53	0	0	43	49
4:30	2	15	2	16	8	30	73	59	0	0	36	65
4:45	3	27	6	4	21	37	71	70	0	0	44	56
5:00	2	35	5	3	8	15	99	51	0	0	50	107
TOTAL	**9**	**94**	**18**	**23**	**62**	**128**	**341**	**233**	**0**	**0**	**173**	**277**
ADJ PEAK	**10**	**98**	**19**	**24**	**65**	**134**	**355**	**243**	**0**	**0**	**180**	**289**
PHF		**0.72**			**0.00**			**0.95**			**0.72**	

2013 PM Conditions (Scenario 1 & 2)

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
EXIST	9	94	18	23	62	128	341	233	0	0	173	277
ADJ PEAK	10	101	20	25	67	137	365	249	0	0	185	296
ADD TRIP	-4	0	4	56	0	-50	-113	-13	0	0	13	149
TOTAL	6	101	24	81	67	87	252	236	0	0	198	445

Intersection Volume Worksheet
SW 109th Avenue & University Drive (PM)

Peak Season Correction Factor: 1.04
Annual Growth Correction Factor: 1.027

Existing Conditions (PM Peak Hour)

	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
4:30	27	0	14	18	33	0	0	36	40
4:45	23	0	11	20	26	0	0	29	33
5:00	27	0	20	37	28	0	0	34	42
5:15	26	0	17	28	26	0	0	29	45
TOTAL	**103**	**0**	**62**	**103**	**113**	**0**	**0**	**128**	**160**
ADJ PEAK	**108**	**0**	**65**	**108**	**118**	**0**	**0**	**134**	**167**
PHF		**0.00**			**0.83**			**0.95**	

2013 PM Conditions (Scenario 1)

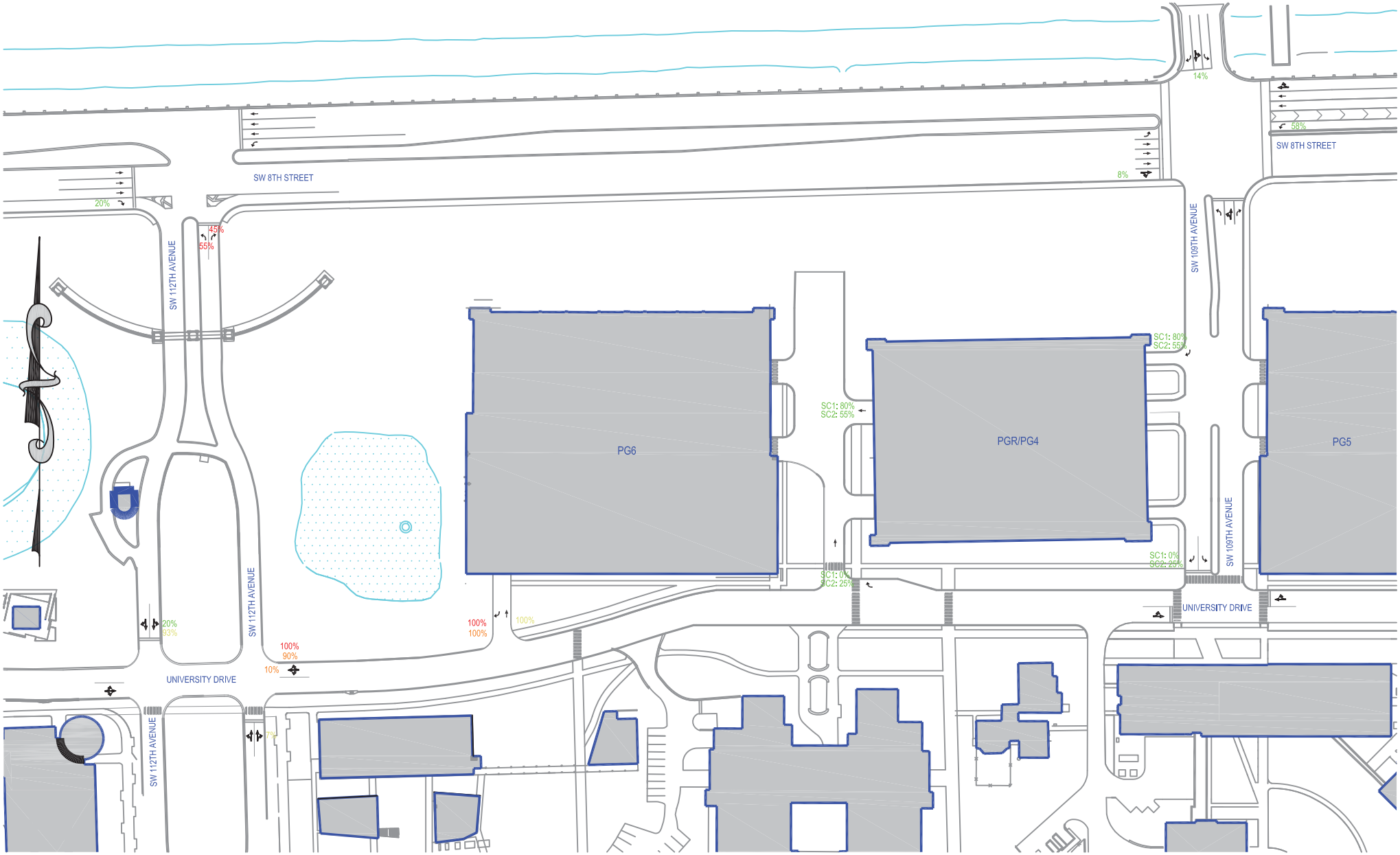
	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
EXIST	103	0	62	103	113	0	0	128	160
ADJ PEAK	111	0	67	111	121	0	0	137	171
ADD TRIP	0	0	0	0	0	0	0	0	0
TOTAL	111	0	67	111	121	0	0	137	171

2013 PM Conditions (Scenario 2)

	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
EXIST	103	0	62	103	113	0	0	128	160
ADJ PEAK	111	0	67	111	121	0	0	137	171
ADD TRIP	0	0	7	0	0	0	0	0	0
TOTAL	111	0	74	111	121	0	0	137	171

Appendix I

2013 PM Peak hour- Projected Trip Distributions



2013 PROJECTED TRIP DISTRIBUTIONS

LEGEND

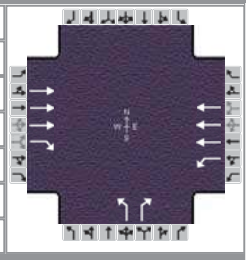
100% EXTERNAL TRIPS ENTERING CAMPUS
SC1 SCENARIO 1 TRIPS
SC2 SCENARIO 2 TRIPS
100% INTERNAL (REROUTING) TRIPS ENTERING CAMPUS
100% EXTERNAL TRIPS EXITING CAMPUS
100% INTERNAL (REROUTING) TRIPS EXITING CAMPUS

Appendix J

Capacity Analysis (HCS 2010 Signal) Existing Conditions-2012 (PM Peak Hour)

HCS 2010 Signalized Intersection Results Summary

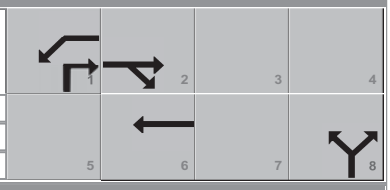
General Information				Intersection Information	
Agency	Miami Dade			Duration, h	0.25
Analyst	Mo	Analysis Date	11/7/2012	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.92
Intersection	SW 8 Street & SW 112 Ave	Analysis Year	2012	Analysis Period	1> 16:00
File Name	SW_8_ST_and_SW_112_Ave_PM_peak_existing_rev121112.xus				
Project Description	2012 PM Peak Hour (Existing)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		2046	474	243	2596		371		307			

Signal Information			
Cycle, s	110.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	18.1	49.4	28.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	2.0	4.0		9.0		
Phase Duration, s		54.4	23.1	77.5		33.0		
Change Period, $(Y+R_c)$, s		5.0	5.0	5.0		5.0		
Max Allow Headway *(MAH)*, s		3.0	3.0	3.0		3.1		
Queue Clearance Time (g_s), s		48.8	18.0	49.6		26.0		
Green Extension Time (g_e), s		0.5	0.1	18.1		0.8		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		1.00	1.00	0.86		0.67		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate *(v)*, veh/h		2224	515	264	2822		403		334			
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		1708	1584	1792	1691		1792		1594			
Queue Service Time (g_s), s		46.8	29.5	16.0	47.6		24.0		17.0			
Cycle Queue Clearance Time (g_c), s		46.8	29.5	16.0	47.6		24.0		17.0			
Capacity *(c)*, veh/h		2291	708	293	3329		454		665			
Volume-to-Capacity Ratio *(X)*		0.971	0.728	0.901	0.848		0.888		0.502			
Available Capacity (c_a), veh/h		2319	717	324	3329		487		694			
Back of Queue *(Q)*, veh/ln (50th percentile)		20.2	10.8	8.8	15.5		12.1		6.1			
Overflow Queue (Q_3), veh/ln		0.0	0.0	0.0	0.0		0.0		0.0			
Queue Storage Ratio *(RQ)* (50th percentile)		0.00	1.09	1.11	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		29.8	25.0	45.3	14.7		39.7		23.7			
Incremental Delay (d_2), s/veh		12.4	3.2	23.9	2.1		16.3		0.2			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay *(d)*, s/veh		42.2	28.2	69.2	16.8		56.0		23.9			
Level of Service (LOS)		D	C	E	B		E		C			
Approach Delay, s/veh / LOS	39.6	D		21.3	C		41.5	D		0.0		
Intersection Delay, s/veh / LOS	31.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	0.7	A	3.3	C	3.3	C
Bicycle LOS Score / LOS	2.0	A	2.2	B		F		

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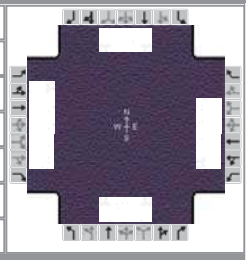
HCS 2010 Signalized Intersection Results Summary

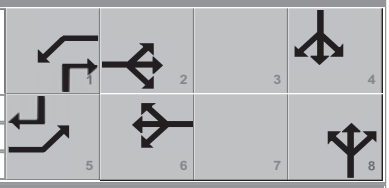
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	11/15/2012	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Intersection	SW 8 Street & SW 109 Ave	Analysis Year	2012	Analysis Period	1> 7:00
File Name	SW_8_ST_and_SW_109_Ave_PM_peak_existing_rev121012.xus				
Project Description	2012 PM Peak Hour (Existing)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	213	1798	152	306	1655	77	352	152	222	220	77	326

Signal Information			
Cycle, s	138.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.4	4.6	40.0	28.0	30.0	0.0
Yellow	4.0	0.0	4.0	4.0	4.0	0.0
Red	1.0	0.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		9.0		9.0
Phase Duration, s	20.4	45.0	25.0	49.6		35.0		33.0
Change Period, $(Y+R_c)$, s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway *(MAH)*, s	3.0	2.9	3.0	2.9		3.4		3.3
Queue Clearance Time (g_s), s	15.3	41.8	22.0	46.6		31.3		29.0
Green Extension Time (g_e), s	0.2	0.0	0.0	0.0		0.0		0.0
Phase Call Probability	1.00	1.00	1.00	1.00		1.00		1.00
Max Out Probability	0.19	1.00	1.00	1.00		1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate *(v)*, veh/h	232	1612	508	333	1265	618	383	165	241	239	84	354
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1792	1863	1759	1792	1881	1835	1792	1881	1555	1792	1827	1594
Queue Service Time (g_s), s	13.3	39.7	39.8	20.0	44.6	44.6	29.3	10.4	16.2	16.9	5.3	27.0
Cycle Queue Clearance Time (g_c), s	13.3	39.7	39.8	20.0	44.6	44.6	29.3	10.4	16.2	16.9	5.3	27.0
Capacity *(c)*, veh/h	256	1620	510	312	1215	592	389	409	567	364	371	502
Volume-to-Capacity Ratio *(X)*	0.904	0.995	0.996	1.065	1.041	1.043	0.982	0.404	0.426	0.658	0.226	0.706
Available Capacity (c_a), veh/h	315	1620	510	312	1215	592	389	409	567	364	371	502
Back of Queue *(Q)*, veh/ln (50th percentile)	7.2	21.0	22.3	16.6	26.4	27.6	17.8	5.0	6.3	8.0	2.4	11.2
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	0.91	0.00	0.00	2.33	0.00	0.00	5.98	0.00	0.00	4.02	0.00	0.00
Uniform Delay (d_1), s/veh	38.8	48.9	48.9	45.2	46.7	46.7	53.7	46.3	33.2	50.6	45.9	41.7
Incremental Delay (d_2), s/veh	22.3	21.2	38.7	69.3	37.1	48.7	40.7	0.2	0.2	3.5	0.1	3.8
Initial Queue Delay (d_3), 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
Control Delay *(d)*, s/veh	61.2	70.1	87.6	114.6	83.8	95.4	94.4	46.6	33.4	54.0	46.1	45.5
Level of Service (LOS)	E	E	F	F	F	F	F	D	C	D	D	D
Approach Delay, s/veh / LOS	73.0	E		91.7	F		65.7	E		48.6	D	
Intersection Delay, s/veh / LOS	76.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.4	B	3.6	D	3.4	C
Bicycle LOS Score / LOS	1.5	A	1.7	A	1.8	A	1.6	A

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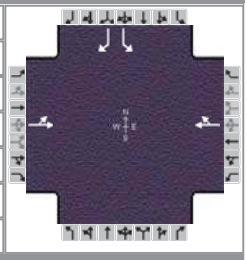
HCS 2010 Signalized Intersection Results Summary

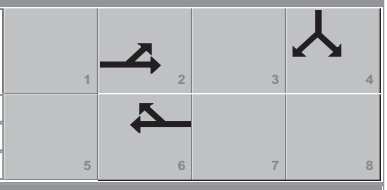
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	11/15/2012	Area Type	Other
Jurisdiction		Time Period		PHF	0.85
Intersection	University Drive & SW 109	Analysis Year	2012	Analysis Period	1> 7:00
File Name	University_Dr_and_SW_109_Ave_PM_peak_existing.xus				
Project Description	2012 PM Peak Hour (Existing)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	103	113			128	160				103		62

Signal Information			
Cycle, s	29.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.0	4.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6				4
Case Number		8.0		8.0				9.0
Phase Duration, s		20.0		20.0				9.0
Change Period, *(Y+Rc)*, s		5.0		5.0				5.0
Max Allow Headway *(MAH)*, s		3.5		3.5				3.4
Queue Clearance Time *(gs)*, s		5.7		5.4				3.8
Green Extension Time *(ge)*, s		1.4		1.4				0.4
Phase Call Probability		1.00		1.00				0.79
Max Out Probability		0.01		0.01				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate *(v)*, veh/h		254			339					121		73
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		1340			1727					1810		1610
Queue Service Time *(gs)*, s		0.3			3.4					1.8		1.2
Cycle Queue Clearance Time *(gc)*, s		3.7			3.4					1.8		1.2
Capacity *(c)*, veh/h		878			895					247		220
Volume-to-Capacity Ratio *(X)*		0.289			0.379					0.490		0.332
Available Capacity *(ca)*, veh/h		1116			1193					1875		1668
Back of Queue *(Q)*, veh/ln (50th percentile)		0.4			0.6					0.6		0.4
Overflow Queue *(Q3)*, veh/ln		0.0			0.0					0.0		0.0
Queue Storage Ratio *(RQ)* (50th percentile)		0.00			0.00					0.00		0.00
Uniform Delay *(d1)*, s/veh		3.9			4.2					11.6		11.3
Incremental Delay *(d2)*, s/veh		0.1			0.1					0.6		0.3
Initial Queue Delay *(d3)*, s/veh		0.0			0.0					0.0		0.0
Control Delay *(d)*, s/veh		4.0			4.3					12.1		11.6
Level of Service (LOS)		A			A					B		B
Approach Delay, s/veh / LOS	4.0	A		4.3	A		0.0			11.9	B	
Intersection Delay, s/veh / LOS	6.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.6	A	1.6	A	2.1	B	2.1	B
Bicycle LOS Score / LOS	0.9	A	1.0	A				F

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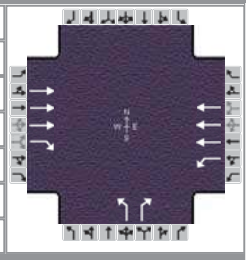
Appendix K

Capacity Analysis (HCS 2010 Signal) Scenario 1- 2013 (PM Peak Hour)

HCS 2010 Signalized Intersection Results Summary

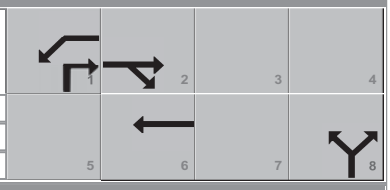
General Information				Intersection Information	
Agency	Miami Dade			Duration, h	0.25
Analyst	Mo	Analysis Date	11/7/2012	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.92
Intersection	SW 8 Street & SW 112 Ave	Analysis Year	2012	Analysis Period	1> 16:00
File Name	SW_8_ST_and_SW_112_Ave_PM_peak_existing&future_rev121112.xus				
Project Description	2013 PM Peak Hour (Existing+Future)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		2186	513	260	2773		417		344			

Signal Information			
Cycle, s	126.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	21.8	59.9	30.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	2.0	4.0		9.0		
Phase Duration, s		64.9	26.8	91.7		35.0		
Change Period, $(Y+R_c)$, s		5.0	5.0	5.0		5.0		
Max Allow Headway *(MAH)*, s		3.0	3.0	3.0		3.1		
Queue Clearance Time (g_s), s		59.8	21.6	59.1		32.0		
Green Extension Time (g_e), s		0.1	0.2	0.9		0.0		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		1.00	0.74	1.00		1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate *(v)*, veh/h		2376	558	283	3014		453		374			
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		1708	1584	1792	1708		1792		1594			
Queue Service Time (g_s), s		57.8	36.3	19.6	57.1		30.0		22.9			
Cycle Queue Clearance Time (g_c), s		57.8	36.3	19.6	57.1		30.0		22.9			
Capacity *(c)*, veh/h		2422	749	309	3507		424		652			
Volume-to-Capacity Ratio *(X)*		0.981	0.745	0.916	0.860		1.069		0.573			
Available Capacity (c_a), veh/h		2427	750	353	3507		424		652			
Back of Queue *(Q)*, veh/ln (50th percentile)		25.3	13.6	10.7	19.2		20.4		8.6			
Overflow Queue (Q_3), veh/ln		0.0	0.0	0.0	0.0		0.0		0.0			
Queue Storage Ratio *(RQ)* (50th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		32.9	27.2	51.5	15.3		48.4		28.9			
Incremental Delay (d_2), s/veh		14.0	3.6	24.4	2.3		63.1		0.8			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay *(d)*, s/veh		46.9	30.8	75.9	17.6		111.5		29.7			
Level of Service (LOS)		D	C	E	B		F		C			
Approach Delay, s/veh / LOS	43.8	D		22.6	C		74.5	E		0.0		
Intersection Delay, s/veh / LOS	37.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	0.7	A	3.3	C	3.3	C
Bicycle LOS Score / LOS	2.1	B	2.3	B		F		

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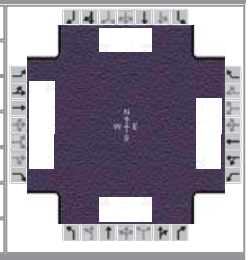
HCS 2010 Signalized Intersection Results Summary

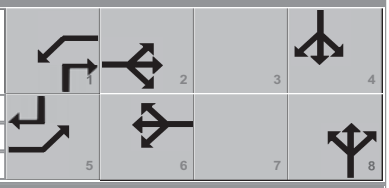
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	11/15/2012	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Intersection	SW 8 Street & SW 109 Ave	Analysis Year	2012	Analysis Period	1> 7:00
File Name	SW_8_ST_and_SW_109_Ave_PM_peak_existing&future_rev121012.xus				
Project Description	2013 PM Peak Hour (Existing+Future)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	228	1921	165	343	1765	83	376	163	238	235	87	349

Signal Information			
Cycle, s	138.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.7	3.3	40.0	28.0	30.0	0.0
Yellow	4.0	0.0	4.0	4.0	4.0	0.0
Red	1.0	0.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		9.0		9.0
Phase Duration, s	21.7	45.0	25.0	48.3		35.0		33.0
Change Period, *(Y+Rc)*, s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway *(MAH)*, s	3.0	2.9	3.0	2.9		3.4		3.3
Queue Clearance Time *(g_s)*, s	16.5	42.0	22.0	45.3		32.0		30.0
Green Extension Time *(g_e)*, s	0.2	0.0	0.0	0.0		0.0		0.0
Phase Call Probability	1.00	1.00	1.00	1.00		1.00		1.00
Max Out Probability	0.66	1.00	1.00	1.00		1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate *(v)*, veh/h	248	1724	543	373	1349	660	409	177	259	255	95	379
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1792	1863	1757	1792	1881	1834	1792	1881	1555	1792	1827	1594
Queue Service Time *(g_s)*, s	14.5	40.0	40.0	20.0	43.3	43.3	30.0	11.2	17.6	18.3	6.0	28.0
Cycle Queue Clearance Time *(g_c)*, s	14.5	40.0	40.0	20.0	43.3	43.3	30.0	11.2	17.6	18.3	6.0	28.0
Capacity *(c)*, veh/h	272	1620	509	312	1181	576	389	409	567	364	371	516
Volume-to-Capacity Ratio *(X)*	0.912	1.065	1.066	1.196	1.142	1.146	1.049	0.433	0.456	0.703	0.255	0.735
Available Capacity *(c_a)*, veh/h	315	1620	509	312	1181	576	389	409	567	364	371	516
Back of Queue *(Q)*, veh/ln (50th percentile)	8.1	24.3	25.3	20.6	31.8	32.6	20.1	5.4	6.9	8.8	2.8	12.1
Overflow Queue *(Q_3)*, veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	1.02	0.00	0.00	2.88	0.00	0.00	6.75	0.00	0.00	4.41	0.00	0.00
Uniform Delay *(d_1)*, s/veh	39.9	49.0	49.0	44.9	47.3	47.3	54.0	46.7	33.7	51.1	46.2	41.4
Incremental Delay *(d_2)*, s/veh	25.3	41.8	58.7	115.0	74.5	84.8	59.1	0.3	0.2	5.1	0.1	4.8
Initial Queue Delay *(d_3)*, 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
Control Delay *(d)*, s/veh	65.3	90.8	107.7	159.9	121.8	132.1	113.1	46.9	33.9	56.2	46.4	46.2
Level of Service (LOS)	E	F	F	F	F	F	F	D	C	E	D	D
Approach Delay, s/veh / LOS	91.9	F		130.6	F		75.0	E		49.7	D	
Intersection Delay, s/veh / LOS	99.2						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.4	B	3.6	D	3.4	C
Bicycle LOS Score / LOS	1.5	A	1.8	A	1.9	A	1.7	A

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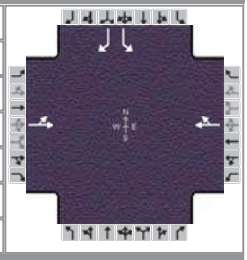
HCS 2010 Signalized Intersection Results Summary

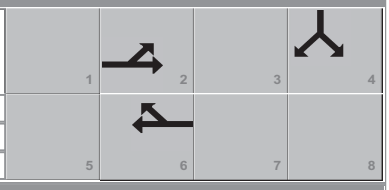
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	11/15/2012	Area Type	Other
Jurisdiction		Time Period		PHF	0.85
Intersection	University Drive & SW 109	Analysis Year	2012	Analysis Period	1> 7:00
File Name	University_Dr_and_SW_109_Ave_PM_peak_existing&future.xus				
Project Description	2013 PM Peak Hour (Existing+Future-Sc1)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	111	121			137	171				111		67

Signal Information			
Cycle, s	29.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.0	4.1	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6				4
Case Number		8.0		8.0				9.0
Phase Duration, s		20.0		20.0				9.1
Change Period, *(Y+Rc)*, s		5.0		5.0				5.0
Max Allow Headway *(MAH)*, s		3.5		3.5				3.4
Queue Clearance Time *(g_s)*, s		6.4		5.7				3.9
Green Extension Time *(g_e)*, s		1.5		1.5				0.4
Phase Call Probability		1.00		1.00				0.82
Max Out Probability		0.02		0.01				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate *(v)*, veh/h		273			362					131		79
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		1293			1727					1810		1610
Queue Service Time *(g_s)*, s		0.7			3.7					1.9		1.3
Cycle Queue Clearance Time *(g_c)*, s		4.4			3.7					1.9		1.3
Capacity *(c)*, veh/h		850			891					254		226
Volume-to-Capacity Ratio *(X)*		0.321			0.407					0.514		0.349
Available Capacity *(c_a)*, veh/h		1083			1188					1867		1661
Back of Queue *(Q)*, veh/ln (50th percentile)		0.5			0.7					0.7		0.4
Overflow Queue *(Q_3)*, veh/ln		0.0			0.0					0.0		0.0
Queue Storage Ratio *(RQ)* (50th percentile)		0.00			0.00					0.00		0.00
Uniform Delay *(d_1)*, s/veh		4.1			4.3					11.6		11.3
Incremental Delay *(d_2)*, s/veh		0.1			0.1					0.6		0.3
Initial Queue Delay *(d_3)*, s/veh		0.0			0.0					0.0		0.0
Control Delay *(d)*, s/veh		4.2			4.4					12.2		11.6
Level of Service (LOS)		A			A					B		B
Approach Delay, s/veh / LOS	4.2	A		4.4	A		0.0			12.0	B	
Intersection Delay, s/veh / LOS	6.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.6	A	1.6	A	2.1	B	2.1	B
Bicycle LOS Score / LOS	0.9	A	1.1	A				F

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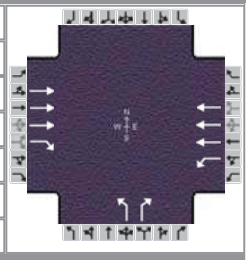
Appendix L

Capacity Analysis (HCS 2010 Signal) Scenario 2- 2013 (PM Peak Hour)

HCS 2010 Signalized Intersection Results Summary

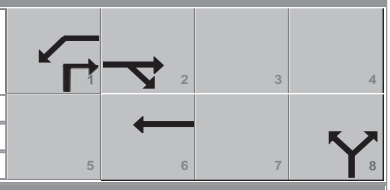
General Information				Intersection Information	
Agency	Miami Dade			Duration, h	0.25
Analyst	Mo	Analysis Date	11/7/2012	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.92
Intersection	SW 8 Street & SW 112 Ave	Analysis Year	2012	Analysis Period	1> 16:00
File Name	SW_8_ST_and_SW_112_Ave_PM_peak_existing&future_rev121112.xus				
Project Description	2013 PM Peak Hour (Existing+Future)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		2186	513	260	2773		417		344			

Signal Information			
Cycle, s	126.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	21.8	59.9	30.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	2.0	4.0		9.0		
Phase Duration, s		64.9	26.8	91.7		35.0		
Change Period, $(Y+R_c)$, s		5.0	5.0	5.0		5.0		
Max Allow Headway *(MAH)*, s		3.0	3.0	3.0		3.1		
Queue Clearance Time (g_s), s		59.8	21.6	59.1		32.0		
Green Extension Time (g_e), s		0.1	0.2	0.9		0.0		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		1.00	0.74	1.00		1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate *(v)*, veh/h		2376	558	283	3014		453		374			
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		1708	1584	1792	1708		1792		1594			
Queue Service Time (g_s), s		57.8	36.3	19.6	57.1		30.0		22.9			
Cycle Queue Clearance Time (g_c), s		57.8	36.3	19.6	57.1		30.0		22.9			
Capacity *(c)*, veh/h		2422	749	309	3507		424		652			
Volume-to-Capacity Ratio *(X)*		0.981	0.745	0.916	0.860		1.069		0.573			
Available Capacity (c_a), veh/h		2427	750	353	3507		424		652			
Back of Queue *(Q)*, veh/ln (50th percentile)		25.3	13.6	10.7	19.2		20.4		8.6			
Overflow Queue (Q_3), veh/ln		0.0	0.0	0.0	0.0		0.0		0.0			
Queue Storage Ratio *(RQ)* (50th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		32.9	27.2	51.5	15.3		48.4		28.9			
Incremental Delay (d_2), s/veh		14.0	3.6	24.4	2.3		63.1		0.8			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay *(d)*, s/veh		46.9	30.8	75.9	17.6		111.5		29.7			
Level of Service (LOS)		D	C	E	B		F		C			
Approach Delay, s/veh / LOS	43.8	D		22.6	C		74.5	E		0.0		
Intersection Delay, s/veh / LOS	37.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	0.7	A	3.3	C	3.3	C
Bicycle LOS Score / LOS	2.1	B	2.3	B		F		

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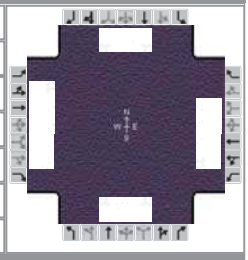
HCS 2010 Signalized Intersection Results Summary

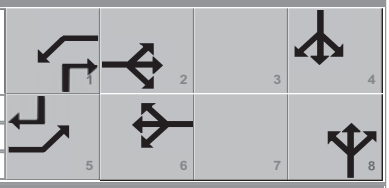
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	11/15/2012	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Intersection	SW 8 Street & SW 109 Ave	Analysis Year	2012	Analysis Period	1> 7:00
File Name	SW_8_ST_and_SW_109_Ave_PM_peak_existing&future_rev121012.xus				
Project Description	2013 PM Peak Hour (Existing+Future)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	228	1921	165	343	1765	83	376	163	238	235	87	349

Signal Information			
Cycle, s	138.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.7	3.3	40.0	28.0	30.0	0.0
Yellow	4.0	0.0	4.0	4.0	4.0	0.0
Red	1.0	0.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		9.0		9.0
Phase Duration, s	21.7	45.0	25.0	48.3		35.0		33.0
Change Period, $(Y+R_c)$, s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway *(MAH)*, s	3.0	2.9	3.0	2.9		3.4		3.3
Queue Clearance Time (g_s), s	16.5	42.0	22.0	45.3		32.0		30.0
Green Extension Time (g_e), s	0.2	0.0	0.0	0.0		0.0		0.0
Phase Call Probability	1.00	1.00	1.00	1.00		1.00		1.00
Max Out Probability	0.66	1.00	1.00	1.00		1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate *(v)*, veh/h	248	1724	543	373	1349	660	409	177	259	255	95	379
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1792	1863	1757	1792	1881	1834	1792	1881	1555	1792	1827	1594
Queue Service Time (g_s), s	14.5	40.0	40.0	20.0	43.3	43.3	30.0	11.2	17.6	18.3	6.0	28.0
Cycle Queue Clearance Time (g_c), s	14.5	40.0	40.0	20.0	43.3	43.3	30.0	11.2	17.6	18.3	6.0	28.0
Capacity *(c)*, veh/h	272	1620	509	312	1181	576	389	409	567	364	371	516
Volume-to-Capacity Ratio *(X)*	0.912	1.065	1.066	1.196	1.142	1.146	1.049	0.433	0.456	0.703	0.255	0.735
Available Capacity (c_a), veh/h	315	1620	509	312	1181	576	389	409	567	364	371	516
Back of Queue *(Q)*, veh/ln (50th percentile)	8.1	24.3	25.3	20.6	31.8	32.6	20.1	5.4	6.9	8.8	2.8	12.1
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	1.02	0.00	0.00	2.88	0.00	0.00	6.75	0.00	0.00	4.41	0.00	0.00
Uniform Delay (d_1), s/veh	39.9	49.0	49.0	44.9	47.3	47.3	54.0	46.7	33.7	51.1	46.2	41.4
Incremental Delay (d_2), s/veh	25.3	41.8	58.7	115.0	74.5	84.8	59.1	0.3	0.2	5.1	0.1	4.8
Initial Queue Delay (d_3), 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
Control Delay *(d)*, s/veh	65.3	90.8	107.7	159.9	121.8	132.1	113.1	46.9	33.9	56.2	46.4	46.2
Level of Service (LOS)	E	F	F	F	F	F	F	D	C	E	D	D
Approach Delay, s/veh / LOS	91.9	F		130.6	F		75.0	E		49.7	D	
Intersection Delay, s/veh / LOS	99.2						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.4	B	3.6	D	3.4	C
Bicycle LOS Score / LOS	1.5	A	1.8	A	1.9	A	1.7	A

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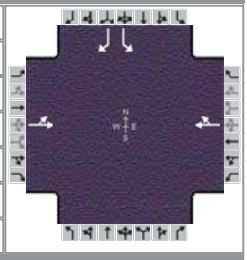
HCS 2010 Signalized Intersection Results Summary

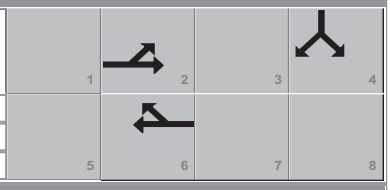
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	11/15/2012	Area Type	Other
Jurisdiction		Time Period		PHF	0.85
Intersection	University Drive & SW 109	Analysis Year	2012	Analysis Period	1> 7:00
File Name	University_Dr_and_SW_109_Ave_PM_peak_existing&future2.xus				
Project Description	2013 PM Peak Hour (Existing+Future-Sc2)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	111	121			137	171				111		74

Signal Information			
Cycle, s	29.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.0	4.1	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6				4
Case Number		8.0		8.0				9.0
Phase Duration, s		20.0		20.0				9.1
Change Period, *(Y+Rc)*, s		5.0		5.0				5.0
Max Allow Headway *(MAH)*, s		3.5		3.5				3.4
Queue Clearance Time *(g_s)*, s		6.5		5.8				3.9
Green Extension Time *(g_e)*, s		1.5		1.5				0.5
Phase Call Probability		1.00		1.00				0.83
Max Out Probability		0.02		0.01				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate *(v)*, veh/h		273			362					131		87
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		1292			1727					1810		1610
Queue Service Time *(g_s)*, s		0.7			3.8					1.9		1.4
Cycle Queue Clearance Time *(g_c)*, s		4.5			3.8					1.9		1.4
Capacity *(c)*, veh/h		847			889					257		229
Volume-to-Capacity Ratio *(X)*		0.322			0.408					0.507		0.380
Available Capacity *(c_a)*, veh/h		1080			1185					1863		1657
Back of Queue *(Q)*, veh/ln (50th percentile)		0.5			0.7					0.7		0.4
Overflow Queue *(Q_3)*, veh/ln		0.0			0.0					0.0		0.0
Queue Storage Ratio *(RQ)* (50th percentile)		0.00			0.00					0.00		0.00
Uniform Delay *(d_1)*, s/veh		4.2			4.3					11.6		11.3
Incremental Delay *(d_2)*, s/veh		0.1			0.1					0.6		0.4
Initial Queue Delay *(d_3)*, s/veh		0.0			0.0					0.0		0.0
Control Delay *(d)*, s/veh		4.2			4.5					12.1		11.7
Level of Service (LOS)		A			A					B		B
Approach Delay, s/veh / LOS	4.2	A		4.5	A		0.0			12.0	B	
Intersection Delay, s/veh / LOS	6.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.6	A	1.6	A	2.1	B	2.1	B
Bicycle LOS Score / LOS	0.9	A	1.1	A				F

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Appendix M

Capacity Analysis

(Existing “Two Way Stop Control” &

Proposed “All Way Stop Control”)

SW 112 Avenue/University Drive

2012 & 2013 (PM Peak Hour)

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*SHA*
Agency/Co.	*Miller Legg*
Date Performed	*11/15/2012*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*SW 112 Ave & University Dr*
Jurisdiction	
Analysis Year	*2012*

Project Description

East/West Street: *University Drive* | North/South Street: *SW 112 Avenue*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*9*	*94*	*18*	*23*	*62*	*128*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*9*	*94*	*18*	*23*	*62*	*128*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration	*LT*		*TR*	*LT*		*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*341*	*233*	*0*	*0*	*173*	*277*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*341*	*233*	*0*	*0*	*173*	*277*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LT*		*LTR*			*LTR*	
v (veh/h)	*9*	*23*		*450*			*574*	
C (m) (veh/h)	*1396*	*1486*		*771*			*405*	
v/c	*0.01*	*0.02*		*0.58*			*1.42*	
95% queue length	*0.02*	*0.05*		*3.84*			*28.64*	
Control Delay (s/veh)	*7.6*	*7.5*		*16.0*			*228.1*	
LOS	*A*	*A*		*C*			*F*	
Approach Delay (s/veh)	--	--	*16.0*			*228.1*		
Approach LOS	--	--	*C*			*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*SHA*	Intersection	*SW 112 Ave & University Dr*
Agency/Co.	*Miller Legg*	Jurisdiction	
Date Performed	*11/15/2012*	Analysis Year	*2013*
Analysis Time Period	*PM Peak Hour*		

Project Description *(Existing+Future)*

East/West Street: *University Drive* | North/South Street: *SW 112 Avenue*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	6	101	24	81	67	87
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	6	101	24	81	67	87
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration	LT		TR	LT		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	252	236	0	0	198	445
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	252	236	0	0	198	445
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	6	81		643			488	
C (m) (veh/h)	1439	1470		752			266	
v/c	0.00	0.06		0.86			1.83	
95% queue length	0.01	0.17		10.14			33.25	
Control Delay (s/veh)	7.5	7.6		31.1			421.8	
LOS	A	A		D			F	
Approach Delay (s/veh)	--	--	31.1			421.8		
Approach LOS	--	--	D			F		

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Mo
Agency/Co.	Miller Legg
Date Performed	11/27/2012
Analysis Time Period	PM Peak Hour

Site Information

Intersection	SW 112 Ave/University Dr.
Jurisdiction	Miami-Dade
Analysis Year	2012

Project ID *All Way Stop Control Analysis Ex.Traffic+ Ex.Geometry*

East/West Street: *University Dr.* North/South Street: *SW 112 Ave*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	341	233	0	0	173	277
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	9	94	18	23	62	87
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	1.00		1.00		1.00	1.00	1.00	1.00
Flow Rate (veh/h)	574		450		56	65	54	118
% Heavy Vehicles	0		0		0	0	0	0
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.6		0.0		0.2	0.0	0.4	0.0
Prop. Right-Turns	0.0		0.6		0.0	0.3	0.0	0.7
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.4		0.1	-0.2	0.2	-0.5

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.51		0.40		0.05	0.06	0.05	0.10
hd, final value (s)	5.81		5.58		7.95	7.67	7.94	7.18
x, final value	0.93		0.70		0.12	0.14	0.12	0.24
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	3.8		3.6		5.7	5.4	5.6	4.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	615		624		306	315	304	368
Delay (s/veh)	44.27		20.44		11.77	11.60	11.71	12.08
LOS	E		C		B	B	B	B
Approach: Delay (s/veh)	44.27		20.44		11.68		11.96	
LOS	E		C		B		B	
Intersection Delay (s/veh)	28.91							
Intersection LOS	D							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Mo
Agency/Co.	Miller Legg
Date Performed	11/27/2012
Analysis Time Period	PM Peak Hour

Site Information

Intersection	SW 112 Ave/University Dr.
Jurisdiction	Miami-Dade
Analysis Year	2013

Project ID *All Way Stop Control Analysis w/Future Traffic+ EBL+WBR*

East/West Street: *University Dr.* North/South Street: *SW 112 Ave*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	252	236	0	0	198	445
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	6	101	24	81	67	87
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	LT	R	LT	TR	LT	TR
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	252	236	198	445	56	75	114	121
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.0	0.0	0.1	0.0	0.7	0.0
Prop. Right-Turns	0.0	0.0	0.0	1.0	0.0	0.3	0.0	0.7
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	0.0	0.0	-0.7	0.1	-0.2	0.4	-0.5

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.22	0.21	0.18	0.40	0.05	0.07	0.10	0.11
hd, final value (s)	7.11	6.61	6.49	5.79	7.74	7.46	7.80	6.94
x, final value	0.50	0.43	0.36	0.72	0.12	0.16	0.25	0.23
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	4.8	4.3	4.2	3.5	5.4	5.2	5.5	4.6

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	495	486	448	613	306	325	364	371
Delay (s/veh)	16.64	14.26	12.75	21.71	11.49	11.52	13.04	11.75
LOS	C	B	B	C	B	B	B	B
Approach: Delay (s/veh)	15.49		18.95		11.51		12.38	
LOS	C		C		B		B	
Intersection Delay (s/veh)	16.14							
Intersection LOS	C							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Mo
Agency/Co.	Miller Legg
Date Performed	11/27/2012
Analysis Time Period	PM Peak Hour

Site Information

Intersection	SW 112 Ave/University Dr.
Jurisdiction	Miami-Dade
Analysis Year	2013

Project ID *All Way Stop Control Analysis w/Exist Geometry+ EBL+WBR*

East/West Street: *University Dr.* North/South Street: *SW 112 Ave*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	252	236	0	0	198	445
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	6	101	24	81	67	87
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	1.00		1.00		1.00	1.00	1.00	1.00
Flow Rate (veh/h)	488		643		56	75	114	121
% Heavy Vehicles	0		0		0	0	0	0
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.0		0.1	0.0	0.7	0.0
Prop. Right-Turns	0.0		0.7		0.0	0.3	0.0	0.7
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.4		0.1	-0.2	0.4	-0.5

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.43		0.57		0.05	0.07	0.10	0.11
hd, final value (s)	6.56		5.89		8.65	8.36	8.59	7.69
x, final value	0.89		1.05		0.13	0.17	0.27	0.26
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	4.6		3.9		6.3	6.1	6.3	5.4

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	546		643		306	325	364	371
Delay (s/veh)	41.58		74.78		12.69	12.81	14.46	13.05
LOS	E		F		B	B	B	B
Approach: Delay (s/veh)	41.58		74.78		12.76		13.73	
LOS	E		F		B		B	
Intersection Delay (s/veh)	48.95							
Intersection LOS	E							

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Appendix N

Capacity Analysis

(Proposed Single-Lane & Two-Lane Roundabout)

SW 112 Avenue/University Drive

2012 & 2013 (PM Peak Hour)

ROUNDABOUT REPORT

General Information		Site Information	
Analyst	*Mo*	Intersection	*SW 112 Ave & University Dr.*
Agency or Co.	*FIU Modesto Campus*	E/W Street Name	*University Dr*
Date Performed	*11/7/2012*	N/S Street Name	*SW 112 Ave*
Time Period	*PM Peak*	Analysis Year	*2012*
Peak Hour Factor	*0.92*	Project ID	*2012 PM peak TMC - 1 Lane Roundabout Scenario (exist traffic*

Project Description:

Volume Adjustment and Site Characteristics

	EB				WB				NB				SB			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
Number of Lanes (N)	*0*	*1*	*0*		*0*	*1*	*0*		*0*	*2*	*0*		*0*	*2*	*0*	
Lane Assignment			*LT*				*TR*		*LT*		*TR*		*LT*		*TR*	
Conflicting Lanes	*1*				1				1				1			
Volume (V), veh/h	*341*	*233*		*0*		*173*	*277*	*0*	*9*	*94*	*18*	*0*	*23*	*62*	*128*	*0*
Heavy Veh. Adj. (f_{HV}), %	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Pedestrians Crossing	*0*				0				0				0			

Critical and Follow-Up Headway Adjustment

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (sec)	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*
Follow-Up Headway (sec)	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*

Flow Computations

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Circulating Flow (V_c), pc/h	*95*			*497*			*669*			*204*		
Exiting Flow (V_{ex}), pc/h	*307*			*347*			*797*			*69*		
Entry Flow (V_e), pc/h		*643*			*504*		*64*	*72*		*95*	*143*	
Entry Volume veh/h		*624*			*489*		*62*	*70*		*92*	*139*	

Capacity and v/c Ratios

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Capacity (c_{PCE}), pc/h		*1027*			*687*		*579*	*579*		*922*	*922*	
Capacity (c), veh/h		*998*			*667*		*562*	*562*		*895*	*895*	
v/c Ratio (X)		*0.63*			*0.73*		*0.11*	*0.12*		*0.10*	*0.16*	

Delay and Level of Service

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		*12.6*			*22.4*		*7.8*	*7.9*		*5.0*	*5.5*	
Lane LOS		*B*			*C*		*A*	*A*		*A*	*A*	
Lane 95% Queue		*4.6*			*6.4*		*0.4*	*0.4*		*0.3*	*0.5*	
Approach Delay, s/veh	*12.56*			*22.44*			*7.85*			*5.32*		
Approach LOS, s/veh	*B*			*C*			*A*			*A*		
Intersection Delay, s/veh	*14.28*											
Intersection LOS	*B*											

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ROUNDABOUT REPORT

General Information		Site Information	
Analyst	*Mo*	Intersection	*SW 112 Ave & University Dr.*
Agency or Co.	*FIU Modesto Campus*	E/W Street Name	*University Dr*
Date Performed	*11/7/2012*	N/S Street Name	*SW 112 Ave*
Time Period	*PM Peak*	Analysis Year	*2013*
Peak Hour Factor	*0.92*	Project ID	*Existing+Future: 2013 PM Peak: 1 Lane Roundabout*

Project Description:

Volume Adjustment and Site Characteristics

	EB				WB				NB				SB			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
Number of Lanes (N)	*0*	*1*	*0*		*0*	*1*	*0*		*0*	*2*	*0*		*0*	*2*	*0*	
Lane Assignment			*LT*				*TR*		*LT*		*TR*		*LT*		*TR*	
Conflicting Lanes	*1*				1				1				1			
Volume (V), veh/h	*252*	*236*		*0*		*198*	*445*	*0*	*6*	*101*	*24*	*0*	*81*	*67*	*87*	*0*
Heavy Veh. Adj. (f_{HV}), %	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Pedestrians Crossing	*0*				0				0				0			

Critical and Follow-Up Headway Adjustment

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (sec)	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*
Follow-Up Headway (sec)	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*

Flow Computations

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Circulating Flow (V_c), pc/h	*166*			*402*			*637*			*229*		
Exiting Flow (V_{ex}), pc/h	*382*			*326*			*893*			*75*		
Entry Flow (V_e), pc/h		*546*			*720*		*69*	*78*		*124*	*139*	
Entry Volume veh/h		*530*			*699*		*67*	*76*		*120*	*135*	

Capacity and v/c Ratios

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Capacity (c_{PCE}), pc/h		*957*			*756*		*598*	*598*		*899*	*899*	
Capacity (c), veh/h		*930*			*734*		*580*	*580*		*873*	*873*	
v/c Ratio (X)		*0.57*			*0.95*		*0.12*	*0.13*		*0.14*	*0.15*	

Delay and Level of Service

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		*11.7*			*46.0*		*7.6*	*7.8*		*5.5*	*5.6*	
Lane LOS		*B*			*E*		*A*	*A*		*A*	*A*	
Lane 95% Queue		*3.7*			*14.2*		*0.4*	*0.4*		*0.5*	*0.5*	
Approach Delay, s/veh	*11.72*			*46.03*			*7.70*			*5.57*		
Approach LOS, s/veh	*B*			*E*			*A*			*A*		
Intersection Delay, s/veh	*25.14*											
Intersection LOS	*D*											

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ROUNDABOUT REPORT

General Information		Site Information	
Analyst	*Mo*	Intersection	*SW 112 Ave and University Dr.*
Agency or Co.	*FIU Modesto Campus*	E/W Street Name	*University Drive*
Date Performed	*11/7/2012*	N/S Street Name	*SW 112 Ave*
Time Period	*PM Peak*	Analysis Year	*2012*
Peak Hour Factor	*0.92*	Project ID	*2012 PM Peak TMC's: 2 lane Roundabout w dedicated EBL & WBR*

Project Description:

Volume Adjustment and Site Characteristics

	EB				WB				NB				SB			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
Number of Lanes (N)	*1*	*1*	*0*		*0*	*1*	*1*		*0*	*2*	*0*		*0*	*2*	*0*	
Lane Assignment	*L*		*T*		*T*		*R*		*LT*		*TR*		*LT*		*TR*	
Conflicting Lanes	*1*				1				1				1			
Volume (V), veh/h	*341*	*233*		*0*		*173*	*277*	*0*	*9*	*94*	*18*	*0*	*23*	*62*	*128*	*0*
Heavy Veh. Adj. (f_{HV}), %	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Pedestrians Crossing	*0*				0				0				0			

Critical and Follow-Up Headway Adjustment

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (sec)	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*
Follow-Up Headway (sec)	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*

Flow Computations

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Circulating Flow (V_c), pc/h	*95*			*497*			*669*			*204*		
Exiting Flow (V_{ex}), pc/h	*307*			*347*			*797*			*69*		
Entry Flow (V_e), pc/h	*382*	*261*		*194*	*310*		*64*	*72*		*95*	*143*	
Entry Volume veh/h	*371*	*253*		*188*	*301*		*62*	*70*		*92*	*139*	

Capacity and v/c Ratios

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Capacity (c_{PCE}), pc/h	*1027*	*1027*		*687*	*687*		*579*	*579*		*922*	*922*	
Capacity (c), veh/h	*998*	*998*		*667*	*667*		*562*	*562*		*895*	*895*	
v/c Ratio (X)	*0.37*	*0.25*		*0.28*	*0.45*		*0.11*	*0.12*		*0.10*	*0.16*	

Delay and Level of Service

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	*7.6*	*6.1*		*8.9*	*12.0*		*7.8*	*7.9*		*5.0*	*5.5*	
Lane LOS	*A*	*A*		*A*	*B*		*A*	*A*		*A*	*A*	
Lane 95% Queue	*1.7*	*1.0*		*1.2*	*2.3*		*0.4*	*0.4*		*0.3*	*0.5*	
Approach Delay, s/veh	*6.98*			*10.82*			*7.85*			*5.32*		
Approach LOS, s/veh	*A*			*B*			*A*			*A*		
Intersection Delay, s/veh	*8.07*											
Intersection LOS	*A*											

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ROUNDABOUT REPORT

General Information		Site Information	
Analyst	*Mo*	Intersection	*SW 112 Ave/University Dr*
Agency or Co.	*FIU Modesto Campus*	E/W Street Name	*University Dr*
Date Performed	*11/7/2012*	N/S Street Name	*SW 112 Ave*
Time Period	*PM Peak*	Analysis Year	*2013*
Peak Hour Factor	*0.92*	Project ID	*Existing+Future PM peak TMC's -2-Lane R.A.*

Project Description:

Volume Adjustment and Site Characteristics

	EB				WB				NB				SB			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
Number of Lanes (N)	*1*	*1*	*0*		*0*	*1*	*1*		*0*	*2*	*0*		*0*	*2*	*0*	
Lane Assignment	*L*		*T*		*T*		*R*		*LT*		*TR*		*LT*		*TR*	
Conflicting Lanes	*1*				1				1				1			
Volume (V), veh/h	*252*	*236*		*0*		*198*	*445*	*0*	*6*	*101*	*24*	*0*	*81*	*67*	*87*	*0*
Heavy Veh. Adj. (f_{HV}), %	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Pedestrians Crossing	*0*				0				0				0			

Critical and Follow-Up Headway Adjustment

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (sec)	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*
Follow-Up Headway (sec)	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*

Flow Computations

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Circulating Flow (V_c), pc/h	*166*			*402*			*637*			*229*		
Exiting Flow (V_{ex}), pc/h	*382*			*326*			*893*			*75*		
Entry Flow (V_e), pc/h	*282*	*264*		*222*	*498*		*69*	*78*		*124*	*139*	
Entry Volume veh/h	*274*	*256*		*216*	*483*		*67*	*76*		*120*	*135*	

Capacity and v/c Ratios

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Capacity (c_{PCE}), pc/h	*957*	*957*		*756*	*756*		*598*	*598*		*899*	*899*	
Capacity (c), veh/h	*930*	*930*		*734*	*734*		*580*	*580*		*873*	*873*	
v/c Ratio (X)	*0.29*	*0.28*		*0.29*	*0.66*		*0.12*	*0.13*		*0.14*	*0.15*	

Delay and Level of Service

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	*6.9*	*6.7*		*8.4*	*17.1*		*7.6*	*7.8*		*5.5*	*5.6*	
Lane LOS	*A*	*A*		*A*	*C*		*A*	*A*		*A*	*A*	
Lane 95% Queue	*1.2*	*1.1*		*1.2*	*5.0*		*0.4*	*0.4*		*0.5*	*0.5*	
Approach Delay, s/veh	*6.84*			*14.44*			*7.70*			*5.57*		
Approach LOS, s/veh	*A*			*B*			*A*			*A*		
Intersection Delay, s/veh	*9.98*											
Intersection LOS	*A*											

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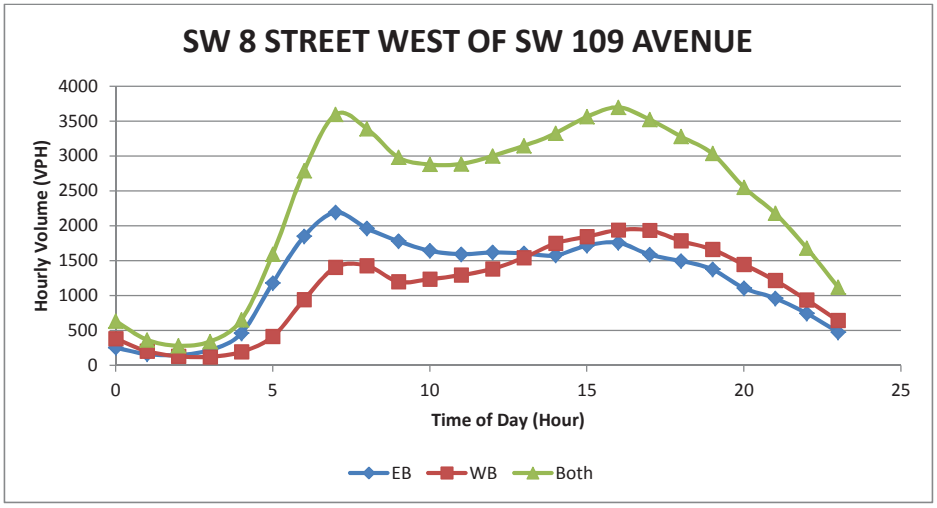
Appendix D – AADT Estimation (Hourly Volume vs. Time of Day Profile)

Location: **SW 8 STREET WEST OF SW 109 AVENUE**

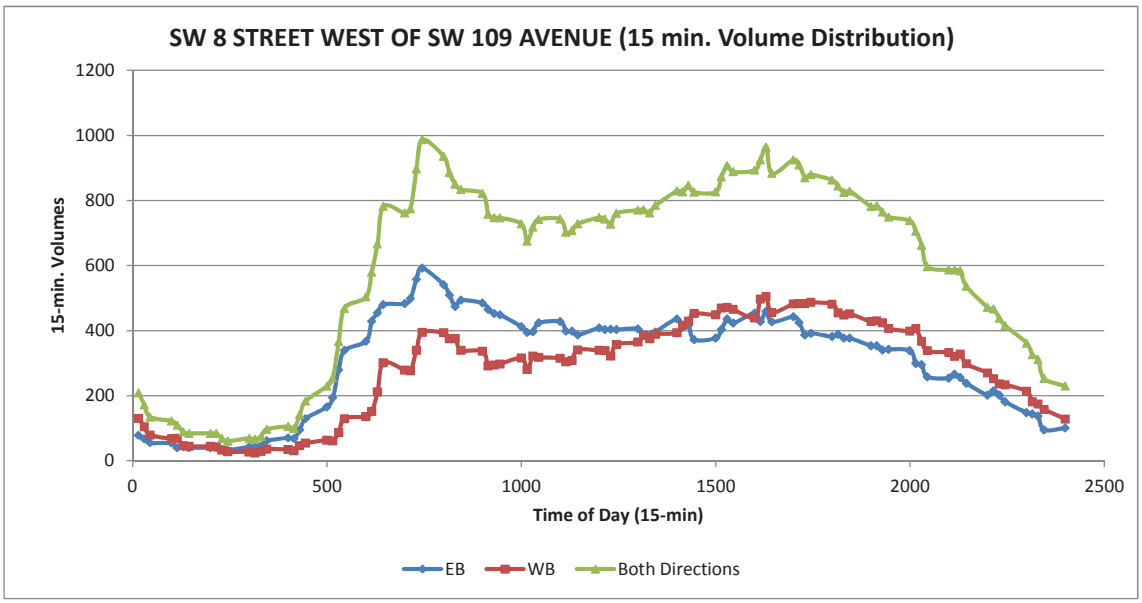
Type of Count: 72-Hr. Classification
SF: 0.98
Axle Factor: 0.99
Date: From 3/18/2014 To 3/20/2014

	Average of 72-Hr. Adjusted Counts					
Hour	**EB**	**WB**	**Both**	**Hourly Volume to Daily Ratio**	**Directional Factor (EB)**	**Directional Factor (WB)**
0	254	382	636	1.13%	40%	60%
1	162	204	366	0.65%	44%	56%
2	151	131	282	0.50%	54%	46%
3	220	123	342	0.61%	64%	36%
4	459	194	653	1.16%	70%	30%
5	1181	413	1594	2.82%	74%	26%
6	1847	942	2789	4.94%	66%	34%
7	2190	1404	3594	6.36%	61%	39%
8	1962	1428	3390	6.00%	58%	42%
9	1780	1199	2979	5.27%	60%	40%
10	1642	1236	2879	5.10%	57%	43%
11	1593	1293	2885	5.11%	55%	45%
12	1618	1383	3000	5.31%	54%	46%
13	1604	1543	3147	5.57%	51%	49%
14	1576	1748	3324	5.89%	47%	53%
15	1717	1844	3561	6.30%	48%	52%
16	1758	1939	3697	6.55%	48%	52%
17	1586	1936	3521	6.23%	45%	55%
18	1496	1782	3278	5.80%	46%	54%
19	1375	1659	3034	5.37%	45%	55%
20	1106	1445	2551	4.52%	43%	57%
21	962	1216	2177	3.85%	44%	56%
22	745	936	1681	2.98%	44%	56%
23	476	642	1118	1.98%	43%	57%
AADT	**29,458**	**27,022**	**56,480**			

	EB	**WB**			
AM Peak Volume:	2,202	1,539	vph	T Daily EB	11%
Time:	7:30-8:30	7:45-8:45 AM		T Daily WB	17%
PM Peak Volume:	1,769	1,939	vph	T Daily (Both Directions)	14%
Time:	4:00-5:00 PM	4:15-5:15 PM			
	AM	**PM**			
Both Directions Peak Volume:	3,704	3,697	vph		
Time:	7:30-8:30 AM	4:15-5:15 PM			



Location: **SW 8 STREET WEST OF SW 109 AVENUE**

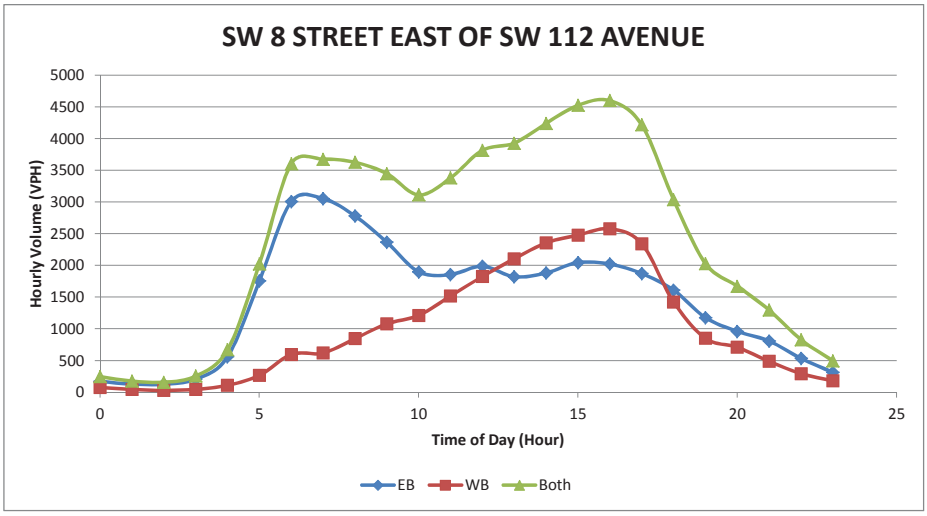


Location: **SW 8 STREET WEST OF SW 112 AVENUE**

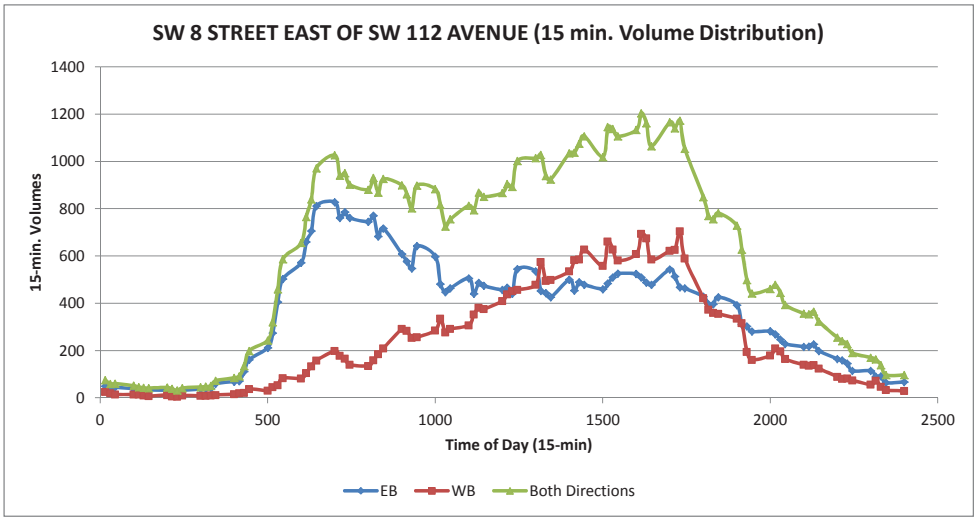
Type of Count: 72-Hr.
SF: 0.98
Axle Factor: 0.99
Date: From 3/18/2014 To 3/20/2014

	Average of 72-Hr. Adjusted Counts					
Hour	**EB**	**WB**	**Both**	**Hourly Volume to Daily Ratio**	**Directional Factor (EB)**	**Directional Factor (WB)**
0	172	75	247	0.42%	70%	30%
1	131	46	177	0.30%	74%	26%
2	128	32	160	0.27%	80%	20%
3	210	48	257	0.44%	81%	19%
4	559	112	671	1.14%	83%	17%
5	1756	267	2024	3.42%	87%	13%
6	3009	598	3607	6.10%	83%	17%
7	3056	621	3677	6.22%	83%	17%
8	2781	847	3628	6.14%	77%	23%
9	2368	1081	3449	5.84%	69%	31%
10	1900	1213	3113	5.27%	61%	39%
11	1860	1521	3381	5.72%	55%	45%
12	1989	1828	3817	6.46%	52%	48%
13	1823	2106	3929	6.65%	46%	54%
14	1884	2357	4242	7.18%	44%	56%
15	2046	2480	4527	7.66%	45%	55%
16	2023	2578	4601	7.79%	44%	56%
17	1874	2345	4218	7.14%	44%	56%
18	1612	1425	3037	5.14%	53%	47%
19	1179	852	2032	3.44%	58%	42%
20	962	711	1674	2.83%	57%	43%
21	809	490	1299	2.20%	62%	38%
22	535	296	831	1.41%	64%	36%
23	315	183	498	0.84%	63%	37%
AADT	**34,982**	**24,112**	**59,094**			

	EB	**WB**	
AM Peak Volume:	3,190	1,677	vph
Time:	6:45-7:45 AM	11:45-12:45 AM	
PM Peak Volume:	2,072	2,578	vph
Time:	3:30-4:30 PM	4:15-5:15 PM	
	AM	**PM**	
Both Directions Peak Volume:	3,892	4,610	vph
Time:	6:45-7:45 AM	3:45-4:45 PM	



Location: **SW 8 STREET WEST OF SW 112 AVENUE**

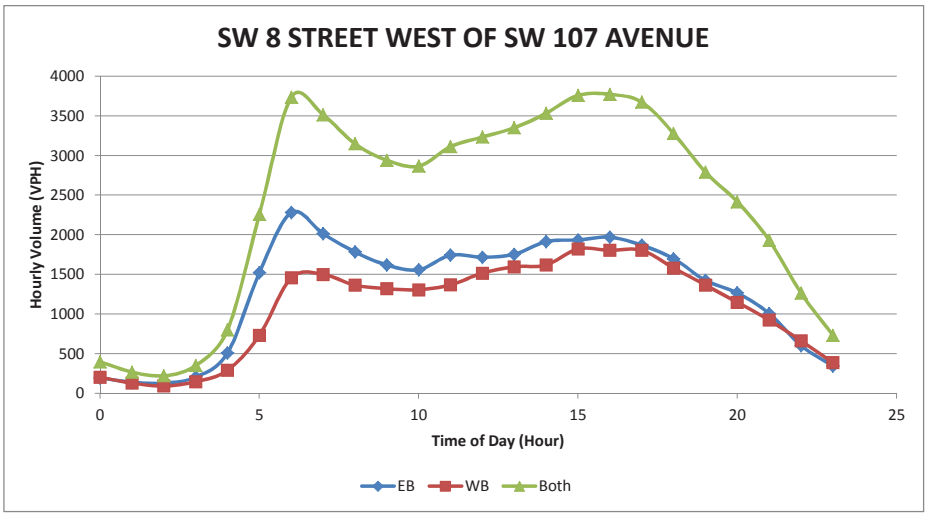


Location: **SW 8 STREET WEST OF SW 107 AVENUE**

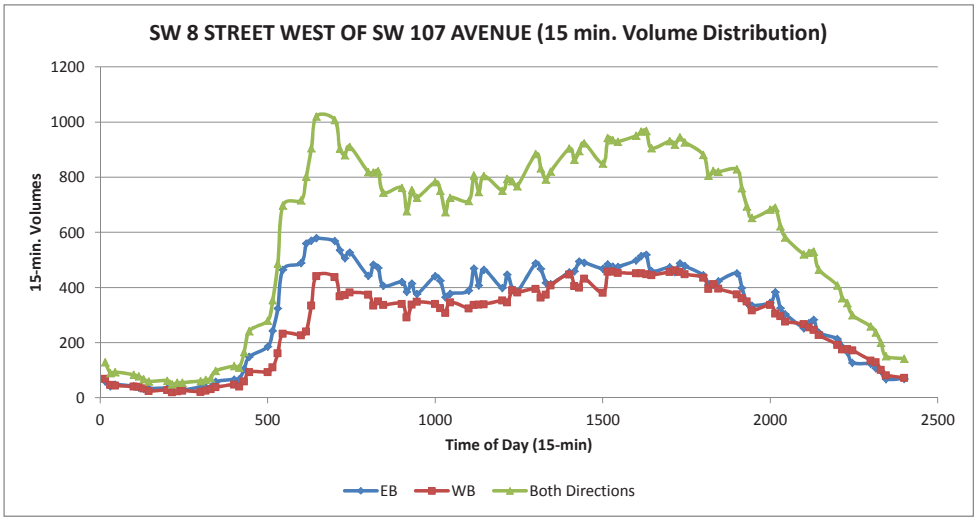
Type of Count: 72-Hr.
SF: 0.98
Axle Factor: 0.99
Date: From 3/18/2014 To 3/20/2014

	Average of 72-Hr. Adjusted Counts					
Hour	**EB**	**WB**	**Both**	**Hourly Volume to Daily Ratio**	**Directional Factor (EB)**	**Directional Factor (WB)**
0	195	203	398	0.69%	49%	51%
1	140	129	269	0.47%	52%	48%
2	129	93	223	0.39%	58%	42%
3	205	147	352	0.61%	58%	42%
4	510	290	800	1.40%	64%	36%
5	1523	733	2256	3.93%	67%	33%
6	2280	1457	3737	6.51%	61%	39%
7	2014	1500	3514	6.13%	57%	43%
8	1784	1365	3149	5.49%	57%	43%
9	1620	1321	2941	5.13%	55%	45%
10	1560	1307	2867	5.00%	54%	46%
11	1743	1369	3112	5.43%	56%	44%
12	1718	1516	3234	5.64%	53%	47%
13	1755	1596	3351	5.84%	52%	48%
14	1915	1620	3534	6.16%	54%	46%
15	1936	1823	3759	6.55%	51%	49%
16	1970	1804	3773	6.58%	52%	48%
17	1869	1805	3674	6.40%	51%	49%
18	1698	1581	3280	5.72%	52%	48%
19	1425	1367	2792	4.87%	51%	49%
20	1267	1149	2416	4.21%	52%	48%
21	1008	925	1932	3.37%	52%	48%
22	603	663	1266	2.21%	48%	52%
23	345	388	733	1.28%	47%	53%
AADT	**31,212**	**26,152**	**57,365**			

	EB	**WB**	
AM Peak Volume:	2,280	1,622	vph
Time:	6:15-7:15 AM	6:45-7:45 AM	
PM Peak Volume:	2,009	1,826	vph
Time:	3:45-4:45 PM	5:00-6:00 PM	
	AM	**PM**	
Both Directions Peak Volume:	3,839	3,816	vph
Time:	6:30-7:30 AM	3:45-4:45 PM	



Location: **SW 8 STREET WEST OF SW 107 AVENUE**

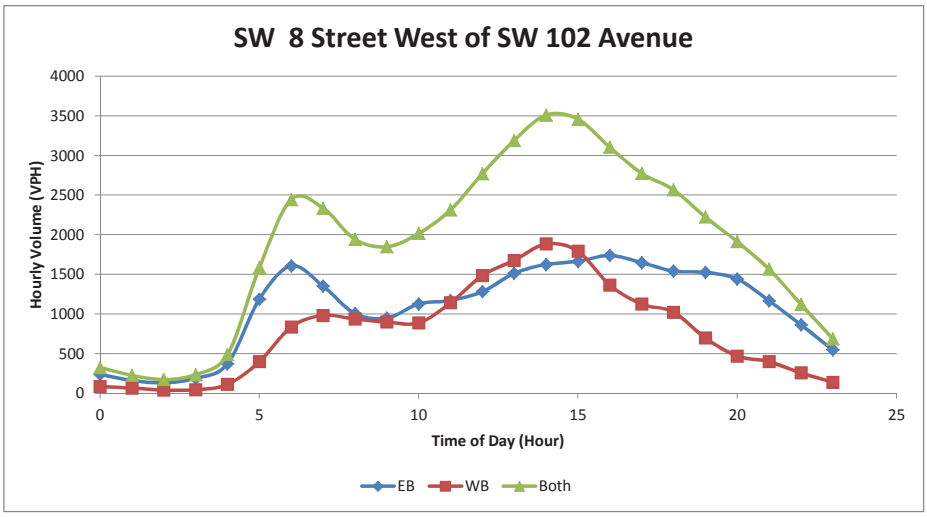


Location: **SW 8 Street West of SW 102 Avenue**

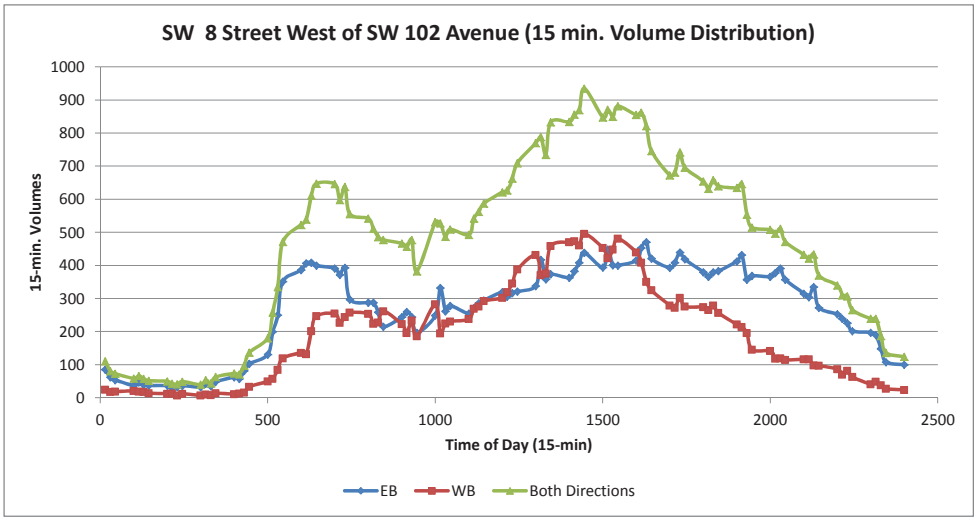
Type of Count: 72-Hr.
SF: 0.98
Axle Factor: 0.99
Date: From 3/18/2014 To 3/20/2014

	Average of 72-Hr. Adjusted Counts					
Hour	EB	WB	Both	Hourly Volume to Daily Ratio	Directional Factor (EB)	Directional Factor (WB)
0	241	84	325	0.72%	74%	26%
1	162	66	228	0.51%	71%	29%
2	133	42	175	0.39%	76%	24%
3	190	46	236	0.53%	81%	19%
4	374	114	488	1.09%	77%	23%
5	1189	400	1589	3.54%	75%	25%
6	1609	837	2445	5.45%	66%	34%
7	1352	983	2335	5.21%	58%	42%
8	1006	937	1943	4.33%	52%	48%
9	950	899	1850	4.13%	51%	49%
10	1128	890	2018	4.50%	56%	44%
11	1173	1142	2315	5.16%	51%	49%
12	1284	1487	2771	6.18%	46%	54%
13	1514	1678	3192	7.12%	47%	53%
14	1625	1885	3511	7.83%	46%	54%
15	1666	1792	3458	7.71%	48%	52%
16	1739	1364	3104	6.92%	56%	44%
17	1649	1126	2775	6.19%	59%	41%
18	1543	1024	2567	5.72%	60%	40%
19	1526	698	2224	4.96%	69%	31%
20	1443	471	1914	4.27%	75%	25%
21	1166	400	1566	3.49%	74%	26%
22	866	258	1123	2.51%	77%	23%
23	548	140	688	1.53%	80%	20%
AADT	**26,076**	**18,762**	**44,838**			

	EB	WB	
AM Peak Volume:	1,609	1,261	vph
Time:	6:15-7:15 AM	11:45-12:45 AM	
PM Peak Volume:	1,761	1,903	vph
Time:	4:00-5:00 PM	2:00-3:00 PM	
	AM	**PM**	
Both Directions Peak Volume:	2,532	3,525	vph
Time:	6:45-7:45 AM	2:30-3:30 PM	



Location: **SW 8 Street West of SW 102 Avenue**



Appendix E – 2014 Processed TMC

VEHICLES

Intersection of SW 8 St **and** SW 112 Ave

Date: 3/18/2014 Tuesday

AM Peak	SW 112 Ave		SOUTHBOUND		SW 112 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
6:00 AM	0	0	0	0	1	0	6	0	10	100	0	0	0	289	7	0	413	413
6:15 AM	0	0	0	0	1	0	2	0	15	146	0	0	0	382	7	0	553	553
6:30 AM	0	0	0	0	5	0	5	0	28	174	0	0	0	533	32	0	777	777
6:45 AM	0	0	0	0	5	0	3	0	17	218	0	0	0	557	39	0	839	839
Total	0	0	0	0	12	0	16	0	70	638	0	0	0	1761	85	0	2582	2582
7:00 AM	0	0	0	0	2	0	4	1	21	267	0	0	0	483	78	0	855	856
7:15 AM	0	0	0	0	12	0	12	1	18	309	0	0	0	564	83	0	998	999
7:30 AM	0	0	0	0	10	0	9	1	36	417	0	0	0	626	115	0	1213	1214
7:45 AM	0	0	0	0	9	0	18	0	50	445	0	0	0	562	156	0	1240	1240
Total	0	0	0	0	33	0	43	3	125	1438	0	0	0	2235	432	0	4306	4309
8:00 AM	0	0	0	0	20	0	22	0	36	401	0	0	0	570	139	0	1188	1188
8:15 AM	0	0	0	0	15	0	21	1	27	306	0	0	0	595	125	0	1089	1090
8:30 AM	0	0	0	0	16	0	14	1	35	287	0	0	0	586	150	0	1088	1089
8:45 AM	0	0	0	0	23	0	17	1	52	297	0	0	0	541	164	0	1094	1095
Total	0	0	0	0	74	0	74	3	150	1291	0	0	0	2292	578	0	4459	4462

Hourly Volume Calculations

Time	SW 112 Ave			SOUTHBOUND		SW 112 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
6:00 to 7:00	0	0	0	0	0	12	0	16	0	28	70	638	0	0	708	0	1761	85	0	1846	2582	4730
6:15 to 7:15	0	0	0	0	0	13	0	14	1	27	81	805	0	0	886	0	1955	156	0	2111	3024	
6:30 to 7:30	0	0	0	0	0	24	0	24	2	48	84	968	0	0	1052	0	2137	232	0	2369	3469	
6:45 to 7:45	0	0	0	0	0	29	0	28	3	57	92	1211	0	0	1303	0	2230	315	0	2545	3905	
7:00 to 8:00	0	0	0	0	0	33	0	43	3	76	125	1438	0	0	1563	0	2235	432	0	2667	4306	
7:15 to 8:15	0	0	0	0	0	51	0	61	2	112	140	1572	0	0	1712	0	2322	493	0	2815	4639	
7:30 to 8:30	0	0	0	0	0	54	0	70	2	124	149	1569	0	0	1718	0	2353	535	0	2888	4730	
7:45 to 8:45	0	0	0	0	0	60	0	75	2	135	148	1439	0	0	1587	0	2313	570	0	2883	4605	
8:00 to 9:00	0	0	0	0	0	74	0	74	3	148	150	1291	0	0	1441	0	2292	578	0	2870	4459	

PM Peak	SW 112 Ave		SOUTHBOUND		SW 112 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
3:00 PM	0	0	0	0	87	0	96	5	18	551	0	0	0	398	77	0	1227	1232
3:15 PM	0	0	0	0	147	0	125	0	32	540	0	0	0	498	54	0	1396	1396
3:30 PM	0	0	0	0	103	0	72	1	17	650	0	0	0	502	47	0	1391	1392
3:45 PM	0	0	0	0	81	0	51	0	12	707	0	0	0	476	73	0	1400	1400
Total	0	0	0	0	418	0	344	6	79	2448	0	0	0	1874	251	0	5414	5420
4:00 PM	0	0	0	0	118	0	49	0	23	639	0	0	0	456	74	0	1359	1359
4:15 PM	0	0	0	0	112	0	63	1	32	655	0	0	0	471	125	0	1458	1459
4:30 PM	0	0	0	0	160	0	79	0	58	554	0	0	0	458	174	0	1483	1483
4:45 PM	0	0	0	0	161	0	108	1	61	679	0	0	0	465	151	0	1625	1626
Total	0	0	0	0	551	0	299	2	174	2527	0	0	0	1850	524	0	5925	5927
5:00 PM	0	0	0	0	153	0	88	3	36	663	0	0	0	457	82	0	1479	1482
5:15 PM	0	0	0	0	77	0	56	0	39	612	0	0	0	481	56	0	1321	1321
5:30 PM	0	0	0	0	77	0	43	1	35	695	0	0	0	473	68	0	1391	1392
5:45 PM	0	0	0	0	84	0	55	1	50	659	0	0	0	453	64	0	1365	1366
Total	0	0	0	0	391	0	242	5	160	2629	0	0	0	1864	270	0	5556	5561

Hourly Volume Calculations

Time	SW 112 Ave			SOUTHBOUND		SW 112 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
3:00 to 4:00	0	0	0	0	0	418	0	344	6	762	79	2448	0	0	2527	0	1874	251	0	2125	5414	6045
3:15 to 4:15	0	0	0	0	0	449	0	297	1	746	84	2536	0	0	2620	0	1932	248	0	2180	5546	
3:30 to 4:30	0	0	0	0	0	414	0	235	2	649	84	2651	0	0	2735	0	1905	319	0	2224	5608	
3:45 to 4:45	0	0	0	0	0	471	0	242	1	713	125	2555	0	0	2680	0	1861	446	0	2307	5700	
4:00 to 5:00	0	0	0	0	0	551	0	299	2	850	174	2527	0	0	2701	0	1850	524	0	2374	5925	
4:15 to 5:15	0	0	0	0	0	586	0	338	5	924	187	2551	0	0	2738	0	1851	532	0	2383	6045	
4:30 to 5:30	0	0	0	0	0	551	0	331	4	882	194	2508	0	0	2702	0	1861	463	0	2324	5908	
4:45 to 5:45	0	0	0	0	0	468	0	295	5	763	171	2649	0	0	2820	0	1876	357	0	2233	5816	
5:00 to 6:00	0	0	0	0	0	391	0	242	5	633	160	2629	0	0	2789	0	1864	270	0	2134	5556	

TRUCKS

Intersection of SW 8 St **and** SW 112 Ave

Date: 3/18/2014 Tuesday

AM Peak	SW 112 Ave		SOUTHBOUND		SW 112 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
6:00 AM	0	0	0	0	0	0	0	0	1	6	0	0	0	5	0	0	12
6:15 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	11	0	0	18
6:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
6:45 AM	0	0	0	0	0	0	0	0	1	9	0	0	0	5	0	0	15
Total	0	0	0	0	0	0	0	0	2	26	0	0	0	22	0	0	50
7:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	0	12
7:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	6	1	0	12
7:30 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	9	2	0	17
7:45 AM	0	0	0	0	1	0	0	0	0	8	0	0	0	4	1	0	14
Total	0	0	0	0	1	0	0	0	0	23	0	0	0	27	4	0	55
8:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	6	1	0	14
8:15 AM	0	0	0	0	1	0	0	0	2	7	0	0	0	5	1	0	16
8:30 AM	0	0	0	0	0	0	0	0	1	11	0	0	0	14	0	0	26
8:45 AM	0	0	0	0	0	0	1	0	0	11	0	0	0	10	0	0	22
Total	0	0	0	0	1	0	1	0	3	36	0	0	0	35	2	0	78

Hourly Volume Calculations

Time	SW 112 Ave		SOUTHBOUND			SW 112 Ave		NORTHBOUND			SW 8 St		WESTBOUND			SW 8 St		EASTBOUND			Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
6:00 to 7:00	0	0	0	0	0	0	0	0	0	0	2	26	0	0	28	0	22	0	0	22	50	78
6:15 to 7:15	0	0	0	0	0	0	0	0	0	0	1	24	0	0	25	0	25	0	0	25	50	
6:30 to 7:30	0	0	0	0	0	0	0	0	0	0	1	22	0	0	23	0	20	1	0	21	44	
6:45 to 7:45	0	0	0	0	0	0	0	0	0	0	1	24	0	0	25	0	28	3	0	31	56	
7:00 to 8:00	0	0	0	0	0	1	0	0	0	1	0	23	0	0	23	0	27	4	0	31	55	
7:15 to 8:15	0	0	0	0	0	1	0	0	0	1	0	26	0	0	26	0	25	5	0	30	57	
7:30 to 8:30	0	0	0	0	0	2	0	0	0	2	2	28	0	0	30	0	24	5	0	29	61	
7:45 to 8:45	0	0	0	0	0	2	0	0	0	2	3	33	0	0	36	0	29	3	0	32	70	
8:00 to 9:00	0	0	0	0	0	1	0	1	0	2	3	36	0	0	39	0	35	2	0	37	78	

PM Peak	SW 112 Ave		SOUTHBOUND		SW 112 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
3:00 PM	0	0	0	0	1	0	0	0	0	13	0	0	0	4	0	0	18
3:15 PM	0	0	0	0	0	0	2	0	0	5	0	0	0	7	2	0	16
3:30 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	7	2	0	16
3:45 PM	0	0	0	0	3	0	0	0	0	8	0	0	0	8	1	0	20
Total	0	0	0	0	4	0	2	0	0	33	0	0	0	26	5	0	70
4:00 PM	0	0	0	0	1	0	0	0	0	4	0	0	0	4	0	0	9
4:15 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
4:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	6	1	0	12
4:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	12
Total	0	0	0	0	1	0	0	0	0	20	0	0	0	18	1	0	40
5:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7
5:15 PM	0	0	0	0	1	0	0	0	0	4	0	0	0	3	0	0	8
5:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
5:45 PM	0	0	0	0	0	0	1	0	0	6	0	0	0	9	0	0	16
Total	0	0	0	0	1	0	1	0	0	17	0	0	0	18	0	0	37

Hourly Volume Calculations

Time	SW 112 Ave		SOUTHBOUND			SW 112 Ave		NORTHBOUND			SW 8 St		WESTBOUND			SW 8 St		EASTBOUND			Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
3:00 to 4:00	0	0	0	0	0	4	0	2	0	6	0	33	0	0	33	0	26	5	0	31	70	70
3:15 to 4:15	0	0	0	0	0	4	0	2	0	6	0	24	0	0	24	0	26	5	0	31	61	
3:30 to 4:30	0	0	0	0	0	4	0	0	0	4	0	24	0	0	24	0	21	3	0	24	52	
3:45 to 4:45	0	0	0	0	0	4	0	0	0	4	0	22	0	0	22	0	20	2	0	22	48	
4:00 to 5:00	0	0	0	0	0	1	0	0	0	1	0	20	0	0	20	0	18	1	0	19	40	
4:15 to 5:15	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	17	1	0	18	38	
4:30 to 5:30	0	0	0	0	0	1	0	0	0	1	0	19	0	0	19	0	18	1	0	19	39	
4:45 to 5:45	0	0	0	0	0	1	0	0	0	1	0	17	0	0	17	0	15	0	0	15	33	
5:00 to 6:00	0	0	0	0	0	1	0	1	0	2	0	17	0	0	17	0	18	0	0	18	37	

U-TURN

Intersection of SW 8 St and SW 112 Ave

Date: 3/18/2014 Tuesday

AM Peak	SW 112 Ave		SOUTHBOUND		SW 112 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total
Start Time	U-Turn				U-Turn				U-Turn				U-Turn				
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
6:30 AM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
6:45 AM	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	11
Total	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	17
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1

Hourly Volume Calculations

Time	SW 112 Ave			SOUTHBOUND		SW 112 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	U-Turn					U-Turn					U-Turn					U-Turn						
6:00 to 7:00	0					0					17					0					17	17
6:15 to 7:15	0					0					17					0					17	
6:30 to 7:30	0					0					15					0					15	
6:45 to 7:45	0					0					11					0					11	
7:00 to 8:00	0					0					0					0					0	
7:15 to 8:15	0					0					0					0					0	
7:30 to 8:30	0					0					0					0					0	
7:45 to 8:45	0					0					0					0					0	
8:00 to 9:00	0					0					1					0					1	

PM Peak	SW 112 Ave		SOUTHBOUND		SW 112 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total
Start Time	U-Turn				U-Turn				U-Turn				U-Turn				
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1

Hourly Volume Calculations

Time	SW 112 Ave			SOUTHBOUND		SW 112 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	U-Turn					U-Turn					U-Turn					U-Turn						
3:00 to 4:00	0					0					0					0					0	1
3:15 to 4:15	0					0					0					0					0	
3:30 to 4:30	0					0					0					0					0	
3:45 to 4:45	0					0					0					0					0	
4:00 to 5:00	0					0					0					0					0	
4:15 to 5:15	0					0					0					0					0	
4:30 to 5:30	0					0					0					0					0	
4:45 to 5:45	0					0					1					0					1	
5:00 to 6:00	0					0					1					0					1	

TOTAL

Intersection of SW 8 St **and** SW 112 Ave

Date: 3/18/2014 Tuesday

AM Peak	SW 112 Ave		SOUTHBOUND		SW 112 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
6:00 AM	0	0	0	0	1	0	6	0	11	106	0	0	0	294	7	0	425	425
6:15 AM	0	0	0	0	1	0	2	0	17	153	0	0	0	393	7	0	573	573
6:30 AM	0	0	0	0	5	0	5	0	32	178	0	0	0	534	32	0	786	786
6:45 AM	0	0	0	0	5	0	3	0	29	227	0	0	0	562	39	0	865	865
Total	0	0	0	0	12	0	16	0	89	664	0	0	0	1783	85	0	2649	2649
7:00 AM	0	0	0	0	2	0	4	1	21	271	0	0	0	491	78	0	867	868
7:15 AM	0	0	0	0	12	0	12	1	18	314	0	0	0	570	84	0	1010	1011
7:30 AM	0	0	0	0	10	0	9	1	36	423	0	0	0	635	117	0	1230	1231
7:45 AM	0	0	0	0	10	0	18	0	50	453	0	0	0	566	157	0	1254	1254
Total	0	0	0	0	34	0	43	3	125	1461	0	0	0	2262	436	0	4361	4364
8:00 AM	0	0	0	0	20	0	22	0	36	408	0	0	0	576	140	0	1202	1202
8:15 AM	0	0	0	0	16	0	21	1	29	313	0	0	0	600	126	0	1105	1106
8:30 AM	0	0	0	0	16	0	14	1	36	298	0	0	0	600	150	0	1114	1115
8:45 AM	0	0	0	0	23	0	18	1	53	308	0	0	0	551	164	0	1117	1118
Total	0	0	0	0	75	0	75	3	154	1327	0	0	0	2327	580	0	4538	4541

Hourly Volume Calculations

Time	SW 112 Ave			SOUTHBOUND		SW 112 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
6:00 to 7:00	0	0	0	0	0	12	0	16	0	28	89	664	0	0	753	0	1783	85	0	1868	2649	4791
6:15 to 7:15	0	0	0	0	0	13	0	14	1	27	99	829	0	0	928	0	1980	156	0	2136	3091	
6:30 to 7:30	0	0	0	0	0	24	0	24	2	48	100	990	0	0	1090	0	2157	233	0	2390	3528	
6:45 to 7:45	0	0	0	0	0	29	0	28	3	57	104	1235	0	0	1339	0	2258	318	0	2576	3972	
7:00 to 8:00	0	0	0	0	0	34	0	43	3	77	125	1461	0	0	1586	0	2262	436	0	2698	4361	
7:15 to 8:15	0	0	0	0	0	52	0	61	2	113	140	1598	0	0	1738	0	2347	498	0	2845	4696	
7:30 to 8:30	0	0	0	0	0	56	0	70	2	126	151	1597	0	0	1748	0	2377	540	0	2917	4791	
7:45 to 8:45	0	0	0	0	0	62	0	75	2	137	151	1472	0	0	1623	0	2342	573	0	2915	4675	
8:00 to 9:00	0	0	0	0	0	75	0	75	3	150	154	1327	0	0	1481	0	2327	580	0	2907	4538	

PM Peak	SW 112 Ave		SOUTHBOUND		SW 112 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
3:00 PM	0	0	0	0	88	0	96	5	18	564	0	0	0	402	77	0	1245	1250
3:15 PM	0	0	0	0	147	0	127	0	32	545	0	0	0	505	56	0	1412	1412
3:30 PM	0	0	0	0	103	0	72	1	17	657	0	0	0	509	49	0	1407	1408
3:45 PM	0	0	0	0	84	0	51	0	12	715	0	0	0	484	74	0	1420	1420
Total	0	0	0	0	422	0	346	6	79	2481	0	0	0	1900	256	0	5484	5490
4:00 PM	0	0	0	0	119	0	49	0	23	643	0	0	0	460	74	0	1368	1368
4:15 PM	0	0	0	0	112	0	63	1	32	660	0	0	0	473	125	0	1465	1466
4:30 PM	0	0	0	0	160	0	79	0	58	559	0	0	0	464	175	0	1495	1495
4:45 PM	0	0	0	0	161	0	108	1	61	685	0	0	0	471	151	0	1637	1638
Total	0	0	0	0	552	0	299	2	174	2547	0	0	0	1868	525	0	5965	5967
5:00 PM	0	0	0	0	153	0	88	3	36	667	0	0	0	460	82	0	1486	1489
5:15 PM	0	0	0	0	78	0	56	0	39	616	0	0	0	484	56	0	1329	1329
5:30 PM	0	0	0	0	77	0	43	1	36	698	0	0	0	476	68	0	1398	1399
5:45 PM	0	0	0	0	84	0	56	1	50	665	0	0	0	462	64	0	1381	1382
Total	0	0	0	0	392	0	243	5	161	2646	0	0	0	1882	270	0	5594	5599

Hourly Volume Calculations

Time	SW 112 Ave			SOUTHBOUND		SW 112 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
3:00 to 4:00	0	0	0	0	0	422	0	346	6	768	79	2481	0	0	2560	0	1900	256	0	2156	5484	6083
3:15 to 4:15	0	0	0	0	0	453	0	299	1	752	84	2560	0	0	2644	0	1958	253	0	2211	5607	
3:30 to 4:30	0	0	0	0	0	418	0	235	2	653	84	2675	0	0	2759	0	1926	322	0	2248	5660	
3:45 to 4:45	0	0	0	0	0	475	0	242	1	717	125	2577	0	0	2702	0	1881	448	0	2329	5748	
4:00 to 5:00	0	0	0	0	0	552	0	299	2	851	174	2547	0	0	2721	0	1868	525	0	2393	5965	
4:15 to 5:15	0	0	0	0	0	586	0	338	5	924	187	2571	0	0	2758	0	1868	533	0	2401	6083	
4:30 to 5:30	0	0	0	0	0	552	0	331	4	883	194	2527	0	0	2721	0	1879	464	0	2343	5947	
4:45 to 5:45	0	0	0	0	0	469	0	295	5	764	172	2666	0	0	2838	0	1891	357	0	2248	5850	
5:00 to 6:00	0	0	0	0	0	392	0	243	5	635	161	2646	0	0	2807	0	1882	270	0	2152	5594	

SEASONAL FACTOR

Intersection of SW 8 St and SW 112 Ave

2012 SF: 0.98

Date: 3/18/2014 Tuesday

AM Peak	SW 112 Ave		SOUTHBOUND		SW 112 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
6:00 AM	0	0	0	0	1	0	6	0	11	104	0	0	0	288	7	0	417	417
6:15 AM	0	0	0	0	1	0	2	0	17	150	0	0	0	385	7	0	562	562
6:30 AM	0	0	0	0	5	0	5	0	31	174	0	0	0	523	31	0	770	770
6:45 AM	0	0	0	0	5	0	3	0	28	222	0	0	0	551	38	0	848	848
Total	0	0	0	0	12	0	16	0	87	651	0	0	0	1747	83	0	2596	2596
7:00 AM	0	0	0	0	2	0	4	1	21	266	0	0	0	481	76	0	850	851
7:15 AM	0	0	0	0	12	0	12	1	18	308	0	0	0	559	82	0	990	991
7:30 AM	0	0	0	0	10	0	9	1	35	415	0	0	0	622	115	0	1205	1206
7:45 AM	0	0	0	0	10	0	18	0	49	444	0	0	0	555	154	0	1229	1229
Total	0	0	0	0	33	0	42	3	123	1432	0	0	0	2217	427	0	4274	4277
8:00 AM	0	0	0	0	20	0	22	0	35	400	0	0	0	564	137	0	1178	1178
8:15 AM	0	0	0	0	16	0	21	1	28	307	0	0	0	588	123	0	1083	1084
8:30 AM	0	0	0	0	16	0	14	1	35	292	0	0	0	588	147	0	1092	1093
8:45 AM	0	0	0	0	23	0	18	1	52	302	0	0	0	540	161	0	1095	1096
Total	0	0	0	0	74	0	74	3	151	1300	0	0	0	2280	568	0	4447	4450

Hourly Volume Calculations

Time	SW 112 Ave			SOUTHBOUND		SW 112 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total					
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total						
6:00 to 7:00	0	0	0	0	0	12	0	16	0	27	87	651	0	0	738	0	1,747	83	0	1,831	2,596	4695.18	2,569	4,572	27	147
6:15 to 7:15	0	0	0	0	0	13	0	14	1	26	97	812	0	0	909	0	1,940	153	0	2,093	3,029		3,003		26	
6:30 to 7:30	0	0	0	0	0	24	0	24	2	47	98	970	0	0	1,068	0	2,114	228	0	2,342	3,457		3,410		47	
6:45 to 7:45	0	0	0	0	0	28	0	27	3	56	102	1,210	0	0	1,312	0	2,213	312	0	2,524	3,893		3,837		56	
7:00 to 8:00	0	0	0	0	0	33	0	42	3	75	123	1,432	0	0	1,554	0	2,217	427	0	2,644	4,274		4,198		75	
7:15 to 8:15	0	0	0	0	0	51	0	60	2	111	137	1,566	0	0	1,703	0	2,300	488	0	2,788	4,602		4,491		111	
7:30 to 8:30	0	0	0	0	0	55	0	69	2	123	148	1,565	0	0	1,713	0	2,329	529	0	2,859	4,695		4,572		123	
7:45 to 8:45	0	0	0	0	0	61	0	74	2	134	148	1,443	0	0	1,591	0	2,295	562	0	2,857	4,582		4,447		134	
8:00 to 9:00	0	0	0	0	0	74	0	74	3	147	151	1,300	0	0	1,451	0	2,280	568	0	2,849	4,447		4,300		147	

PM Peak	SW 112 Ave		SOUTHBOUND		SW 112 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
3:00 PM	0	0	0	0	86	0	94	5	18	553	0	0	0	394	75	0	1220	1225
3:15 PM	0	0	0	0	144	0	124	0	31	534	0	0	0	495	55	0	1384	1384
3:30 PM	0	0	0	0	101	0	71	1	17	644	0	0	0	499	48	0	1379	1380
3:45 PM	0	0	0	0	82	0	50	0	12	701	0	0	0	474	73	0	1392	1392
Total	0	0	0	0	414	0	339	6	77	2431	0	0	0	1862	251	0	5374	5380
4:00 PM	0	0	0	0	117	0	48	0	23	630	0	0	0	451	73	0	1341	1341
4:15 PM	0	0	0	0	110	0	62	1	31	647	0	0	0	464	123	0	1436	1437
4:30 PM	0	0	0	0	157	0	77	0	57	548	0	0	0	455	172	0	1465	1465
4:45 PM	0	0	0	0	158	0	106	1	60	671	0	0	0	462	148	0	1604	1605
Total	0	0	0	0	541	0	293	2	171	2496	0	0	0	1831	515	0	5846	5848
5:00 PM	0	0	0	0	150	0	86	3	35	654	0	0	0	451	80	0	1456	1459
5:15 PM	0	0	0	0	76	0	55	0	38	604	0	0	0	474	55	0	1302	1302
5:30 PM	0	0	0	0	75	0	42	1	35	684	0	0	0	466	67	0	1370	1371
5:45 PM	0	0	0	0	82	0	55	1	49	652	0	0	0	453	63	0	1353	1354
Total	0	0	0	0	384	0	238	5	158	2593	0	0	0	1844	265	0	5482	5487

Hourly Volume Calculations

Time	SW 112 Ave			SOUTHBOUND		SW 112 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total					
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total						
3:00 to 4:00	0	0	0	0	0	414	0	339	6	753	77	2,431	0	0	2,509	0	1,862	251	0	2,113	5,374	5961.34	4,622	5,056	753	906
3:15 to 4:15	0	0	0	0	0	444	0	293	1	737	82	2,509	0	0	2,591	0	1,919	248	0	2,167	5,495		4,758		737	
3:30 to 4:30	0	0	0	0	0	410	0	230	2	640	82	2,622	0	0	2,704	0	1,887	316	0	2,203	5,547		4,907		640	
3:45 to 4:45	0	0	0	0	0	466	0	237	1	703	123	2,525	0	0	2,648	0	1,843	439	0	2,282	5,633		4,930		703	
4:00 to 5:00	0	0	0	0	0	541	0	293	2	834	171	2,496	0	0	2,667	0	1,831	515	0	2,345	5,846		5,012		834	
4:15 to 5:15	0	0	0	0	0	574	0	331	5	906	183	2,520	0	0	2,703	0	1,831	522	0	2,353	5,961		5,056		906	
4:30 to 5:30	0	0	0	0	0	541	0	324	4	865	190	2,476	0	0	2,667	0	1,841	455	0	2,296	5,828		4,963		865	
4:45 to 5:45	0	0	0	0	0	460	0	289	5	749	169	2,613	0	0	2,781	0	1,853	350	0	2,203	5,733		4,984		749	
5:00 to 6:00	0	0	0	0	0	384	0	238	5	622	158	2,593	0	0	2,751	0	1,844	265	0	2,109	5,482		4,860		622	

PEAK HOUR FACTOR

Date: 3/18/2014 Tuesday

Intersection of SW 8 St and SW 112 Ave

2012 SF: 0.98

PHF Calculation 0.95514354

AM Peak	SW 112 Ave		SOUTHBOUND		SW 112 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike	
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike			
6:00 AM	0	0	0	0	1	0	6	0	11	104	0	0	0	288	7	0	417	417	
6:15 AM	0	0	0	0	1	0	2	0	17	150	0	0	0	385	7	0	562	562	
6:30 AM	0	0	0	0	5	0	5	0	31	174	0	0	0	523	31	0	770	770	
6:45 AM	0	0	0	0	5	0	3	0	28	222	0	0	0	551	38	0	848	848	
Total	0	0	0	0	12	0	16	0	87	651	0	0	0	1747	83	0	2596	2596	
7:00 AM	0	0	0	0	2	0	4	1	21	266	0	0	0	481	76	0	850	851	
7:15 AM	0	0	0	0	12	0	12	1	18	308	0	0	0	559	82	0	990	991	
7:30 AM	0	0	0	0	10	0	9	1	35	415	0	0	0	622	115	0	1205	1206	
7:45 AM	0	0	0	0	10	0	18	0	49	444	0	0	0	555	154	0	1229	1229	
Total	0	0	0	0	33	0	42	3	123	1432	0	0	0	2217	427	0	4274	4277	
8:00 AM	0	0	0	0	20	0	22	0	35	400	0	0	0	564	137	0	1178	1178	
8:15 AM	0	0	0	0	16	0	21	1	28	307	0	0	0	588	123	0	1083	1084	
8:30 AM	0	0	0	0	16	0	14	1	35	292	0	0	0	588	147	0	1092	1093	
8:45 AM	0	0	0	0	23	0	18	1	52	302	0	0	0	540	161	0	1095	1096	
Total	0	0	0	0	74	0	74	3	151	1300	0	0	0	2280	568	0	4447	4450	1229

Maximum Hourly Volume	4695
Maximum 15 min	1229

Hourly Volume Calculations

Time	SW 112 Ave			SOUTHBOUND		SW 112 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
6:00 to 7:00	0	0	0	0	0	12	0	16	0	27	87	651	0	0	738	0	1,747	83	0	1,831	2,596	4695
6:15 to 7:15	0	0	0	0	0	13	0	14	1	26	97	812	0	0	909	0	1,940	153	0	2,093	3,029	
6:30 to 7:30	0	0	0	0	0	24	0	24	2	47	98	970	0	0	1,068	0	2,114	228	0	2,342	3,457	
6:45 to 7:45	0	0	0	0	0	28	0	27	3	56	102	1,210	0	0	1,312	0	2,213	312	0	2,524	3,893	
7:00 to 8:00	0	0	0	0	0	33	0	42	3	75	123	1,432	0	0	1,554	0	2,217	427	0	2,644	4,274	
7:15 to 8:15	0	0	0	0	0	51	0	60	2	111	137	1,566	0	0	1,703	0	2,300	488	0	2,788	4,602	
7:30 to 8:30	0	0	0	0	0	55	0	69	2	123	148	1,565	0	0	1,713	0	2,329	529	0	2,859	4,695	
7:45 to 8:45	0	0	0	0	0	61	0	74	2	134	148	1,443	0	0	1,591	0	2,295	562	0	2,857	4,582	
8:00 to 9:00	0	0	0	0	0	33	0	42	3	75	123	1,432	0	0	1,554	0	2,217	427	0	2,644	4,447	
PHF																						

PHF Calculation 0.92898595

PM Peak	SW 112 Ave		SOUTHBOUND		SW 112 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike	
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike			
3:00 PM	0	0	0	0	86	0	94	5	18	553	0	0	0	394	75	0	1220	1225	
3:15 PM	0	0	0	0	144	0	124	0	31	534	0	0	0	495	55	0	1384	1384	
3:30 PM	0	0	0	0	101	0	71	1	17	644	0	0	0	499	48	0	1379	1380	
3:45 PM	0	0	0	0	82	0	50	0	12	701	0	0	0	474	73	0	1392	1392	
Total	0	0	0	0	414	0	339	6	77	2431	0	0	0	1862	251	0	5374	5380	
4:00 PM	0	0	0	0	117	0	48	0	23	630	0	0	0	451	73	0	1341	1341	
4:15 PM	0	0	0	0	110	0	62	1	31	647	0	0	0	464	123	0	1436	1437	
4:30 PM	0	0	0	0	157	0	77	0	57	548	0	0	0	455	172	0	1465	1465	
4:45 PM	0	0	0	0	158	0	106	1	60	671	0	0	0	462	148	0	1604	1605	
Total	0	0	0	0	541	0	293	2	171	2496	0	0	0	1831	515	0	5846	5848	
5:00 PM	0	0	0	0	150	0	86	3	35	654	0	0	0	451	80	0	1456	1459	
5:15 PM	0	0	0	0	76	0	55	0	38	604	0	0	0	474	55	0	1302	1302	
5:30 PM	0	0	0	0	75	0	42	1	35	684	0	0	0	466	67	0	1370	1371	
5:45 PM	0	0	0	0	82	0	55	1	49	652	0	0	0	453	63	0	1353	1354	
Total	0	0	0	0	384	0	238	5	158	2593	0	0	0	1844	265	0	5482	5487	1604

Maximum Hourly Volume	5961
Maximum 15 min	1604

Hourly Volume Calculations

Time	SW 112 Ave			SOUTHBOUND		SW 112 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
3:00 to 4:00	0	0	0	0	0	414	0	339	6	753	77	2431	0	0	2509	0	1862	251	0	2113	5374	5961.34
3:15 to 4:15	0	0	0	0	0	444	0	293	1	737	82	2,509	0	0	2,591	0	1,919	248	0	2,167	5,495	
3:30 to 4:30	0	0	0	0	0	410	0	230	2	640	82	2,622	0	0	2,704	0	1,887	316	0	2,203	5,547	
3:45 to 4:45	0	0	0	0	0	466	0	237	1	703	123	2,525	0	0	2,648	0	1,843	439	0	2,282	5,633	
4:00 to 5:00	0	0	0	0	0	541	0	293	2	834	171	2,496	0	0	2,667	0	1,831	515	0	2,345	5,846	
4:15 to 5:15	0	0	0	0	0	574	0	331	5	906	183	2,520	0	0	2,703	0	1,831	522	0	2,353	5,961	
4:30 to 5:30	0	0	0	0	0	541	0	324	4	865	190	2,476	0	0	2,667	0	1,841	455	0	2,296	5,828	
4:45 to 5:45	0	0	0	0	0	460	0	289	5	749	169	2,613	0	0	2,781	0	1,853	350	0	2,203	5,733	
5:00 to 6:00	0	0	0	0	0	384	0	238	5	622	158	2,593	0	0	2,751	0	1,844	265	0	2,109	5,482	
PHF																						

TRUCK FACTOR

Date: 3/18/2014 Tuesday

Intersection of SW 8 St **and** SW 112 Ave

2012 SF: 0.98

TF Calculation **0.70%**

	NB	SB	EB	WB	
Truck Factor (AM)	0.62%	0.00%	0.61%	1.59%	0.70%
(PM)	0.43%	0.00%	0.96%	0.47%	0.47%

AM Peak	SW 112 Ave		SOUTHBOUND		SW 112 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike	
Start Time	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**			
6:00 AM	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%		9.28%	5.78%	0.00%		0.00%	1.74%	0.00%		1.40%		
6:15 AM	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%		0.00%	4.67%	0.00%		0.00%	2.86%	0.00%		0.63%		
6:30 AM	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%		0.00%	2.29%	0.00%		0.00%	0.19%	0.00%		0.21%		
6:45 AM	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%		3.52%	4.05%	0.00%		0.00%	0.91%	0.00%		0.71%		
Total		0.00%				0.00%				2.46%				0.47%			0.73%		
7:00 AM	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%		0.00%	1.51%	0.00%		0.00%	1.66%	0.00%		0.26%		
7:15 AM	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%		0.00%	1.62%	0.00%		0.00%	1.07%	1.21%		0.33%		
7:30 AM	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%		0.00%	1.45%	0.00%		0.00%	1.45%	1.74%		0.39%		
7:45 AM	0.00%	0.00%	0.00%		10.20%	0.00%	0.00%		0.00%	1.80%	0.00%		0.00%	0.72%	0.65%		1.11%		
Total		0.00%				0.85%				0.53%				0.71%			0.52%		
8:00 AM	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%		0.00%	1.75%	0.00%		0.00%	1.06%	0.73%		0.30%		
8:15 AM	0.00%	0.00%	0.00%		6.38%	0.00%	0.00%		7.04%	2.28%	0.00%		0.00%	0.85%	0.81%		1.45%		
8:30 AM	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%		2.83%	3.77%	0.00%		0.00%	2.38%	0.00%		0.75%		
8:45 AM	0.00%	0.00%	0.00%		0.00%	0.00%	5.67%		0.00%	3.64%	0.00%		0.00%	1.85%	0.00%		0.93%		
Total		0.00%				1.00%				1.78%				0.64%			0.86%		0.70%
3-Day Average		0.00%				0.62%				1.59%				0.61%					

Hourly Volume Calculations

Time	SW 112 Ave				SOUTHBOUND	SW 112 Ave				NORTHBOUND	SW 8 St				WESTBOUND	SW 8 St				EASTBOUND	Intersection Total
	Left	**Thru**	**Right**	**Ped/Bike**	**Aproach Total**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Aproach Total**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Aproach Total**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Aproach Total**	
6:00 to 7:00																					
6:15 to 7:15																					
6:30 to 7:30																					
6:45 to 7:45																					
7:00 to 8:00																					
7:15 to 8:15																					
7:30 to 8:30																					
7:45 to 8:45																					
8:00 to 9:00																					0

TF Calculation **0.42%**

PM Peak	SW 112 Ave		SOUTHBOUND		SW 112 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike	
Start Time	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**			
3:00 PM	0.00%	0.00%	0.00%		1.16%		0.00%		0.00%	2.35%				1.02%	0.00%		0.50%		
3:15 PM	0.00%	0.00%	0.00%		0.00%		1.61%		0.00%	0.94%				1.41%	3.64%		0.84%		
3:30 PM	0.00%	0.00%	0.00%		0.00%		0.00%		0.00%	1.09%				1.40%	4.16%		0.74%		
3:45 PM	0.00%	0.00%	0.00%		3.64%		0.00%		0.00%	1.14%				1.69%	1.38%		0.87%		
Average		0.00%				0.80%				0.69%				1.84%			0.74%		
4:00 PM	0.00%	0.00%	0.00%		0.86%		0.00%		0.00%	0.63%				0.89%	0.00%		0.26%		
4:15 PM	0.00%	0.00%	0.00%		0.00%		0.00%		0.00%	0.77%				0.43%	0.00%		0.13%		
4:30 PM	0.00%	0.00%	0.00%		0.00%		0.00%		0.00%	0.91%				1.32%	0.58%		0.31%		
4:45 PM	0.00%	0.00%	0.00%		0.00%		0.00%		0.00%	0.89%				1.30%	0.00%		0.24%		
Average		0.00%				0.11%				0.40%				0.57%			0.24%		
5:00 PM	0.00%	0.00%	0.00%		0.00%		0.00%		0.00%	0.61%				0.67%	0.00%		0.14%		
5:15 PM	0.00%	0.00%	0.00%		1.31%		0.00%		0.00%	0.66%				0.63%	0.00%		0.29%		
5:30 PM	0.00%	0.00%	0.00%		0.00%		0.00%		0.00%	0.44%				0.64%	0.00%		0.12%		
5:45 PM	0.00%	0.00%	0.00%		0.00%		1.82%		0.00%	0.92%				1.99%	0.00%		0.53%		
Average		0.00%				0.39%				0.33%				0.49%			0.27%		0.42%
3-Day Average		0.00%				0.43%				0.47%				0.96%					

Hourly Volume Calculations

Time	SW 112 Ave				SOUTHBOUND	SW 112 Ave				NORTHBOUND	SW 8 St				WESTBOUND	SW 8 St				EASTBOUND	Intersection Total
	Left	**Thru**	**Right**	**Ped/Bike**	**Aproach Total**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Aproach Total**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Aproach Total**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Aproach Total**	
3:00 to 4:00																					
3:15 to 4:15																					
3:30 to 4:30																					
3:45 to 4:45																					
4:00 to 5:00																					
4:15 to 5:15																					
4:30 to 5:30																					
4:45 to 5:45																					
5:00 to 6:00																					

VEHICLES

Intersection of SW 8 St **and** SW 109 Ave

Date: 3/18/2014 Tuesday

AM Peak	SW 109 Ave		SOUTHBOUND		SW 109 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
6:00 AM	8	1	18	0	3	0	3	0	8	67	3	2	30	284	10	1	435	438
6:15 AM	28	1	25	0	4	1	2	1	7	128	8	0	23	279	9	0	515	516
6:30 AM	47	4	38	0	1	2	1	0	6	153	7	0	42	338	15	2	654	656
6:45 AM	49	2	46	0	0	0	5	1	13	190	13	1	42	415	22	2	797	801
Total	132	8	127	0	8	3	11	2	34	538	31	3	137	1316	56	5	2401	2411
7:00 AM	57	5	41	0	4	1	3	0	32	212	14	0	34	440	39	4	882	886
7:15 AM	57	1	50	0	4	1	13	0	37	280	12	0	54	404	143	1	1056	1057
7:30 AM	73	9	65	1	5	3	7	0	63	335	13	0	61	411	123	7	1168	1176
7:45 AM	69	8	59	1	11	7	20	2	60	354	6	0	84	380	168	3	1226	1232
Total	256	23	215	2	24	12	43	2	192	1181	45	0	233	1635	473	15	4332	4351
8:00 AM	56	0	69	0	9	2	2	0	58	297	11	0	91	434	88	2	1117	1119
8:15 AM	35	15	59	1	18	8	4	1	19	244	37	0	109	440	91	3	1079	1084
8:30 AM	66	9	39	0	10	5	12	1	53	200	19	0	110	463	85	3	1071	1075
8:45 AM	52	21	61	0	20	6	16	0	47	273	13	0	62	358	158	5	1087	1092
Total	209	45	228	1	57	21	34	2	177	1014	80	0	372	1695	422	13	4354	4370

Hourly Volume Calculations

Time	SW 109 Ave			SOUTHBOUND		SW 109 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
6:00 to 7:00	132	8	127	0	267	8	3	11	2	22	34	538	31	3	603	137	1316	56	5	1509	2401	4590
6:15 to 7:15	181	12	150	0	343	9	4	11	2	24	58	683	42	1	783	141	1472	85	8	1698	2848	
6:30 to 7:30	210	12	175	0	397	9	4	22	1	35	88	835	46	1	969	172	1597	219	9	1988	3389	
6:45 to 7:45	236	17	202	1	455	13	5	28	1	46	145	1017	52	1	1214	191	1670	327	14	2188	3903	
7:00 to 8:00	256	23	215	2	494	24	12	43	2	79	192	1181	45	0	1418	233	1635	473	15	2341	4332	
7:15 to 8:15	255	18	243	2	516	29	13	42	2	84	218	1266	42	0	1526	290	1629	522	13	2441	4567	
7:30 to 8:30	233	32	252	3	517	43	20	33	3	96	200	1230	67	0	1497	345	1665	470	15	2480	4590	
7:45 to 8:45	226	32	226	2	484	48	22	38	4	108	190	1095	73	0	1358	394	1717	432	11	2543	4493	
8:00 to 9:00	209	45	228	1	482	57	21	34	2	112	177	1014	80	0	1271	372	1695	422	13	2489	4354	

PM Peak	SW 109 Ave		SOUTHBOUND		SW 109 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
3:00 PM	36	8	68	0	64	6	69	0	31	370	14	0	77	394	34	6	1171	1177
3:15 PM	65	13	63	0	117	12	50	2	46	353	18	0	147	383	41	5	1308	1315
3:30 PM	67	14	100	0	142	20	143	2	65	396	10	0	131	307	63	5	1458	1465
3:45 PM	49	12	57	0	126	6	92	1	35	358	11	0	129	406	56	7	1337	1345
Total	217	47	288	0	449	44	354	5	177	1477	53	0	484	1490	194	23	5274	5302
4:00 PM	41	8	70	0	145	9	106	1	45	411	11	0	116	403	35	7	1400	1408
4:15 PM	47	13	64	0	112	11	90	0	35	378	21	0	133	401	61	1	1366	1367
4:30 PM	56	13	69	0	107	9	115	0	69	399	10	0	121	398	98	8	1464	1472
4:45 PM	53	21	75	0	136	8	107	0	67	345	11	0	99	374	181	7	1477	1484
Total	197	55	278	0	500	37	418	1	216	1533	53	0	469	1576	375	23	5707	5731
5:00 PM	57	9	70	1	168	16	86	0	32	405	16	0	104	449	59	4	1471	1476
5:15 PM	65	18	84	0	156	12	117	1	31	442	7	0	112	458	35	1	1537	1539
5:30 PM	71	4	67	0	99	17	94	0	25	380	8	0	112	411	37	5	1325	1330
5:45 PM	48	15	84	0	107	11	73	0	48	398	26	0	100	416	49	5	1375	1380
Total	241	46	305	1	530	56	370	1	136	1625	57	0	428	1734	180	15	5708	5725

Hourly Volume Calculations

Time	SW 109 Ave			SOUTHBOUND		SW 109 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
3:00 to 4:00	217	47	288	0	552	449	44	354	5	847	177	1477	53	0	1707	484	1490	194	23	2168	5274	5949
3:15 to 4:15	222	47	290	0	559	530	47	391	6	968	191	1518	50	0	1759	523	1499	195	24	2217	5503	
3:30 to 4:30	204	47	291	0	542	525	46	431	4	1002	180	1543	53	0	1776	509	1517	215	20	2241	5561	
3:45 to 4:45	193	46	260	0	499	490	35	403	2	928	184	1546	53	0	1783	499	1608	250	23	2357	5567	
4:00 to 5:00	197	55	278	0	530	500	37	418	1	955	216	1533	53	0	1802	469	1576	375	23	2420	5707	
4:15 to 5:15	213	56	278	1	547	523	44	398	0	965	203	1527	58	0	1788	457	1622	399	20	2478	5778	
4:30 to 5:30	231	61	298	1	590	567	45	425	1	1037	199	1591	44	0	1834	436	1679	373	20	2488	5949	
4:45 to 5:45	246	52	296	1	594	559	53	404	1	1016	155	1572	42	0	1769	427	1692	312	17	2431	5810	
5:00 to 6:00	241	46	305	1	592	530	56	370	1	956	136	1625	57	0	1818	428	1734	180	15	2342	5708	

TRUCKS

Intersection of SW 8 St **and** SW 109 Ave

Date: 3/18/2014 Tuesday

AM Peak	SW 109 Ave		SOUTHBOUND		SW 109 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
6:00 AM	1	0	1	0	1	0	0	0	0	5	0	0	1	5	0	0	14
6:15 AM	0	0	1	0	0	0	2	0	1	2	0	0	2	8	0	0	16
6:30 AM	0	0	2	0	0	0	0	1	0	7	0	1	1	2	0	1	12
6:45 AM	0	0	2	0	0	0	0	1	0	8	0	0	0	2	0	1	12
Total	1	0	6	0	1	0	2	2	1	22	0	1	4	17	0	2	54
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	2	2	0	0	7
7:15 AM	0	0	0	0	0	0	1	0	0	4	0	0	0	4	4	0	13
7:30 AM	0	0	1	0	1	0	1	0	0	4	0	0	1	12	2	0	22
7:45 AM	0	0	2	0	0	0	1	0	0	4	0	0	2	1	0	0	10
Total	0	0	3	0	1	0	3	0	0	15	0	0	5	19	6	0	52
8:00 AM	0	0	1	0	0	1	2	0	1	7	0	0	2	5	1	0	20
8:15 AM	1	0	1	0	2	0	1	1	0	3	0	0	0	3	1	0	12
8:30 AM	0	0	1	0	0	0	1	0	0	7	0	0	1	11	1	0	22
8:45 AM	1	0	0	0	0	0	0	1	0	11	0	0	0	8	1	0	21
Total	2	0	3	0	2	1	4	2	1	28	0	0	3	27	4	0	75

Hourly Volume Calculations

Time	SW 109 Ave			SOUTHBOUND		SW 109 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
6:00 to 7:00	1	0	6	0	7	1	0	2	2	3	1	22	0	1	23	4	17	0	2	21	54	75
6:15 to 7:15	0	0	5	0	5	0	0	2	2	2	1	20	0	1	21	5	14	0	2	19	47	
6:30 to 7:30	0	0	4	0	4	0	0	1	2	1	0	22	0	1	22	3	10	4	2	17	44	
6:45 to 7:45	0	0	3	0	3	1	0	2	1	3	0	19	0	0	19	3	20	6	1	29	54	
7:00 to 8:00	0	0	3	0	3	1	0	3	0	4	0	15	0	0	15	5	19	6	0	30	52	
7:15 to 8:15	0	0	4	0	4	1	1	5	0	7	1	19	0	0	20	5	22	7	0	34	65	
7:30 to 8:30	1	0	5	0	6	3	1	5	1	9	1	18	0	0	19	5	21	4	0	30	64	
7:45 to 8:45	1	0	5	0	6	2	1	5	1	8	1	21	0	0	22	5	20	3	0	28	64	
8:00 to 9:00	2	0	3	0	5	2	1	4	2	7	1	28	0	0	29	3	27	4	0	34	75	

PM Peak	SW 109 Ave		SOUTHBOUND		SW 109 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
3:00 PM	0	0	2	0	1	0	2	0	0	7	0	0	1	4	1	0	18
3:15 PM	2	0	1	0	0	2	1	0	1	2	0	0	2	3	0	0	14
3:30 PM	0	0	0	0	0	0	0	0	0	7	0	0	1	3	0	0	11
3:45 PM	0	0	0	0	2	0	0	0	0	5	0	0	1	5	0	0	13
Total	2	0	3	0	3	2	3	0	1	21	0	0	5	15	1	0	56
4:00 PM	0	0	1	0	1	0	0	0	0	1	0	0	1	4	0	0	8
4:15 PM	0	1	2	0	0	0	1	0	0	2	0	0	0	1	0	0	7
4:30 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	1	1	0	6
4:45 PM	0	0	2	0	0	0	0	0	1	5	0	0	0	7	0	0	15
Total	0	1	5	0	2	0	1	0	1	11	0	0	1	13	1	0	36
5:00 PM	0	0	1	0	0	0	0	0	0	4	0	0	0	3	0	0	8
5:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
5:45 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	2	0	0	5
Total	0	0	1	0	0	0	0	0	1	13	0	0	0	11	0	0	26

Hourly Volume Calculations

Time	SW 109 Ave			SOUTHBOUND		SW 109 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
3:00 to 4:00	2	0	3	0	5	3	2	3	0	8	1	21	0	0	22	5	15	1	0	21	56	56
3:15 to 4:15	2	0	2	0	4	3	2	1	0	6	1	15	0	0	16	5	15	0	0	20	46	
3:30 to 4:30	0	1	3	0	4	3	0	1	0	4	0	15	0	0	15	3	13	0	0	16	39	
3:45 to 4:45	0	1	3	0	4	4	0	1	0	5	0	11	0	0	11	2	11	1	0	14	34	
4:00 to 5:00	0	1	5	0	6	2	0	1	0	3	1	11	0	0	12	1	13	1	0	15	36	
4:15 to 5:15	0	1	5	0	6	1	0	1	0	2	1	14	0	0	15	0	12	1	0	13	36	
4:30 to 5:30	0	0	3	0	3	1	0	0	0	1	1	16	0	0	17	0	13	1	0	14	35	
4:45 to 5:45	0	0	3	0	3	0	0	0	0	0	1	16	0	0	17	0	16	0	0	16	36	
5:00 to 6:00	0	0	1	0	1	0	0	0	0	0	1	13	0	0	14	0	11	0	0	11	26	

U-TURN

Intersection of SW 8 St and SW 109 Ave

Date: 3/18/2014 Tuesday

AM Peak	SW 109 Ave		SOUTHBOUND		SW 109 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total
Start Time	U-Turn				U-Turn				U-Turn				U-Turn				
6:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6
6:30 AM	0	0	0	0	0	0	0	0	8	0	0	0	1	0	0	0	9
6:45 AM	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	11
Total	0	0	0	0	0	0	0	0	26	0	0	0	1	0	0	0	27
7:00 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	0	9
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	6

Hourly Volume Calculations

Time	SW 109 Ave			SOUTHBOUND		SW 109 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	U-Turn					U-Turn					U-Turn					U-Turn						
6:00 to 7:00	0					0					26					1					27	29
6:15 to 7:15	0					0					28					1					29	
6:30 to 7:30	0					0					22					1					23	
6:45 to 7:45	0					0					16					3					19	
7:00 to 8:00	0					0					6					3					9	
7:15 to 8:15	0					0					3					5					8	
7:30 to 8:30	0					0					5					5					10	
7:45 to 8:45	0					0					4					2					6	
8:00 to 9:00	0					0					3					3					6	

PM Peak	SW 109 Ave		SOUTHBOUND		SW 109 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total
Start Time	U-Turn				U-Turn				U-Turn				U-Turn				
3:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	4
3:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	0	9
Total	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	18
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	9	0	0	0	4	0	0	0	13
5:00 PM	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	0	7
5:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	10	0	0	0	7	0	0	0	17

Hourly Volume Calculations

Time	SW 109 Ave			SOUTHBOUND		SW 109 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	U-Turn					U-Turn					U-Turn					U-Turn						
3:00 to 4:00	0					0					9					9					18	20
3:15 to 4:15	0					0					7					8					15	
3:30 to 4:30	0					0					9					10					19	
3:45 to 4:45	0					0					10					8					18	
4:00 to 5:00	0					0					9					4					13	
4:15 to 5:15	0					0					13					6					19	
4:30 to 5:30	0					0					13					5					18	
4:45 to 5:45	0					0					14					6					20	
5:00 to 6:00	0					0					10					7					17	

TOTAL

Intersection of SW 8 St **and** SW 109 Ave

Date: 3/18/2014 Tuesday

AM Peak	SW 109 Ave		SOUTHBOUND		SW 109 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
6:00 AM	9	1	19	0	4	0	3	0	9	72	3	2	31	289	10	1	450	453
6:15 AM	28	1	26	0	4	1	4	1	14	130	8	0	25	287	9	0	537	538
6:30 AM	47	4	40	0	1	2	1	1	14	160	7	1	44	340	15	3	675	680
6:45 AM	49	2	48	0	0	0	5	2	24	198	13	1	42	417	22	3	820	826
Total	133	8	133	0	9	3	13	4	61	560	31	4	142	1333	56	7	2482	2497
7:00 AM	57	5	41	0	4	1	3	0	35	215	14	0	36	442	39	4	892	896
7:15 AM	57	1	50	0	4	1	14	0	37	284	12	0	54	408	147	1	1069	1070
7:30 AM	73	9	66	1	6	3	8	0	65	339	13	0	65	423	125	7	1195	1203
7:45 AM	69	8	61	1	11	7	21	2	61	358	6	0	86	381	168	3	1237	1243
Total	256	23	218	2	25	12	46	2	198	1196	45	0	241	1654	479	15	4393	4412
8:00 AM	56	0	70	0	9	3	4	0	59	304	11	0	95	439	89	2	1139	1141
8:15 AM	36	15	60	1	20	8	5	2	21	247	37	0	109	443	92	3	1093	1099
8:30 AM	66	9	40	0	10	5	13	1	54	207	19	0	111	474	86	3	1094	1098
8:45 AM	53	21	61	0	20	6	16	1	47	284	13	0	63	366	159	5	1109	1115
Total	211	45	231	1	59	22	38	4	181	1042	80	0	378	1722	426	13	4435	4453

Hourly Volume Calculations

Time	SW 109 Ave			SOUTHBOUND		SW 109 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
6:00 to 7:00	133	8	133	0	274	9	3	13	4	25	61	560	31	4	652	142	1333	56	7	1531	2482	4664
6:15 to 7:15	181	12	155	0	348	9	4	13	4	26	87	703	42	2	832	147	1486	85	10	1718	2924	
6:30 to 7:30	210	12	179	0	401	9	4	23	3	36	110	857	46	2	1013	176	1607	223	11	2006	3456	
6:45 to 7:45	236	17	205	1	458	14	5	30	2	49	161	1036	52	1	1249	197	1690	333	15	2220	3976	
7:00 to 8:00	256	23	218	2	497	25	12	46	2	83	198	1196	45	0	1439	241	1654	479	15	2374	4393	
7:15 to 8:15	255	18	247	2	520	30	14	47	2	91	222	1285	42	0	1549	300	1651	529	13	2480	4640	
7:30 to 8:30	234	32	257	3	523	46	21	38	4	105	206	1248	67	0	1521	355	1686	474	15	2515	4664	
7:45 to 8:45	227	32	231	2	490	50	23	43	5	116	195	1116	73	0	1384	401	1737	435	11	2573	4563	
8:00 to 9:00	211	45	231	1	487	59	22	38	4	119	181	1042	80	0	1303	378	1722	426	13	2526	4435	

PM Peak	SW 109 Ave		SOUTHBOUND		SW 109 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
3:00 PM	36	8	70	0	65	6	71	0	33	377	14	0	80	398	35	6	1193	1199
3:15 PM	67	13	64	0	117	14	51	2	48	355	18	0	150	386	41	5	1324	1331
3:30 PM	67	14	100	0	142	20	143	2	66	403	10	0	134	310	63	5	1472	1479
3:45 PM	49	12	57	0	128	6	92	1	40	363	11	0	134	411	56	7	1359	1367
Total	219	47	291	0	452	46	357	5	187	1498	53	0	498	1505	195	23	5348	5376
4:00 PM	41	8	71	0	146	9	106	1	45	412	11	0	118	407	35	7	1409	1417
4:15 PM	47	14	66	0	112	11	91	0	38	380	21	0	136	402	61	1	1379	1380
4:30 PM	56	13	69	0	108	9	115	0	71	402	10	0	121	399	99	8	1472	1480
4:45 PM	53	21	77	0	136	8	107	0	72	350	11	0	99	381	181	7	1496	1503
Total	197	56	283	0	502	37	419	1	226	1544	53	0	474	1589	376	23	5756	5780
5:00 PM	57	9	71	1	168	16	86	0	36	409	16	0	107	452	59	4	1486	1491
5:15 PM	65	18	84	0	156	12	117	1	34	446	7	0	114	460	35	1	1548	1550
5:30 PM	71	4	67	0	99	17	94	0	28	383	8	0	113	415	37	5	1336	1341
5:45 PM	48	15	84	0	107	11	73	0	49	400	26	0	101	418	49	5	1381	1386
Total	241	46	306	1	530	56	370	1	147	1638	57	0	435	1745	180	15	5751	5768

Hourly Volume Calculations

Time	SW 109 Ave			SOUTHBOUND		SW 109 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
3:00 to 4:00	219	47	291	0	557	452	46	357	5	855	187	1498	53	0	1738	498	1505	195	23	2198	5348	6002
3:15 to 4:15	224	47	292	0	563	533	49	392	6	974	199	1533	50	0	1782	536	1514	195	24	2245	5564	
3:30 to 4:30	204	48	294	0	546	528	46	432	4	1006	189	1558	53	0	1800	522	1530	215	20	2267	5619	
3:45 to 4:45	193	47	263	0	503	494	35	404	2	933	194	1557	53	0	1804	509	1619	251	23	2379	5619	
4:00 to 5:00	197	56	283	0	536	502	37	419	1	958	226	1544	53	0	1823	474	1589	376	23	2439	5756	
4:15 to 5:15	213	57	283	1	553	524	44	399	0	967	217	1541	58	0	1816	463	1634	400	20	2497	5833	
4:30 to 5:30	231	61	301	1	593	568	45	425	1	1038	213	1607	44	0	1864	441	1692	374	20	2507	6002	
4:45 to 5:45	246	52	299	1	597	559	53	404	1	1016	170	1588	42	0	1800	433	1708	312	17	2453	5866	
5:00 to 6:00	241	46	306	1	593	530	56	370	1	956	147	1638	57	0	1842	435	1745	180	15	2360	5751	

SEASONAL FACTOR

Intersection of SW 8 St and SW 109 Ave

2012 SF 0.98

Date: 3/18/2014 Tuesday

AM Peak	SW 109 Ave		SOUTHBOUND		SW 109 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
6:00 AM	9	1	19	0	4	0	3	0	9	71	3	2	30	283	10	1	441	444
6:15 AM	27	1	25	0	4	1	4	1	14	127	8	0	25	281	9	0	526	527
6:30 AM	46	4	39	0	1	2	1	1	14	157	7	1	43	333	15	3	662	666
6:45 AM	48	2	47	0	0	0	5	2	24	194	13	1	41	409	22	3	804	809
Total	130	8	130	0	9	3	13	4	60	549	30	4	139	1306	55	7	2432	2447
7:00 AM	56	5	40	0	4	1	3	0	34	211	14	0	35	433	38	4	874	878
7:15 AM	56	1	49	0	4	1	14	0	36	278	12	0	53	400	144	1	1048	1049
7:30 AM	72	9	65	1	6	3	8	0	64	332	13	0	64	415	123	7	1171	1179
7:45 AM	68	8	60	1	11	7	21	2	60	351	6	0	84	373	165	3	1212	1218
Total	251	23	214	2	25	12	45	2	194	1172	44	0	236	1621	469	15	4305	4324
8:00 AM	55	0	69	0	9	3	4	0	58	298	11	0	93	430	87	2	1116	1118
8:15 AM	35	15	59	1	20	8	5	2	21	242	36	0	107	434	90	3	1071	1077
8:30 AM	65	9	39	0	10	5	13	1	53	203	19	0	109	465	84	3	1072	1076
8:45 AM	52	21	60	0	20	6	16	1	46	278	13	0	62	359	156	5	1087	1093
Total	207	44	226	1	58	22	37	4	177	1021	78	0	370	1688	417	13	4346	4364

Hourly Volume Calculations

Time	SW 109 Ave			SOUTHBOUND		SW 109 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total					
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total						
6:00 to 7:00	130	8	130	0	269	9	3	13	4	25	60	549	30	4	639	139	1,306	55	7	1,500	2,432	4570.72	2,139	3,955	293	615
6:15 to 7:15	177	12	152	0	341	9	4	13	4	25	85	689	41	2	815	144	1,456	83	10	1,684	2,866		2,499		367	
6:30 to 7:30	206	12	175	0	393	9	4	23	3	35	108	840	45	2	993	172	1,575	219	11	1,966	3,387		2,959		428	
6:45 to 7:45	231	17	201	1	449	14	5	29	2	48	158	1,015	51	1	1,224	193	1,656	326	15	2,176	3,896		3,400		497	
7:00 to 8:00	251	23	214	2	487	25	12	45	2	81	194	1,172	44	0	1,410	236	1,621	469	15	2,327	4,305		3,737		568	
7:15 to 8:15	250	18	242	2	510	29	14	46	2	89	218	1,259	41	0	1,518	294	1,618	518	13	2,430	4,547		3,948		599	
7:30 to 8:30	229	31	252	3	513	45	21	37	4	103	202	1,223	66	0	1,491	348	1,652	465	15	2,465	4,571		3,955		615	
7:45 to 8:45	222	31	226	2	480	49	23	42	5	114	191	1,094	72	0	1,356	393	1,702	426	11	2,522	4,472		3,878		594	
8:00 to 9:00	207	44	226	1	477	58	22	37	4	117	177	1,021	78	0	1,277	370	1,688	417	13	2,475	4,346		3,752		594	

PM Peak	SW 109 Ave		SOUTHBOUND		SW 109 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
3:00 PM	35	8	69	0	64	6	70	0	32	369	14	0	78	390	34	6	1169	1175
3:15 PM	66	13	63	0	115	14	50	2	47	348	18	0	147	378	40	5	1298	1304
3:30 PM	66	14	98	0	139	20	140	2	65	395	10	0	131	304	62	5	1443	1449
3:45 PM	48	12	56	0	125	6	90	1	39	356	11	0	131	403	55	7	1332	1340
Total	215	46	285	0	443	45	350	5	183	1468	52	0	488	1475	191	23	5241	5268
4:00 PM	40	8	70	0	143	9	104	1	44	404	11	0	116	399	34	7	1381	1389
4:15 PM	46	14	65	0	110	11	89	0	37	372	21	0	133	394	60	1	1351	1352
4:30 PM	55	13	68	0	106	9	113	0	70	394	10	0	119	391	97	8	1443	1450
4:45 PM	52	21	75	0	133	8	105	0	71	343	11	0	97	373	177	7	1466	1473
Total	193	55	277	0	492	36	411	1	221	1513	52	0	465	1557	368	23	5641	5664
5:00 PM	56	9	70	1	165	16	84	0	35	401	16	0	105	443	58	4	1456	1461
5:15 PM	64	18	82	0	153	12	115	1	33	437	7	0	112	451	34	1	1517	1519
5:30 PM	70	4	66	0	97	17	92	0	27	375	8	0	111	407	36	5	1309	1314
5:45 PM	47	15	82	0	105	11	72	0	48	392	25	0	99	410	48	5	1353	1358
Total	236	45	300	1	519	55	363	1	144	1605	56	0	426	1710	176	15	5636	5653

Hourly Volume Calculations

Time	SW 109 Ave			SOUTHBOUND		SW 109 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total					
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total						
3:00 to 4:00	215	46	285	0	546	443	45	350	5	838	183	1,468	52	0	1,703	488	1,475	191	23	2,154	5,241	5881.96	3,857	4,284	1,384	1,598
3:15 to 4:15	220	46	286	0	552	522	48	384	6	955	195	1,502	49	0	1,746	525	1,484	191	24	2,200	5,453		3,946		1,506	
3:30 to 4:30	200	47	288	0	535	517	45	423	4	986	185	1,527	52	0	1,764	512	1,499	211	20	2,222	5,507		3,986		1,521	
3:45 to 4:45	189	46	258	0	493	484	34	396	2	914	190	1,526	52	0	1,768	499	1,587	246	23	2,331	5,507		4,099		1,407	
4:00 to 5:00	193	55	277	0	525	492	36	411	1	939	221	1,513	52	0	1,787	465	1,557	368	23	2,390	5,641		4,177		1,464	
4:15 to 5:15	209	56	277	1	542	514	43	391	0	948	213	1,510	57	0	1,780	454	1,601	392	20	2,447	5,716		4,227		1,490	
4:30 to 5:30	226	60	295	1	581	557	44	417	1	1,017	209	1,575	43	0	1,827	432	1,658	367	20	2,457	5,882		4,284		1,598	
4:45 to 5:45	241	51	293	1	585	548	52	396	1	996	167	1,556	41	0	1,764	424	1,674	306	17	2,404	5,749		4,168		1,581	
5:00 to 6:00	236	45	300	1	581	519	55	363	1	937	144	1,605	56	0	1,805	426	1,710	176	15	2,313	5,636		4,118		1,518	

PEAK HOUR FACTOR

Date: 3/18/2014 Tuesday

Intersection of SW 8 St **and** SW 109 Ave

2012 SF: 0.98

PHF Calculation 0.94260307

AM Peak	SW 109 Ave		SOUTHBOUND		SW 109 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike	
Start Time	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**			
6:00 AM	9	1	19	0	4	0	3	0	9	71	3	2	30	283	10	1	441	444	
6:15 AM	27	1	25	0	4	1	4	1	14	127	8	0	25	281	9	0	526	527	
6:30 AM	46	4	39	0	1	2	1	1	14	157	7	1	43	333	15	3	662	666	
6:45 AM	48	2	47	0	0	0	5	2	24	194	13	1	41	409	22	3	804	809	
Total	130	8	130	0	9	3	13	4	60	549	30	4	139	1306	55	7	2432	2447	
7:00 AM	56	5	40	0	4	1	3	0	34	211	14	0	35	433	38	4	874	878	
7:15 AM	56	1	49	0	4	1	14	0	36	278	12	0	53	400	144	1	1048	1049	
7:30 AM	72	9	65	1	6	3	8	0	64	332	13	0	64	415	123	7	1171	1179	
7:45 AM	68	8	60	1	11	7	21	2	60	351	6	0	84	373	165	3	1212	1218	
Total	251	23	214	2	25	12	45	2	194	1172	44	0	236	1621	469	15	4305	4324	
8:00 AM	55	0	69	0	9	3	4	0	58	298	11	0	93	430	87	2	1116	1118	
8:15 AM	35	15	59	1	20	8	5	2	21	242	36	0	107	434	90	3	1071	1077	
8:30 AM	65	9	39	0	10	5	13	1	53	203	19	0	109	465	84	3	1072	1076	
8:45 AM	52	21	60	0	20	6	16	1	46	278	13	0	62	359	156	5	1087	1093	
Total	207	44	226	1	58	22	37	4	177	1021	78	0	370	1688	417	13	4346	4364	1212

Maximum Hourly Volume 4571

Maximum 15 min 1212

Hourly Volume Calculations

Time	SW 109 Ave			SOUTHBOUND		SW 109 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
6:00 to 7:00	130	8	130	0	269	9	3	13	4	25	60	549	30	4	639	139	1306	55	7	1500	2432	4571
6:15 to 7:15	177	12	152	0	341	9	4	13	4	25	85	689	41	2	815	144	1456	83	10	1684	2866	
6:30 to 7:30	206	12	175	0	393	9	4	23	3	35	108	840	45	2	993	172	1575	219	11	1966	3387	
6:45 to 7:45	231	17	201	1	449	14	5	29	2	48	158	1015	51	1	1224	193	1656	326	15	2176	3896	
7:00 to 8:00	251	23	214	2	487	25	12	45	2	81	194	1172	44	0	1410	236	1621	469	15	2327	4305	
7:15 to 8:15	250	18	242	2	510	29	14	46	2	89	218	1259	41	0	1518	294	1618	518	13	2430	4547	
7:30 to 8:30	229	31	252	3	513	45	21	37	4	103	202	1223	66	0	1491	348	1652	465	15	2465	4571	
7:45 to 8:45	222	31	226	2	480	49	23	42	5	114	191	1094	72	0	1356	393	1702	426	11	2522	4472	
8:00 to 9:00	251	23	214	2	487	25	12	45	2	81	194	1172	44	0	1410	236	1621	469	15	2327	4346	
PHF																						

PHF Calculation 0.96931525

PM Peak	SW 109 Ave		SOUTHBOUND		SW 109 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike	
Start Time	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**			
3:00 PM	35	8	69	0	64	6	70	0	32	369	14	0	78	390	34	6	1169	1175	
3:15 PM	66	13	63	0	115	14	50	2	47	348	18	0	147	378	40	5	1298	1304	
3:30 PM	66	14	98	0	139	20	140	2	65	395	10	0	131	304	62	5	1443	1449	
3:45 PM	48	12	56	0	125	6	90	1	39	356	11	0	131	403	55	7	1332	1340	
Total	215	46	285	0	443	45	350	5	183	1468	52	0	488	1475	191	23	5241	5268	
4:00 PM	40	8	70	0	143	9	104	1	44	404	11	0	116	399	34	7	1381	1389	
4:15 PM	46	14	65	0	110	11	89	0	37	372	21	0	133	394	60	1	1351	1352	
4:30 PM	55	13	68	0	106	9	113	0	70	394	10	0	119	391	97	8	1443	1450	
4:45 PM	52	21	75	0	133	8	105	0	71	343	11	0	97	373	177	7	1466	1473	
Total	193	55	277	0	492	36	411	1	221	1513	52	0	465	1557	368	23	5641	5664	
5:00 PM	56	9	70	1	165	16	84	0	35	401	16	0	105	443	58	4	1456	1461	
5:15 PM	64	18	82	0	153	12	115	1	33	437	7	0	112	451	34	1	1517	1519	
5:30 PM	70	4	66	0	97	17	92	0	27	375	8	0	111	407	36	5	1309	1314	
5:45 PM	47	15	82	0	105	11	72	0	48	392	25	0	99	410	48	5	1353	1358	
Total	236	45	300	1	519	55	363	1	144	1605	56	0	426	1710	176	15	5636	5653	1517

Maximum Hourly Volume 5882

Maximum 15 min 1517

Hourly Volume Calculations

Time	SW 109 Ave			SOUTHBOUND		SW 109 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
3:00 to 4:00	215	46	285	0	546	443	45	350	5	838	183	1468	52	0	1703	488	1475	191	23	2154	5241	5881.96
3:15 to 4:15	220	46	286	0	552	522	48	384	6	955	195	1502	49	0	1746	525	1484	191	24	2200	5453	
3:30 to 4:30	200	47	288	0	535	517	45	423	4	986	185	1527	52	0	1764	512	1499	211	20	2222	5507	
3:45 to 4:45	189	46	258	0	493	484	34	396	2	914	190	1526	52	0	1768	499	1587	246	23	2331	5507	
4:00 to 5:00	193	55	277	0	525	492	36	411	1	939	221	1513	52	0	1787	465	1557	368	23	2390	5641	
4:15 to 5:15	209	56	277	1	542	514	43	391	0	948	213	1510	57	0	1780	454	1601	392	20	2447	5716	
4:30 to 5:30	226	60	295	1	581	557	44	417	1	1017	209	1575	43	0	1827	432	1658	367	20	2457	5882	
4:45 to 5:45	241	51	293	1	585	548	52	396	1	996	167	1556	41	0	1764	424	1674	306	17	2404	5749	
5:00 to 6:00	236	45	300	1	581	519	55	363	1	937	144	1605	56	0	1805	426	1710	176	15	2313	5636	
PHF																						

TRUCK FACTOR

Date: 3/18/2014 Tuesday

Intersection of SW 8 St **and** SW 109 Ave

2012 SF: 0.98

TF Calculation 2.65%

	NB	SB	EB	WB	
Truck Factor (AM)	6.72%	1.26%	1.44%	1.18%	2.65%
(PM)	0.71%	0.65%	0.53%	0.49%	0.59%

AM Peak	SW 109 Ave		SOUTHBOUND		SW 109 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike	
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike			
6:00 AM	11.34%	0.00%	5.37%		25.51%	0.00%	0.00%		0.00%	7.09%	0.00%		3.29%	1.77%	0.00%		4.53%		
6:15 AM	0.00%	0.00%	3.92%		0.00%	0.00%	51.02%		7.29%	1.57%	0.00%		8.16%	2.84%	0.00%		6.23%		
6:30 AM	0.00%	0.00%	5.10%		0.00%	0.00%	0.00%		0.00%	4.46%	0.00%		2.32%	0.60%	0.00%		1.04%		
6:45 AM	0.00%	0.00%	4.25%		0.00%	0.00%	0.00%		0.00%	4.12%	0.00%		0.00%	0.49%	0.00%		0.74%		
Total		2.50%				6.38%				2.04%				1.62%			3.14%		
7:00 AM	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%		0.00%	1.42%	0.00%		5.67%	0.46%	0.00%		0.63%		
7:15 AM	0.00%	0.00%	0.00%		0.00%	0.00%	7.29%		0.00%	1.44%	0.00%		0.00%	1.00%	2.78%		1.04%		
7:30 AM	0.00%	0.00%	1.55%		17.01%	0.00%	12.76%		0.00%	1.20%	0.00%		1.57%	2.89%	1.63%		3.22%		
7:45 AM	0.00%	0.00%	3.35%		0.00%	0.00%	4.86%		0.00%	1.14%	0.00%		2.37%	0.27%	0.00%		1.00%		
Total		0.41%				3.49%				0.43%				1.55%			1.47%		
8:00 AM	0.00%	0.00%	1.46%		0.00%	34.01%	51.02%		1.73%	2.35%	0.00%		2.15%	1.16%	1.15%		7.92%		
8:15 AM	2.83%	0.00%	1.70%		10.20%	0.00%	20.41%		0.00%	1.24%	0.00%		0.00%	0.69%	1.11%		3.18%		
8:30 AM	0.00%	0.00%	2.55%		0.00%	0.00%	7.85%		0.00%	3.45%	0.00%		0.92%	2.37%	1.19%		1.53%		
8:45 AM	1.93%	0.00%	0.00%		0.00%	0.00%	0.00%		0.00%	3.95%	0.00%		0.00%	2.23%	0.64%		0.73%		
Total		0.87%				10.29%				1.06%				1.13%			3.34%		2.65%
3-Day Average		1.26%				6.72%				1.18%				1.44%					

Hourly Volume Calculations

Time	SW 109 Ave			SOUTHBOUND		SW 109 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	
6:00 to 7:00																					
6:15 to 7:15																					
6:30 to 7:30																					
6:45 to 7:45																					
7:00 to 8:00																					
7:15 to 8:15																					
7:30 to 8:30																					
7:45 to 8:45																					
8:00 to 9:00																					0

TF Calculation 0.59%

PM Peak	SW 109 Ave		SOUTHBOUND		SW 109 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike	
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike			
3:00 PM	0.00%	0.00%	2.92%		1.57%	0.00%	2.87%		0.00%	1.89%	0.00%		1.28%	1.03%	2.92%		1.21%		
3:15 PM	3.05%	0.00%	1.59%		0.00%	14.58%	2.00%		2.13%	0.57%	0.00%		1.36%	0.79%	0.00%		2.17%		
3:30 PM	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%		0.00%	1.77%	0.00%		0.76%	0.99%	0.00%		0.29%		
3:45 PM	0.00%	0.00%	0.00%		1.59%	0.00%	0.00%		0.00%	1.41%	0.00%		0.76%	1.24%	0.00%		0.42%		
Average		0.63%				1.88%				0.65%				0.93%			1.02%		
4:00 PM	0.00%	0.00%	1.44%		0.70%	0.00%	0.00%		0.00%	0.25%	0.00%		0.86%	1.00%	0.00%		0.35%		
4:15 PM	0.00%	7.29%	3.09%		0.00%	0.00%	1.12%		0.00%	0.54%	0.00%		0.00%	0.25%	0.00%		1.02%		
4:30 PM	0.00%	0.00%	0.00%		0.94%	0.00%	0.00%		0.00%	0.76%	0.00%		0.00%	0.26%	1.03%		0.25%		
4:45 PM	0.00%	0.00%	2.65%		0.00%	0.00%	0.00%		1.42%	1.46%	0.00%		0.00%	1.87%	0.00%		0.62%		
Average		1.21%				0.23%				0.37%				0.44%			0.56%		
5:00 PM	0.00%	0.00%	1.44%		0.00%	0.00%	0.00%		0.00%	1.00%	0.00%		0.00%	0.68%	0.00%		0.26%		
5:15 PM	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%		0.00%	0.92%	0.00%		0.00%	0.44%	0.00%		0.11%		
5:30 PM	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%		0.00%	0.80%	0.00%		0.00%	0.98%	0.00%		0.15%		
5:45 PM	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%		2.08%	0.51%	0.00%		0.00%	0.49%	0.00%		0.26%		
Average		0.12%				0.00%				0.44%				0.22%			0.19%		0.59%
3-Day Average		0.65%				0.71%				0.49%				0.53%					

Hourly Volume Calculations

Time	SW 109 Ave			SOUTHBOUND		SW 109 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	
3:00 to 4:00																					
3:15 to 4:15																					
3:30 to 4:30																					
3:45 to 4:45																					
4:00 to 5:00																					
4:15 to 5:15																					
4:30 to 5:30																					
4:45 to 5:45																					
5:00 to 6:00																					

VEHICLES

Intersection of SW 8 St **and** SW 107 Ave

Date: 3/18/2014 Tuesday

AM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
6:00 AM	15	25	9	0	15	56	16	0	10	81	17	1	32	265	15	0	556	557
6:15 AM	5	18	8	0	36	131	35	0	37	97	21	2	63	296	53	0	800	802
6:30 AM	72	84	31	0	27	114	24	0	21	94	11	0	38	337	54	0	907	907
6:45 AM	45	92	17	0	21	117	43	0	29	135	12	0	50	213	26	0	800	800
Total	137	219	65	0	99	418	118	0	97	407	61	3	183	1111	148	0	3063	3066
7:00 AM	38	99	31	0	46	165	162	0	49	177	62	0	33	333	61	0	1256	1256
7:15 AM	55	164	21	0	72	243	172	0	57	244	67	0	46	278	130	0	1549	1549
7:30 AM	107	249	23	0	98	232	159	2	115	309	45	0	45	279	164	0	1825	1827
7:45 AM	66	265	37	0	90	232	145	1	107	311	84	0	51	268	163	0	1819	1820
Total	266	777	112	0	306	872	638	3	328	1041	258	0	175	1158	518	0	6449	6452
8:00 AM	70	180	19	0	107	140	124	1	86	276	54	0	38	299	122	0	1515	1516
8:15 AM	76	97	20	0	64	110	162	1	99	143	28	0	34	254	150	0	1237	1238
8:30 AM	42	218	30	0	74	204	125	0	86	220	46	0	36	304	124	0	1509	1509
8:45 AM	45	182	32	0	66	211	130	0	64	204	25	6	40	264	133	0	1396	1402
Total	233	677	101	0	311	665	541	2	335	843	153	6	148	1121	529	0	5657	5665

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
6:00 to 7:00	137	219	65	0	421	99	418	118	0	635	97	407	61	3	565	183	1111	148	0	1442	3063	6708
6:15 to 7:15	160	293	87	0	540	130	527	264	0	921	136	503	106	2	745	184	1179	194	0	1557	3763	
6:30 to 7:30	210	439	100	0	749	166	639	401	0	1206	156	650	152	0	958	167	1161	271	0	1599	4512	
6:45 to 7:45	245	604	92	0	941	237	757	536	2	1530	250	865	186	0	1301	174	1103	381	0	1658	5430	
7:00 to 8:00	266	777	112	0	1155	306	872	638	3	1816	328	1041	258	0	1627	175	1158	518	0	1851	6449	
7:15 to 8:15	298	858	100	0	1256	367	847	600	4	1814	365	1140	250	0	1755	180	1124	579	0	1883	6708	
7:30 to 8:30	319	791	99	0	1209	359	714	590	5	1663	407	1039	211	0	1657	168	1100	599	0	1867	6396	
7:45 to 8:45	254	760	106	0	1120	335	686	556	3	1577	378	950	212	0	1540	159	1125	559	0	1843	6080	
8:00 to 9:00	233	677	101	0	1011	311	665	541	2	1517	335	843	153	6	1331	148	1121	529	0	1798	5657	

PM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
3:00 PM	51	250	35	0	78	204	115	1	111	231	84	0	48	275	138	0	1620	1621
3:15 PM	80	275	42	0	70	188	150	0	136	297	67	2	62	283	145	0	1795	1797
3:30 PM	63	338	45	0	64	258	124	3	126	159	78	1	72	265	166	0	1758	1762
3:45 PM	68	238	54	0	74	195	119	0	94	231	74	2	75	247	158	0	1627	1629
Total	262	1101	176	0	286	845	508	4	467	918	303	5	257	1070	607	0	6800	6809
4:00 PM	73	228	52	1	72	243	121	3	78	269	58	2	70	257	147	0	1668	1674
4:15 PM	82	310	40	0	81	164	123	0	104	228	46	0	66	274	142	0	1660	1660
4:30 PM	106	297	35	0	64	205	100	1	59	267	54	0	62	264	182	0	1695	1696
4:45 PM	70	334	52	0	70	194	128	2	95	307	63	2	64	242	163	0	1782	1786
Total	331	1169	179	1	287	806	472	6	336	1071	221	4	262	1037	634	0	6805	6816
5:00 PM	86	328	54	0	60	234	139	1	116	316	71	0	59	281	154	0	1898	1899
5:15 PM	61	276	59	3	67	223	130	0	97	273	106	1	68	335	141	0	1836	1840
5:30 PM	83	311	42	0	74	214	135	1	71	286	104	4	58	295	131	0	1804	1809
5:45 PM	76	339	45	0	81	199	122	1	82	276	152	6	57	253	173	0	1855	1862
Total	306	1254	200	3	282	870	526	3	366	1151	433	11	242	1164	599	0	7393	7410

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
3:00 to 4:00	262	1101	176	0	1539	286	845	508	4	1639	467	918	303	5	1688	257	1070	607	0	1934	6800	7393
3:15 to 4:15	284	1079	193	1	1556	280	884	514	6	1678	434	956	277	7	1667	279	1052	616	0	1947	6848	
3:30 to 4:30	286	1114	191	1	1591	291	860	487	6	1638	402	887	256	5	1545	283	1043	613	0	1939	6713	
3:45 to 4:45	329	1073	181	1	1583	291	807	463	4	1561	335	995	232	4	1562	273	1042	629	0	1944	6650	
4:00 to 5:00	331	1169	179	1	1679	287	806	472	6	1565	336	1071	221	4	1628	262	1037	634	0	1933	6805	
4:15 to 5:15	344	1269	181	0	1794	275	797	490	4	1562	374	1118	234	2	1726	251	1061	641	0	1953	7035	
4:30 to 5:30	323	1235	200	3	1758	261	856	497	4	1614	367	1163	294	3	1824	253	1122	640	0	2015	7211	
4:45 to 5:45	300	1249	207	3	1756	271	865	532	4	1668	379	1182	344	7	1905	249	1153	589	0	1991	7320	
5:00 to 6:00	306	1254	200	3	1760	282	870	526	3	1678	366	1151	433	11	1950	242	1164	599	0	2005	7393	

TRUCKS

Intersection of SW 8 St **and** SW 107 Ave

Date: 3/18/2014 Tuesday

AM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
6:00 AM	2	2	1	0	0	2	0	0	1	2	0	0	0	2	2	0	14
6:15 AM	0	1	0	0	1	3	1	0	0	2	0	0	2	11	2	0	23
6:30 AM	1	6	1	0	0	1	0	0	0	1	0	0	0	0	0	0	10
6:45 AM	2	3	1	0	0	3	0	0	0	0	0	0	0	0	0	0	9
Total	5	12	3	0	1	9	1	0	1	5	0	0	2	13	4	0	56
7:00 AM	0	3	2	0	1	3	2	0	1	1	1	0	1	4	1	0	20
7:15 AM	0	1	0	0	2	1	2	0	1	3	0	0	1	2	1	0	14
7:30 AM	2	5	1	0	1	7	1	2	1	3	2	0	2	4	1	0	30
7:45 AM	1	5	2	0	2	3	0	0	2	3	0	0	1	2	2	0	23
Total	3	14	5	0	6	14	5	2	5	10	3	0	5	12	5	0	87
8:00 AM	0	4	0	0	1	5	2	0	3	4	0	0	1	4	1	0	25
8:15 AM	1	2	1	0	0	3	2	1	0	5	0	0	0	5	2	0	21
8:30 AM	0	6	4	0	1	5	1	0	1	5	2	0	1	4	2	0	32
8:45 AM	1	3	2	0	2	6	1	1	0	6	2	0	3	7	2	0	35
Total	2	15	7	0	4	19	6	2	4	20	4	0	5	20	7	0	113

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
6:00 to 7:00	5	12	3	0	20	1	9	1	0	11	1	5	0	0	6	2	13	4	0	19	56	113
6:15 to 7:15	3	13	4	0	20	2	10	3	0	15	1	4	1	0	6	3	15	3	0	21	62	
6:30 to 7:30	3	13	4	0	20	3	8	4	0	15	2	5	1	0	8	2	6	2	0	10	53	
6:45 to 7:45	4	12	4	0	20	4	14	5	2	23	3	7	3	0	13	4	10	3	0	17	73	
7:00 to 8:00	3	14	5	0	22	6	14	5	2	25	5	10	3	0	18	5	12	5	0	22	87	
7:15 to 8:15	3	15	3	0	21	6	16	5	2	27	7	13	2	0	22	5	12	5	0	22	92	
7:30 to 8:30	4	16	4	0	24	4	18	5	3	27	6	15	2	0	23	4	15	6	0	25	99	
7:45 to 8:45	2	17	7	0	26	4	16	5	1	25	6	17	2	0	25	3	15	7	0	25	101	
8:00 to 9:00	2	15	7	0	24	4	19	6	2	29	4	20	4	0	28	5	20	7	0	32	113	

PM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
3:00 PM	0	1	0	0	1	2	2	1	1	6	0	0	1	1	0	0	15
3:15 PM	1	0	1	0	0	5	3	0	0	2	1	0	1	2	0	0	16
3:30 PM	0	5	2	0	3	2	3	1	1	1	0	0	0	2	1	0	20
3:45 PM	0	2	1	0	0	4	0	1	2	3	0	0	1	1	4	0	18
Total	1	8	4	0	4	13	8	3	4	12	1	0	3	6	5	0	69
4:00 PM	0	4	0	0	0	4	1	0	0	2	1	0	0	4	2	0	18
4:15 PM	0	1	0	0	1	6	1	0	0	1	1	0	1	0	1	0	13
4:30 PM	0	2	1	0	1	1	0	0	1	1	1	0	0	2	1	0	11
4:45 PM	1	3	1	0	0	2	1	3	0	5	0	0	2	1	2	0	18
Total	1	10	2	0	2	13	3	3	1	9	3	0	3	7	6	0	60
5:00 PM	0	2	0	0	1	5	2	0	1	4	0	0	2	0	4	0	21
5:15 PM	0	4	0	0	1	2	0	1	0	3	1	0	1	2	2	0	16
5:30 PM	0	0	0	0	0	4	1	0	0	4	2	0	1	4	1	0	17
5:45 PM	0	4	0	0	3	2	1	4	1	3	1	0	0	3	0	0	18
Total	0	10	0	0	5	13	4	5	2	14	4	0	4	9	7	0	72

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
3:00 to 4:00	1	8	4	0	13	4	13	8	3	25	4	12	1	0	17	3	6	5	0	14	69	72
3:15 to 4:15	1	11	4	0	16	3	15	7	2	25	3	8	2	0	13	2	9	7	0	18	72	
3:30 to 4:30	0	12	3	0	15	4	16	5	2	25	3	7	2	0	12	2	7	8	0	17	69	
3:45 to 4:45	0	9	2	0	11	2	15	2	1	19	3	7	3	0	13	2	7	8	0	17	60	
4:00 to 5:00	1	10	2	0	13	2	13	3	3	18	1	9	3	0	13	3	7	6	0	16	60	
4:15 to 5:15	1	8	2	0	11	3	14	4	3	21	2	11	2	0	15	5	3	8	0	16	63	
4:30 to 5:30	1	11	2	0	14	3	10	3	4	16	2	13	2	0	17	5	5	9	0	19	66	
4:45 to 5:45	1	9	1	0	11	2	13	4	4	19	1	16	3	0	20	6	7	9	0	22	72	
5:00 to 6:00	0	10	0	0	10	5	13	4	5	22	2	14	4	0	20	4	9	7	0	20	72	

U-TURN

Intersection of SW 8 St and SW 107 Ave

Date: 3/18/2014 Tuesday

AM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total
Start Time	U-Turn				U-Turn				U-Turn				U-Turn				
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	4

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	U-Turn					U-Turn					U-Turn					U-Turn						
6:00 to 7:00	0					0					0					0					0	6
6:15 to 7:15	0					0					0					0					0	
6:30 to 7:30	0					1					0					0					1	
6:45 to 7:45	0					1					0					0					1	
7:00 to 8:00	0					2					1					0					3	
7:15 to 8:15	0					3					3					0					6	
7:30 to 8:30	0					2					4					0					6	
7:45 to 8:45	0					2					4					0					6	
8:00 to 9:00	0					1					3					0					4	

PM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total
Start Time	U-Turn				U-Turn				U-Turn				U-Turn				
3:00 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	7
4:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	8
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	5

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	U-Turn					U-Turn					U-Turn					U-Turn						
3:00 to 4:00	0					2					5					0					7	9
3:15 to 4:15	0					2					3					0					5	
3:30 to 4:30	0					3					3					0					6	
3:45 to 4:45	0					5					4					0					9	
4:00 to 5:00	0					4					4					0					8	
4:15 to 5:15	0					5					2					0					7	
4:30 to 5:30	0					5					3					0					8	
4:45 to 5:45	0					3					1					0					4	
5:00 to 6:00	0					4					1					0					5	

TOTAL

Intersection of SW 8 St **and** SW 107 Ave

Date: 3/18/2014 Tuesday

AM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
6:00 AM	17	27	10	0	15	58	16	0	11	83	17	1	32	267	17	0	570	571
6:15 AM	5	19	8	0	37	134	36	0	37	99	21	2	65	307	55	0	823	825
6:30 AM	73	90	32	0	27	115	24	0	21	95	11	0	38	337	54	0	917	917
6:45 AM	47	95	18	0	21	120	43	0	29	135	12	0	50	213	26	0	809	809
Total	142	231	68	0	100	427	119	0	98	412	61	3	185	1124	152	0	3119	3122
7:00 AM	38	102	33	0	47	168	164	0	50	178	63	0	34	337	62	0	1276	1276
7:15 AM	55	165	21	0	75	244	174	0	58	247	67	0	47	280	131	0	1564	1564
7:30 AM	109	254	24	0	99	239	160	4	116	312	47	0	47	283	165	0	1855	1859
7:45 AM	67	270	39	0	93	235	145	1	110	314	84	0	52	270	165	0	1844	1845
Total	269	791	117	0	314	886	643	5	334	1051	261	0	180	1170	523	0	6539	6544
8:00 AM	70	184	19	0	109	145	126	1	91	280	54	0	39	303	123	0	1543	1544
8:15 AM	77	99	21	0	64	113	164	2	100	148	28	0	34	259	152	0	1259	1261
8:30 AM	42	224	34	0	75	209	126	0	87	225	48	0	37	308	126	0	1541	1541
8:45 AM	46	185	34	0	68	217	131	1	64	210	27	6	43	271	135	0	1431	1438
Total	235	692	108	0	316	684	547	4	342	863	157	6	153	1141	536	0	5774	5784

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
6:00 to 7:00	142	231	68	0	441	100	427	119	0	646	98	412	61	3	571	185	1124	152	0	1461	3119	6806
6:15 to 7:15	163	306	91	0	560	132	537	267	0	936	137	507	107	2	751	187	1194	197	0	1578	3825	
6:30 to 7:30	213	452	104	0	769	170	647	405	0	1222	158	655	153	0	966	169	1167	273	0	1609	4566	
6:45 to 7:45	249	616	96	0	961	242	771	541	4	1554	253	872	189	0	1314	178	1113	384	0	1675	5504	
7:00 to 8:00	269	791	117	0	1177	314	886	643	5	1843	334	1051	261	0	1646	180	1170	523	0	1873	6539	
7:15 to 8:15	301	873	103	0	1277	376	863	605	6	1844	375	1153	252	0	1780	185	1136	584	0	1905	6806	
7:30 to 8:30	323	807	103	0	1233	365	732	595	8	1692	417	1054	213	0	1684	172	1115	605	0	1892	6501	
7:45 to 8:45	256	777	113	0	1146	341	702	561	4	1604	388	967	214	0	1569	162	1140	566	0	1868	6187	
8:00 to 9:00	235	692	108	0	1035	316	684	547	4	1547	342	863	157	6	1362	153	1141	536	0	1830	5774	

PM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
3:00 PM	51	251	35	0	79	206	117	2	116	237	84	0	49	276	138	0	1639	1641
3:15 PM	81	275	43	0	71	193	153	0	136	299	68	2	63	285	145	0	1812	1814
3:30 PM	63	343	47	0	67	260	127	4	128	160	78	1	72	267	167	0	1779	1784
3:45 PM	68	240	55	0	75	199	119	1	96	234	74	2	76	248	162	0	1646	1649
Total	263	1109	180	0	292	858	516	7	476	930	304	5	260	1076	612	0	6876	6888
4:00 PM	73	232	52	1	72	247	122	3	80	271	59	2	70	261	149	0	1688	1694
4:15 PM	82	311	40	0	84	170	124	0	104	229	47	0	67	274	143	0	1675	1675
4:30 PM	106	299	36	0	67	206	100	1	62	268	55	0	62	266	183	0	1710	1711
4:45 PM	71	337	53	0	70	196	129	5	95	312	63	2	66	243	165	0	1800	1807
Total	332	1179	181	1	293	819	475	9	341	1080	224	4	265	1044	640	0	6873	6887
5:00 PM	86	330	54	0	62	239	141	1	117	320	71	0	61	281	158	0	1920	1921
5:15 PM	61	280	59	3	70	225	130	1	98	276	107	1	69	337	143	0	1855	1860
5:30 PM	83	311	42	0	74	218	136	1	71	290	106	4	59	299	132	0	1821	1826
5:45 PM	76	343	45	0	85	201	123	5	83	279	153	6	57	256	173	0	1874	1885
Total	306	1264	200	3	291	883	530	8	369	1165	437	11	246	1173	606	0	7470	7492

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
3:00 to 4:00	263	1109	180	0	1552	292	858	516	7	1666	476	930	304	5	1710	260	1076	612	0	1948	6876	7470
3:15 to 4:15	285	1090	197	1	1572	285	899	521	8	1705	440	964	279	7	1683	281	1061	623	0	1965	6925	
3:30 to 4:30	286	1126	194	1	1606	298	876	492	8	1666	408	894	258	5	1560	285	1050	621	0	1956	6788	
3:45 to 4:45	329	1082	183	1	1594	298	822	465	5	1585	342	1002	235	4	1579	275	1049	637	0	1961	6719	
4:00 to 5:00	332	1179	181	1	1692	293	819	475	9	1587	341	1080	224	4	1645	265	1044	640	0	1949	6873	
4:15 to 5:15	345	1277	183	0	1805	283	811	494	7	1588	378	1129	236	2	1743	256	1064	649	0	1969	7105	
4:30 to 5:30	324	1246	202	3	1772	269	866	500	8	1635	372	1176	296	3	1844	258	1127	649	0	2034	7285	
4:45 to 5:45	301	1258	208	3	1767	276	878	536	8	1690	381	1198	347	7	1926	255	1160	598	0	2013	7396	
5:00 to 6:00	306	1264	200	3	1770	291	883	530	8	1704	369	1165	437	11	1971	246	1173	606	0	2025	7470	

SEASONAL FACTOR

Intersection of SW 8 St **and** SW 107 Ave **2012 SF** 0.98

Date: 3/18/2014 Tuesday

AM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
6:00 AM	17	26	10	0	15	57	16	0	11	81	17	1	31	262	17	0	559	560
6:15 AM	5	19	8	0	36	131	35	0	36	97	21	2	64	301	54	0	807	809
6:30 AM	72	88	31	0	26	113	24	0	21	93	11	0	37	330	53	0	899	899
6:45 AM	46	93	18	0	21	118	42	0	28	132	12	0	49	209	25	0	793	793
Total	139	226	67	0	98	418	117	0	96	404	60	3	181	1102	149	0	3057	3060
7:00 AM	37	100	32	0	46	165	161	0	49	174	62	0	33	330	61	0	1250	1250
7:15 AM	54	162	21	0	74	239	171	0	57	242	66	0	46	274	128	0	1533	1533
7:30 AM	107	249	24	0	97	234	157	4	114	306	46	0	46	277	162	0	1818	1822
7:45 AM	66	265	38	0	91	230	142	1	108	308	82	0	51	265	162	0	1807	1808
Total	264	775	115	0	308	868	630	5	327	1030	256	0	176	1147	513	0	6408	6413
8:00 AM	69	180	19	0	107	142	123	1	89	274	53	0	38	297	121	0	1512	1513
8:15 AM	75	97	21	0	63	111	161	2	98	145	27	0	33	254	149	0	1234	1236
8:30 AM	41	220	33	0	74	205	123	0	85	221	47	0	36	302	123	0	1510	1510
8:45 AM	45	181	33	0	67	213	128	1	63	206	26	6	42	266	132	0	1402	1409
Total	230	678	106	0	310	670	536	4	335	846	154	6	150	1118	525	0	5659	5668

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
6:00 to 7:00	139	226	67	0	432	98	418	117	0	633	96	404	60	3	560	181	1,102	149	0	1,432	3,057	6669.88
6:15 to 7:15	160	300	89	0	549	129	526	262	0	917	134	497	105	2	736	183	1,170	193	0	1,546	3,749	
6:30 to 7:30	209	443	102	0	754	167	634	397	0	1,198	155	642	150	0	947	166	1,144	268	0	1,577	4,475	
6:45 to 7:45	244	604	94	0	942	237	756	530	4	1,523	248	855	185	0	1,288	174	1,091	376	0	1,642	5,394	
7:00 to 8:00	264	775	115	0	1,153	308	868	630	5	1,806	327	1,030	256	0	1,613	176	1,147	513	0	1,836	6,408	
7:15 to 8:15	295	856	101	0	1,251	368	846	593	6	1,807	368	1,130	247	0	1,744	181	1,113	572	0	1,867	6,670	
7:30 to 8:30	317	791	101	0	1,208	358	717	583	8	1,658	409	1,033	209	0	1,650	169	1,093	593	0	1,854	6,371	
7:45 to 8:45	251	761	111	0	1,123	334	688	550	4	1,572	380	948	210	0	1,538	159	1,117	555	0	1,831	6,063	
8:00 to 9:00	230	678	106	0	1,014	310	670	536	4	1,516	335	846	154	6	1,335	150	1,118	525	0	1,793	5,659	

PM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
3:00 PM	50	246	34	0	77	202	115	2	114	232	82	0	48	270	135	0	1606	1608
3:15 PM	79	270	42	0	70	189	150	0	133	293	67	2	62	279	142	0	1776	1778
3:30 PM	62	336	46	0	66	255	124	4	125	157	76	1	71	262	164	0	1743	1748
3:45 PM	67	235	54	0	74	195	117	1	94	229	73	2	74	243	159	0	1613	1616
Total	258	1087	176	0	286	841	506	7	466	911	298	5	255	1054	600	0	6738	6750
4:00 PM	72	227	51	1	71	242	120	3	78	266	58	2	69	256	146	0	1654	1660
4:15 PM	80	305	39	0	82	167	122	0	102	224	46	0	66	269	140	0	1642	1642
4:30 PM	104	293	35	0	66	202	98	1	61	263	54	0	61	261	179	0	1676	1677
4:45 PM	70	330	52	0	69	192	126	5	93	306	62	2	65	238	162	0	1764	1771
Total	325	1155	177	1	287	803	466	9	334	1058	220	4	260	1023	627	0	6736	6749
5:00 PM	84	323	53	0	61	234	138	1	115	314	70	0	60	275	155	0	1882	1883
5:15 PM	60	274	58	3	69	221	127	1	96	270	105	1	68	330	140	0	1818	1823
5:30 PM	81	305	41	0	73	214	133	1	70	284	104	4	58	293	129	0	1785	1789
5:45 PM	74	336	44	0	83	197	121	5	81	273	150	6	56	251	170	0	1837	1847
Total	300	1239	196	3	285	865	519	8	362	1142	428	11	241	1150	594	0	7321	7342

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
3:00 to 4:00	258	1,087	176	0	1,521	286	841	506	7	1,633	466	911	298	5	1,676	255	1,054	600	0	1,909	6,738	7320.6
3:15 to 4:15	279	1,068	193	1	1,541	279	881	511	8	1,671	431	945	273	7	1,649	275	1,040	611	0	1,926	6,787	
3:30 to 4:30	280	1,103	190	1	1,574	292	858	482	8	1,633	400	876	253	5	1,529	279	1,029	609	0	1,917	6,652	
3:45 to 4:45	322	1,060	179	1	1,562	292	806	456	5	1,553	335	982	230	4	1,547	270	1,028	624	0	1,922	6,585	
4:00 to 5:00	325	1,155	177	1	1,658	287	803	466	9	1,555	334	1,058	220	4	1,612	260	1,023	627	0	1,910	6,736	
4:15 to 5:15	338	1,251	179	0	1,769	277	795	484	7	1,556	370	1,106	231	2	1,708	251	1,043	636	0	1,930	6,963	
4:30 to 5:30	318	1,221	198	3	1,737	264	849	490	8	1,602	365	1,152	290	3	1,807	253	1,104	636	0	1,993	7,139	
4:45 to 5:45	295	1,233	204	3	1,732	270	860	525	8	1,656	373	1,174	340	7	1,887	250	1,137	586	0	1,973	7,248	
5:00 to 6:00	300	1,239	196	3	1,735	285	865	519	8	1,670	362	1,142	428	11	1,932	241	1,150	594	0	1,985	7,321	

PEAK HOUR FACTOR

Date: 3/18/2014 Tuesday

Intersection of SW 8 St and SW 107 Ave

2012 SF: 0.98

PHF Calculation 0.91725067

AM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
6:00 AM	17	26	10	0	15	57	16	0	11	81	17	1	31	262	17	0	559	560
6:15 AM	5	19	8	0	36	131	35	0	36	97	21	2	64	301	54	0	807	809
6:30 AM	72	88	31	0	26	113	24	0	21	93	11	0	37	330	53	0	899	899
6:45 AM	46	93	18	0	21	118	42	0	28	132	12	0	49	209	25	0	793	793
Total	139	226	67	0	98	418	117	0	96	404	60	3	181	1102	149	0	3057	3060
7:00 AM	37	100	32	0	46	165	161	0	49	174	62	0	33	330	61	0	1250	1250
7:15 AM	54	162	21	0	74	239	171	0	57	242	66	0	46	274	128	0	1533	1533
7:30 AM	107	249	24	0	97	234	157	4	114	306	46	0	46	277	162	0	1818	1822
7:45 AM	66	265	38	0	91	230	142	1	108	308	82	0	51	265	162	0	1807	1808
Total	264	775	115	0	308	868	630	5	327	1030	256	0	176	1147	513	0	6408	6413
8:00 AM	69	180	19	0	107	142	123	1	89	274	53	0	38	297	121	0	1512	1513
8:15 AM	75	97	21	0	63	111	161	2	98	145	27	0	33	254	149	0	1234	1236
8:30 AM	41	220	33	0	74	205	123	0	85	221	47	0	36	302	123	0	1510	1510
8:45 AM	45	181	33	0	67	213	128	1	63	206	26	6	42	266	132	0	1402	1409
Total	230	678	106	0	310	670	536	4	335	846	154	6	150	1118	525	0	5659	5668

Maximum Hourly Volume 6670

Maximum 15 min 1818

1818

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	
6:00 to 7:00	139	226	67	0	432	98	418	117	0	633	96	404	60	3	560	181	1102	149	0	1432	3057
6:15 to 7:15	160	300	89	0	549	129	526	262	0	917	134	497	105	2	736	183	1170	193	0	1546	3749
6:30 to 7:30	209	443	102	0	754	167	634	397	0	1198	155	642	150	0	947	166	1144	268	0	1577	4475
6:45 to 7:45	244	604	94	0	942	237	756	530	4	1523	248	855	185	0	1288	174	1091	376	0	1642	5394
7:00 to 8:00	263.62	775.18	114.66	0	1153.46	307.72	868.28	630.14	4.9	1806.14	327.32	1029.98	255.78	0	1613.08	176.4	1146.6	512.54	0	1836	6408
7:15 to 8:15	294.98	855.54	100.94	0	1251.46	368.48	845.74	592.9	5.88	1807.12	367.5	1129.94	246.96	0	1744.4	181.3	1113.28	572.32	0	1867	6670
7:30 to 8:30	316.54	790.86	100.94	0	1208.34	357.7	717.36	583.1	7.84	1658.16	408.66	1032.92	208.74	0	1650.32	168.56	1092.7	592.9	0	1854	6371
7:45 to 8:45	250.88	761.46	111	0	1123.08	334.18	687.96	549.78	3.92	1571.92	380.24	947.66	209.72	0	1537.62	158.76	1117.2	554.68	0	1831	6063
8:00 to 9:00	264	775	115	0	1153	308	868	630	5	1806	327	1030	256	0	1613	176	1147	513	0	1836	5659
PHF																					

6670

PHF Calculation 0.97265625

PM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
3:00 PM	50	246	34	0	77	202	115	2	114	232	82	0	48	270	135	0	1606	1608
3:15 PM	79	270	42	0	70	189	150	0	133	293	67	2	62	279	142	0	1776	1778
3:30 PM	62	336	46	0	66	255	124	4	125	157	76	1	71	262	164	0	1743	1748
3:45 PM	67	235	54	0	74	195	117	1	94	229	73	2	74	243	159	0	1613	1616
Total	258	1087	176	0	286	841	506	7	466	911	298	5	255	1054	600	0	6738	6750
4:00 PM	72	227	51	1	71	242	120	3	78	266	58	2	69	256	146	0	1654	1660
4:15 PM	80	305	39	0	82	167	122	0	102	224	46	0	66	269	140	0	1642	1642
4:30 PM	104	293	35	0	66	202	98	1	61	263	54	0	61	261	179	0	1676	1677
4:45 PM	70	330	52	0	69	192	126	5	93	306	62	2	65	238	162	0	1764	1771
Total	325	1155	177	1	287	803	466	9	334	1058	220	4	260	1023	627	0	6736	6749
5:00 PM	84	323	53	0	61	234	138	1	115	314	70	0	60	275	155	0	1882	1883
5:15 PM	60	274	58	3	69	221	127	1	96	270	105	1	68	330	140	0	1818	1823
5:30 PM	81	305	41	0	73	214	133	1	70	284	104	4	58	293	129	0	1785	1789
5:45 PM	74	336	44	0	83	197	121	5	81	273	150	6	56	251	170	0	1837	1847
Total	300	1239	196	3	285	865	519	8	362	1142	428	11	241	1150	594	0	7321	7342

Maximum Hourly Volume 7321

Maximum 15 min 1882

1882

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	
3:00 to 4:00	258	1086.82	176.4	0	1520.96	286.16	840.84	505.68	6.86	1632.68	466.48	911.4	297.92	4.9	1675.8	254.8	1054.48	599.76	0	1909.04	6738.48
3:15 to 4:15	279	1068.2	193.06	0.98	1540.56	279	881.02	510.58	7.84	1670.9	431.2	944.72	273.42	6.86	1649.34	275.38	1039.78	610.54	0	1925.7	6786.5
3:30 to 4:30	280	1103.48	190.12	0.98	1573.88	292.04	858.48	482.16	7.84	1632.68	399.84	876.12	252.84	4.9	1528.8	279.3	1029	608.58	0	1916.88	6652.24
3:45 to 4:45	322	1060.36	179.34	0.98	1562.12	292.04	805.56	455.7	4.9	1553.3	335.16	981.96	230.3	4	1547.42	269.5	1028.02	624.26	0	1921.78	6584.62
4:00 to 5:00	325	1155.42	177.38	0.98	1658.16	287.14	802.62	465.5	8.82	1555.26	334.18	1058.4	219.52	3.92	1612.1	259.7	1023.12	627.2	0	1910.02	6735.54
4:15 to 5:15	338	1251.46	179.34	0	1768.9	277.34	794.78	484.12	6.86	1556.24	370.44	1106.42	231.28	1.96	1708.14	250.88	1042.72	636.02	0	1929.62	6962.9
4:30 to 5:30	318	1221.08	197.96	2.94	1736.56	263.62	848.68	490	7.84	1602.3	364.56	1152.48	290.08	2.94	1807.12	252.84	1104.46	636.02	0	1993.32	7139.3
4:45 to 5:45	295	1232.84	203.84	2.94	1731.66	270.48	860.44	525.28	7.84	1656.2	373.38	1174.04	340.06	6.86	1887.48	249.9	1136.8	586.04	0	1972.74	7248.08
5:00 to 6:00	300	1238.72	196	2.94	1734.6	285.18	865.34	519.4	7.84	1669.92	361.62	1141.7	428.26	11	1931.58	241.08	1149.54	593.88	0	1984.5	7320.6
PHF																					

7320.6

TRUCK FACTOR

Date: 3/18/2014 Tuesday

Intersection of SW 8 St and SW 107 Ave

2012 SF: 0.98

TF Calculation 2.09%

AM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike	
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike			
6:00 AM	12.00%	7.56%	10.20%		0.00%	3.52%	0.00%		9.28%	2.46%	0.00%		0.00%	0.76%	12.00%		4.82%		
6:15 AM	0.00%	5.37%	0.00%		2.76%	2.28%	2.83%		0.00%	2.06%	0.00%		3.14%	3.66%	3.71%		2.15%		
6:30 AM	1.40%	6.80%	3.19%		0.00%	0.89%	0.00%		0.00%	1.07%	0.00%		0.00%	0.00%	0.00%		1.11%		
6:45 AM	4.34%	3.22%	5.67%		0.00%	2.55%	0.00%		0.00%	0.00%	0.00%		0.00%	0.00%	0.00%		1.32%		
Total		4.98%				1.24%				1.24%				1.94%			2.35%		
7:00 AM	0.00%	3.00%	6.18%		2.17%	1.82%	1.24%		2.04%	0.57%	1.62%		3.00%	1.21%	1.65%		2.04%		
7:15 AM	0.00%	0.62%	0.00%		2.72%	0.42%	1.17%		1.76%	1.24%	0.00%		2.17%	0.73%	0.78%		0.97%		
7:30 AM	1.87%	2.01%	4.25%		1.03%	2.99%	0.64%		0.88%	0.98%	4.34%		4.34%	1.44%	0.62%		2.12%		
7:45 AM	1.52%	1.89%	5.23%		2.19%	1.30%	0.00%		1.86%	0.97%	0.00%		1.96%	0.76%	1.24%		1.58%		
Total		2.22%				1.48%				1.36%				1.66%			1.68%		
8:00 AM	0.00%	2.22%	0.00%		0.94%	3.52%	1.62%		3.36%	1.46%	0.00%		2.62%	1.35%	0.83%		1.49%		
8:15 AM	1.33%	2.06%	4.86%		0.00%	2.71%	1.24%		0.00%	3.45%	0.00%		0.00%	1.97%	1.34%		1.58%		
8:30 AM	0.00%	2.73%	12.00%		1.36%	2.44%	0.81%		1.17%	2.27%	4.25%		2.76%	1.33%	1.62%		2.73%		
8:45 AM	2.22%	1.65%	6.00%		3.00%	2.82%	0.78%		0.00%	2.92%	7.56%		7.12%	2.64%	1.51%		3.18%		
Total		2.92%				1.77%				2.20%				2.09%			2.25%		2.09%
3-Day Average		3.37%				1.49%				1.60%				1.90%					

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	
6:00 to 7:00																					
6:15 to 7:15																					
6:30 to 7:30																					
6:45 to 7:45																					
7:00 to 8:00																					
7:15 to 8:15																					
7:30 to 8:30																					
7:45 to 8:45																					
8:00 to 9:00																					0

TF Calculation 0.97%

PM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike	
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike			
3:00 PM	0.00%	0.41%	0.00%		1.29%	0.99%	1.74%		0.88%	2.58%	0.00%		2.08%	0.37%	0.00%		0.86%		
3:15 PM	1.26%	0.00%	2.37%		0.00%	2.64%	2.00%		0.00%	0.68%	1.50%		1.62%	0.72%	0.00%		1.07%		
3:30 PM	0.00%	1.49%	4.34%		4.57%	0.78%	2.41%		0.80%	0.64%	0.00%		0.00%	0.76%	0.61%		1.37%		
3:45 PM	0.00%	0.85%	1.86%		0.00%	2.05%	0.00%		2.13%	1.31%	0.00%		1.34%	0.41%	2.52%		1.04%		
Approach Average		1.05%				1.54%				0.88%				0.87%			1.08%		
4:00 PM	0.00%	1.76%	0.00%		0.00%	1.65%	0.84%		0.00%	0.75%	1.73%		0.00%	1.56%	1.37%		0.81%		
4:15 PM	0.00%	0.33%	0.00%		1.21%	3.60%	0.82%		0.00%	0.45%	2.17%		1.52%	0.00%	0.71%		0.90%		
4:30 PM	0.00%	0.68%	2.83%		1.52%	0.50%	0.00%		1.65%	0.38%	1.86%		0.00%	0.77%	0.56%		0.90%		
4:45 PM	1.44%	0.91%	1.93%		0.00%	1.04%	0.79%		0.00%	1.64%	0.00%		3.09%	0.42%	1.24%		1.04%		
Approach Average		0.82%				1.00%				0.88%				0.94%			0.91%		
5:00 PM	0.00%	0.62%	0.00%		1.65%	2.13%	1.45%		0.87%	1.28%	0.00%		3.35%	0.00%	2.58%		1.16%		
5:15 PM	0.00%	1.46%	0.00%		1.46%	0.91%	0.00%		0.00%	1.11%	0.95%		1.48%	0.61%	1.43%		0.78%		
5:30 PM	0.00%	0.00%	0.00%		0.00%	1.87%	0.75%		0.00%	1.41%	1.93%		1.73%	1.37%	0.77%		0.82%		
5:45 PM	0.00%	1.19%	0.00%		3.60%	1.02%	0.83%		1.23%	1.10%	0.67%		0.00%	1.20%	0.00%		0.90%		
Approach Average		0.27%				1.31%				0.88%				1.21%			0.92%		0.97%
3-Day Average		0.71%				1.28%				0.88%				1.01%					

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	
3:00 to 4:00																					
3:15 to 4:15																					
3:30 to 4:30																					
3:45 to 4:45																					
4:00 to 5:00																					
4:15 to 5:15																					
4:30 to 5:30																					
4:45 to 5:45																					
5:00 to 6:00																					

VEHICLES

Intersection of SW 8 St **and** SW 107 Ave

Date: 3/19/2014 Wednesday

AM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
6:00 AM	18	40	14	0	16	97	21	0	15	70	18	0	29	253	18	0	609	609
6:15 AM	38	67	13	0	26	90	41	0	33	111	21	4	37	284	37	0	798	802
6:30 AM	55	95	18	0	41	220	72	0	47	162	31	1	51	320	51	0	1163	1164
6:45 AM	66	117	19	4	82	135	66	0	57	156	20	3	33	266	43	0	1060	1067
Total	177	319	64	4	165	542	200	0	152	499	90	8	150	1123	149	0	3630	3642
7:00 AM	49	92	34	0	42	177	82	1	49	168	44	0	38	277	111	0	1163	1164
7:15 AM	45	90	24	0	56	202	122	0	80	255	66	0	53	358	129	0	1480	1480
7:30 AM	41	143	45	0	85	206	129	0	74	311	43	1	31	370	163	0	1641	1642
7:45 AM	47	163	45	0	78	230	124	0	89	323	41	1	52	340	145	0	1677	1678
Total	182	488	148	0	261	815	457	1	292	1057	194	2	174	1345	548	0	5961	5964
8:00 AM	32	112	38	0	86	194	130	0	84	189	51	0	43	334	165	0	1458	1458
8:15 AM	40	131	21	0	69	195	123	1	101	217	49	2	45	353	160	0	1504	1507
8:30 AM	48	129	10	0	71	186	105	2	103	201	36	1	51	337	136	0	1413	1416
8:45 AM	9	137	25	0	92	181	93	1	116	246	60	5	61	318	170	0	1508	1514
Total	129	509	94	0	318	756	451	4	404	853	196	8	200	1342	631	0	5883	5895

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
6:00 to 7:00	177	319	64	4	560	165	542	200	0	907	152	499	90	8	741	150	1123	149	0	1422	3630	6280
6:15 to 7:15	208	371	84	4	663	191	622	261	1	1074	186	597	116	8	899	159	1147	242	0	1548	4184	
6:30 to 7:30	215	394	95	4	704	221	734	342	1	1297	233	741	161	4	1135	175	1221	334	0	1730	4866	
6:45 to 7:45	201	442	122	4	765	265	720	399	1	1384	260	890	173	4	1323	155	1271	446	0	1872	5344	
7:00 to 8:00	182	488	148	0	818	261	815	457	1	1533	292	1057	194	2	1543	174	1345	548	0	2067	5961	
7:15 to 8:15	165	508	152	0	825	305	832	505	0	1642	327	1078	201	2	1606	179	1402	602	0	2183	6256	
7:30 to 8:30	160	549	149	0	858	318	825	506	1	1649	348	1040	184	4	1572	171	1397	633	0	2201	6280	
7:45 to 8:45	167	535	114	0	816	304	805	482	3	1591	377	930	177	4	1484	191	1364	606	0	2161	6052	
8:00 to 9:00	129	509	94	0	732	318	756	451	4	1525	404	853	196	8	1453	200	1342	631	0	2173	5883	

PM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
3:00 PM	67	337	63	0	61	256	121	1	104	221	73	10	49	232	145	0	1729	1740
3:15 PM	100	353	44	0	80	285	104	1	154	303	99	0	71	260	137	1	1990	1992
3:30 PM	89	360	61	0	70	237	135	0	143	267	63	0	76	174	195	0	1870	1870
3:45 PM	126	345	62	0	58	223	105	0	123	308	53	4	63	237	150	0	1853	1857
Total	382	1395	230	0	269	1001	465	2	524	1099	288	14	259	903	627	1	7442	7459
4:00 PM	123	317	63	0	94	240	153	0	98	270	101	5	84	232	144	0	1919	1924
4:15 PM	102	302	51	0	79	269	105	1	127	248	70	0	72	243	125	0	1793	1794
4:30 PM	78	278	59	0	70	245	98	0	106	265	42	7	79	239	137	0	1696	1703
4:45 PM	121	327	47	0	89	250	119	2	71	286	63	0	68	215	160	0	1816	1818
Total	424	1224	220	0	332	1004	475	3	402	1069	276	12	303	929	566	0	7224	7239
5:00 PM	89	351	58	0	72	264	144	3	98	286	88	0	82	268	144	0	1944	1947
5:15 PM	106	318	46	0	95	281	137	1	94	265	85	0	80	247	144	0	1898	1899
5:30 PM	100	404	45	0	72	205	96	4	114	319	103	0	71	261	175	0	1965	1969
5:45 PM	120	384	75	0	59	210	93	1	128	284	130	0	75	246	156	0	1960	1961
Total	415	1457	224	0	298	960	470	9	434	1154	406	0	308	1022	619	0	7767	7776

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
3:00 to 4:00	382	1395	230	0	2007	269	1001	465	2	1735	524	1099	288	14	1911	259	903	627	1	1789	7442	7767
3:15 to 4:15	438	1375	230	0	2043	302	985	497	1	1784	518	1148	316	9	1982	294	903	626	1	1823	7632	
3:30 to 4:30	440	1324	237	0	2001	301	969	498	1	1768	491	1093	287	9	1871	295	886	614	0	1795	7435	
3:45 to 4:45	429	1242	235	0	1906	301	977	461	1	1739	454	1091	266	16	1811	298	951	556	0	1805	7261	
4:00 to 5:00	424	1224	220	0	1868	332	1004	475	3	1811	402	1069	276	12	1747	303	929	566	0	1798	7224	
4:15 to 5:15	390	1258	215	0	1863	310	1028	466	6	1804	402	1085	263	7	1750	301	965	566	0	1832	7249	
4:30 to 5:30	394	1274	210	0	1878	326	1040	498	6	1864	369	1102	278	7	1749	309	969	585	0	1863	7354	
4:45 to 5:45	416	1400	196	0	2012	328	1000	496	10	1824	377	1156	339	0	1872	301	991	623	0	1915	7623	
5:00 to 6:00	415	1457	224	0	2096	298	960	470	9	1728	434	1154	406	0	1994	308	1022	619	0	1949	7767	

TRUCKS

Intersection of SW 8 St **and** SW 107 Ave

Date: 3/19/2014 Wednesday

AM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
6:00 AM	1	2	0	0	0	4	0	0	1	1	0	0	1	2	1	0	13
6:15 AM	1	2	2	0	0	2	2	0	0	2	0	0	2	2	1	0	16
6:30 AM	1	4	0	0	0	4	1	0	0	2	0	0	0	2	0	0	14
6:45 AM	2	2	0	0	0	4	0	0	0	7	2	0	0	1	0	0	18
Total	5	10	2	0	0	14	3	0	1	12	2	0	3	7	2	0	61
7:00 AM	0	2	0	0	0	3	1	0	1	7	0	0	3	4	1	0	22
7:15 AM	0	6	0	0	0	4	1	0	2	7	1	0	1	1	1	1	24
7:30 AM	1	6	0	0	0	2	2	0	1	1	2	0	3	3	1	0	22
7:45 AM	1	5	2	0	4	5	1	0	2	6	1	0	1	1	3	0	32
Total	2	19	2	0	4	14	5	0	6	21	4	0	8	9	6	1	100
8:00 AM	1	4	1	0	0	7	1	0	2	3	1	1	3	9	1	0	33
8:15 AM	0	3	1	0	0	3	1	0	1	10	2	0	0	5	0	0	26
8:30 AM	1	2	0	0	3	3	2	0	3	6	0	0	4	9	1	0	34
8:45 AM	0	4	0	0	1	4	3	0	1	10	1	0	3	2	2	0	31
Total	2	13	2	0	4	17	7	0	7	29	4	1	10	25	4	0	124

Hourly Volume Calculations

Time	SW 107 Ave		SOUTHBOUND			SW 107 Ave		NORTHBOUND			SW 8 St		WESTBOUND			SW 8 St		EASTBOUND			Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
6:00 to 7:00	5	10	2	0	17	0	14	3	0	17	1	12	2	0	15	3	7	2	0	12	61	125
6:15 to 7:15	4	10	2	0	16	0	13	4	0	17	1	18	2	0	21	5	9	2	0	16	70	
6:30 to 7:30	3	14	0	0	17	0	15	3	0	18	3	23	3	0	29	4	8	2	1	14	78	
6:45 to 7:45	3	16	0	0	19	0	13	4	0	17	4	22	5	0	31	7	9	3	1	19	86	
7:00 to 8:00	2	19	2	0	23	4	14	5	0	23	6	21	4	0	31	8	9	6	1	23	100	
7:15 to 8:15	3	21	3	0	27	4	18	5	0	27	7	17	5	1	29	8	14	6	1	28	111	
7:30 to 8:30	3	18	4	0	25	4	17	5	0	26	6	20	6	1	32	7	18	5	0	30	113	
7:45 to 8:45	3	14	4	0	21	7	18	5	0	30	8	25	4	1	37	8	24	5	0	37	125	
8:00 to 9:00	2	13	2	0	17	4	17	7	0	28	7	29	4	1	40	10	25	4	0	39	124	

PM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
3:00 PM	0	2	1	0	0	1	4	0	3	0	0	0	1	3	0	0	15
3:15 PM	1	2	0	0	0	5	1	2	0	5	0	0	1	4	2	0	21
3:30 PM	0	2	1	0	3	4	1	3	3	6	2	0	0	5	1	0	28
3:45 PM	2	3	0	0	0	4	0	0	0	4	1	0	2	2	0	0	18
Total	3	9	2	0	3	14	6	5	6	15	3	0	4	14	3	0	82
4:00 PM	1	1	0	0	0	8	3	3	1	0	1	0	1	1	1	0	18
4:15 PM	0	2	0	0	0	5	0	1	0	0	1	0	0	3	3	0	14
4:30 PM	0	0	2	0	1	4	2	0	1	3	2	0	1	2	2	0	20
4:45 PM	1	2	0	0	1	2	0	0	0	5	0	0	0	3	0	1	14
Total	2	5	2	0	2	19	5	4	2	8	4	0	2	9	6	1	66
5:00 PM	0	2	0	0	0	4	3	0	1	1	0	0	0	2	4	0	17
5:15 PM	0	3	0	0	0	1	2	1	0	4	0	0	0	2	3	0	15
5:30 PM	1	1	1	0	0	3	1	1	1	0	1	0	1	3	0	0	13
5:45 PM	0	2	0	0	1	4	0	1	0	4	0	0	0	2	2	0	15
Total	1	8	1	0	1	12	6	3	2	9	1	0	1	9	9	0	60

Hourly Volume Calculations

Time	SW 107 Ave		SOUTHBOUND			SW 107 Ave		NORTHBOUND			SW 8 St		WESTBOUND			SW 8 St		EASTBOUND			Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
3:00 to 4:00	3	9	2	0	14	3	14	6	5	23	6	15	3	0	24	4	14	3	0	21	82	85
3:15 to 4:15	4	8	1	0	13	3	21	5	8	29	4	15	4	0	23	4	12	4	0	20	85	
3:30 to 4:30	3	8	1	0	12	3	21	4	7	28	4	10	5	0	19	3	11	5	0	19	78	
3:45 to 4:45	3	6	2	0	11	1	21	5	4	27	2	7	5	0	14	4	8	6	0	18	70	
4:00 to 5:00	2	5	2	0	9	2	19	5	4	26	2	8	4	0	14	2	9	6	1	17	66	
4:15 to 5:15	1	6	2	0	9	2	15	5	1	22	2	9	3	0	14	1	10	9	1	20	65	
4:30 to 5:30	1	7	2	0	10	2	11	7	1	20	2	13	2	0	17	1	9	9	1	19	66	
4:45 to 5:45	2	8	1	0	11	1	10	6	2	17	2	10	1	0	13	1	10	7	1	18	59	
5:00 to 6:00	1	8	1	0	10	1	12	6	3	19	2	9	1	0	12	1	9	9	0	19	60	

U-TURN

Intersection of SW 8 St and SW 107 Ave

Date: 3/19/2014 Wednesday

AM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total
Start Time	U-Turn				U-Turn				U-Turn				U-Turn				
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3

Hourly Volume Calculations

Time	SW 107 Ave				SOUTHBOUND	SW 107 Ave				NORTHBOUND	SW 8 St				WESTBOUND	SW 8 St				EASTBOUND	Intersection Total	
	U-Turn					U-Turn					U-Turn					U-Turn						
6:00 to 7:00	0					0					1					0					1	5
6:15 to 7:15	0					0					2					0					2	
6:30 to 7:30	1					1					2					0					4	
6:45 to 7:45	1					1					1					0					3	
7:00 to 8:00	1					2					1					0					4	
7:15 to 8:15	1					2					2					0					5	
7:30 to 8:30	0					1					2					0					3	
7:45 to 8:45	0					1					2					0					3	
8:00 to 9:00	0					1					2					0					3	

PM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total
Start Time	U-Turn				U-Turn				U-Turn				U-Turn				
3:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
Total	0	0	0	0	4	0	0	0	6	0	0	0	0	0	0	0	10

Hourly Volume Calculations

Time	SW 107 Ave				SOUTHBOUND	SW 107 Ave				NORTHBOUND	SW 8 St				WESTBOUND	SW 8 St				EASTBOUND	Intersection Total	
	U-Turn					U-Turn					U-Turn					U-Turn						
3:00 to 4:00	0					1					2					0					3	10
3:15 to 4:15	0					2					1					0					3	
3:30 to 4:30	0					5					0					0					5	
3:45 to 4:45	0					5					0					0					5	
4:00 to 5:00	0					6					0					0					6	
4:15 to 5:15	0					8					1					0					9	
4:30 to 5:30	0					4					2					0					6	
4:45 to 5:45	0					4					5					0					9	
5:00 to 6:00	0					4					6					0					10	

TOTAL

Intersection of SW 8 St **and** SW 107 Ave

Date: 3/19/2014 Wednesday

AM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
6:00 AM	19	42	14	0	16	101	21	0	16	71	18	0	30	255	19	0	622	622
6:15 AM	39	69	15	0	26	92	43	0	33	113	21	4	39	286	38	0	814	818
6:30 AM	56	99	18	0	41	224	73	0	48	164	31	1	51	322	51	0	1178	1179
6:45 AM	68	119	19	4	82	139	66	0	57	163	22	3	33	267	43	0	1078	1085
Total	182	329	66	4	165	556	203	0	154	511	92	8	153	1130	151	0	3692	3704
7:00 AM	49	94	34	0	42	180	83	1	51	175	44	0	41	281	112	0	1186	1187
7:15 AM	46	96	24	0	57	206	123	0	82	262	67	0	54	359	130	1	1506	1507
7:30 AM	42	149	45	0	85	208	131	0	75	312	45	1	34	373	164	0	1663	1664
7:45 AM	48	168	47	0	83	235	125	0	91	329	42	1	53	341	148	0	1710	1711
Total	185	507	150	0	267	829	462	1	299	1078	198	2	182	1354	554	1	6065	6069
8:00 AM	33	116	39	0	86	201	131	0	88	192	52	1	46	343	166	0	1493	1494
8:15 AM	40	134	22	0	69	198	124	1	102	227	51	2	45	358	160	0	1530	1533
8:30 AM	49	131	10	0	74	189	107	2	106	207	36	1	55	346	137	0	1447	1450
8:45 AM	9	141	25	0	94	185	96	1	117	256	61	5	64	320	172	0	1540	1546
Total	131	522	96	0	323	773	458	4	413	882	200	9	210	1367	635	0	6010	6023

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
6:00 to 7:00	182	329	66	4	577	165	556	203	0	924	154	511	92	8	757	153	1130	151	0	1434	3692	6396
6:15 to 7:15	212	381	86	4	679	191	635	265	1	1091	189	615	118	8	922	164	1156	244	0	1564	4256	
6:30 to 7:30	219	408	95	4	722	222	749	345	1	1316	238	764	164	4	1166	179	1229	336	1	1744	4948	
6:45 to 7:45	205	458	122	4	785	266	733	403	1	1402	265	912	178	4	1355	162	1280	449	1	1891	5433	
7:00 to 8:00	185	507	150	0	842	267	829	462	1	1558	299	1078	198	2	1575	182	1354	554	1	2090	6065	
7:15 to 8:15	169	529	155	0	853	311	850	510	0	1671	336	1095	206	3	1637	187	1416	608	1	2211	6372	
7:30 to 8:30	163	567	153	0	883	323	842	511	1	1676	356	1060	190	5	1606	178	1415	638	0	2231	6396	
7:45 to 8:45	170	549	118	0	837	312	823	487	3	1622	387	955	181	5	1523	199	1388	611	0	2198	6180	
8:00 to 9:00	131	522	96	0	749	323	773	458	4	1554	413	882	200	9	1495	210	1367	635	0	2212	6010	

PM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
3:00 PM	67	339	64	0	61	257	125	1	108	221	73	10	50	235	145	0	1745	1756
3:15 PM	101	355	44	0	81	290	105	3	155	308	99	0	72	264	139	1	2013	2017
3:30 PM	89	362	62	0	73	241	136	3	146	273	65	0	76	179	196	0	1898	1901
3:45 PM	128	348	62	0	58	227	105	0	123	312	54	4	65	239	150	0	1871	1875
Total	385	1404	232	0	273	1015	471	7	532	1114	291	14	263	917	630	1	7527	7549
4:00 PM	124	318	63	0	95	248	156	3	99	270	102	5	85	233	145	0	1938	1946
4:15 PM	102	304	51	0	83	274	105	2	127	248	71	0	72	246	128	0	1811	1813
4:30 PM	78	278	61	0	71	249	100	0	107	268	44	7	80	241	139	0	1716	1723
4:45 PM	122	329	47	0	91	252	119	2	71	291	63	0	68	218	160	1	1831	1834
Total	426	1229	222	0	340	1023	480	7	404	1077	280	12	305	938	572	1	7296	7316
5:00 PM	89	353	58	0	75	268	147	3	100	287	88	0	82	270	148	0	1965	1968
5:15 PM	106	321	46	0	95	282	139	2	95	269	85	0	80	249	147	0	1914	1916
5:30 PM	101	405	46	0	72	208	97	5	118	319	104	0	72	264	175	0	1981	1986
5:45 PM	120	386	75	0	61	214	93	2	129	288	130	0	75	248	158	0	1977	1979
Total	416	1465	225	0	303	972	476	12	442	1163	407	0	309	1031	628	0	7837	7849

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
3:00 to 4:00	385	1404	232	0	2021	273	1015	471	7	1759	532	1114	291	14	1937	263	917	630	1	1810	7527	7837
3:15 to 4:15	442	1383	231	0	2056	307	1006	502	9	1815	523	1163	320	9	2006	298	915	630	1	1843	7720	
3:30 to 4:30	443	1332	238	0	2013	309	990	502	8	1801	495	1103	292	9	1890	298	897	619	0	1814	7518	
3:45 to 4:45	432	1248	237	0	1917	307	998	466	5	1771	456	1098	271	16	1825	302	959	562	0	1823	7336	
4:00 to 5:00	426	1229	222	0	1877	340	1023	480	7	1843	404	1077	280	12	1761	305	938	572	1	1815	7296	
4:15 to 5:15	391	1264	217	0	1872	320	1043	471	7	1834	405	1094	266	7	1765	302	975	575	1	1852	7323	
4:30 to 5:30	395	1281	212	0	1888	332	1051	505	7	1888	373	1115	280	7	1768	310	978	594	1	1882	7426	
4:45 to 5:45	418	1408	197	0	2023	333	1010	502	12	1845	384	1166	340	0	1890	302	1001	630	1	1933	7691	
5:00 to 6:00	416	1465	225	0	2106	303	972	476	12	1751	442	1163	407	0	2012	309	1031	628	0	1968	7837	

SEASONAL FACTOR

Intersection of SW 8 St **and** SW 107 Ave **2012 SF** 0.98

Date: 3/19/2014 Wednesday

AM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
6:00 AM	19	41	14	0	16	99	21	0	16	70	18	0	29	250	19	0	610	610
6:15 AM	38	68	15	0	25	90	42	0	32	111	21	4	38	280	37	0	798	802
6:30 AM	55	97	18	0	40	220	72	0	47	161	30	1	50	316	50	0	1154	1155
6:45 AM	67	117	19	4	80	136	65	0	56	160	22	3	32	262	42	0	1056	1063
Total	178	322	65	4	162	545	199	0	151	501	90	8	150	1107	148	0	3618	3630
7:00 AM	48	92	33	0	41	176	81	1	50	172	43	0	40	275	110	0	1162	1163
7:15 AM	45	94	24	0	56	202	121	0	80	257	66	0	53	352	127	1	1476	1477
7:30 AM	41	146	44	0	83	204	128	0	74	306	44	1	33	366	161	0	1630	1631
7:45 AM	47	165	46	0	81	230	123	0	89	322	41	1	52	334	145	0	1676	1677
Total	181	497	147	0	262	812	453	1	293	1056	194	2	178	1327	543	1	5944	5948
8:00 AM	32	114	38	0	84	197	128	0	86	188	51	1	45	336	163	0	1463	1464
8:15 AM	39	131	22	0	68	194	122	1	100	222	50	2	44	351	157	0	1499	1502
8:30 AM	48	128	10	0	73	185	105	2	104	203	35	1	54	339	134	0	1418	1421
8:45 AM	9	138	25	0	92	181	94	1	115	251	60	5	63	314	169	0	1509	1515
Total	128	512	94	0	317	758	449	4	405	864	196	9	206	1340	622	0	5890	5903

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
6:00 to 7:00	178	322	65	4	565	162	545	199	0	906	151	501	90	8	742	150	1,107	148	0	1,405	3,618	6268.08
6:15 to 7:15	208	373	84	4	665	187	622	260	1	1,069	185	603	116	8	904	161	1,133	239	0	1,533	4,171	
6:30 to 7:30	215	400	93	4	708	218	734	338	1	1,290	233	749	161	4	1,143	175	1,204	329	1	1,709	4,849	
6:45 to 7:45	201	449	120	4	769	261	718	395	1	1,374	260	894	174	4	1,328	159	1,254	440	1	1,853	5,324	
7:00 to 8:00	181	497	147	0	825	262	812	453	1	1,527	293	1,056	194	2	1,544	178	1,327	543	1	2,048	5,944	
7:15 to 8:15	166	518	152	0	836	305	833	500	0	1,638	329	1,073	202	3	1,604	183	1,388	596	1	2,167	6,245	
7:30 to 8:30	160	556	150	0	865	317	825	501	1	1,642	349	1,039	186	5	1,574	174	1,387	625	0	2,186	6,268	
7:45 to 8:45	167	538	116	0	820	306	807	477	3	1,590	379	936	177	5	1,493	195	1,360	599	0	2,154	6,056	
8:00 to 9:00	128	512	94	0	734	317	758	449	4	1,523	405	864	196	9	1,465	206	1,340	622	0	2,168	5,890	

PM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
3:00 PM	66	332	63	0	60	252	123	1	106	217	72	10	49	230	142	0	1710	1721
3:15 PM	99	348	43	0	79	284	103	3	152	302	97	0	71	259	136	1	1973	1977
3:30 PM	87	355	61	0	72	236	133	3	143	268	64	0	74	175	192	0	1860	1863
3:45 PM	125	341	61	0	57	222	103	0	121	306	53	4	64	234	147	0	1834	1838
Total	377	1376	227	0	268	995	462	7	521	1092	285	14	258	899	617	1	7376	7398
4:00 PM	122	312	62	0	93	243	153	3	97	265	100	5	83	228	142	0	1899	1907
4:15 PM	100	298	50	0	81	269	103	2	124	243	70	0	71	241	125	0	1775	1777
4:30 PM	76	272	60	0	70	244	98	0	105	263	43	7	78	236	136	0	1682	1689
4:45 PM	120	322	46	0	89	247	117	2	70	285	62	0	67	214	157	1	1794	1797
Total	417	1204	218	0	333	1003	470	7	396	1055	274	12	299	919	561	1	7150	7170
5:00 PM	87	346	57	0	74	263	144	3	98	281	86	0	80	265	145	0	1926	1929
5:15 PM	104	315	45	0	93	276	136	2	93	264	83	0	78	244	144	0	1876	1878
5:30 PM	99	397	45	0	71	204	95	5	116	313	102	0	71	259	172	0	1941	1946
5:45 PM	118	378	74	0	60	210	91	2	126	282	127	0	74	243	155	0	1937	1939
Total	408	1436	221	0	297	953	466	12	433	1140	399	0	303	1010	615	0	7680	7692

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
3:00 to 4:00	377	1,376	227	0	1,981	268	995	462	7	1,724	521	1,092	285	14	1,898	258	899	617	1	1,774	7,376	7680.26
3:15 to 4:15	433	1,355	226	0	2,015	301	986	492	9	1,779	513	1,140	314	9	1,966	292	897	617	1	1,806	7,566	
3:30 to 4:30	434	1,305	233	0	1,973	303	970	492	8	1,765	485	1,081	286	9	1,852	292	879	607	0	1,778	7,368	
3:45 to 4:45	423	1,223	232	0	1,879	301	978	457	5	1,736	447	1,076	266	16	1,789	296	940	551	0	1,787	7,189	
4:00 to 5:00	417	1,204	218	0	1,839	333	1,003	470	7	1,806	396	1,055	274	12	1,726	299	919	561	1	1,779	7,150	
4:15 to 5:15	383	1,239	213	0	1,835	314	1,022	462	7	1,797	397	1,072	261	7	1,730	296	956	564	1	1,815	7,177	
4:30 to 5:30	387	1,255	208	0	1,850	325	1,030	495	7	1,850	366	1,093	274	7	1,733	304	958	582	1	1,844	7,277	
4:45 to 5:45	410	1,380	193	0	1,983	326	990	492	12	1,808	376	1,143	333	0	1,852	296	981	617	1	1,894	7,537	
5:00 to 6:00	408	1,436	221	0	2,064	297	953	466	12	1,716	433	1,140	399	0	1,972	303	1,010	615	0	1,929	7,680	

PEAK HOUR FACTOR

Date: 3/19/2014 Wednesday

Intersection of SW 8 St **and** SW 107 Ave

2012 SF: 0.98

PHF Calculation 0.93508772 **Average**

AM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike	
Start Time	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**			
6:00 AM	19	41	14	0	16	99	21	0	16	70	18	0	29	250	19	0	610	610	
6:15 AM	38	68	15	0	25	90	42	0	32	111	21	4	38	280	37	0	798	802	
6:30 AM	55	97	18	0	40	220	72	0	47	161	30	1	50	316	50	0	1154	1155	
6:45 AM	67	117	19	4	80	136	65	0	56	160	22	3	32	262	42	0	1056	1063	
Total	178	322	65	4	162	545	199	0	151	501	90	8	150	1107	148	0	3618	3630	
7:00 AM	48	92	33	0	41	176	81	1	50	172	43	0	40	275	110	0	1162	1163	
7:15 AM	45	94	24	0	56	202	121	0	80	257	66	0	53	352	127	1	1476	1477	
7:30 AM	41	146	44	0	83	204	128	0	74	306	44	1	33	366	161	0	1630	1631	
7:45 AM	47	165	46	0	81	230	123	0	89	322	41	1	52	334	145	0	1676	1677	
Total	181	497	147	0	262	812	453	1	293	1056	194	2	178	1327	543	1	5944	5948	
8:00 AM	32	114	38	0	84	197	128	0	86	188	51	1	45	336	163	0	1463	1464	
8:15 AM	39	131	22	0	68	194	122	1	100	222	50	2	44	351	157	0	1499	1502	
8:30 AM	48	128	10	0	73	185	105	2	104	203	35	1	54	339	134	0	1418	1421	
8:45 AM	9	138	25	0	92	181	94	1	115	251	60	5	63	314	169	0	1509	1515	
Total	128	512	94	0	317	758	449	4	405	864	196	9	206	1340	622	0	5890	5903	1676

Maximum Hourly Volume 6268

Maximum 15 min 1676

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
6:00 to 7:00	178	322	65	4	565	162	545	199	0	906	151	501	90	8	742	150	1107	148	0	1405	3618	6268
6:15 to 7:15	208	373	84	4	665	187	622	260	1	1069	185	603	116	8	904	161	1133	239	0	1533	4171	
6:30 to 7:30	215	400	93	4	708	218	734	338	1	1290	233	749	161	4	1143	175	1204	329	1	1709	4849	
6:45 to 7:45	201	449	120	4	769	261	718	395	1	1374	260	894	174	4	1328	159	1254	440	1	1853	5324	
7:00 to 8:00	181.3	496.86	147	0	825.16	261.66	812.42	452.76	0.98	1526.84	293.02	1056.44	194.04	1.96	1543.5	178.36	1326.92	542.92	0.98	2048	5944	
7:15 to 8:15	165.62	518.42	151.9	0	835.94	304.78	833	499.8	0	1637.58	329.28	1073.1	201.88	2.94	1604.26	183.26	1387.68	595.84	0.98	2167	6245	
7:30 to 8:30	159.74	555.66	149.94	0	865.34	316.54	825.16	500.78	0.98	1642.48	348.88	1038.8	186.2	4.9	1573.88	174.44	1386.7	625.24	0	2186	6268	
7:45 to 8:45	166.6	538.02	116	0	820.26	305.76	806.54	477.26	2.94	1589.56	379.26	935.9	177.38	4.9	1492.54	195.02	1360.24	598.78	0	2154	6056	
8:00 to 9:00	181	497	147	0	825	262	812	453	1	1527	293	1056	194	2	1544	178	1327	543	1	2048	5890	
PHF																						

PHF Calculation 0.97329856

PM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike	
Start Time	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**			
3:00 PM	66	332	63	0	60	252	123	1	106	217	72	10	49	230	142	0	1710	1721	
3:15 PM	99	348	43	0	79	284	103	3	152	302	97	0	71	259	136	1	1973	1977	
3:30 PM	87	355	61	0	72	236	133	3	143	268	64	0	74	175	192	0	1860	1863	
3:45 PM	125	341	61	0	57	222	103	0	121	306	53	4	64	234	147	0	1834	1838	
Total	377	1376	227	0	268	995	462	7	521	1092	285	14	258	899	617	1	7376	7398	
4:00 PM	122	312	62	0	93	243	153	3	97	265	100	5	83	228	142	0	1899	1907	
4:15 PM	100	298	50	0	81	269	103	2	124	243	70	0	71	241	125	0	1775	1777	
4:30 PM	76	272	60	0	70	244	98	0	105	263	43	7	78	236	136	0	1682	1689	
4:45 PM	120	322	46	0	89	247	117	2	70	285	62	0	67	214	157	1	1794	1797	
Total	417	1204	218	0	333	1003	470	7	396	1055	274	12	299	919	561	1	7150	7170	
5:00 PM	87	346	57	0	74	263	144	3	98	281	86	0	80	265	145	0	1926	1929	
5:15 PM	104	315	45	0	93	276	136	2	93	264	83	0	78	244	144	0	1876	1878	
5:30 PM	99	397	45	0	71	204	95	5	116	313	102	0	71	259	172	0	1941	1946	
5:45 PM	118	378	74	0	60	210	91	2	126	282	127	0	74	243	155	0	1937	1939	
Total	408	1436	221	0	297	953	466	12	433	1140	399	0	303	1010	615	0	7680	7692	1973

Maximum Hourly Volume 7680

Maximum 15 min 1973

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total	
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total		
3:00 to 4:00	377	1375.92	227.36	0	1980.58	267.54	994.7	461.58	6.86	1723.82	521.36	1091.72	285.18	13.72	1898.26	257.74	898.66	617.4	0.98	1773.8	7376.46	7680.26
3:15 to 4:15	433	1355.34	226.38	0	2014.88	301	985.88	491.96	8.82	1778.7	512.54	1139.74	313.6	8.82	1965.88	292.04	896.7	617.4	0.98	1806.14	7565.6	
3:30 to 4:30	434	1305.36	233.24	0	1972.74	302.82	970.2	491.96	7.84	1764.98	485.1	1080.94	286.16	8.82	1852.2	292.04	879.06	606.62	0	1777.72	7367.64	
3:45 to 4:45	423	1223.04	232.26	0	1878.66	300.86	978.04	456.68	4.9	1735.58	446.88	1076.04	265.58	16	1788.5	295.96	939.82	550.76	0	1786.54	7189.28	
4:00 to 5:00	417	1204.42	217.56	0	1839.46	333.2	1002.54	470.4	6.86	1806.14	395.92	1055.46	274.4	11.76	1725.78	298.9	919.24	560.56	0.98	1778.7	7150.08	
4:15 to 5:15	383	1238.72	212.66	0	1834.56	313.6	1022.14	461.58	6.86	1797.32	396.9	1072.12	260.68	6.86	1729.7	295.96	955.5	563.5	0.98	1814.96	7176.54	
4:30 to 5:30	387	1255.38	207.76	0	1850.24	325.36	1029.98	494.9	6.86	1850.24	365.54	1092.7	274.4	6.86	1732.64	303.8	958.44	582.12	0.98	1844.36	7277.48	
4:45 to 5:45	410	1379.84	193.06	0	1982.54	326.34	989.8	491.96	11.76	1808.1	376.32	1142.68	333.2	0	1852.2	295.96	980.98	617.4	0.98	1894.34	7537.18	
5:00 to 6:00	408	1435.7	220.5	0	2063.88	296.94	952.56	466.48	11.76	1715.98	433.16	1139.74	398.86	0	1971.76	302.82	1010.38	615.44	0	1928.64	7680.26	
PHF																						

TRUCK FACTOR

Date: 3/19/2014 Wednesday

Intersection of SW 8 St **and** SW 107 Ave

2012 SF: 0.98

TF Calculation 2.05%

AM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike	
Start Time	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**			
6:00 AM	5.37%	4.86%	0.00%		0.00%	4.04%	0.00%		6.38%	1.44%	0.00%		3.40%	0.80%	5.37%		2.64%		
6:15 AM	2.62%	2.96%	13.61%		0.00%	2.22%	4.75%		0.00%	1.81%	0.00%		5.23%	0.71%	2.69%		3.05%		
6:30 AM	1.82%	4.12%	0.00%		0.00%	1.82%	1.40%		0.00%	1.24%	0.00%		0.00%	0.63%	0.00%		0.92%		
6:45 AM	3.00%	1.71%	0.00%		0.00%	2.94%	0.00%		0.00%	4.38%	9.28%		0.00%	0.38%	0.00%		1.81%		
Total		3.34%				1.43%				2.04%				1.60%			2.10%		
7:00 AM	0.00%	2.17%	0.00%		0.00%	1.70%	1.23%		2.00%	4.08%	0.00%		7.47%	1.45%	0.91%		1.75%		
7:15 AM	0.00%	6.38%	0.00%		0.00%	1.98%	0.83%		2.49%	2.73%	1.52%		1.89%	0.28%	0.78%		1.57%		
7:30 AM	2.43%	4.11%	0.00%		0.00%	0.98%	1.56%		1.36%	0.33%	4.54%		9.00%	0.82%	0.62%		2.15%		
7:45 AM	2.13%	3.04%	4.34%		4.92%	2.17%	0.82%		2.24%	1.86%	2.43%		1.93%	0.30%	2.07%		2.35%		
Total		2.05%				1.35%				2.13%				2.29%			1.96%		
8:00 AM	3.09%	3.52%	2.62%		0.00%	3.55%	0.78%		2.32%	1.59%	1.96%		6.65%	2.68%	0.61%		2.45%		
8:15 AM	0.00%	2.28%	4.64%		0.00%	1.55%	0.82%		1.00%	4.50%	4.00%		0.00%	1.43%	0.00%		1.68%		
8:30 AM	2.08%	1.56%	0.00%		4.14%	1.62%	1.91%		2.89%	2.96%	0.00%		7.42%	2.65%	0.74%		2.33%		
8:45 AM	0.00%	2.89%	0.00%		1.09%	2.21%	3.19%		0.87%	3.99%	1.67%		4.78%	0.64%	1.19%		1.88%		
Total		1.89%				1.74%				2.31%				2.40%			2.09%		2.05%
3-Day Average		2.43%				1.51%				2.16%				2.10%					

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total
	Left	**Thru**	**Right**	**Ped/Bike**	**Aproach Total**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Aproach Total**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Aproach Total**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Aproach Total**	
6:00 to 7:00																					
6:15 to 7:15																					
6:30 to 7:30																					
6:45 to 7:45																					
7:00 to 8:00																					
7:15 to 8:15																					
7:30 to 8:30																					
7:45 to 8:45																					
8:00 to 9:00																					0

TF Calculation 0.91%

PM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike	
Start Time	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Left**	**Thru**	**Right**	**Ped/Bike**			
3:00 PM	0.00%	0.60%	1.59%		0.00%	0.40%	3.27%		2.83%	0.00%	0.00%		2.04%	1.30%	0.00%		1.00%		
3:15 PM	1.01%	0.57%	0.00%		0.00%	1.76%	0.97%		0.00%	1.66%	0.00%		1.42%	1.55%	1.47%		0.87%		
3:30 PM	0.00%	0.56%	1.65%		4.19%	1.69%	0.75%		2.10%	2.24%	3.14%		0.00%	2.85%	0.52%		1.64%		
3:45 PM	1.59%	0.88%	0.00%		0.00%	1.80%	0.00%		0.00%	1.31%	1.89%		3.14%	0.85%	0.00%		0.96%		
Approach Average		0.71%				1.24%				1.26%				1.26%			1.12%		
4:00 PM	0.82%	0.32%	0.00%		0.00%	3.29%	1.96%		1.03%	0.00%	1.00%		1.20%	0.44%	0.70%		0.90%		
4:15 PM	0.00%	0.67%	0.00%		0.00%	1.86%	0.00%		0.00%	0.00%	1.44%		0.00%	1.24%	2.39%		0.63%		
4:30 PM	0.00%	0.00%	3.35%		1.44%	1.64%	2.04%		0.95%	1.14%	4.64%		1.28%	0.85%	1.47%		1.57%		
4:45 PM	0.84%	0.62%	0.00%		1.12%	0.81%	0.00%		0.00%	1.75%	0.00%		0.00%	1.40%	0.00%		0.55%		
Approach Average		0.55%				1.18%				1.00%				0.91%			0.91%		
5:00 PM	0.00%	0.58%	0.00%		0.00%	1.52%	2.08%		1.02%	0.36%	0.00%		0.00%	0.76%	2.76%		0.76%		
5:15 PM	0.00%	0.95%	0.00%		0.00%	0.36%	1.47%		0.00%	1.52%	0.00%		0.00%	0.82%	2.08%		0.60%		
5:30 PM	1.01%	0.25%	2.22%		0.00%	1.47%	1.05%		0.86%	0.00%	0.98%		1.42%	1.16%	0.00%		0.87%		
5:45 PM	0.00%	0.53%	0.00%		1.67%	1.91%	0.00%		0.00%	1.42%	0.00%		0.00%	0.82%	1.29%		0.64%		
Approach Average		0.46%				0.96%				0.51%				0.93%			0.72%		0.91%
3-Day Average		0.57%				1.13%				0.92%				1.03%					

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total
	Left	**Thru**	**Right**	**Ped/Bike**	**Aproach Total**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Aproach Total**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Aproach Total**	**Left**	**Thru**	**Right**	**Ped/Bike**	**Aproach Total**	
3:00 to 4:00																					
3:15 to 4:15																					
3:30 to 4:30																					
3:45 to 4:45																					
4:00 to 5:00																					
4:15 to 5:15																					
4:30 to 5:30																					
4:45 to 5:45																					
5:00 to 6:00																					

SEASONAL FACTOR

Intersection of SW 8 St **and** SW 107 Ave

Date: 3/19/2014 Wednesday

2012 SF 0.98

PHF (Average) 0.9261692

	NB	SB	EB	WB
Truck Factor (AM)	1.50%	2.90%	2.00%	1.88%
(PM)	1.20%	0.64%	1.02%	0.90%

AM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
6:00 AM	18	34	12	0	15	78	18	0	13	75	17	0	30	256	18	0	584	585
6:15 AM	22	43	11	0	31	111	39	0	34	104	21	3	51	291	46	0	802	805
6:30 AM	63	93	25	0	33	166	48	0	34	127	21	0	44	323	51	0	1027	1027
6:45 AM	56	105	18	2	50	127	53	0	42	146	17	1	41	235	34	0	925	928
Total	159	274	66	2	130	482	158	0	123	452	75	5	166	1104	148	0	3337	3345
7:00 AM	43	96	33	0	44	171	121	0	49	173	52	0	37	303	85	0	1206	1207
7:15 AM	49	128	22	0	65	221	146	0	69	249	66	0	49	313	128	0	1504	1505
7:30 AM	74	197	34	0	90	219	143	2	94	306	45	0	40	321	161	0	1724	1726
7:45 AM	56	215	42	0	86	230	132	0	98	315	62	0	51	299	153	0	1741	1742
Total	222	636	131	0	285	840	541	3	310	1043	225	1	177	1237	528	0	6176	6180
8:00 AM	50	147	28	0	96	170	126	0	88	231	52	0	42	317	142	0	1488	1489
8:15 AM	57	114	21	0	65	152	141	1	99	184	39	1	39	302	153	0	1367	1369
8:30 AM	45	174	22	0	73	195	114	1	95	212	41	0	45	320	129	0	1464	1466
8:45 AM	27	160	29	0	79	197	111	1	89	228	43	5	52	290	150	0	1456	1462
Total	179	595	100	0	313	714	492	4	370	855	175	7	178	1229	574	0	5774	5785

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total					
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total						
6:00 to 7:00	159	274	66	2	499	130	482	158	0	769	123	452	75	5	651	166	1104	148	0	1419	3337	6457.22	2069.27	3691.17	1268.12	2766.05
6:15 to 7:15	184	337	87	2	607	158	574	261	0	993	160	550	110	5	820	172	1152	216	0	1540	3960		2359.35		1600.34	
6:30 to 7:30	212	421	98	2	731	192	684	368	0	1244	194	695	155	2	1045	171	1174	298	0	1643	4662		2687.65		1974.21	
6:45 to 7:45	222	526	107	2	856	249	737	463	2	1448	254	874	180	2	1308	167	1173	408	0	1747	5359		3055.15		2303.98	
7:00 to 8:00	222	636	131	0	989	285	840	541	3	1666	310	1043	225	1	1578	177	1237	528	0	1942	6176		3520.16		2655.8	
7:15 to 8:15	230	687	126	0	1044	337	839	546	3	1722	348	1102	224	1	1674	182	1250	584	0	2017	6457		3691.17		2766.05	
7:30 to 8:30	238	673	125	0	1037	337	771	542	4	1650	379	1036	197	2	1612	172	1240	609	0	2020	6320		3632.37		2687.16	
7:45 to 8:45	209	650	113	0	972	320	747	514	3	1581	380	942	194	2	1515	177	1239	577	0	1992	6060		3507.42		2552.41	
8:00 to 9:00	179	595	100	0	874	313	714	492	4	1519	370	855	175	7	1400	178	1229	574	0	1981	5774		3380.51		2393.65	

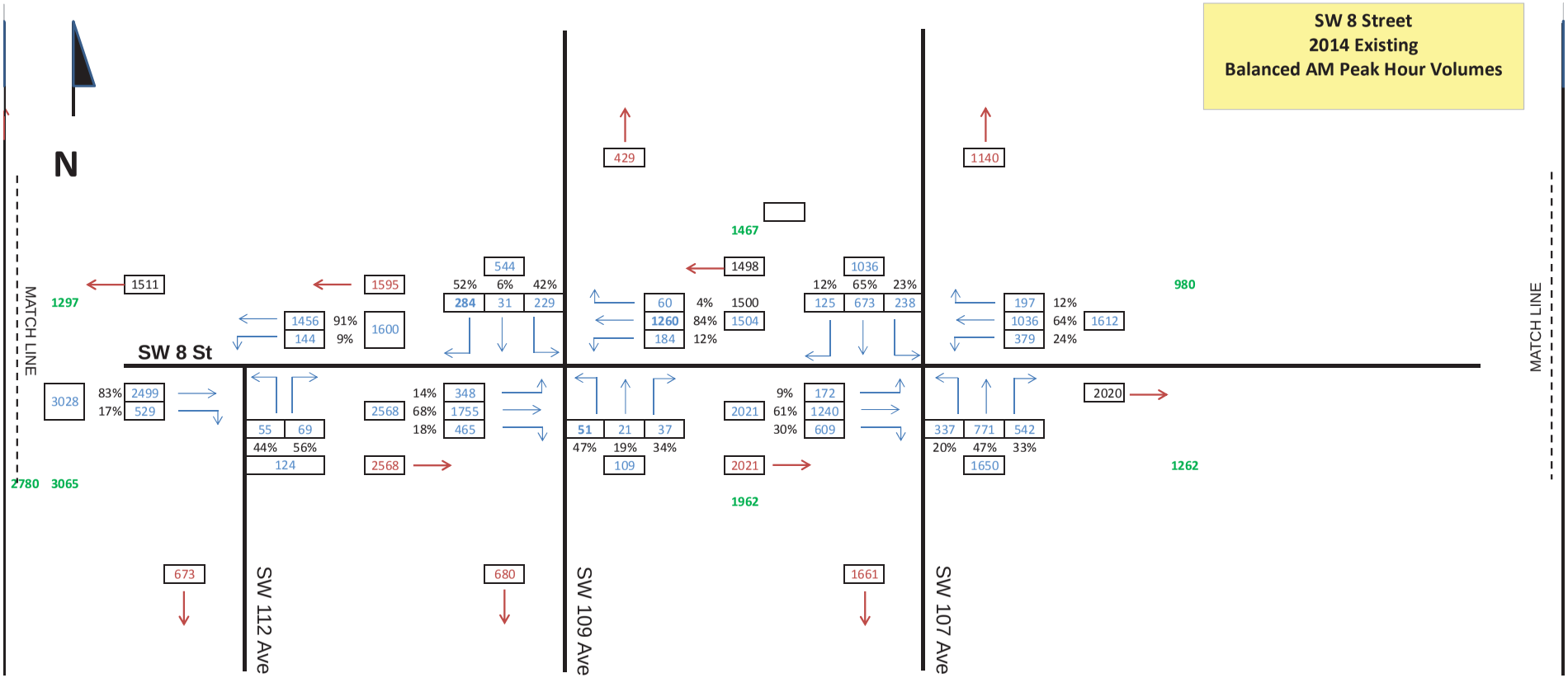
PM Peak	SW 107 Ave		SOUTHBOUND		SW 107 Ave		NORTHBOUND		SW 8 St		WESTBOUND		SW 8 St		EASTBOUND		Intersection Total	w/Peds and Bike
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
3:00 PM	58	289	49	0	69	227	119	1	110	224	77	5	49	250	139	0	1658	1665
3:15 PM	89	309	43	0	74	237	126	1	143	297	82	1	66	269	139	0	1874	1877
3:30 PM	74	345	53	0	69	245	129	3	134	212	70	0	73	219	178	0	1802	1806
3:45 PM	96	288	57	0	65	209	110	0	107	268	63	3	69	239	153	0	1723	1727
Total	318	1231	202	0	277	918	484	7	494	1002	292	9	256	977	609	0	7057	7074
4:00 PM	97	270	56	0	82	243	136	3	88	265	79	3	76	242	144	0	1777	1784
4:15 PM	90	301	45	0	82	218	112	1	113	234	58	0	68	255	133	0	1708	1709
4:30 PM	90	283	48	0	68	223	98	0	83	263	49	3	70	248	158	0	1679	1683
4:45 PM	95	326	49	0	79	220	122	3	81	295	62	1	66	226	159	0	1779	1784
Total	371	1180	197	0	310	903	468	8	365	1057	247	8	279	971	594	0	6943	6959
5:00 PM	86	335	55	0	67	248	141	2	106	297	78	0	70	270	150	0	1904	1906
5:15 PM	82	294	51	1	81	248	132	1	95	267	94	0	73	287	142	0	1847	1850
5:30 PM	90	351	43	0	72	209	114	3	93	298	103	2	64	276	150	0	1863	1868
5:45 PM	96	357	59	0	72	203	106	3	104	278	139	3	65	247	162	0	1887	1893
Total	354	1337	208	1	291	909	493	10	397	1141	414	5	272	1080	605	0	7500	7517

Hourly Volume Calculations

Time	SW 107 Ave			SOUTHBOUND		SW 107 Ave			NORTHBOUND		SW 8 St			WESTBOUND		SW 8 St			EASTBOUND		Intersection Total					
	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total	Left	Thru	Right	Ped/Bike	Aproach Total						
3:00 to 4:00	318	1231	202	0	1751	277	918	484	7	1678	494	1002	292	9	1787	256	977	609	0	1841	7057	7500.43	3628.45	3908.24	3429	3592.19
3:15 to 4:15	356	1212	210	0	1778	290	933	501	8	1725	472	1042	294	8	1808	284	968	614	0	1866	7176		3673.53		3502.52	
3:30 to 4:30	357	1204	212	0	1773	297	914	487	8	1699	442	979	270	7	1691	286	954	608	0	1847	7010		3537.8		3472.14	
3:45 to 4:45	373	1142	206	0	1720	296	892	456	5	1644	391	1029	248	10	1668	283	984	588	0	1854	6887		3522.12		3364.83	
4:00 to 5:00	371	1180	197	0	1749	310	903	468	8	1681	365	1057	247	8	1669	279	971	594	0	1844	6943		3513.3		3429.51	
4:15 to 5:15	361	1245	196	0	1802	295	908	473	7	1677	384	1089	246	4	1719	273	999	600	0	1872	7070		3591.21		3478.51	
4:30 to 5:30	352	1238	203	1	1793	294	939	492	7	1726	365	1123	282	5	1770	278	1031	609	0	1919	7208		3688.72		3519.67	
4:45 to 5:45	352	1306	198	1	1857	298	925	509	10	1732	375	1158	337	3	1870	273	1059	602	0	1934	7393		3803.38		3589.25	
5:00 to 6:00	354	1337	208	1	1899	291	909	493	10	1693	397	1141	414	5	1952	272	1080	605	0	1957	7500		3908.24		3592.19	

Appendix F – 2014 AM and PM Balanced Peak Hour Volumes

SW 8 Street
2014 Existing
Balanced AM Peak Hour Volumes



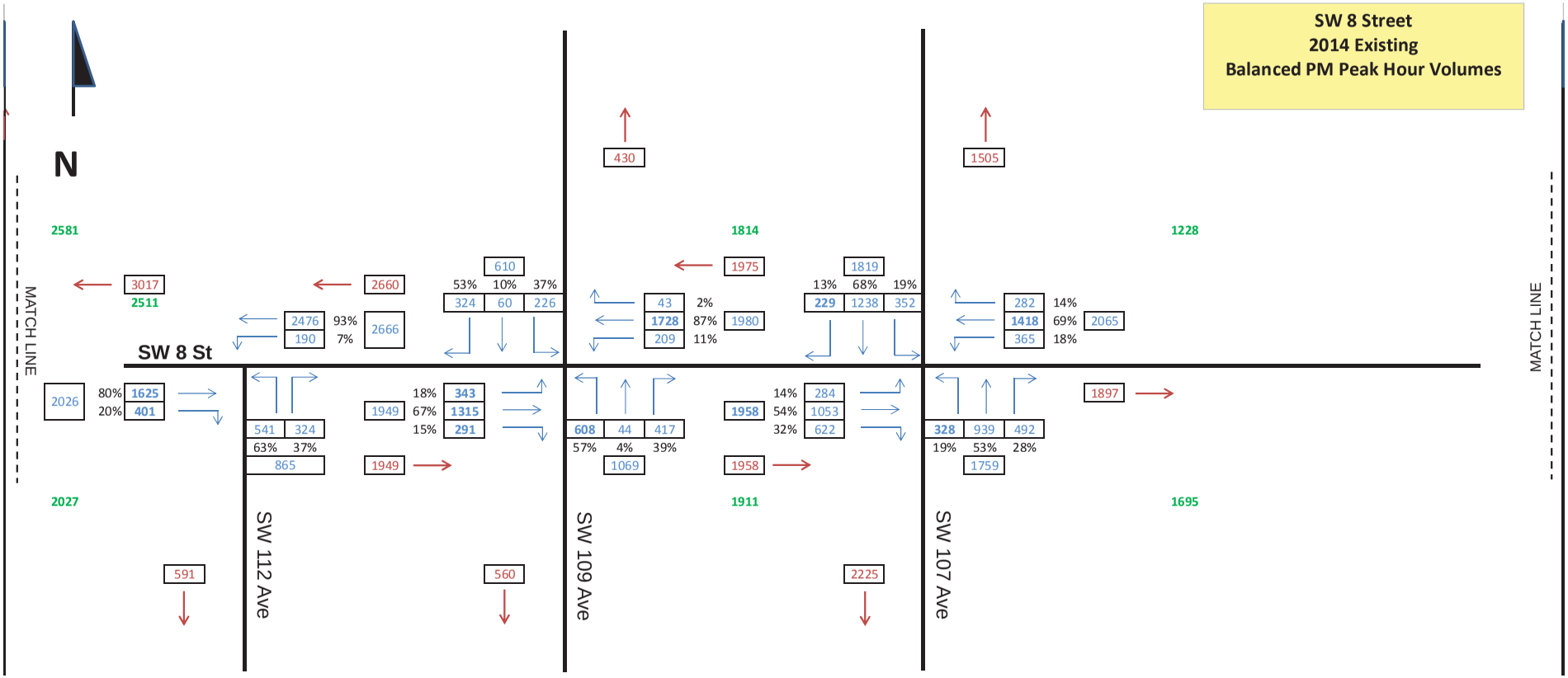
FIU

HNTB

Legend

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

SW 8 Street
2014 Existing
Balanced PM Peak Hour Volumes



FIU

HNTB

Legend

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

Appendix G – Truck Factor Estimation

County: 99
Station: 0061
Description: SW 8 STREET WEST OF SW 122 AVENUE
Start Date: 03/18/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	78	66	48	60	252	86	91	55	54	286	538
0100	44	41	46	32	163	48	52	37	42	179	342
0200	30	33	44	40	147	27	36	37	34	134	281
0300	47	48	55	51	201	27	22	31	37	117	318
0400	57	76	100	102	335	41	46	65	72	224	559
0500	144	193	260	277	874	71	101	116	145	433	1307
0600	334	410	440	436	1620	183	193	312	285	973	2593
0700	462	482	446	421	1811	232	249	283	264	1028	2839
0800	417	431	426	396	1670	220	235	272	259	986	2656
0900	352	341	336	325	1354	236	257	262	295	1050	2404
1000	324	294	300	302	1220	289	269	285	298	1141	2361
1100	279	307	309	279	1174	319	321	300	314	1254	2428
1200	324	338	332	304	1298	286	306	328	359	1279	2577
1300	351	325	341	336	1353	365	353	386	393	1497	2850
1400	333	329	336	325	1323	429	440	434	424	1727	3050
1500	375	361	333	321	1390	512	478	501	507	1998	3388
1600	344	223	282	312	1161	539	551	540	585	2215	3376
1700	321	338	341	297	1297	608	626	616	576	2426	3723
1800	284	287	291	294	1156	555	556	522	482	2115	3271
1900	297	310	334	291	1232	475	423	415	421	1734	2966
2000	249	254	212	246	961	394	352	335	337	1418	2379
2100	224	219	189	190	822	312	308	239	256	1115	1937
2200	171	171	145	140	627	274	213	193	178	858	1485
2300	142	113	128	92	475	157	149	112	108	526	1001
24-Hour Totals:					23916					26713	50629

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	1826	645	1049	645	2875
P.M.	1430	1397	1645	2435	1645	3747
Daily	645	1826	1645	2435	1645	3747

Truck Percentage 5.39 13.46 9.65

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	196	18793	2107	120	520	79	12	32	135	304	1	1	85	0	1531	1289	23916
W	150	19430	3534	183	842	596	43	571	135	195	0	0	22	1009	3	3596	26713

Generated by SPS 5.0.26

County: 99
Station: 0061
Description: SW 8 STREET WEST OF SW 122 AVENUE
Start Date: 03/19/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	84	72	54	52	262	89	71	71	48	279	541
0100	54	46	38	40	178	66	34	45	35	180	358
0200	37	39	37	34	147	45	35	23	19	122	269
0300	35	32	35	43	145	32	28	30	42	132	277
0400	43	61	77	74	255	28	36	74	82	220	475
0500	95	98	172	200	565	64	109	136	146	455	1020
0600	248	337	414	432	1431	149	246	277	284	956	2387
0700	439	423	413	374	1649	225	278	306	270	1079	2728
0800	395	400	400	380	1575	257	299	268	266	1090	2665
0900	358	337	320	317	1332	287	241	293	282	1103	2435
1000	208	198	204	180	790	290	291	303	312	1196	1986
1100	171	182	169	181	703	308	310	315	304	1237	1940
1200	157	196	204	216	773	330	334	332	365	1361	2134
1300	194	164	180	201	739	402	343	387	415	1547	2286
1400	199	210	201	189	799	398	425	453	475	1751	2550
1500	255	339	315	303	1212	489	439	515	432	1875	3087
1600	325	319	318	273	1235	458	514	480	493	1945	3180
1700	312	309	258	281	1160	519	490	490	477	1976	3136
1800	277	250	212	261	1000	468	472	442	461	1843	2843
1900	244	219	214	212	889	431	407	353	349	1540	2429
2000	225	231	197	181	834	350	337	301	262	1250	2084
2100	172	163	177	158	670	298	260	230	215	1003	1673
2200	152	166	144	120	582	224	201	191	172	788	1370
2300	123	103	82	86	394	142	137	98	113	490	884
24-Hour Totals:					19319					25418	44737

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	1707	730	1132	645	2800
P.M.	1515	1282	1615	2006	1615	3228
Daily	630	1708	1615	2006	1615	3228
Truck Percentage	5.18		16.65		11.69	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	253	14648	1892	116	302	98	2	27	155	226	0	0	74	0	1526	1000	19319
W	166	17535	3480	234	887	590	43	601	217	257	1	0	70	1331	6	4231	25418

Generated by SPS 5.0.26

County: 99
Station: 0061
Description: SW 8 STREET WEST OF SW 122 AVENUE
Start Date: 03/20/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	61	61	61	44	227	103	89	68	78	338	565
0100	39	28	26	26	119	65	48	50	53	216	335
0200	27	22	19	20	88	48	33	36	51	168	256
0300	21	18	24	27	90	33	31	40	45	149	239
0400	41	41	58	60	200	39	38	67	94	238	438
0500	74	94	129	133	430	63	83	111	133	390	820
0600	220	287	347	391	1245	121	158	177	212	668	1913
0700	378	374	414	401	1567	250	227	262	244	983	2550
0800	389	359	387	339	1474	250	251	246	237	984	2458
0900	328	301	283	289	1201	249	231	260	237	977	2178
1000	307	255	260	282	1104	261	274	256	279	1070	2174
1100	221	237	248	236	942	235	318	312	309	1174	2116
1200	246	351	344	387	1328	325	361	341	351	1378	2706
1300	399	420	424	425	1668	372	383	406	410	1571	3239
1400	432	404	445	408	1689	426	452	461	447	1786	3475
1500	447	454	404	431	1736	467	467	529	472	1935	3671
1600	423	424	409	388	1644	421	417	405	388	1631	3275
1700	417	389	352	400	1558	405	409	377	382	1573	3131
1800	372	393	334	323	1422	395	354	359	333	1441	2863
1900	341	346	366	325	1378	339	333	312	281	1265	2643
2000	352	328	301	262	1243	299	299	262	268	1128	2371
2100	250	264	228	212	954	255	248	232	197	932	1886
2200	245	209	180	169	803	196	195	166	132	689	1492
2300	170	143	123	108	544	130	134	106	114	484	1028
24-Hour Totals:					24654					23168	47822

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1578	730	1007	730	2570
P.M.	1430	1754	1500	1935	1500	3671
Daily	1430	1754	1500	1935	1500	3671

Truck Percentage 3.83 23.60 13.41

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	233	20640	2472	156	240	174	76	63	133	68	1	0	34	0	364	945	24654
W	179	14431	3082	213	983	593	57	989	225	317	1	1	89	1999	9	5467	23168

Generated by SPS 5.0.26

FDOT Traffic Count Station
SW 8 Street, east of SW 109 Avenue

Year	T_{24}
2002	4.4
2003	0
2004	6.15
2005	3.08
2006	4.1
2007	4.99
2008	4.97
2009	4.58
2010	6.64
2011	5.69
2012	5.53
Average	456%

Appendix H – Synchro Outputs

2014 Existing Conditions AM (Synchro)

Lanes, Volumes, Timings
101: SW 107 Avenue & SW 8 Street

6/4/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	172	1240	609	379	1036	197	337	771	542	238	673	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	607		0	590		0	285		0	230		0
Storage Lanes	2		1	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	4940	1538	3335	4940	1538	1770	3539	1583	1770	3458	0
Flt Permitted	0.950			0.950			0.120			0.227		
Satd. Flow (perm)	3335	4940	1538	3335	4940	1538	224	3539	1583	423	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			250			161			257		12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1340			853			727			410	
Travel Time (s)		30.5			19.4			16.5			9.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	185	1333	655	408	1114	212	362	829	583	256	724	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	1333	655	408	1114	212	362	829	583	256	858	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)		24			24			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	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	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	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	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	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	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	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	23.0	23.0	9.0	23.0	23.0	8.0	37.0	37.0	8.0	37.0	
Total Split (s)	33.0	68.0	68.0	24.0	59.0	59.0	25.0	74.0	74.0	14.0	63.0	
Total Split (%)	18.3%	37.8%	37.8%	13.3%	32.8%	32.8%	13.9%	41.1%	41.1%	7.8%	35.0%	
Maximum Green (s)	28.0	61.0	61.0	19.0	52.0	52.0	22.0	68.0	68.0	11.0	57.0	
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	3.0	6.0	6.0	3.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	
Walk Time (s)		0.0	0.0		0.0	0.0		2.0	2.0		2.0	
Flash Dont Walk (s)		0.0	0.0		0.0	0.0		29.0	29.0		29.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	15.3	61.0	61.0	19.0	64.7	64.7	85.0	68.0	68.0	71.0	57.0	
Actuated g/C Ratio	0.08	0.34	0.34	0.11	0.36	0.36	0.47	0.38	0.38	0.39	0.32	
v/c Ratio	0.65	0.80	0.95	1.16	0.63	0.32	1.23	0.62	0.77	1.03	0.78	
Control Delay	90.6	58.2	60.0	164.9	50.0	12.5	166.7	48.0	34.2	102.3	60.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	90.6	58.2	60.0	164.9	50.0	12.5	166.7	48.0	34.2	102.3	60.8	
LOS	F	E	E	F	D	B	F	D	C	F	E	
Approach Delay		61.5			72.5			67.7			70.3	
Approach LOS		E			E			E			E	
Queue Length 50th (ft)	111	524	536	~292	400	40	~429	419	363	~194	481	
Queue Length 95th (ft)	154	585	#812	#409	469	114	#651	494	537	#384	565	
Internal Link Dist (ft)		1260			773			647			330	
Turn Bay Length (ft)	607			590			285			230		
Base Capacity (vph)	518	1674	686	352	1775	655	294	1336	757	249	1103	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.36	0.80	0.95	1.16	0.63	0.32	1.23	0.62	0.77	1.03	0.78	

Intersection Summary

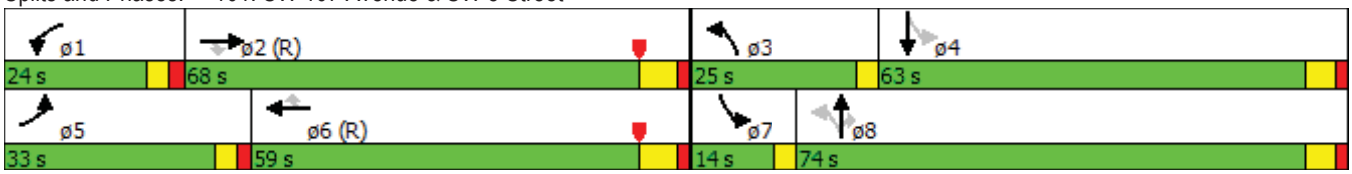
Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 50 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.23
Intersection Signal Delay: 67.4 Intersection LOS: E
Intersection Capacity Utilization 94.4% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 101: SW 107 Avenue & SW 8 Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	348	1755	465	184	1260	60	51	21	37	229	31	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	300		0	0		160	250		90
Storage Lanes	1		0	2		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.969			0.993				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.963	
Satd. Flow (prot)	1719	6032	0	3335	4905	0	1770	1863	1583	1681	1704	1583
Flt Permitted	0.109			0.950			0.950			0.950	0.963	
Satd. Flow (perm)	197	6032	0	3335	4905	0	1770	1863	1583	1681	1704	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58			5				87			240
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1250			1340			348			358	
Travel Time (s)		28.4			30.5			7.9			8.1	
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 (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	370	1867	495	196	1340	64	54	22	39	244	33	302
Shared Lane Traffic (%)										44%		
Lane Group Flow (vph)	370	2362	0	196	1404	0	54	22	39	137	140	302
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Prot	NA		Split	NA	Prot	Split	NA	Prot
Protected Phases	5	2		1	6		8	8	8	4	4	4
Permitted Phases	2											

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	91.0		18.0	85.0		13.0	13.0	13.0	32.0	32.0	32.0
Total Split (s)	34.0	104.0		21.0	91.0		18.5	18.5	18.5	37.5	37.5	37.5
Total Split (%)	18.8%	57.5%		11.6%	50.3%		10.2%	10.2%	10.2%	20.7%	20.7%	20.7%
Maximum Green (s)	31.0	98.0		18.0	85.0		13.0	13.0	13.0	32.0	32.0	32.0
Yellow Time (s)	3.0	4.7		3.0	4.7		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.3		0.0	1.3		1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.0		3.0	6.0		5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		Max	Max	Max	Max	Max	Max
Walk Time (s)		7.0			7.0		0.0	0.0	0.0	5.0	5.0	5.0
Flash Dont Walk (s)		17.0			17.0		0.0	0.0	0.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	122.0	100.5		15.5	86.0		13.0	13.0	13.0	32.0	32.0	32.0
Actuated g/C Ratio	0.67	0.56		0.09	0.48		0.07	0.07	0.07	0.18	0.18	0.18
v/c Ratio	0.96	0.70		0.69	0.60		0.43	0.17	0.20	0.46	0.47	0.63
Control Delay	78.2	30.1		92.9	36.3		91.2	82.1	2.3	72.6	72.6	21.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.2	30.1		92.9	36.3		91.2	82.1	2.3	72.6	72.6	21.7
LOS	E	C		F	D		F	F	A	E	E	C
Approach Delay		36.6			43.2			59.3			46.1	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	313	571		118	448		63	25	0	155	160	64
Queue Length 95th (ft)	#525	624		164	498		116	58	0	238	242	179
Internal Link Dist (ft)		1170			1260			268			278	
Turn Bay Length (ft)	500			300					160	250		90
Base Capacity (vph)	393	3374		331	2332		127	133	194	297	301	477
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.70		0.59	0.60		0.43	0.17	0.20	0.46	0.47	0.63

Intersection Summary

Area Type: Other
Cycle Length: 181
Actuated Cycle Length: 181
Offset: 68 (38%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 165
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 40.3 Intersection LOS: D
Intersection Capacity Utilization 71.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 102: SW 109 Avenue & SW 8 Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2499	529	144	1456	55	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	195		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4940	1538	1719	4940	1770	1583
Flt Permitted			0.031		0.950	
Satd. Flow (perm)	4940	1538	56	4940	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		421				72
Link Speed (mph)	30			30	30	
Link Distance (ft)	652			1250	1114	
Travel Time (s)	14.8			28.4	25.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	2%	2%
Adj. Flow (vph)	2603	551	150	1517	57	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2603	551	150	1517	57	72
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			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)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2	6			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	125.0	125.0	24.0	153.0	14.0	14.0
Total Split (s)	132.0	132.0	28.0	160.0	20.0	20.0
Total Split (%)	73.3%	73.3%	15.6%	88.9%	11.1%	11.1%
Maximum Green (s)	125.6	125.6	24.4	153.6	13.3	13.3
Yellow Time (s)	4.7	4.7	3.6	4.7	4.0	4.0
All-Red Time (s)	1.7	1.7	0.0	1.7	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	3.6	6.4	6.7	6.7
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	7.0	7.0		7.0	0.0	0.0
Flash Dont Walk (s)	16.0	16.0		16.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	133.7	133.7	156.4	153.6	13.3	13.3
Actuated g/C Ratio	0.74	0.74	0.87	0.85	0.07	0.07
v/c Ratio	0.71	0.44	0.76	0.36	0.44	0.39
Control Delay	14.5	3.2	72.9	3.0	90.9	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.5	3.2	72.9	3.0	90.9	21.4
LOS	B	A	E	A	F	C
Approach Delay	12.6			9.3	52.1	
Approach LOS	B			A	D	
Queue Length 50th (ft)	564	40	120	113	66	0
Queue Length 95th (ft)	711	103	199	125	121	56
Internal Link Dist (ft)	572			1170	1034	
Turn Bay Length (ft)			195			
Base Capacity (vph)	3670	1250	274	4215	130	183
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.44	0.55	0.36	0.44	0.39

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 70 (39%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow	
Natural Cycle: 170	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 76.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: SW 112 Avenue & SW 8 Street

2014 Existing Conditions AM (HCM 2010)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	172	1240	609	379	1036	197	337	771	542	238	673	125
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, 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	1810	1810	1810	1810	1810	1810	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	185	1333	0	408	1114	212	362	829	0	256	724	134
Adj No. of Lanes	2	3	1	2	3	1	1	2	1	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	229	1674	521	353	1857	578	319	1337	598	272	945	175
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
Prop Arrive On Green	0.07	0.34	0.00	0.11	0.38	0.38	0.12	0.38	0.00	0.06	0.32	0.32
Ln Grp Delay, s/veh	87.2	56.6	0.0	178.0	46.7	42.5	133.5	47.7	0.0	94.4	65.1	65.2
Ln Grp LOS	F	E		F	D	D	F	D		F	E	E
Approach Vol, veh/h		1518			1734			1191			1114	
Approach Delay, s/veh		60.4			77.1			73.7			71.9	
Approach LOS		E			E			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	1.1	4.0	2.0	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	24.0	68.0	25.0	63.0	17.3	74.7	14.0	74.0
Change Period (Y+Rc), s	5.0	7.0	3.0	6.0	5.0	7.0	3.0	6.0
Max Green (Gmax), s	19.0	61.0	22.0	57.0	28.0	52.0	11.0	68.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.3	3.8	5.2	3.8	5.3
Max Q Clear (g_c+I1), s	21.0	46.0	24.0	41.4	11.8	34.7	13.0	36.3
Green Ext Time (g_e), s	0.0	13.0	0.0	9.8	0.5	14.7	0.0	15.0
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.86	1.00	0.63	0.00	0.84	1.00	0.30

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3343		1774		3343		1774	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4940		2983		4940		3539

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1538		552		1538		1583

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	(Prot)		(Pr/Pm)		(Prot)		(Pr/Pm)	
Lanes in Grp	2	0	1	0	2	0	1	0

Grp Vol (v), veh/h	408	0	362	0	185	0	256	0
Grp Sat Flow (s), veh/h/ln	1672	0	1774	0	1672	0	1774	0
Q Serve Time (g_s), s	19.0	0.0	22.0	0.0	9.8	0.0	11.0	0.0
Cycle Q Clear Time (g_c), s	19.0	0.0	22.0	0.0	9.8	0.0	11.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	641	0	0	0	659	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	59.0	0.0	0.0	0.0	57.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	17.6	0.0	0.0	0.0	33.7	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	17.6	0.0	0.0	0.0	33.7	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	353	0	319	0	229	0	272	0
V/C Ratio (X)	1.16	0.00	1.13	0.00	0.81	0.00	0.94	0.00
Avail Cap (c_a), veh/h	353	0	319	0	520	0	272	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.68	0.00	1.00	0.00
Uniform Delay (d1), s/veh	80.5	0.0	42.0	0.0	82.7	0.0	55.4	0.0
Incr Delay (d2), s/veh	97.5	0.0	91.5	0.0	4.6	0.0	39.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	178.0	0.0	133.5	0.0	87.2	0.0	94.4	0.0
1st-Term Q (Q1), veh/ln	8.8	0.0	15.9	0.0	4.5	0.0	7.4	0.0
2nd-Term Q (Q2), veh/ln	4.8	0.0	8.1	0.0	0.1	0.0	2.9	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	13.6	0.0	24.0	0.0	4.7	0.0	10.3	0.0
%ile Storage Ratio (RQ%)	0.60	0.00	2.14	0.00	0.20	0.00	1.14	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	13.8	0.0	10.7	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	3	0	1	0	3	0	2
Grp Vol (v), veh/h	0	1333	0	429	0	1114	0	829
Grp Sat Flow (s), veh/h/ln	0	1647	0	1770	0	1647	0	1770
Q Serve Time (g_s), s	0.0	44.0	0.0	39.4	0.0	32.7	0.0	34.3
Cycle Q Clear Time (g_c), s	0.0	44.0	0.0	39.4	0.0	32.7	0.0	34.3
Lane Grp Cap (c), veh/h	0	1674	0	560	0	1857	0	1337
V/C Ratio (X)	0.00	0.80	0.00	0.77	0.00	0.60	0.00	0.62
Avail Cap (c_a), veh/h	0	1674	0	560	0	1857	0	1337
Upstream Filter (I)	0.00	0.68	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	53.9	0.0	55.5	0.0	45.3	0.0	45.5
Incr Delay (d2), s/veh	0.0	2.8	0.0	9.6	0.0	1.4	0.0	2.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	56.6	0.0	65.1	0.0	46.7	0.0	47.7
1st-Term Q (Q1), veh/ln	0.0	20.0	0.0	19.3	0.0	14.9	0.0	16.7
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	1.5	0.0	0.2	0.0	0.4

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	20.4	0.0	20.8	0.0	15.1	0.0	17.1
%ile Storage Ratio (RQ%)	0.00	0.42	0.00	1.53	0.00	0.49	0.00	0.67
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	429	0	212	0	0
Grp Sat Flow (s), veh/h/ln	0	1538	0	1765	0	1538	0	1583
Q Serve Time (g_s), s	0.0	0.0	0.0	39.4	0.0	18.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	39.4	0.0	18.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.31	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	521	0	559	0	578	0	598
V/C Ratio (X)	0.00	0.00	0.00	0.77	0.00	0.37	0.00	0.00
Avail Cap (c_a), veh/h	0	521	0	559	0	578	0	598
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	55.5	0.0	40.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	9.7	0.0	1.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	65.2	0.0	42.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	19.3	0.0	7.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.5	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	20.8	0.0	7.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	1.53	0.00	0.25	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 2010 Ctrl Delay		70.8						
HCM 2010 LOS		E						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	348	1755	465	184	1260	60	51	21	37	229	31	284
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, 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	1810	1810	1900	1810	1810	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	370	1867	495	196	1340	64	54	22	39	268	0	302
Adj No. of Lanes	1	4	0	2	3	0	1	1	1	2	0	1
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	391	2762	728	237	2367	113	131	138	117	647	0	289
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
Prop Arrive On Green	0.14	0.56	0.56	0.07	0.49	0.49	0.07	0.07	0.07	0.18	0.00	0.18
Ln Grp Delay, s/veh	57.0	28.4	30.3	86.4	32.4	33.0	86.8	78.6	84.6	65.4	0.0	137.2
Ln Grp LOS	E	C	C	F	C	C	F	E	F	E		F
Approach Vol, veh/h		2732			1600			115			570	
Approach Delay, s/veh		32.7			39.2			84.5			103.4	
Approach LOS		C			D			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	4.0	9.0	9.0	1.1	4.0		
Phs Duration (G+Y+Rc), s	15.5	109.5	18.5	37.5	27.5	97.5		
Change Period (Y+Rc), s	3.0	* 6	5.5	5.5	3.0	* 6		
Max Green (Gmax), s	18.0	* 98	13.0	32.0	31.0	* 85		
Max Allow Headway (MAH), s	3.8	5.3	4.2	3.9	3.8	5.3		
Max Q Clear (g_c+I1), s	12.2	49.4	7.1	34.0	23.8	36.4		
Green Ext Time (g_e), s	0.3	44.5	0.1	0.0	0.7	44.5		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	0.17	0.89	0.21	1.00	0.16	0.89		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	3343		1774	3548	1723			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		4944	1863	0		4831		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		1304	1583	1583		231		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	(Prot)				(Pr/Pm)			
Lanes in Grp	2	0	1	2	1	0	0	0

Grp Vol (v), veh/h	196	0	54	268	370	0	0	0
Grp Sat Flow (s), veh/h/ln	1672	0	1774	1774	1723	0	0	0
Q Serve Time (g_s), s	10.2	0.0	5.1	11.7	21.8	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	10.2	0.0	5.1	11.7	21.8	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1774	1774	371	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	87.9	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	51.6	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	51.6	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	237	0	131	647	391	0	0	0
V/C Ratio (X)	0.83	0.00	0.41	0.41	0.95	0.00	0.00	0.00
Avail Cap (c_a), veh/h	343	0	131	647	455	0	0	0
Upstream Filter (I)	0.54	0.00	1.00	1.00	0.65	0.00	0.00	0.00
Uniform Delay (d1), s/veh	80.4	0.0	77.6	63.4	36.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.9	0.0	9.2	2.0	20.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	86.4	0.0	86.8	65.4	57.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	4.7	0.0	2.5	5.8	17.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.3	0.2	2.2	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	4.9	0.0	2.8	5.9	19.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.43	0.00	0.27	0.60	1.03	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T			T		
Lanes in Grp	0	3	1	0	0	2	0	0
Grp Vol (v), veh/h	0	1762	22	0	0	913	0	0
Grp Sat Flow (s), veh/h/ln	0	1556	1863	0	0	1647	0	0
Q Serve Time (g_s), s	0.0	47.0	1.9	0.0	0.0	34.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	47.0	1.9	0.0	0.0	34.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	2608	138	0	0	1613	0	0
V/C Ratio (X)	0.00	0.68	0.16	0.00	0.00	0.57	0.00	0.00
Avail Cap (c_a), veh/h	0	2608	138	0	0	1613	0	0
Upstream Filter (I)	0.00	0.65	1.00	0.00	0.00	0.54	0.00	0.00
Uniform Delay (d1), s/veh	0.0	27.5	76.1	0.0	0.0	31.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	2.5	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.4	78.6	0.0	0.0	32.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	20.1	1.0	0.0	0.0	15.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.1	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	20.3	1.1	0.0	0.0	15.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.45	0.10	0.00	0.00	0.33	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	R		T+R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	600	39	302	0	491	0	0
Grp Sat Flow (s), veh/h/ln	0	1579	1583	1583	0	1769	0	0
Q Serve Time (g_s), s	0.0	47.4	4.1	32.0	0.0	34.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	47.4	4.1	32.0	0.0	34.4	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.83	1.00	1.00	0.00	0.13	0.00	0.00
Lane Grp Cap (c), veh/h	0	882	117	289	0	866	0	0
V/C Ratio (X)	0.00	0.68	0.33	1.05	0.00	0.57	0.00	0.00
Avail Cap (c_a), veh/h	0	882	117	289	0	866	0	0
Upstream Filter (I)	0.00	0.65	1.00	1.00	0.00	0.54	0.00	0.00
Uniform Delay (d1), s/veh	0.0	27.6	77.1	71.7	0.0	31.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.8	7.5	65.4	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
Control Delay (d), s/veh	0.0	30.3	84.6	137.2	0.0	33.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	20.7	1.8	14.0	0.0	16.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.2	5.2	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	21.3	2.0	19.2	0.0	17.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.47	0.32	5.43	0.00	0.35	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	44.0
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	2499	529	144	1456	55	69
Number	2	12	1	6	3	18
Initial Q, veh	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)		1.00	1.00		1.00	1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1863	1863
Adj Flow Rate, veh/h	2603	551	150	1517	57	0
Adj No. of Lanes	3	1	1	3	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	2	2
Opposing Right Turn Influence			Yes		Yes	
Cap, veh/h	3843	1197	170	4215	131	117
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.78	0.78	0.06	0.85	0.07	0.00
Ln Grp Delay, s/veh	10.4	8.2	67.8	3.0	89.9	0.0
Ln Grp LOS	B	A	E	A	F	
Approach Vol, veh/h	3154			1667	57	
Approach Delay, s/veh	10.0			8.8	89.9	
Approach LOS	A			A	F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	7.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	13.6	146.4	20.0			160.0		
Change Period (Y+Rc), s	3.6	* 6.4	6.7			* 6.4		
Max Green (Gmax), s	24.4	* 1.3E2	13.3			* 1.5E2		
Max Allow Headway (MAH), s	3.8	5.1	3.8			5.1		
Max Q Clear (g_c+l1), s	9.7	46.5	7.5			13.7		
Green Ext Time (g_e), s	0.3	76.1	0.0			130.8		
Prob of Phs Call (p_c)	1.00	1.00	1.00			1.00		
Prob of Max Out (p_x)	0.00	0.95	0.08			0.90		
Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1723	0	1774					
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		5103	0			5103		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1538	1583			0		
Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	(Pr/Pm)							
Lanes in Grp	1	0	1	0	0	0	0	0

Grp Vol (v), veh/h	150	0	57	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1723	0	1774	0	0	0	0	0
Q Serve Time (g_s), s	7.7	0.0	5.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	7.7	0.0	5.5	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	66	0	1774	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	142.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	95.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	95.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	140.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	170	0	131	0	0	0	0	0
V/C Ratio (X)	0.88	0.00	0.43	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	308	0	131	0	0	0	0	0
Upstream Filter (I)	0.77	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	57.0	0.0	79.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	10.8	0.0	10.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	67.8	0.0	89.9	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	7.4	0.0	2.7	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	7.9	0.0	3.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.05	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	3	0	0
Grp Vol (v), veh/h	0	2603	0	0	0	1517	0	0
Grp Sat Flow (s), veh/h/ln	0	1647	0	0	0	1647	0	0
Q Serve Time (g_s), s	0.0	44.5	0.0	0.0	0.0	11.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	44.5	0.0	0.0	0.0	11.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	3843	0	0	0	4215	0	0
V/C Ratio (X)	0.00	0.68	0.00	0.00	0.00	0.36	0.00	0.00
Avail Cap (c_a), veh/h	0	3843	0	0	0	4215	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.77	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.4	0.0	0.0	0.0	2.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.4	0.0	0.0	0.0	3.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	20.0	0.0	0.0	0.0	5.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	20.4	0.0	0.0	0.0	5.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.87	0.00	0.00	0.00	0.12	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	551	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1538	1583	0	0	0	0	0
Q Serve Time (g_s), s	0.0	22.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.3	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1197	117	0	0	0	0	0
V/C Ratio (X)	0.00	0.46	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1197	117	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.2	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.8	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 2010 Ctrl Delay		10.5						
HCM 2010 LOS		B						

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

2014 Existing Conditions PM (Synchro)

Lanes, Volumes, Timings
101: SW 107 Avenue & SW 8 Street

6/4/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	284	1053	622	365	1418	282	328	939	492	352	1238	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	607		0	590		0	285		0	230		0
Storage Lanes	2		1	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	4940	1538	3335	4940	1538	1770	3539	1583	1770	3458	0
Flt Permitted	0.950			0.950			0.057			0.218		
Satd. Flow (perm)	3335	4940	1538	3335	4940	1538	106	3539	1583	406	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			229			147			230		13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1340			926			727			410	
Travel Time (s)		30.5			21.0			16.5			9.3	
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 (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	293	1086	641	376	1462	291	338	968	507	363	1276	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	293	1086	641	376	1462	291	338	968	507	363	1512	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)		24			24			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	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	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	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	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	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	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	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	8.0	18.0	18.0	8.0	18.0	18.0	5.0	7.0	7.0	5.0	7.0	
Minimum Split (s)	15.0	50.0	50.0	15.0	50.0	50.0	15.0	67.0	67.0	12.0	67.0	
Total Split (s)	23.0	60.0	60.0	20.0	57.0	57.0	27.0	88.0	88.0	12.0	73.0	
Total Split (%)	12.8%	33.3%	33.3%	11.1%	31.7%	31.7%	15.0%	48.9%	48.9%	6.7%	40.6%	
Maximum Green (s)	18.0	53.0	53.0	15.0	50.0	50.0	24.0	82.0	82.0	9.0	67.0	
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	3.0	6.0	6.0	3.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	
Walk Time (s)		0.0	0.0		0.0	0.0		2.0	2.0		2.0	
Flash Dont Walk (s)		0.0	0.0		0.0	0.0		29.0	29.0		29.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	17.8	53.0	53.0	15.0	50.2	50.2	97.0	82.0	82.0	79.0	67.0	
Actuated g/C Ratio	0.10	0.29	0.29	0.08	0.28	0.28	0.54	0.46	0.46	0.44	0.37	
v/c Ratio	0.89	0.75	1.04	1.36	1.06	0.54	1.22	0.60	0.60	1.48	1.17	
Control Delay	107.7	61.2	86.3	238.8	102.4	30.5	172.5	38.7	22.1	263.6	132.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	107.7	61.2	86.3	238.8	102.4	30.5	172.5	38.7	22.1	263.6	132.5	
LOS	F	E	F	F	F	C	F	D	C	F	F	
Approach Delay		75.9			116.7			59.0			157.8	
Approach LOS		E			F			E			F	
Queue Length 50th (ft)	179	428	~615	~298	~694	146	~433	447	246	~415	~1110	
Queue Length 95th (ft)	#264	485	#870	#413	#790	250	#651	520	374	#648	#1247	
Internal Link Dist (ft)		1260			846			647			330	
Turn Bay Length (ft)	607			590			285			230		
Base Capacity (vph)	333	1454	614	277	1379	535	278	1612	846	246	1295	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.88	0.75	1.04	1.36	1.06	0.54	1.22	0.60	0.60	1.48	1.17	

Intersection Summary

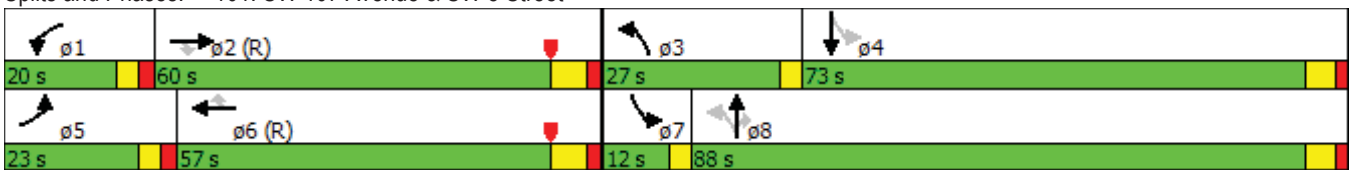
Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 103 (57%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.48
Intersection Signal Delay: 102.7 Intersection LOS: F
Intersection Capacity Utilization 113.5% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 101: SW 107 Avenue & SW 8 Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	343	1315	291	209	1728	43	608	44	417	226	60	324
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	300		0	0		160	250		90
Storage Lanes	1		0	2		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.973			0.996				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.972	
Satd. Flow (prot)	1719	6057	0	3335	4920	0	1770	1863	1583	1681	1720	1583
Flt Permitted	0.068			0.950			0.950			0.950	0.972	
Satd. Flow (perm)	123	6057	0	3335	4920	0	1770	1863	1583	1681	1720	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			3				180			99
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1250			1340			348			358	
Travel Time (s)		28.4			30.5			7.9			8.1	
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 (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	354	1356	300	215	1781	44	627	45	430	233	62	334
Shared Lane Traffic (%)										37%		
Lane Group Flow (vph)	354	1656	0	215	1825	0	627	45	430	147	148	334
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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Prot	NA		Split	NA	Prot	Split	NA	Prot
Protected Phases	5	2		1	6		8	8	8	4	4	4
Permitted Phases	2											

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.0	89.0		14.0	95.0		28.0	28.0	28.0	24.0	24.0	24.0
Total Split (s)	14.0	95.0		23.0	104.0		33.5	33.5	33.5	29.5	29.5	29.5
Total Split (%)	7.7%	52.5%		12.7%	57.5%		18.5%	18.5%	18.5%	16.3%	16.3%	16.3%
Maximum Green (s)	11.0	89.0		20.0	98.0		28.0	28.0	28.0	24.0	24.0	24.0
Yellow Time (s)	3.0	4.7		3.0	4.7		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.3		0.0	1.3		1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.0		3.0	6.0		5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		Max	Max	Max	Max	Max	Max
Walk Time (s)		7.0			7.0		0.0	0.0	0.0	5.0	5.0	5.0
Flash Dont Walk (s)		17.0			17.0		0.0	0.0	0.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	106.3	92.3		16.7	98.0		28.0	28.0	28.0	24.0	24.0	24.0
Actuated g/C Ratio	0.59	0.51		0.09	0.54		0.15	0.15	0.15	0.13	0.13	0.13
v/c Ratio	2.09	0.53		0.70	0.68		2.30	0.16	1.08	0.66	0.65	1.13
Control Delay	537.2	29.9		92.0	31.9		624.2	68.0	108.1	89.9	88.7	138.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	537.2	29.9		92.0	31.9		624.2	68.0	108.1	89.9	88.7	138.8
LOS	F	C		F	C		F	E	F	F	F	F
Approach Delay		119.3			38.2			400.1			115.6	
Approach LOS		F			D			F			F	
Queue Length 50th (ft)	~586	370		129	567		~1205	47	~379	177	178	~351
Queue Length 95th (ft)	#813	419		176	618		#1458	91	#613	267	268	#567
Internal Link Dist (ft)		1170			1260			268			278	
Turn Bay Length (ft)	500			300					160	250		90
Base Capacity (vph)	169	3111		368	2665		273	288	397	222	228	295
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	2.09	0.53		0.58	0.68		2.30	0.16	1.08	0.66	0.65	1.13

Intersection Summary

Area Type: Other
Cycle Length: 181
Actuated Cycle Length: 181
Offset: 127 (70%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 165
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.30
Intersection Signal Delay: 143.8 Intersection LOS: F
Intersection Capacity Utilization 106.6% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 102: SW 109 Avenue & SW 8 Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1625	401	190	2476	541	324
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	195		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4940	1538	1719	4940	1770	1583
Flt Permitted			0.052		0.950	
Satd. Flow (perm)	4940	1538	94	4940	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		263				196
Link Speed (mph)	30			30	30	
Link Distance (ft)	652			1250	1114	
Travel Time (s)	14.8			28.4	25.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	5%	5%	5%	2%	2%
Adj. Flow (vph)	1747	431	204	2662	582	348
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1747	431	204	2662	582	348
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			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)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2	6			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	7.0	7.0	4.0	7.0	7.0	7.0
Minimum Split (s)	78.0	78.0	25.0	78.0	60.0	60.0
Total Split (s)	85.0	85.0	29.0	114.0	66.0	66.0
Total Split (%)	47.2%	47.2%	16.1%	63.3%	36.7%	36.7%
Maximum Green (s)	78.6	78.6	25.4	107.3	59.3	59.3
Yellow Time (s)	4.7	4.7	3.6	4.7	4.0	4.0
All-Red Time (s)	1.7	1.7	0.0	2.0	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	3.6	6.7	6.7	6.7
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	7.0	7.0		7.0	0.0	0.0
Flash Dont Walk (s)	16.0	16.0		16.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	83.3	83.3	110.4	107.3	59.3	59.3
Actuated g/C Ratio	0.46	0.46	0.61	0.60	0.33	0.33
v/c Ratio	0.76	0.51	0.84	0.90	1.00	0.53
Control Delay	43.6	14.9	76.3	37.4	95.7	23.6
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0
Total Delay	43.6	14.9	76.3	38.1	95.7	23.6
LOS	D	B	E	D	F	C
Approach Delay	37.9			40.8	68.7	
Approach LOS	D			D	E	
Queue Length 50th (ft)	631	134	179	979	691	145
Queue Length 95th (ft)	717	248	276	1042	#957	254
Internal Link Dist (ft)	572			1170	1034	
Turn Bay Length (ft)			195			
Base Capacity (vph)	2285	852	286	2944	583	652
Starvation Cap Reductn	0	0	0	80	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.51	0.71	0.93	1.00	0.53

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 148 (82%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle: 165
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 44.1 Intersection LOS: D
Intersection Capacity Utilization 89.0% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 103: SW 112 Avenue & SW 8 Street

2014 Existing Conditions PM (HCM 2010)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	284	1053	622	365	1418	282	328	939	492	352	1238	229
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, 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	1810	1810	1810	1810	1810	1810	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	293	1086	0	376	1462	291	338	968	0	363	1276	236
Adj No. of Lanes	2	3	1	2	3	1	1	2	1	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	328	1455	453	279	1382	430	277	1612	721	274	1112	204
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
Prop Arrive On Green	0.10	0.29	0.00	0.08	0.28	0.28	0.13	0.46	0.00	0.05	0.37	0.37
Ln Grp Delay, s/veh	99.4	60.0	0.0	261.7	105.9	65.9	191.7	38.4	0.0	225.0	136.8	144.0
Ln Grp LOS	F	E		F	F	E	F	D		F	F	F
Approach Vol, veh/h		1379			2129			1306			1875	
Approach Delay, s/veh		68.4			128.0			78.1			156.8	
Approach LOS		E			F			E			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	1.1	4.0	2.0	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	20.0	60.0	27.0	73.0	22.6	57.4	12.0	88.0
Change Period (Y+Rc), s	5.0	7.0	3.0	6.0	5.0	7.0	3.0	6.0
Max Green (Gmax), s	15.0	53.0	24.0	67.0	18.0	50.0	9.0	82.0
Max Allow Headway (MAH), s	3.8	5.1	3.8	5.3	3.8	5.1	3.8	5.3
Max Q Clear (g_c+I1), s	17.0	37.8	26.0	69.0	17.6	52.4	11.0	38.9
Green Ext Time (g_e), s	0.0	13.5	0.0	0.0	0.0	0.0	0.0	29.8
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.89	1.00	1.00	1.00	1.00	1.00	0.61

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3343		1774		3343		1774	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4940		2988		4940		3539

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1538		547		1538		1583

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	(Prot)		(Pr/Pm)		(Prot)		(Pr/Pm)	
Lanes in Grp	2	0	1	0	2	0	1	0

Grp Vol (v), veh/h	376	0	338	0	293	0	363	0
Grp Sat Flow (s), veh/h/ln	1672	0	1774	0	1672	0	1774	0
Q Serve Time (g_s), s	15.0	0.0	24.0	0.0	15.6	0.0	9.0	0.0
Cycle Q Clear Time (g_c), s	15.0	0.0	24.0	0.0	15.6	0.0	9.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	344	0	0	0	578	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	69.0	0.0	0.0	0.0	67.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	45.1	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	45.1	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	279	0	277	0	328	0	274	0
V/C Ratio (X)	1.35	0.00	1.22	0.00	0.89	0.00	1.33	0.00
Avail Cap (c_a), veh/h	279	0	277	0	334	0	274	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.72	0.00	1.00	0.00
Uniform Delay (d1), s/veh	82.5	0.0	63.7	0.0	80.3	0.0	54.9	0.0
Incr Delay (d2), s/veh	179.2	0.0	128.0	0.0	19.1	0.0	170.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	261.7	0.0	191.7	0.0	99.4	0.0	225.0	0.0
1st-Term Q (Q1), veh/ln	6.9	0.0	13.8	0.0	7.2	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	6.9	0.0	9.8	0.0	0.9	0.0	12.9	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	13.9	0.0	23.6	0.0	8.1	0.0	12.9	0.0
%ile Storage Ratio (RQ%)	0.61	0.00	2.10	0.00	0.35	0.00	1.43	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	24.3	0.0	15.4	0.0	0.0	0.0	22.4	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.3	0.0	0.0	0.0	0.3	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	3	0	1	0	3	0	2
Grp Vol (v), veh/h	0	1086	0	751	0	1462	0	968
Grp Sat Flow (s), veh/h/ln	0	1647	0	1770	0	1647	0	1770
Q Serve Time (g_s), s	0.0	35.8	0.0	67.0	0.0	50.4	0.0	36.9
Cycle Q Clear Time (g_c), s	0.0	35.8	0.0	67.0	0.0	50.4	0.0	36.9
Lane Grp Cap (c), veh/h	0	1455	0	659	0	1382	0	1612
V/C Ratio (X)	0.00	0.75	0.00	1.14	0.00	1.06	0.00	0.60
Avail Cap (c_a), veh/h	0	1455	0	659	0	1382	0	1612
Upstream Filter (I)	0.00	0.72	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	57.4	0.0	56.5	0.0	64.8	0.0	36.7
Incr Delay (d2), s/veh	0.0	2.6	0.0	80.3	0.0	41.1	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	60.0	0.0	136.8	0.0	105.9	0.0	38.4
1st-Term Q (Q1), veh/ln	0.0	16.3	0.0	32.8	0.0	22.9	0.0	18.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	14.7	0.0	5.3	0.0	0.4

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	16.6	0.0	47.4	0.0	28.2	0.0	18.4
%ile Storage Ratio (RQ%)	0.00	0.34	0.00	3.49	0.00	0.83	0.00	0.72
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	23.0	0.0	20.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	761	0	291	0	0
Grp Sat Flow (s), veh/h/ln	0	1538	0	1766	0	1538	0	1583
Q Serve Time (g_s), s	0.0	0.0	0.0	67.0	0.0	30.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	67.0	0.0	30.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.31	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	453	0	657	0	430	0	721
V/C Ratio (X)	0.00	0.00	0.00	1.16	0.00	0.68	0.00	0.00
Avail Cap (c_a), veh/h	0	453	0	657	0	430	0	721
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	56.5	0.0	57.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	87.5	0.0	8.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	144.0	0.0	65.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	32.7	0.0	12.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	16.0	0.0	1.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	48.7	0.0	13.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	3.58	0.00	0.41	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	26.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 2010 Ctrl Delay		114.0						
HCM 2010 LOS		F						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	343	1315	291	209	1728	43	608	44	417	226	60	324
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, 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	1810	1810	1900	1810	1810	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	354	1356	300	215	1781	44	627	45	430	148	182	334
Adj No. of Lanes	1	4	0	2	3	0	1	1	1	1	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
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	215	2703	597	256	2685	66	274	288	245	235	247	210
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
Prop Arrive On Green	0.06	0.53	0.53	0.08	0.54	0.54	0.15	0.15	0.15	0.13	0.13	0.13
Ln Grp Delay, s/veh	339.7	28.1	29.0	83.6	29.9	30.0	666.0	67.4	432.8	86.4	93.2	365.8
Ln Grp LOS	F	C	C	F	C	C	F	E	F	F	F	F
Approach Vol, veh/h		2010			2040			1102			664	
Approach Delay, s/veh		83.2			35.6			550.6			228.8	
Approach LOS		F			D			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	4.0	9.0	9.0	1.1	4.0		
Phs Duration (G+Y+Rc), s	16.9	101.1	33.5	29.5	14.0	104.0		
Change Period (Y+Rc), s	3.0	* 6	5.5	5.5	3.0	* 6		
Max Green (Gmax), s	20.0	* 89	28.0	24.0	11.0	* 98		
Max Allow Headway (MAH), s	3.8	5.3	4.0	4.3	3.8	5.3		
Max Q Clear (g_c+I1), s	13.5	32.8	30.0	26.0	13.0	48.6		
Green Ext Time (g_e), s	0.4	48.2	0.0	0.0	0.0	43.2		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	0.11	0.82	1.00	1.00	1.00	0.84		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	3343		1774	1774	1723			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		5143	1863	1863		4959		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		1135	1583	1583		122		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	(Prot)				(Pr/Pm)			
Lanes in Grp	2	0	1	1	1	0	0	0

Grp Vol (v), veh/h	215	0	627	148	354	0	0	0
Grp Sat Flow (s), veh/h/ln	1672	0	1774	1774	1723	0	0	0
Q Serve Time (g_s), s	11.5	0.0	28.0	14.3	11.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	11.5	0.0	28.0	14.3	11.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1774	1774	247	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	95.1	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	51.4	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	51.4	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	256	0	274	235	215	0	0	0
V/C Ratio (X)	0.84	0.00	2.28	0.63	1.65	0.00	0.00	0.00
Avail Cap (c_a), veh/h	369	0	274	235	215	0	0	0
Upstream Filter (I)	0.09	0.00	1.00	1.00	0.61	0.00	0.00	0.00
Uniform Delay (d1), s/veh	82.5	0.0	76.5	74.3	35.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	589.5	12.1	304.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	83.6	0.0	666.0	86.4	339.7	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	5.3	0.0	13.7	7.0	10.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	44.9	0.8	18.2	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	5.4	0.0	58.7	7.8	28.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.46	0.00	5.50	0.79	1.50	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	88.1	0.0	34.8	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.6	0.0	0.4	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T	T		T		
Lanes in Grp	0	3	1	1	0	2	0	0
Grp Vol (v), veh/h	0	1231	45	182	0	1183	0	0
Grp Sat Flow (s), veh/h/ln	0	1556	1863	1863	0	1647	0	0
Q Serve Time (g_s), s	0.0	30.7	3.8	17.0	0.0	46.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	30.7	3.8	17.0	0.0	46.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	2454	288	247	0	1783	0	0
V/C Ratio (X)	0.00	0.50	0.16	0.74	0.00	0.66	0.00	0.00
Avail Cap (c_a), veh/h	0	2454	288	247	0	1783	0	0
Upstream Filter (I)	0.00	0.61	1.00	1.00	0.00	0.09	0.00	0.00
Uniform Delay (d1), s/veh	0.0	27.7	66.3	75.5	0.0	29.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	1.2	17.7	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.1	67.4	93.2	0.0	29.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	13.2	2.0	8.7	0.0	21.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	1.2	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	13.3	2.0	10.0	0.0	21.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.29	0.19	0.86	0.00	0.44	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	R		T+R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	425	430	334	0	642	0	0
Grp Sat Flow (s), veh/h/ln	0	1609	1583	1583	0	1788	0	0
Q Serve Time (g_s), s	0.0	30.8	28.0	24.0	0.0	46.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	30.8	28.0	24.0	0.0	46.6	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.71	1.00	1.00	0.00	0.07	0.00	0.00
Lane Grp Cap (c), veh/h	0	846	245	210	0	968	0	0
V/C Ratio (X)	0.00	0.50	1.76	1.59	0.00	0.66	0.00	0.00
Avail Cap (c_a), veh/h	0	846	245	210	0	968	0	0
Upstream Filter (I)	0.00	0.61	1.00	1.00	0.00	0.09	0.00	0.00
Uniform Delay (d1), s/veh	0.0	27.7	76.5	78.5	0.0	29.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	356.3	287.3	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.0	432.8	365.8	0.0	30.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	13.7	12.2	10.5	0.0	22.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	24.2	16.8	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	14.0	36.5	27.3	0.0	22.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.31	5.79	7.69	0.00	0.47	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	46.3	31.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.4	0.4	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	171.7
HCM 2010 LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1625	401	190	2476	541	324
Number	2	12	1	6	3	18
Initial Q, veh	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)		1.00	1.00		1.00	1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1863	1863
Adj Flow Rate, veh/h	1747	431	204	2662	582	0
Adj No. of Lanes	3	1	1	3	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	5	5	2	2
Opposing Right Turn Influence			Yes		Yes	
Cap, veh/h	2424	755	224	2945	584	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.49	0.49	0.09	0.60	0.33	0.00
Ln Grp Delay, s/veh	38.0	35.6	50.1	32.3	96.4	0.0
Ln Grp LOS	D	D	D	C	F	
Approach Vol, veh/h	2178			2866	582	
Approach Delay, s/veh	37.5			33.6	96.4	
Approach LOS	D			C	F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	7.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	19.0	95.0	66.0			114.0		
Change Period (Y+Rc), s	3.6	* 6.7	6.7			6.7		
Max Green (Gmax), s	25.4	* 78	59.3			107.3		
Max Allow Headway (MAH), s	3.8	5.1	3.8			5.1		
Max Q Clear (g_c+I1), s	15.0	52.2	60.9			87.0		
Green Ext Time (g_e), s	0.4	25.9	0.0			20.2		
Prob of Phs Call (p_c)	1.00	1.00	1.00			1.00		
Prob of Max Out (p_x)	0.01	0.99	1.00			0.99		

Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1723	0	1774					

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		5103	0			5103		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1538	1583			0		

Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	(Pr/Pm)							
Lanes in Grp	1	0	1	0	0	0	0	0

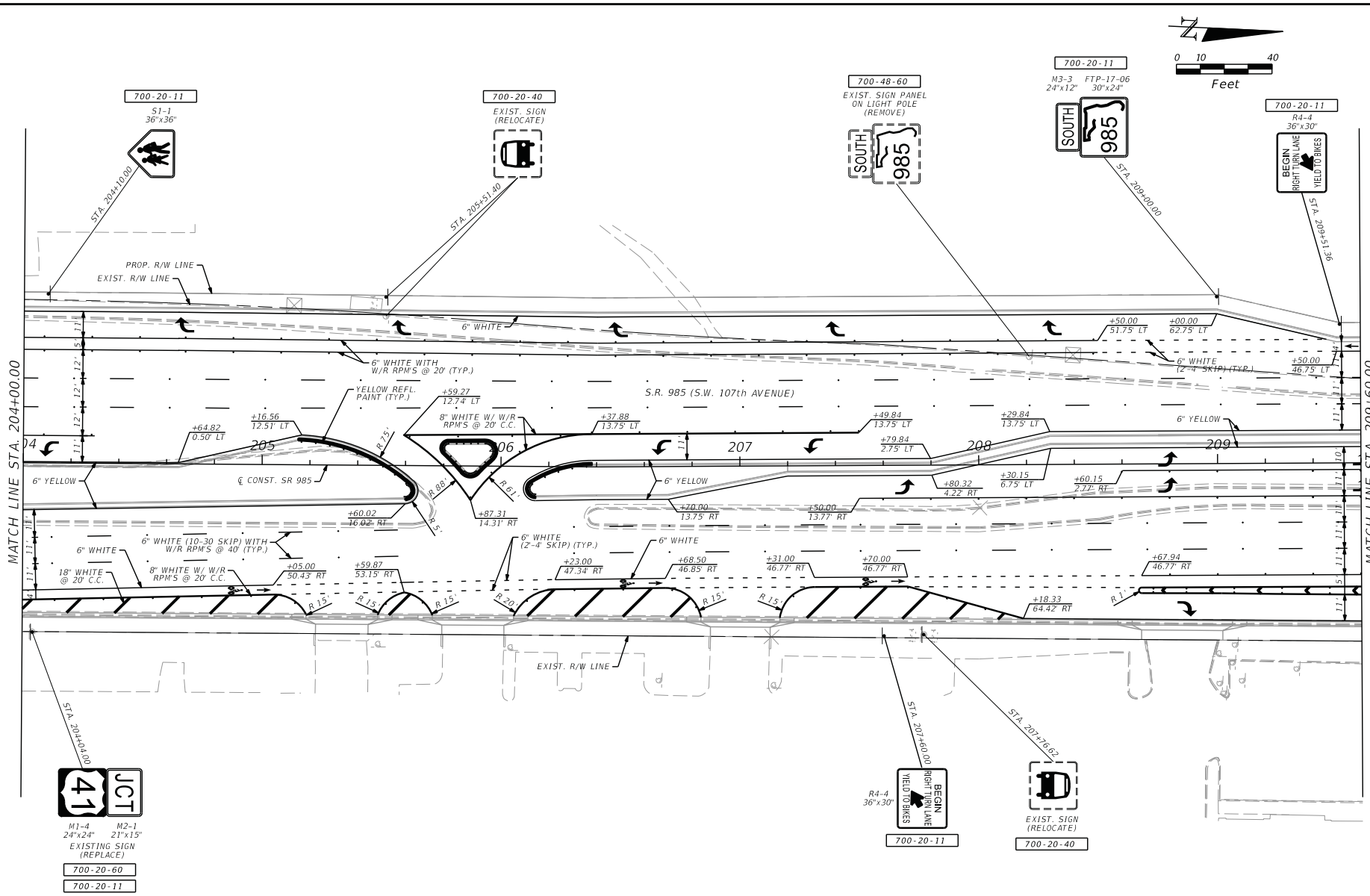
Grp Vol (v), veh/h	204	0	582	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1723	0	1774	0	0	0	0	0
Q Serve Time (g_s), s	13.0	0.0	58.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	13.0	0.0	58.9	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	175	0	1774	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	90.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	38.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	38.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	88.3	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	224	0	584	0	0	0	0	0
V/C Ratio (X)	0.91	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	320	0	584	0	0	0	0	0
Upstream Filter (I)	0.09	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	47.2	0.0	60.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.0	36.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	50.1	0.0	96.4	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	10.0	0.0	28.9	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	5.9	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	10.2	0.0	34.8	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.36	0.00	0.85	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	3	0	0
Grp Vol (v), veh/h	0	1747	0	0	0	2662	0	0
Grp Sat Flow (s), veh/h/ln	0	1647	0	0	0	1647	0	0
Q Serve Time (g_s), s	0.0	50.2	0.0	0.0	0.0	85.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	50.2	0.0	0.0	0.0	85.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2424	0	0	0	2945	0	0
V/C Ratio (X)	0.00	0.72	0.00	0.00	0.00	0.90	0.00	0.00
Avail Cap (c_a), veh/h	0	2424	0	0	0	2945	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.09	0.00	0.00
Uniform Delay (d1), s/veh	0.0	36.1	0.0	0.0	0.0	31.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	38.0	0.0	0.0	0.0	32.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	22.8	0.0	0.0	0.0	38.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	23.2	0.0	0.0	0.0	38.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.00	0.00	0.00	0.00	0.85	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	431	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1538	1583	0	0	0	0	0
Q Serve Time (g_s), s	0.0	35.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	35.7	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	755	522	0	0	0	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	755	522	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	32.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	35.6	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	15.2	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	15.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 2010 Ctrl Delay		41.6						
HCM 2010 LOS		D						

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Appendix I – SW 107th Avenue Proposed Widening Plans (FDOT FM No. 412479-3-52-01)



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

FDOT DISTRICT SIX
VINOD TULI, P.E.
1000 N.W. 111TH AVENUE
MIAMI, FLORIDA 33172
P.E. NO. 44916

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
985	MIAMI-DADE	412479-3-52-01

SIGNING AND PAVEMENT MARKING PLAN

SHEET NO.
S-7

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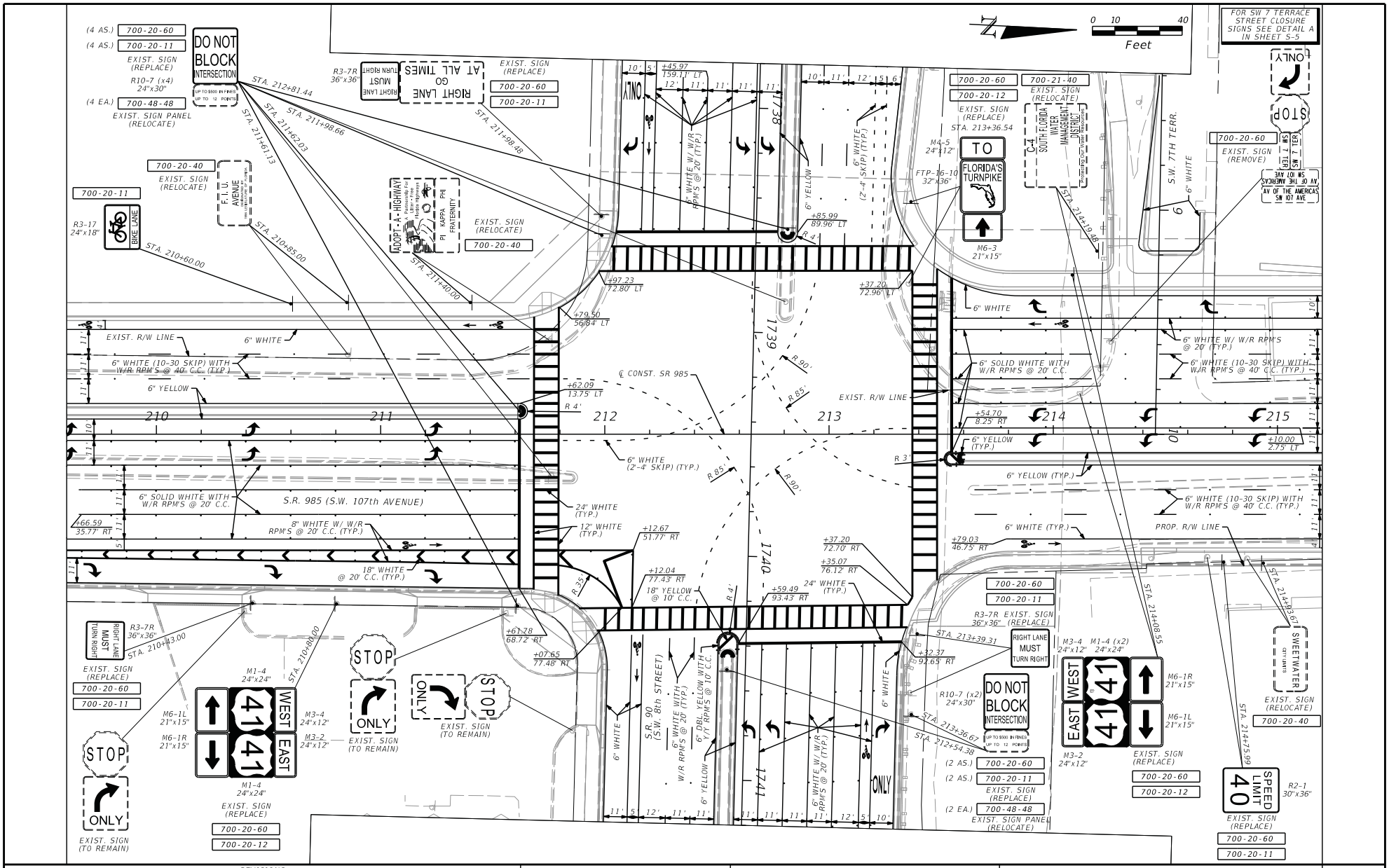

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

FDOT DISTRICT SIX
VINOD TULI, P.E.
1000 N.W. 111TH AVENUE
MIAMI, FLORIDA 33172
P.E. NO. 44916

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
985	MIAMI-DADE	412479-3-52-01

SIGNING AND PAVEMENT MARKING PLAN

SHEET NO. S-8

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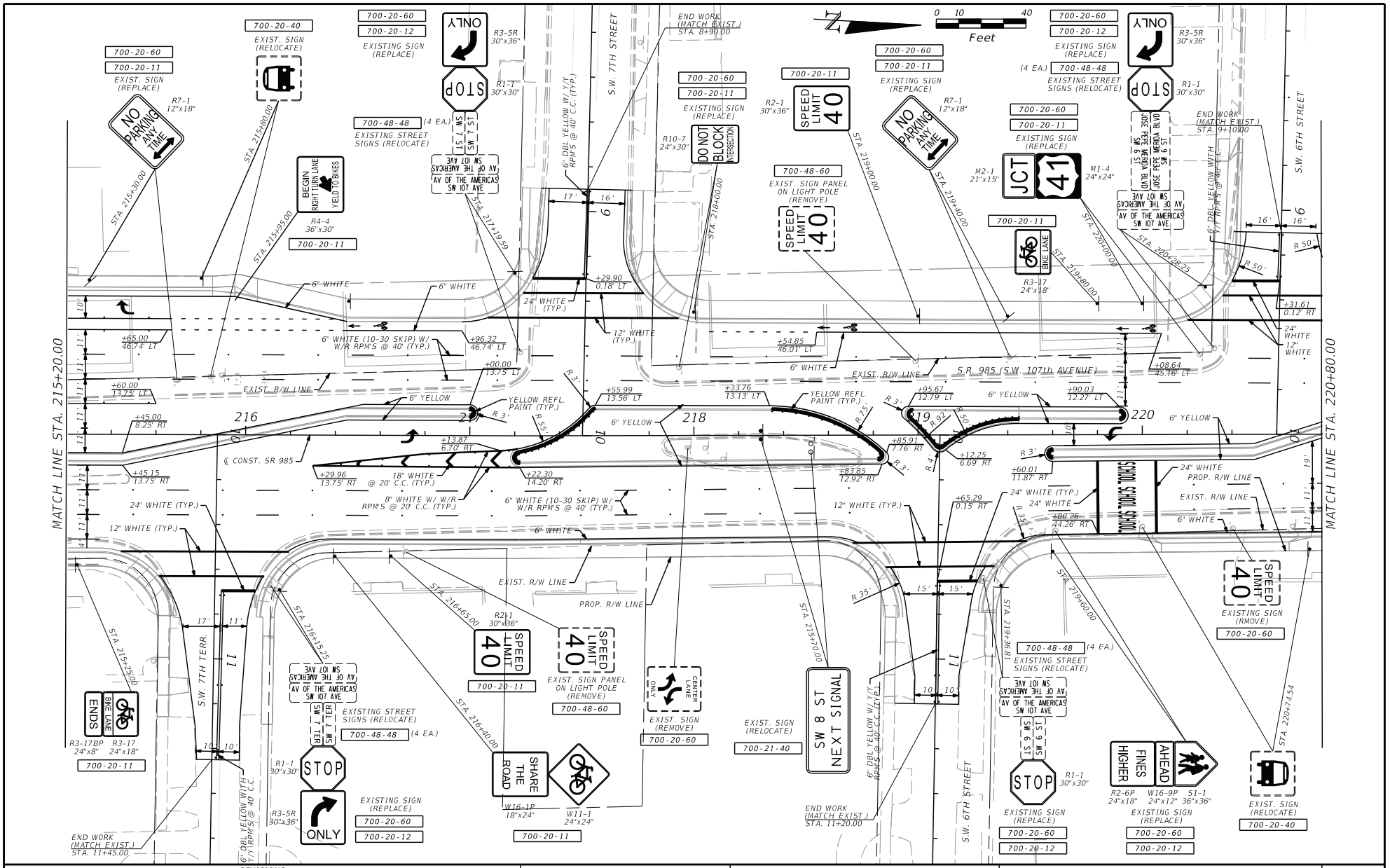

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

FDOT DISTRICT SIX
VINOD TULI, P.E.
1000 N.W. 111TH AVENUE
MIAMI, FLORIDA 33172
P.E. NO. 44916

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
985	MIAMI-DADE	412479-3-52-01

SIGNING AND PAVEMENT MARKING PLAN

SHEET NO. S-9

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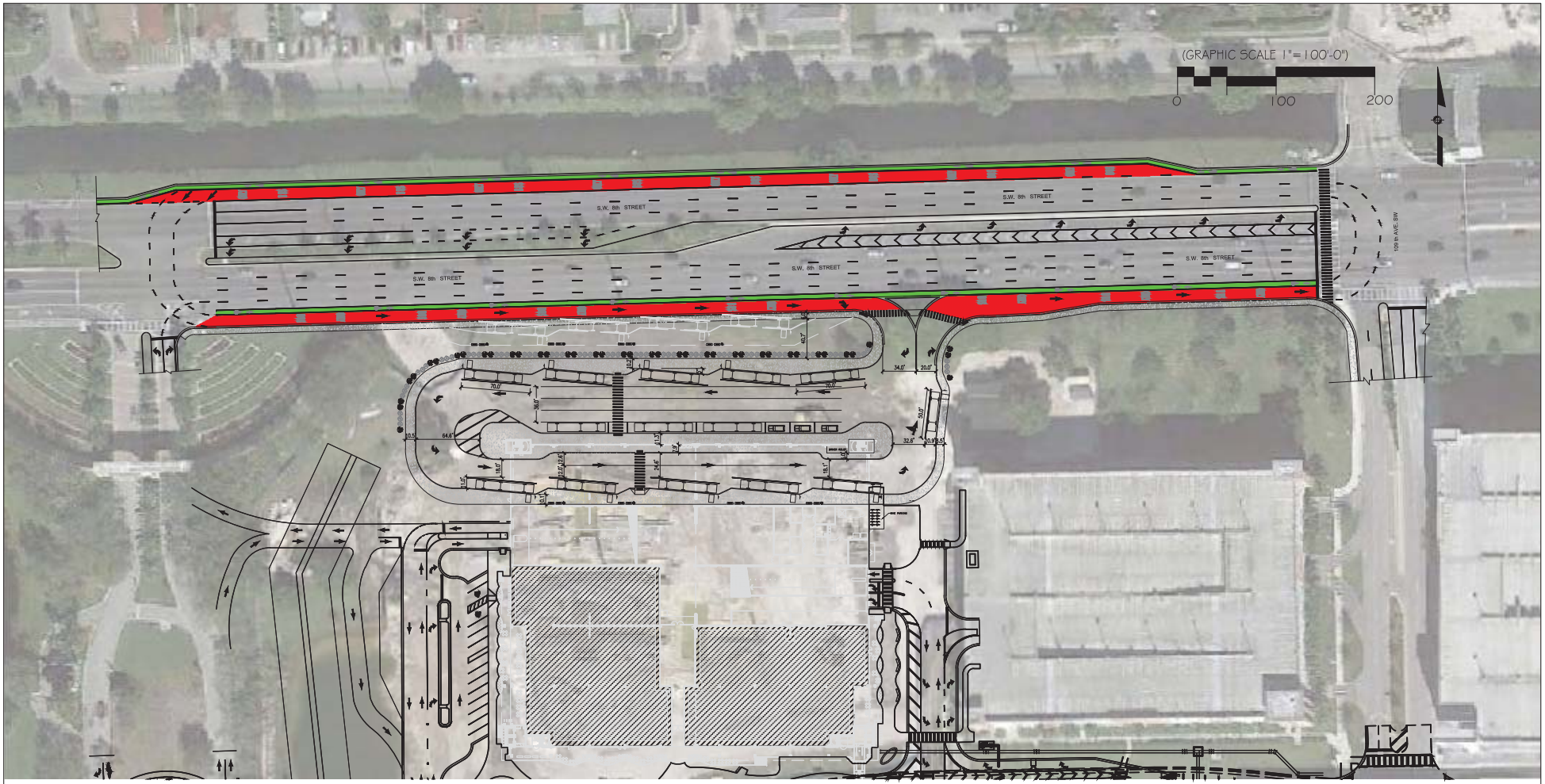
Appendix J – Bus Terminal Concepts



Terminal Access Concept 1

DRAFT

00% SUBMITTAL MM DD, YYYY (NOT FOR CONSTRUCTION)

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Designed by					
Drawn by					
Checked by					
	No.	Date	CHK	APP.	Revisions

CONTRACT NO.

MIAMI-DADE COUNTY TRANSIT

PDS

PREMIERE DESIGN SOLUTIONS, INC.
2900 GLADES CIRCLE, SUITE 700
WESTON, FL 33327
PH: 954-237-7859
PDS@PDS-ENG.COM
FLORIDA COA NO. 27940

APPROVED: DATE:

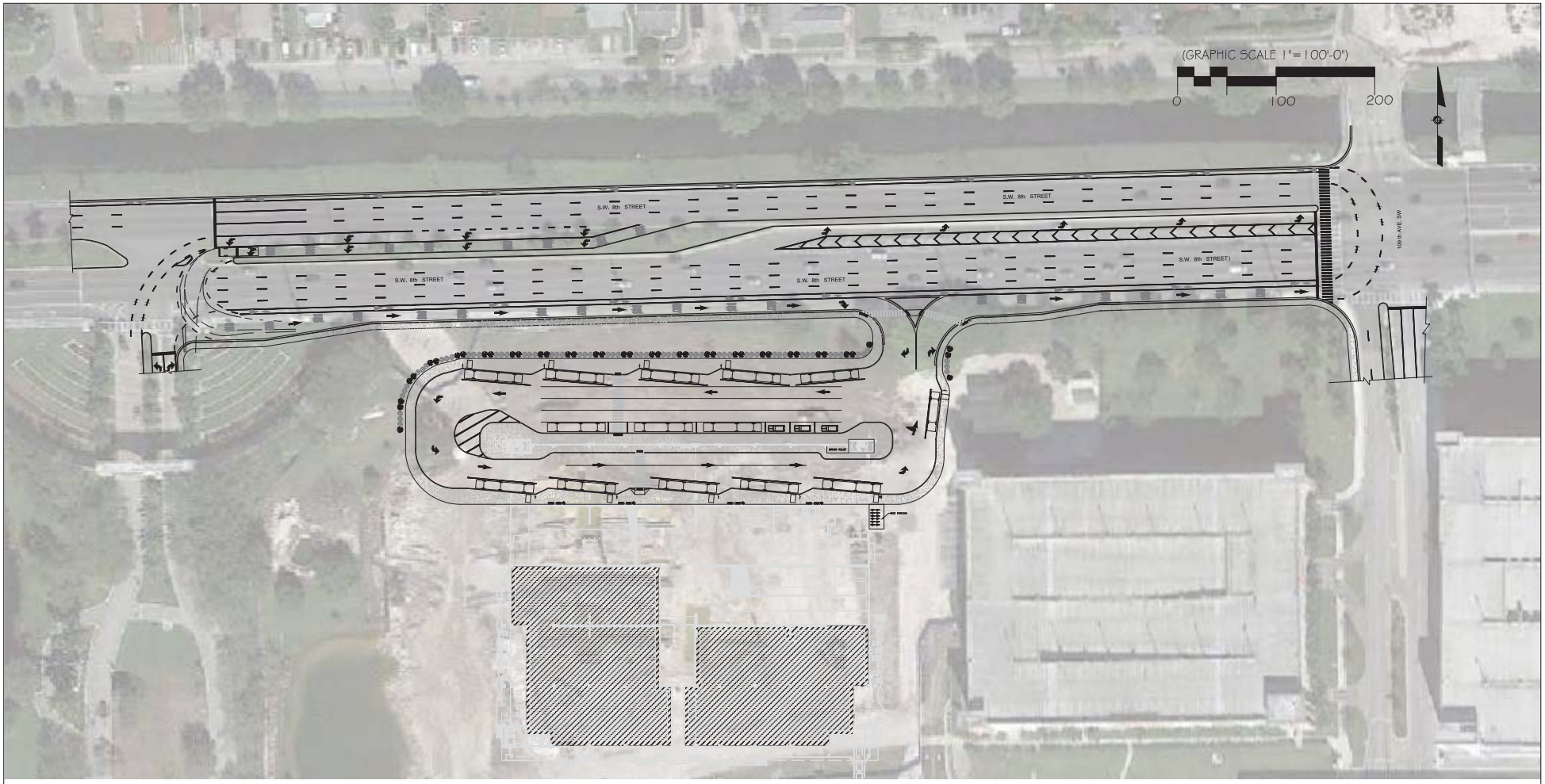
SUB-CONSULTANT INFO

APPROVED: DATE:

MDT FIU TRANSIT TERMINAL
CONCEPTUAL DESIGN

DRAWING NO. 001-0100

SHEET NO. C-1



Terminal Access Concept 2

DRAFT

00% SUBMITTAL MM DD, YYYY (NOT FOR CONSTRUCTION)

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Designed by					
Drawn by					
Checked by					
	No.	Date	CHK	APP.	Revisions

CONTRACT NO.

MIAMI-DADE COUNTY TRANSIT

PDS

PREMIERE DESIGN SOLUTIONS, INC.
2900 GLADES CIRCLE, SUITE 700
WESTON, FL 33327
PH: 954-237-7859
PDS@PDS-ENG.COM
FLORIDA COA NO. 27940

APPROVED: DATE:

SUB-CONSULTANT INFO

APPROVED: DATE:

MDT FIU TRANSIT TERMINAL
CONCEPTUAL DESIGN

DRAWING NO. 001-0100

SHEET NO. C-1

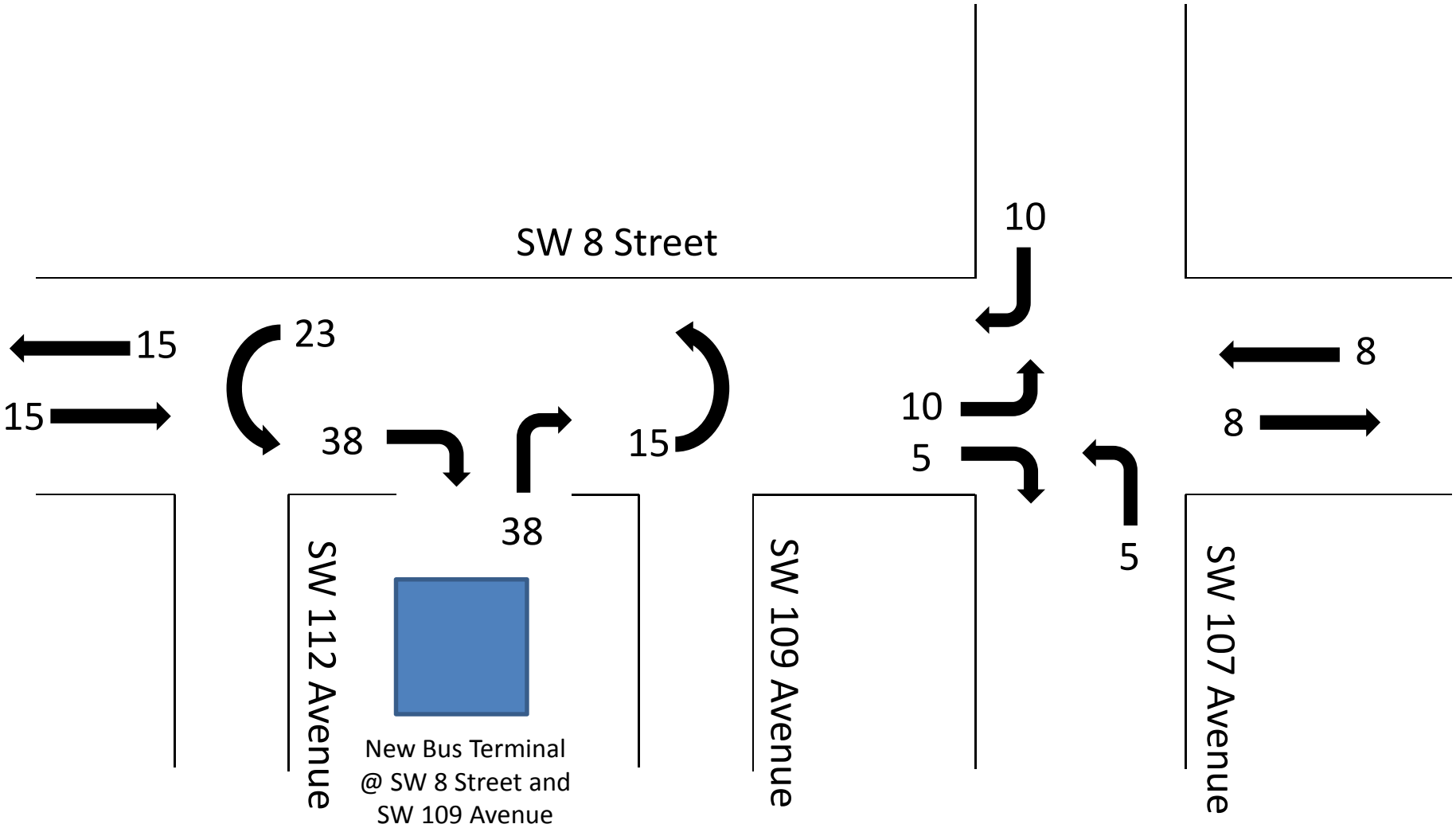
Appendix K – Summary of Projected No. of Buses

FIGURE 1 – Existing MDT Transit Bus Service – June 2014

Table 1 – 2019 Proposed Bus Circulation

Route #	Frequency (minutes)	Pk. Hr. Buses
8	15	4
8 Max (new)	15	4
11	30	2
11 Max (51)	10	6
24	20	3
71	30	2
251 (new)	45	1
N. HEFT Ex. (new)	10	6
S. HEFT Ex. (new)	10	6
SR 836 Ex. (new)	20	3

FIGURE 2 – 2018 Future Projected Bus Movements – Line Diagram



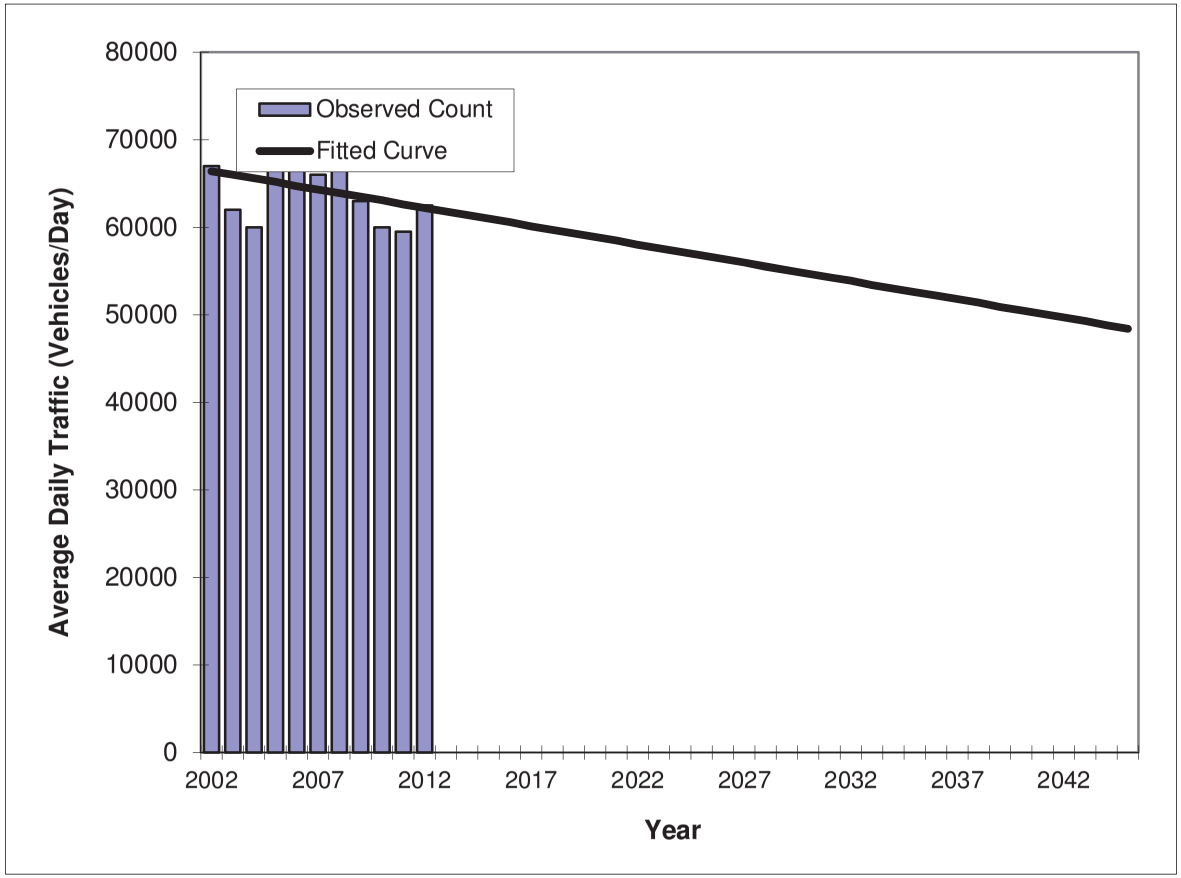
Appendix L – Trend Analysis

Traffic Trends - V2.0

SW 8 Street - west of SW 122 Avenue --

PIN#	1234
Location	1

County:	Miami (87)
Station #:	2561
Highway:	SW 8 Street - west of SW 122 Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2002	67000	66400
2003	62000	66000
2004	60000	65600
2005	70000	65200
2006	68500	64700
2007	66000	64300
2008	69000	63900
2009	63000	63500
2010	60000	63100
2011	59500	62600
2012	62500	62200
2025 Opening Year Trend		
2025	N/A	56800
2035 Mid-Year Trend		
2035	N/A	52600
2045 Design Year Trend		
2045	N/A	48400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-418
Trend R-squared:	12.60%
Trend Annual Historic Growth Rate:	-0.63%
Trend Growth Rate (2012 to Design Year):	-0.67%
Printed:	26-Mar-14

Straight Line Growth Option

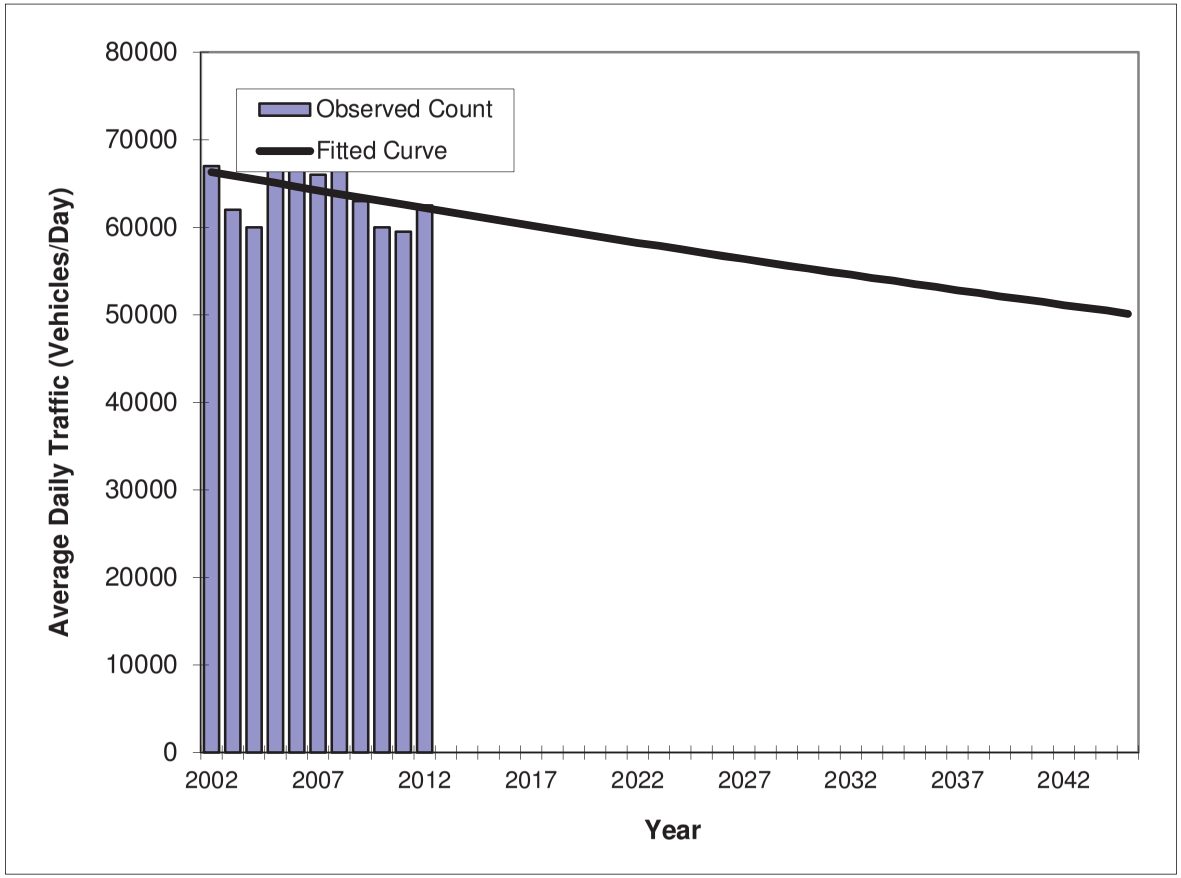
*Axle-Adjusted

Traffic Trends - V2.0

SW 8 Street - west of SW 122 Avenue --

PIN#	1234
Location	1

County:	Miami (87)
Station #:	2561
Highway:	SW 8 Street - west of SW 122 Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2002	67000	66300
2003	62000	65900
2004	60000	65500
2005	70000	65100
2006	68500	64600
2007	66000	64200
2008	69000	63800
2009	63000	63400
2010	60000	63000
2011	59500	62600
2012	62500	62200
2025 Opening Year Trend		
2025	N/A	57100
2035 Mid-Year Trend		
2035	N/A	53500
2045 Design Year Trend		
2045	N/A	50100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	12.69%
Compounded Annual Historic Growth Rate:	-0.64%
Compounded Growth Rate (2012 to Design Year):	-0.65%
Printed:	26-Mar-14

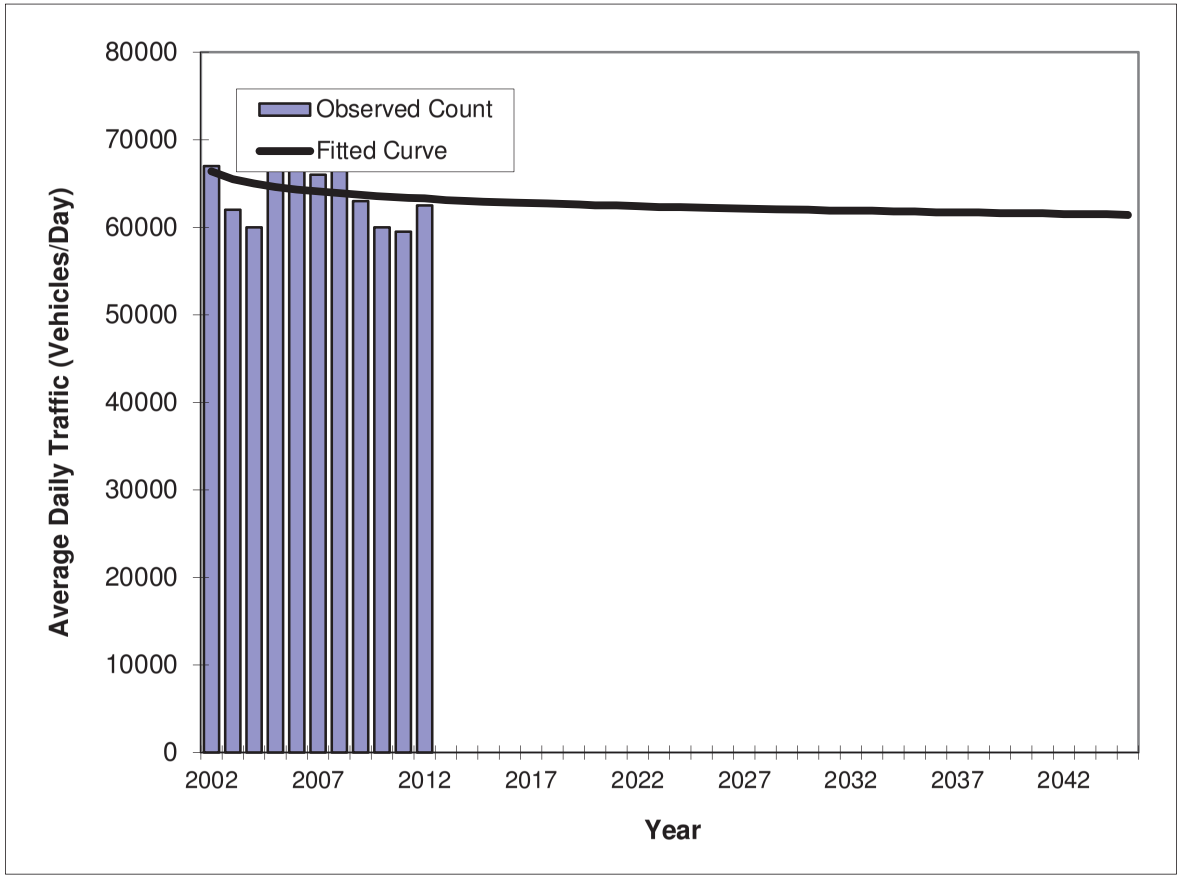
Exponential Growth Option

Traffic Trends - V2.0

SW 8 Street - west of SW 122 Avenue --

PIN#	1234
Location	1

County:	Miami (87)
Station #:	2561
Highway:	SW 8 Street - west of SW 122 Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2002	67000	66400
2003	62000	65500
2004	60000	65000
2005	70000	64600
2006	68500	64300
2007	66000	64100
2008	69000	63900
2009	63000	63700
2010	60000	63500
2011	59500	63400
2012	62500	63300
2025 Opening Year Trend		
2025	N/A	62200
2035 Mid-Year Trend		
2035	N/A	61800
2045 Design Year Trend		
2045	N/A	61400
TRANPLAN Forecasts/Trends		

Trend R-squared:	6.29%
Compounded Annual Historic Growth Rate:	-0.48%
Compounded Growth Rate (2012 to Design Year):	-0.09%
Printed:	26-Mar-14

Decaying Exponential Growth Option

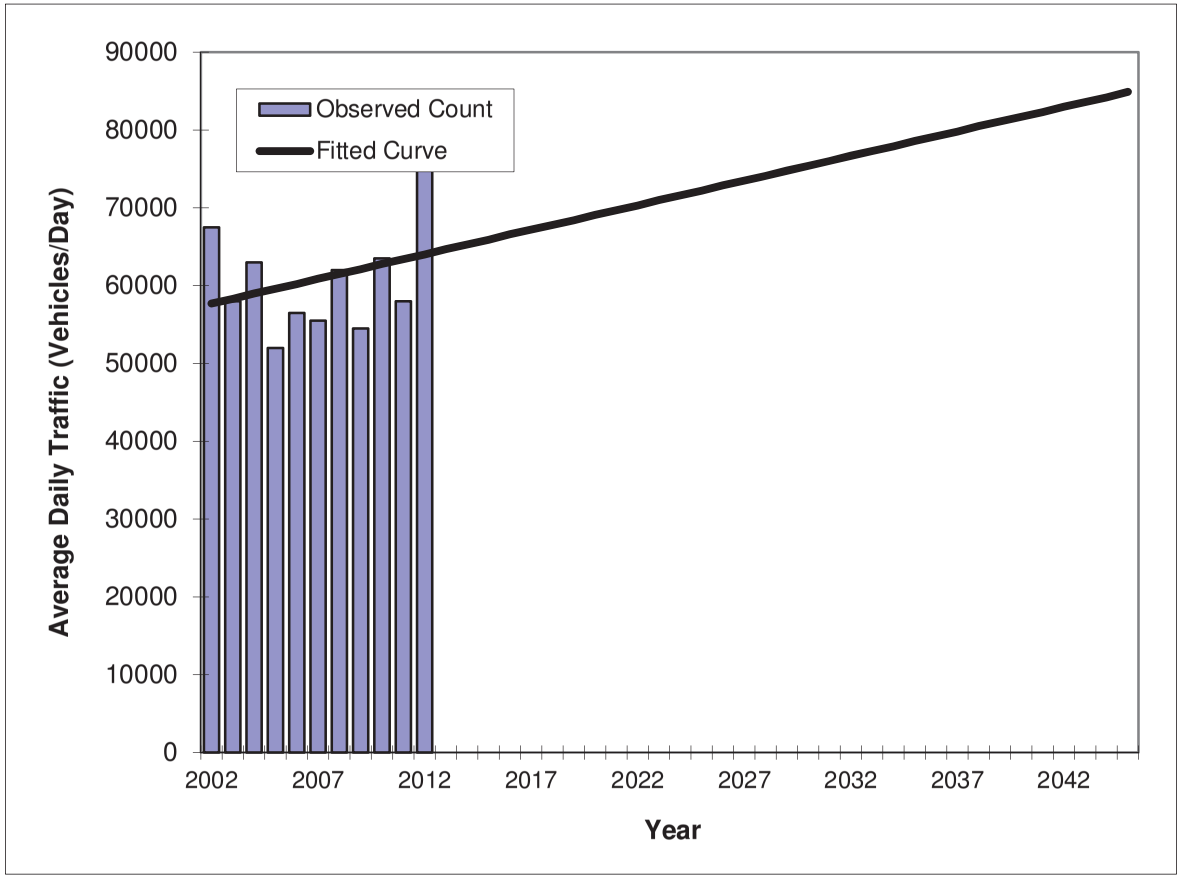
***Axle-Adjusted**

Traffic Trends - V2.0

SW 8 Street - just west of SW 87 Avenue --

PIN#	1234
Location	1

County:	Miami (87)
Station #:	0589
Highway:	SW 8 Street - just west of SW 87 Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2002	67500	57700
2003	58000	58300
2004	63000	59000
2005	52000	59600
2006	56500	60200
2007	55500	60900
2008	62000	61500
2009	54500	62100
2010	63500	62800
2011	58000	63400
2012	79000	64000
2025 Opening Year Trend		
2025	N/A	72200
2035 Mid-Year Trend		
2035	N/A	78600
2045 Design Year Trend		
2045	N/A	84900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	632
Trend R-squared:	7.72%
Trend Annual Historic Growth Rate:	1.09%
Trend Growth Rate (2012 to Design Year):	0.99%
Printed:	26-Mar-14

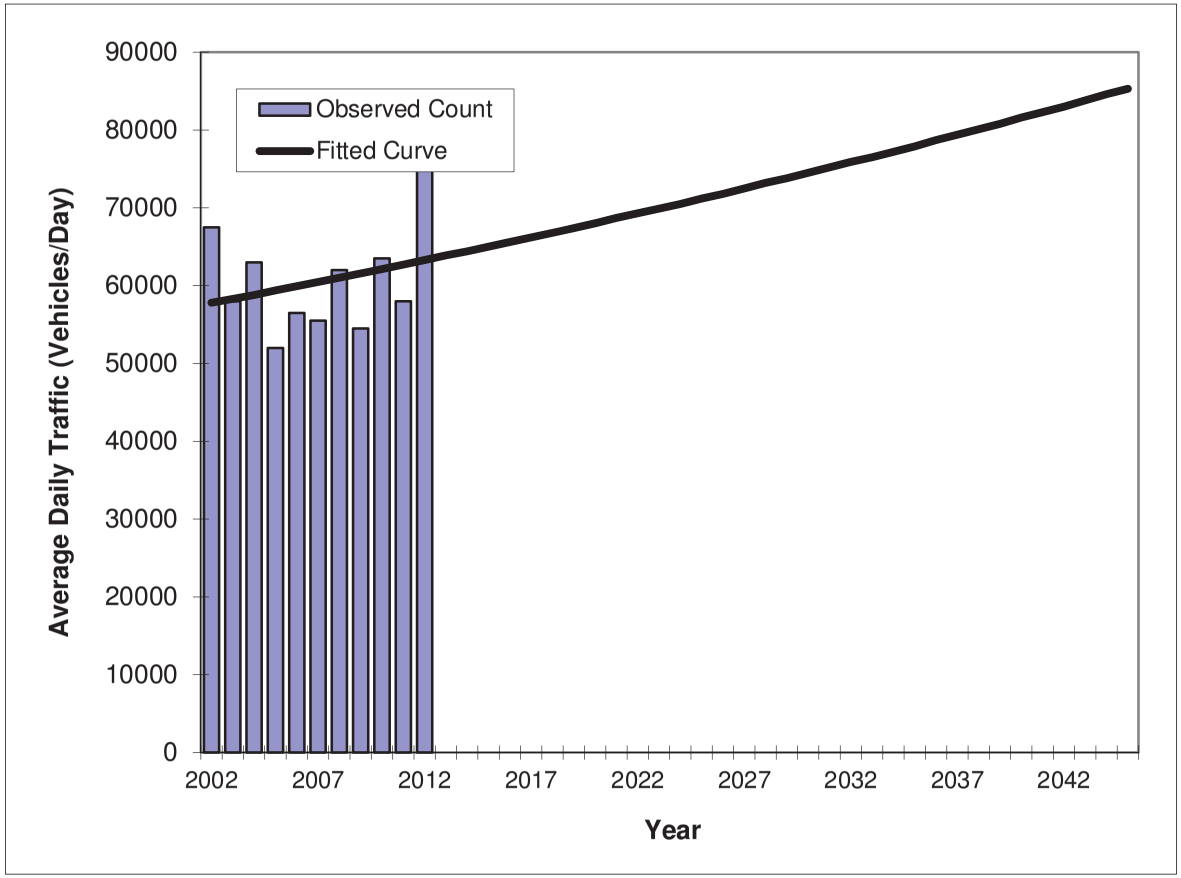
Straight Line Growth Option

Traffic Trends - V2.0

SW 8 Street - just west of SW 87 Avenue --

PIN#	1234
Location	1

County:	Miami (87)
Station #:	0589
Highway:	SW 8 Street - just west of SW 87 Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2002	67500	57800
2003	58000	58300
2004	63000	58800
2005	52000	59400
2006	56500	59900
2007	55500	60500
2008	62000	61000
2009	54500	61600
2010	63500	62100
2011	58000	62700
2012	79000	63300
2025 Opening Year Trend		
2025	N/A	71200
2035 Mid-Year Trend		
2035	N/A	77900
2045 Design Year Trend		
2045	N/A	85300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	6.58%
Compounded Annual Historic Growth Rate:	0.91%
Compounded Growth Rate (2012 to Design Year):	0.91%
Printed:	26-Mar-14

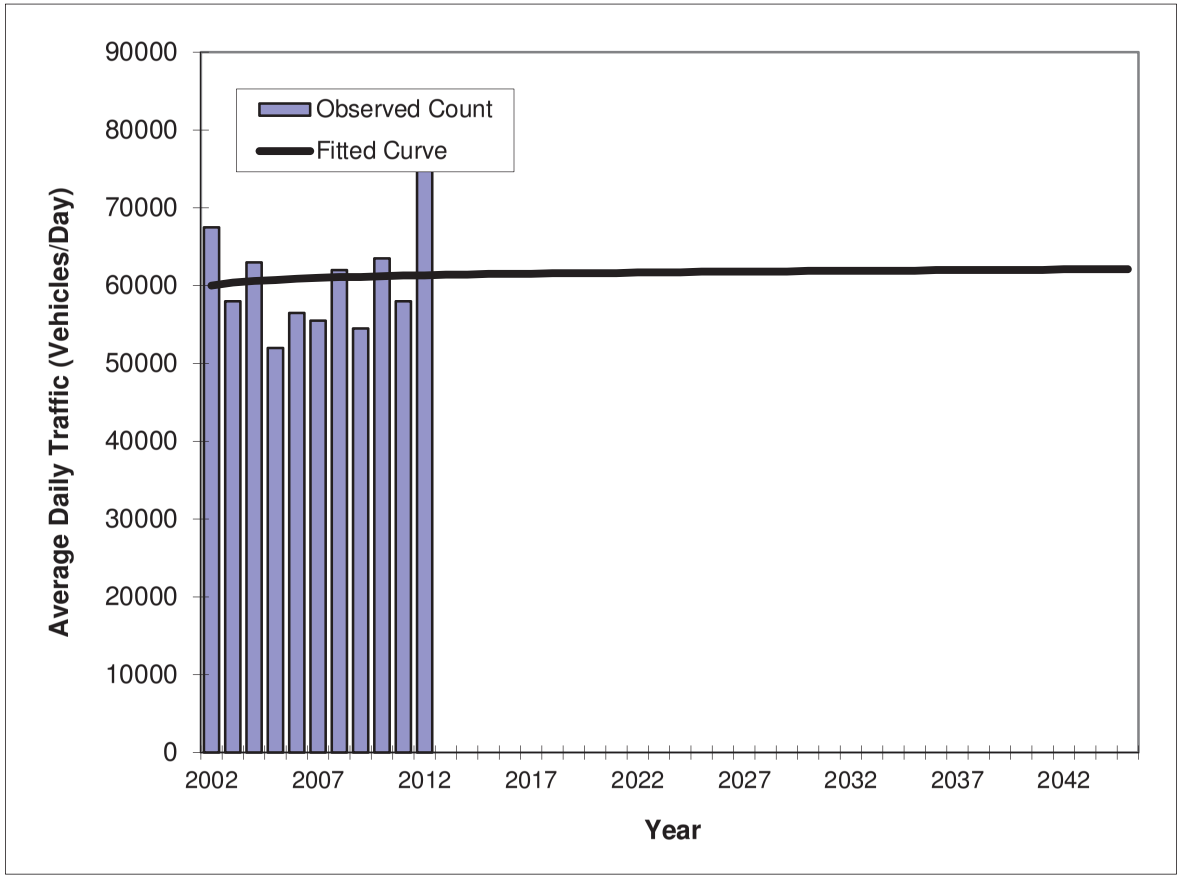
Exponential Growth Option

Traffic Trends - V2.0

SW 8 Street - just west of SW 87 Avenue --

PIN#	1234
Location	1

County:	Miami (87)
Station #:	0589
Highway:	SW 8 Street - just west of SW 87 Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2002	67500	60000
2003	58000	60400
2004	63000	60600
2005	52000	60700
2006	56500	60900
2007	55500	61000
2008	62000	61100
2009	54500	61100
2010	63500	61200
2011	58000	61300
2012	79000	61300
2025 Opening Year Trend		
2025	N/A	61800
2035 Mid-Year Trend		
2035	N/A	61900
2045 Design Year Trend		
2045	N/A	62100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	0.31%
Compounded Annual Historic Growth Rate:	0.21%
Compounded Growth Rate (2012 to Design Year):	0.04%
Printed:	26-Mar-14

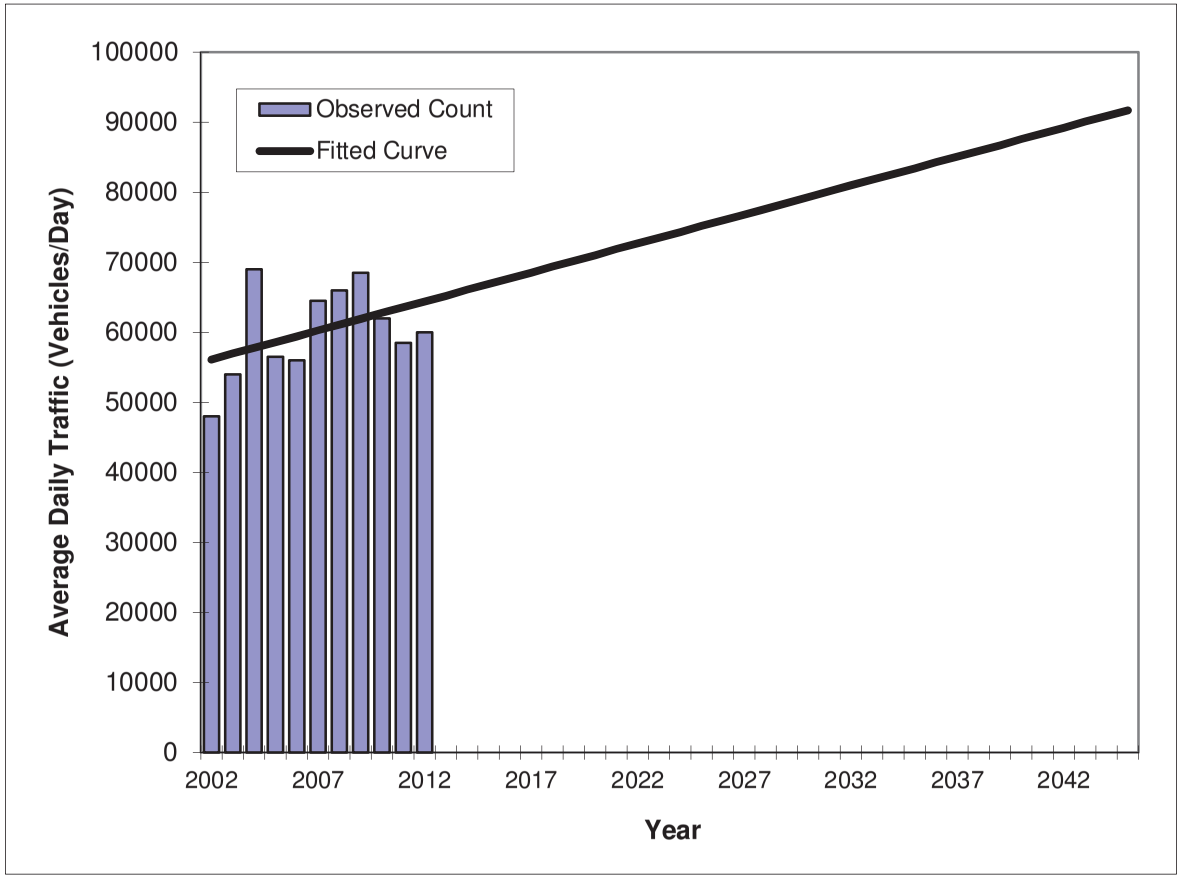
Decaying Exponential Growth Option

Traffic Trends - V2.0

SW 8 Street - west of SW 107 Avenue --

PIN#	1234
Location	1

County:	Miami (87)
Station #:	0090
Highway:	SW 8 Street - west of SW 107 Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2002	48000	56100
2003	54000	57000
2004	69000	57800
2005	56500	58600
2006	56000	59400
2007	64500	60300
2008	66000	61100
2009	68500	61900
2010	62000	62800
2011	58500	63600
2012	60000	64400
2025 Opening Year Trend		
2025	N/A	75200
2035 Mid-Year Trend		
2035	N/A	83400
2045 Design Year Trend		
2045	N/A	91700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	827
Trend R-squared:	17.79%
Trend Annual Historic Growth Rate:	1.48%
Trend Growth Rate (2012 to Design Year):	1.28%
Printed:	26-Mar-14

Straight Line Growth Option

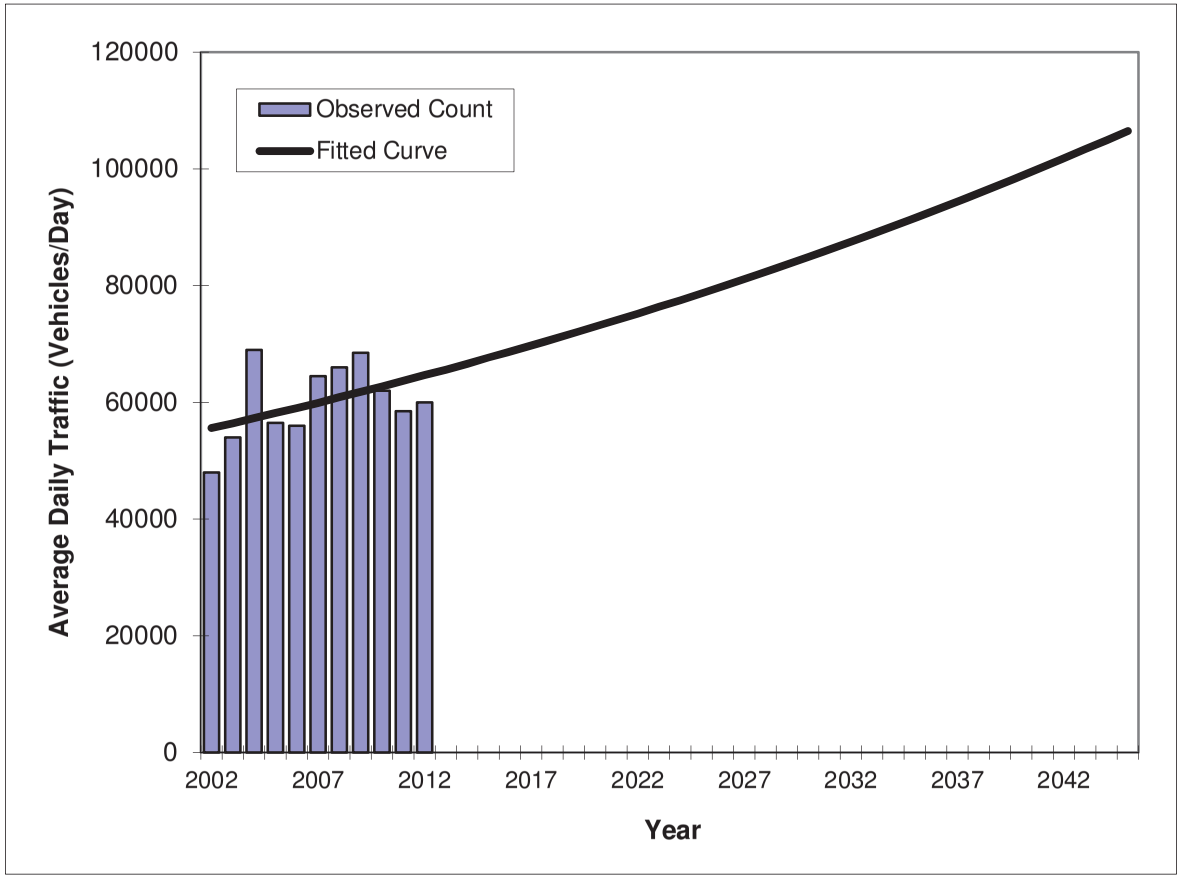
*Axle-Adjusted

Traffic Trends - V2.0

SW 8 Street - west of SW 107 Avenue --

PIN#	1234
Location	1

County:	Miami (87)
Station #:	0090
Highway:	SW 8 Street - west of SW 107 Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2002	48000	55600
2003	54000	56400
2004	69000	57300
2005	56500	58200
2006	56000	59000
2007	64500	59900
2008	66000	60900
2009	68500	61800
2010	62000	62700
2011	58500	63700
2012	60000	64700
2025 Opening Year Trend		
2025	N/A	78700
2035 Mid-Year Trend		
2035	N/A	91600
2045 Design Year Trend		
2045	N/A	106500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	20.58%
Compounded Annual Historic Growth Rate:	1.53%
Compounded Growth Rate (2012 to Design Year):	1.52%
Printed:	26-Mar-14

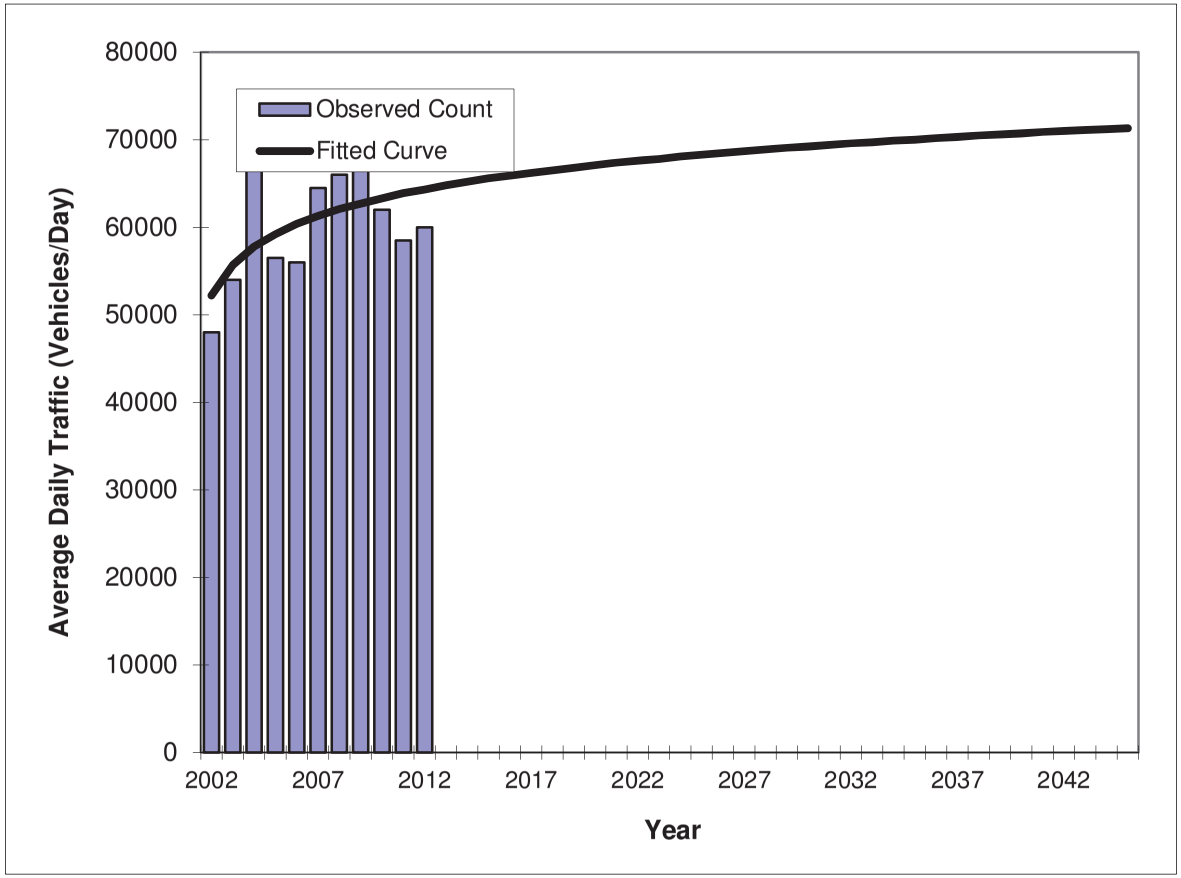
Exponential Growth Option

Traffic Trends - V2.0

SW 8 Street - west of SW 107 Avenue --

PIN#	1234
Location	1

County:	Miami (87)
Station #:	0090
Highway:	SW 8 Street - west of SW 107 Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2002	48000	52200
2003	54000	55700
2004	69000	57800
2005	56500	59200
2006	56000	60400
2007	64500	61300
2008	66000	62100
2009	68500	62700
2010	62000	63300
2011	58500	63900
2012	60000	64300
2025 Opening Year Trend		
2025	N/A	68300
2035 Mid-Year Trend		
2035	N/A	70000
2045 Design Year Trend		
2045	N/A	71300
TRANPLAN Forecasts/Trends		

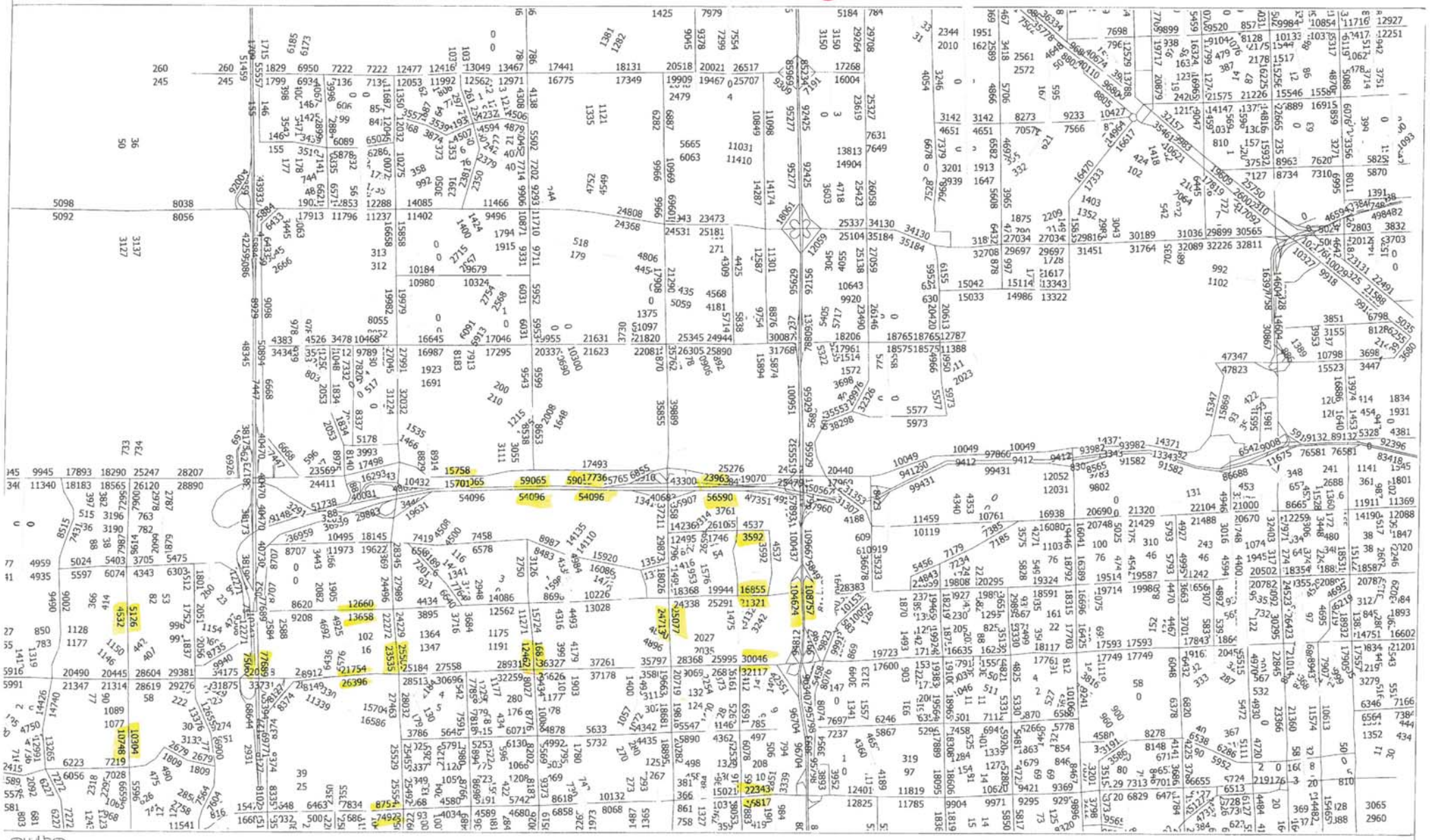
*Axle-Adjusted

Trend R-squared:	33.42%
Compounded Annual Historic Growth Rate:	2.11%
Compounded Growth Rate (2012 to Design Year):	0.31%
Printed:	26-Mar-14

Decaying Exponential Growth Option

Appendix M – SERPM Output Files

2005



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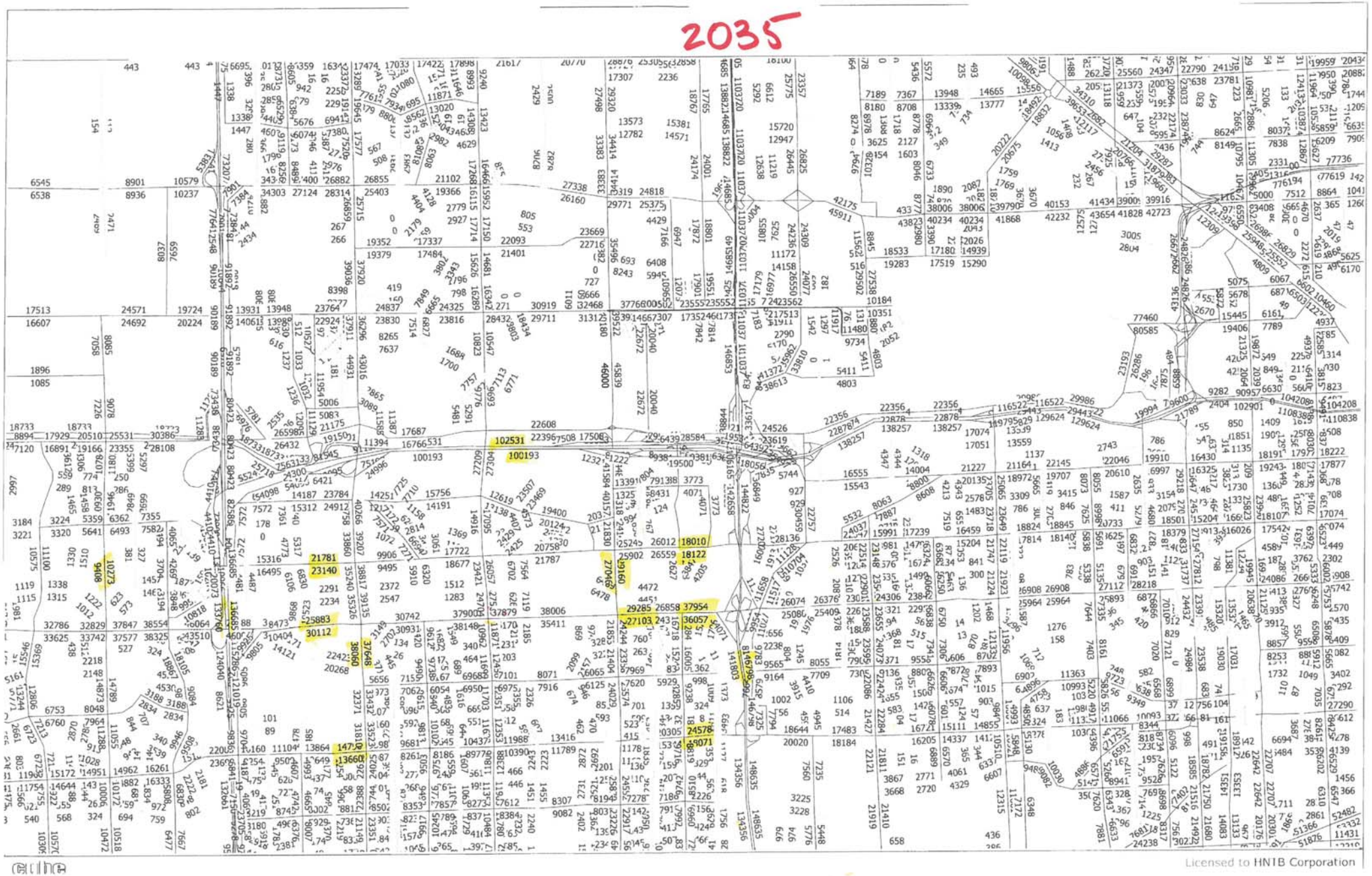
2035



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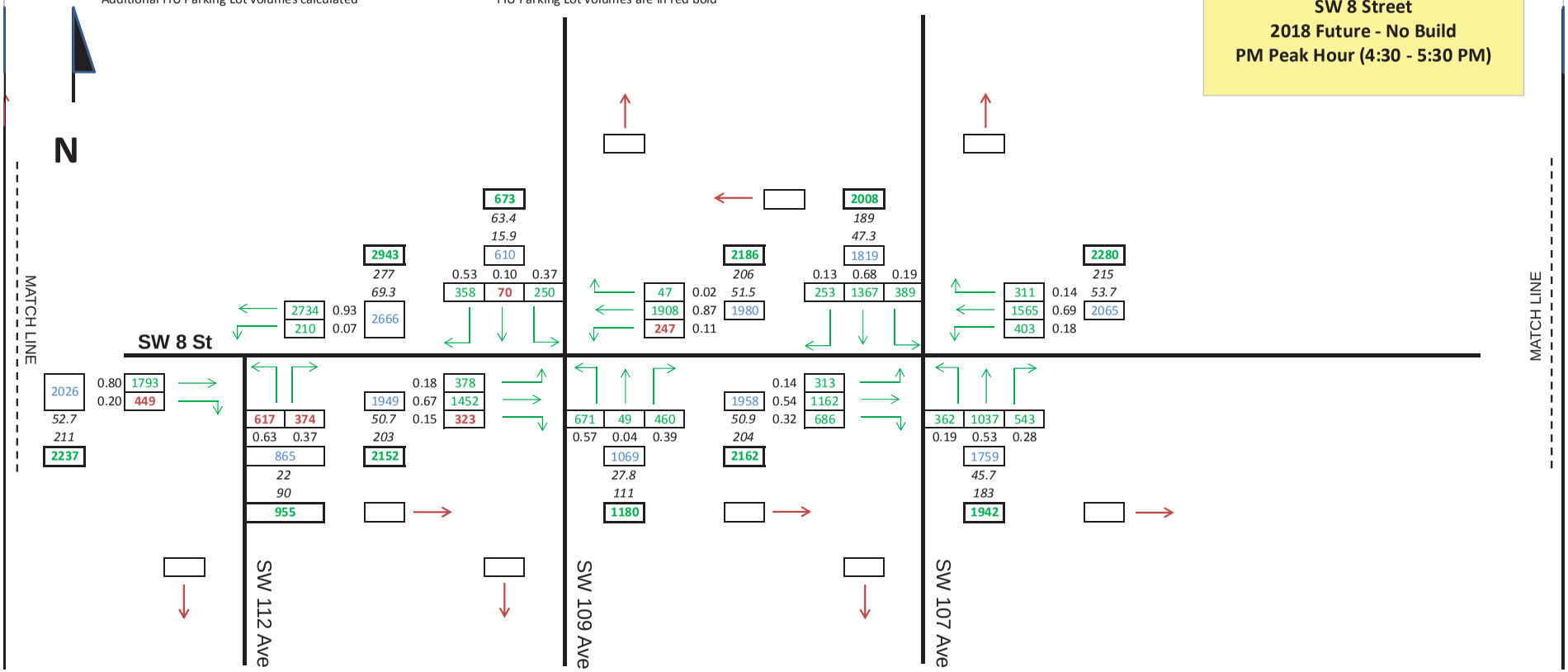
Appendix N – 2018 and 2038 No-Build & Build Peak Hour Volumes

Peak Hour Volumes – PM – 2018 Future No-Build

SW 8 Street
2018 Future - No Build
PM Peak Hour (4:30 - 5:30 PM)

* Additional FIU Parking Lot volumes calculated

* FIU Parking Lot volumes are in red bold



FIU

HNTB

Legend

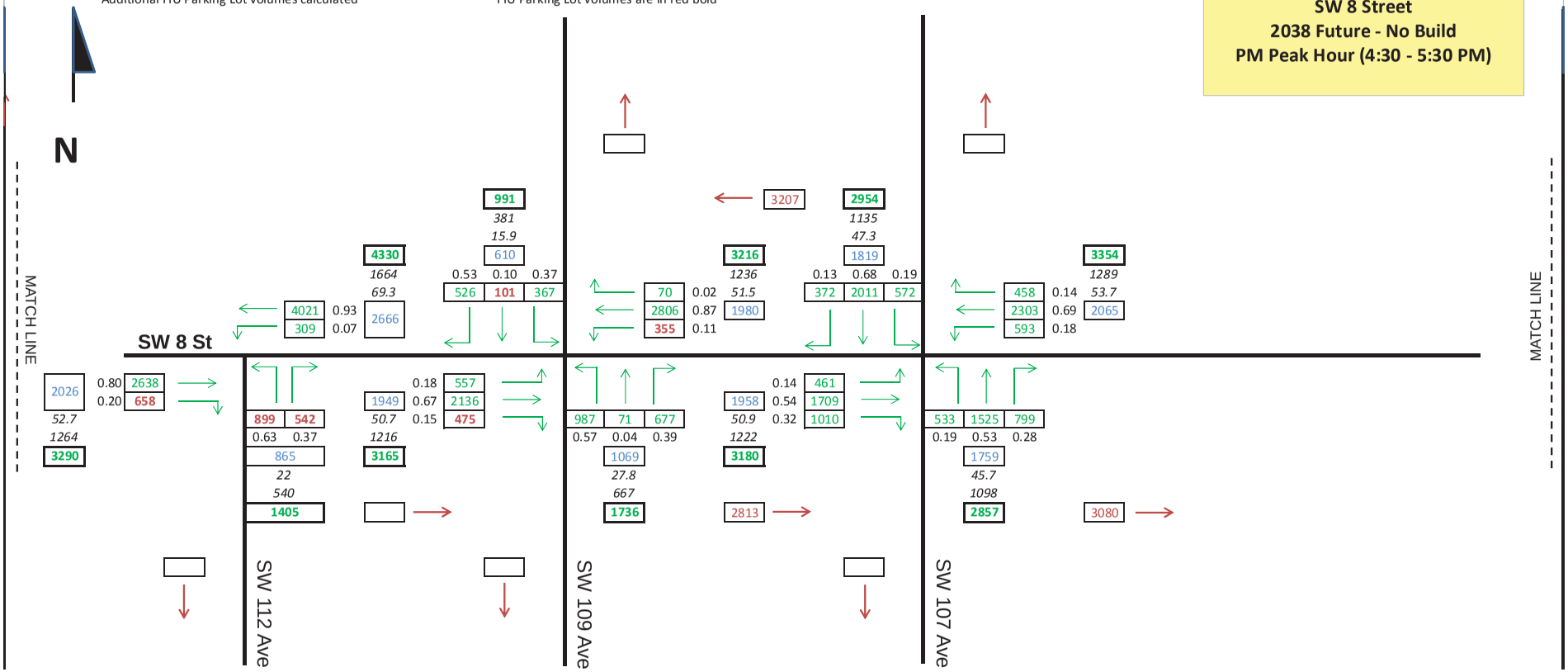
###	Turning Movement Counts (2014)
###	Intersection Exiting Volumes (Sum)
###	Turning Movement Percentage (2014)
###	Turning Movement Counts (2018)

Peak Hour Volumes – PM – 2038 Future No-Build

SW 8 Street
2038 Future - No Build
PM Peak Hour (4:30 - 5:30 PM)

* Additional FIU Parking Lot volumes calculated

* FIU Parking Lot volumes are in red bold



FIU

HNTB

Legend

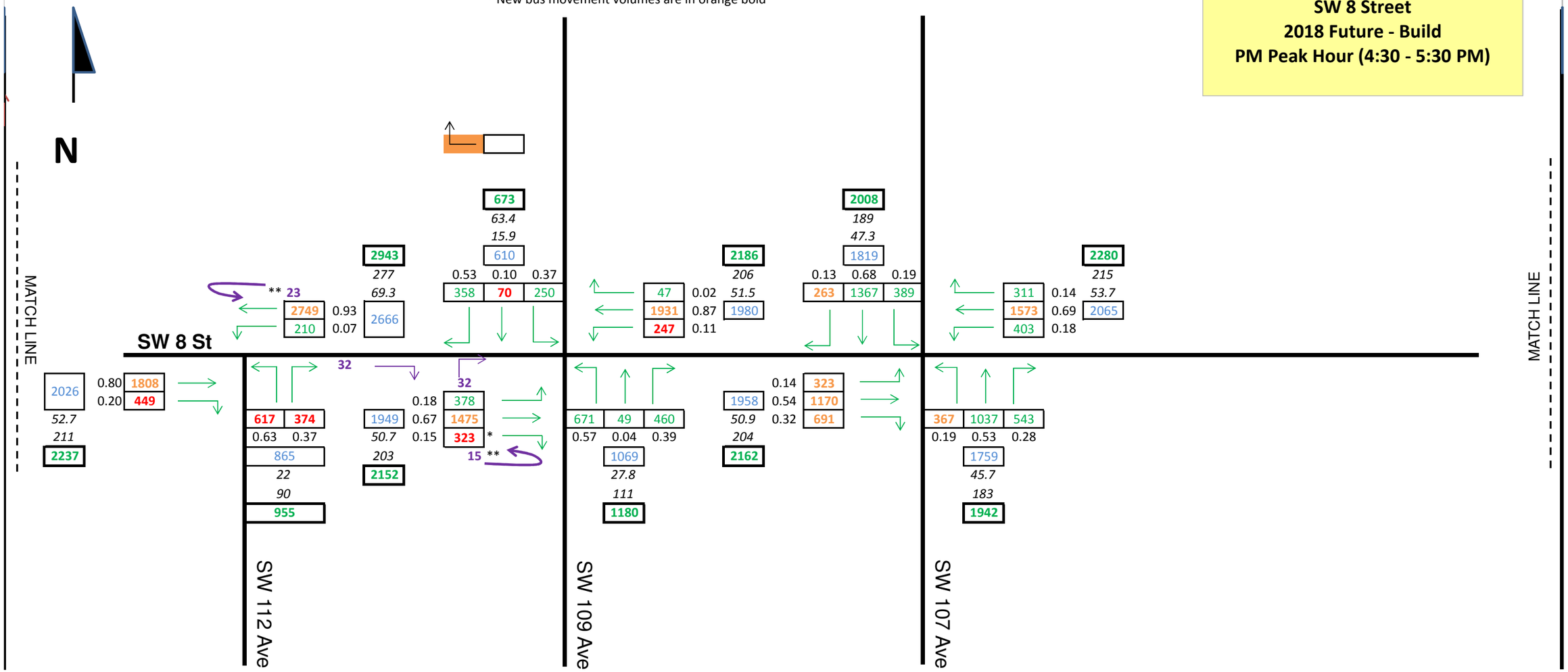
###	Turning Movement Counts (2014)
###	Intersection Exiting Volumes (Sum)
###	Turning Movement Percentage (2014)
###	Turning Movement Counts (2038)

Peak Hour Volumes – PM – 2018 Future Build

* Additional FIU Parking Lot volumes and new bus movements calculated

* FIU Parking Lot volumes are in red bold
* New bus movement volumes are in orange bold

SW 8 Street
2018 Future - Build
PM Peak Hour (4:30 - 5:30 PM)



FIU

HNTB

** Proposed bus movement volumes to use exclusive bus lane to make u-turn

Legend

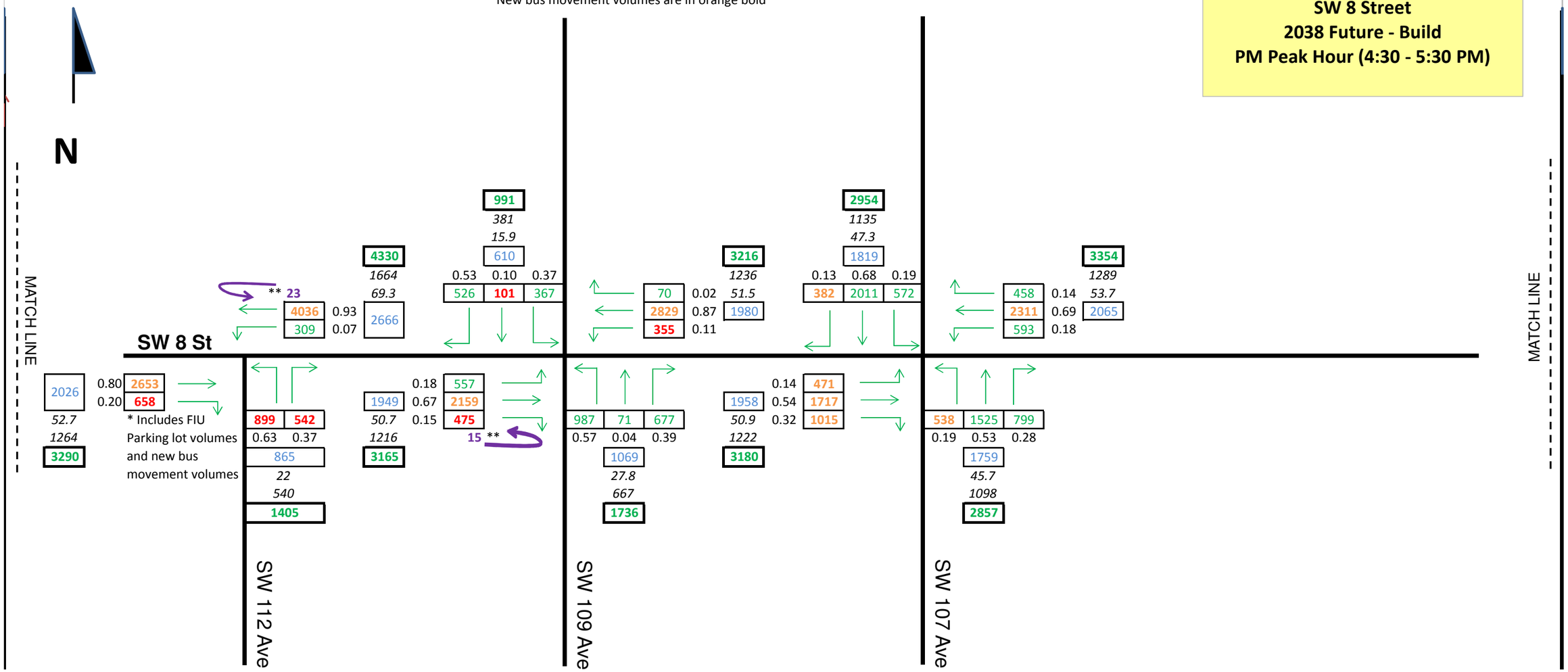
###	Turning Movement Counts (2014)
###	Intersection Exiting Volumes (Sum)
###	Turning Movement Percentage (2014)
###	Turning Movement Counts (2018)
###	Volumes include projected volumes for FIU Parking Garage No. 6.
###	Volumes included project buses
	Buses U-turns

Peak Hour Volumes – PM – 2038 Future Build

* Additional FIU Parking Lot volumes and new bus movements calculated

* FIU Parking Lot volumes are in red bold
* New bus movement volumes are in orange bold

SW 8 Street
2038 Future - Build
PM Peak Hour (4:30 - 5:30 PM)



FIU

HNTB

** Proposed bus movement volumes to use exclusive bus lane to make u-turn

Legend

###	Turning Movement Counts (2014)
###	Intersection Exiting Volumes (Sum)
###	Turning Movement Percentage (2014)
###	Turning Movement Counts (2018)
###	Volumes include projected volumes for
###	Volumes included project buses
	Buses U-turns

Appendix O – Synchro Output Files Future Conditions Analysis

2018 Future Conditions – No-Build

Lanes, Volumes, Timings
101: SW 107 Avenue & SW 8 Street

6/5/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	313	1162	686	403	1565	311	362	1037	543	389	1367	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	607		0	590		0	285		0	230		0
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	4940	1538	3335	4940	1538	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	4940	1538	3335	4940	1538	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			216			182			199			168
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1340			926			727			410	
Travel Time (s)		30.5			21.0			16.5			9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	340	1263	746	438	1701	338	393	1127	590	423	1486	275
Shared Lane Traffic (%)												
Lane Group Flow (vph)	340	1263	746	438	1701	338	393	1127	590	423	1486	275
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)		24			24			24			24	
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	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	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	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	8.0	18.0	18.0	8.0	18.0	18.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	15.0	50.0	50.0	15.0	50.0	50.0	15.0	67.0	67.0	12.0	67.0	67.0
Total Split (s)	22.0	66.0	66.0	25.0	69.0	69.0	22.0	67.0	67.0	22.0	67.0	67.0
Total Split (%)	12.2%	36.7%	36.7%	13.9%	38.3%	38.3%	12.2%	37.2%	37.2%	12.2%	37.2%	37.2%
Maximum Green (s)	17.0	59.0	59.0	20.0	62.0	62.0	19.0	61.0	61.0	19.0	61.0	61.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	3.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		0.0	0.0		0.0	0.0		2.0	2.0		2.0	2.0
Flash Dont Walk (s)		0.0	0.0		0.0	0.0		29.0	29.0		29.0	29.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	17.6	59.0	59.0	20.6	62.0	62.0	19.0	60.4	60.4	19.0	60.4	60.4
Actuated g/C Ratio	0.10	0.33	0.33	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34
v/c Ratio	1.05	0.78	1.15	1.15	1.00	0.52	1.09	0.66	0.89	1.17	0.87	0.43
Control Delay	137.1	58.7	121.3	159.6	79.8	23.8	143.5	53.2	53.4	167.2	62.7	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	137.1	58.7	121.3	159.6	79.8	23.8	143.5	53.2	53.4	167.2	62.7	19.2
LOS	F	E	F	F	E	C	F	D	D	F	E	B
Approach Delay		89.9			86.3			70.1			77.5	
Approach LOS		F			F			E			E	
Queue Length 50th (ft)	~229	496	~851	~318	739	146	~267	416	476	~304	604	93
Queue Length 95th (ft)	#340	555	#1114	#438	#853	252	#382	469	#712	#423	666	183
Internal Link Dist (ft)		1260			846			647			330	
Turn Bay Length (ft)	607			590			285			230		
Base Capacity (vph)	325	1619	649	381	1701	649	362	1723	668	362	1723	647
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.05	0.78	1.15	1.15	1.00	0.52	1.09	0.65	0.88	1.17	0.86	0.43

Intersection Summary

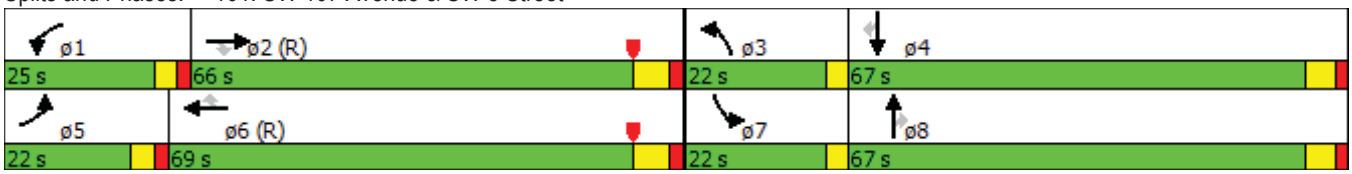
Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 103 (57%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 81.4 Intersection LOS: F
Intersection Capacity Utilization 95.4% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 101: SW 107 Avenue & SW 8 Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	378	1452	323	247	1908	47	671	49	460	250	70	358
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	300		0	0		160	250		90
Storage Lanes	1		0	2		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.973			0.996				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.972	
Satd. Flow (prot)	1719	6057	0	3335	4920	0	1770	1863	1583	1681	1720	1583
Flt Permitted	0.045			0.950			0.950			0.950	0.972	
Satd. Flow (perm)	81	6057	0	3335	4920	0	1770	1863	1583	1681	1720	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			3				127			122
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1250			1340			348			358	
Travel Time (s)		28.4			30.5			7.9			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	411	1578	351	268	2074	51	729	53	500	272	76	389
Shared Lane Traffic (%)										37%		
Lane Group Flow (vph)	411	1929	0	268	2125	0	729	53	500	171	177	389
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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Prot	NA		Split	NA	Prot	Split	NA	Prot
Protected Phases	5	2		1	6		8	8	8	4	4	4
Permitted Phases	2											

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		7.0	7.0	7.0	4.0	4.0	4.0
Minimum Split (s)	14.0	95.0		14.0	89.0		28.0	28.0	28.0	24.0	24.0	24.0
Total Split (s)	21.0	98.0		15.0	92.0		42.0	42.0	42.0	26.0	26.0	26.0
Total Split (%)	11.6%	54.1%		8.3%	50.8%		23.2%	23.2%	23.2%	14.4%	14.4%	14.4%
Maximum Green (s)	18.0	92.0		12.0	86.0		36.5	36.5	36.5	22.0	22.0	22.0
Yellow Time (s)	3.0	4.7		3.0	4.7		4.0	4.0	4.0	3.5	3.5	3.5
All-Red Time (s)	0.0	1.3		0.0	1.3		1.5	1.5	1.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.0		3.0	6.0		5.5	5.5	5.5	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		Max	Max	Max	Max	Max	Max
Walk Time (s)		7.0			7.0		0.0	0.0	0.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0			17.0		0.0	0.0	0.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	110.0	92.0		12.0	86.0		36.5	36.5	36.5	22.0	22.0	22.0
Actuated g/C Ratio	0.61	0.51		0.07	0.48		0.20	0.20	0.20	0.12	0.12	0.12
v/c Ratio	1.94	0.62		1.21	0.91		2.05	0.14	1.19	0.84	0.85	1.30
Control Delay	469.4	32.2		195.2	50.6		513.4	60.7	150.3	108.8	109.4	196.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	469.4	32.2		195.2	50.6		513.4	60.7	150.3	108.8	109.4	196.0
LOS	F	C		F	D		F	E	F	F	F	F
Approach Delay		109.0			66.8			353.1			155.0	
Approach LOS		F			E			F			F	
Queue Length 50th (ft)	~704	462		~199	845		~1354	52	~587	212	221	~456
Queue Length 95th (ft)	#935	497		#302	912		#1612	96	#831	#356	#371	#685
Internal Link Dist (ft)		1170			1260			268			278	
Turn Bay Length (ft)	500			300					160	250		90
Base Capacity (vph)	212	3100		221	2339		356	375	420	204	209	299
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.94	0.62		1.21	0.91		2.05	0.14	1.19	0.84	0.85	1.30

Intersection Summary

Area Type: Other
Cycle Length: 181
Actuated Cycle Length: 181
Offset: 127 (70%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 165
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.05
Intersection Signal Delay: 145.4 Intersection LOS: F
Intersection Capacity Utilization 115.6% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 102: SW 109 Avenue & SW 8 Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1793	449	210	2734	617	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	195		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted			0.050		0.950	
Satd. Flow (perm)	5085	1583	93	5085	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		255				209
Link Speed (mph)	30			30	30	
Link Distance (ft)	652			1250	1114	
Travel Time (s)	14.8			28.4	25.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1949	488	228	2972	671	407
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1949	488	228	2972	671	407
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			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)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2	6			
Detector Phase	2	2	1	6	8	8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Switch Phase						
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	78.0	78.0	25.0	78.0	60.0	60.0
Total Split (s)	81.0	81.0	27.0	108.0	72.0	72.0
Total Split (%)	45.0%	45.0%	15.0%	60.0%	40.0%	40.0%
Maximum Green (s)	74.0	74.0	23.0	101.0	65.3	65.3
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	6.7	6.7
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	7.0	7.0		7.0	0.0	0.0
Flash Dont Walk (s)	16.0	16.0		16.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	75.7	75.7	104.0	101.0	65.3	65.3
Actuated g/C Ratio	0.42	0.42	0.58	0.56	0.36	0.36
v/c Ratio	0.91	0.60	0.90	1.04	1.05	0.58
Control Delay	56.7	21.7	89.7	67.4	101.8	24.8
Queue Delay	0.0	0.0	0.0	5.5	0.0	0.0
Total Delay	56.7	21.7	89.7	72.8	101.8	24.8
LOS	E	C	F	E	F	C
Approach Delay	49.7			74.0	72.8	
Approach LOS	D			E	E	
Queue Length 50th (ft)	804	219	214	~1384	~856	190
Queue Length 95th (ft)	871	348	#367	#1441	#1112	309
Internal Link Dist (ft)	572			1170	1034	
Turn Bay Length (ft)			195			
Base Capacity (vph)	2137	812	268	2853	642	707
Starvation Cap Reductn	0	0	0	37	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.60	0.85	1.06	1.05	0.58

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 148 (82%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle: 165
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 65.0 Intersection LOS: E
Intersection Capacity Utilization 98.4% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 103: SW 112 Avenue & SW 8 Street

2038 Future Conditions – No-Build

Lanes, Volumes, Timings
101: SW 107 Avenue & SW 8 Street

6/5/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	461	1709	1010	593	2303	458	533	1525	799	572	2011	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	607		0	590		0	285		0	230		0
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	4940	1538	3335	4940	1538	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	4940	1538	3335	4940	1538	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			182			180			174
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1340			926			727			410	
Travel Time (s)		30.5			21.0			16.5			9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	501	1858	1098	645	2503	498	579	1658	868	622	2186	404
Shared Lane Traffic (%)												
Lane Group Flow (vph)	501	1858	1098	645	2503	498	579	1658	868	622	2186	404
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)		24			24			24			24	
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	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	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	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	8.0	18.0	18.0	8.0	18.0	18.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	15.0	50.0	50.0	15.0	50.0	50.0	15.0	67.0	67.0	12.0	67.0	67.0
Total Split (s)	20.0	67.0	67.0	22.0	69.0	69.0	20.0	72.0	72.0	19.0	71.0	71.0
Total Split (%)	11.1%	37.2%	37.2%	12.2%	38.3%	38.3%	11.1%	40.0%	40.0%	10.6%	39.4%	39.4%
Maximum Green (s)	15.0	60.0	60.0	17.0	62.0	62.0	17.0	66.0	66.0	16.0	65.0	65.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	3.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
Walk Time (s)		0.0	0.0		0.0	0.0		2.0	2.0		2.0	2.0
Flash Dont Walk (s)		0.0	0.0		0.0	0.0		29.0	29.0		29.0	29.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	15.0	60.0	60.0	17.0	62.0	62.0	17.0	66.0	66.0	16.0	65.0	65.0
Actuated g/C Ratio	0.08	0.33	0.33	0.09	0.34	0.34	0.09	0.37	0.37	0.09	0.36	0.36
v/c Ratio	1.81	1.13	1.73	2.05	1.47	0.77	1.79	0.89	1.25	2.04	1.19	0.59
Control Delay	417.9	119.4	364.8	519.6	255.7	41.4	406.7	60.6	161.1	513.7	140.1	29.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	417.9	119.4	364.8	519.6	255.7	41.4	406.7	60.6	161.1	513.7	140.1	29.4
LOS	F	F	F	F	F	D	F	E	F	F	F	C
Approach Delay		240.6			273.1			153.3			198.6	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~456	~926	~1771	~614	~1479	352	~525	675	~1136	~591	~1135	224
Queue Length 95th (ft)	#579	#1016	#2043	#745	#1552	513	#652	741	#1405	#721	#1217	346
Internal Link Dist (ft)		1260			846			647			330	
Turn Bay Length (ft)	607			590			285			230		
Base Capacity (vph)	277	1646	634	314	1701	649	324	1864	694	305	1836	682
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.81	1.13	1.73	2.05	1.47	0.77	1.79	0.89	1.25	2.04	1.19	0.59

Intersection Summary

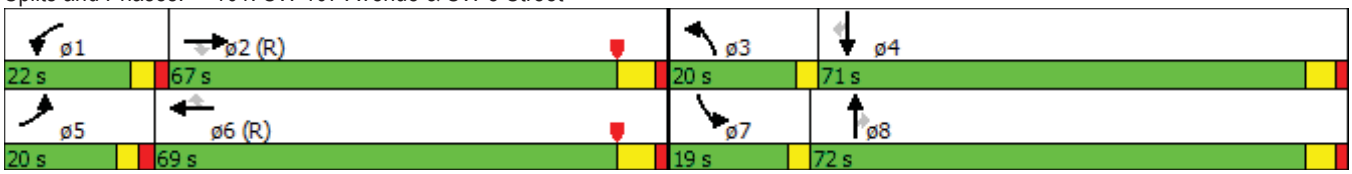
Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 103 (57%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.05
Intersection Signal Delay: 219.2 Intersection LOS: F
Intersection Capacity Utilization 133.3% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 101: SW 107 Avenue & SW 8 Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	557	2136	475	355	2806	70	987	71	677	367	101	526
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	300		0	0		160	250		90
Storage Lanes	1		0	2		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.973			0.996				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.972	
Satd. Flow (prot)	1719	6057	0	3335	4920	0	1770	1863	1583	1681	1720	1583
Flt Permitted	0.042			0.950			0.950			0.950	0.972	
Satd. Flow (perm)	76	6057	0	3335	4920	0	1770	1863	1583	1681	1720	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			2				174			158
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1250			1340			348			358	
Travel Time (s)		28.4			30.5			7.9			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	605	2322	516	386	3050	76	1073	77	736	399	110	572
Shared Lane Traffic (%)										37%		
Lane Group Flow (vph)	605	2838	0	386	3126	0	1073	77	736	251	258	572
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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Prot	NA		Split	NA	Prot	Split	NA	Prot
Protected Phases	5	2		1	6		8	8	8	4	4	4
Permitted Phases	2											

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		7.0	7.0	7.0	4.0	4.0	4.0
Minimum Split (s)	20.0	95.0		14.0	89.0		28.0	28.0	28.0	24.0	24.0	24.0
Total Split (s)	29.0	103.0		25.0	99.0		49.0	49.0	49.0	28.0	28.0	28.0
Total Split (%)	14.1%	50.2%		12.2%	48.3%		23.9%	23.9%	23.9%	13.7%	13.7%	13.7%
Maximum Green (s)	26.0	97.0		22.0	93.0		43.5	43.5	43.5	24.0	24.0	24.0
Yellow Time (s)	3.0	4.7		3.0	4.7		4.0	4.0	4.0	3.5	3.5	3.5
All-Red Time (s)	0.0	1.3		0.0	1.3		1.5	1.5	1.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.0		3.0	6.0		5.5	5.5	5.5	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		Max	Max	Max	Max	Max	Max
Walk Time (s)		7.0			7.0		0.0	0.0	0.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0			17.0		0.0	0.0	0.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	125.0	97.0		22.0	93.0		43.5	43.5	43.5	24.0	24.0	24.0
Actuated g/C Ratio	0.61	0.47		0.11	0.45		0.21	0.21	0.21	0.12	0.12	0.12
v/c Ratio	2.38	0.98		1.08	1.40		2.86	0.19	1.56	1.28	1.28	1.77
Control Delay	660.6	65.2		151.7	223.5		868.4	68.0	296.7	224.1	224.5	386.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	660.6	65.2		151.7	223.5		868.4	68.0	296.7	224.1	224.5	386.4
LOS	F	E		F	F		F	E	F	F	F	F
Approach Delay		169.8			215.6			612.6			310.1	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~1291	1084		~297	~2063		~2472	87	~1207	~448	~462	~952
Queue Length 95th (ft)	#1553	1119		#417	#2098		#2740	142	#1475	#663	#680	#1209
Internal Link Dist (ft)		1170			1260			268			278	
Turn Bay Length (ft)	500			300					160	250		90
Base Capacity (vph)	254	2885		357	2233		375	395	472	196	201	324
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	2.38	0.98		1.08	1.40		2.86	0.19	1.56	1.28	1.28	1.77

Intersection Summary

Area Type: Other
Cycle Length: 205
Actuated Cycle Length: 205
Offset: 111 (54%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 165
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.86
Intersection Signal Delay: 285.5 Intersection LOS: F
Intersection Capacity Utilization 160.9% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 102: SW 109 Avenue & SW 8 Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2638	658	309	4021	899	542
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	195		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted			0.050		0.950	
Satd. Flow (perm)	5085	1583	93	5085	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		259				203
Link Speed (mph)	30			30	30	
Link Distance (ft)	652			1250	1114	
Travel Time (s)	14.8			28.4	25.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2867	715	336	4371	977	589
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2867	715	336	4371	977	589
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			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)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2	6			
Detector Phase	2	2	1	6	8	8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Switch Phase						
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	78.0	78.0	25.0	78.0	60.0	60.0
Total Split (s)	83.0	83.0	28.0	111.0	69.0	69.0
Total Split (%)	46.1%	46.1%	15.6%	61.7%	38.3%	38.3%
Maximum Green (s)	76.0	76.0	24.0	104.0	62.3	62.3
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	6.7	6.7
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	7.0	7.0		7.0	0.0	0.0
Flash Dont Walk (s)	16.0	16.0		16.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	76.0	76.0	107.0	104.0	62.3	62.3
Actuated g/C Ratio	0.42	0.42	0.59	0.58	0.35	0.35
v/c Ratio	1.34	0.87	1.21	1.49	1.60	0.87
Control Delay	194.6	42.5	170.5	251.7	313.2	49.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	194.6	42.5	170.5	251.7	313.2	49.5
LOS	F	D	F	F	F	D
Approach Delay	164.3			245.9	214.0	
Approach LOS	F			F	F	
Queue Length 50th (ft)	~1606	547	~429	~2599	~1640	464
Queue Length 95th (ft)	#1667	#781	#646	#2599	#1907	#692
Internal Link Dist (ft)	572			1170	1034	
Turn Bay Length (ft)			195			
Base Capacity (vph)	2147	818	278	2938	612	680
Starvation Cap Reductn	0	0	0	20	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.34	0.87	1.21	1.50	1.60	0.87

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 148 (82%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle: 165
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.60
Intersection Signal Delay: 211.2 Intersection LOS: F
Intersection Capacity Utilization 138.9% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 103: SW 112 Avenue & SW 8 Street

2018 Future Conditions – Build

Lanes, Volumes, Timings
1: Exclusive Bus Lane & SW 8 Street

12/23/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	2210	15	0	2959	23	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		600	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	0.81	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850						
Flt Protected												
Satd. Flow (prot)	0	7537	0	0	5085	1583	0	0	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	7537	0	0	5085	1583	0	0	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		534			716			554			505	
Travel Time (s)		12.1			16.3			12.6			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2402	16	0	3216	25	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2418	0	0	3216	25	0	0	0	0	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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
Sign Control		Free			Free			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 60.5% ICU Level of Service B
Analysis Period (min) 15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	323	1170	691	403	1573	311	367	1037	543	389	1367	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	600		0	450		0	350		0	230		0
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			214			180			207			175
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1340			836			727			410	
Travel Time (s)		30.5			19.0			16.5			9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	351	1272	751	438	1710	338	399	1127	590	423	1486	286
Shared Lane Traffic (%)												
Lane Group Flow (vph)	351	1272	751	438	1710	338	399	1127	590	423	1486	286
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)		24			24			24			24	
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	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	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	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4

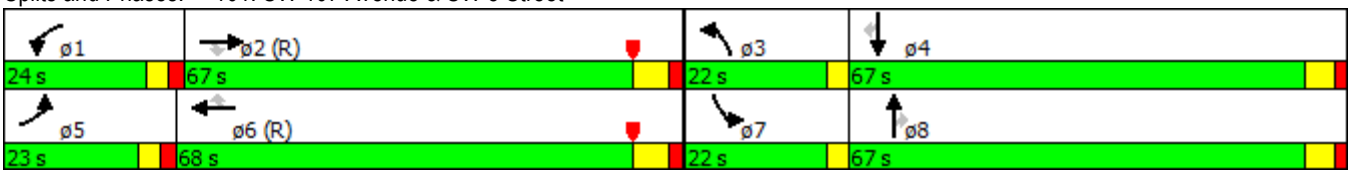
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	18.0	18.0	8.0	18.0	18.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	15.0	50.0	50.0	15.0	50.0	50.0	15.0	67.0	67.0	12.0	67.0	67.0
Total Split (s)	23.0	67.0	67.0	24.0	68.0	68.0	22.0	67.0	67.0	22.0	67.0	67.0
Total Split (%)	12.8%	37.2%	37.2%	13.3%	37.8%	37.8%	12.2%	37.2%	37.2%	12.2%	37.2%	37.2%
Maximum Green (s)	18.0	60.0	60.0	19.0	61.0	61.0	19.0	61.0	61.0	19.0	61.0	61.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	3.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		0.0	0.0		0.0	0.0		2.0	2.0		2.0	2.0
Flash Dont Walk (s)		0.0	0.0		0.0	0.0		29.0	29.0		29.0	29.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	18.6	60.0	60.0	19.6	61.0	61.0	19.0	60.4	60.4	19.0	60.4	60.4
Actuated g/C Ratio	0.10	0.33	0.33	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34
v/c Ratio	0.99	0.75	1.12	1.17	0.99	0.52	1.10	0.66	0.88	1.17	0.87	0.44
Control Delay	105.0	59.0	107.5	167.8	78.3	24.2	147.9	53.2	51.7	167.2	62.7	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.0	59.0	107.5	167.8	78.3	24.2	147.9	53.2	51.7	167.2	62.7	19.3
LOS	F	E	F	F	E	C	F	D	D	F	E	B
Approach Delay		81.2			86.7			70.6			77.2	
Approach LOS		F			F			E			E	
Queue Length 50th (ft)	~224	516	~844	~323	740	148	~274	416	465	~304	604	97
Queue Length 95th (ft)	m#287	m520	m#940	#443	#852	254	#390	469	#698	#423	666	189
Internal Link Dist (ft)		1260			756			647			330	
Turn Bay Length (ft)	600			450			350			230		
Base Capacity (vph)	354	1695	670	373	1723	655	362	1723	673	362	1723	652
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.75	1.12	1.17	0.99	0.52	1.10	0.65	0.88	1.17	0.86	0.44

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 90 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 79.3 Intersection LOS: E
Intersection Capacity Utilization 95.7% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 101: SW 107 Avenue & SW 8 Street



Lane Group	EBL	EBT	EBR	WBL2	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR2
Lane Configurations												
Volume (vph)	378	1475	323	247	1931	47	671	49	460	250	70	358
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0			0	0		160	250		
Storage Lanes	1		0			0	1		1	1		
Taper Length (ft)	25						25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.973			0.996				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.972	
Satd. Flow (prot)	1770	6235	0	3433	5065	0	1770	1863	1583	1681	1720	1583
Flt Permitted	0.045			0.950			0.950			0.950	0.972	
Satd. Flow (perm)	84	6235	0	3433	5065	0	1770	1863	1583	1681	1720	1583
Right Turn on Red						Yes			Yes			No
Satd. Flow (RTOR)					3				103			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		716			1340			241			336	
Travel Time (s)		16.3			30.5			5.5			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	411	1603	351	268	2099	51	729	53	500	272	76	389
Shared Lane Traffic (%)										37%		
Lane Group Flow (vph)	411	1954	0	268	2150	0	729	53	500	171	177	389
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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Prot	NA		Split	NA	Prot	Split	NA	Perm
Protected Phases	5	2		1	6		8	8	8	4	4	
Permitted Phases	2											4
Detector Phase	5	2		1	6		8	8	8	4	4	4

Lane Group	NEL2
Lane Configurations	
Volume (vph)	15
Ideal Flow (vphpl)	1900
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	0.950
Satd. Flow (prot)	1770
Flt Permitted	0.950
Satd. Flow (perm)	1770
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Adj. Flow (vph)	16
Shared Lane Traffic (%)	
Lane Group Flow (vph)	16
Enter Blocked Intersection	No
Lane Alignment	Left
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	15
Number of Detectors	1
Detector Template	Left
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Prot
Protected Phases	3
Permitted Phases	
Detector Phase	3

Lane Group	EBL	EBT	EBR	WBL2	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		7.0	7.0	7.0	4.0	4.0	4.0
Minimum Split (s)	18.0	94.0		8.0	88.0		26.0	26.0	26.0	22.0	22.0	22.0
Total Split (s)	21.0	102.0		9.0	90.0		35.0	35.0	35.0	26.0	26.0	26.0
Total Split (%)	11.7%	56.7%		5.0%	50.0%		19.4%	19.4%	19.4%	14.4%	14.4%	14.4%
Maximum Green (s)	17.0	98.0		5.0	86.0		31.0	31.0	31.0	22.0	22.0	22.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag					Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		Max	Max	Max	Max	Max	Max
Walk Time (s)		7.0			7.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		17.0			17.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	107.0	98.0		5.0	86.0		31.0	31.0	31.0	25.2	25.2	25.2
Actuated g/C Ratio	0.59	0.54		0.03	0.48		0.17	0.17	0.17	0.14	0.14	0.14
v/c Ratio	1.97	0.58		2.82	0.89		2.40	0.17	1.40	0.73	0.74	1.76
Control Delay	476.7	26.5		857.0	35.7		666.6	65.1	235.7	92.3	92.6	399.6
Queue Delay	0.0	0.0		0.0	9.4		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	476.7	26.5		857.0	45.1		666.6	65.1	235.7	92.3	92.6	399.6
LOS	F	C		F	D		F	E	F	F	F	F
Approach Delay		104.8			135.0			473.7			254.6	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~713	311		~275	972		~1410	54	~682	211	218	~715
Queue Length 95th (ft)	m#832	363		m#285	m950		#1669	100	#925	#353	#367	#940
Internal Link Dist (ft)		636			1260			161			256	
Turn Bay Length (ft)	500			300					160	250		90
Base Capacity (vph)	209	3394		95	2421		304	320	357	235	240	221
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	275		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.97	0.58		2.82	1.00		2.40	0.17	1.40	0.73	0.74	1.76

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 165
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.82
Intersection Signal Delay: 201.0 Intersection LOS: F
Intersection Capacity Utilization 119.8% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Lane Group	NEL2
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	8.0
Total Split (%)	4.4%
Maximum Green (s)	4.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	4.0
Actuated g/C Ratio	0.02
v/c Ratio	0.41
Control Delay	89.7
Queue Delay	0.0
Total Delay	89.7
LOS	F
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	18
Queue Length 95th (ft)	m20
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	39
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.41

Intersection Summary

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

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

Splits and Phases: 102: SW 109 Avenue & SW 8 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1808	449	210	2743	0	617	0	374	23	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	0		0	0		0
Storage Lanes	0		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	5085	1583	1770	5085	0	1770	0	1583	1770	0	0
Flt Permitted				0.050			0.950			0.950		
Satd. Flow (perm)	0	5085	1583	93	5085	0	1770	0	1583	1770	0	0
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		652			534			1114			163	
Travel Time (s)		14.8			12.1			25.3			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1965	488	228	2982	0	671	0	407	25	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1965	488	228	2982	0	671	0	407	25	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)		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		2	1	1	2		1		1	1		
Detector Template		Thru	Right	Left	Thru		Left		Right	Left		
Leading Detector (ft)		100	20	20	100		20		20	20		
Trailing Detector (ft)		0	0	0	0		0		0	0		
Detector 1 Position(ft)		0	0	0	0		0		0	0		
Detector 1 Size(ft)		6	20	20	6		20		20	20		
Detector 1 Type		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		
Detector 1 Queue (s)		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		
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA	Perm	pm+pt	NA		Prot		Prot	Prot		
Protected Phases		2		1	6		8		8	7		
Permitted Phases			2	6								
Detector Phase		2	2	1	6		8		8	7		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)		7.0	7.0	5.0	7.0		4.0		4.0	4.0		
Minimum Split (s)		78.0	78.0	25.0	78.0		8.0		8.0	8.0		
Total Split (s)		80.0	80.0	25.0	105.0		67.0		67.0	8.0		
Total Split (%)		44.4%	44.4%	13.9%	58.3%		37.2%		37.2%	4.4%		
Maximum Green (s)		76.0	76.0	21.0	101.0		63.0		63.0	4.0		
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5		3.5	3.5		
All-Red Time (s)		0.5	0.5	0.5	0.5		0.5		0.5	0.5		
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0		
Total Lost Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0		
Lead/Lag		Lag	Lag	Lead			Lag		Lag	Lead		
Lead-Lag Optimize?		Yes	Yes	Yes			Yes		Yes	Yes		
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0		
Recall Mode		C-Max	C-Max	None	C-Max		None		None	None		
Walk Time (s)		7.0	7.0		7.0							
Flash Dont Walk (s)		16.0	16.0		16.0							
Pedestrian Calls (#/hr)		0	0		0							
Act Effct Green (s)		76.5	76.5	101.0	101.0		64.6		64.6	4.0		
Actuated g/C Ratio		0.42	0.42	0.56	0.56		0.36		0.36	0.02		
v/c Ratio		0.91	0.73	0.94	1.05		1.06		0.72	0.64		
Control Delay		55.8	50.7	68.2	50.5		105.4		58.8	85.0		
Queue Delay		0.0	0.0	0.0	1.5		0.0		0.0	0.0		
Total Delay		55.8	50.7	68.2	51.9		105.4		58.8	85.0		
LOS		E	D	E	D		F		E	F		
Approach Delay		54.8			53.1							
Approach LOS		D			D							
Queue Length 50th (ft)		798	480	237	~1380		~883		422	29		
Queue Length 95th (ft)		865	633	m205	m645		#1140		564	m26		
Internal Link Dist (ft)		572			454			1034			83	
Turn Bay Length (ft)				300								
Base Capacity (vph)		2162	673	247	2853		635		568	39		
Starvation Cap Reductn		0	0	0	10		0		0	0		
Spillback Cap Reductn		0	0	0	0		0		0	0		
Storage Cap Reductn		0	0	0	0		0		0	0		
Reduced v/c Ratio		0.91	0.73	0.92	1.05		1.06		0.72	0.64		

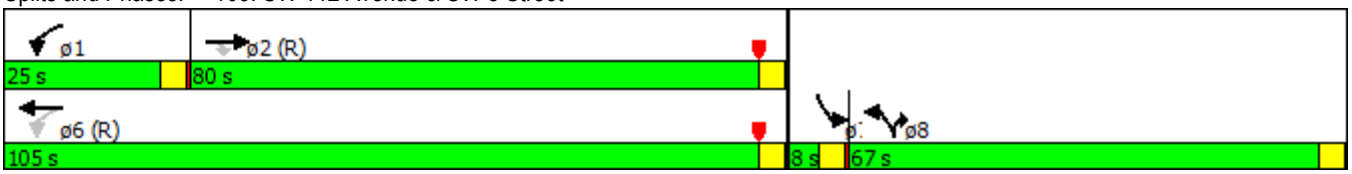
Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 59.4 Intersection LOS: E
Intersection Capacity Utilization 91.7% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 103: SW 112 Avenue & SW 8 Street



2038 Future Conditions – Build

Lanes, Volumes, Timings
1: Exclusive Bus Lane/Exlcusive Bus Lane & SW 8 Street

12/23/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	3203	15	0	4330	23	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		600	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	0.81	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850						
Flt Protected												
Satd. Flow (prot)	0	7537	0	0	5085	1583	0	0	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	7537	0	0	5085	1583	0	0	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		534			716			554			505	
Travel Time (s)		12.1			16.3			12.6			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	3482	16	0	4707	25	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3498	0	0	4707	25	0	0	0	0	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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
Sign Control		Free			Free			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 87.0% ICU Level of Service E
Analysis Period (min) 15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	471	1717	1015	593	2311	458	538	1525	799	572	2011	382
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	600		0	450		0	350		0	230		0
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			182			180			178
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1340			836			727			410	
Travel Time (s)		30.5			19.0			16.5			9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	512	1866	1103	645	2512	498	585	1658	868	622	2186	415
Shared Lane Traffic (%)												
Lane Group Flow (vph)	512	1866	1103	645	2512	498	585	1658	868	622	2186	415
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)		24			24			24			24	
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	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	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	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	18.0	18.0	8.0	18.0	18.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	15.0	50.0	50.0	15.0	50.0	50.0	15.0	67.0	67.0	12.0	67.0	67.0
Total Split (s)	20.0	67.0	67.0	22.0	69.0	69.0	20.0	72.0	72.0	19.0	71.0	71.0
Total Split (%)	11.1%	37.2%	37.2%	12.2%	38.3%	38.3%	11.1%	40.0%	40.0%	10.6%	39.4%	39.4%
Maximum Green (s)	15.0	60.0	60.0	17.0	62.0	62.0	17.0	66.0	66.0	16.0	65.0	65.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	3.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		0.0	0.0		0.0	0.0		2.0	2.0		2.0	2.0
Flash Dont Walk (s)		0.0	0.0		0.0	0.0		29.0	29.0		29.0	29.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	15.0	60.0	60.0	17.0	62.0	62.0	17.0	66.0	66.0	16.0	65.0	65.0
Actuated g/C Ratio	0.08	0.33	0.33	0.09	0.34	0.34	0.09	0.37	0.37	0.09	0.36	0.36
v/c Ratio	1.79	1.10	1.70	1.99	1.43	0.75	1.81	0.89	1.25	2.04	1.19	0.61
Control Delay	394.2	103.2	346.0	492.3	240.2	40.2	414.4	60.6	161.1	513.7	140.1	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	394.2	103.2	346.0	492.3	240.2	40.2	414.4	60.6	161.1	513.7	140.1	29.9
LOS	F	F	F	F	F	D	F	E	F	F	F	C
Approach Delay		222.9			257.5			155.2			198.0	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~466	~915	~1909	~608	~1465	348	~532	675	~1136	~591	~1135	233
Queue Length 95th (ft)	m#472	m#777	m#1591	#739	#1538	504	#661	741	#1405	#721	#1217	359
Internal Link Dist (ft)		1260			756			647			330	
Turn Bay Length (ft)	600			450			350			230		
Base Capacity (vph)	286	1695	649	324	1751	664	324	1864	694	305	1836	685
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.79	1.10	1.70	1.99	1.43	0.75	1.81	0.89	1.25	2.04	1.19	0.61

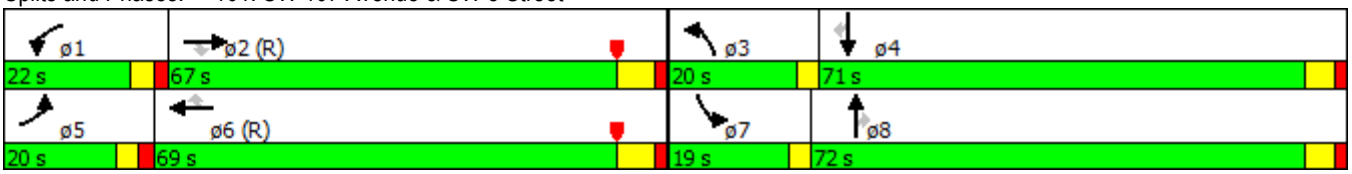
Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 90 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.04
Intersection Signal Delay: 210.7 Intersection LOS: F
Intersection Capacity Utilization 133.6% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 101: SW 107 Avenue & SW 8 Street



Lane Group	EBL	EBT	EBR	WBL2	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR2
Lane Configurations												
Volume (vph)	557	2159	475	355	2829	70	987	71	677	367	101	526
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0			0	0		160	250		
Storage Lanes	1		0			0	1		1	1		
Taper Length (ft)	25						25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.973			0.996				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.972	
Satd. Flow (prot)	1770	6235	0	3433	5065	0	1770	1863	1583	1681	1720	1583
Flt Permitted	0.045			0.950			0.950			0.950	0.972	
Satd. Flow (perm)	84	6235	0	3433	5065	0	1770	1863	1583	1681	1720	1583
Right Turn on Red						Yes			Yes			No
Satd. Flow (RTOR)					3				103			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		716			1340			241			336	
Travel Time (s)		16.3			30.5			5.5			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	605	2347	516	386	3075	76	1073	77	736	399	110	572
Shared Lane Traffic (%)										37%		
Lane Group Flow (vph)	605	2863	0	386	3151	0	1073	77	736	251	258	572
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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Prot	NA		Split	NA	Prot	Split	NA	Perm
Protected Phases	5	2		1	6		8	8	8	4	4	
Permitted Phases	2											4
Detector Phase	5	2		1	6		8	8	8	4	4	4

Lane Group	NEL2
Lane Configurations	
Volume (vph)	15
Ideal Flow (vphpl)	1900
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	0.950
Satd. Flow (prot)	1770
Flt Permitted	0.950
Satd. Flow (perm)	1770
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Adj. Flow (vph)	16
Shared Lane Traffic (%)	
Lane Group Flow (vph)	16
Enter Blocked Intersection	No
Lane Alignment	Left
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	15
Number of Detectors	1
Detector Template	Left
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Prot
Protected Phases	3
Permitted Phases	
Detector Phase	3

Lane Group	EBL	EBT	EBR	WBL2	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		7.0	7.0	7.0	4.0	4.0	4.0
Minimum Split (s)	18.0	94.0		8.0	88.0		26.0	26.0	26.0	22.0	22.0	22.0
Total Split (s)	21.0	103.0		9.0	91.0		34.0	34.0	34.0	26.0	26.0	26.0
Total Split (%)	11.7%	57.2%		5.0%	50.6%		18.9%	18.9%	18.9%	14.4%	14.4%	14.4%
Maximum Green (s)	17.0	99.0		5.0	87.0		30.0	30.0	30.0	22.0	22.0	22.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag					Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		Max	Max	Max	Max	Max	Max
Walk Time (s)		7.0			7.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		17.0			17.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	108.0	99.0		5.0	87.0		30.0	30.0	30.0	25.2	25.2	25.2
Actuated g/C Ratio	0.60	0.55		0.03	0.48		0.17	0.17	0.17	0.14	0.14	0.14
v/c Ratio	2.89	0.83		4.06	1.29		3.64	0.25	2.11	1.07	1.07	2.59
Control Delay	875.6	31.4		1398.4	161.8		1212.8	67.7	535.5	145.7	146.3	753.5
Queue Delay	0.0	0.0		0.0	2.3		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	875.6	31.4		1398.4	164.1		1212.8	67.7	535.5	145.7	146.3	753.5
LOS	F	C		F	F		F	E	F	F	F	F
Approach Delay		178.7			298.8			901.7			467.4	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~1189	488		~424	~1761		~2263	80	~1275	~382	~393	~1162
Queue Length 95th (ft)	m#889	m390		m#297	m997		#2532	137	#1538	#587	#600	#1409
Internal Link Dist (ft)		636			1260			161			256	
Turn Bay Length (ft)	500			300					160	250		90
Base Capacity (vph)	209	3429		95	2449		295	310	349	235	240	221
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	1278		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	2.89	0.83		4.06	2.69		3.64	0.25	2.11	1.07	1.07	2.59

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 165
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 4.06
Intersection Signal Delay: 388.8 Intersection LOS: F
Intersection Capacity Utilization 165.1% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Lane Group	NEL2
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	8.0
Total Split (%)	4.4%
Maximum Green (s)	4.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	4.0
Actuated g/C Ratio	0.02
v/c Ratio	0.41
Control Delay	79.7
Queue Delay	0.0
Total Delay	79.7
LOS	E
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	18
Queue Length 95th (ft)	m14
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	39
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.41

Intersection Summary

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

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

Splits and Phases: 102: SW 109 Avenue & SW 8 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	2653	658	309	4030	0	899	0	542	23	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	0		0	0		0
Storage Lanes	0		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	5085	1583	1770	5085	0	1770	0	1583	1770	0	0
Flt Permitted				0.049			0.950			0.950		
Satd. Flow (perm)	0	5085	1583	91	5085	0	1770	0	1583	1770	0	0
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		652			534			1114			163	
Travel Time (s)		14.8			12.1			25.3			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2884	715	336	4380	0	977	0	589	25	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2884	715	336	4380	0	977	0	589	25	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)		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		2	1	1	2		1		1	1		
Detector Template		Thru	Right	Left	Thru		Left		Right	Left		
Leading Detector (ft)		100	20	20	100		20		20	20		
Trailing Detector (ft)		0	0	0	0		0		0	0		
Detector 1 Position(ft)		0	0	0	0		0		0	0		
Detector 1 Size(ft)		6	20	20	6		20		20	20		
Detector 1 Type		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		
Detector 1 Queue (s)		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		
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA	Perm	pm+pt	NA		Prot		Perm	Prot		
Protected Phases		2		1	6		8			7		
Permitted Phases			2	6					8			
Detector Phase		2	2	1	6		8		8	7		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)		7.0	7.0	5.0	7.0		7.0		7.0	4.0		
Minimum Split (s)		78.0	78.0	25.0	78.0		60.0		60.0	8.0		
Total Split (s)		83.0	83.0	25.0	108.0		64.0		64.0	8.0		
Total Split (%)		46.1%	46.1%	13.9%	60.0%		35.6%		35.6%	4.4%		
Maximum Green (s)		79.0	79.0	21.0	104.0		60.0		60.0	4.0		
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5		3.5	3.5		
All-Red Time (s)		0.5	0.5	0.5	0.5		0.5		0.5	0.5		
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0		
Total Lost Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0		
Lead/Lag		Lag	Lag	Lead			Lag		Lag	Lead		
Lead-Lag Optimize?		Yes	Yes	Yes			Yes		Yes	Yes		
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0		
Recall Mode		C-Max	C-Max	None	C-Max		Max		Max	None		
Walk Time (s)		7.0	7.0		7.0		0.0		0.0			
Flash Dont Walk (s)		16.0	16.0		16.0		0.0		0.0			
Pedestrian Calls (#/hr)		0	0		0		0		0			
Act Effct Green (s)		79.0	79.0	104.0	104.0		61.6		61.6	4.0		
Actuated g/C Ratio		0.44	0.44	0.58	0.58		0.34		0.34	0.02		
v/c Ratio		1.29	1.03	1.35	1.49		1.61		1.09	0.64		
Control Delay		175.9	90.4	205.7	249.7		320.4		118.4	87.6		
Queue Delay		0.0	0.0	0.0	0.0		0.0		0.0	0.0		
Total Delay		175.9	90.4	205.7	249.8		320.4		118.4	87.6		
LOS		F	F	F	F		F		F	F		
Approach Delay		158.9			246.6							
Approach LOS		F			F							
Queue Length 50th (ft)		~1583	~899	~467	~2608		~1668		~795	30		
Queue Length 95th (ft)		#1643	#1158	m204	m779		#1934		#1045	m18		
Internal Link Dist (ft)		572			454			1034			83	
Turn Bay Length (ft)				300								
Base Capacity (vph)		2231	694	248	2938		606		541	39		
Starvation Cap Reductn		0	0	0	17		0		0	0		
Spillback Cap Reductn		0	0	0	0		0		0	0		
Storage Cap Reductn		0	0	0	0		0		0	0		
Reduced v/c Ratio		1.29	1.03	1.35	1.50		1.61		1.09	0.64		

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle: 175
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.61
Intersection Signal Delay: 214.0 Intersection LOS: F
Intersection Capacity Utilization 131.2% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 103: SW 112 Avenue & SW 8 Street