CDMP Amendment Transportation Analysis

Miami Metrozoo Entertainment Area II

February 2010

Prepared for:
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Department of Planning and Zoning
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Miami Metrozoo Entertainment Area II
CDMP Amendment Transportation Analysis

Table of Contents

Introduction and Site Location 1

Project Access to the Regional Roadway Network 1

Comparative Impact Analysis 4

Trip Generation for the Amendment 4

Analysis Timeframe 5

CDMP Amendment Transportation Analysis 12
- Programmed Transportation Improvements 12
- Planned Transportation Improvements 15
- Existing Miami-Dade Transit Service 15

Traffic Concurrency Analysis – Year 2015 Short Term Planning Horizon 20

Transportation Infrastructure Analysis for the Year 2025 Long Term Planning Horizon 30
- Project Traffic Assignment for the Long Term Planning Horizon 30
- Existing Traffic Conditions 37
- Year 2025 Future Background and Committed Traffic Conditions without the Amendment 42
- Total Traffic Conditions for Year 2025 with the Amendment 55
- Roadway Improvements Proposed by the Amendment 55

Corridor Operational Analyses for the Year 2025 Long Term Planning Horizon 63
- Existing Corridor Traffic Conditions 63
- Year 2025 Future Background Corridor Traffic Conditions without the Amendment 66
- Year 2025 Total Corridor Traffic Conditions with the Amendment 69
- Operational Capacity Analysis 72

Roadway and Intersection Improvements to Support the Amendment 77

Conclusions 78

List of Attachments

Appendix A ..... Traffic Data
Appendix B ..... FSUTMS Growth Trend Analysis
Appendix C ..... Traffic Volume Development Worksheets
Appendix D ..... Intersection Capacity Analyses
Appendix E ..... HEFT Interchange and Intersection Improvements

List of Figures

1A Location Map 2
1B Project Access Locations 3
2A Programmed Transportation Improvements – TIP 2010 13
2B Planned Transportation Improvements – LRTP 2035 16
2C Existing Transit Service in the Study Area 18
2D Regional Transit Connectivity 19
3A Location of Project Zone 1204 22
3B Cardinal Distribution for Zone 1204 from Interim Year 2015 of the 2030 LRTP 23
3C Cardinal Distribution and Assignment for Zone 1204 from Interim Year 2015 of the 2030 LRTP 24
4A Traffic Concurrency Count Stations 25
4B Project Distribution for Zone 1204 26
4C Project Distribution – 2015 Short Term Planning Horizon 27
4D Project Distribution – 2025 Long Term Planning Horizon 31
4E PM Peak Hour Project Turning Movements 32
5A Roadway Segments where Project Traffic ≥ 5.0% of MSV 36
5B Existing LOS on Segments where Project Traffic ≥ 5.0% of MSV 41
5C 2025 Background LOS on Segments where Project Traffic ≥ 5.0% of MSV 46
5D Location of Committed Developments 54
5E 2025 Total Traffic LOS on Segments where Project Traffic ≥ 5.0% of MSV 60
5F Proposed Improvements to Support the Amendment 62
6-1 Existing Conditions – SW 152 St – SW 137 Ave to SW 117 Ave and SW 117 Ave – HEFT Ramps to SW 152 St 64
6-2 Existing Conditions – SW 152 St – HEFT Ramps to SW 112 Ave and SW 117 Ave – 16000 Dr to SW 168 St 65
6-3 Background Conditions – SW 152 St – SW 137 Ave to SW 117 Ave and SW 117 Ave – HEFT Ramps to SW 152 St 67
6-4 Background Conditions – SW 152 St – HEFT Ramps to SW 112 Ave and SW 117 Ave – 16000 Dr to SW 168 St 68
6-5 Future Total Conditions – SW 152 St – SW 137 Ave to SW 117 Ave and SW 117 Ave – HEFT Ramps to SW 152 St 70
6-6 Future Total Conditions – SW 152 St – HEFT Ramps to SW 112 Ave and SW 117 Ave – 16000 Dr to SW 168 St 71

List of Tables

1A Existing and Proposed Land Use Designations for the Amendment Site 1
1B Underlying Allowable and Proposed Development for the Amendment Site 1
1C Comparative Trip Generation Summary 4
1D Net External PM Peak Hour Trip Generation Summary for the Adopted LOS Timeframe 5
1E AM and PM Peak Hour Net External Trip Generation for the Two Project Access Locations 5
2A Trip Generation for the Current Development Potential based on the Underlying Land Use 6
2B Trip Generation for the Proposed Amendment Site - Weekday 7
2C Trip Generation for the Proposed Amendment Site – Saturday and Sunday 8
2D Trip Generation Comparisons between the Allowable and Proposed Land Uses 9
2E Trip Generation for the Conference Center 10
2F Trip Generation Assumptions for the Conference Center 11
3A Programmed Transportation Improvements – Miami-Dade County TIP 2010 14
3B Planned Transportation Improvements (2010-2030) 2030 Long Range Transportation Plan 17
3C Highlights of the Funded Roadway Improvements from TIP 2010 12
3D Highlights of the Planned Roadway Improvements from LRTP 2035 15
3E Existing Transit Service in the Study Area 15
4 Traffic Concurrency Capacity Analysis 28
5A Project Distribution and Significance Determination to establish the Study Area 33
5B Existing Peak Hour Period Traffic Conditions on Study Area Roadways 38
5C Year 2025 Future Background and Committed Development Traffic Conditions 43
5D-A Traffic Growth Rate Calculations using the MUATS 2015 and 2025 Model Runs 47
5D-B Traffic Growth Rate Calculations using Historical Count Data for Comparison with MUATS 49
5E Assignment of Unbuilt Committed Development Traffic 50
5F Trip Generation for the Unbuilt Committed Developments 53
5G Year 2025 Total Traffic Conditions on Study Area Roadways – Long Term Planning Horizon 56
5H Significantly Impacted Roadways in the 2025 Long Term Planning Horizon 61
5H Proposed Mitigation to Meet Adopted LOS Standards for Significantly Impacted Roads 61
6-1 Existing Traffic Intersection Capacity Analysis 72
6-2 Future Background Traffic Intersection Capacity Analysis 73
6-3 Future Total Traffic Intersection Capacity Analysis 75
6-4 Future Total Traffic with Mitigation Intersection Capacity Analysis 76
7 Roadway and Intersection Improvements to Support the Amendment 77

Miami Metrozoo Entertainment Area II
CDMP Amendment Transportation Analysis

Introduction and Site Location

This proposed change to the Miami-Dade County Comprehensive Development Master Plan (CDMP) has been submitted by the Miami-Dade County General Services Administration for 286.22 gross acres of land (or 279.38 net acres of land) situated in the southwest corner of SW 152 Street and SW 117 Avenue and located to the northeast of Miami Metrozoo and the previously approved Miami Metrozoo Entertainment Area (see Figure 1A). The proposed change requests the modification of the CDMP Land Use Element map and the CDMP Land Use Element text to establish an area to be known as the Miami Metrozoo Entertainment Area II to accommodate the development of theme park rides and related attractions and a resort hotel with ancillary lodging, meeting, restaurant, entertainment and resort amenity uses. The Miami Metrozoo Entertainment Area II is proposed for development over a fifteen year timeframe with buildout estimated in the Year 2025. The Amendment site includes the following four areas outlined in Table 1A below.

Table 1A – Existing and Proposed Land Use Designations for the Amendment Site

Area	Gross Acres	Net Acres	Current Land Use Designation	Proposed Land Use Designation
A	19.97	19.97	Low Medium Density Residential	Miami Metrozoo Entertainment Area II
B	134.75	131.25	Institutions, Utilities and Communications	Miami Metrozoo Entertainment Area II
C	70.90	69.80	Institutions, Utilities and Communications	Environmentally Protected Parks (for NFC Lands)
D	60.60	58.36	Institutions, Utilities and Communications	Miami Metrozoo Entertainment Area II
	286.22	279.38		

Based upon the current land use designations for the Amendment site, the underlying land use (Low Medium Density Residential and Institutions, Utilities and Communications) permits up to 260 low medium density residential units and over 4.1 million square feet of office use as outlined in Table 1B. Alternatively, the proposed land use will accommodate a 174 acre Theme Park with rides and attractions, a 600 room resort hotel with ancillary hotel amenities, 600 full service restaurant seats and 50 seats of bar and 130,000 square feet of Conference Center meeting space allocated to function rooms, ballrooms and pre-function ancillary space.

Table 1B – Underlying Allowable and Proposed Development for the Amendment Site

Allowable Development for the Current Land Use	Allowable Development Calculations	Scale of Development	Allowable Development for the Proposed Land Use	Scale of Development
Low Medium Residential	19.97 acres *13 du/ac = 260 du	260 DU	Theme Park	174 acres
Office	189.61 ac * 43560 * .50 FAR	4,129,706 SF	Resort Hotel	600 rooms
NFC Lands	69.80 ac of NFC Lands	n/a	Restaurant and Bar	600 seats + 50 seats
Total	279.38 net acres		Conference Center	130,000 SF

Project Access to the Regional Roadway Network

The Amendment site is located adjacent to the Homestead Extension of Florida's Turnpike (HEFT) and the existing turnpike interchanges at SW 152 Street and SW 117 Avenue. Miami-Dade County recently completed the 4 lane widening of SW 117 Avenue from SW 152 Street to SW 184 Street, along with expanded intersection improvements at SW 152 Street and SW 117 Avenue. Florida's Turnpike has funded additional intersection and ramp improvements to the HEFT interchange with SW 152 Street and SW 117 Avenue in the Years 2011-2012, along with the planned widening of the HEFT from SW 184 Street to SW 88 Street funded by the Year 2025. Primary access to the Amendment site will be provided at two locations where existing signalized intersections currently exist as illustrated in Figure 1B:

- Project Access A – SW 152 St at SW 122 Ave providing access to the Resort Hotel, Restaurants and Conference Center;
- Project Access B – SW 117 Ave at the 16000 Block (aligns with theoretical SW 161 St) providing access to the Theme Park.

Miami Metrozoo Entertainment Area II
Miami Metrozoo Entertainment Area I
Miami Metrozoo DRI
Miami Metrozoo DRI Boundary

Project Access Locations

Figure 1A
Location Map
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates

Site Location

A

Signalized Project Access Locations A and B

Signalized Intersections adjacent to the Site

Figure 1B
Project Access Locations
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates

Comparative Impact Analysis

In order to evaluate impact and compliance with the adopted level of service standards, a comparative land use and trip generation analysis was performed to quantify the potential transportation impacts resulting from the proposed CDMP amendment. Trip generation comparisons were made between the maximum dwelling units and square footage allowed under the existing residential and institutional land uses and the maximum development allowed based upon the proposed creation of the Miami Metrozoo Entertainment Area II. The comparative trip generation analysis is summarized in Table 1C for the existing and proposed land use designations under each of the analysis timeframes. This comparative analysis has been provided to show the magnitude of the land use change when compared with the underlying comprehensive plan. The actual impact analysis for this Amendment site will be based upon the new uses proposed for the Miami Metrozoo Entertainment Area II consistent with the adopted Peak Period level of service standards from the CDMP.

Table 1C - Comparative Trip Generation Summary

Analysis Timeframes	Net External Trips for the Allowable Land Use Residential – 260 DU Office – 4,129,706 SF	Net External Trips for the Proposed Land Use Theme Park – 174 AC / Resort Hotel – 600 Rooms Restaurant/Bar – 650 Seats / Conference Center – 130,000 SF	Type of Change with the Amendment	Change in Trips
	[See Table 2A]	[See Tables 2B and 2C]	[See Table 2D]	[See Table 2D]
Daily	24,889	20,092	Trip Reduction	(4,797)
AM Peak Hour	3,791	689	Trip Reduction	(3,102)
PM Peak Hour	4,836	1,588	Trip Reduction	(3,248)
Saturday Peak Hour	871	3,929	Trip Increase	3,058
Sunday Peak Hour	238	3,708	Trip Increase	3,470

Trip Generation for the Amendment Site

The trip generation analysis for the Amendment site has been prepared to estimate the daily, AM peak hour, PM peak hour, Saturday peak hour, and Sunday peak hour trip impact using the rates and equations (where available) from ITE Trip Generation, 8th Edition. The analysis uses the rates and formulas for the following ITE land use codes:

- ITE LUC 230 for multi-family residential use allowed under the existing Low Medium Density designation;
- ITE LUC 710 for the office use allowed under the existing Institutions, Utilities and Communications designation;
- ITE LUC 480 for the amusement park use proposed for the Amendment site;
- ITE LUC 331/330 for the resort hotel use proposed for the Amendment site; and
- ITE LUC 931 for the quality restaurant seats proposed for the Amendment site.

ITE does not publish trip generation rates for the Conference Center use. Therefore, trip generation has been developed using the square footage of the function rooms and ballrooms, the number of persons that would be accommodated in the meeting space, an estimate on the persons per vehicle for daytime events in the function rooms vs. nighttime events in the ballroom space and the percent of meeting attendees that would be entering or departing the site during each analysis time period. The following detailed trip generation analyses have been prepared in Tables 2A, 2B, 2C, 2D, 2E and 2F as outlined below.

- Table 2A identifies the trip generation for the current development potential based upon the maximum allowable dwelling units and square footage permitted under the existing residential and institutional land uses.
- Tables 2B and 2C identify the trip generation for the weekday and weekend timeframes for the maximum allowable development based upon the proposed creation of the Miami Metrozoo Entertainment Area II.
- Table 2D identifies the trip generation comparisons between the underlying allowable and proposed land uses.
- Table 2E provides the trip generation calculations for the Conference Center.
- Table 2F provides the assumptions used to establish the trip generation rates for the Conference Center.

Analysis Timeframe

Using the results of the trip generation analysis, and after reviewing background traffic for the roadways adjacent to the Amendment site, the weekday PM peak hour period has been selected as the appropriate analysis peak hour period for the evaluation of the Year 2015 short term traffic conditions and the Year 2025 long term traffic conditions. This decision is based upon the following information:

- The determination of the timeframe with the highest amount of background plus project traffic based upon five consecutive days of data collection on SW 152 Street and on SW 117 Avenue (adjacent to the Amendment site) with counts collected from September 24-28, 2009, providing detailed bi-directional 120 hour counts covering Thursday, Friday, Saturday, Sunday and Monday (see Appendix A);

- The designation in the Transportation Element of the Miami-Dade County CDMP which identifies the adopted level of service as the "Peak Period LOS Standard", where peak period is defined as the average of the two consecutive hours of traffic volume during a weekday; and

- The definitions of Peak Hour by the State pursuant to FDOT Rule 14-94.002(6)and(9)FAC, and the 2009 FDOT Quality/LOS Handbook, where the Peak Hour means the 100th highest volume hour of the year in the predominant traffic flow direction, and where the 100th highest volume hour of the year represents the typical weekday peak traffic hour during the peak travel season which usually occurs in the late afternoon for most state roadways. Per the 2009 FDOT Quality/LOS Handbook, the 100th highest hour of the year is representative of the typical rush hour during the peak traffic season.

A summary of the net external Amendment trips for the weekday PM peak hour is summarized in Table 1D below. A further breakdown of the net external AM and PM peak hour trips is provided on Table 1E below to separate the trips between Project Access A (at SW 152 Street and SW 122 Avenue) and Project Access B (at SW 117 Avenue and the 16000 Block).

Table 1D – Net External PM Peak Hour Trip Generation Summary for the Adopted LOS

Uses Proposed	ITE Land Use Code	Scale of Development	Gross PM Trips	Internalization [1] [2]	Net External PM Trips	PM Trips In	PM Trips Out
Theme Park	480	174 acres	687	37	650	403	247
Resort Hotel	310	600 rooms	301	39	262	112	150
Restaurant and Bar in Hotel	931	650 seats	169	42	127	85	42
Conference Center in Hotel	See Tables 2E and 2F	130,000 SF	732	183	549	165	384
Total			1,889	301 (at 15.9%)	1,588	765	823

[1] Internalization was developed using conservative estimates on the interrelationships between the Resort Hotel uses and the Theme Park (see Table 2B).
[2] No pass-by reductions, diverted link trips or transit capture has been incorporated into the trip generation analysis.

Table 1E – AM and PM Peak Hour Net External Trip Generation for the Two Project Access Locations

Proposed Land Use	Net External Trips by Use	AM Trips	% In	Trips In	% Out	Trips Out
Miami Metrozoo Entertainment Area II	Total Net External Trips	689	84%	576	16%	113
Access A - Hotel, Restaurant, Bar, Conference Center	Hotel-Conf Net External Trips	665	83%	555	17%	110
Access B - Theme Park	Theme Park Net External Trips	24	88%	21	12%	3
Proposed Land Use	Net External Trips by Use	PM Trips	% In	Trips In	% Out	Trips Out
Miami Metrozoo Entertainment Area II	Total Net External Trips	1,588	48%	765	52%	823
Access A - Hotel, Restaurant, Bar, Conference Center	Hotel-Conf Net External Trips	938	39%	362	61%	576
Access B - Theme Park	Theme Park Net External Trips	650	62%	403	38%	247

TABLE 2A
MIAMI METROZOO ENTERTAINMENT AREA II
TRIP GENERATION FOR THE CURRENT DEVELOPMENT POTENTIAL BASED ON THE UNDERLYING LAND USE

2/18/2010

Institutions, Utilities and Communications on 189.61 net acres (excludes the 69.8 net acres of NFC lands)

Low Medium Density Residential (6 to 13 du/acre) on 19.97 acres

ALLOWABLE LAND USE	SCALE	UNITS	ITE LUC	ITE TRIP RATE OR FORMULA	DAILY TRIPS	% IN	TRIPS	% OUT	TRIPS
Office	4,129,706	SQ. FT.	710	Ln (T) = 0.77 Ln (X) + 3.65	23,412	50%	11,706	50%	11,706
Low Medium Residential	260	DU	230	Ln (T) = 0.87 Ln (X) + 2.46	1,477	50%	739	50%	738
Gross Total Trips					24,889	50%	12,445	50%	12,444
ALLOWABLE LAND USE	**SCALE**	**UNITS**	**ITE LUC**	**ITE TRIP RATE OR FORMULA**	**AM TRIPS**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
Office	4,129,706	SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	3,680	88%	3,238	12%	442
Low Medium Residential	260	DU	230	Ln (T) = 0.80 Ln (X) + 0.26	111	17%	19	83%	92
Gross Total Trips					3,791	86%	3,257	14%	534
ALLOWABLE LAND USE	**SCALE**	**UNITS**	**ITE LUC**	**ITE TRIP RATE OR FORMULA**	**PM TRIPS**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
Office	4,129,706	SQ. FT.	710	T = 1.12 (X) + 78.81	4,704	17%	800	83%	3,904
Low Medium Residential	260	DU	230	Ln (T) = 0.82 Ln (X) + 0.32	132	67%	88	33%	44
Gross Total Trips					4,836	18%	888	82%	3,948
ALLOWABLE LAND USE	**SCALE**	**UNITS**	**ITE LUC**	**ITE TRIP RATE OR FORMULA**	**SAT PK HR**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
Office	4,129,706	SQ. FT.	710	Ln (T) = 0.81 Ln (X) - 0.12	753	54%	407	46%	346
Low Medium Residential	260	DU	230	T = 0.29 (X) + 42.63	118	54%	64	46%	54
Gross Total Trips					871	54%	471	46%	400
ALLOWABLE LAND USE	**SCALE**	**UNITS**	**ITE LUC**	**ITE TRIP RATE OR FORMULA**	**SUN PK HR**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
Office	4,129,706	SQ. FT.	710	Ln (T) = 0.61 Ln (X) - 0.23	128	58%	74	42%	54
Low Medium Residential	260	DU	230	T = 0.23 (X) + 50.01	110	49%	54	51%	56
Gross Total Trips					238	54%	128	46%	110

Note: The trip generation rates or formulas are based upon Trip Generation, An ITE Informational Report, 8th Edition, 2008.

TABLE 2B
MIAMI METROZOO ENTERTAINMENT AREA II
TRIP GENERATION FOR THE PROPOSED AMENDMENT SITE - WEEKDAY

2/18/2010

PROPOSED LAND USE	SCALE	UNITS	ITE LUC	ITE TRIP RATE OR FORMULA	DAILY	% IN	TRIPS	% OUT	TRIPS
Theme Park	174.0	ACRES	**480**	T = 75.76 (X)	13,182	50%	6,591	50%	6,591
Resort Hotel	600	ROOMS	**310**	[No Rate in LUC 330] T = 8.92 (X)	5,352	50%	2,676	50%	2,676
Full Service Restaurant and Bar in Hotel	650	SEATS	**931**	T = 2.86 (X)	1,859	50%	930	50%	929
Conference Center in Hotel	130,000	SQ.FT.	**n/a**	See Tables 2E and 2F	3,004	50%	1,502	50%	1,502
Gross Total Trips					**23,397**	50%	**11,699**	50%	**11,698**
Internalization of Resort Hotel to Theme Park			25.00%		1,338	50%	669	50%	669
Internalization of Hotel Restaurant and Bar			25.00%		465	50%	232	50%	233
Internalization of Conference Center			50.00%		1,502	50%	751	50%	751
Subtotal Internalization of Gross Trips			**14.12%**		**3,305**	50%	**1,652**	50%	**1,653**
Net External Trips					**20,092**	50%	**10,047**	50%	**10,045**
PROPOSED LAND USE	**SCALE**	**UNITS**	**ITE LUC**	**ITE TRIP RATE OR FORMULA**	**AM TRIPS**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
Theme Park	174.0	ACRES	**480**	T = 0.21 (X)	37	88%	32	12%	5
Resort Hotel	600	ROOMS	**330**	T = 0.35 (X) + 7.42	217	72%	157	28%	60
Full Service Restaurant and Bar in Hotel	650	SEATS	**931**	T = 0.03 (X)	20	50%	10	50%	10
Conference Center in Hotel	130,000	SQ.FT.	**n/a**	See Tables 2E and 2F	633	88%	557	12%	76
Gross Total Trips					**907**	83%	**756**	17%	**151**
Internalization of Resort Hotel to Theme Park			25.00%		54	72%	39	28%	15
Internalization of Hotel Restaurant and Bar			25.00%		5	50%	2	50%	3
Internalization of Conference Center			25.00%		158	88%	139	12%	19
Subtotal Internalization of Gross Trips			**23.99%**		**218**	83%	**180**	17%	**38**
Net External Trips					**689**	84%	**576**	16%	**113**
PROPOSED LAND USE	**SCALE**	**UNITS**	**ITE LUC**	**ITE TRIP RATE OR FORMULA**	**PM TRIPS**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
Theme Park	174.0	ACRES	**480**	T = 3.95 (X)	687	61%	419	39%	268
Resort Hotel	600	ROOMS	**330**	Ln(T) = 1.13 Ln (X) - 1.52	301	43%	129	57%	172
Full Service Restaurant and Bar in Hotel	650	SEATS	**931**	T = 0.26 (X)	169	67%	113	33%	56
Conference Center in Hotel	130,000	SQ.FT.	**n/a**	See Tables 2E and 2F	732	30%	219	70%	513
Gross Total Trips					**1,889**	47%	**880**	53%	**1,009**
Internalization of Resort Hotel to Theme Park			25.00%		75	43%	32	57%	43
Internalization of Hotel Restaurant and Bar			25.00%		42	67%	28	33%	14
Internalization of Conference Center			25.00%		183	30%	55	70%	128
Subtotal Internalization of Gross Trips			**15.90%**		**300**	38%	**115**	62%	**185**
Net External Trips					**1,588**	48%	**765**	52%	**823**

Note: The trip generation rates or formulas are based upon Trip Generation, An ITE Informational Report, 8th Edition, 2008.

See Tables 2E and 2F for the trip generation rates and assumptions used for the Conference Center.

TABLE 2C
MIAMI METROZOO ENTERTAINMENT AREA II
TRIP GENERATION FOR THE PROPOSED AMENDMENT SITE - SATURDAY AND SUNDAY

2/18/2010

PROPOSED LAND USE	SCALE	UNITS	ITE LUC	ITE TRIP RATE OR FORMULA	SAT PK HR	% IN	TRIPS	% OUT	TRIPS
Theme Park	174.0	ACRES	**480**	T = 18.86 (X)	3,282	58%	1,903	42%	1,379
Resort Hotel	600	ROOMS	**330**	T = 1.23 (X)	738	50%	369	50%	369
Full Service Restaurant and Bar in Hotel	650	SEATS	**931**	T = 0.33 (X)	215	59%	127	41%	88
Conference Center in Hotel	130,000	SQ.FT.	**n/a**	See Tables 2E and 2F	342	50%	171	50%	171
Gross Total Trips					**4,576**	56%	**2,570**	44%	**2,006**
Internalization of Resort Hotel to Theme Park			50.00%		369	50%	185	50%	184
Internalization of Hotel Restaurant and Bar			50.00%		107	59%	63	41%	44
Internalization of Conference Center			50.00%		171	50%	85	50%	86
Subtotal Internalization of Gross Trips			**14.14%**		**647**	51%	**333**	49%	**314**
Net External Trips					**3,929**	57%	**2,237**	43%	**1,692**
PROPOSED LAND USE	**SCALE**	**UNITS**	**ITE LUC**	**ITE TRIP RATE OR FORMULA**	**SUN PK HR**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
Theme Park	174.0	ACRES	**480**	T = 17.76 (X)	3,090	44%	1,360	56%	1,730
Resort Hotel	600	ROOMS	**330**	T = 1.23 (X)	738	50%	369	50%	369
Full Service Restaurant and Bar in Hotel	650	SEATS	**931**	T = 0.24 (X)	156	63%	98	37%	58
Conference Center in Hotel	130,000	SQ.FT.	**n/a**	See Tables 2E and 2F	342	50%	171	50%	171
Gross Total Trips					**4,326**	46%	**1,998**	54%	**2,328**
Internalization of Resort Hotel to Theme Park			50.00%		369	50%	185	50%	184
Internalization of Hotel Restaurant and Bar			50.00%		78	63%	49	37%	29
Internalization of Conference Center			50.00%		171	50%	85	50%	86
Subtotal Internalization of Gross Trips			**14.28%**		**618**	52%	**319**	48%	**299**
Net External Trips					**3,708**	45%	**1,679**	55%	**2,029**

Note: The trip generation rates or formulas are based upon Trip Generation, An ITE Informational Report, 8th Edition, 2008.

See Tables 2E and 2F for the trip generation rates and assumptions used for the Conference Center.

TABLE 2D
MIAMI METROZOO ENTERTAINMENT AREA II
TRIP GENERATION COMPARISONS BETWEEN THE ALLOWABLE AND PROPOSED LAND USES

2/18/2010

ALLOWED LAND USE	TIMEFRAME	TYPE OF CHANGE	TRIPS	% IN	TRIPS	% OUT	TRIPS
Office and Residential	Daily	Allowed	**24,889**	50%	**12,445**	50%	**12,444**
Office and Residential	AM Peak Hour	Allowed	**3,791**	86%	**3,257**	14%	**534**
Office and Residential	PM Peak Hour	Allowed	**4,836**	18%	**888**	82%	**3,948**
Office and Residential	Saturday Peak Hour	Allowed	**871**	54%	**471**	46%	**400**
Office and Residential	Sunday Peak Hour	Allowed	**238**	54%	**128**	46%	**110**
PROPOSED LAND USE	**TIMEFRAME**	**TYPE OF CHANGE**	**TRIPS**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
Miami Metrozoo Entertainment Area II	Daily	Proposed	**20,092**	50%	10,047	50%	10,045
Miami Metrozoo Entertainment Area II	AM Peak Hour	Proposed	**689**	84%	576	16%	113
Miami Metrozoo Entertainment Area II	PM Peak Hour	Proposed	**1,588**	48%	765	52%	823
Miami Metrozoo Entertainment Area II	Saturday Peak Hour	Proposed	**3,929**	57%	2,237	43%	1,692
Miami Metrozoo Entertainment Area II	Sunday Peak Hour	Proposed	**3,708**	45%	1,679	55%	2,029
COMPARISON	**TIMEFRAME**	**TYPE OF CHANGE**	**TRIP CHANGE**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
Allowed vs. Proposed	Daily	Trip Reduction	**-4,797**	50%	-2,398	50%	-2,399
Allowed vs. Proposed	AM Peak Hour	Trip Reduction	**-3,102**	86%	-2,681	14%	-421
Allowed vs. Proposed	PM Peak Hour	Trip Reduction	**-3,248**	4%	-123	96%	-3,125
Allowed vs. Proposed	Saturday Peak Hour	Trip Increase	**3,058**	58%	1,766	42%	1,292
Allowed vs. Proposed	Sunday Peak Hour	Trip Increase	**3,470**	45%	1,551	55%	1,919

TABLE 2E
MIAMI METROZOO ENTERTAINMENT AREA II
TRIP GENERATION FOR THE CONFERENCE CENTER

2/18/2010

CONFERENCE CENTER	SCALE	UNITS	TIME USED	TRIP RATE	DAILY TRIPS	% IN	TRIPS	% OUT	TRIPS
Function Rooms	31,914	SQ. FT.	Daytime Meetings	48.89	1,560	50%	780	50%	780
Ballrooms	39,367	SQ. FT.	Nighttime - 6:30 Event	36.67	1,444	50%	722	50%	722
Ballroom Lobbies/Prefunction	57,938	SQ. FT.	Ancillary Use	0	0	50%	0	50%	0
Business Center	781	SQ. FT.	Ancillary Use	0	0	50%	0	50%	0
Total	130,000	SQ. FT.			3,004	50%	1,502	50%	1,502
CONFERENCE CENTER	**SCALE**	**UNITS**	**TIME USED**	**TRIP RATE**	**AM TRIPS**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
Function Rooms	31,914	SQ. FT.	Daytime Meetings	17.78	567	88%	499	12%	68
Ballrooms	39,367	SQ. FT.	Nighttime - 6:30 Event	1.67	66	88%	58	12%	8
Ballroom Lobbies/Prefunction	57,938	SQ. FT.	Ancillary Use	0	0	88%	0	12%	0
Business Center	781	SQ. FT.	Ancillary Use	0	0	88%	0	12%	0
Total	130,000	SQ. FT.			633	88%	557	12%	76
CONFERENCE CENTER	**SCALE**	**UNITS**	**TIME USED**	**TRIP RATE**	**PM TRIPS**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
Function Rooms	31,914	SQ. FT.	Daytime Meetings	17.78	567	12%	68	88%	499
Ballrooms	39,367	SQ. FT.	Nighttime - 6:30 Event	4.17	164	90%	148	10%	16
Ballroom Lobbies/Prefunction	57,938	SQ. FT.	Ancillary Use	0	0	90%	0	10%	0
Business Center	781	SQ. FT.	Ancillary Use	0	0	12%	0	88%	0
Total	130,000	SQ. FT.			732	30%	216	70%	516
CONFERENCE CENTER	**SCALE**	**UNITS**	**TIME USED**	**TRIP RATE**	**SAT PK HR**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
Function Rooms	31,914	SQ. FT.	Daytime Meetings	5.56	177	50%	89	50%	88
Ballrooms	39,367	SQ. FT.	Nighttime - 6:30 Event	4.17	164	50%	82	50%	82
Ballroom Lobbies/Prefunction	57,938	SQ. FT.	Ancillary Use	0	0	50%	0	50%	0
Business Center	781	SQ. FT.	Ancillary Use	0	0	50%	0	50%	0
Total	130,000	SQ. FT.			342	50%	171	50%	171
CONFERENCE CENTER	**SCALE**	**UNITS**	**TIME USED**	**TRIP RATE**	**SUN PK HR**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
Function Rooms	31,914	SQ. FT.	Daytime Meetings	5.56	177	50%	89	50%	88
Ballrooms	39,367	SQ. FT.	Nighttime - 6:30 Event	4.17	164	50%	82	50%	82
Ballroom Lobbies/Prefunction	57,938	SQ. FT.	Ancillary Use	0	0	50%	0	50%	0
Business Center	781	SQ. FT.	Ancillary Use	0	0	50%	0	50%	0
Total	130,000	SQ. FT.			342	50%	171	50%	171

TABLE 2F
MIAMI METROZOO ENTERTAINMENT AREA II
TRIP GENERATION ASSUMPTIONS FOR THE CONFERENCE CENTER

2/18/2010

Conference Center	Scale in SF	SF/Person	Persons	PPV	One Way Trips	% in Day	In %	Daily In Trips	Out %	Daily Out Trips	Daily Total	Daily Rate
Function Rooms	31,914	30	1064	1.5	709	220%	50%	780	50%	780	1,560	48.89
Ballrooms	39,367	30	1312	2.0	656	220%	50%	722	50%	722	1,443	36.67
Ballroom Lobbies/Prefunction	57,938	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Business Center	781	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	130,000					Note: The 220% accounts for 2 way patron trips plus 2 way employee trips at 10% of patron trips.						
Conference Center	**Scale in SF**	**SF/Person**	**Persons**	**PPV**	**One Way Trips**	**% in Pk Hr**	**In %**	**AM In Trips**	**Out %**	**AM Out Trips**	**AM Total**	**AM Rate**
Function Rooms	31,914	30	1064	1.5	709	80%	88%	499	12%	68	567	17.78
Ballrooms	39,367	30	1312	2.0	656	10%	88%	58	12%	8	66	1.67
Ballroom Lobbies/Prefunction	57,938	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Business Center	781	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	130,000											
Conference Center	**Scale in SF**	**SF/Person**	**Persons**	**PPV**	**One Way Trips**	**% in Pk Hr**	**In %**	**PM In Trips**	**Out %**	**PM Out Trips**	**PM Total**	**PM Rate**
Function Rooms	31,914	30	1064	1.5	709	80%	12%	68	88%	499	567	17.78
Ballrooms	39,367	30	1312	2.0	656	25%	90%	148	10%	16	164	4.17
Ballroom Lobbies/Prefunction	57,938	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Business Center	781	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	130,000											
Conference Center	**Scale in SF**	**SF/Person**	**Persons**	**PPV**	**One Way Trips**	**% in Pk Hr**	**In %**	**Sat Pk In Trips**	**Out %**	**Sat Pk Out Trips**	**Sat Pk Total**	**Sat Pk Rate**
Function Rooms	31,914	30	1064	1.5	709	25%	50%	89	50%	89	177	5.56
Ballrooms	39,367	30	1312	2.0	656	25%	50%	82	50%	82	164	4.17
Ballroom Lobbies/Prefunction	57,938	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Business Center	781	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	130,000											
Conference Center	**Scale in SF**	**SF/Person**	**Persons**	**PPV**	**One Way Trips**	**% in Pk Hr**	**In %**	**Sun Pk In Trips**	**Out %**	**Sun Pk Out Trips**	**Sun Pk Total**	**Sun Pk Rate**
Function Rooms	31,914	30	1064	1.5	709	25%	50%	89	50%	89	177	5.56
Ballrooms	39,367	30	1312	2.0	656	25%	50%	82	50%	82	164	4.17
Ballroom Lobbies/Prefunction	57,938	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Business Center	781	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	130,000											

CDMP Amendment Transportation Analysis

A CDMP Amendment Transportation Analysis has been prepared to examine the future transportation impacts resulting from the proposed modifications to the CDMP, examining the adequacy of the transportation infrastructure within the short term (Year 2015) and long term (Year 2025) planning horizons. The transportation analysis includes an expanded traffic concurrency analysis for an evaluation of short term (Year 2015) traffic conditions and an extensive Year 2025 roadway network analysis for an evaluation of long term traffic conditions. The study area includes the arterial and collector roadway network extending to SW 88 Street on the north, SR 821, SR 874 and US-1 on the east, SW 216 Street on the south and SW 157 Avenue on the west. The transportation analysis evaluates the adequacy of the existing, committed and planned public facilities to support the infrastructure demand for the Amendment incorporating the following:

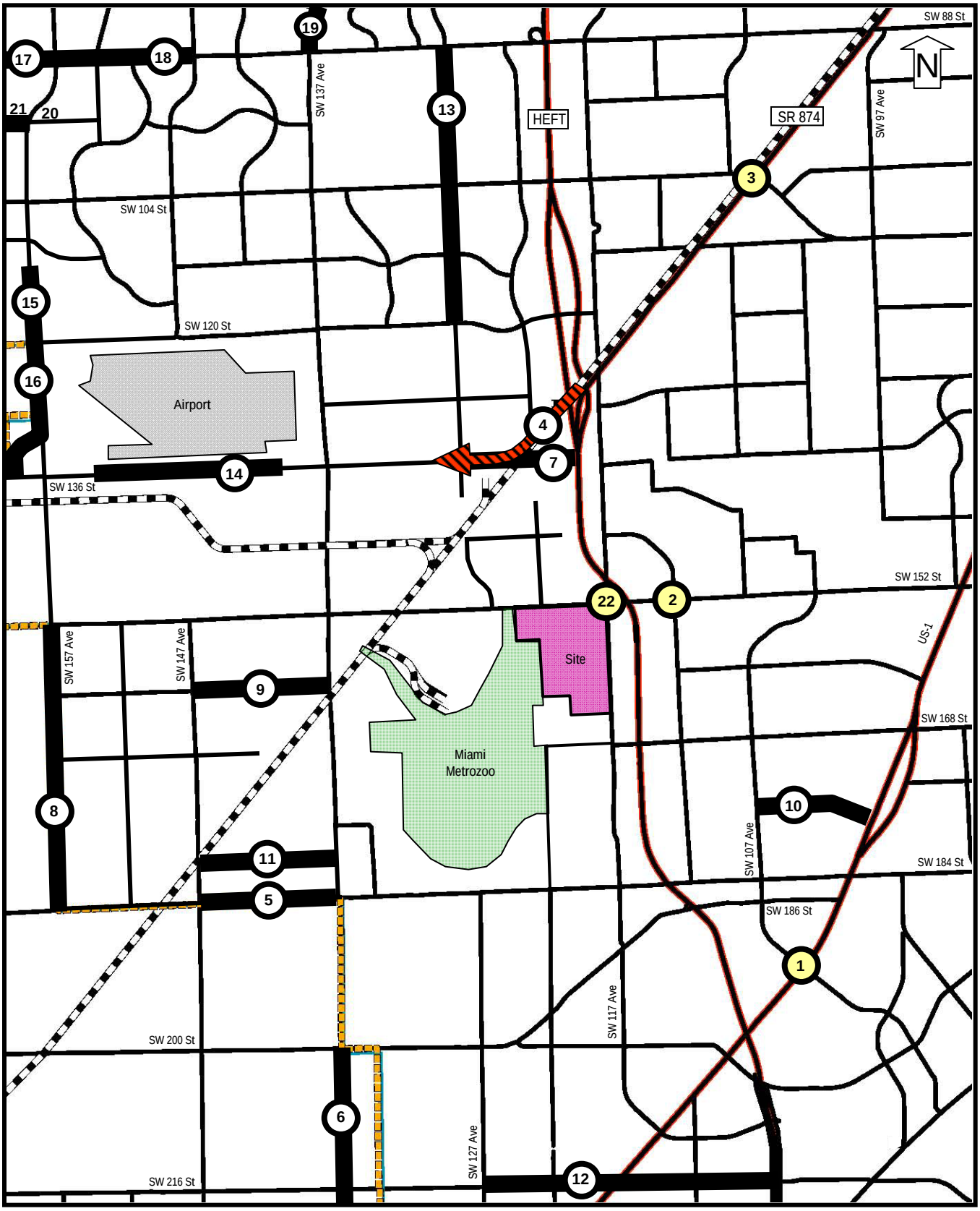
- The transportation improvements currently under construction in the study area;
- The transportation improvements from TIP 2010 identifying funded improvements for the Short Term Planning Horizon;
- The planned transportation improvements from Priorities II and III of the LRTP 2035 for the Long Term Planning Horizon;
- The existing and programmed local and regional transit service in the study area; and
- The proposed transportation improvements funded by the Amendment.

Programmed Transportation Improvements

Programmed transportation improvements from TIP 2010 reflect funded roadway projects that will result in network lane expansion in the study area between the Years 2010 and 2014. These improvements are identified in Figure 2A and are outlined in detail in Table 3A. Highlights of those funded improvements for the Short Term Planning Horizon are outlined in Table 3C below. Of significance to this study area, Florida's Turnpike has funded additional ramp and intersection modifications to the HEFT interchange at SW 152 Street and SW 117 Avenue in FY 2011-2012. See Appendix E for the HEFT interchange improvement plan and the improvements to the intersection at SW 152 Street and SW 117 Avenue.

Table 3C – Highlights of the Funded Roadway Improvements from TIP 2010

Roadway Improvement Location	Type of Improvement	TIP 2010 Funding Status
SW 157 Avenue – SW 112 Street to SW 120 Street	New 4 lane roadway	Construction 2009-2010
SW 157 Avenue – SW 120 Street to SW 136 Street	New 4 lane roadway	Construction 2009-2010
SW 157 Avenue – SW 152 Street to SW 184 Street	Widen from 2 to 4 lanes	Construction 2009-2011
SW 137 Avenue – SW 200 Street to US-1	New 2 lane roadway	Construction 2010-2012
SW 137 Avenue – US-1 to HEFT	Widen from 2 to 4 lanes	Construction 2009-2012
SW 127 Avenue – SW 88 Street to SW 120 Street	Widen from 2 to 4 lanes	Construction Underway
SW 88 Street – SW 162 Avenue to SW 157 Avenue	Widen from 4 to 6 lanes	Construction Underway
SW 88 Street – SW 157 Avenue to SW 150 Avenue	Widen from 4 to 6 lanes	Construction Underway
SW 136 Street – SW 154 Avenue to NW 139 Court	Widen from 2 to 4 lanes	Construction Underway
SW 160 Street – SW 147 Avenue to SW 137 Avenue	New 4 lane roadway	Construction 2009-2010
SW 184 Street – SW 147 Avenue to SW 137 Avenue	Widen from 2 to 4 lanes	Construction 2009-2010
SR 874 – HEFT to SW 88 Street	New Construction – Toll Plazas, Ramp Plazas	Construction Underway
SW 152 Street at SW 112 Avenue	Intersection Improvements	Construction 2009-2010
HEFT at SW 152 Street/SW 117 Avenue	Ramp and Intersection Modifications by Turnpike	Construction 2011-2012
Kendall BRT	Bus Acquisition and Roadway Construction	Capital and Construction 2009-2013



Source: TIP 2010 adopted by the MPO on 5-28-09

Legend

- Site Location
- Intersection/Interchange Improvements
- Roadway Improvements
- Project Development or PD&E Studies

Figure 2A
Programmed Transportation Improvements – TIP 2010
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates

TABLE 3A
PROGRAMMED TRANSPORTATION IMPROVEMENTS
MIAMI-DADE COUNTY TIP 2010 - FY 2010 TO FY 2014

02/08/2010

TIP 2010 No.	TIP 2010 Page No.	Location	Improvement	TIP 2010 Project Phase	TIP 2010 Project Costs	TIP 2010 Year Funded	Fig. 2A Ref. No.
DT4251511	Section A1 Page 45	**SR 5/US-1** At SW 192 Street	Intersection Improvement	Construction	$396,000	2010-2011	**#1**
DT4235521	Section A1 Page 85	**SR 992/SW 152 Street** At SW 112 Avenue	Intersection Improvement	Construction	$687,000	2009-2010	**#2**
XA83608	Section A3 Page 3	**SR 826/SR 836 Interchange** SR 826 Interchange at SR 836	New Construction, 4LD Express Lanes in Median of SR 836 - 8.5 miles	Construction	$111,045,000	2009-2014	Not Mapped
XA83618	Section A3 Page 3	**SR 836 Southwest Extension** NW 137 Avenue to SW 136 Street	Project Development Concept Report	Project Development	$4,347,000	2009-2014	Not Mapped
XA87404	Section A3 Page 4	**SR 874 / Killian Parkway Interchange** HEFT to Kendall Drive	Modifications to Interchanges, toll plazas ramp plazas and new construction	Construction	$56,549,000	2009-2012	**#3**
XA87409	Section A3 Page 4	**SR 874 Mainline Construction** Kendall Drive to SR 826	Modifications to Mainline Roadway	Construction	$92,470,000	2010-2012	Not Mapped
XA87410	Section A3 Page 5	**SR 874 Ramp Connector** SW 136 Street to SR 874	Extension of SR 874 to SW 136 Street	Project Development	$598,000	2009-2011	**#4**
XA87411	Section A3 Page 5	**SR 874/SR 826 Interchange Improvements** North of SR 874/826 to South of SR 874/826	Interchange Improvements	Construction	$30,002,000	2009-2011	Not Mapped
PW671572B	Section A5 Page 32	**SW 184 Street** From SW 147 Avenue to SW 137 Avenue	Widen from 2 to 4 lanes	Construction	$2,009,000	2009-2010	**#5**
PW20040343	Section A7 Page 11	**SW 137 Avenue** From SW 200 Street to US-1	New 2 lane roadway	Construction	$21,341,000	2010-2012	**#6**
PW20040344	Section A7 Page 11	**SW 137 Avenue** From HEFT to US-1	Widen from 2 to 4 lanes	Construction	$9,048,000	2009-2012	Not Mapped
PW20040346A	Section A7 Page 14	**SW 136 Street** From SW 127 Ave to Florida's Turnpike	Widen from 2 to 4 lanes	Under Study	$4,000,000	Prior Years	**#7**
PW20040372	Section A7 Page 14	**SW 157 Avenue** From SW 152 Street to SW 184 Street	New 4 Lane Road	Construction	$11,425,000	2009-2011	**#8**
PW000321	Section A7 Page 14	**SW 160 Street** From SW 147 Ave to SW 137 Ave	New 4 lane Road	Construction	$1,595,000	2009-2010	**#9**
PW20040349	Section A7 Page 14	**SW 176 Street** From SW 107 Avenue to US-1	Curb and Gutter Traffic Operational Improvements	Construction	$4,630,000	2011-2013	**#10**
PW20040347	Section A7 Page 15	**SW 180 Street** From SW 147 Ave to SW 137 Ave	Curb and Gutter Traffic Operational Improvements	Construction	$154,000	2009-2010	**#11**
PW20040348	Section A7 Page 15	**SW 216 Street** From SW 127 Avenue to HEFT	Curb and Gutter Traffic Operational Improvements	Construction	$9,091,000	2010-2012	**#12**
PW20040351	Section A7 Page 17	**SW 127 Avenue** From SW 88 Street to SW 120 Street	Widen to 4 lanes with median Swales and Frontage Road	Construction	$5,042,000	Underway	**#13**
PW20040346B	Section A7 Page 19	**SW 136 Street** From SW 154 Avenue to SW 139 Court	Widen from 2 to 4 lanes	Construction	$1,285,000	2009-2010	**#14**
PW20040354a	Section A7 Page 19	**SW 157 Avenue** From SW 112 Street to SW 120 Street	New 4 lane Road	Construction	$1,450,000	2009-2010	**#15**
PW20040354	Section A7 Page 19	**SW 157 Avenue** From SW 120 Street to SW 136 Street	New 4 lane Road	Construction	$4,441,000	2009-2010	**#16**
PS0000015	Section A8 Page 3	**Kendall Drive** From SW 162 Ave to SW 157 Ave	Widen from 4 to 6 lanes Kendall Town Center	Construction	$700,000	Underway	**#17**
PS0000016	Section A8 Page 3	**Kendall Drive** From SW 157 Ave to SW 150 Ave	Widen from 4 to 6 lanes Kendall Town Center	Construction	$650,000	Underway	**#18**
PS0000017	Section A8 Page 3	**SW 137 Avenue** From Sunset Drive to Kendall Drive	Widen from 4 to 6 lanes Kendall Town Center	Construction	$100,000	Completed to SW 84 St	**#19**
PS0000018	Section A8 Page 3	**SW 162 Avenue** From Kendall Drive to SW 96 Street	New 4 lane roadway Kendall Town Center	Construction	$1,250,000	Underway	Not Mapped
PS0000019	Section A8 Page 3	**SW 157 Avenue** From SW 94 Street to SW 96 Street	New SB travel lane Kendall Town Center	Construction	$125,000	Completed	**#20**
PS0000020	Section A8 Page 3	**SW 96 Street** From SW 162 Ave to SW 157 Ave	New 4 lane roadway Kendall Town Center	Construction	$1,000,000	Completed	**#21**
TA0000094	Section A11 Page 15	**Kendall BRT** From Dadeland North to SW 167 Ave	Bus Acquisition and Roadway Construction	Capital Construction	$6,640,000 $3,360,000	2009-2013 2012-2013	Not Mapped
427700-1	Turnpike Enterprise Work Program	**HEFT at Coral Reef Dr/SW 117 Ave** HEFT to SW 152 Street	Ramp and Intersection Modifications	Construction	$956,908	2011-2012	**#22**

Source: TIP 2010 - FY 2010-2014 Transportation Improvement Program, Metropolitan Planning Organization for the Miami Urbanized Area, adopted May 28, 2009.

Planned Transportation Improvements

Planned transportation improvements from Priorities II and III of the Long Range Transportation Plan (LRTP) 2035 have been established by Miami-Dade County as the cost feasible transportation infrastructure that will be in place by the Year 2025. The Priority II and III planned transportation improvements are identified on Figure 2B and are listed in detail on Table 3B. Highlights of those planned improvements for the Long Term Planning Horizon are outlined in Table 3D below.

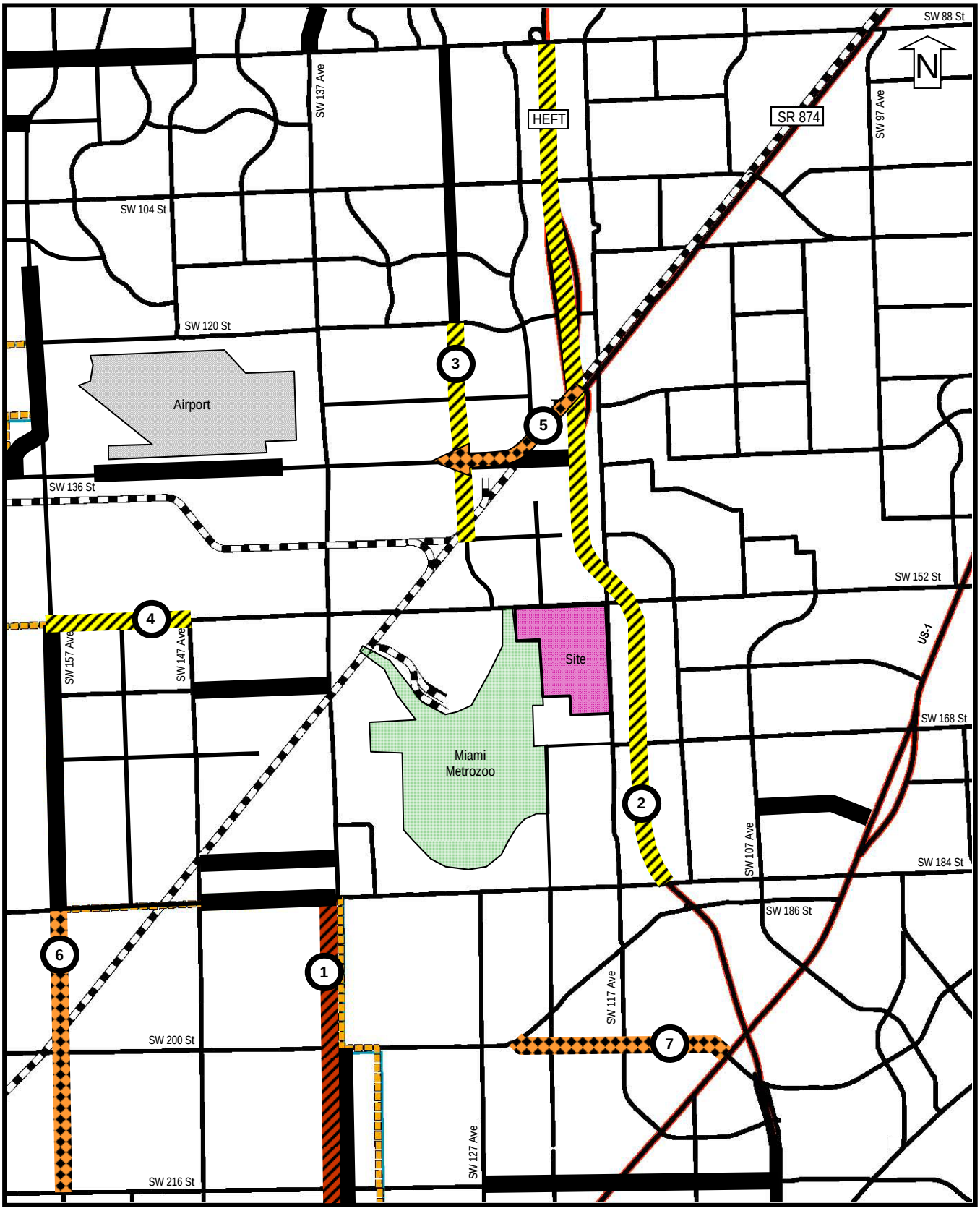
Table 3D – Highlights of the Planned Roadway Improvements from the LRTP 2035		
Roadway Improvement Location	Type of Improvement	LRTP Priority
SW 177 Avenue – SW 136 Street to SW 88 Street	Widen from 2 to 4 lanes	Priority II – 2015-2020
SW 177 Avenue – SW 88 Street to SW 8 Street	Widen from 2 to 4 lanes	Priority II – 2015-2020
SW 137 Avenue – US-1 to SW 184 Street	Widen from 2 to 4 lanes	Priority II – 2015-2020
HEFT – SW 117 Avenue to SW 88 Street	Widen to 12 lanes	Priority III - 2021–2025
SW 127 Avenue – SW 120 Street to SW 144 Street	Widen from 4 to 6 lanes	Priority III - 2021–2025
SW 152 Street – SW 147 Avenue to SW 157 Avenue	Widen from 2 to 4 lanes	Priority III - 2021–2025
SR 874 Ramp Connector – SR 874 to SW 136 Street	Ramp Connection to SW 136 Street	Priority IV- 2026-2035

Existing Miami-Dade Transit Service

Existing Miami-Dade Transit Service (updated on December 13, 2009) provides local and regional transit access to the Amendment site as outlined in Table 3E below and as illustrated on Figures 2C and 2D. The Coral Reef Max Bus Route 252 currently provides express bus service (and service at 15 minute headways during the peak hour) between the Dadeland South Metrorail Station, the Busway Corridor, SW 152 Street at SW 117 Avenue and Miami Metrozoo.

Table 3E – Existing Transit Service in the Study Area			
Transit Routes Serving the Amendment	Major Roadways Served By Metrobus Routes	Peak Hour Service Headway – Dec. 2009	Saturday/Sunday Service Headway – Dec. 2009
Route 38 – Busway Max	Busway Corridor	5-8-12-15 minutes	15-30/20-30 minutes
Route 137 – West Dade Connection	SW 137 Avenue	30-35 minutes	40-45-60/40-45-60 minutes
Route 252 – Coral Reef Max	SW 152 Street	15-20-25 minutes 20-30-60 minutes to Metrozoo	60/60 minutes 60 minutes to Metrozoo

[1] Source: Miami-Dade Transit Website



Source: LRTP 2035 adopted by the MPO on 10-29-09

Legend

- Site
- TIP 2010 – FY 2010 – 2014 (See Figure 2A)
- LRTP 2035 PRIORITY II – 2015-2020
- LRTP 2035 PRIORITY III – 2021-2025
- LRTP 2035 PRIORITY IV – 2026-2035

Figure 2B
Planned Transportation Improvements – LRTP 2035
Miami Metrozoo Entertainment Area II
February 2010

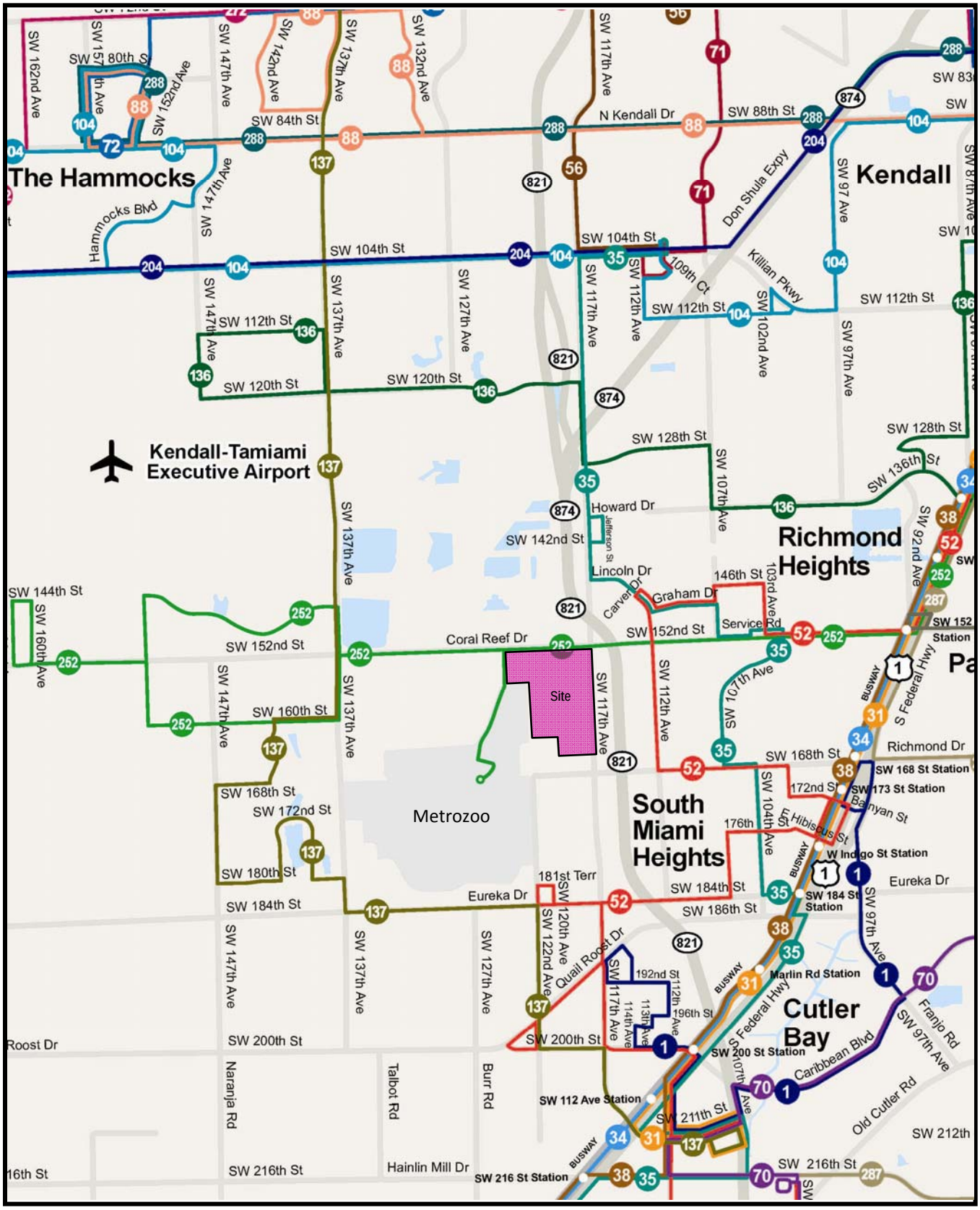
Source: Cathy Sweetapple & Associates

TABLE 3B
PLANNED TRANSPORTATION IMPROVEMENTS (2015 - 2035)
2035 LONG RANGE TRANSPORTATION PLAN

02/17/2010

LRTP Page No.	Roadway	Limits	Improvement	Timeframe	LRTP Priority	Figure 2B Ref. No.
2	**SR 977/Krome Avenue**	SW 136 Street to SR 94/Kendall Drive	Widen to 4 lanes (2 to 4)	2015-2020	**II**	Not Mapped
2	**SR 977/Krome Avenue**	SR 94/Kendall Drive to SR 90/SW 8 Street	Widen to 4 lanes (2 to 4)	2015-2020	**II**	Not Mapped
2	**SW 137 Avenue**	US-1 to SW 184 Street	Widen to 4 lanes (2 to 4)	2015-2020	**II**	**#1**
3	**SR 821/HEFT**	Eureka Drive to Kendall Drive	Widen to 8, 10, 12 lanes plus auxillary lanes	2021-2025	**III**	**#2**
3	**SW 127 Avenue**	SW 120 Street to SW 144 Street	New 4 lanes / Widen to 4 lanes	2021-2025	**III**	**#3**
3	**SW 152 Street**	SW 147 Avenue to SW 157 Avenue	Widen to 4 lanes (2 to 4)	2021-2025	**III**	**#4**
4	**SR 874 Ramp Connector**	SW 136 Street to SR 874	Ramp connection to SW 136 St	2026-2035	**IV**	**#5**
4	**SR 977/Krome Avenue**	North of SW 8 St to Mile Post 2.754	Widen to 4 lanes (2 to 4)	2026-2035	**IV**	Not Mapped
4	**SR 977/Krome Avenue**	SR-5/US-1 to Lucy St/SW 328 Street	Widen to 4 lanes (2 to 4)	2026-2035	**IV**	Not Mapped
4	**SR 977/Krome Avenue**	SW 296 Street to SW 136 Street	Widen to 4 lanes (2 to 4)	2026-2035	**IV**	Not Mapped
5	**SR 977/Krome Avenue**	Lucy St/SW 328 Street to SW 296 Street	Widen to 4 lanes (2 to 4)	2026-2035	**IV**	Not Mapped
5	**SR 977/Krome Avenue**	Mile Post 2.754 to Mile Post 5.122	Widen to 4 lanes (2 to 4)	2026-2035	**IV**	Not Mapped
5	**SR 977/Krome Avenue**	Mile Post 5.122 to Mile Post 8.151	Widen to 4 lanes (2 to 4)	2026-2035	**IV**	Not Mapped
5	**SR 977/Krome Avenue**	Mile Post 8.151 to Mile Post 10.626	Widen to 4 lanes (2 to 4)	2026-2035	**IV**	Not Mapped
5	**SR 977/Krome Avenue**	Mile Post 10.626 to Mile Post 14.184	Widen to 4 lanes (2 to 4)	2026-2035	**IV**	Not Mapped
5	**SW 72 Street/Sunset Dr**	SW 117 Avenue to SW 157 Avenue	Widen to 6 lanes (4 to 6)	2026-2035	**IV**	Not Mapped
5	**SW 104 Street**	SW 160 Avenue to SW 167 Avenue	New 4 lanes / Widen to 4 lanes	2026-2035	**IV**	Not Mapped
5	**SW 157 Avenue**	SW 184 Street to SW 216 Street	New 2 lanes	2026-2035	**IV**	**#6**
5	**SW 200 Street**	US-1 to Quail Roost Drive	Widen to 4 lanes (2 to 4)	2026-2035	**IV**	**#7**

Source: Miami-Dade 2035 Long Range Transportation Plan adopted October 29, 2009



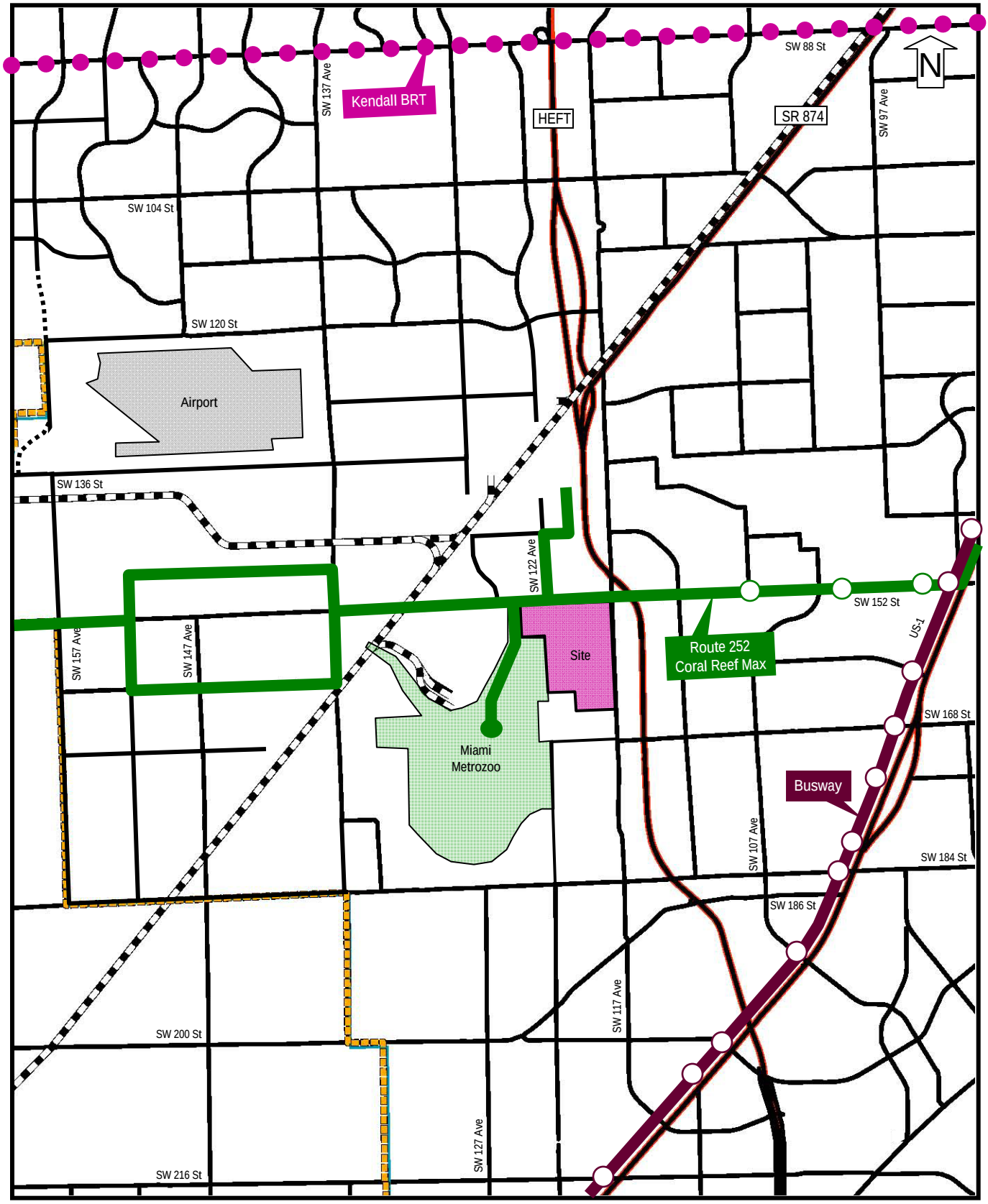
Source: December 2009 MDT Map obtained from Miami-Dade Transit

Legend

Site Location

Figure 2C
Existing Transit Service in the Study Area
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates



Legend

Site Location

Existing Busway

Existing Route 252 - Coral Reef Max

Kendall BRT – Funded for 2013

Figure 2D
Regional Transit Connectivity
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates

Traffic Concurrency Analysis – Year 2015 Short Term Planning Horizon

A traffic concurrency infrastructure analysis for Year 2015 short term planning horizon has been prepared to examine the concurrency status of the surrounding roadways consistent with the Miami-Dade County traffic concurrency criteria and guidelines. Pursuant to the analysis performed herein, adequate capacity has been found to exist at the first directly accessed traffic count stations (and at the secondary traffic count stations) located adjacent to and surrounding the project site. Each traffic count station has been found to maintain adequate available capacity to accommodate the traffic impacts from the proposed Amendment site for the short term planning horizon. The addition of the 1,588 net external PM peak hour proposed amendment trips does not exceed the available roadway capacity assigned to the surrounding traffic count stations consistent with the Miami-Dade County Public Works Department using the Miami-Dade County Traffic Count Stations database updated on November 30, 2009. Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to the Amendment Site have been found to operate at acceptable levels of service during the peak hour period, accounting for existing traffic, previously approved committed development traffic, plus the traffic from the proposed Amendment site. Available capacity and acceptable levels of service are maintained for the adjacent count stations and the study area roadway segments, meeting the traffic concurrency standards from the Miami-Dade County Comprehensive Development Master Plan. Based upon these findings, adequate existing and funded transportation infrastructure are maintained for the short term planning horizon to support the development program proposed by the Amendment. The traffic concurrency infrastructure analysis is presented in Table 4 and reflects the information listed below.

Traffic Count Data

Updated traffic counts for all roadways under both County and State jurisdiction reflect peak hour period traffic count data from year 2008 using the most recent data available from FDOT and Miami-Dade County.

Adopted LOS Standards and the Maximum Service Volumes

The adopted level of service standards used for each count station are provided by Miami-Dade County in their traffic concurrency database. The maximum service volumes for the County count stations have been obtained from the Miami-Dade County updated ArtPlan calculations from the November 30, 2009 Traffic Concurrency Count Station Database. The maximum service volumes for the State count stations are based upon Table 4 for the Two-Way Peak Hour from the FDOT 2009 Quality/LOS Handbook.

Development Order Trips

The development order trips for each count station has been obtained from the Miami-Dade County and FDOT Traffic Concurrency Count Station database last updated on November 30, 2009.

Project Assignment

The project traffic assignment to the surrounding study area roadways has been established using the Miami-Dade County Cardinal Distribution for Project Zone 1204 as obtained from the Interim Year 2015 Cost Feasible Plan from the 2030 Long Range Transportation Plan. The assignment and distribution to the surrounding roadway network and to the cardinal directions is provided using the following figures and is summarized by count station on Figure 3C:

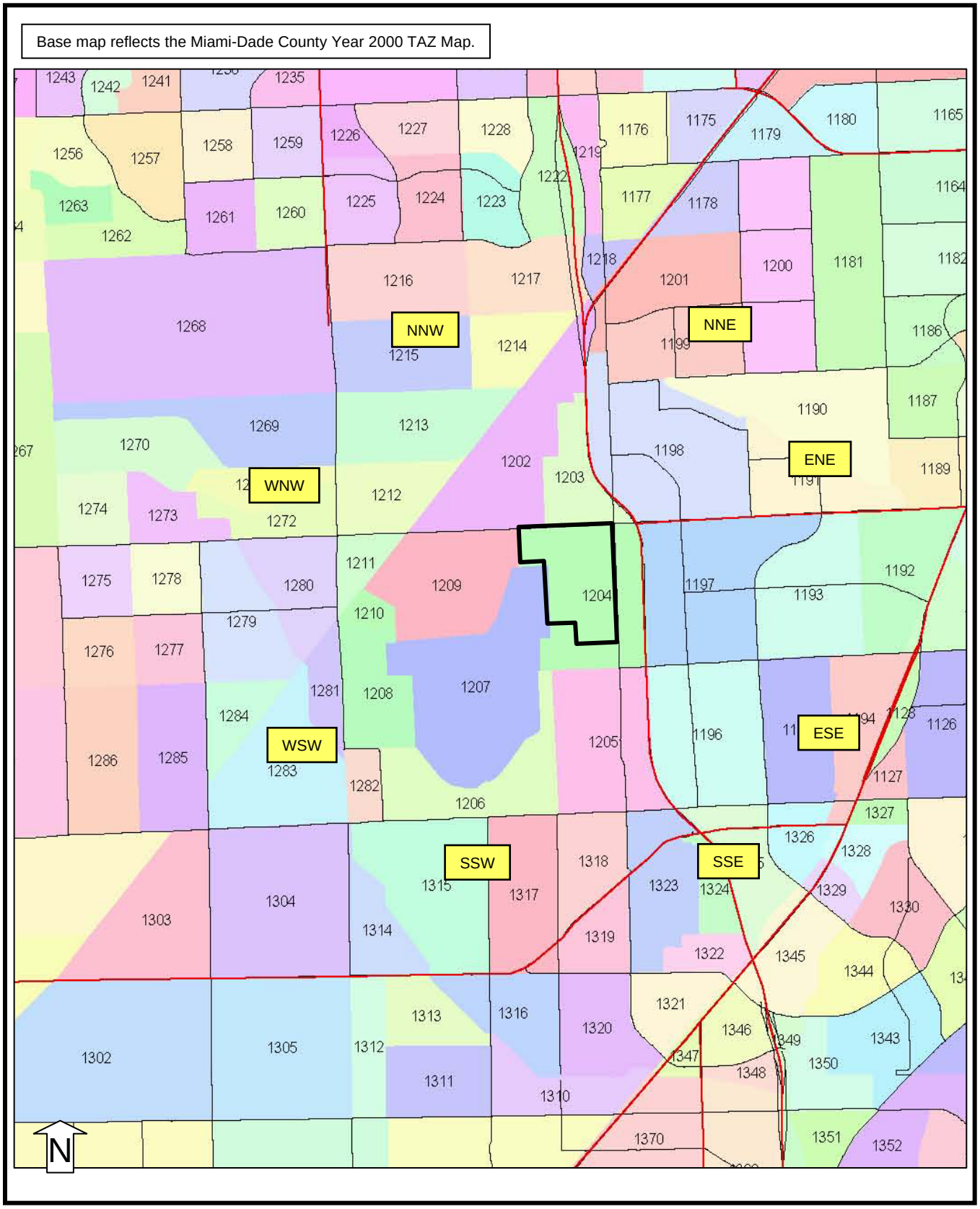
- Figure 3A - Location of Project Zone 1204
- Figure 3B - Cardinal Distribution for Zone 1204 from Interim Year 2015 of the 2030 LRTP
- Figure 3C - Cardinal Distribution and Assignment for Zone 1204 (by Cardinal Direction and by Count Station)
- Figure 4A - Traffic Concurrency Count Stations
- Figure 4B - Project Distribution for Zone 1204 (at the Traffic Concurrency Count Stations)
- Figure 4C – Project Distribution in the Study Area – 2015 Short Term Planning Horizon

Total Traffic Conditions

The concurrency analysis presented in Table 4 identifies the total traffic at each of the first directly accessed and secondary traffic count stations and the remaining capacity still available after the addition of the Amendment traffic. Table 4 addresses the Year 2015 Short Term Traffic Conditions for the following study area roadway corridors:

- SW 152 Street – SW 142 Avenue to US-1
- SW 117 Avenue – SW 136 Street to SW 186 Street
- SW 137 Avenue – SW 120 Street to SW 200 Street
- SW 168 Street – SW 117 Avenue to US-1
- SW 184 Street – SW 177 Avenue to US-1
- SR 821/HEFT – SW 88 Street to SW 211 Street
- SR 874 – HEFT to SW 104 Street

The determination of available capacity and level of service for each of the first directly accessed (and secondary) traffic count stations is made after incorporating project traffic from the proposed Amendment Site. Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to and surrounding the project site were found to operate at acceptable levels of service during the peak hour period, accounting for existing traffic, previously approved committed development traffic, plus the project traffic for the proposed Amendment Site. Based upon these findings, adequate existing and funded transportation infrastructure are maintained in the Year 2015 Short Term Planning Horizon to support the proposed Amendment for the Miami Metrozoo Entertainment Area II.



Legend

Metrozoo Entertainment Area II within Project Zone 1204

Figure 3A
Location of Project Zone 1204
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates

Miami-Dade County Interim Year 2015

DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
		CARDINAL DIRECTIONS								
1201	TRIPS	672	515	289	472	456	218	225	228	3075
	PERCENT	21.85	16.75	9.40	15.35	14.83	7.09	7.32	7.41	
1202	TRIPS	2552	2026	948	1170	389	349	336	649	8419
	PERCENT	30.31	24.06	11.26	13.90	4.62	4.15	3.99	7.71	
1203	TRIPS	1787	1323	612	1461	1082	850	771	1287	9173
	PERCENT	19.48	14.42	6.67	15.93	11.80	9.27	8.41	14.03	
1204	TRIPS	1451	903	401	992	802	422	507	1291	6769
	PERCENT	21.44	13.34	5.92	14.66	11.85	6.23	7.49	19.07	
1205	TRIPS	2126	942	330	903	241	556	201	576	5875
	PERCENT	36.19	16.03	5.62	15.37	4.10	9.46	3.42	9.80	
1206	TRIPS	372	208	273	160	278	57	104	223	1675
	PERCENT	22.21	12.42	16.30	9.55	16.60	3.40	6.21	13.31	
1207	TRIPS	268	119	107	135	209	233	212	246	1529
	PERCENT	17.53	7.78	7.00	8.83	13.67	15.24	13.87	16.09	
1208	TRIPS	116	51	58	40	70	36	22	91	484
	PERCENT	23.97	10.54	11.98	8.26	14.46	7.44	4.55	18.80	
1209	TRIPS	71	66	22	35	43	13	33	57	340
	PERCENT	20.88	19.41	6.47	10.29	12.65	3.82	9.71	16.76	
1210	TRIPS	96	69	35	41	58	21	26	78	424
	PERCENT	22.64	16.27	8.25	9.67	13.68	4.95	6.13	18.40	
1211	TRIPS	1407	1280	500	568	602	305	204	934	5800
	PERCENT	24.26	22.07	8.62	9.79	10.38	5.26	3.52	16.10	
1212	TRIPS	175	234	50	98	54	27	57	83	778
	PERCENT	22.49	30.08	6.43	12.60	6.94	3.47	7.33	10.67	
1213	TRIPS	101	47	54	40	75	34	24	118	493
	PERCENT	20.49	9.53	10.95	8.11	15.21	6.90	4.87	23.94	
1214	TRIPS	977	521	232	437	483	326	480	734	4190
	PERCENT	23.32	12.43	5.54	10.43	11.53	7.78	11.46	17.52	
1215	TRIPS	1673	1374	681	690	1045	414	490	1906	8273
	PERCENT	20.22	16.61	8.23	8.34	12.63	5.00	5.92	23.04	

Legend

Figure 3B
Cardinal Distribution for Zone 1204 from Interim Year 2015 of the 2030 LRTP
Miami Metrozoo Entertainment Area II
February 2010

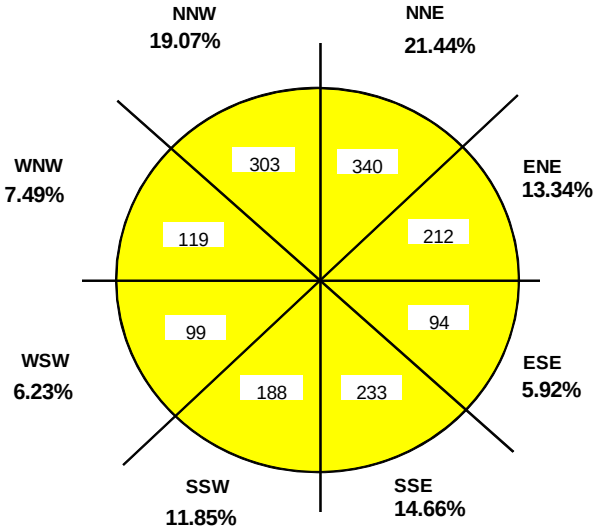
Source: Cathy Sweetapple & Associates

CARDINAL DISTRIBUTION

PROJECT: Metrozoo Entertainment Area II

TAZ #	**# 1204 - 2015**	
Trips	**1,588**	**PM Trips**
NNE	**21.44%**	**340**
ENE	**13.34%**	**212**
ESE	**5.92%**	**94**
SSE	**14.66%**	**233**
SSW	**11.85%**	**188**
WSW	**6.23%**	**99**
WNW	**7.49%**	**119**
NNW	**19.07%**	**303**
	100.00%	**1,588**

TRIP DISTRIBUTION



Cardinal Direction	Count Station	Distribution Percentage
NNE	2266	21.44%
ENE	9752 0056	6.67% 6.67%
ESE	9868	5.92%
SSE	2256 9874	12.66% 2.0%
SSW	9876 9756	5.93% 5.92%
WSW	9854 9818	3.12% 3.11%
WNW	9854	7.49%
NNW	9816	19.07%
NNW-WNW-WSW	9852	32.79%
NNE-ENE-ESE-SSE-SSW	9850	53.08% (213 Theme Park Trips + 630 Hotel/Conference Center Trips)
NNE-ENE-ESE-SSE-SSW	9754	45.53% (482 Theme Park Trips + 241 Hotel/Conference Center Trips)

Source: *Miami-Dade Transportation Plan to the Year 2030 - Directional Trip Distribution Report*, January 2005, Miami-Dade Interim 2015 Cost Feasible Plan.

Legend

Figure 3C
Cardinal Distribution and Assignment for 1204 from Interim Year 2015 of the 2030 LRTP
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates

Legend

Site Location

9756 First Directly Accessed Count Stations

9788 Secondary Count Stations

Project Access Locations

Figure 4A
Traffic Concurrency Count Stations
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates

Legend

Site Location

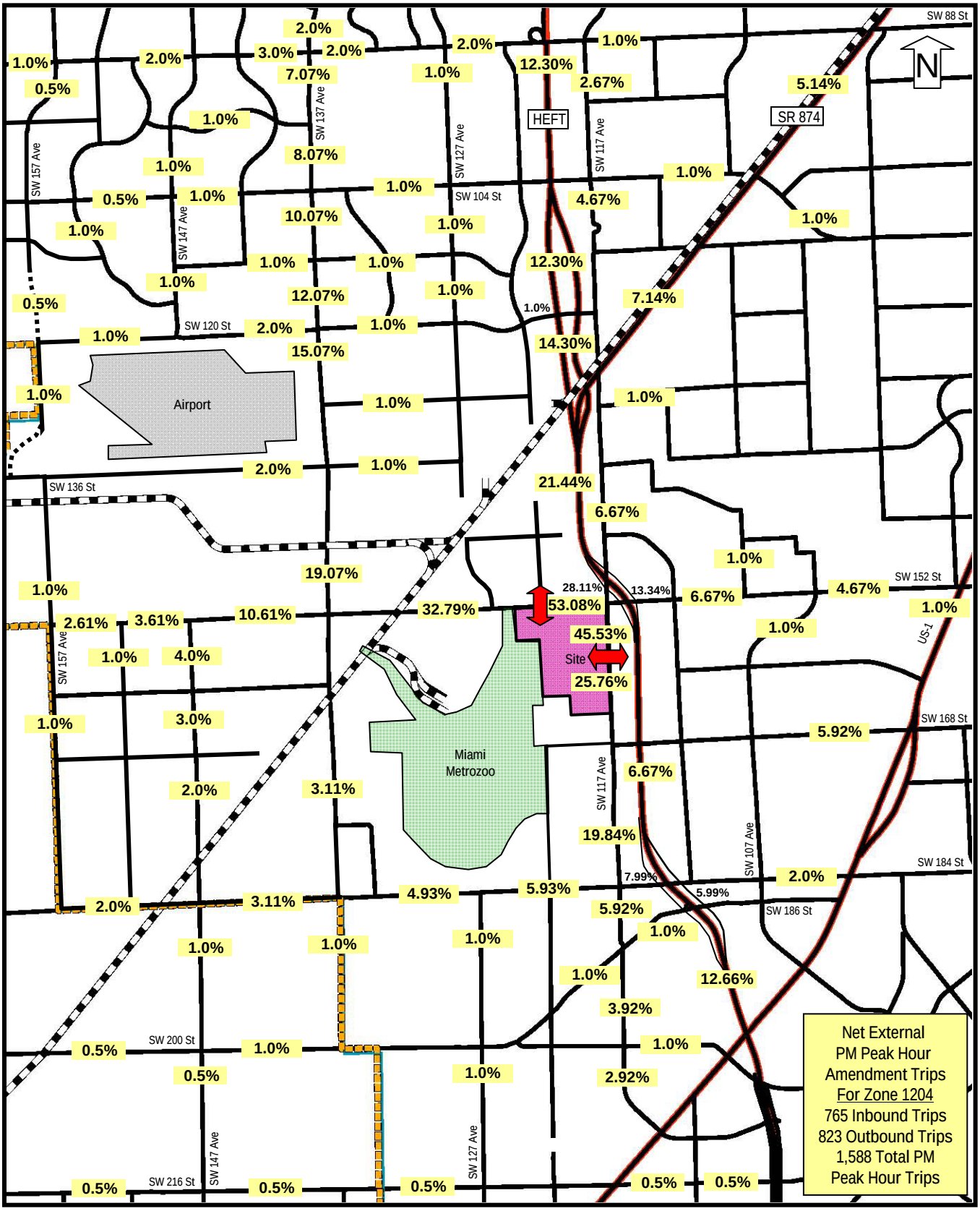
1.0% Project Distribution at the First Directly Accessed Count Stations

1.0% Project Distribution

Project Access Locations

Figure 4B
Project Distribution for Zone 1204
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates



Legend

Site Location

New Roadway Connections – TIP 2010

Project Access Locations

Figure 4C
Project Distribution – 2015 Short Term Planning Horizon
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates

Table 4
Miami Metrozoo Entertainment Area II
Traffic Concurrency Capacity Analysis

2/17/10

Count Station	Description	[1] Existing Lanes	[1] Two Way Peak Hour Capacity	Count Date	[2] 2008 PHP Vol	Capacity Available after PHP Vol	[3] D.O.'s as of 11/30/2009	Capacity Available after D.O.'s	Zone 1207 Dist.%	Area I Net New PM Peak Hour Trips 220	Zone 1209 Dist.%	Area I Net New PM Peak Hour Trips 250	Zone 1204 Dist.%	Area II New PM Peak Hour Trips 1588	Total PHP Vol	Capacity Available after Project	[5] Max LOS	LOS	Meets LOS Standard Yes or No?
1106	SW 152 Street, west of US-1 to SW 112 Avenue	A 4	4,080	2/5-7/08	2,851	1,229	19	1,210	10.93%	24	10.91%	27	6.67%	106	3,027	1,053	EE	D	Yes
0056	SW 152 Street, west of SW 112 Avenue to HEFT	A 4	4,080	2/5-7/08	2,468	1,612	71	1,541	10.93%	24	10.91%	27	13.34%	212	2,802	1,278	EE	D	Yes
9850	SW 152 Street, west of SW 117 Avenue to SW 124 Avenue	A 6	6,048	2008	4,400	1,648	367	1,281	48.31%	106	62.11%	155	53.08%	843	5,871	177	EE	E+.16	Yes
9852	SW 152 Street, west of SW 124 Avenue to SW 137 Avenue	A 6	5,868	2008	3,784	2,084	253	1,831	51.69%	114	37.89%	95	32.79%	521	4,766	1,102	EE	E	Yes
9854	SW 152 Street, west of SW 137 Avenue to SW 142 Avenue	A 4	6,096	2008	1,902	4,194	938	3,256	14.30%	31	7.02%	18	10.61%	168	3,057	3,039	EE	E	Yes
9752	SW 117 Avenue, south of SW 136 Street	A 4	3,210	2008	2,128	1,082	177	905	3.00%	7	8.00%	20	6.67%	106	2,438	772	D	C	Yes
9752	SW 117 Avenue, north of SW 152 Street	A 4	3,210	2008	2,128	1,082	177	905	3.00%	7	8.00%	20	28.11%	446	2,778	432	D	C	Yes
9754	SW 117 Avenue, south of SW 152 Street	A 4	3,590	2008	1,226	2,364	100	2,264	3.00%	7	6.00%	15	45.53%	723	2,071	1,519	D	C	Yes
9754	SW 117 Avenue, north of SW 168 Street	A 4	3,590	2008	1,226	2,364	100	2,264	3.00%	7	6.00%	15	25.76%	409	1,757	1,833	D	C	Yes
9754	SW 117 Avenue, south of SW 168 Street	A 4	3,590	2008	1,226	2,364	100	2,264	3.00%	7	6.00%	15	19.84%	315	1,663	1,927	D	C	Yes
9756	SW 117 Avenue, south of SW 184 Street to Quail Roost Dr	A 2	1,320	2008	1,042	278	46	232	1.00%	2	3.00%	8	5.92%	94	1,192	128	D	D	Yes
9814	SW 137 Avenue, south of SW 120 Street to SW 136 Street	A 6	7,000	2008	4,325	2,675	699	1,976	14.09%	31	14.76%	37	16.07%	255	5,347	1,653	E	C	Yes
9816	SW 137 Avenue, south of SW 136 Street to SW 152 Street	A 6	6,400	2008	3,593	2,807	720	2,087	16.09%	35	16.76%	42	19.07%	303	4,693	1,707	E	C	Yes
9818	SW 137 Avenue, south of SW 152 Street to SW 184 Street	6	4,110	2008	2,863	1,247	440	807	22.07%	49	16.47%	41	3.11%	49	3,442	668	D	C	Yes
9820	SW 137 Avenue, south of SW 184 Street to SW 200 Street	2	1,460	2008	748	712	93	619	12.07%	27	6.47%	16	1.00%	16	900	560	D	C	Yes
9868	SW 168 Street, west of US-1 to SW 117 Avenue	2	1,190	2008	764	426	145	281	0.00%	0	0.00%	0	5.92%	94	1,003	187	D	D	Yes
9874	SW 184 Street, west of US-1	4	3,420	2008	1,206	2,214	2	2,212	3.00%	7	3.00%	8	2.00%	32	1,254	2,166	D	C	Yes
9874	SW 184 Street, west of HEFT to SW 117 Ave	4	3,420	2008	1,206	2,214	2	2,212	3.00%	7	3.00%	8	14.66%	233	1,455	1,965	D	D	Yes
9876	SW 184 Street, west of SW 117 Avenue to SW 137 Avenue	A 4	3,390	2008	1,484	1,906	178	1,728	3.00%	7	3.00%	8	5.93%	94	1,770	1,620	D	C	Yes
9878	SW 184 Street, west of SW 137 Avenue to SW 147 Avenue	4	3,400	2008	1,156	2,244	504	1,740	5.00%	11	5.00%	13	3.11%	49	1,733	1,667	D	B	Yes
9879	SW 184 Street, west of SW 147 Avenue to SW 157 Avenue	2	1,380	2008	853	527	21	506	3.00%	7	3.00%	8	2.00%	32	920	460	D	D	Yes
9880	SW 184 Street, west of SW 157 Avenue to SW 177 Avenue	2	1,170	2008	749	421	90	331	3.00%	7	3.00%	8	1.00%	16	869	301	C	B	Yes
2246	Florida's Turnpike, south of SW 88 Street	6L Exp	10,150	2008 [4]	7,672	2,478	38	2,440	8.53%	19	10.88%	27	14.30%	227	7,983	2,167	D	C	Yes
2274	SR 874 northeast of SR 821	4L Exp	6,770	9/16-18/08	6,240	530	6	524	9.00%	20	10.00%	25	7.14%	113	6,404	366	D	D	Yes
2266	Florida's Turnpike, north of SW 152 Street	10L Exp	16,930	2008 [4]	13,368	3,562	74	3,488	17.53%	39	20.88%	52	21.44%	340	13,873	3,057	D	C	Yes
2254	Florida's Turnpike, south of SW 152 Street	8L Exp	13,480	2008 [4]	11,272	2,208	132	2,076	15.66%	34	10.29%	26	6.67%	106	11,570	1,910	D	D	Yes
2256	Florida's Turnpike, south of SW 186 Street	6L Exp	10,150	2008 [4]	9,216	934	26	908	13.66%	30	8.29%	21	12.66%	201	9,494	656	D	D	Yes

Table 4
Miami Metrozoo Entertainment Area II
Traffic Concurrency Capacity Analysis

2/17/10

Notes:

[1] Source for the lane geometry and maximum service volumes: Miami-Dade County Public Works Department Concurrency Database, unless otherwise noted.
Source for the maximum service volumes for State Count Stations: FDOT 2009 Quality/LOS Handbook published on 9-4-09.

[2] Year 2008 Traffic Counts on State Roads have been obtained from FDOT. Year 2008 Traffic Counts for County Roads have been obtained from the Miami-Dade County Public Works Department.

[3] Source for the Approved D.O.'s: Miami-Dade County Public Works Department Concurrency Database dated November 30, 2009.

[4] The two way peak hour turnpike counts are derived from the Year 2008 turnpike daily count, mulitplied by 0.08 to provide the two way peak hour period volume.
Count Station 2246 = 95,900 * 0.08 = 7,672
Count Station 2266 = 167,100 * 0.08 = 13,368
Count Station 2254 = 140,900 * 0.08 = 11,272
Count Station 2256 = 115,200 * 0.08 = 9,216

[5] EE = 120% of LOS E, Extraordinary Transit between Urban Infill Area and the UDB.

Station	**Day 1**	**Day 2**	**Day 3**	**Average PHP**	**Count Date**	AADT	PHP as a % of Daily
0056	2360	2498	2546	**2468**	2/5-7/2008	35,000	0.071
1106	2739	2935	2880	**2851**	2/5-7/2008	35,500	0.080
2274	6865	6002	5853	**6240**	9/16-18/08	88,500	0.071

Counts reflect the average of the two consecutive highest peak hours.

Transportation Infrastructure Analysis for the Year 2025 Long Term Planning Horizon

The evaluation of the Year 2025 Long Term Planning Horizon includes a comprehensive network analysis to evaluate the adequacy of the transportation infrastructure in the study area surrounding the Amendment site. The analysis includes an evaluation of existing peak hour period traffic conditions, an evaluation of Year 2025 future background and committed development traffic conditions (without the Amendment), and an evaluation of Year 2025 total traffic conditions with the impact of the Amendment site.

The study area includes the arterial and collector roadway network extending to SW 88 Street on the north, SR 821, SR 874 and US-1 on the east, SW 216 Street on the south and SW 157 Avenue on the west. The Year 2025 network analysis incorporates the future transportation infrastructure which consists of the expanded lane geometry for roadways currently under construction, improvements funded in TIP 2010 and improvements from Priorities II and III of the LRTP 2035. Priority III of the LRTP 2035 includes the four lane expansion to SW 127 Avenue from SW 120 Street to SW 144 Street, including the completion of the roadway connection across the CSX railroad to create a continuous north/south roadway connection to SW 152 Street. This improvement allows a portion of the Amendment traffic that was previously assigned to SW 137 Avenue, to shift to SW 122 Avenue and SW 127 Avenue.

Project Traffic Assignment for the Long Term Planning Horizon

This change in traffic assignment can be illustrated between Figure 4C (reflecting the project distribution for the Short Term Planning Horizon as provided above in the Traffic Concurrency Analysis) and attached Figure 4D reflecting the project distribution for the Long Term Planning Horizon. The project distribution has been developed using the cardinal distribution from TAZ 1204 which was refined using the preliminary FSUTMS modeling plots prepared to evaluate the distribution and assignment of the Amendment trips. The detailed project distribution at Project Access A (to and from SW 152 Street) and Project Access B (to and from SW 117 Avenue) is provided on attached Figure 4E. Also included are the net external inbound and outbound project trips at each of the project access locations:

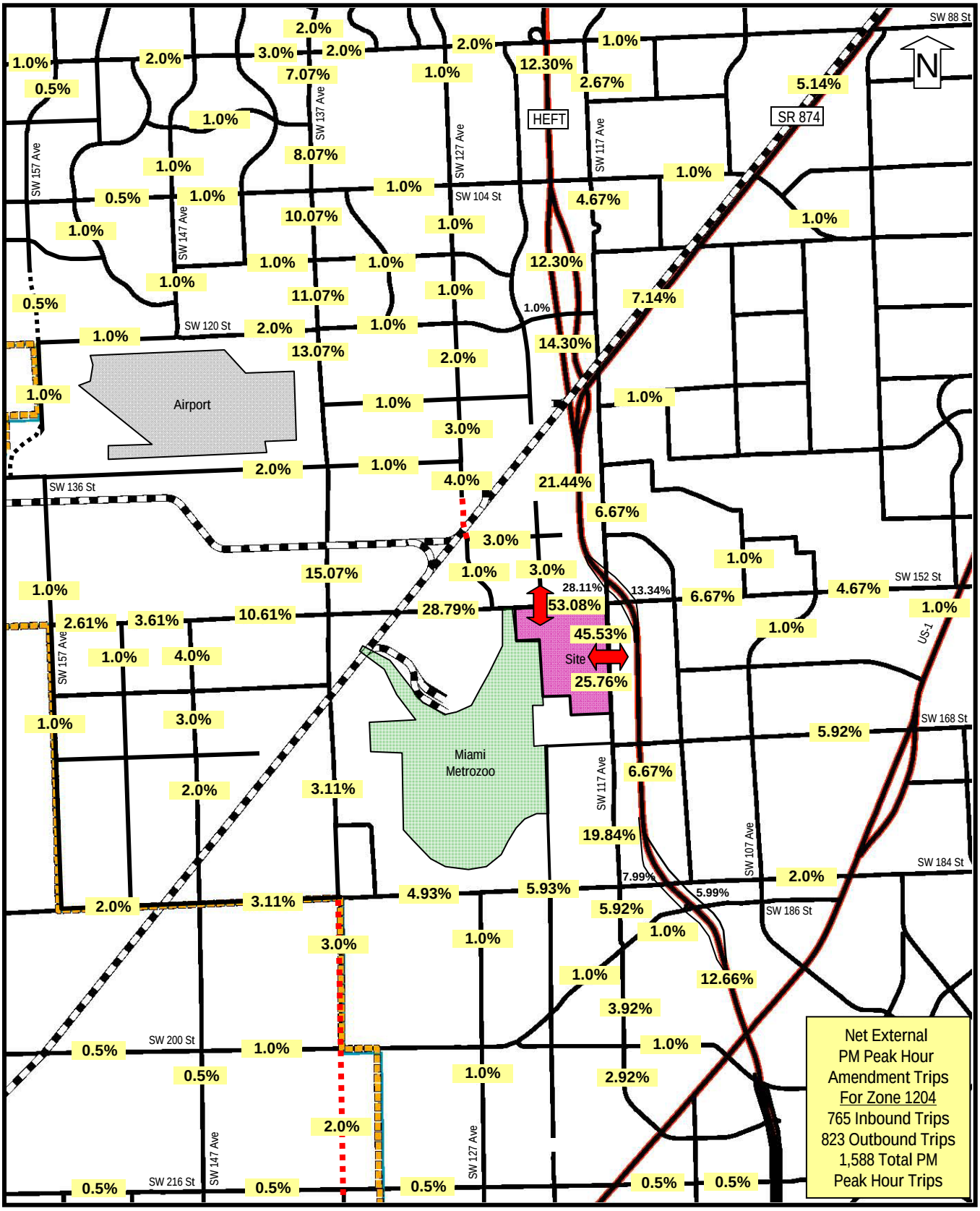
Project Access A for the Hotel, Restaurant, Bar and Conference Center includes:

- 362 inbound trips
- 576 outbound trips
- 938 total trips

Project Access B for the Theme Park includes:

- 403 inbound trips
- 247 outbound trips
- 650 total trips

Table 5A (attached herein) provides the detailed project distribution for the study area and includes a significance determination analysis to identify where the Amendment trips would consume 5.0% or more of the adopted maximum service volume of the regional roadway network. The impact of the Amendment trips were found to exceed 5.0% of the adopted maximum service volume for portions of SW 152 Street, SW 117 Avenue and SW 168 Street as illustrated on Figure 5A.



Legend

Site Location

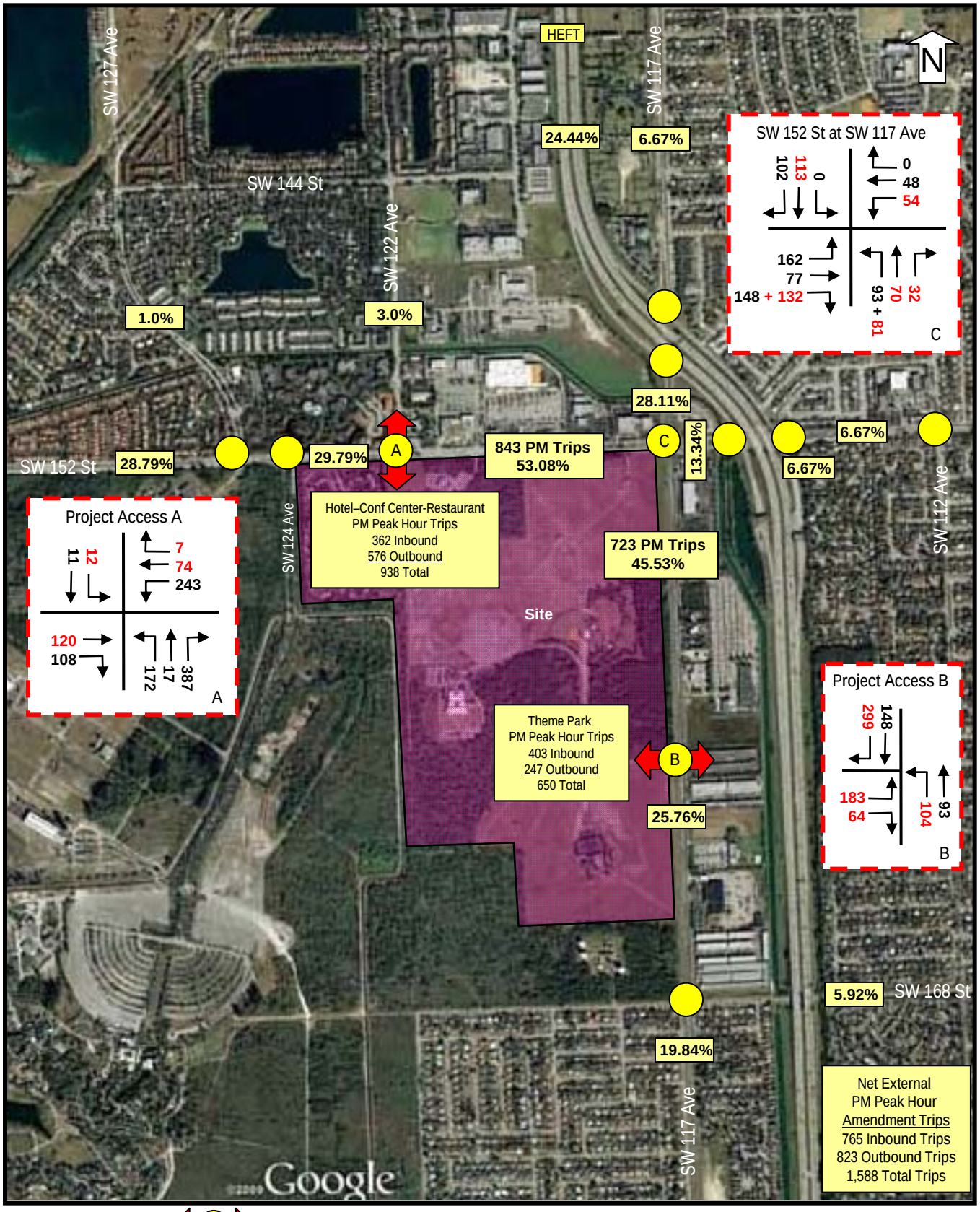
New Roadway Connections – TIP 2010

Planned Roadway Connections - 2015-2025

Project Access Locations

Figure 4D
Project Distribution - 2025 Long Term Planning Horizon
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates



Site Location

Signalized Project Access Locations

Signalized Intersections adjacent to the Site

117 Hotel-Conference Center-Restaurant PM Trips

131 Theme Park PM Trips

Figure 4E
PM Peak Hour Project Turning Movements
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates

Table 5A
Miami Metrozoo Entertainment Area II - Project Distribution and Significance Determination to establish the Study Area
Two-Way PM Peak Hour

2/17/2010

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	Miami Metrozoo Entertainment Area II: TAZ 1204 Project Dist. [3]	Hotel-Conf PM PK HR TRIPS 938	TAZ 1204 Project Dist. [3]	Theme Park PM PK HR TRIPS 650	TOTAL PM PK HR AMENDMENT TRIPS 1588	[4] TWO-WAY PEAK HOUR MAX CAPACITY	PROJECT AS A PERCENT OF MSV	[5] PROJECT TRIPS ≥ 5% YES / NO
SW 157 Avenue										
SW 88 Street to SW 112 Street	4LD	D	0.50%	5	0.50%	3	8	3,204	0.25%	NO
SW 112 Street to SW 120 Street	4LD - TIP 2010	D	0.50%	5	0.50%	3	8	3,204	0.25%	NO
SW 120 Street to SW 136 Street	4LD - TIP 2010	D	1.00%	9	1.00%	7	16	3,204	0.50%	NO
SW 136 Street to SW 152 Street	4LD	D	1.00%	9	1.00%	7	16	3,204	0.50%	NO
SW 152 Street to SW 184 Street	4LD - TIP 2010	D	1.00%	9	1.00%	7	16	3,204	0.50%	NO
SW 147 Avenue										
SW 88 Street to SW 104 Street	4LD	D	1.00%	9	1.00%	7	16	3,204	0.50%	NO
SW 104 Street to SW 120 Street	4LD	D	1.00%	9	1.00%	7	16	3,204	0.50%	NO
SW 152 Street to SW 184 Street	2LU	D	4.00%	38	4.00%	26	64	1,440	4.41%	NO
SW 184 Street to SW 200 Street	2LU	C	1.00%	9	1.00%	7	16	1,350	1.18%	NO
SW 200 Street to SW 216 Street	2LU	C	0.50%	5	0.50%	3	8	1,350	0.59%	NO
SW 137 AVENUE										
SW 88 Street to SW 104 Street	6LD	E	8.07%	76	8.07%	52	128	5,360	2.39%	NO
SW 104 Street to SW 120 Street	6LD	E	11.07%	104	11.07%	72	176	5,360	3.28%	NO
SW 120 Street to SW 136 Street	6LD	E	13.07%	123	13.07%	85	208	5,150	4.03%	NO
SW 136 Street to SW 152 Street	6LD	E	15.07%	141	15.07%	98	239	5,150	4.65%	NO
SW 152 Street to SW 184 Street	6LD	D	3.11%	29	3.11%	20	49	4,824	1.02%	NO
SW 184 Street to SW 200 Street	4LD - LRTP II	D	3.00%	28	3.00%	20	48	3,204	1.49%	NO
SW 127 AVENUE										
SW 88 Street to SW 104 Street	4LD Under CST	D	1.00%	9	1.00%	7	16	3,204	0.50%	NO
SW 104 Street to SW 120 Street	4LD Under CST	D	1.00%	9	1.00%	7	16	3,204	0.50%	NO
SW 120 Street to SW 122 Street	4LD	D	2.00%	19	2.00%	13	32	3,204	0.99%	NO
SW 122 Street to SW 136 Street	4LD - LRTP III	D	3.00%	28	3.00%	20	48	3,204	1.49%	NO
SW 136 Street to SW 144 Street	4LD - LRTP III	D	4.00%	38	4.00%	26	64	3,204	1.98%	NO
SW 144 Street to SW 152 Street	4LD	D	1.00%	9	1.00%	7	16	3,204	0.50%	NO
SW 184 Street to SW 200 Street	2LU	D	1.00%	9	1.00%	7	16	1,440	1.10%	NO
SW 200 Street to SW 216 Street	2LU	D	1.00%	9	1.00%	7	16	1,440	1.10%	NO
SW 124 AVENUE										
SW 152 Street to Metrozoo	4LD	D	1.00%	9	1.00%	7	16	3,204	0.50%	NO
SW 122 AVENUE										
SW 144 Street to SW 152 Street	4LD	D	3.00%	28	3.00%	20	48	3,204	1.49%	NO
SW 117 AVENUE										
SW 88 Street to SW 104 Street	4LD	D	2.67%	25	2.67%	17	42	2,898	1.46%	NO
SW 104 Street to SW 120 Street	4LD	D	4.67%	44	4.67%	30	74	2,898	2.56%	NO
SW 120 Street to SW 136 Street	4LD	D	5.67%	53	5.67%	37	90	2,898	3.11%	NO
SW 136 Street to HEFT Ramps	4LD	D	6.67%	63	6.67%	43	106	2,898	3.65%	NO
HEFT Ramps to SW 152 Street	6LD - LRTP III	D	28.11%	264	28.11%	183	446	4,392	**10.16%**	**YES**
SW 152 Street to Project Entrance	4LD	D	45.53%	427	45.53%	296	723	3,204	**22.57%**	**YES**
Project Entrance to SW 168 Street	4LD	D	45.53%	427	45.53%	296	723	3,204	**22.57%**	**YES**
SW 168 Street to SW 184 Street	4LD	D	19.84%	186	19.84%	129	315	3,204	**9.83%**	**YES**
SW 184 Street to SW 186 Street	2LU	D	5.92%	56	5.92%	38	94	1,440	**6.53%**	**YES**
SW 186 Street to SW 200 Street	2LU	D	3.92%	37	3.92%	25	62	1,440	4.32%	NO
SW 200 Street to SW US-1	4LD	D	2.92%	27	2.92%	19	46	3,204	1.45%	NO
HEFT										
SW 88 Street to SW 120 Street	12LD - LRTP III	D	12.30%	115	12.30%	80	195	21,950	0.89%	NO
SW 120 Street to SR 874	12LD - LRTP III	D	14.30%	134	14.30%	93	227	21,950	1.03%	NO
SR 874 to SW 152 Street	12LD - LRTP III	D	21.44%	201	21.44%	139	340	21,950	1.55%	NO
SW 152 Street to SW 184 Street	12LD - LRTP III	D	6.67%	63	6.67%	43	106	21,950	0.48%	NO
SW 184 Street to SW 211 Street	6LD	D	12.66%	119	12.66%	82	201	10,150	1.98%	NO
SW 211 Street to SW 112 Avenue	4LD	D	12.66%	119	12.66%	82	201	6,770	2.97%	NO

Table 5A
Miami Metrozoo Entertainment Area II - Project Distribution and Significance Determination to establish the Study Area
Two-Way PM Peak Hour

2/17/2010

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	Miami Metrozoo Entertainment Area II: TAZ 1204 Project Dist. [3]	Hotel-Conf PM PK HR TRIPS 938	TAZ 1204 Project Dist. [3]	Theme Park PM PK HR TRIPS 650	TOTAL PM PK HR AMENDMENT TRIPS 1588	[4] TWO-WAY PEAK HOUR MAX CAPACITY	PROJECT AS A PERCENT OF MSV	[5] PROJECT TRIPS ≥ 5% YES / NO
SR 874										
HEFT to Toll Plaza	6LD	D	7.14%	67	7.14%	46	113	10,150	1.12%	NO
Toll Plaza to SW 104 Street	**Under CST**	D	7.14%	67	7.14%	46	113	10,150	1.12%	NO
SW 104 Street to SR 878	8LD	D	5.14%	48	5.14%	33	82	13,480	0.61%	NO
US-1										
SW 112 Street to SW 136 Street	6LD	EE	1.00%	9	1.00%	7	16	6,180	0.26%	NO
SW 136 Street to SW 152 Street	6LD	EE	1.00%	9	1.00%	7	16	6,180	0.26%	NO
SW 152 Street to SW 168 Street	6LD	EE	1.00%	9	1.00%	7	16	6,180	0.26%	NO
SW 168 Street to SW 184 Street	3LOW SB	EE	1.00%	9	1.00%	7	16	3,708	0.43%	NO
SW 168 Street to SW 184 Street	3LOW NB	EE	1.00%	9	1.00%	7	16	3,708	0.43%	NO
SW 184 Street to SW 200 Street	6LD	EE	1.00%	9	1.00%	7	16	6,180	0.26%	NO
SW 200 Street to SW 216 Street	6LD	EE	1.00%	9	1.00%	7	16	6,180	0.26%	NO
SW 88 Street										
SW 177 Avenue to SW 167 Avenue	4LD	D	1.00%	9	1.00%	7	16	3,560	0.45%	NO
SW 167 Avenue to SW 157 Avenue	**6LD Under CST**	EE	1.00%	9	1.00%	7	16	6,180	0.26%	NO
SW 157 Avenue to SW 147 Avenue	**6LD Under CST**	EE	2.00%	19	2.00%	13	32	6,180	0.51%	NO
SW 147 Avenue to SW 137 Avenue	6LD	EE	3.00%	28	3.00%	20	48	6,180	0.77%	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	2.00%	19	2.00%	13	32	6,180	0.51%	NO
SW 127 Avenue to SR 821/HEFT	8LD	EE	2.00%	19	2.00%	13	32	8,256	0.38%	NO
SR 821/HEFT to SW 117 Avenue	6LD	EE	1.00%	9	1.00%	7	16	6,180	0.26%	NO
SW 117 Avenue to SW 107 Avenue	6LD	EE	1.00%	9	1.00%	7	16	6,180	0.26%	NO
SW 107 Avenue to SR 874	6LD	EE	1.00%	9	1.00%	7	16	6,180	0.26%	NO
SR 874 to SW 87 Avenue	6LD	EE	1.00%	9	1.00%	7	16	6,180	0.26%	NO
SW 87 Avenue to SR 826	6LD	EE	1.00%	9	1.00%	7	16	6,180	0.26%	NO
SW 104 Street										
SW 157 Avenue to SW 147 Avenue	4LD	EE	1.00%	9	1.00%	7	16	3,845	0.41%	NO
SW 147 Avenue to SW 137 Avenue	4LD	EE	1.00%	9	1.00%	7	16	3,845	0.41%	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	1.00%	9	1.00%	7	16	5,789	0.27%	NO
SW 127 Avenue to SW 117 Avenue	6LD	EE	1.00%	9	1.00%	7	16	5,789	0.27%	NO
SW 117 Avenue to SR 874	6LD	EE	1.00%	9	1.00%	7	16	5,789	0.27%	NO
SW 120 Street										
SW 157 Avenue to SW 137 Avenue	4LD	D	2.00%	19	2.00%	13	32	2,898	1.10%	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	1.00%	9	1.00%	7	16	2,898	0.55%	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	1.00%	9	1.00%	7	16	2,898	0.55%	NO
SW 136 Street										
SW 157 Avenue to SW 147 Avenue	**4LD Under CST**	D	2.00%	19	2.00%	13	32	3,204	0.99%	NO
SW 147 Avenue to SW 137 Avenue	**4LD Under CST**	D	2.00%	19	2.00%	13	32	3,204	0.99%	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	2.00%	19	2.00%	13	32	3,204	0.99%	NO
SW 152 Street										
SW 157 Avenue to SW 147 Avenue	**4LD - LRTP III**	EE	3.61%	34	3.61%	23	57	3,845	1.49%	NO
SW 147 Avenue to SW 137 Avenue	4LD	EE	10.61%	100	10.61%	69	168	3,845	4.38%	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	28.79%	270	28.79%	187	457	6,180	**7.40%**	**YES**
SW 127 Avenue to SW 124 Avenue	6LD	EE	29.79%	279	29.79%	194	473	6,180	**7.65%**	**YES**
SW 124 Avenue to SW 122 Avenue	6LD	EE	29.79%	279	29.79%	194	473	6,180	**7.65%**	**YES**
SW 122 Avenue to SW 117 Avenue	6LD	EE	53.08%	498	53.08%	345	843	6,180	**13.64%**	**YES**
SW 117 Avenue to SR 821/HEFT	**5LD - LRTP III**	EE	13.34%	125	13.34%	87	212	5,150	4.11%	NO
SR 821/HEFT to SW 112 Avenue	4LD	EE	6.67%	63	6.67%	43	106	4,080	2.60%	NO
SW 112 Avenue to US-1	4LD	EE	6.67%	63	6.67%	43	106	4,080	2.60%	NO
SW 168 Street										
SW 117 Avenue to US-1	2LU	D	5.92%	56	5.92%	38	94	1,440	**6.53%**	**YES**

Table 5A
Miami Metrozoo Entertainment Area II - Project Distribution and Significance Determination to establish the Study Area
Two-Way PM Peak Hour

2/17/2010

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	Miami Metrozoo Entertainment Area II: TAZ 1204 Project Dist. [3]	Hotel-Conf PM PK HR TRIPS 938	TAZ 1204 Project Dist. [3]	Theme Park PM PK HR TRIPS 650	TOTAL PM PK HR AMENDMENT TRIPS 1588	[4] TWO-WAY PEAK HOUR MAX CAPACITY	PROJECT AS A PERCENT OF MSV	[5] PROJECT TRIPS ≥ 5% YES / NO
SW 184 Street										
SW 177 Avenue to SW 167 Avenue	2LU	C	1.00%	9	1.00%	7	16	1,350	1.18%	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	1.50%	14	1.50%	10	24	1,350	1.76%	NO
SW 157 Avenue to SW 147 Avenue	2LU	D	2.00%	19	2.00%	13	32	1,440	2.21%	NO
SW 147 Avenue to SW 137 Avenue	4LD - TIP 2010	D	3.11%	29	3.11%	20	49	3,204	1.54%	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	4.93%	46	4.93%	32	78	3,204	2.44%	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	5.93%	56	5.93%	39	94	3,204	2.94%	NO
SW 117 Avenue to SR 821/HEFT	4LD	D	7.99%	75	7.99%	52	127	3,204	3.96%	NO
SR 821/HEFT to SW 107 Avenue	4LD	D	7.99%	75	7.99%	52	127	3,204	3.96%	NO
SW 107 Avenue to US-1	4LD	D	2.00%	19	2.00%	13	32	3,204	0.99%	NO
SW 200 Street/Quail Roost Dr										
SW 177 Avenue to SW 157 Avenue	2LU	C	0.50%	5	0.50%	3	8	1,500	0.53%	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	0.50%	5	0.50%	3	8	1,500	0.53%	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	1.00%	9	1.00%	7	16	1,500	1.06%	NO
SW 137 Avenue to SW 127 Avenue	2LU	E	1.00%	9	1.00%	7	16	1,600	0.99%	NO
SW 127 Avenue to SW 117 Avenue	4LD	E	1.00%	9	1.00%	7	16	3,400	0.47%	NO
SW 117 Avenue to SR 821/HEFT	4LD	E	1.00%	9	1.00%	7	16	3,400	0.47%	NO
SR 821/HEFT to US-1	4LD	E	1.00%	9	1.00%	7	16	3,400	0.47%	NO
SW 200 Street/Caribean Blvd										
Quail Roost Dr to SW 117 Avenue	2LU	D	1.00%	9	1.00%	7	16	1,440	1.10%	NO
SW 117 Avenue to SW 110 Court	2LU	D	1.00%	9	1.00%	7	16	1,440	1.10%	NO
SW 110 Court to US-1	4LD	D	1.00%	9	1.00%	7	16	3,204	0.50%	NO
SW 216 Street										
SW 177 Avenue to SW 167 Avenue	2LU	C	0.50%	5	0.50%	3	8	1,350	0.59%	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	0.50%	5	0.50%	3	8	1,350	0.59%	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	0.50%	5	0.50%	3	8	1,350	0.59%	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	0.50%	5	0.50%	3	8	1,350	0.59%	NO
SW 137 Avenue to SW 127 Avenue	2LU	D	0.50%	5	0.50%	3	8	1,440	0.55%	NO
SW 127 Avenue to US-1	2LU	D	0.50%	5	0.50%	3	8	1,440	0.55%	NO
US-1 to SW 112 Avenue	2LU	D	0.50%	5	0.50%	3	8	1,512	0.53%	NO
SW 112 Avenue to SR 821/HEFT	4LD	D	0.50%	5	0.50%	3	8	3,204	0.25%	NO

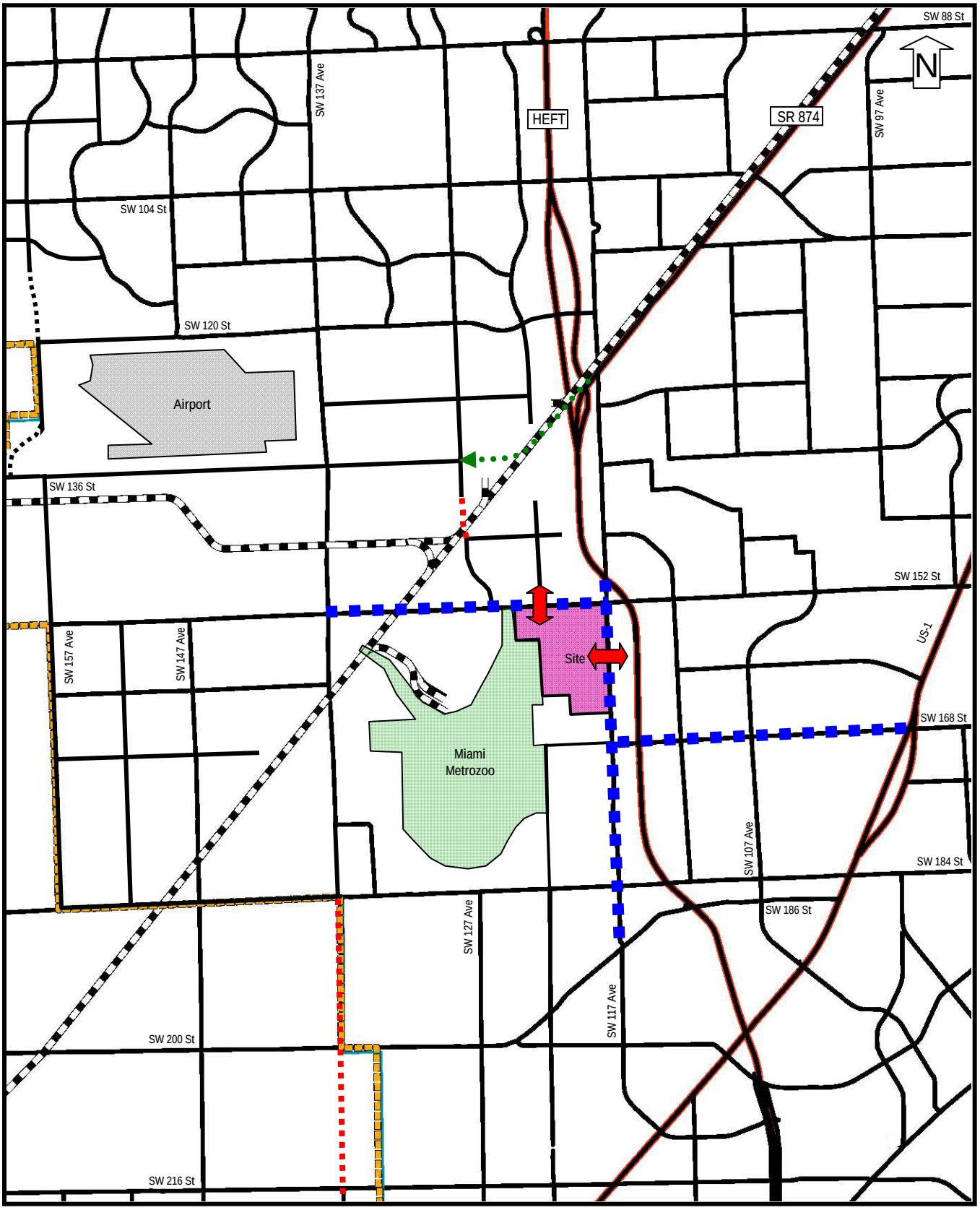
[1] The lane geometry for the Year 2025 Long Term Planning Horizon reflects projects currently under construction, the funded projects from TIP 2010 and the planned projects from Priorities II and III of the LRTP 2035 which will be built by the Year 2025.

[2] The adopted LOS standards are consistent with the Transportation Element from the Miami-Dade County CDMP.

[3] See Figure 4D for the Project Distribution for the Year 2025 Long Term Planning Horizon.

[4] The two-way peak hour roadway capacities are obtained from the 2009 FDOT Quality/LOS Handbook.

[5] Study area to include roadway segments where the two-way peak hour project traffic is equal to or greater than 5.0% of the MSV of the roadway at the adopted LOS Standard.



Legend

Site

New Roadway Connections – TIP 2010

Planned Roadway Connections - 2015-2025

Roadway Connection under Study – TIP 2010

Project Access Locations

Roadways carrying project traffic ≥ 5.0% of MSV at the Adopted LOS Standard

Figure 5A
Roadway Segments where Project Traffic ≥ 5.0% of MSV
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates

Existing Traffic Conditions

An existing conditions network analysis has been prepared for the peak hour period for the study area roadway network. Table 5B provides the analysis of existing traffic conditions for the amendment study area and includes the following:

- The existing lane geometry for study area roadways including geometry for roadways under construction;
- The functional classification for each of the roadways in the amendment study area;
- The traffic count stations (where applicable) for each roadway segment analyzed;
- The source of the traffic counts and the dates that traffic counts were collected;
- The adopted level of service standards from the CDMP for each roadway segment analyzed;
- The existing Year 2008 peak hour period traffic from the Miami-Dade County and FDOT Traffic Concurrency Count Station databases dated November 30, 2009 and obtained from Miami-Dade County Public Works;
- Applicant counts or counts from other studies in unique locations where no county or state data was available;
- The two-way peak hour roadway capacity for County Roads based on ArtPlan calculations provided by Miami-Dade County Public Works from the Traffic Concurrency Count Station database dated November 30, 2009;
- The two-way peak hour roadway capacity for State Roads based upon the FDOT 2009 Quality/LOS Handbook;
- The existing two-way peak hour period level of service for each roadway segment analyzed and the volume to capacity ratio.

Figure 5B has been provided to identify the existing levels of service on study area roadways where the Amendment traffic is $\geq$ 5.0% of the maximum service volume (MSV) at the adopted level of service standard. Also provided are the existing levels of service for those segments adjacent to those road segments where the Amendment traffic consumes $\geq$ 5.0% of the MSV.

Table 5B
Existing Peak Hour Period Traffic Conditions on Study Area Roadways
Two-Way Peak Hour Period

2/15/2010

ROADWAY SEGMENTS	[1] EXISTING LANES	[2] ROADWAY FUNCTIONAL CLASSIFICATION	COUNT STATION	COUNT DATE	[3] CDMP ADOPTED LOS STANDARD	11/30/2009 MIAMI-DADE DATABASE EXISTING PHP VOLUME [4]	[6] [7] MD ARTPLAN OR FDOT TWO WAY PK HR MSV	EXISTING PEAK HOUR PERIOD LOS	V/C
SW 157 Avenue									
SW 88 Street to SW 112 Street	4LD	County Collector	MD-9857	2008	D	1,276	3,410	C	0.37
SW 136 Street to SW 152 Street	4LD	County Collector	Average	2008	D	1,034	3,204	B	0.32
SW 152 Street to SW 184 Street	2LU	County Collector	MD-9859	2008	D	792	1,420	B	0.56
SW 147 Avenue									
SW 88 Street to SW 104 Street	4LD	County Minor Arterial	MD-9830	2008	D	1,662	2,210	D	0.75
SW 104 Street to SW 120 Street	4LD	County Minor Arterial	MD-9832	2008	D	1,391	1,830	D	0.76
SW 152 Street to SW 184 Street	2LU	County Collector	MD-9834	2008	D	715	1,470	C	0.49
SW 184 Street to SW 200 Street	2LU	County Collector	MD-9836	2008	C	668	1,020	B	0.65
SW 200 Street to SW 216 Street	2LU	County Collector	MD-9836	2008	C	676	980	C	0.69
SW 137 AVENUE									
SW 88 Street to SW 104 Street	6LD	State Principal Arterial	FDOT-2520	2008	E	2,511	5,360	B	0.47
SW 104 Street to SW 120 Street	6LD	State Principal Arterial	FDOT-2519	2008	E	2,708	5,360	B	0.51
SW 120 Street to SW 136 Street	6LD	State Principal Arterial	MD-9814	2008	E	4,325	7,000	C	0.62
SW 136 Street to SW 152 Street	6LD	Urban Principal Arterial	MD-9816	2008	E	3,593	6,400	C	0.56
SW 152 Street to SW 184 Street	6LD	County Minor Arterial	MD-9818	2008	D	2,863	4,110	C	0.70
SW 184 Street to SW 200 Street	2LU	County Minor Arterial	MD-9820	2008	D	748	1,460	C	0.51
SW 127 AVENUE									
SW 88 Street to SW 104 Street	**4LD Under CST**	County Collector	MD-9782	2008	D	1,285	3,204	B	0.40
SW 104 Street to SW 120 Street	**4LD Under CST**	County Collector	MD-9784	2008	D	802	3,204	B	0.25
SW 120 Street to SW 122 Street	4LD	County Collector	Average	2008	D	732	3,204	B	0.23
SW 122 Street to SW 136 Street	2LU	County Collector	Average	2010	D	662	1,440	B	0.46
SW 136 Street to SW 144 Street	2LU	County Collector	Average	2010	D	576	1,440	B	0.40
SW 144 Street to SW 152 Street	4LD	County Collector	TM Counts	1/21/2010	D	490	3,204	B	0.15
SW 184 Street to SW 200 Street	2LU	County Collector	MD-9788	2008	D	501	990	B	0.51
SW 200 Street to SW 216 Street	2LU	County Collector	MD-9788	2008	D	501	990	B	0.51
SW 124 AVENUE									
SW 152 Street to Metrozoo	4LD	County Collector	TM Counts	1/21/2010	D	145	3,204	B	0.05
SW 122 AVENUE									
SW 144 Street to SW 152 Street	4LD	County Collector	TM Counts	2/2/2010	D	1,292	3,204	B	0.40
SW 117 AVENUE									
SW 88 Street to SW 104 Street	4LD	County Minor Arterial	MD-9748	2008	D	2,324	3,920	C	0.59
SW 104 Street to SW 120 Street	4LD	County Minor Arterial	MD-9750	2008	D	4,091	3,620	F	1.13
SW 120 Street to SW 136 Street	4LD	County Minor Arterial	Average	2008	D	3,110	3,620	C	0.86
SW 136 Street to HEFT Ramps	4LD	County Minor Arterial	MD-9752	2008	D	2,128	3,210	C	0.66
HEFT Ramps to SW 152 Street	4LD	County Minor Arterial	TM Counts	1/20/2010	D	2,653	3,210	C	0.83
SW 152 Street to Project Entrance	4LD	County Minor Arterial	MD-9754	2008	D	1,226	3,590	B	0.34
Project Entrance to SW 168 Street	4LD	County Minor Arterial	MD-9754	2008	D	1,226	3,590	B	0.34
SW 168 Street to SW 184 Street	4LD	County Minor Arterial	MD-9754	2008	D	1,226	3,590	B	0.34
SW 184 Street to SW 186 Street	2LU	County Minor Arterial	MD-9756	2008	D	1,042	1,320	D	0.79
SW 186 Street to SW 200 Street	2LU	County Minor Arterial	Average	2008	D	1,136	1,460	D	0.78
SW 200 Street to SW US-1	4LD	County Minor Arterial	MD-9758	2008	D	1,230	1,460	D	0.84
HEFT									
SW 88 Street to SW 120 Street	6LD	State Principal Arterial	FDOT-2246	2008 [5]	D	7,672	10,150	C	0.76
SW 120 Street to SR 874	6LD	State Principal Arterial	FDOT-2290	2008 [5]	D	7,112	10,150	C	0.70
SR 874 to SW 152 Street	8LD	State Principal Arterial	FDOT-2266	2008 [5]	D	13,368	13,480	D	0.99
SW 152 Street to SW 184 Street	8LD	State Principal Arterial	FDOT-2254	2008 [5]	D	11,272	13,480	D	0.84
SW 184 Street to SW 211 Street	6LD	State Principal Arterial	FDOT-2256	2008 [5]	D	9,216	10,150	D	0.91
SW 211 Street to SW 112 Avenue	4LD	State Principal Arterial	FDOT-2264	2008 [5]	D	5,784	6,770	D	0.85

Table 5B
Existing Peak Hour Period Traffic Conditions on Study Area Roadways
Two-Way Peak Hour Period

2/15/2010

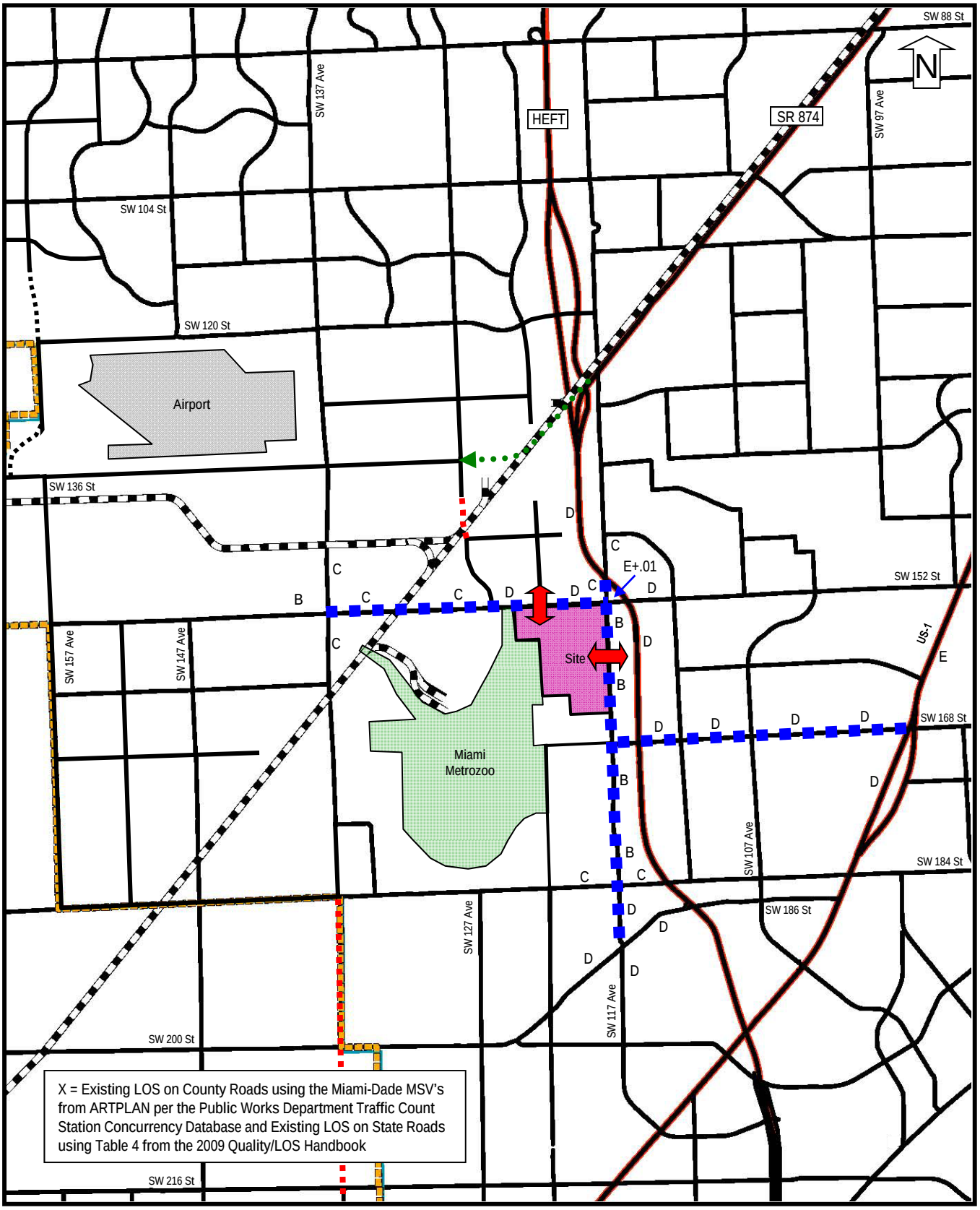
ROADWAY SEGMENTS	[1] EXISTING LANES	[2] ROADWAY FUNCTIONAL CLASSIFICATION	COUNT STATION	COUNT DATE	[3] CDMP ADOPTED LOS STANDARD	11/30/2009 MIAMI-DADE DATABASE EXISTING PHP VOLUME [4]	[6] [7] MD ARTPLAN OR FDOT TWO WAY PK HR MSV	EXISTING PEAK HOUR PERIOD LOS	V/C
SR 874									
HEFT to Toll Plaza	6LD	State Principal Arterial	FDOT-2274	2008	D	6,240	10,150	C	0.61
Toll Plaza to SW 104 Street	Under CST	State Principal Arterial	FDOT-2274	2008	D	6,240	6,770	D	0.92
SW 104 Street to SR 878	8LD	State Principal Arterial	FDOT-2276	2008	D	8,352	13,480	C	0.62
US-1									
SW 112 Street to SW 136 Street	6LD	State Principal Arterial	FDOT-0014	2008	EE	4,405	6,180	D	0.71
SW 136 Street to SW 152 Street	6LD	State Principal Arterial	MD-9968	2008	EE	4,599	6,180	D	0.74
SW 152 Street to SW 168 Street	6LD	State Principal Arterial	FDOT-0332	2008	EE	5,041	6,180	E	0.82
SW 168 Street to SW 184 Street	3LOW SB	State Principal Arterial	FDOT-2562	2008	EE	2,533	3,708	D	0.68
SW 168 Street to SW 184 Street	3LOW NB	State Principal Arterial	FDOT-2563	2008	EE	2,493	3,708	D	0.67
SW 184 Street to SW 200 Street	6LD	State Principal Arterial	MD-9970	2008	EE	3,537	6,180	C	0.57
SW 200 Street to SW 216 Street	6LD	State Principal Arterial	FDOT-0346	2008	EE	3,196	6,180	C	0.52
SW 88 Street									
SW 177 Avenue to SW 167 Avenue	4LD	State Principal Arterial	FDOT-0010	2008	D	1,293	3,560	B	0.36
SW 167 Avenue to SW 157 Avenue	6LD Under CST	State Principal Arterial	FDOT-2529	2008	EE	1,921	6,180	C	0.31
SW 157 Avenue to SW 147 Avenue	6LD Under CST	State Principal Arterial	FDOT-1080	2008	EE	3,134	6,180	C	0.51
SW 147 Avenue to SW 137 Avenue	6LD	State Principal Arterial	FDOT-1080	2008	EE	3,134	6,180	C	0.51
SW 137 Avenue to SW 127 Avenue	6LD	State Principal Arterial	FDOT-0060	2008	EE	4,285	6,180	D	0.69
SW 127 Avenue to SR 821/HEFT	8LD	State Principal Arterial	FDOT-0062	2008	EE	5,105	8,256	C	0.62
SR 821/HEFT to SW 117 Avenue	6LD	State Principal Arterial	Average	2008	EE	4,513	6,180	D	0.73
SW 117 Avenue to SW 107 Avenue	6LD	State Principal Arterial	FDOT-0592	2008	EE	3,921	6,180	D	0.63
SW 107 Avenue to SR 874	6LD	State Principal Arterial	FDOT-0064	2008	EE	4,150	6,180	D	0.67
SR 874 to SW 87 Avenue	6LD	State Principal Arterial	FDOT-0066	2008	EE	3,718	6,180	C	0.60
SW 87 Avenue to SR 826	6LD	State Principal Arterial	FDOT-0684	2008	EE	3,566	6,180	C	0.58
SW 104 Street									
SW 157 Avenue to SW 147 Avenue	4LD	County Minor Arterial	MD-9724	2008	EE	2,538	4,260	C	0.60
SW 147 Avenue to SW 137 Avenue	4LD	County Minor Arterial	MD-9722	2008	EE	2,788	4,020	D	0.69
SW 137 Avenue to SW 127 Avenue	6LD	County Minor Arterial	MD-9720	2008	EE	3,708	6,024	E	0.62
SW 127 Avenue to SW 117 Avenue	6LD	County Minor Arterial	MD-9718	2008	EE	4,223	6,240	D	0.68
SW 117 Avenue to SR 874	6LD	County Minor Arterial	MD-9716	2008	EE	4,253	5,076	E+.01	0.84
SW 120 Street									
SW 157 Avenue to SW 137 Avenue	4LD	County Minor Arterial	MD-9762	2008	D	2,101	3,510	C	0.60
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	MD-9760	2008	D	3,808	3,130	F	1.22
SW 127 Avenue to SW 117 Avenue	4LD	County Minor Arterial	MD-9760	2008	D	3,808	3,130	F	1.22
SW 136 Street									
SW 157 Avenue to SW 147 Avenue	4LD Under CST	County Collector	Link Counts	4/12/2007	D	651	3,204	B	0.20
SW 147 Avenue to SW 137 Avenue	4LD Under CST	County Collector	TM Counts	4/12/2007	D	1,733	3,204	B	0.54
SW 137 Avenue to SW 127 Avenue	4LD	County Collector	TM Counts	4/12/2007	D	622	3,204	B	0.19
SW 152 Street									
SW 157 Avenue to SW 147 Avenue	2LU	County Collector	Link Counts	4/12/2007	EE	767	1,728	B	0.44
SW 147 Avenue to SW 137 Avenue	4LD	County Collector	MD-9854	2008	EE	1,902	6,096	B	0.31
SW 137 Avenue to SW 127 Avenue	6LD	Urban Principal Arterial	MD-9852	2008	EE	3,784	5,868	C	0.64
SW 127 Avenue to SW 124 Avenue	6LD	Urban Principal Arterial	MD-9852	2008	EE	3,784	5,868	C	0.64
SW 124 Avenue to SW 122 Avenue	6LD	Urban Principal Arterial	MD-9850	2008	EE	4,400	6,048	D	0.73
SW 122 Avenue to SW 117 Avenue	6LD	Urban Principal Arterial	MD-9850	2008	EE	4,400	6,048	D	0.73
SW 117 Avenue to SR 821/HEFT	4LD	Urban Principal Arterial	Average	2008	EE	3,434	4,080	E+.01	0.84
SR 821/HEFT to SW 112 Avenue	4LD	State Principal Arterial	FDOT-0056	2008	EE	2,468	4,080	D	0.60
SW 112 Avenue to US-1	4LD	State Principal Arterial	FDOT-1106	2008	EE	2,581	4,080	D	0.63
SW 168 Street									
SW 117 Avenue to US-1	2LU	County Collector	MD-9868	2008	D	764	1,190	D	0.64

Table 5B
Existing Peak Hour Period Traffic Conditions on Study Area Roadways
Two-Way Peak Hour Period

2/15/2010

ROADWAY SEGMENTS	[1] EXISTING LANES	[2] ROADWAY FUNCTIONAL CLASSIFICATION	COUNT STATION	COUNT DATE	[3] CDMP ADOPTED LOS STANDARD	11/30/2009 MIAMI-DADE DATABASE EXISTING PHP VOLUME [4]	[6] [7] MD ARTPLAN OR FDOT TWO WAY PK HR MSV	EXISTING PEAK HOUR PERIOD LOS	V/C
SW 184 Street									
SW 177 Avenue to SW 167 Avenue	2LU	County Collector	MD-9880	2008	C	749	1,170	B	0.64
SW 167 Avenue to SW 157 Avenue	2LU	County Collector	MD-9880	2008	C	749	1,170	B	0.64
SW 157 Avenue to SW 147 Avenue	2LU	County Minor Arterial	MD-9879	2008	D	853	1,380	D	0.62
SW 147 Avenue to SW 137 Avenue	2LU	County Minor Arterial	MD-9878	2008	D	1,156	3,400	B	0.34
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	MD-9876	2008	D	1,484	3,390	C	0.44
SW 127 Avenue to SW 117 Avenue	4LD	County Minor Arterial	MD-9876	2008	D	1,484	3,390	C	0.44
SW 117 Avenue to SR 821/HEFT	4LD	County Minor Arterial	MD-9874	2008	D	1,206	3,420	C	0.35
SR 821/HEFT to SW 107 Avenue	4LD	County Minor Arterial	MD-9874	2008	D	1,206	3,420	C	0.35
SW 107 Avenue to US-1	4LD	County Minor Arterial	MD-9874	2008	D	1,206	3,420	C	0.35
SW 200 Street/Quail Roost Dr									
SW 177 Avenue to SW 157 Avenue	2LU	State Minor Arterial	FDOT-1117	2008	C	658	1,500	B	0.44
SW 157 Avenue to SW 147 Avenue	2LU	State Minor Arterial	FDOT-1117	2008	C	658	1,500	B	0.44
SW 147 Avenue to SW 137 Avenue	2LU	State Minor Arterial	MD-9892	2008	C	689	1,500	B	0.46
SW 137 Avenue to SW 127 Avenue	2LU	State Minor Arterial	FDOT-1116	2008	E	1,338	1,600	C	0.84
SW 127 Avenue to SW 117 Avenue	4LD	State Minor Arterial	FDOT-0054	2008	E	2,750	3,400	D	0.81
SW 117 Avenue to SR 821/HEFT	4LD	State Minor Arterial	FDOT-0054	2008	E	2,750	3,400	D	0.81
SR 821/HEFT to US-1	4LD	State Minor Arterial	FDOT-1114	2008	E	1,331	3,400	C	0.39
SW 200 Street/Caribean Blvd									
Quail Roost Dr to SW 117 Avenue	2LU	County Collector	MD-9890	2008	D	434	1,100	D	0.39
SW 117 Avenue to SW 110 Court	2LU	County Collector	MD-9890	2008	D	434	1,100	D	0.39
SW 110 Court to US-1	4LD	County Collector	MD-9890	2008	D	434	3,204	D	0.14
SW 216 Street									
SW 177 Avenue to SW 167 Avenue	2LU	County Collector	MD-9902	2008	C	310	1,210	A	0.26
SW 167 Avenue to SW 157 Avenue	2LU	County Collector	MD-9902	2008	C	310	1,210	A	0.26
SW 157 Avenue to SW 147 Avenue	2LU	County Collector	MD-9902	2008	C	310	1,210	A	0.26
SW 147 Avenue to SW 137 Avenue	2LU	County Collector	MD-9902	2008	C	310	1,210	A	0.26
SW 137 Avenue to SW 127 Avenue	2LU	County Collector	MD-9898	2008	D	617	1,730	B	0.36
SW 127 Avenue to US-1	2LU	County Collector	MD-9898	2008	D	617	1,730	B	0.36
US-1 to SW 112 Avenue	2LU	County Collector	MD-9898	2008	D	617	1,730	B	0.36
SW 112 Avenue to SR 821/HEFT	4LD	County Collector	MD-9896	2008	D	2,212	3,110	B	0.71

[1] The expanded lane geometry for roadways recently completed or under construction are included in this table as existing lane geometry.
[2] The roadway functional classification is based on Figure 3 of the Transportation Element in the CDMP and the 2007 Florida Highway Data DVD.
[3] The adopted LOS standards are consistent with the Transportation Element from the Miami-Dade County CDMP.
[4] The PHP volumes have been obtained from the Miami-Dade County and FDOT Traffic Count Station Databases dated 11/30/2009.
[5] The PHP volumes for Florida's Turnpike are based upon the 2008 AADT * 0.08 to establish the PHP volume.
[6] The two-way peak hour MSV for county roads are consistent with ARTPLAN as established by Miami-Dade Public Works in the Traffic Count Station Database.
For county roads currently under construction, the MSV is based upon Table 4 of the 2009 FDOT Quality/LOS Handbook.
[7] The two-way peak hour MSV for state roads are consistent with Table 4 from the 2009 FDOT Quality/LOS Handbook.



Legend

- New Roadway Connections – TIP 2010
- Planned Roadway Connections - 2015-2025
- Roadway Connection under Study – TIP 2010
- Project Access Locations
- Roadways carrying project traffic ≥ 5.0% of MSV at the Adopted LOS Standard

Site

Figure 5B
Existing LOS on Roadway Segments where Project Traffic ≥ 5.0% of MSV
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates

Year 2025 Future Background and Committed Development Traffic Conditions without the Amendment

Table 5C provides the analysis of Year 2025 future background and committed development traffic (before the addition of the Amendment traffic) and includes the growth of the existing peak hour period traffic to the year 2025 and the addition of unbuilt committed development traffic from previously approved projects. The evaluation of future background plus committed development traffic includes the following:

- The future lane geometry for study area roadways inclusive of the improvements under construction, the improvements funded in TIP 2010 and the improvements from Priorities II and III of the LRTP 2035;
- The adopted level of service standard from the CDMP for each roadway segment analyzed;
- The existing two-way peak hour period traffic from Table 5B;

Background Growth

- The model derived growth rate for the arterial and collector roadways grown to year 2025 using a rate of 0.63% per year pursuant to the growth rate calculations from Table 5D-A based upon the MUATs outputs for the years 2015 and 2030 (see Appendix B for the model outputs);
- The model derived growth rate for Florida's Turnpike grown to year 2025 using a rate of 2.00% per year pursuant to the growth rate calculations from Table 5D-A based upon the MUATs outputs for the years 2015 and 2030;
- The historical growth rate calculations for SR 874 grown to year 2025 using a rate of 1.76% per year pursuant to the growth rate calculations from Table 5D-B based upon historical data from the years 2003 to 2008;

Committed Development

- The assignment of unbuilt committed development traffic onto the study area roadway network (see Table 5E) using the committed development traffic from the Miami-Dade Traffic Concurrency Count Station databases dated November 30, 2009;
- The assignment of unbuilt committed development traffic onto the study area roadway network (see Table 5E) for the UM TND approved during the 2004 amendment cycle and the Miami Metrozoo Entertainment Area approved during the 2007 amendment cycle;
- Committed development trip generation from prior approved studies as presented in Table 5F;

- The future background plus committed development traffic for the year 2025;
- The two-way peak hour roadway capacity based upon the FDOT 2009 Quality/LOS Handbook;
- Year 2025 future background plus committed development level of service (without the Amendment traffic) and the volume to capacity ratio for the Year 2025.

Figure 5C has been provided to identify the Year 2025 background and committed development levels of service on study area roadways where the Amendment traffic is $\geq$ 5.0% of the maximum service volume (MSV) at the adopted level of service standard. Also provided are the Year 2025 background and committed development levels of service for those segments adjacent to those road segments where the Amendment traffic consumes $\geq$ 5.0% of the MSV.

Figure 5D identifies the location of the UM TND approved during the 2004 amendment cycle and the Miami Metrozoo Entertainment Area approved during the 2007 amendment cycle.

Table 5C
Year 2025 Future Background and Committed Development Traffic Conditions on Study Area Roadways - Long Term Planning Horizon
Two-Way Peak Hour Period without the Amendment Trips

2/17/2010

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	11/30/2009 MIAMI-DADE EXISTING PHP VOLUMES [See Table 5B]	[3] GROWTH RATE [See Table 5D-A]	2025 FUTURE BACKGROUND PHP VOLUME	[4] TOTAL COMMITTED VOLUMES [See Table 5E]	2025 BACKGROUND PLUS COMMITTED VOLUMES	[5] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C
SW 157 Avenue										
SW 88 Street to SW 112 Street	4LD	D	1,276	0.63%	1,420	14	1,434	3,204	B	0.45
SW 112 Street to SW 120 Street	**4LD - TIP 2010**	D	1,155	0.63%	1,285	30	1,315	3,204	B	0.41
SW 120 Street to SW 136 Street	**4LD - TIP 2010**	D	1,155	0.63%	1,285	29	1,314	3,204	B	0.41
SW 136 Street to SW 152 Street	4LD	D	1,034	0.63%	1,151	31	1,182	3,204	B	0.37
SW 152 Street to SW 184 Street	**4LD - TIP 2010**	D	792	0.63%	881	228	1,110	3,204	B	0.35
SW 147 Avenue										
SW 88 Street to SW 104 Street	4LD	D	1,662	0.63%	1,849	15	1,864	3,204	B	0.58
SW 104 Street to SW 120 Street	4LD	D	1,391	0.63%	1,548	291	1,838	3,204	B	0.57
SW 152 Street to SW 184 Street	2LU	D	715	0.63%	796	526	1,321	1,440	C	0.92
SW 184 Street to SW 200 Street	2LU	C	668	0.63%	743	191	934	1,350	C	0.69
SW 200 Street to SW 216 Street	2LU	C	676	0.63%	752	27	779	1,350	B	0.58
SW 137 AVENUE										
SW 88 Street to SW 104 Street	6LD	E	2,511	0.63%	2,794	83	2,876	5,360	B	0.54
SW 104 Street to SW 120 Street	6LD	E	2,708	0.63%	3,013	892	3,905	5,360	B	0.73
SW 120 Street to SW 136 Street	6LD	E	4,325	0.63%	4,812	820	5,632	5,150	F	1.09
SW 136 Street to SW 152 Street	6LD	E	3,593	0.63%	3,998	885	4,883	5,150	E	0.95
SW 152 Street to SW 184 Street	6LD	D	2,863	0.63%	3,186	706	3,892	4,824	B	0.81
SW 184 Street to SW 200 Street	**4LD - LRTP II**	D	748	0.63%	832	206	1,038	3,204	B	0.32
SW 127 AVENUE										
SW 88 Street to SW 104 Street	**4LD Under CST**	D	1,285	0.63%	1,430	121	1,551	3,204	B	0.48
SW 104 Street to SW 120 Street	**4LD Under CST**	D	802	0.63%	892	1,020	1,912	3,204	B	0.60
SW 120 Street to SW 122 Street	4LD	D	732	0.63%	814	146	960	3,204	B	0.30
SW 122 Street to SW 136 Street	**4LD - LRTP III**	D	662	0.63%	727	163	891	3,204	B	0.28
SW 136 Street to SW 144 Street	**4LD - LRTP III**	D	576	0.63%	633	181	814	3,204	B	0.25
SW 144 Street to SW 152 Street	4LD	D	490	0.63%	538	181	719	3,204	B	0.22
SW 184 Street to SW 200 Street	2LU	D	501	0.63%	557	191	748	1,440	B	0.52
SW 200 Street to SW 216 Street	2LU	D	501	0.63%	557	191	748	1,440	B	0.52
SW 124 AVENUE										
SW 152 Street to Metrozoo	4LD	D	145	0.63%	159	16	175	3,204	B	0.05
SW 122 AVENUE										
SW 144 Street to SW 152 Street	4LD	D	1,292	0.63%	1,420	22	1,442	3,204	B	0.45
SW 117 AVENUE										
SW 88 Street to SW 104 Street	4LD	D	2,324	0.63%	2,586	231	2,817	2,898	D	0.97
SW 104 Street to SW 120 Street	4LD	D	4,091	0.63%	4,552	172	4,724	2,898	F	1.63
SW 120 Street to SW 136 Street	4LD	D	3,110	0.63%	3,460	172	3,632	2,898	F	1.25
SW 136 Street to HEFT Ramps	4LD	D	2,128	0.63%	2,368	219	2,587	2,898	D	0.89
HEFT Ramps to SW 152 Street	**6LD - LRTP III**	D	2,653	0.63%	2,915	219	3,134	4,392	C	0.71
SW 152 Street to Project Entrance	4LD	D	1,226	0.63%	1,364	137	1,501	3,204	B	0.47
Project Entrance to SW 168 Street	4LD	D	1,226	0.63%	1,364	137	1,501	3,204	B	0.47
SW 168 Street to SW 184 Street	4LD	D	1,226	0.63%	1,364	137	1,501	3,204	B	0.47
SW 184 Street to SW 186 Street	2LU	D	1,042	0.63%	1,159	83	1,242	1,440	C	0.86
SW 186 Street to SW 200 Street	2LU	D	1,136	0.63%	1,264	73	1,337	1,440	C	0.93
SW 200 Street to SW US-1	4LD	D	1,230	0.63%	1,369	90	1,459	3,204	B	0.46
HEFT										
SW 88 Street to SW 120 Street	**12LD - LRTP III**	D	7,672	2.00%	10,743	97	10,840	21,950	B	0.49
SW 120 Street to SR 874	**12LD - LRTP III**	D	7,112	2.00%	9,959	138	10,096	21,950	B	0.46
SR 874 to SW 152 Street	**12LD - LRTP III**	D	13,368	2.00%	18,718	341	19,059	21,950	D	0.87
SW 152 Street to SW 184 Street	**12LD - LRTP III**	D	11,272	2.00%	15,784	236	16,020	21,950	C	0.73
SW 184 Street to SW 211 Street	6LD	D	9,216	2.00%	12,905	121	13,026	10,150	F	1.28
SW 211 Street to SW 112 Avenue	4LD	D	5,784	2.00%	8,099	370	8,469	6,770	F	1.25

Table 5C
Year 2025 Future Background and Committed Development Traffic Conditions on Study Area Roadways - Long Term Planning Horizon
Two-Way Peak Hour Period without the Amendment Trips

2/17/2010

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	11/30/2009 MIAMI-DADE EXISTING PHP VOLUMES [See Table 5B]	[3] GROWTH RATE [See Table 5D-A]	2025 FUTURE BACKGROUND PHP VOLUME	[4] TOTAL COMMITTED VOLUMES [See Table 5E]	2025 BACKGROUND PLUS COMMITTED VOLUMES	[5] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C
SR 874				Historical Rate						
HEFT to Toll Plaza	6LD	D	6,240	1.76%	8,395	209	8,604	10,150	D	0.85
Toll Plaza to SW 104 Street	**Under CST**	D	6,240	1.76%	8,395	209	8,604	10,150	D	0.85
SW 104 Street to SR 878	8LD	D	8,352	1.76%	11,236	211	11,446	13,480	D	0.85
US-1										
SW 112 Street to SW 136 Street	6LD	EE	4,405	0.63%	4,901	131	5,032	6,180	E	0.81
SW 136 Street to SW 152 Street	6LD	EE	4,599	0.63%	5,117	214	5,331	6,180	E+.03	0.86
SW 152 Street to SW 168 Street	6LD	EE	5,041	0.63%	5,609	362	5,971	6,180	E+.16	0.97
SW 168 Street to SW 184 Street	3LOW SB	EE	2,533	0.63%	2,818	54	2,872	3,708	D	0.77
SW 168 Street to SW 184 Street	3LOW NB	EE	2,493	0.63%	2,774	54	2,828	3,708	D	0.76
SW 184 Street to SW 200 Street	6LD	EE	3,537	0.63%	3,936	112	4,047	6,180	D	0.65
SW 200 Street to SW 216 Street	6LD	EE	3,196	0.63%	3,556	824	4,380	6,180	D	0.71
SW 88 Street										
SW 177 Avenue to SW 167 Avenue	4LD	D	1,293	0.63%	1,439	113	1,551	3,560	B	0.44
SW 167 Avenue to SW 157 Avenue	**6LD Under CST**	EE	1,921	0.63%	2,137	1,062	3,199	6,180	C	0.52
SW 157 Avenue to SW 147 Avenue	**6LD Under CST**	EE	3,134	0.63%	3,487	816	4,303	6,180	D	0.70
SW 147 Avenue to SW 137 Avenue	6LD	EE	3,134	0.63%	3,487	820	4,308	6,180	D	0.70
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,285	0.63%	4,768	129	4,897	6,180	E	0.79
SW 127 Avenue to SR 821/HEFT	8LD	EE	5,105	0.63%	5,680	129	5,809	8,256	D	0.70
SR 821/HEFT to SW 117 Avenue	6LD	EE	4,513	0.63%	5,021	58	5,079	6,180	E	0.82
SW 117 Avenue to SW 107 Avenue	6LD	EE	3,921	0.63%	4,363	56	4,418	6,180	D	0.71
SW 107 Avenue to SR 874	6LD	EE	4,150	0.63%	4,618	55	4,672	6,180	D	0.76
SR 874 to SW 87 Avenue	6LD	EE	3,718	0.63%	4,137	261	4,398	6,180	D	0.71
SW 87 Avenue to SR 826	6LD	EE	3,566	0.63%	3,968	293	4,260	6,180	D	0.69
SW 104 Street										
SW 157 Avenue to SW 147 Avenue	4LD	EE	2,538	0.63%	2,824	114	2,938	3,845	C	0.76
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,788	0.63%	3,102	17	3,119	3,845	D	0.81
SW 137 Avenue to SW 127 Avenue	6LD	EE	3,708	0.63%	4,126	6	4,131	5,789	C	0.71
SW 127 Avenue to SW 117 Avenue	6LD	EE	4,223	0.63%	4,699	119	4,818	5,789	D	0.83
SW 117 Avenue to SR 874	6LD	EE	4,253	0.63%	4,732	207	4,939	5,789	E+.02	0.85
SW 120 Street										
SW 157 Avenue to SW 137 Avenue	4LD	D	2,101	0.63%	2,338	654	2,992	2,898	E	1.03
SW 137 Avenue to SW 127 Avenue	4LD	D	3,808	0.63%	4,237	582	4,819	2,898	F	1.66
SW 127 Avenue to SW 117 Avenue	4LD	D	3,808	0.63%	4,237	573	4,810	2,898	F	1.66
SW 136 Street										
SW 157 Avenue to SW 147 Avenue	**4LD Under CST**	D	651	0.63%	729	31	760	3,204	B	0.24
SW 147 Avenue to SW 137 Avenue	**4LD Under CST**	D	1,733	0.63%	1,940	31	1,972	3,204	B	0.62
SW 137 Avenue to SW 127 Avenue	4LD	D	622	0.63%	696	31	728	3,204	B	0.23
SW 152 Street										
SW 157 Avenue to SW 147 Avenue	**4LD - LRTP III**	EE	767	0.63%	859	63	922	3,845	B	0.24
SW 147 Avenue to SW 137 Avenue	4LD	EE	1,902	0.63%	2,116	1,037	3,153	3,845	D	0.82
SW 137 Avenue to SW 127 Avenue	6LD	EE	3,784	0.63%	4,210	783	4,994	6,180	E	0.81
SW 127 Avenue to SW 124 Avenue	6LD	EE	3,784	0.63%	4,210	915	5,126	6,180	E	0.83
SW 124 Avenue to SW 122 Avenue	6LD	EE	4,400	0.63%	4,896	1,038	5,934	6,180	E+.11	0.96
SW 122 Avenue to SW 117 Avenue	6LD	EE	4,400	0.63%	4,896	1,020	5,916	6,180	E+.15	0.96
SW 117 Avenue to SR 821/HEFT	**5LD - LRTP III**	EE	3,434	0.63%	3,821	645	4,466	5,150	D	0.87
SR 821/HEFT to SW 112 Avenue	4LD	EE	2,468	0.63%	2,746	274	3,020	4,080	D	0.74
SW 112 Avenue to US-1	4LD	EE	2,581	0.63%	2,872	202	3,074	4,080	D	0.75
SW 168 Street										
SW 117 Avenue to US-1	2LU	D	764	0.63%	850	159	1,009	1,440	C	0.70

Table 5C
Year 2025 Future Background and Committed Development Traffic Conditions on Study Area Roadways - Long Term Planning Horizon
Two-Way Peak Hour Period without the Amendment Trips

2/17/2010

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	11/30/2009 MIAMI-DADE EXISTING PHP VOLUMES [See Table 5B]	[3] GROWTH RATE [See Table 5D-A]	2025 FUTURE BACKGROUND PHP VOLUME	[4] TOTAL COMMITTED VOLUMES [See Table 5E]	2025 BACKGROUND PLUS COMMITTED VOLUMES	[5] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C
SW 184 Street										
SW 177 Avenue to SW 167 Avenue	2LU	C	749	0.63%	833	113	946	1,350	C	0.70
SW 167 Avenue to SW 157 Avenue	2LU	C	749	0.63%	833	113	946	1,350	C	0.70
SW 157 Avenue to SW 147 Avenue	2LU	D	853	0.63%	949	44	993	1,440	C	0.69
SW 147 Avenue to SW 137 Avenue	**4LD - TIP 2010**	D	1,156	0.63%	1,286	536	1,823	3,204	B	0.57
SW 137 Avenue to SW 127 Avenue	4LD	D	1,484	0.63%	1,651	210	1,862	3,204	B	0.58
SW 127 Avenue to SW 117 Avenue	4LD	D	1,484	0.63%	1,651	201	1,852	3,204	B	0.58
SW 117 Avenue to SR 821/HEFT	4LD	D	1,206	0.63%	1,342	60	1,402	3,204	B	0.44
SR 821/HEFT to SW 107 Avenue	4LD	D	1,206	0.63%	1,342	34	1,376	3,204	B	0.43
SW 107 Avenue to US-1	4LD	D	1,206	0.63%	1,342	29	1,371	3,204	B	0.43
SW 200 Street/Quail Roost Dr										
SW 177 Avenue to SW 157 Avenue	2LU	C	658	0.63%	732	59	791	1,500	B	0.53
SW 157 Avenue to SW 147 Avenue	2LU	C	658	0.63%	732	61	793	1,500	B	0.53
SW 147 Avenue to SW 137 Avenue	2LU	C	689	0.63%	767	54	821	1,500	B	0.55
SW 137 Avenue to SW 127 Avenue	2LU	E	1,338	0.63%	1,489	191	1,680	1,600	F	1.05
SW 127 Avenue to SW 117 Avenue	4LD	E	2,750	0.63%	3,060	193	3,252	3,400	E	0.96
SW 117 Avenue to SR 821/HEFT	4LD	E	2,750	0.63%	3,060	193	3,252	3,400	E	0.96
SR 821/HEFT to US-1	4LD	E	1,331	0.63%	1,481	247	1,727	3,400	C	0.51
SW 200 Street/Caribean Blvd										
Quail Roost Dr to SW 117 Avenue	2LU	D	434	0.63%	483	89	571	1,440	B	0.40
SW 117 Avenue to SW 110 Court	2LU	D	434	0.63%	483	89	571	1,440	B	0.40
SW 110 Court to US-1	4LD	D	434	0.63%	483	89	571	3,204	B	0.18
SW 216 Street										
SW 177 Avenue to SW 167 Avenue	2LU	C	310	0.63%	345	41	385	1,350	B	0.29
SW 167 Avenue to SW 157 Avenue	2LU	C	310	0.63%	345	41	385	1,350	B	0.29
SW 157 Avenue to SW 147 Avenue	2LU	C	310	0.63%	345	41	385	1,350	B	0.29
SW 147 Avenue to SW 137 Avenue	2LU	C	310	0.63%	345	43	388	1,350	B	0.29
SW 137 Avenue to SW 127 Avenue	2LU	D	617	0.63%	687	188	874	1,440	C	0.61
SW 127 Avenue to US-1	2LU	D	617	0.63%	687	186	872	1,440	C	0.61
US-1 to SW 112 Avenue	2LU	D	617	0.63%	687	186	872	1,512	B	0.58
SW 112 Avenue to SR 821/HEFT	4LD	D	2,212	0.63%	2,461	456	2,917	3,204	C	0.91

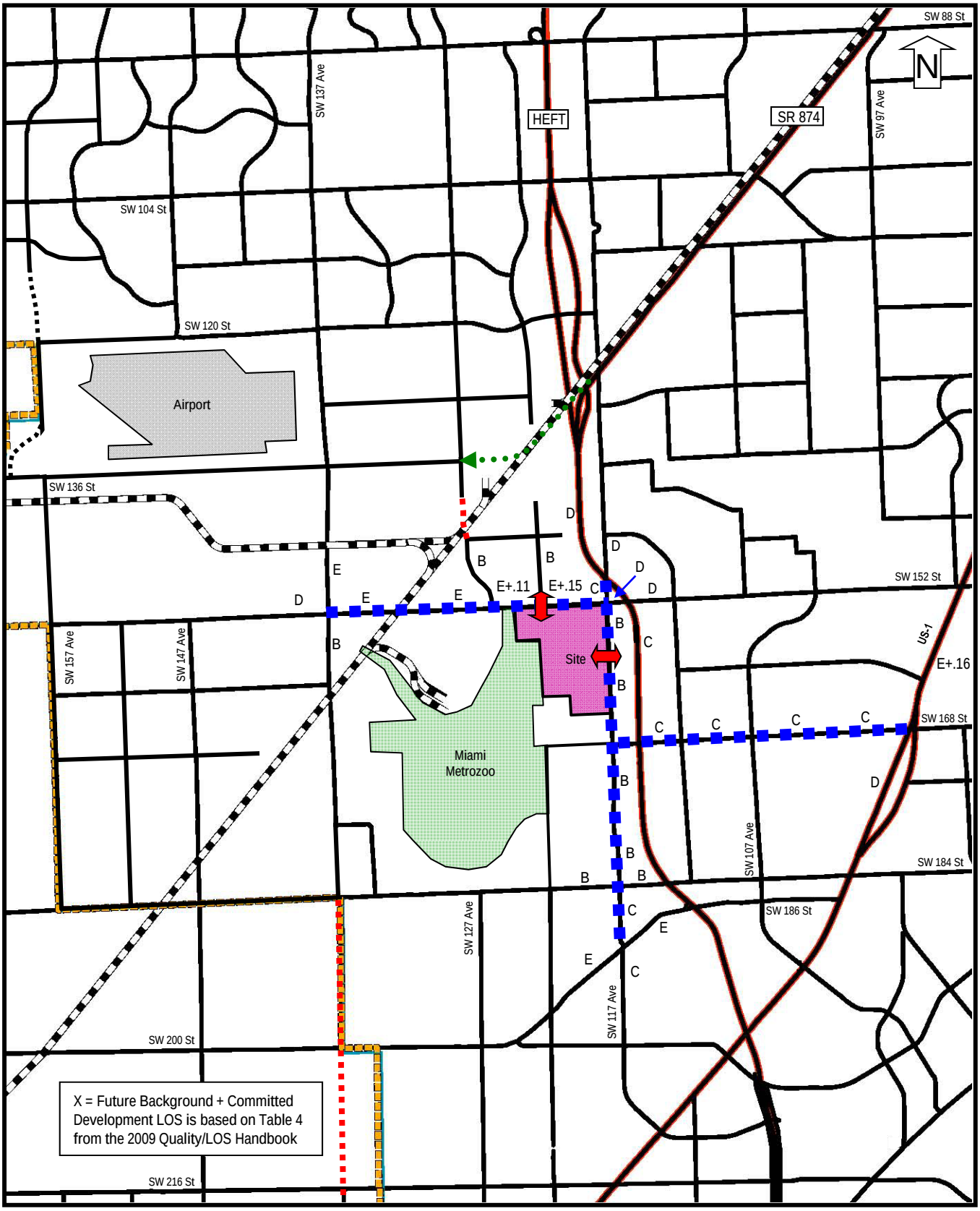
[1] The lane geometry for the Year 2025 Long Term Planning Horizon reflects projects currently under construction, the funded projects from TIP 2010 and the planned projects from Priorities II and III of the LRTP 2035 that will be built by the Year 2025.

[2] The adopted LOS standards are consistent with the Transportation Element from the Miami-Dade County CDMP.

[3] The growth rate calculations for the study area are provided on Table 5D-A and Table 5D-B.
Table 5D-A reflects growth rates calculated using the MUATS based upon the growth between the Year 2015 model forecasts and the Year 2030 model forecasts.
The MUATS growth rates have been validated by examining historical data on State Roadways between the Years 2003 and 2008 as presented on Table 5D-B.
Separate growth rates have been calculated for the HEFT and SR 874. The historical growth rate has been used for SR 874 since the model derived rate was unusually high.

[4] See Table 5E for a summary of the traffic from unbuilt committed projects. This includes the committed project traffic from the 11-30-09 Miami-Dade Public Works Traffic Concurrency Count Station database and project traffic from the approved CDMP Amendments for Miami Metrozoo Entertainment Area I and the UM TND.

[5] The two-way peak hour roadway capacities are obtained from the 2009 FDOT Quality/LOS Handbook.



Legend

- New Roadway Connections – TIP 2010
- Planned Roadway Connections - 2015-2025
- Roadway Connection under Study – TIP 2010
- Project Access Locations
- Roadways carrying project traffic ≥ 5.0% of MSV at the Adopted LOS Standard

Site

Figure 5C
2025 Background LOS on Roadways where Project Traffic ≥ 5.0% of MSV
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates

TABLE 5D-A
MIAMI METROZOO ENTERTAINMENT AREA II
TRAFFIC GROWTH RATE CALCULATIONS USING THE MUATS 2015 AND 2030 MODEL RUNS

2/15/2010

ROADWAY	DIR	2015 Model Volumes	2030 Model Volumes	Growth Rate
SW 88 STREET				
WEST OF SW 167 AVENUE	E/W	27,336	18,828	-2.46%
WEST OF SW 157 AVENUE	E/W	26,599	26,530	-0.02%
EAST OF SW 147 AVENUE	E/W	50,569	55,099	0.57%
EAST OF SW 137 AVENUE	E/W	48,557	51,145	0.35%
EAST OF SW 127 AVENUE	E/W	65,327	69,686	0.43%
EAST OF SW 117 AVENUE	E/W	59,987	59,387	-0.07%
EAST OF SW 107 AVENUE	E/W	73,558	69,532	-0.37%
EAST OF SW 97 AVENUE	E/W	52,887	61,919	1.06%
EAST OF SW 87 AVENUE	E/W	60,559	62,995	0.26%
AVERAGE:		465,379	475,121	**0.14%**
SW 104 STREET				
EAST OF SW 147 AVENUE	E/W	28,193	33,035	1.06%
EAST OF SW 137 AVENUE	E/W	46,677	49,797	0.43%
EAST OF SW 127 AVENUE	E/W	53,533	60,779	0.85%
EAST OF SW 117 AVENUE	E/W	69,729	72,582	0.27%
AVERAGE:		198,132	216,193	**0.58%**
KILLIAN DRIVE				
EAST OF RAMP TO SR 874	E/W	38,048	33,757	-0.79%
WEST OF SW 87 AVENUE	E/W	22,398	23,943	0.45%
WEST OF US-1	E/W	16,499	19,056	0.97%
AVERAGE:		76,945	76,756	**-0.02%**
SW 120 STREET				
WEST OF SW 137 AVENUE	E/W	24,493	31,529	1.70%
WEST OF SW 127 AVENUE	E/W	51,710	52,243	0.07%
WEST OF SW 122 AVENUE	E/W	48,673	53,693	0.66%
WEST OF HEFT	E/W	63,813	71,519	0.76%
AVERAGE:		188,689	208,984	**0.68%**
SW 152 STREET				
WEST OF SW 137 AVENUE	E/W	25,314	30,242	1.19%
EAST OF SW 137 AVENUE	E/W	40,535	50,361	1.46%
WEST OF SW 127 AVENUE	E/W	42,811	53,019	1.44%
WEST OF SW 124 AVENUE	E/W	54,429	53,067	-0.17%
WEST OF SW 122 AVENUE	E/W	55,207	53,989	-0.15%
EAST OF SW 120 AVENUE	E/W	55,902	55,590	-0.04%
WEST OF SW 117 AVENUE	E/W	63,330	64,530	0.13%
WEST OF SW 112 AVENUE	E/W	41,513	55,230	1.92%
EAST OF SW 112 AVENUE	E/W	33,878	47,395	2.26%
WEST OF SW 107 AVENUE	E/W	35,107	46,940	1.96%
WEST OF US-1	E/W	45,788	64,279	2.29%
AVERAGE:		493,814	574,642	**1.02%**
SW 184 STREET				
WEST OF SW 157 AVENUE	E/W	10,274	11,480	0.74%
WEST OF SW 147 AVENUE	E/W	15,539	16,018	0.20%
WEST OF SW 137 AVENUE	E/W	24,720	22,129	-0.74%
WEST OF SW 127 AVENUE	E/W	34,571	35,656	0.21%
WEST OF SW 117 AVENUE	E/W	31,373	31,029	-0.07%
WEST OF HEFT	E/W	36,417	34,046	-0.45%
EAST OF HEFT	E/W	31,810	36,130	0.85%
WEST OF US-1	E/W	28,223	28,347	0.03%
AVERAGE:		212,927	214,835	**0.06%**
SW 200 STREET/SW 186 STREET				
WEST OF SW 147 AVENUE	E/W	9,175	10,018	0.59%
WEST OF SW 137 AVENUE	E/W	15,426	15,819	0.17%
EAST OF SW 127 AVENUE	E/W	22,134	25,698	1.00%
WEST OF SW 117 AVENUE	E/W	21,960	24,635	0.77%
WEST OF SW 107 AVENUE	E/W	37,902	43,491	0.92%
WEST OF US-1	E/W	14,537	18,201	1.51%
AVERAGE:		121,134	137,862	**0.87%**

TABLE 5D-A
MIAMI METROZOO ENTERTAINMENT AREA II
TRAFFIC GROWTH RATE CALCULATIONS USING THE MUATS 2015 AND 2030 MODEL RUNS

2/15/2010

ROADWAY	DIR	2015 Model Volumes	2030 Model Volumes	Growth Rate
SW 216 STREET				
WEST OF SW 147 AVENUE	E/W	6,667	5,597	-1.16%
WEST OF SW 134 AVENUE	E/W	7,638	8,056	0.36%
WEST OF SW 127 AVENUE	E/W	10,133	9,915	-0.14%
WEST OF US-1	E/W	12,723	16,141	1.60%
AVERAGE:		37,161	39,709	**0.44%**
SW 157 AVENUE				
SOUTH OF SW 88 STREET	N/S	16,251	19,009	1.05%
NORTH OF SW 104 STREET	N/S	23,570	27,408	1.01%
NORTH OF SW 120 STREET	N/S	20,484	22,986	0.77%
NORTH OF SW 136 STREET	N/S	22,821	27,648	1.29%
SOUTH OF SW 136 STREET	N/S	20,638	28,822	2.25%
SOUTH OF SW 152 STREET	N/S	11,262	15,845	2.30%
AVERAGE:		115,026	141,718	**1.40%**
SW 147 AVENUE				
SOUTH OF SW 88 STREET	N/S	20,957	20,914	-0.01%
SOUTH OF SW 104 STREET	N/S	18,337	22,358	1.33%
SOUTH OF SW 168 STREET	N/S	9,601	17,488	4.08%
NORTH OF SW 184 STREET	N/S	8,578	13,527	3.08%
AVERAGE:		57,473	74,287	**1.73%**
SW 137 AVENUE				
SOUTH OF KENDALL DRIVE	N/S	43,582	45,522	0.29%
SOUTH OF SW 104 STREET	N/S	40,865	40,627	-0.04%
SOUTH OF SW 120 STREET	N/S	58,128	52,468	-0.68%
SOUTH OF SW 136 STREET	N/S	49,484	61,089	1.41%
SOUTH OF SW 152 STREET	N/S	40,687	55,319	2.07%
SOUTH OF SW 184 STREET	N/S	20,956	22,128	0.36%
AVERAGE:		253,702	277,153	**0.59%**
SW 127 AVENUE				
SOUTH OF KENDALL DRIVE	N/S	25,754	28,182	0.60%
SOUTH OF SW 104 STREET	N/S	29,357	28,305	-0.24%
AVERAGE:		55,111	56,487	**0.16%**
SW 117 AVENUE				
SOUTH OF KENDALL DRIVE	N/S	29,963	33,096	0.67%
SOUTH OF SW 104 STREET	N/S	36,953	35,240	-0.32%
NORTH OF SW 120 STREET	N/S	36,004	34,286	-0.33%
SOUTH OF SW 136 STREET	N/S	28,544	32,203	0.81%
SOUTH OF SW 152 STREET	N/S	26,053	29,081	0.74%
NORTH OF SW 168 STREET	N/S	29,017	32,669	0.79%
NORTH OF SW 184 STREET	N/S	21,573	22,584	0.31%
SOUTH OF SW 184 STREET	N/S	18,908	19,839	0.32%
AVERAGE:		227,015	238,998	**0.34%**
US-1				
SOUTH OF SW 88 STREET	N/S	91,790	95,351	0.25%
SOUTH OF SW 112 STREET	N/S	61,340	62,222	0.10%
SOUTH OF SW 136 STREET	N/S	63,118	70,532	0.74%
SOUTH OF SW 152 STREET	N/S	70,150	69,180	-0.09%
SOUTH OF SW 186 STREET	N/S	43,379	43,583	0.03%
AVERAGE:		329,777	340,868	**0.22%**
SR 874				
NORTH OF THE HEFT	N/S	78,832	148,458	4.31%
NORTH OF SW 104 STREET	N/S	117,642	179,643	2.86%
AVERAGE:		196,474	328,101	**3.48%**
HEFT				
SOUTH OF KENDALL DRIVE	N/S	112,559	163,112	2.50%
NORTH OF SW 152 STREET	N/S	155,027	204,387	1.86%
NORTH OF SW 184 STREET	N/S	171,022	217,672	1.62%
NORTH OF SW 200 STREET	N/S	126,236	175,573	2.22%
TOTAL FOR ALL STATIONS:		**564,844**	**760,744**	**2.00%**

	Model Rate:
AVERAGE ARTERIAL AND COLLECTOR GROWTH RATE:	**0.63%**
SR 874 GROWTH RATE:	3.48%
HEFT GROWTH RATE:	**2.00%**

TABLE 5D-B
MIAMI METROZOO ENTERTAINMENT AREA II
TRAFFIC GROWTH RATE CALCULATIONS USING HISTORICAL COUNT DATA - FOR COMPARISON WITH MUATS RESULTS

2/15/2010

ROADWAY	DIR	STATION	2003 AADT	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	COMPOUND GROWTH
SW 88 STREET									
EAST OF KROME AVENUE	E/W	FDOT-0010	12,800	15,100	14,600	15,400	15,100	14,500	**2.53%**
WEST OF SW 157 AVENUE	E/W	FDOT-2529	25,500	29,500	26,000	28,500	29,000	27,500	**1.52%**
WEST OF SW 147 AVENUE	E/W	FDOT-1080	47,500	46,500	44,000	50,000	47,500	48,500	**0.42%**
EAST OF SW 137 AVENUE	E/W	FDOT-0060	69,500	82,000	70,000	67,000	71,500	63,000	**-1.94%**
EAST OF SW 127 AVENUE	E/W	FDOT-0062	84,500	89,000	80,000	80,000	82,000	77,500	**-1.71%**
EAST OF SW 110 AVENUE	E/W	FDOT-0592	64,500	68,500	60,500	62,000	64,500	60,000	**-1.44%**
EAST OF SW 103 AVENUE	E/W	FDOT-0064	73,000	71,500	63,000	64,500	68,000	60,500	**-3.69%**
WEST OF SW 91 AVENUE	E/W	FDOT-0188	48,474	48,098	47,044	47,379	47,034	45,504	**-1.26%**
WEST OF SW 87 AVENUE	E/W	FDOT-0066	54,000	55,000	55,500	54,500	54,500	53,000	**-0.37%**
EAST OF SW 79 AVENUE	E/W	FDOT-0684	60,000	54,500	50,000	51,000	50,000	48,500	**-4.17%**
WEST OF DADELAND BLVD	E/W	FDOT-0683	48,000	42,500	44,000	44,000	42,500	45,000	**-1.28%**
AVERAGE:			587,774	602,198	554,644	564,279	571,634	543,504	**-1.55%**
KILLIAN DRIVE									
EAST OF RAMP TO SR 874	E/W	FDOT-1089	31,500	34,500	33,000	26,000	27,000	26,500	**-3.40%**
WEST OF SW 87 AVENUE	E/W	FDOT-0058	14,700	16,200	13,600	14,900	15,200	14,300	**-0.55%**
WEST OF US-1	E/W	FDOT-1093	11,100	13,500	11,400	10,300	10,300	10,300	**-1.48%**
AVERAGE:			57,300	64,200	58,000	51,200	52,500	51,100	**-2.26%**
SW 200 STREET/SW 186 STREET									
WEST OF SW 147 AVENUE	E/W	FDOT-1117	7,000	8,600	7,900	7,300	9,300	8,500	**3.96%**
EAST OF SW 127 AVENUE	E/W	FDOT-1116	15,700	17,900	16,700	15,900	18,400	16,800	**1.36%**
WEST OF SW 117 AVENUE	E/W	FDOT-0054	28,500	25,500	29,000	28,500	29,000	31,000	**1.70%**
WEST OF US-1	E/W	FDOT-1114	18,300	23,500	20,200	18,100	18,200	16,700	**-1.81%**
AVERAGE:			69,500	75,500	73,800	69,800	74,900	73,000	**0.99%**
SW 137 AVENUE									
SOUTH OF KENDALL DRIVE	N/S	FDOT-2520	42,500	45,000	52,500	43,500	45,000	39,000	**-1.70%**
SOUTH OF SW 104 STREET	N/S	FDOT-2519	41,000	46,500	41,000	41,500	44,500	40,000	**-0.49%**
AVERAGE:			83,500	91,500	93,500	85,000	89,500	79,000	**-1.10%**
US-1									
SOUTH OF SW 88 STREET	N/S	FDOT-2532	53,500	68,500	53,500	53,000	51,500	52,000	**-0.57%**
SOUTH OF SR 826	N/S	FDOT-0110	94,000	95,000	89,000	89,000	93,000	96,000	**0.42%**
SOUTH OF SW 104 STREET	N/S	FDOT-0014	68,000	67,000	75,500	74,500	73,500	69,000	**0.29%**
SOUTH OF SW 152 STREET	N/S	FDOT-0332	71,000	74,000	70,000	69,000	70,000	69,000	**-0.57%**
NORTH OF SW 112 AVENUE	N/S	FDOT-0346	49,500	52,500	48,500	49,500	58,000	49,000	**-0.20%**
AVERAGE:			336,000	357,000	336,500	335,000	346,000	335,000	**-0.06%**
SR 874									
NORTH OF THE HEFT	N/S	FDOT-2274	74,000	71,000	71,000	77,000	90,000	88,500	**3.64%**
NORTH OF SW 104 STREET	N/S	FDOT-2276	118,000	111,000	111,000	102,500	119,500	121,000	**0.50%**
AVERAGE:			192,000	182,000	182,000	179,500	209,500	209,500	**1.76%**
HEFT									
NORTH OF SW 8 STREET	N/S	FDOT-2250	152,600	163,600	172,100	177,100	178,000	147,500	**-0.68%**
NORTH OF BIRD ROAD	N/S	FDOT-2270	122,800	131,100	136,000	142,000	144,700	129,000	**0.99%**
NORTH OF KENDALL DRIVE	N/S	FDOT-2252	98,200	105,700	112,600	119,600	122,600	114,600	**3.14%**
SOUTH OF KENDALL DRIVE	N/S	FDOT-2246	78,200	86,000	92,100	99,800	101,400	95,900	**4.17%**
NORTH OF SR 874	N/S	FDOT-2290	71,600	79,900	85,800	93,000	94,800	88,900	**4.42%**
NORTH OF SW 152 STREET	N/S	FDOT-2266	142,400	149,400	158,100	165,300	170,300	167,100	**3.25%**
NORTH OF SW 184 STREET	N/S	FDOT-2254	111,400	119,200	128,300	136,500	142,600	140,900	**4.81%**
NORTH OF SW 216 STREET	N/S	FDOT-2256	84,200	93,200	101,500	110,300	116,000	115,200	**6.47%**
TOTAL FOR ALL STATIONS:			**861,400**	**928,100**	**986,500**	**1,043,600**	**1,070,400**	**999,100**	**3.01%**

	Historical Rate:
AVERAGE ARTERIAL AND COLLECTOR GROWTH RATE:	-0.80%
SR 874 GROWTH RATE:	**1.76%**
FLORIDA'S TURNPIKE GROWTH RATE:	3.01%

The State count data was obtained from the 2008 Florida Traffic Information DVD.

Table 5E
Assignment of Unbuilt Committed Development Traffic
Two-Way PM Peak Hour

2/17/2010

ROADWAY SEGMENTS	YEAR 2025 LANES	COUNT STATION	11/30/2009 MIAMI-DADE CONCURRENCY DATABASE COMMITTED TRIPS	UM TND at Metrozoo Approved Amendment Trips		Miami Metrozoo Entertainment Area I Approved Amendment Trips				TOTAL COMMITTED TRAFFIC
				Project Dist. Percent	PM Trips 881	Project Dist. Percent	TAZ 1207 PM Trips 220	Project Dist. Percent	TAZ 1209 PM Trips 250	
SW 157 Avenue										
SW 88 Street to SW 112 Street	4LD	MD-9857	0	0.00%	0	2.87%	6	3.00%	8	**14**
SW 112 Street to SW 120 Street	**4LD - TIP 2010**	Average	0	0.00%	0	5.87%	13	6.72%	17	**30**
SW 120 Street to SW 136 Street	**4LD - TIP 2010**	Average	0	0.00%	0	7.87%	17	4.72%	12	**29**
SW 136 Street to SW 152 Street	4LD	Average	0	0.00%	0	8.87%	20	4.72%	12	**31**
SW 152 Street to SW 184 Street	**4LD - TIP 2010**	MD-9859	219	0.00%	0	2.00%	4	2.00%	5	**228**
SW 147 Avenue										
SW 88 Street to SW 104 Street	4LD	MD-9830	1	1.00%	9	1.00%	2	1.00%	3	**15**
SW 104 Street to SW 120 Street	4LD	MD-9832	277	1.00%	9	1.00%	2	1.00%	3	**291**
SW 152 Street to SW 184 Street	2LU	MD-9834	512	1.00%	9	1.00%	2	1.00%	3	**526**
SW 184 Street to SW 200 Street	2LU	MD-9836	177	1.00%	9	1.00%	2	1.00%	3	**191**
SW 200 Street to SW 216 Street	2LU	MD-9836	13	1.00%	9	1.00%	2	1.00%	3	**27**
SW 137 AVENUE										
SW 88 Street to SW 104 Street	6LD	FDOT-2520	23	2.00%	18	9.09%	20	8.76%	22	**83**
SW 104 Street to SW 120 Street	6LD	FDOT-2519	805	4.00%	35	11.09%	24	10.76%	27	**892**
SW 120 Street to SW 136 Street	6LD	MD-9814	699	6.00%	53	14.09%	31	14.76%	37	**820**
SW 136 Street to SW 152 Street	6LD	MD-9816	720	10.00%	88	16.09%	35	16.76%	42	**885**
SW 152 Street to SW 184 Street	6LD	MD-9818	440	20.00%	176	22.07%	49	16.47%	41	**706**
SW 184 Street to SW 200 Street	**4LD - LRTP II**	MD-9820	93	8.00%	70	12.07%	27	6.47%	16	**206**
SW 127 AVENUE										
SW 88 Street to SW 104 Street	**4LD Under CST**	MD-9782	11	12.00%	106	1.00%	2	1.00%	3	**121**
SW 104 Street to SW 120 Street	**4LD Under CST**	MD-9784	892	14.00%	123	1.00%	2	1.00%	3	**1020**
SW 120 Street to SW 122 Street	4LD	Average	0	16.00%	141	1.00%	2	1.00%	3	**146**
SW 122 Street to SW 136 Street	**4LD - LRTP III**	Average	0	18.00%	159	1.00%	2	1.00%	3	**163**
SW 136 Street to SW 144 Street	**4LD - LRTP III**	Average	0	20.00%	176	1.00%	2	1.00%	3	**181**
SW 144 Street to SW 152 Street	4LD	TM Counts	0	20.00%	176	1.00%	2	1.00%	3	**181**
SW 184 Street to SW 200 Street	2LU	MD-9788	167	1.00%	9	1.00%	2	5.00%	13	**191**
SW 200 Street to SW 216 Street	2LU	MD-9788	167	1.00%	9	1.00%	2	5.00%	13	**191**
SW 124 AVENUE										
SW 152 Street to Metrozoo	4LD	TM Counts	0	2.00%	18	100.00%	220	100.00%	250	**488**
SW 122 AVENUE										
SW 144 Street to SW 152 Street	4LD	TM Counts	0	2.00%	18	1.00%	2	1.00%	3	**22**
SW 117 AVENUE										
SW 88 Street to SW 104 Street	4LD	MD-9748	209	2.00%	18	1.00%	2	1.00%	3	**231**
SW 104 Street to SW 120 Street	4LD	MD-9750	145	2.00%	18	2.00%	4	2.00%	5	**172**
SW 120 Street to SW 136 Street	4LD	Average	145	2.00%	18	2.00%	4	2.00%	5	**172**
SW 136 Street to HEFT Ramps	4LD	MD-9752	177	2.00%	18	2.00%	4	8.00%	20	**219**
HEFT Ramps to SW 152 Street	**6LD - LRTP III**	TM Counts	177	2.00%	18	2.00%	4	8.00%	20	**219**
SW 152 Street to Project Entrance	4LD	MD-9754	100	2.00%	18	2.00%	4	6.00%	15	**137**
Project Entrance to SW 168 Street	4LD	MD-9754	100	2.00%	18	2.00%	4	6.00%	15	**137**
SW 168 Street to SW 184 Street	4LD	MD-9754	100	2.00%	18	2.00%	4	6.00%	15	**137**
SW 184 Street to SW 186 Street	2LU	MD-9756	46	2.00%	18	2.00%	4	6.00%	15	**83**
SW 186 Street to SW 200 Street	2LU	Average	46	2.00%	18	1.00%	2	3.00%	8	**73**
SW 200 Street to SW US-1	4LD	MD-9758	68	2.00%	18	1.00%	2	1.00%	3	**90**
HEFT										
SW 88 Street to SW 120 Street	**12LD - LRTP III**	FDOT-2246	38	2.00%	18	6.53%	14	10.88%	27	**97**
SW 120 Street to SR 874	**12LD - LRTP III**	FDOT-2290	74	2.00%	18	8.53%	19	10.88%	27	**138**
SR 874 to SW 152 Street	**12LD - LRTP III**	FDOT-2266	74	20.00%	176	17.53%	39	20.88%	52	**341**
SW 152 Street to SW 184 Street	**12LD - LRTP III**	FDOT-2254	132	5.00%	44	15.66%	34	10.29%	26	**236**
SW 184 Street to SW 211 Street	6LD	FDOT-2256	26	4.00%	35	15.66%	34	10.29%	26	**121**
SW 211 Street to SW 112 Avenue	4LD	FDOT-2264	283	3.00%	26	15.66%	34	10.29%	26	**370**

Table 5E
Assignment of Unbuilt Committed Development Traffic
Two-Way PM Peak Hour

2/17/2010

ROADWAY SEGMENTS	YEAR 2025 LANES	COUNT STATION	11/30/2009 MIAMI-DADE CONCURRENCY DATABASE COMMITTED TRIPS	UM TND at Metrozoo Approved Amendment Trips		Miami Metrozoo Entertainment Area I Approved Amendment Trips				TOTAL COMMITTED TRAFFIC
				Project Dist. Percent	PM Trips 881	Project Dist. Percent	TAZ 1207 PM Trips 220	Project Dist. Percent	TAZ 1209 PM Trips 250	
SR 874										
HEFT to Toll Plaza	6LD	FDOT-2274	6	18.00%	159	9.00%	20	10.00%	25	**209**
Toll Plaza to SW 104 Street	**Under CST**	FDOT-2274	6	18.00%	159	9.00%	20	10.00%	25	**209**
SW 104 Street to SR 878	8LD	FDOT-2276	12	18.00%	159	8.00%	18	9.00%	23	**211**
US-1										
SW 112 Street to SW 136 Street	6LD	FDOT-0014	26	9.00%	79	4.78%	11	5.88%	15	**131**
SW 136 Street to SW 152 Street	6LD	MD-9968	109	9.00%	79	4.78%	11	5.88%	15	**214**
SW 152 Street to SW 168 Street	6LD	FDOT-0332	308	4.00%	35	4.00%	9	4.00%	10	**362**
SW 168 Street to SW 184 Street	3LOW SB	FDOT-2562	0	4.00%	35	4.00%	9	4.00%	10	**54**
SW 168 Street to SW 184 Street	3LOW NB	FDOT-2563	0	4.00%	35	4.00%	9	4.00%	10	**54**
SW 184 Street to SW 200 Street	6LD	MD-9970	60	4.00%	35	3.00%	7	4.00%	10	**112**
SW 200 Street to SW 216 Street	6LD	FDOT-0346	772	4.00%	35	3.00%	7	4.00%	10	**824**
SW 88 Street										
SW 177 Avenue to SW 167 Avenue	4LD	FDOT-0010	108	0.00%	0	1.00%	2	1.00%	3	**113**
SW 167 Avenue to SW 157 Avenue	**6LD Under CST**	FDOT-2529	1057	0.00%	0	1.00%	2	1.00%	3	**1062**
SW 157 Avenue to SW 147 Avenue	**6LD Under CST**	FDOT-1080	811	0.00%	0	1.00%	2	1.00%	3	**816**
SW 147 Avenue to SW 137 Avenue	6LD	FDOT-1080	811	0.00%	0	2.00%	4	2.00%	5	**820**
SW 137 Avenue to SW 127 Avenue	6LD	FDOT-0060	115	0.50%	4	2.00%	4	2.00%	5	**129**
SW 127 Avenue to SR 821/HEFT	8LD	FDOT-0062	115	0.50%	4	2.00%	4	2.00%	5	**129**
SR 821/HEFT to SW 117 Avenue	6LD	Average	44	0.50%	4	2.00%	4	2.00%	5	**58**
SW 117 Avenue to SW 107 Avenue	6LD	FDOT-0592	44	0.50%	4	1.00%	2	2.00%	5	**56**
SW 107 Avenue to SR 874	6LD	FDOT-0064	43	0.50%	4	1.00%	2	2.00%	5	**55**
SR 874 to SW 87 Avenue	6LD	FDOT-0066	249	0.50%	4	1.00%	2	2.00%	5	**261**
SW 87 Avenue to SR 826	6LD	FDOT-0684	281	0.50%	4	1.00%	2	2.00%	5	**293**
SW 104 Street										
SW 157 Avenue to SW 147 Avenue	4LD	MD-9724	109	0.00%	0	1.00%	2	1.00%	3	**114**
SW 147 Avenue to SW 137 Avenue	4LD	MD-9722	12	0.00%	0	1.00%	2	1.00%	3	**17**
SW 137 Avenue to SW 127 Avenue	6LD	MD-9720	1	0.00%	0	1.00%	2	1.00%	3	**6**
SW 127 Avenue to SW 117 Avenue	6LD	MD-9718	114	0.00%	0	1.00%	2	1.00%	3	**119**
SW 117 Avenue to SR 874	6LD	MD-9716	202	0.00%	0	1.00%	2	1.00%	3	**207**
SW 120 Street										
SW 157 Avenue to SW 137 Avenue	4LD	MD-9762	627	2.00%	18	2.00%	4	2.00%	5	**654**
SW 137 Avenue to SW 127 Avenue	4LD	MD-9760	555	2.00%	18	2.00%	4	2.00%	5	**582**
SW 127 Avenue to SW 117 Avenue	4LD	MD-9760	555	1.00%	9	2.00%	4	2.00%	5	**573**
SW 136 Street										
SW 157 Avenue to SW 147 Avenue	**4LD Under CST**	Link Counts	0	3.00%	26	1.00%	2	1.00%	3	**31**
SW 147 Avenue to SW 137 Avenue	**4LD Under CST**	TM Counts	0	3.00%	26	1.00%	2	1.00%	3	**31**
SW 137 Avenue to SW 127 Avenue	4LD	TM Counts	0	3.00%	26	1.00%	2	1.00%	3	**31**
SW 152 Street										
SW 157 Avenue to SW 147 Avenue	**4LD - LRTP III**	Link Counts	0	2.00%	18	11.87%	26	7.72%	19	**63**
SW 147 Avenue to SW 137 Avenue	4LD	MD-9854	938	5.00%	44	13.87%	31	9.72%	24	**1037**
SW 137 Avenue to SW 127 Avenue	6LD	MD-9852	253	35.00%	308	52.03%	114	42.95%	107	**783**
SW 127 Avenue to SW 124 Avenue	6LD	MD-9852	253	50.00%	441	52.03%	114	42.95%	107	**915**
SW 124 Avenue to SW 122 Avenue	6LD	MD-9850	367	48.00%	423	47.97%	106	57.05%	143	**1038**
SW 122 Avenue to SW 117 Avenue	6LD	MD-9850	367	46.00%	405	47.97%	106	57.05%	143	**1020**
SW 117 Avenue to SR 821/HEFT	**5LD - LRTP III**	Average	71	42.00%	370	43.97%	97	43.05%	108	**645**
SR 821/HEFT to SW 112 Avenue	4LD	FDOT-0056	71	17.00%	150	10.78%	24	11.88%	30	**274**
SW 112 Avenue to US-1	4LD	FDOT-1106	19	15.00%	132	9.78%	22	11.88%	30	**202**
SW 168 Street										
SW 117 Avenue to US-1	2LU	MD-9868	145	1.00%	9	1.00%	2	1.00%	3	**159**

Table 5E
Assignment of Unbuilt Committed Development Traffic
Two-Way PM Peak Hour

2/17/2010

ROADWAY SEGMENTS	YEAR 2025 LANES	COUNT STATION	11/30/2009 MIAMI-DADE CONCURRENCY DATABASE COMMITTED TRIPS	UM TND at Metrozoo Approved Amendment Trips		Miami Metrozoo Entertainment Area I Approved Amendment Trips				TOTAL COMMITTED TRAFFIC
				Project Dist. Percent	PM Trips 881	Project Dist. Percent	TAZ 1207 PM Trips 220	Project Dist. Percent	TAZ 1209 PM Trips 250	
SW 184 Street										
SW 177 Avenue to SW 167 Avenue	2LU	MD-9880	90	1.00%	9	3.00%	7	3.00%	8	**113**
SW 167 Avenue to SW 157 Avenue	2LU	MD-9880	90	1.00%	9	3.00%	7	3.00%	8	**113**
SW 157 Avenue to SW 147 Avenue	2LU	MD-9879	21	1.00%	9	3.00%	7	3.00%	8	**44**
SW 147 Avenue to SW 137 Avenue	**4LD - TIP 2010**	MD-9878	504	1.00%	9	5.00%	11	5.00%	13	**536**
SW 137 Avenue to SW 127 Avenue	4LD	MD-9876	178	1.00%	9	5.00%	11	5.00%	13	**210**
SW 127 Avenue to SW 117 Avenue	4LD	MD-9876	178	1.00%	9	3.00%	7	3.00%	8	**201**
SW 117 Avenue to SR 821/HEFT	4LD	MD-9874	2	5.00%	44	3.00%	7	3.00%	8	**60**
SR 821/HEFT to SW 107 Avenue	4LD	MD-9874	2	2.00%	18	3.00%	7	3.00%	8	**34**
SW 107 Avenue to US-1	4LD	MD-9874	2	2.00%	18	2.00%	4	2.00%	5	**29**
SW 200 Street/Quail Roost Dr										
SW 177 Avenue to SW 157 Avenue	2LU	FDOT-1117	45	1.00%	9	1.00%	2	1.00%	3	**59**
SW 157 Avenue to SW 147 Avenue	2LU	FDOT-1117	45	1.00%	9	2.00%	4	1.00%	3	**61**
SW 147 Avenue to SW 137 Avenue	2LU	MD-9892	36	1.00%	9	3.00%	7	1.00%	3	**54**
SW 137 Avenue to SW 127 Avenue	2LU	FDOT-1116	173	1.00%	9	3.00%	7	1.00%	3	**191**
SW 127 Avenue to SW 117 Avenue	4LD	FDOT-0054	179	1.00%	9	1.00%	2	1.00%	3	**193**
SW 117 Avenue to SR 821/HEFT	4LD	FDOT-0054	179	1.00%	9	1.00%	2	1.00%	3	**193**
SR 821/HEFT to US-1	4LD	FDOT-1114	233	1.00%	9	1.00%	2	1.00%	3	**247**
SW 200 Street/Caribean Blvd										
Quail Roost Dr to SW 117 Avenue	2LU	MD-9890	75	1.00%	9	1.00%	2	1.00%	3	**89**
SW 117 Avenue to SW 110 Court	2LU	MD-9890	75	1.00%	9	1.00%	2	1.00%	3	**89**
SW 110 Court to US-1	4LD	MD-9890	75	1.00%	9	1.00%	2	1.00%	3	**89**
SW 216 Street										
SW 177 Avenue to SW 167 Avenue	2LU	MD-9902	27	1.00%	9	1.00%	2	1.00%	3	**41**
SW 167 Avenue to SW 157 Avenue	2LU	MD-9902	27	1.00%	9	1.00%	2	1.00%	3	**41**
SW 157 Avenue to SW 147 Avenue	2LU	MD-9902	27	1.00%	9	1.00%	2	1.00%	3	**41**
SW 147 Avenue to SW 137 Avenue	2LU	MD-9902	27	1.00%	9	2.00%	4	1.00%	3	**43**
SW 137 Avenue to SW 127 Avenue	2LU	MD-9898	172	1.00%	9	2.00%	4	1.00%	3	**188**
SW 127 Avenue to US-1	2LU	MD-9898	172	1.00%	9	1.00%	2	1.00%	3	**186**
US-1 to SW 112 Avenue	2LU	MD-9898	172	1.00%	9	1.00%	2	1.00%	3	**186**
SW 112 Avenue to SR 821/HEFT	4LD	MD-9896	442	1.00%	9	1.00%	2	1.00%	3	**456**

[1] This table includes the two-way peak hour committed project traffic from the 11-30-09 Miami-Dade Public Works Traffic Concurrency Database.
This table also includes the approved project traffic from the Approved CDMP Amendments for the Miami Metrozoo Entertainment Area I and the UM TND.

Table 5F

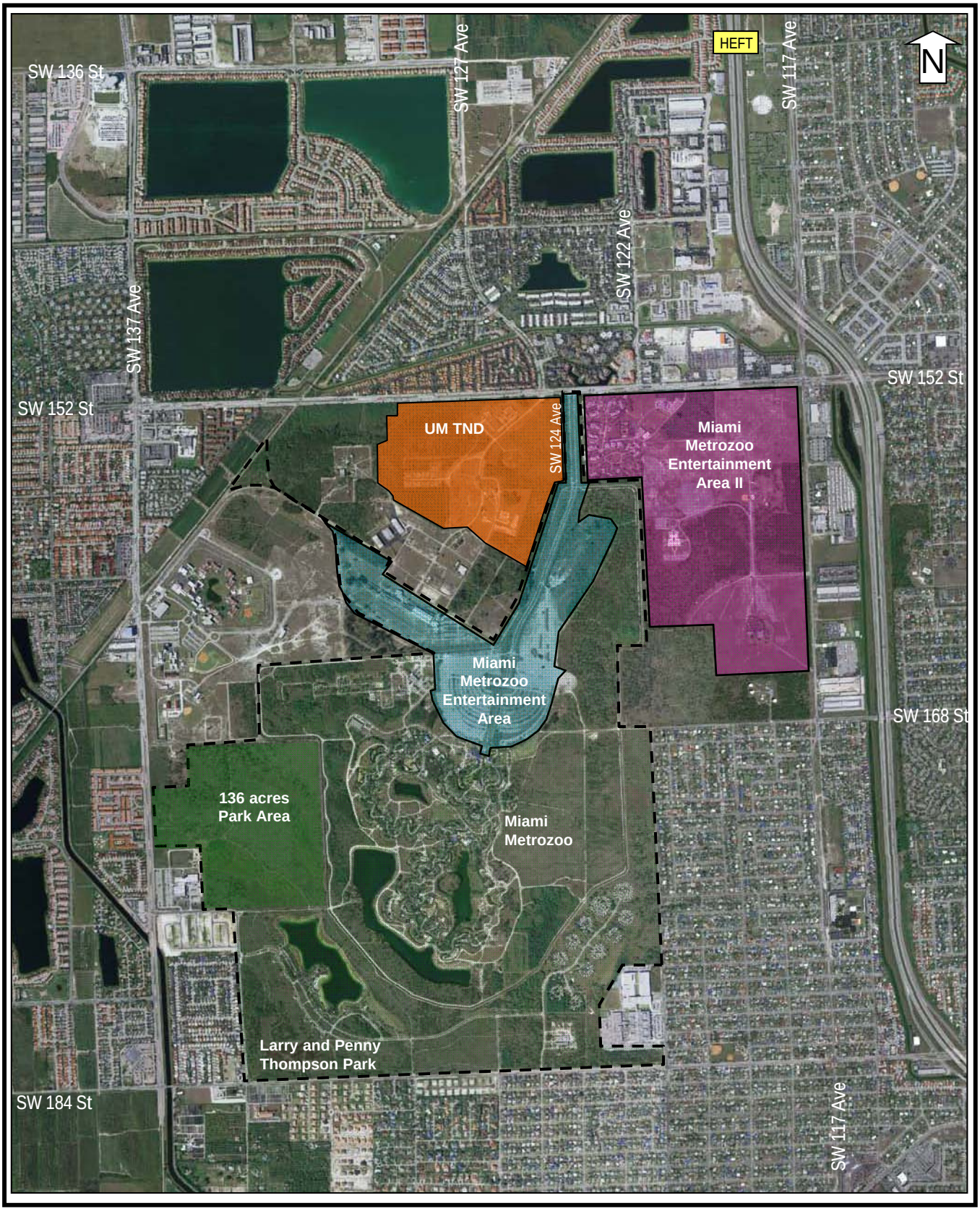
Trip Generation for the Unbuilt Committed Developments

2/16/2010

COMMITTED PROJECT	APPROVED USE	PROJECT STATUS	PM TRIPS	IN %	IN TRIPS	OUT %	OUT TRIPS
Miami Metrozoo Entertainment Area I	Attraction Uses in TAZ 1207	2007 Cycle Approved CDMP Amendment [1]	220	58.7%	129	41.3%	91
Miami Metrozoo Entertainment Area I	Attraction Uses in TAZ 1209	2007 Cycle Approved CDMP Amendment [1]	250	58.7%	147	41.3%	103
UM TND at Metrozoo	Mixed Use Residential, Retail, Office, School	2004 Cycle Approved CDMP Amendment [2]	881	66.4%	585	33.6%	296

[1] The net external PM Peak Hour trip generation has been obtained from the June 2007 CDMP Amendment Transportation Analysis prepared for the Approved Miami Metrozoo Entertainment Area I CDMP Amendment.

[2] The net external PM Peak Hour trip generation has been obtained from the April 2005 Preliminary Traffic Report prepared for the Approved UM CDMP Amendment.



Miami Metrozoo Entertainment Area II
Miami Metrozoo Entertainment Area I
UM TND
Miami Metrozoo DRI Boundary

Figure 5D
Location of Committed Developments
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates

Total Traffic Conditions for Year 2025 with the Amendment

Table 5G has been prepared to analyze total traffic conditions for the Year 2025 with the Amendment and to provide a significance determination analysis to evaluate whether regional impacts would exist during the 2025 Long Term Planning Horizon for the CDMP after the addition of the Amendment trips.

Table 5H has been prepared to analyze total traffic conditions for the year 2025 after incorporating the Amendment trips along with proposed roadway improvements by the Applicant to address projected level of service deficiencies on SW 152 Street from SW 124 Avenue to SW 117 Avenue. The analyses presented in Tables 5G and 5H include the following:

- The future lane geometry for study area roadways inclusive of the improvements under construction, the improvements funded in TIP 2010 and the improvements from Priorities II and III of the LRTP 2035;
- Off-site roadway capacity improvements proposed by the Amendment (highlighted in blue) in Table 5H;
- The adopted level of service standard from the CDMP for each roadway segment analyzed;
- The two-way peak hour period future background plus committed traffic for the Year 2025 from Table 5C;
- The assignment of the two-way PM peak hour Amendment traffic from Table 5A;
- The Year 2025 two-way peak hour period total traffic, LOS and v/c with the Amendment trips;
- The two-way peak hour roadway capacity based upon the FDOT 2009 Quality/LOS Handbook;
- An analysis to determine if the Amendment trips would consume 5.0% or more of the adopted maximum service volume at the adopted level of service standard.

Figure 5E has been provided to identify the Year 2025 total traffic levels of service on study area roadways where the Amendment traffic is $\geq$ 5.0% of the maximum service volume (MSV) at the adopted level of service standard. Also provided are the Year 2025 total traffic levels of service for those segments adjacent to those road segments where the Amendment traffic consumes $\geq$ 5.0% of the MSV.

Figure 5E also provides the resulting Year 2025 total traffic levels of service with the capacity enhancements provided by the proposed improvements to support the Amendment.

Roadway Improvements Proposed by the Amendment

The CDMP Amendment transportation analysis has identified proposed roadway infrastructure improvements to offset the impacts of the Amendment. These proposed improvements will improve both capacity and accessibility for the Amendment Site while providing improvements that will also benefit the surrounding study area. Access to and from the Amendment will be provided through the expansion of project access intersections adjacent to SW 152 Street and SW 117 Avenue. Offsite roadway improvements (to complement the improvements already funded by the County and the State) include the expansion of SW 152 Street from SW 124 Avenue to SW 117 Avenue to add an additional eastbound travel lane as illustrated on Figure 5F.

Table 5G
Year 2025 Total Traffic Conditions on Study Area Roadways - Long Term Planning Horizon
Two-Way Peak Hour Period with the Amendment Trips

2/17/2010

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	2025 PHP VOLUMES WITHOUT AMENDMENT [See Table 5C]	MIAMI METROZOO ENTERTAINMENT AREA II: Project Dist. Percent	Hotel-Conf PM PK HR TRIPS 938	Project Dist. Percent	Theme Park PM PK HR TRIPS 650	PM PK HR TRIPS TOTAL 1588	2025 VOLUMES WITH AMENDMENT	[3] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
SW 157 Avenue															
SW 88 Street to SW 112 Street	4LD	D	1,434	0.50%	5	0.50%	3	8	1,442	3,204	B	0.45	0.25%	NO	NO
SW 112 Street to SW 120 Street	**4LD - TIP 2010**	D	1,315	0.50%	5	0.50%	3	8	1,323	3,204	B	0.41	0.25%	NO	NO
SW 120 Street to SW 136 Street	**4LD - TIP 2010**	D	1,314	1.00%	9	1.00%	7	16	1,330	3,204	B	0.42	0.50%	NO	NO
SW 136 Street to SW 152 Street	4LD	D	1,182	1.00%	9	1.00%	7	16	1,198	3,204	B	0.37	0.50%	NO	NO
SW 152 Street to SW 184 Street	**4LD - TIP 2010**	D	1,110	1.00%	9	1.00%	7	16	1,126	3,204	B	0.35	0.50%	NO	NO
SW 147 Avenue															
SW 88 Street to SW 104 Street	4LD	D	1,864	1.00%	9	1.00%	7	16	1,880	3,204	B	0.59	0.50%	NO	NO
SW 104 Street to SW 120 Street	4LD	D	1,838	1.00%	9	1.00%	7	16	1,854	3,204	B	0.58	0.50%	NO	NO
SW 152 Street to SW 184 Street	2LU	D	1,321	4.00%	38	4.00%	26	64	1,385	1,440	D	0.96	4.41%	NO	NO
SW 184 Street to SW 200 Street	2LU	C	934	1.00%	9	1.00%	7	16	950	1,350	C	0.70	1.18%	NO	NO
SW 200 Street to SW 216 Street	2LU	C	779	0.50%	5	0.50%	3	8	787	1,350	B	0.58	0.59%	NO	NO
SW 137 AVENUE															
SW 88 Street to SW 104 Street	6LD	E	2,876	8.07%	76	8.07%	52	128	3,005	5,360	B	0.56	2.39%	NO	NO
SW 104 Street to SW 120 Street	6LD	E	3,905	11.07%	104	11.07%	72	176	4,080	5,360	B	0.76	3.28%	NO	NO
SW 120 Street to SW 136 Street	6LD	E	5,632	13.07%	123	13.07%	85	208	5,840	5,150	F	1.13	4.03%	NO	NO
SW 136 Street to SW 152 Street	6LD	E	4,883	15.07%	141	15.07%	98	239	5,123	5,150	E	0.99	4.65%	NO	NO
SW 152 Street to SW 184 Street	6LD	D	3,892	3.11%	29	3.11%	20	49	3,941	4,824	C	0.82	1.02%	NO	NO
SW 184 Street to SW 200 Street	**4LD - LRTP II**	D	1,038	3.00%	28	3.00%	20	48	1,086	3,204	B	0.34	1.49%	NO	NO
SW 127 AVENUE															
SW 88 Street to SW 104 Street	**4LD Under CST**	D	1,551	1.00%	9	1.00%	7	16	1,567	3,204	B	0.49	0.50%	NO	NO
SW 104 Street to SW 120 Street	**4LD Under CST**	D	1,912	1.00%	9	1.00%	7	16	1,928	3,204	B	0.60	0.50%	NO	NO
SW 120 Street to SW 122 Street	4LD	D	960	2.00%	19	2.00%	13	32	992	3,204	B	0.31	0.99%	NO	NO
SW 122 Street to SW 136 Street	**4LD - LRTP III**	D	891	3.00%	28	3.00%	20	48	938	3,204	B	0.29	1.49%	NO	NO
SW 136 Street to SW 144 Street	**4LD - LRTP III**	D	814	4.00%	38	4.00%	26	64	877	3,204	B	0.27	1.98%	NO	NO
SW 144 Street to SW 152 Street	4LD	D	719	1.00%	9	1.00%	7	16	735	3,204	B	0.23	0.50%	NO	NO
SW 184 Street to SW 200 Street	2LU	D	748	1.00%	9	1.00%	7	16	764	1,440	B	0.53	1.10%	NO	NO
SW 200 Street to SW 216 Street	2LU	D	748	1.00%	9	1.00%	7	16	764	1,440	B	0.53	1.10%	NO	NO
SW 124 AVENUE															
SW 152 Street to Metrozoo	4LD	D	175	1.00%	9	1.00%	7	16	191	3,204	B	0.06	0.50%	NO	NO
SW 122 AVENUE															
SW 144 Street to SW 152 Street	4LD	D	1,442	3.00%	28	3.00%	20	48	1,490	3,204	B	0.46	1.49%	NO	NO

Table 5G
Year 2025 Total Traffic Conditions on Study Area Roadways - Long Term Planning Horizon
Two-Way Peak Hour Period with the Amendment Trips

2/17/2010

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	2025 PHP VOLUMES WITHOUT AMENDMENT [See Table 5C]	MIAMI METROZOO ENTERTAINMENT AREA II Project Dist. Percent	Hotel-Conf PM PK HR TRIPS 938	Project Dist. Percent	Theme Park PM PK HR TRIPS 650	PM PK HR TRIPS TOTAL 1588	2025 VOLUMES WITH AMENDMENT	[3] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
SW 117 AVENUE															
SW 88 Street to SW 104 Street	4LD	D	2,817	2.67%	25	2.67%	17	42	2,860	2,898	D	0.99	1.46%	NO	NO
SW 104 Street to SW 120 Street	4LD	D	4,724	4.67%	44	4.67%	30	74	4,798	2,898	F	1.66	2.56%	NO	NO
SW 120 Street to SW 136 Street	4LD	D	3,632	5.67%	53	5.67%	37	90	3,722	2,898	F	1.28	3.11%	NO	NO
SW 136 Street to HEFT Ramps	4LD	D	2,587	6.67%	63	6.67%	43	106	2,693	2,898	D	0.93	3.65%	NO	NO
HEFT Ramps to SW 152 Street	**6LD - LRTP III**	D	3,134	28.11%	264	28.11%	183	446	3,580	4,392	D	0.82	**10.16%**	**YES**	**NO**
SW 152 Street to Project Entrance	4LD	D	1,501	45.53%	427	45.53%	296	723	2,224	3,204	B	0.69	**22.57%**	**YES**	**NO**
Project Entrance to SW 168 Street	4LD	D	1,501	45.53%	427	45.53%	296	723	2,224	3,204	B	0.69	**22.57%**	**YES**	**NO**
SW 168 Street to SW 184 Street	4LD	D	1,501	19.84%	186	19.84%	129	315	1,816	3,204	B	0.57	**9.83%**	**YES**	**NO**
SW 184 Street to SW 186 Street	2LU	D	1,242	5.92%	56	5.92%	38	94	1,336	1,440	C	0.93	**6.53%**	**YES**	**NO**
SW 186 Street to SW 200 Street	2LU	D	1,337	3.92%	37	3.92%	25	62	1,400	1,440	D	0.97	4.32%	NO	NO
SW 200 Street to SW US-1	4LD	D	1,459	2.92%	27	2.92%	19	46	1,505	3,204	B	0.47	1.45%	NO	NO
HEFT															
SW 88 Street to SW 120 Street	**12LD - LRTP III**	D	10,840	12.30%	115	12.30%	80	195	11,035	21,950	B	0.50	0.89%	NO	NO
SW 120 Street to SR 874	**12LD - LRTP III**	D	10,096	14.30%	134	14.30%	93	227	10,323	21,950	B	0.47	1.03%	NO	NO
SR 874 to SW 152 Street	**12LD - LRTP III**	D	19,059	21.44%	201	21.44%	139	340	19,400	21,950	D	0.88	1.55%	NO	NO
SW 152 Street to SW 184 Street	**12LD - LRTP III**	D	16,020	6.67%	63	6.67%	43	106	16,126	21,950	C	0.73	0.48%	NO	NO
SW 184 Street to SW 211 Street	6LD	D	13,026	12.66%	119	12.66%	82	201	13,227	10,150	F	1.30	1.98%	NO	NO
SW 211 Street to SW 112 Avenue	4LD	D	8,469	12.66%	119	12.66%	82	201	8,670	6,770	F	1.28	2.97%	NO	NO
SR 874															
HEFT to Toll Plaza	6LD	D	8,604	7.14%	67	7.14%	46	113	8,717	10,150	D	0.86	1.12%	NO	NO
Toll Plaza to SW 104 Street	**Under CST**	D	8,604	7.14%	67	7.14%	46	113	8,717	10,150	D	0.86	1.12%	NO	NO
SW 104 Street to SR 878	8LD	D	11,446	5.14%	48	5.14%	33	82	11,528	13,480	D	0.86	0.61%	NO	NO
US-1															
SW 112 Street to SW 136 Street	6LD	EE	5,032	1.00%	9	1.00%	7	16	5,048	6,180	E	0.82	0.26%	NO	NO
SW 136 Street to SW 152 Street	6LD	EE	5,331	1.00%	9	1.00%	7	16	5,347	6,180	E+.04	0.87	0.26%	NO	NO
SW 152 Street to SW 168 Street	6LD	EE	5,971	1.00%	9	1.00%	7	16	5,987	6,180	E+.16	0.97	0.26%	NO	NO
SW 168 Street to SW 184 Street	3LOW SB	EE	2,872	1.00%	9	1.00%	7	16	2,888	3,708	D	0.78	0.43%	NO	NO
SW 168 Street to SW 184 Street	3LOW NB	EE	2,828	1.00%	9	1.00%	7	16	2,844	3,708	D	0.77	0.43%	NO	NO
SW 184 Street to SW 200 Street	6LD	EE	4,047	1.00%	9	1.00%	7	16	4,063	6,180	D	0.66	0.26%	NO	NO
SW 200 Street to SW 216 Street	6LD	EE	4,380	1.00%	9	1.00%	7	16	4,396	6,180	D	0.71	0.26%	NO	NO

Table 5G
Year 2025 Total Traffic Conditions on Study Area Roadways - Long Term Planning Horizon
Two-Way Peak Hour Period with the Amendment Trips

2/17/2010

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	2025 PHP VOLUMES WITHOUT AMENDMENT [See Table 5C]	MIAMI METROZOO ENTERTAINMENT AREA II: Project Dist. Percent	Hotel-Conf PM PK HR TRIPS 938	Project Dist. Percent	Theme Park PM PK HR TRIPS 650	PM PK HR TRIPS TOTAL 1588	2025 VOLUMES WITH AMENDMENT	[3] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
SW 88 Street															
SW 177 Avenue to SW 167 Avenue	4LD	D	1,551	1.00%	9	1.00%	7	16	1,567	3,560	B	0.44	0.45%	NO	NO
SW 167 Avenue to SW 157 Avenue	**6LD Under CST**	EE	3,199	1.00%	9	1.00%	7	16	3,215	6,180	C	0.52	0.26%	NO	NO
SW 157 Avenue to SW 147 Avenue	**6LD Under CST**	EE	4,303	2.00%	19	2.00%	13	32	4,335	6,180	D	0.70	0.51%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD	EE	4,308	3.00%	28	3.00%	20	48	4,355	6,180	D	0.70	0.77%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,897	2.00%	19	2.00%	13	32	4,928	6,180	E	0.80	0.51%	NO	NO
SW 127 Avenue to SR 821/HEFT	8LD	EE	5,809	2.00%	19	2.00%	13	32	5,841	8,256	D	0.71	0.38%	NO	NO
SR 821/HEFT to SW 117 Avenue	6LD	EE	5,079	1.00%	9	1.00%	7	16	5,095	6,180	E	0.82	0.26%	NO	NO
SW 117 Avenue to SW 107 Avenue	6LD	EE	4,418	1.00%	9	1.00%	7	16	4,434	6,180	D	0.72	0.26%	NO	NO
SW 107 Avenue to SR 874	6LD	EE	4,672	1.00%	9	1.00%	7	16	4,688	6,180	D	0.76	0.26%	NO	NO
SR 874 to SW 87 Avenue	6LD	EE	4,398	1.00%	9	1.00%	7	16	4,413	6,180	D	0.71	0.26%	NO	NO
SW 87 Avenue to SR 826	6LD	EE	4,260	1.00%	9	1.00%	7	16	4,276	6,180	D	0.69	0.26%	NO	NO
SW 104 Street															
SW 157 Avenue to SW 147 Avenue	4LD	EE	2,938	1.00%	9	1.00%	7	16	2,954	3,845	C	0.77	0.41%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	EE	3,119	1.00%	9	1.00%	7	16	3,135	3,845	D	0.82	0.41%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,131	1.00%	9	1.00%	7	16	4,147	5,789	C	0.72	0.27%	NO	NO
SW 127 Avenue to SW 117 Avenue	6LD	EE	4,818	1.00%	9	1.00%	7	16	4,833	5,789	E+.01	0.83	0.27%	NO	NO
SW 117 Avenue to SR 874	6LD	EE	4,939	1.00%	9	1.00%	7	16	4,955	5,789	E+.03	0.86	0.27%	NO	NO
SW 120 Street															
SW 157 Avenue to SW 137 Avenue	4LD	D	2,992	2.00%	19	2.00%	13	32	3,024	2,898	E	1.04	1.10%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	4,819	1.00%	9	1.00%	7	16	4,835	2,898	F	1.67	0.55%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	4,810	1.00%	9	1.00%	7	16	4,826	2,898	F	1.67	0.55%	NO	NO
SW 136 Street															
SW 157 Avenue to SW 147 Avenue	**4LD Under CST**	D	760	2.00%	19	2.00%	13	32	792	3,204	B	0.25	0.99%	NO	NO
SW 147 Avenue to SW 137 Avenue	**4LD Under CST**	D	1,972	2.00%	19	2.00%	13	32	2,003	3,204	B	0.63	0.99%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	728	2.00%	19	2.00%	13	32	759	3,204	B	0.24	0.99%	NO	NO
SW 152 Street															
SW 157 Avenue to SW 147 Avenue	**4LD - LRTP III**	EE	922	3.61%	34	3.61%	23	57	979	3,845	B	0.25	1.49%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	EE	3,153	10.61%	100	10.61%	69	168	3,322	3,845	E	0.86	4.38%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,994	28.79%	270	28.79%	187	457	5,451	6,180	E+.06	0.88	**7.40%**	**YES**	**NO**
SW 127 Avenue to SW 124 Avenue	6LD	EE	5,126	29.79%	279	29.79%	194	473	5,599	6,180	E+.09	0.91	**7.65%**	**YES**	**NO**
SW 124 Avenue to SW 122 Avenue	6LD	EE	5,934	29.79%	279	29.79%	194	473	6,407	6,180	F	1.04	**7.65%**	**YES**	**YES**
SW 122 Avenue to SW 117 Avenue	6LD	EE	5,916	53.08%	498	53.08%	345	843	6,759	6,180	F	1.09	**13.64%**	**YES**	**YES**
SW 117 Avenue to SR 821/HEFT	**5LD - LRTP III**	EE	4,466	13.34%	125	13.34%	87	212	4,678	5,150	D	0.91	4.11%	NO	NO
SR 821/HEFT to SW 112 Avenue	4LD	EE	3,020	6.67%	63	6.67%	43	106	3,126	4,080	D	0.77	2.60%	NO	NO
SW 112 Avenue to US-1	4LD	EE	3,074	6.67%	63	6.67%	43	106	3,180	4,080	D	0.78	2.60%	NO	NO

Table 5G
Year 2025 Total Traffic Conditions on Study Area Roadways - Long Term Planning Horizon
Two-Way Peak Hour Period with the Amendment Trips

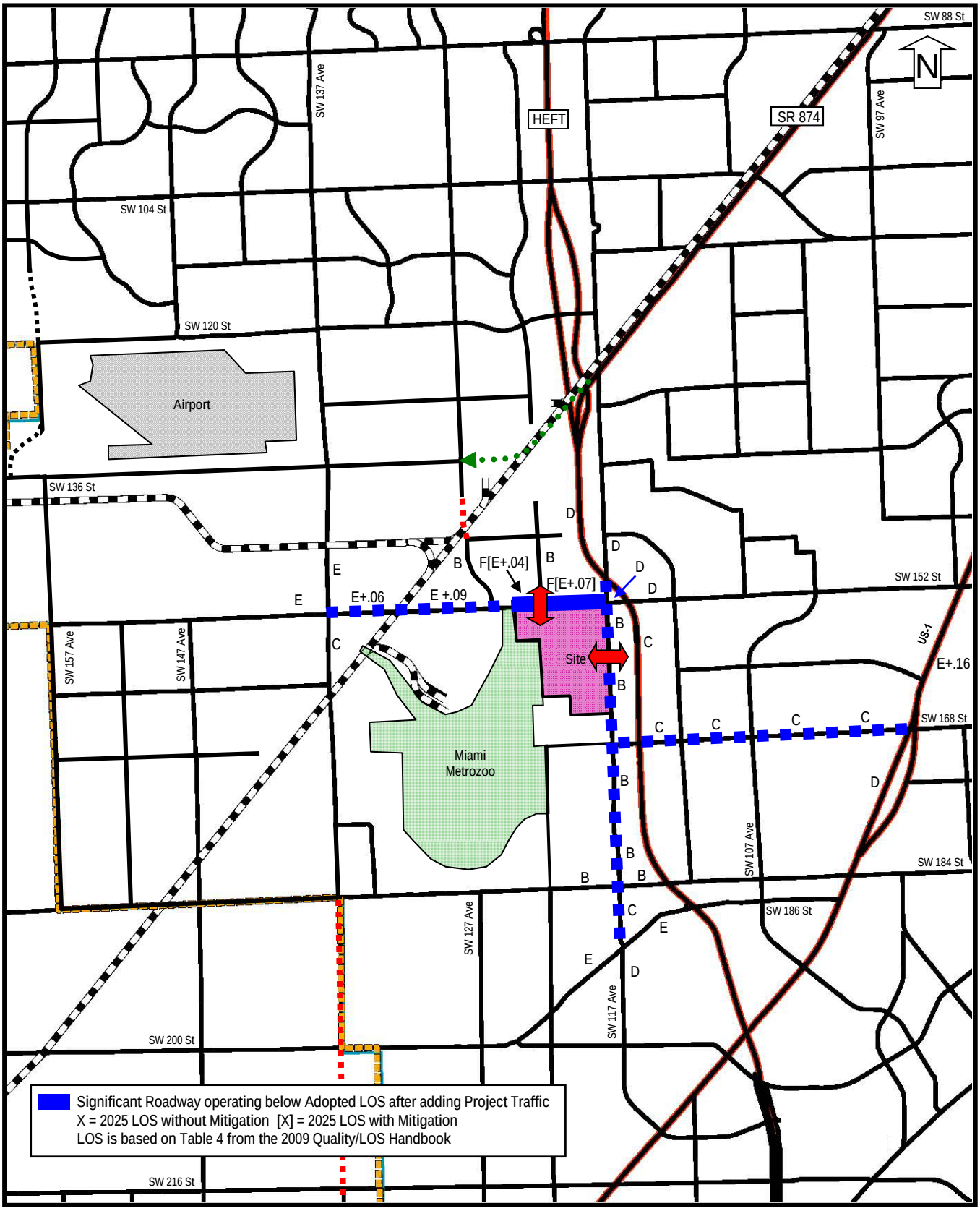
2/17/2010

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	2025 PHP VOLUMES WITHOUT AMENDMENT [See Table 5C]	MIAMI METROZOO ENTERTAINMENT AREA II Project Dist. Percent	Hotel-Conf PM PK HR TRIPS 938	Project Dist. Percent	Theme Park PM PK HR TRIPS 650	PM PK HR TRIPS TOTAL 1588	2025 VOLUMES WITH AMENDMENT	[3] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
SW 168 Street															
SW 117 Avenue to US-1	2LU	D	1,009	5.92%	56	5.92%	38	94	1,103	1,440	C	0.77	**6.53%**	**YES**	**NO**
SW 184 Street															
SW 177 Avenue to SW 167 Avenue	2LU	C	946	1.00%	9	1.00%	7	16	962	1,350	C	0.71	1.18%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	946	1.50%	14	1.50%	10	24	970	1,350	C	0.72	1.76%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	D	993	2.00%	19	2.00%	13	32	1,025	1,440	C	0.71	2.21%	NO	NO
SW 147 Avenue to SW 137 Avenue	**4LD - TIP 2010**	D	1,823	3.11%	29	3.11%	20	49	1,872	3,204	B	0.58	1.54%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	1,862	4.93%	46	4.93%	32	78	1,940	3,204	B	0.61	2.44%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	1,852	5.93%	56	5.93%	39	94	1,946	3,204	B	0.61	2.94%	NO	NO
SW 117 Avenue to SR 821/HEFT	4LD	D	1,402	7.99%	75	7.99%	52	127	1,529	3,204	B	0.48	3.96%	NO	NO
SR 821/HEFT to SW 107 Avenue	4LD	D	1,376	7.99%	75	7.99%	52	127	1,502	3,204	B	0.47	3.96%	NO	NO
SW 107 Avenue to US-1	4LD	D	1,371	2.00%	19	2.00%	13	32	1,403	3,204	B	0.44	0.99%	NO	NO
SW 200 Street/Quail Roost Dr															
SW 177 Avenue to SW 157 Avenue	2LU	C	791	0.50%	5	0.50%	3	8	799	1,500	B	0.53	0.53%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	793	0.50%	5	0.50%	3	8	801	1,500	B	0.53	0.53%	NO	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	821	1.00%	9	1.00%	7	16	836	1,500	B	0.56	1.06%	NO	NO
SW 137 Avenue to SW 127 Avenue	2LU	E	1,680	1.00%	9	1.00%	7	16	1,696	1,600	F	1.06	0.99%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	E	3,252	1.00%	9	1.00%	7	16	3,268	3,400	E	0.96	0.47%	NO	NO
SW 117 Avenue to SR 821/HEFT	4LD	E	3,252	1.00%	9	1.00%	7	16	3,268	3,400	E	0.96	0.47%	NO	NO
SR 821/HEFT to US-1	4LD	E	1,727	1.00%	9	1.00%	7	16	1,743	3,400	C	0.51	0.47%	NO	NO
SW 200 Street/Caribean Blvd															
Quail Roost Dr to SW 117 Avenue	2LU	D	571	1.00%	9	1.00%	7	16	587	1,440	B	0.41	1.10%	NO	NO
SW 117 Avenue to SW 110 Court	2LU	D	571	1.00%	9	1.00%	7	16	587	1,440	B	0.41	1.10%	NO	NO
SW 110 Court to US-1	4LD	D	571	1.00%	9	1.00%	7	16	587	3,204	B	0.18	0.50%	NO	NO
SW 216 Street															
SW 177 Avenue to SW 167 Avenue	2LU	C	385	0.50%	5	0.50%	3	8	393	1,350	B	0.29	0.59%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	385	0.50%	5	0.50%	3	8	393	1,350	B	0.29	0.59%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	385	0.50%	5	0.50%	3	8	393	1,350	B	0.29	0.59%	NO	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	388	0.50%	5	0.50%	3	8	396	1,350	B	0.29	0.59%	NO	NO
SW 137 Avenue to SW 127 Avenue	2LU	D	874	0.50%	5	0.50%	3	8	882	1,440	C	0.61	0.55%	NO	NO
SW 127 Avenue to US-1	2LU	D	872	0.50%	5	0.50%	3	8	880	1,440	C	0.61	0.55%	NO	NO
US-1 to SW 112 Avenue	2LD	D	872	0.50%	5	0.50%	3	8	880	1,512	C	0.58	0.53%	NO	NO
SW 112 Avenue to SR 821/HEFT	4LD	D	2,917	0.50%	5	0.50%	3	8	2,925	3,204	C	0.91	0.25%	NO	NO

[1] The lane geometry for the Year 2025 Long Term Planning Horizon reflects projects currently under construction, the funded projects from TIP 2010 and the planned projects from Priorities II and III of the LRTP 2035 that will be built by the Year 2025.

[2] The adopted LOS standards are consistent with the Transportation Element from the Miami-Dade County CDMP.

[3] The two-way peak hour roadway capacities are obtained from the 2009 FDOT Quality/LOS Handbook.



Legend

- New Roadway Connections – TIP 2010
- Planned Roadway Connections - 2015-2025
- Roadway Connection under Study – TIP 2010
- Project Access Locations
- Roadways carrying project traffic ≥ 5.0% of MSV at the Adopted LOS Standard

Site

Figure 5E
2025 Total Traffic LOS on Roadways where Project Traffic ≥ 5.0% of MSV
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates

Table 5H
Significantly Impacted Roadways in the 2025 Long Term Planning Horizon
Two-Way Peak Hour Period with the Amendment Trips

2/17/2010

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	2025 PHP VOLUMES WITHOUT AMENDMENT	MIAMI METROZOO ENTERTAINMENT AREA II: Project Dist. Percent	Hotel-Conf PM PK HR TRIPS 938	Project Dist. Percent	Theme Park PM PK HR TRIPS 650	PM PK HR TRIPS TOTAL 1588	2025 VOLUMES WITH AMENDMENT	[3] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
SW 117 AVENUE															
SW 136 Street to HEFT Ramps	4LD	D	2,587	6.67%	63	6.67%	43	106	2,693	2,898	D	0.93	3.65%	NO	NO
HEFT Ramps to SW 152 Street	6LD - LRTP III	D	3,134	28.11%	264	28.11%	183	446	3,580	4,392	D	0.82	**10.16%**	**YES**	**NO**
SW 152 Street to Project Entrance	4LD	D	1,501	45.53%	427	45.53%	296	723	2,224	3,204	B	0.69	**22.57%**	**YES**	**NO**
Project Entrance to SW 168 Street	4LD	D	1,501	45.53%	427	45.53%	296	723	2,224	3,204	B	0.69	**22.57%**	**YES**	**NO**
SW 168 Street to SW 184 Street	4LD	D	1,501	19.84%	186	19.84%	129	315	1,816	3,204	B	0.57	**9.83%**	**YES**	**NO**
SW 184 Street to SW 186 Street	2LU	D	1,242	5.92%	56	5.92%	38	94	1,336	1,440	C	0.93	**6.53%**	**YES**	**NO**
SW 186 Street to SW 200 Street	2LU	D	1,337	3.92%	37	3.92%	25	62	1,400	1,440	D	0.97	4.32%	NO	NO
SW 152 Street															
SW 147 Avenue to SW 137 Avenue	4LD	EE	3,153	10.61%	100	10.61%	69	168	3,322	3,845	E	0.86	4.38%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,994	28.79%	270	28.79%	187	457	5,451	6,180	E+.06	0.88	**7.40%**	**YES**	**NO**
SW 127 Avenue to SW 124 Avenue	6LD	EE	5,126	29.79%	279	29.79%	194	473	5,599	6,180	E+.09	0.91	**7.65%**	**YES**	**NO**
SW 124 Avenue to SW 122 Avenue	6LD	EE	5,934	29.79%	279	29.79%	194	473	6,407	6,180	F	1.04	**7.65%**	**YES**	**YES**
SW 122 Avenue to SW 117 Avenue	6LD	EE	5,916	53.08%	498	53.08%	345	843	6,759	6,180	F	1.09	**13.64%**	**YES**	**YES**
SW 117 Avenue to SR 821/HEFT	5LD - LRTP III	EE	4,466	13.34%	125	13.34%	87	212	4,678	5,150	D	0.91	4.11%	NO	NO
SW 168 Street															
SW 117 Avenue to US-1	2LU	D	1,009	5.92%	56	5.92%	38	94	1,103	1,440	C	0.77	**6.53%**	**YES**	**NO**

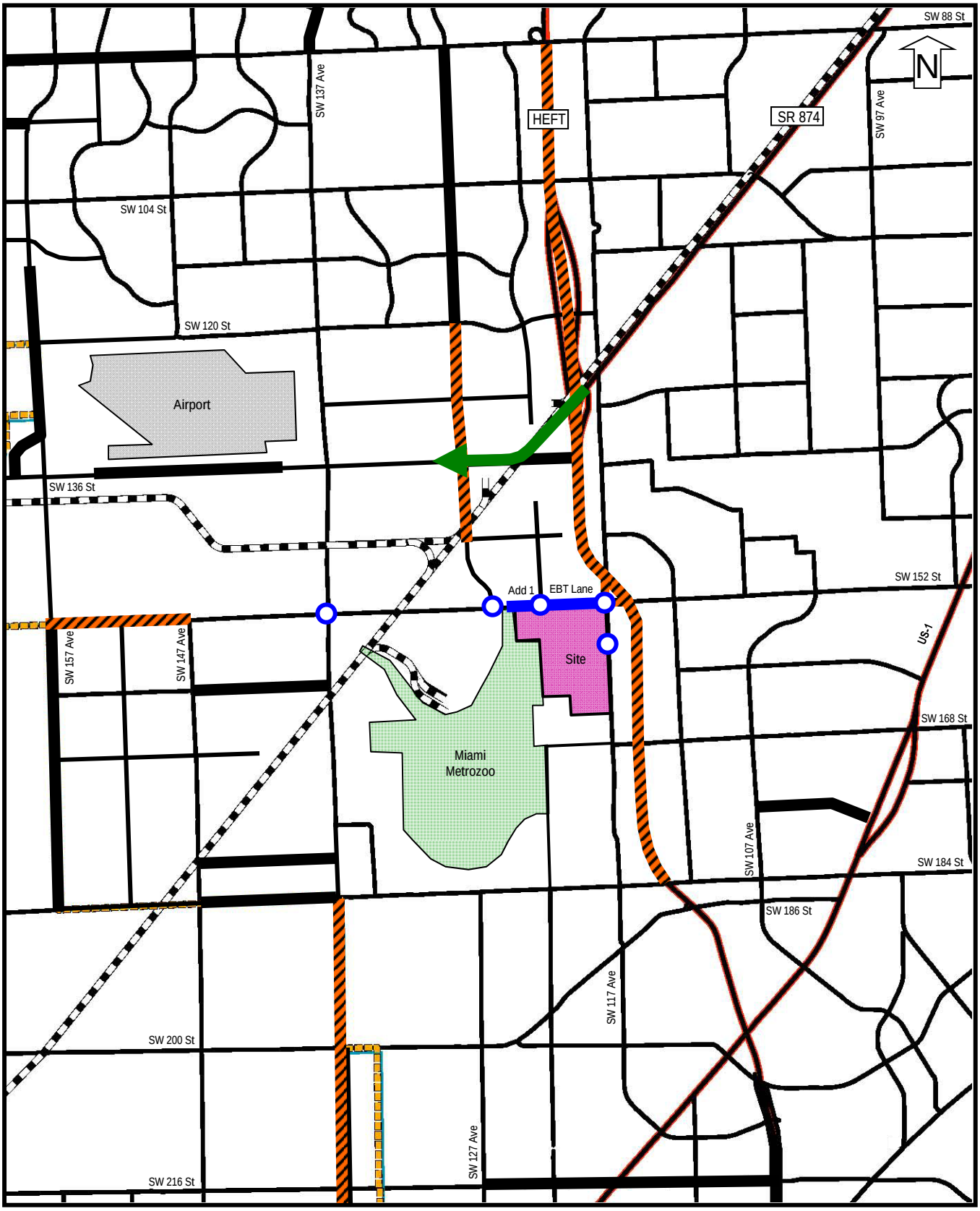
Proposed Mitigation to Meet Adopted LOS Standards for Significantly Impacted Roads for the 2025 Long Term Planning Horizon

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	2025 PHP VOLUMES WITHOUT AMENDMENT	MIAMI METROZOO ENTERTAINMENT AREA II: Project Dist. Percent	Hotel-Conf PM PK HR TRIPS 938	Project Dist. Percent	Theme Park PM PK HR TRIPS 650	PM PK HR TRIPS TOTAL 1588	2025 VOLUMES WITH AMENDMENT	[3] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
SW 152 Street															
SW 147 Avenue to SW 137 Avenue	4LD	EE	3,153	10.61%	100	10.61%	69	168	3,322	3,845	E	0.86	4.38%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,994	28.79%	270	28.79%	187	457	5,451	6,180	E+.06	0.88	**7.40%**	**YES**	**NO**
SW 127 Avenue to SW 124 Avenue	6LD	EE	5,126	29.79%	279	29.79%	194	473	5,599	6,180	E+.09	0.91	**7.65%**	**YES**	**NO**
SW 124 Avenue to SW 122 Avenue	7LD - ADD 1EBT	EE	5,934	29.79%	279	29.79%	194	473	6,407	7,210	E+.06	0.89	**6.56%**	**YES**	**NO**
SW 122 Avenue to SW 117 Avenue	7LD - ADD 1EBT	EE	5,916	53.08%	498	53.08%	345	843	6,759	7,210	E+.12	0.94	**11.69%**	**YES**	**NO**
SW 117 Avenue to SR 821/HEFT	5LD - LRTP III	EE	4,466	13.34%	125	13.34%	87	212	4,678	5,150	D	0.91	4.11%	NO	NO

[1] The lane geometry for the Year 2025 Long Term Planning Horizon reflects projects currently under construction, the funded projects from TIP 2010 and the planned projects from Priorities II and III of the LRTP 2035 that will be built by the Year 2025.

[2] The adopted LOS standards are consistent with the Transportation Element from the Miami-Dade County CDMP.

[3] The two-way peak hour roadway capacities are obtained from the 2009 FDOT Quality/LOS Handbook.



Legend

Site

TIP 2010 Improvements (See Figure 2A)

LRTP 2035 Priority II or III Improvements (See Figure 2B)

Roadway Connection under Study in TIP 2010

Proposed Roadway and Intersection Improvements to Support the Amendment

Figure 5F
Proposed Improvements to Support the Amendment
Miami Metrozoo Entertainment Area II
February 2010

Source: Cathy Sweetapple & Associates

Corridor Operational Analyses for the Year 2025 Long Term Planning Horizon

This CDMP Amendment Transportation Analysis includes extensive Corridor Operational Analyses for SW 152 Street and SW 117 Avenue for the Long Term Planning Horizon. The limits of the corridor analyses include the following:

- SW 152 Street – SW 137 Avenue to SW 112 Avenue
- SW 117 Avenue – HEFT Ramps to SW 168 Street

Existing Corridor Traffic Conditions

Weekday afternoon (4:00 P.M. to 6:00 P.M.) peak period turning movement counts were performed on January 20, 2010 (Wednesday), January 21, 2010 (Thursday), January 26, 2010 (Tuesday), and February 2, 2010 (Tuesday), at the following intersections:

- SW 137th Avenue and SW 152nd Street
- SW 132nd Avenue and SW 152nd Street
- SW 129th Avenue and SW 152nd Street
- SW 127th Avenue and SW 152nd Street
- SW 124th Avenue and SW 152nd Street
- SW 122nd Avenue and SW 152nd Street
- SW 117th Avenue and SW 152nd Street
- Florida's Turnpike southbound on-off ramp/SW 152nd Street
- Florida's Turnpike northbound on-off ramp/SW 152nd Street
- SW 112th Avenue and SW 152nd Street
- Florida's Turnpike northbound on-off ramp/SW 117th Avenue
- Florida's Turnpike southbound on-off ramp/SW 117th Avenue
- Coast Guard Entrance Driveway/SW 117th Avenue
- SW 168th Street and SW 117th Avenue

The volumes were collected in 15-minute intervals in order to determine a peak hour for each intersection. To provide for a conservative analysis, the peak hour from each individual intersection was utilized. The appropriate FDOT peak season conversion factor was applied to the traffic counts to adjust the traffic to peak season volumes. The peak hour turning movement counts and intersection timings are included in Appendix A. Figures 6-1 and 6-2 present the existing turning movement volumes at the study intersections during the peak hour.

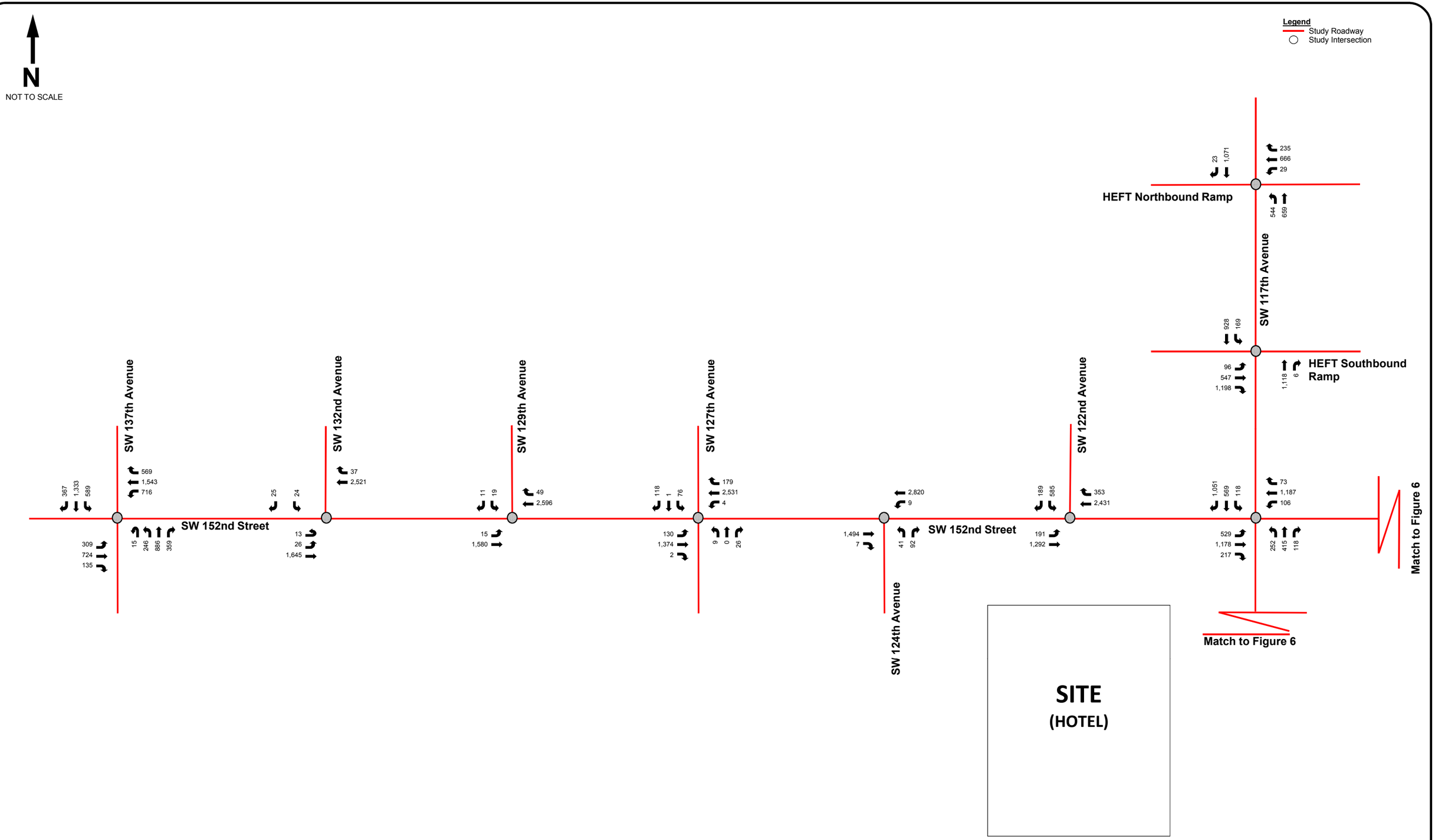


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Figure 6-1
Existing Conditions
Metrozoo Entertainment Area II
Miami-Dade County, Florida

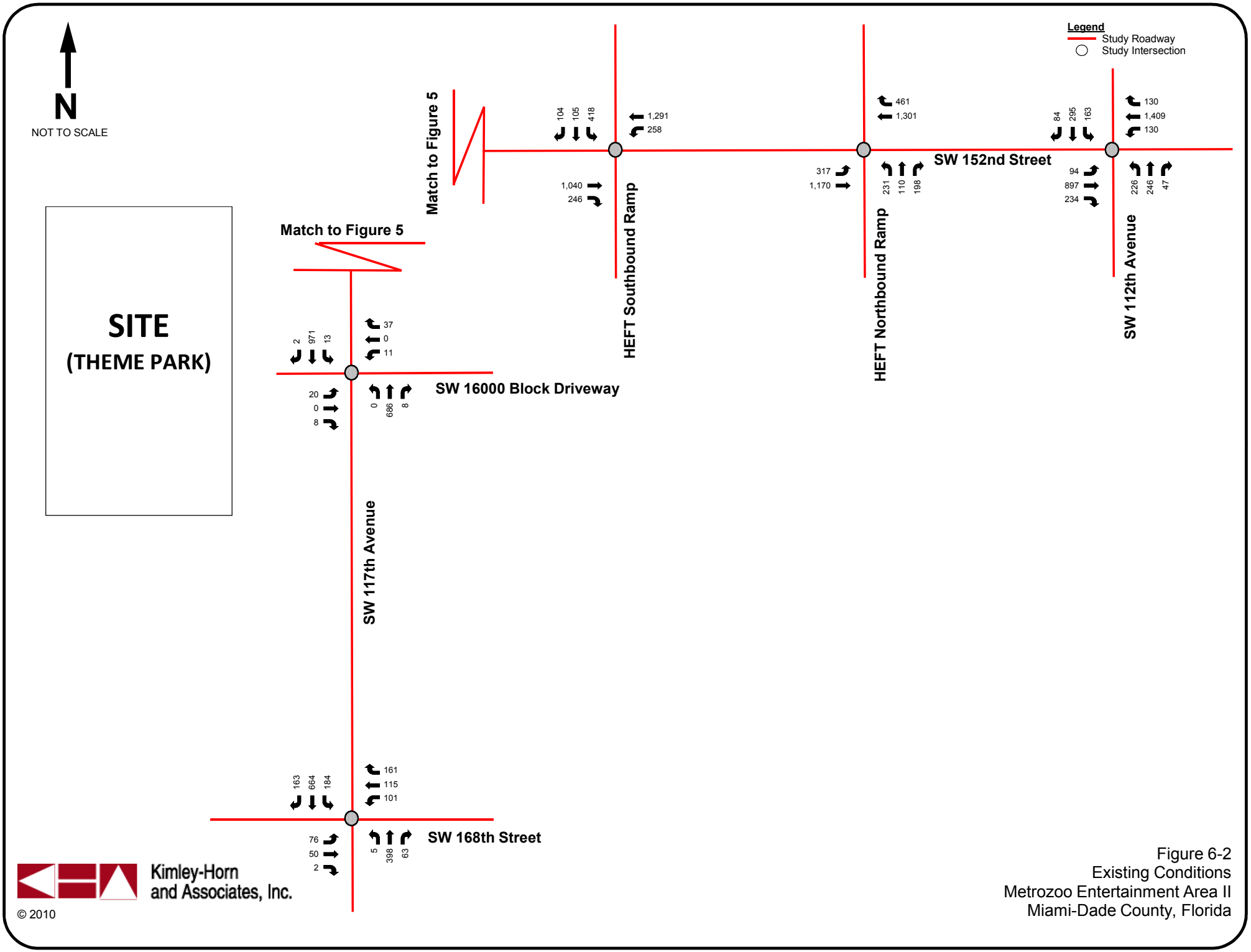

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Figure 6-2
Existing Conditions
Metrozoo Entertainment Area II
Miami-Dade County, Florida

Year 2025 Future Background Corridor Traffic Conditions without the Amendment

Background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2025 without the construction of the proposed project. Future background traffic volumes used in the analysis of this project are the sum of the existing traffic and an additional amount of "background" traffic to account for potential growth in the study area. Figures 6-3 and 6-4 present the background P.M. peak hour traffic.

Background Area Growth

Future traffic growth on the transportation network was determined based upon traffic volume comparisons along the study area corridors of SW 117th Avenue and SW 152nd Street from the year 2015 and 2030 Florida Standard Urban Transportation Model Structure (FSUTMS) Miami-Dade MPO transportation models.

Based on the volume information obtained from years 2015 and 2030 from the FSUTMS Miami-Dade MPO transportation model, a growth rate of 0.58 percent in the vicinity of the project site was calculated and applied annually to the existing traffic volumes to attain future Year 2025 background traffic conditions. The Miami-Dade MPO FSUTMS transportation model outputs used for the corridor analysis are included in Appendix B. Also included are the model outputs for the entire study area.

Committed Development Traffic

The Year 2025 Future Background traffic conditions also include the unbuilt committed development traffic from the following sources:

- The committed trips from the Miami-Dade County Traffic Concurrency Database dated November 30, 2009;
- The committed trips from the UM TND CDMP amendment approved during the 2004 amendment cycle;
- The committed trips from the Miami Metrozoo Entertainment Area approved during the 2007 amendment cycle.

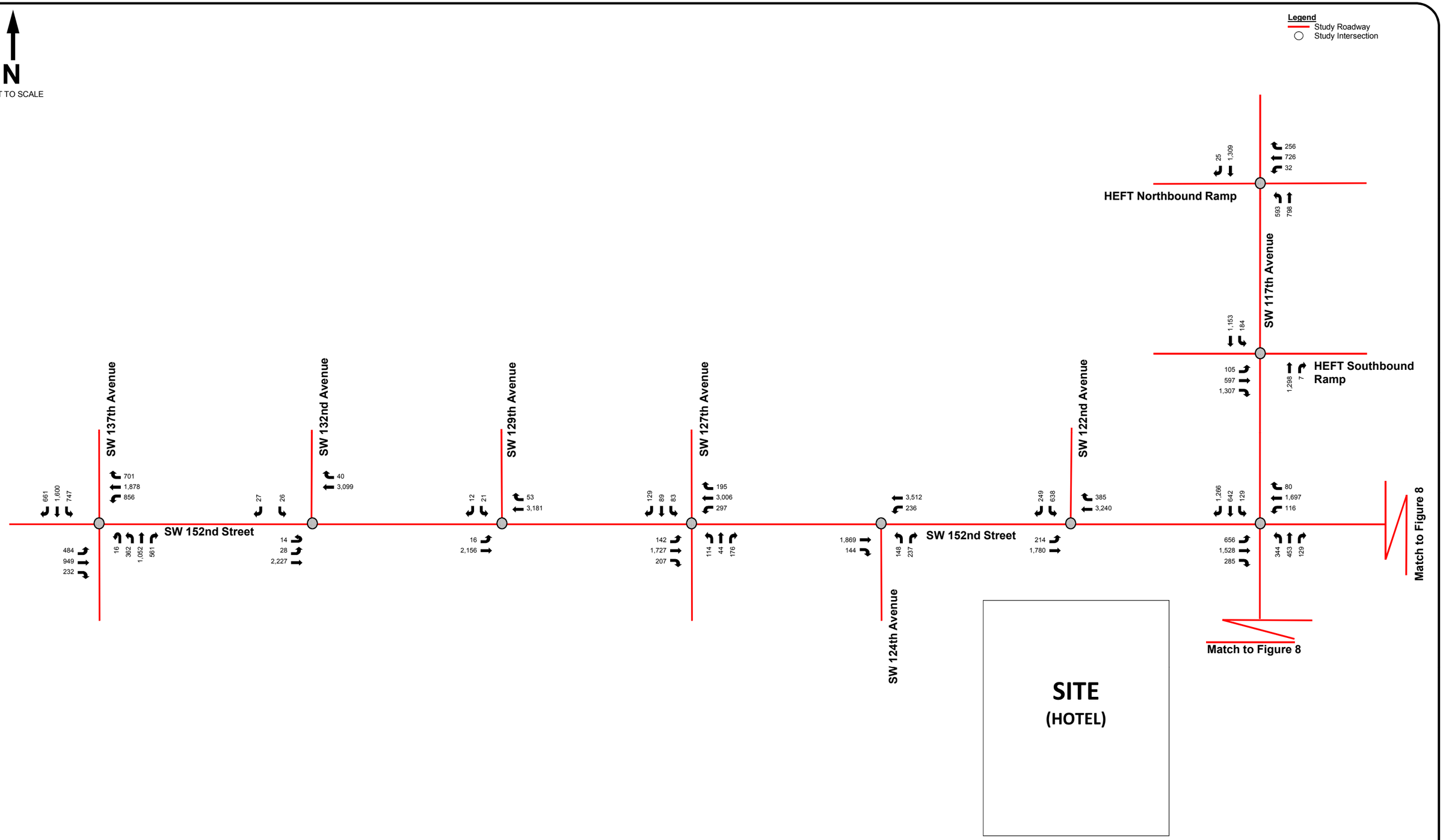

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Figure 6-3
Background Conditions
Metrozoo Entertainment Area II
Miami-Dade County, Florida

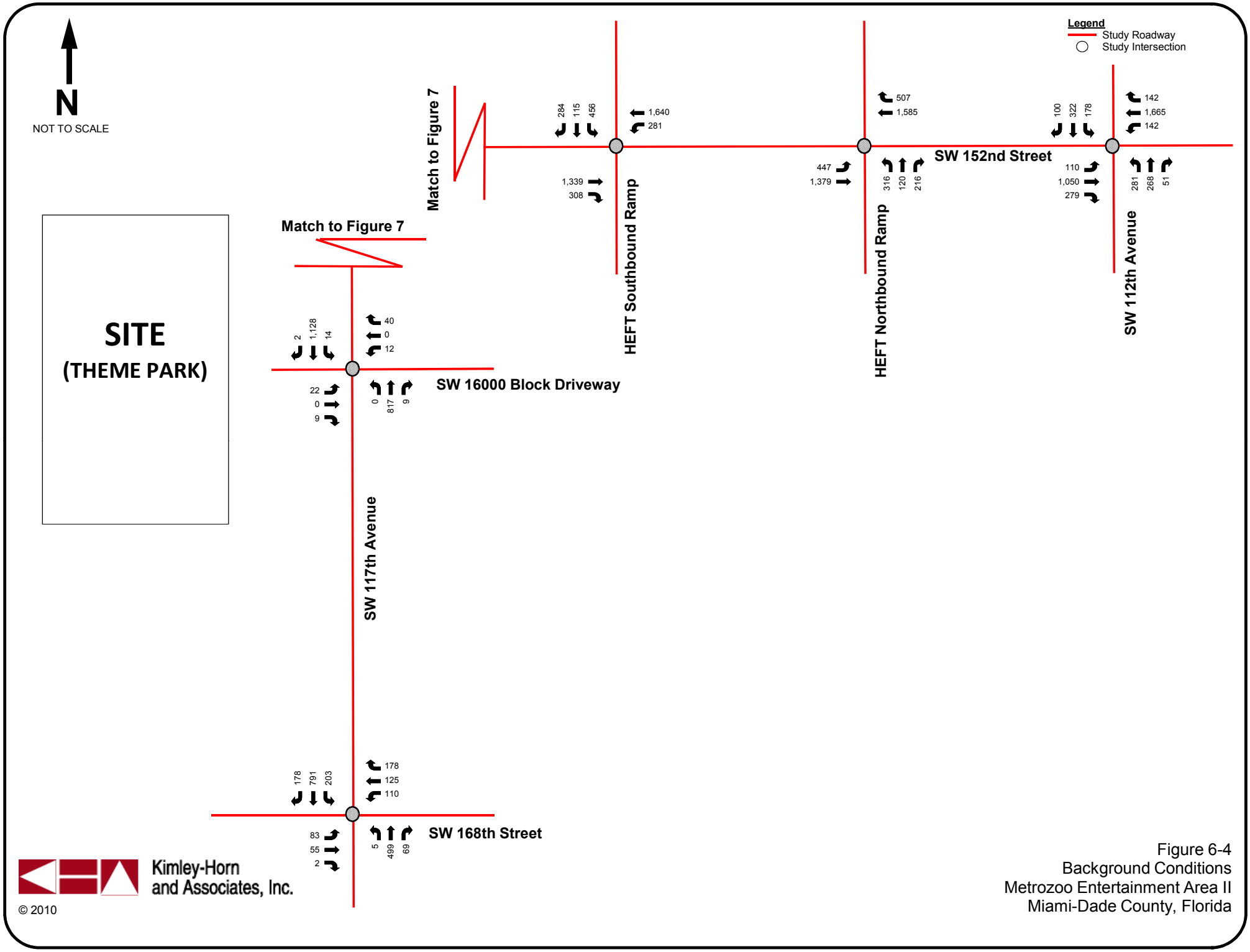

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Figure 6-4
Background Conditions
Metrozoo Entertainment Area II
Miami-Dade County, Florida

Year 2025 Total Corridor Traffic Conditions with the Amendment

Future total traffic conditions are defined as the expected traffic conditions in the year 2025 after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the 2025 background non-project traffic volumes and the expected project traffic volumes. The peak hour future traffic volumes for P.M. peak hour are shown in Figures 6-5 and 6-6. Volume development worksheets for the study intersections are included in Appendix C.

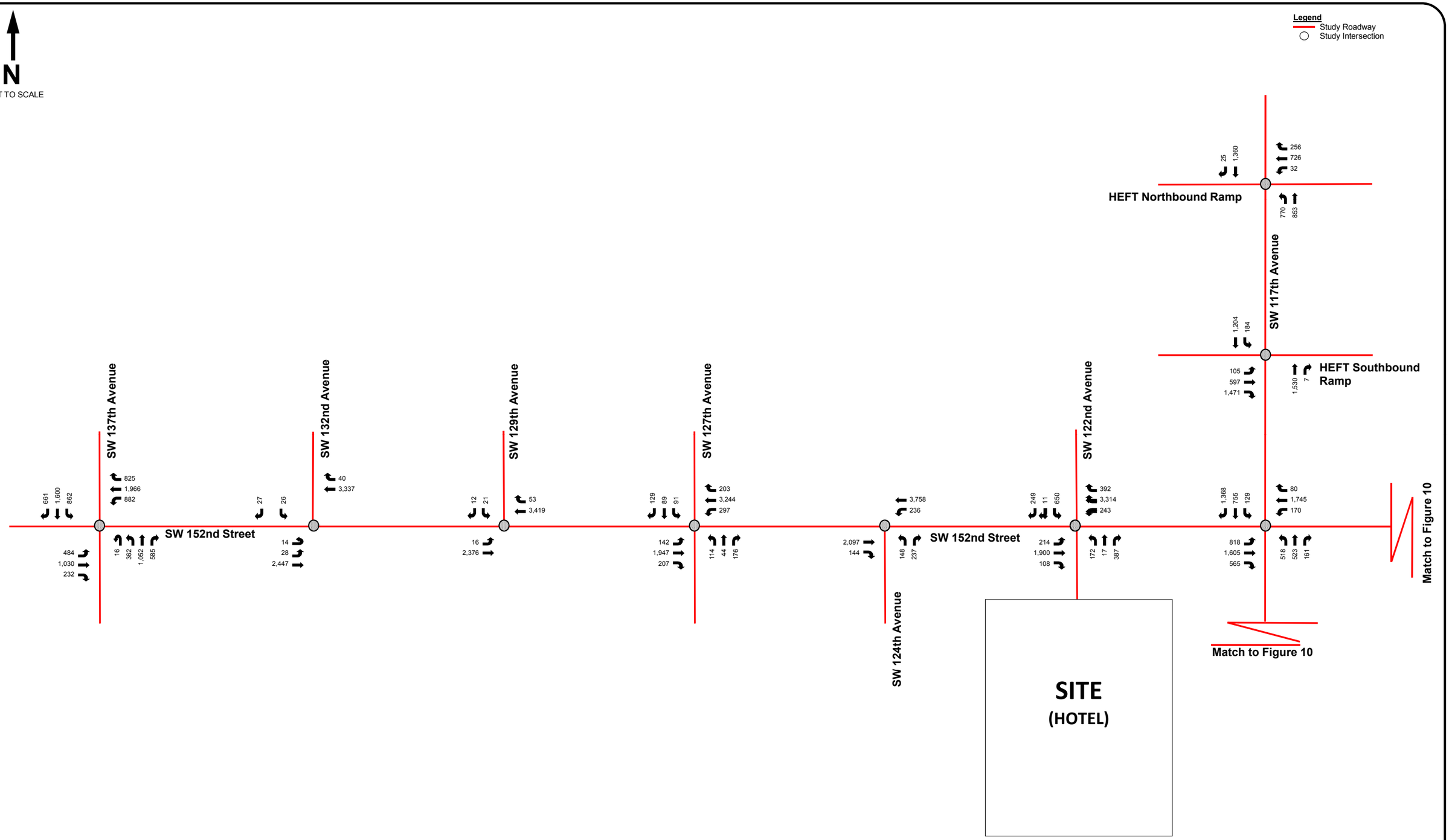

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Figure 6-5
Future Total Conditions
Metrozoo Entertainment Area II
Miami-Dade County, Florida

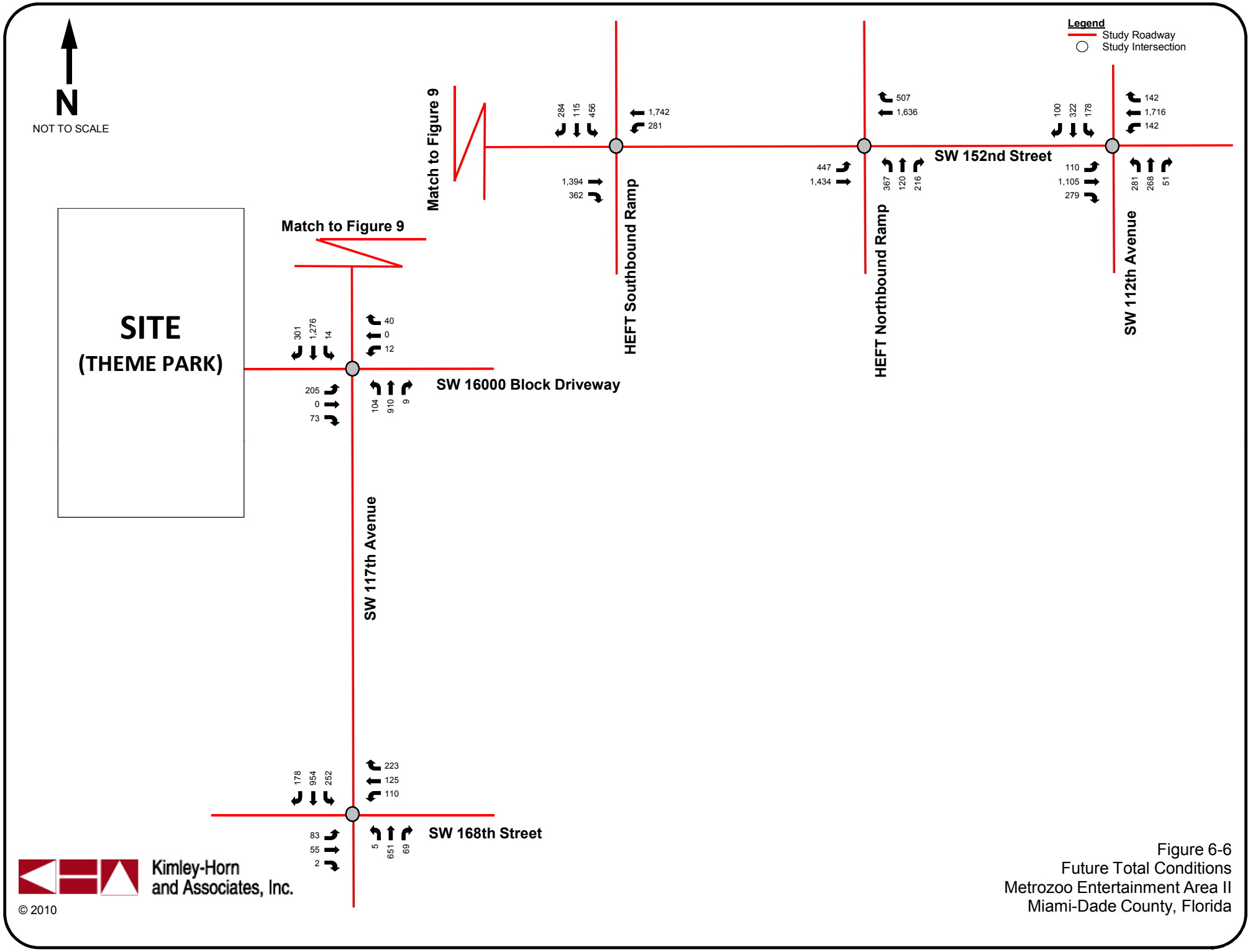

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Figure 6-6
Future Total Conditions
Metrozoo Entertainment Area II
Miami-Dade County, Florida

Operational Capacity Analysis

The operating conditions for all three (3) scenarios (existing, 2025 future background, and 2025 future total) were analyzed using *Trafficware's SYNCHRO 7.0 Software*, which applies methodologies outlined in the *Highway Capacity Manual (HCM), 2000 Edition*. Analysis worksheets for the study intersections are included in Appendix D. A summary of the intersection analyses are shown in Tables 6-1 through 6-3 for existing, background and future total traffic conditions.

A summary of the existing conditions intersection analyses is shown in Table 6-1. All study area intersections with the exception of SW 137th Avenue and SW 152nd Street are shown to operate at levels of service (LOS) E. The intersection of SW 137th Avenue and SW 152nd Street operates at LOS F during the P.M. peak hour.

TABLE 6-1:
Existing Traffic
Intersection Capacity Analysis

Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			NB	SB	EB	WB
P.M. Peak Hour						
SW 137th Avenue and SW 152nd Street	Signalized	F/172.2s	F	F	E	F
SW 132nd Avenue and SW 152nd Street	Signalized	B/11.0s	N/A	E	A	B
SW 129th Avenue and SW 152nd Street	Signalized	D/43.0s	N/A	C	B	E
SW 127th Avenue and SW 152nd Street	Signalized	C/30.6s	E	E	A	D
SW 124th Avenue and SW 152nd Street	Signalized	A/4.5s	D	N/A	A	A
SW 122nd Avenue and SW 152nd Street	Signalized	C/34.8s	N/A	F	A	D
SW 117th Avenue and SW 152nd Street	Signalized	D/51.0s	E	B	F	B
HEFT Southbound Ramps and SW 152nd Street	Signalized	C/21.7s	N/A	E	A	B
HEFT Northbound Ramps and SW 152nd Street	Signalized	B/18.7s	E	N/A	B	A
SW 112th Avenue and SW 152nd Street	Signalized	D/35.9s	D	D	C	C
HEFT Northbound Ramps and SW 117th Avenue	Signalized	D/52.8s	C	C	N/A	F
HEFT Southbound Ramps and SW 117th Avenue	Signalized	E/66.7s	C	A	F	N/A
SW 16000 Block Driveway and SW 117th Avenue	Signalized	A/5.1s	A	A	C	C
SW 168th Street and SW 117th Avenue	Signalized	B/13.4s	B	B	B	C

Capacity analyses for the future background (2025) traffic conditions (no-build scenario) were performed at the study intersections. Several intersections are expected to operate below LOS E including:

- SW 137th Avenue and SW 152nd Street
- SW 127th Avenue and SW 152nd Street
- SW 122nd Avenue and SW 152nd Street
- SW 117th Avenue and SW 152nd Street

Please note that the intersection of SW 127th Avenue and SW 152nd Street serves as the University of Miami TND project driveway. Analysis worksheets are included in Appendix D and a summary of the intersection analyses is shown in Table 6-2.

TABLE 6-2:
Future Background Traffic
Intersection Capacity Analysis

Intersection	Traffic Control	Overall LOS/Delay(1)	Approach LOS			
			NB	SB	EB	WB
P.M. Peak Hour						
SW 137th Avenue and SW 152nd Street	Signalized	F/414.1s	F	F	F	F
SW 132nd Avenue and SW 152nd Street	Signalized	A/9.8s	N/A	E	A	B
SW 129th Avenue and SW 152nd Street	Signalized	A/6.3s	N/A	D	A	A
SW 127th Avenue and SW 152nd Street	Signalized	F/89.1s	F	F	D	F
SW 124th Avenue and SW 152nd Street	Signalized	C/22.9s	D	N/A	C	B
SW 122nd Avenue and SW 152nd Street	Signalized	F/108.9	N/A	F	B	F
SW 117th Avenue and SW 152nd Street	Signalized	F/117.2s(2)	F	F	F	F
HEFT Southbound Ramps and SW 152nd Street	Signalized	C/26.6s	N/A	C	C	C
HEFT Northbound Ramps and SW 152nd Street	Signalized	C/23.5s	C	N/A	C	B
SW 112th Avenue and SW 152nd Street	Signalized	D/50.8s	E	D	D	D
HEFT Northbound Ramps and SW 117th Avenue	Signalized	D/40.2s	D	D	N/A	D
HEFT Southbound Ramps and SW 117th Avenue	Signalized	C/32.6s(2)	D	B	D	N/A
SW 16000 Block Driveway and SW 117th Avenue	Signalized	A/5.9s	A	A	D	C
SW 168th Street and SW 117th Avenue	Signalized	B/14.9s	B	B	B	C

Note: (1) Based on signal timing optimization.
(2) Includes Florida Turnpike interchange improvements. Detailed plans provided in Appendix E.

Capacity analyses for the future total Year 2025 traffic conditions (build scenario) were performed at the study intersections. Four (4) intersections do not meet level of service E:

- SW 137th Avenue and SW 152nd Street
- SW 127th Avenue and SW 152nd Street
- SW 122nd Avenue and SW 152nd Street
- SW 117th Avenue and SW 152nd Street

Please note that the intersection of SW 127th Avenue and SW 152nd Street serves as the University of Miami TND project driveway. Therefore, mitigation specific to the turning movements entering and exiting the site should not be required mitigation for the Metrozoo Entertainment Area II application. Analysis worksheets are included in Appendix D and a summary of the intersection analyses are shown in Table 6-3.

TABLE 6-3: Future Total Traffic Intersection Capacity Analysis						
Intersection	Traffic Control	Overall LOS/Delay(1)	Approach LOS			
			NB	SB	EB	WB
P.M. Peak Hour						
SW 137th Avenue and SW 152nd Street	Signalized	F/433.3s	F	F	F	F
SW 132nd Avenue and SW 152nd Street	Signalized	B/10.8s	N/A	E	A	B
SW 129th Avenue and SW 152nd Street	Signalized	B/10.0s	N/A	D	A	B
SW 127th Avenue and SW 152nd Street	Signalized	F/110.0s	F	F	D	F
SW 124th Avenue and SW 152nd Street	Signalized	E/55.4s	D	N/A	C	E
SW 122nd Avenue and SW 152nd Street	Signalized	F/175.3	N/A	F	B	F
SW 117th Avenue and SW 152nd Street	Signalized	F/171.6s	F	F	F	F
HEFT Southbound Ramps and SW 152nd Street	Signalized	C/23.0s	N/A	C	B	C
HEFT Northbound Ramps and SW 152nd Street	Signalized	C/24.9s	C	N/A	C	B
SW 112th Avenue and SW 152nd Street	Signalized	D/52.6s	E	D	D	D
HEFT Northbound Ramps and SW 117th Avenue	Signalized	D/48.0s	D	D	N/A	E
HEFT Southbound Ramps and SW 117th Avenue	Signalized	C/31.5s	D	B	D	N/A
SW 16000 Block Driveway and SW 117th Avenue	Signalized	B/13.2s	A	B	C	D
SW 168th Street and SW 117th Avenue	Signalized	B/17.6s	B	B	B	D

Intersection improvements to mitigate the project's impact on the roadway network were developed for the four (4) intersections that operate below LOS E. A summary of these improvements is provided in Table 6-4.

TABLE 6-4: Future Total Traffic with Mitigation Intersection Capacity Analysis						
Intersection	Overall LOS/Delay (1)	Approach LOS				Mitigation Measures
		NB	SB	EB	WB	
P.M. Peak Hour						
SW 137th Avenue and SW 152nd Street	F/195.0s	F	F	F	F	- Construct southbound right turn lane with overlap phase - Restripe southbound approach to two left-turn lanes, three through lanes, and one right-turn lane
SW 127th Avenue and SW 152nd Street	E/55.5s	D	D	C	E	- Construct northbound right-turn lane - Restripe northbound approach to a shared through-left lane and a right-turn lane - Restripe southbound approach to a single left-turn lane, a through lane and a right-turn lane - Modify Signal Operating Plan to allow concurrent north/south movement with no leading lefts
SW 122nd Avenue and SW 152nd Street	F/90.6s	D	F	D	F	- Construct eastbound right-turn lane with overlap phase - Construct eastbound through lane - Construct westbound right-turn lane with overlap phase - Construct westbound left-turn lane - Construct southbound right-turn lane
SW 117th Avenue and SW 152nd Street	F/81.0s	E	F	F	F	- Construct eastbound right-turn lane with overlap phase - Construct eastbound through lane - Construct westbound through lane - Construct additional northbound left-turn lane

Roadway and Intersection Improvements to Support the Amendment

The CDMP Amendment Transportation Analysis has identified proposed roadway and intersection improvements to offset the impacts of the Amendment. These proposed improvements are outlined in Table 7 below and will improve both capacity and accessibility for the Amendment Site while providing improvements that will also benefit the surrounding study area. These improvements are summarized below:

- Offsite roadway improvements (to complement the improvements already funded by the County and the State) include the expansion of SW 152 Street from SW 124 Avenue to SW 117 Avenue to add an additional eastbound travel lane to create a 7 lane divided roadway with 3 westbound lanes and 4 eastbound lanes. Right-of-way to accommodate this improvement would be taken from north edge of the Amendment site.

- Four study intersections do not meet level of service E in the Year 2025, therefore, intersection improvements have been identified to reduce delay and improve traffic flow along SW 152 Street. Intersection improvements have been identified for the following intersections as outlined in Table 6-4 above, and Table 7 below.

    - SW 137th Avenue and SW 152nd Street
    - SW 127th Avenue and SW 152nd Street
    - SW 122nd Avenue and SW 152nd Street
    - SW 117th Avenue and SW 152nd Street

- Access to and from the Amendment site will be provided through the expansion of signalized project access intersections adjacent to SW 152 Street at SW 122 Avenue and SW 117 Avenue at the 16000 Block Driveway.

Table 7 – Roadway and Intersection Improvements to Support the Amendment

Number	Roadway Improvement Location	On Site/Off-Site	Type of Improvement
1	SW 152 St – SW 124 Ave to SW 117 Ave	Off-Site	Build one additional EB through lane to widen SW 152 Street
2	SW 152 Street at SW 137 Avenue	Off-Site	Add an exclusive SB right turn lane Restripe the SB approach to create 2L, 3T, 1R Modify signalization to create a SB right turn overlap phase
3	SW 152 Street at SW 127 Avenue	Off-Site	Add an exclusive NB right turn lane Restripe the NB approach to create 1LT, 1R Restripe the SB approach to create 1L, 1T, 1R Modify signal operating plan to allow concurrent north/south movement with no lead lefts
4A	SW 152 Street at SW 122 Avenue Project Access A	Off-Site	Add an additional EB through lane Add an exclusive WB right turn lane Add an exclusive SB right turn lane Modify signalization to create the WB right turn overlap phase
4B	SW 152 Street at SW 122 Avenue Project Access A	On-Site	Add an exclusive EB right turn lane Add the WB left turn lane Add 2 NB left turn lanes Add 1 NB through lane Add 2 NB right turn lanes Modify signalization to create the EB right turn overlap phase
5	SW 152 Street at SW 117 Avenue	Off-Site	Add an exclusive EB right turn lane Add the additional EB through lane Add an additional NB left turn lane Add an additional WB through lane Modify WB departure to accept 3 through lanes Modify signalization as needed and add the EB right turn overlap phase
6	SW 117 Avenue at 16000 Block Project Access B	On-Site	Add an exclusive SB right turn lane Add 2 EB left turn lanes Add 1 EB through lane Add 1 EB right turn lane

Conclusions

Access and Network Improvements to Support the Amendment

Access to and from the Amendment Site will be enhanced by the proposed lane expansion of SW 152 Street from SW 124 Avenue to SW 117 Avenue along with expanded lane geometry at project access and adjacent intersections. Additional offsite roadway improvements (to complement the improvements already funded by the County and the State) include intersection improvements along SW 152 Street to enhance both capacity and mobility for the corridor. The proposed roadway improvements ensure that each of the regionally significant roadways serving the Amendment site will operate within the existing or planned adopted level of service standards as defined by the CDMP.

Access to Transit

The Amendment Site is located adjacent to the existing Coral Reef Max Bus Route 252 which currently provides express bus service (and service at 15 minute headways during the peak hour) between the Dadeland South Metrorail Station, the Busway Corridor and the Amendment Site.

Traffic Concurrency Standards

Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to the Amendment Site have been found to operate at acceptable levels of service during the peak hour period for the Year 2015 Short Term Planning Horizon, accounting for existing traffic, previously approved committed development traffic, plus the traffic from the proposed Amendment site. Available capacity and acceptable levels of service are maintained for the adjacent count stations and the study area roadway segments, meeting the traffic concurrency standards from the Miami-Dade County CDMP.

Year 2025 Traffic Conditions

An evaluation of the Year 2025 traffic conditions has been completed to determine the adequacy of the roadway infrastructure to meet the adopted LOS standards through the Year 2025 Long Term Planning Horizon. Year 2025 traffic conditions incorporate the expanded transportation infrastructure for roads under construction, the funded transportation improvements from TIP 2010, Priority II and III planned transportation improvements from the LRTP 2035, future background traffic conditions reflecting growth in background traffic and traffic from approved committed developments, the traffic impact from the Amendment site and the improvements proposed by the Applicant to offset transportation impacts. A significance determination analysis has been provided to ensure that those roadways carrying significant Amendment traffic will not impact any state or regionally significant roadway found to be operating below the adopted level of service standard in the year 2025.

Significant Impact

The Amendment trips were found to exceed 5.0% of the adopted maximum service volume for portions of SW 152 Street, SW 117 Avenue and SW 168 Street. The segment of SW 152 Street from SW 124 Avenue to SW 117 Avenue was found to operate below adopted level of service standards in the Year 2025, demonstrating a need for additional infrastructure improvements. After incorporating an additional eastbound through lane on SW 152 Street from SW 124 Avenue to SW 117 Avenue, each of the impacted roadway segments were found to operate within the adopted level of service standards as defined by the CDMP.

List of Appendices

Appendix A – Traffic Data
Appendix B – FSUTMS Growth Trend Analysis
Appendix C – Traffic Volume Development Worksheets
Appendix D – Intersection Capacity Analyses
Appendix E – HEFT Interchange/Intersection Improvements

Appendix A
List of Traffic Data

- Table 4 from the 2009 FDOT Quality/LOS Handbook
- Evaluation of Analysis Timeframes
- Link Counts on SW 117 Ave and SW 152 St
- Intersection Turning Movement Counts
- FDOT Peak Season Factor Category Report
- Signal Timing Data

Table 4 from the 2009 FDOT Quality/LOS Handbook

TABLE 4

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

9/4/09

STATE SIGNALIZED ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	930	1,500	1,600	***
4	Divided	2,840	3,440	3,560	***
6	Divided	4,370	5,200	5,360	***
8	Divided	5,900	6,970	7,160	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	1,020	1,480	1,570
4	Divided	**	2,420	3,220	3,400
6	Divided	**	3,790	4,880	5,150
8	Divided	**	5,150	6,530	6,880

Class III/IV (more than 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	500	1,150	1,440
4	Divided	**	1,220	2,730	3,100
6	Divided	**	1,910	4,240	4,680
8	Divided	**	2,620	5,770	6,280

FREEWAYS

Lanes	B	C	D	E
4	4,000	5,500	6,770	7,300
6	6,000	8,320	10,150	11,290
8	8,000	11,050	13,480	15,270
10	10,000	13,960	16,930	19,250
12	13,730	18,600	21,950	23,230

Freeway Adjustments

Auxiliary Lanes	Ramp Metering	Oversaturated Conditions*
+ 1,800	+ 5%	-10% of E

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	730	1,460	2,080	2,620
4	Divided	3,220	4,660	6,040	6,840
6	Divided	4,840	6,990	9,060	10,280

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Major City/County Roadways	- 10%
Other Signalized Roadways	- 35%

State & Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Divided/Undivided & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 15%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6.

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	310	1,180	>1,180
50-84%	240	360	>360	***
85-100%	620	>620	***	***

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	**	**	480	1,390
50-84%	**	**	1,100	1,820
85-100%	**	1,100	1,820	>1,820

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	>5	≥4	≥3	≥2
85-100%	>4	≥3	≥2	≥1

[1] Values shown are presented as hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as peak hour two-way volumes, they actually represent peak hour peak direction conditions with an applicable D factor applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* For oversaturated conditions during peak hour, subtract 10% from the LOS E (capacity volumes). This number becomes the new maximum service volume for LOS D, and LOS E cannot be achieved.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 4
(continued)

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

Urbanized Areas

9/4/09

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities								
				State Arterials						Class II		
	Freeways	Highways		Class I		Class II		Class III		Bicycle	Pedestrian	Bus
ROADWAY CHARACTERISTICS												
Area type (l,o)	1	1	1	1	1	1	1	1	1	1	1	1
Number of through lanes	4-12	2	4-6	2	4-8	2	4-8	2	4-8	4	4	
Posted speed (mph)	65	50	50	45	50	45	45	35	35	45	45	
Free flow speed (mph)	70	55	55	50	55	50	50	40	40	50	50	
Aux, meter, or accel/decel ≥1500 (n,y)	n											
Median (n, nr, r)		n	r	n	r	n	r	n	r	r	r	
Terrain (l,r)	l	l	l									
% no passing zone		80										
Exclusive left turn lanes /[impact](n, y)		[n]	y	y	y	y	y	y	y	y	y	
Exclusive right turn lanes (n, y)				n	n	n	n	n	n	n	n	
Paved shoulder/bicycle lane (n, y)										n, 50%,y	n	
Outside lane width										t	t	
Pavement condition										t		
Sidewalk (n, y)											n, 50%,y	n,y
Sidewalk/roadway separation (a, t, w)											t	
Sidewalk protective barrier (n, y)											n	
Obstacle to bus stop (n, y)												n
Facility length (mi)	4	5	5	2	2	2	2	2	2	2	2	2
Number of segments	4											
TRAFFIC CHARACTERISTICS												
Planning analysis hour factor (K)	0.092	0.094	0.094	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	
Peak hour factor (PHF)	0.95	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	
Base saturation flow rate (pcphpl)		1700	2100	1950	1950	1950	1950	1950	1950	1950	1950	
Heavy vehicle percent	4.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5	1.5	2.0	2.0	
Local adjustment factor	.98	1.0	.98									
% left turns				12	12	12	12	12	12	12	12	
% right turns				12	12	12	12	12	12	12	12	
Bus span of service												15
CONTROL CHARACTERISTICS												
Number of signals				2	2	6	6	10	10	6	6	
Arrival type (1-6)				3	3	4	4	4	4	4	4	
Signal type (a, s, p)				a	a	s	s	s	s	s	s	
Cycle length (C)				120	120	120	120	120	120	120	120	
Effective green ratio (g/C)				0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highway Segments		State & Non-State Signalized Arterials			Bicycle	Pedestrian	Bus
		Two-Lane	Multilane	Class I	Class II	Class III			
	Density	%ffs	Density	ats	ats	ats	Score	Score	Buses per hr.
B	≤17	≥0.833	≤18	> 34 mph	> 28 mph	> 24 mph	≤2.5	≤2.5	≥4
C	≤24	>0.750	≤26	> 27 mph	> 22 mph	> 18 mph	≤3.5	≤3.5	≥3
D	≤31	>0.667	≤35	> 21 mph	> 17 mph	> 14 mph	≤4.5	≤4.5	≥2
E	≤39	>0.583	≤41	> 16 mph	> 13 mph	> 10 mph	≤5.5	≤5.5	≥1

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

Evaluation of Analysis Timeframes

Table 1 - Two-Way Peak Hour Analysis - Access Scenario A

2/19/2010

SW 117th Avenue South of SW 152nd Street - Assumes One Access to the Theme Park off SW 117 Avenue

Date	Day	Timeframe	Peak Hour	2009 Volumes	Project Distribution [1]	Area II Hotel Trips	Project Distribution [1]	Area II Theme Park Trips	Area II Total Trips	Peak Hour Vol with Area II	2-Way Peak Hr MD MSV at LOS D	v/c	LOS	Peak Timeframes
9/24/2009	Thursday	AM	7:15 AM	1,411	25.76%	171	74.24%	18	189	1,600	3,590	0.45	B	
9/24/2009	Thursday	PM	4:30 PM	1,470	25.76%	242	74.24%	483	724	2,194	3,590	0.61	B	PM Peak
9/25/2009	Friday	AM	7:00 AM	1,387	25.76%	171	74.24%	18	189	1,576	3,590	0.44	B	
9/25/2009	Friday	PM	3:30 PM	1,491	25.76%	242	74.24%	483	724	2,215	3,590	0.62	B	PM Peak
9/26/2009	Saturday	Sat	11:15 AM	1,064	25.76%	214	74.24%	2,300	2,514	3,578	3,590	1.00	D	Sat Peak
9/26/2009	Saturday	Sat	12:00 PM	1,079	25.76%	214	74.24%	2,300	2,514	3,593	3,590	1.00	E	Sat Peak
9/27/2009	Sunday	Sun	11:30 AM	951	25.76%	207	74.24%	2,157	2,364	3,315	3,590	0.92	C	
9/27/2009	Sunday	Sun	1:45 PM	1,117	25.76%	207	74.24%	2,157	2,364	3,481	3,590	0.97	D	

SW 152nd Street East of SW 120th Avenue - Assumes One Access to the Hotel off SW 152 Street

Date	Day	Timeframe	Peak Hour	2009 Volumes	Project Distribution [1]	Area II Hotel Trips	Project Distribution [1]	Area II Theme Park Trips	Area II Total Trips	Total with Area II	2-Way Peak Hr MD MSV at LOS EE	v/c	LOS	Peak Timeframes
9/24/2009	Thursday	AM	7:15 AM	4,222	67.21%	447	32.79%	8	455	4,677	6,048	0.77	D	
9/24/2009	Thursday	PM	5:00 PM	4,719	67.21%	630	32.79%	213	844	5,563	6,048	0.92	E+.10	PM Peak
9/25/2009	Friday	AM	7:45 AM	4,251	67.21%	447	32.79%	8	455	4,706	6,048	0.78	D	
9/25/2009	Friday	PM	5:15 PM	4,650	67.21%	630	32.79%	213	844	5,494	6,048	0.91	E+.09	PM Peak
9/26/2009	Saturday	Sat	11:30 AM	3,971	67.21%	559	32.79%	1,016	1,574	5,545	6,048	0.92	E+.10	Sat Peak
9/26/2009	Saturday	Sat	1:15 PM	4,265	67.21%	559	32.79%	1,016	1,574	5,839	6,048	0.97	E+.16	Sat Peak
9/27/2009	Sunday	Sun	11:30 AM	3,205	67.21%	539	32.79%	953	1,492	4,697	6,048	0.78	D	
9/27/2009	Sunday	Sun	1:45 PM	3,731	67.21%	539	32.79%	953	1,492	5,223	6,048	0.86	E+.04	

Entertainment Area II	Hotel	Theme Park	Total
AM Peak Hour	665	24	689
PM Peak Hour	938	650	1,588
Saturday Peak Hour	831	3,098	3,929
Sunday Peak Hour	802	2,906	3,708

Note: Hotel reflects the Resort Hotel, Conference Center and Restaurants.

[1] Project Distribution is based upon the Cardinal Distribution for TAZ 1204.

Table 2 - Peak Hour Directional Analysis with Access Scenario A

2/19/2010

SW 117th Avenue South of SW 152nd Street - Assumes One Access to the Theme Park off SW 117 Avenue

Date	Day	Peak Hour	Direction	2009 Directional Volumes	Hotel In/Out	Project Distribution [1]	Area II Hotel Trips	Theme In/Out	Project Distribution [1]	Area II Theme Park Trips	Area II Total Trips	Dir Vol with Area II	Peak Hour Dir MSV at LOS D	v/c	LOS	Peak Timeframes
9/24/2009	Thursday	7:15 AM	NB	890	IN	25.76%	143	OUT	74.24%	2	145	1,035	1,764	0.59	B	
			SB	521	OUT	25.76%	28	IN	74.24%	16	44	565	1,764	0.32	B	
9/24/2009	Thursday	4:30 PM	NB	695	IN	25.76%	93	OUT	74.24%	183	277	972	1,764	0.55	B	
			SB	775	OUT	25.76%	148	IN	74.24%	299	448	1,223	1,764	0.69	B	PM Peak SB
9/25/2009	Friday	7:00 AM	NB	891	IN	25.76%	143	OUT	74.24%	2	145	1,036	1,764	0.59	B	
			SB	496	OUT	25.76%	28	IN	74.24%	16	44	540	1,764	0.31	B	
9/25/2009	Friday	3:30 PM	NB	680	IN	25.76%	93	OUT	74.24%	183	277	957	1,764	0.54	B	
			SB	811	OUT	25.76%	148	IN	74.24%	299	448	1,259	1,764	0.71	B	PM Peak SB
9/26/2009	Saturday	11:15 AM	NB	522	IN	25.76%	113	OUT	74.24%	966	1,079	1,601	1,764	0.91	C	
			SB	542	OUT	25.76%	101	IN	74.24%	1,334	1,435	1,977	1,764	1.12	F	Sat Peak SB
9/26/2009	Saturday	12:00 PM	NB	535	IN	25.76%	113	OUT	74.24%	966	1,079	1,614	1,764	0.92	C	
			SB	544	OUT	25.76%	101	IN	74.24%	1,334	1,435	1,979	1,764	1.12	F	Sat Peak SB
9/27/2009	Sunday	11:30 AM	NB	444	IN	25.76%	103	OUT	74.24%	1,208	1,311	1,755	1,764	0.99	D	
			SB	507	OUT	25.76%	104	IN	74.24%	950	1,053	1,560	1,764	0.88	C	
9/27/2009	Sunday	1:45 PM	NB	609	IN	25.76%	103	OUT	74.24%	1,208	1,311	1,920	1,764	1.09	F	Sun Peak NB
			SB	508	OUT	25.76%	104	IN	74.24%	950	1,053	1,561	1,764	0.88	C	

SW 152nd Street East of SW 120th Avenue - Assumes One Access to the Hotel off SW 152 Street

Date	Day	Peak Hour	Direction	2009 Directional Volumes	Hotel In/Out	Project Distribution [1]	Area II Hotel Trips	Theme In/Out	Project Distribution [1]	Area II Theme Park Trips	Area II Total Trips	Total with Area II	Peak Hour Dir MSV at LOS EE	v/c	LOS	Peak Timeframes
9/24/2009	Thursday	7:15 AM	EB	2,769	OUT	67.21%	74	IN	32.79%	7	81	2,850	3,396	0.84	E+.01	
			WB	1,453	IN	67.21%	373	OUT	32.79%	1	374	1,827	3,396	0.54	C	
9/24/2009	Thursday	5:00 PM	EB	1,901	OUT	67.21%	387	IN	32.79%	132	519	2,420	3,396	0.71	D	
			WB	2,818	IN	67.21%	243	OUT	32.79%	81	324	3,142	3,396	0.93	E+.11	PM Peak WB
9/25/2009	Friday	7:45 AM	EB	2,656	OUT	67.21%	74	IN	32.79%	7	81	2,737	3,396	0.81	E	
			WB	1,595	IN	67.21%	373	OUT	32.79%	1	374	1,969	3,396	0.58	C	
9/25/2009	Friday	5:15 PM	EB	1,907	OUT	67.21%	387	IN	32.79%	132	519	2,426	3,396	0.71	D	
			WB	2,743	IN	67.21%	243	OUT	32.79%	81	324	3,067	3,396	0.90	E+.08	PM Peak WB
9/26/2009	Saturday	11:30 AM	EB	1,938	OUT	67.21%	263	IN	32.79%	589	852	2,790	3,396	0.82	E	
			WB	2,033	IN	67.21%	296	OUT	32.79%	427	722	2,755	3,396	0.81	E	
9/26/2009	Saturday	1:15 PM	EB	2,145	OUT	67.21%	263	IN	32.79%	589	852	2,997	3,396	0.88	E+.06	
			WB	2,120	IN	67.21%	296	OUT	32.79%	427	722	2,842	3,396	0.84	E+.01	
9/27/2009	Sunday	11:30 AM	EB	1,694	OUT	67.21%	270	IN	32.79%	419	690	2,384	3,396	0.70	D	
			WB	1,511	IN	67.21%	269	OUT	32.79%	533	802	2,313	3,396	0.68	D	
9/27/2009	Sunday	1:45 PM	EB	1,963	OUT	67.21%	270	IN	32.79%	419	690	2,653	3,396	0.78	D	
			WB	1,768	IN	67.21%	269	OUT	32.79%	533	802	2,570	3,396	0.76	D	

Entertainment Area II	Hotel In	Hotel Out	Hotel Total	Theme In	Theme Out	Theme Total		Total In	Total Out	Total
AM Peak Hour	555	110	665	21	3	24		576	113	689
PM Peak Hour	362	576	938	403	247	650		765	823	1,588
Saturday Peak Hour	440	391	831	1,797	1,301	3,098		2,237	1,692	3,929
Sunday Peak Hour	400	402	802	1,279	1,627	2,906		1,679	2,029	3,708

Note: Hotel reflects the Resort Hotel, Conference Center and Restaurant/Bar.

[1] Project Distribution is based upon the Cardinal Distribution for TAZ 1204.

Metrozoo Entertainment Area II
Evaluation of Analysis Timeframes

Link Counts on SW 117 Ave and SW 152 St

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0924002.PRN
Station : 000000092302
Identification : 009701450036
Start date : Sep 24, 09
Stop date : Sep 24, 09
City/Town : Miami, Florida
Location : SW 117 Avenue South of SW 152 Street

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Sep 24 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	11	5	4	5	34	133	207	193	171	158	129
30	17	11	2	7	14	54	188	228	185	165	130	124
45	11	4	6	7	18	69	223	247	206	152	141	133
00	11	7	5	7	33	114	240	222	184	117	135	137
Hr Total	57	33	18	25	70	271	784	904	768	605	564	523

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	139	164	179	178	143	175	149	98	82	71	72	34
30	139	163	138	163	158	179	123	113	87	73	57	34
45	145	174	162	144	161	157	138	96	80	88	52	34
00	128	162	177	165	180	161	113	101	57	64	38	25
Hr Total	551	663	656	650	642	672	523	408	306	296	219	127

24 Hour Total : 10335
AM peak hour begins : 06:45 AM peak volume : 922 Peak hour factor : 0.93
PM peak hour begins : 16:30 PM peak volume : 695 Peak hour factor : 0.97

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Sep 24 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	16	12	6	9	21	48	101	137	122	125	120
30	33	19	8	7	6	32	62	139	150	149	113	134
45	31	14	11	4	19	43	66	117	150	138	129	123
00	26	11	8	7	33	45	98	128	146	117	133	119
Hr Total	135	60	39	24	67	141	274	485	583	526	500	496

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	155	185	157	177	169	183	164	132	101	69	57
30	145	171	201	195	211	200	199	173	132	112	76	65
45	139	147	155	191	205	191	176	114	132	95	77	59
00	163	168	176	192	201	171	141	142	128	106	71	41
Hr Total	584	641	717	735	794	731	699	593	524	414	293	222

24 Hour Total : 10277
AM peak hour begins : 08:00 AM peak volume : 583 Peak hour factor : 0.97
PM peak hour begins : 16:00 PM peak volume : 794 Peak hour factor : 0.94

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Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0924002.PRN
Station : 000000092302
Identification : 009701450036
Start date : Sep 24, 09
Stop date : Sep 24, 09
City/Town : Miami, Florida
Location : SW 117 Avenue South of SW 152 Street

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Sep 24 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	63	27	17	10	14	55	181	308	330	293	283	249
30	50	30	10	14	20	86	250	367	335	314	243	258
45	42	18	17	11	37	112	289	364	356	290	270	256
00	37	18	13	14	66	159	338	350	330	234	268	256
Hr Total	192	93	57	49	137	412	1058	1389	1351	1131	1064	1019

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	276	319	364	335	320	344	332	262	214	172	141	91
30	284	334	339	358	369	379	322	286	219	185	133	99
45	284	321	317	335	366	348	314	210	212	183	129	93
00	291	330	353	357	381	332	254	243	185	170	109	66
Hr Total	1135	1304	1373	1385	1436	1403	1222	1001	830	710	512	349

24 Hour Total : 20612
AM peak hour begins : 07:15 AM peak volume : 1411 Peak hour factor : 0.96
PM peak hour begins : 16:30 PM peak volume : 1470 Peak hour factor : 0.96

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Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0925002.PRN
Station : 000000092302
Identification : 009701450036 Interval : 15 minutes
Start date : Sep 25, 09 Start time : 00:00
Stop date : Sep 25, 09 Stop time : 24:00
City/Town : Miami, Florida County : Dade
Location : SW 117 Avenue South of SW 152 Street

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Sep 25 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	9	6	11	7	32	117	220	176	191	131	141
30	22	2	5	6	18	43	186	235	208	185	135	117
45	18	3	2	5	21	75	225	246	208	143	146	154
00	17	10	4	12	31	114	249	190	175	135	124	121
Hr Total	71	24	17	34	77	264	777	891	767	654	536	533

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	134	142	185	164	166	163	139	112	94	76	83	57
30	118	170	141	185	178	145	135	133	79	68	67	64
45	132	168	169	183	143	142	113	103	86	61	61	49
00	132	184	166	153	152	137	105	107	76	71	59	37
Hr Total	516	664	661	685	639	587	492	455	335	276	270	207

24 Hour Total : 10432
AM peak hour begins : 06:45 AM peak volume : 950 Peak hour factor : 0.95
PM peak hour begins : 13:15 PM peak volume : 707 Peak hour factor : 0.96

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Sep 25 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	28	20	6	4	23	55	91	126	143	114	123
30	36	18	14	10	8	26	61	134	125	136	123	149
45	32	22	14	7	19	52	75	122	121	111	124	130
00	28	13	14	12	32	42	74	149	155	134	137	152
Hr Total	141	81	62	35	63	143	265	496	527	524	498	554

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	156	150	162	184	199	198	180	179	123	101	79	73
30	156	181	146	178	202	204	188	135	108	99	102	78
45	161	171	178	203	201	198	163	131	98	76	80	76
00	133	138	167	207	207	184	159	130	89	66	80	51
Hr Total	606	640	653	772	809	784	690	575	418	342	341	278

24 Hour Total : 10297
AM peak hour begins : 11:30 AM peak volume : 594 Peak hour factor : 0.92
PM peak hour begins : 15:30 PM peak volume : 811 Peak hour factor : 0.98

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Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0925002.PRN
Station : 000000092302
Identification : 009701450036
Start date : Sep 25, 09
Stop date : Sep 25, 09
City/Town : Miami, Florida
Location : SW 117 Avenue South of SW 152 Street

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Sep 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	37	26	17	11	55	172	311	302	334	245	264
30	58	20	19	16	26	69	247	369	333	321	258	266
45	50	25	16	12	40	127	300	368	329	254	270	284
00	45	23	18	24	63	156	323	339	330	269	261	273
Hr Total	212	105	79	69	140	407	1042	1387	1294	1178	1034	1087

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	290	292	347	348	365	361	319	291	217	177	162	130
30	274	351	287	363	380	349	323	268	187	167	169	142
45	293	339	347	386	344	340	276	234	184	137	141	125
00	265	322	333	360	359	321	264	237	165	137	139	88
Hr Total	1122	1304	1314	1457	1448	1371	1182	1030	753	618	611	485

24 Hour Total : 20729
AM peak hour begins : 07:00 AM peak volume : 1387 Peak hour factor : 0.94
PM peak hour begins : 15:30 PM peak volume : 1491 Peak hour factor : 0.97

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0926002.PRN
Station : 000000092302
Identification : 009701450036
Start date : Sep 26, 09
Stop date : Sep 26, 09
City/Town : Miami, Florida
Location : SW 117 Avenue South of SW 152 Street

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Sep 26 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	16	16	16	11	16	33	49	108	99	121	125
30	28	18	17	9	12	20	42	68	116	143	126	110
45	37	16	16	15	9	26	55	66	120	135	141	127
00	17	16	9	8	18	29	50	116	99	133	122	132
Hr Total	122	66	58	48	50	91	180	299	443	510	510	494

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	153	126	106	98	119	96	96	102	94	62	65	67
30	111	131	111	112	106	110	98	87	83	83	59	42
45	139	122	136	127	107	96	91	93	85	72	62	56
00	132	110	125	103	109	111	93	96	76	72	50	43
Hr Total	535	489	478	440	441	413	378	378	338	289	236	208

24 Hour Total : 7494
AM peak hour begins : 09:15 AM peak volume : 532 Peak hour factor : 0.93
PM peak hour begins : 12:00 PM peak volume : 535 Peak hour factor : 0.87

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Sep 26 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	73	45	35	16	16	14	19	26	54	85	97	147
30	52	33	20	16	14	14	23	38	58	77	111	136
45	54	43	23	20	16	18	26	60	58	81	112	141
00	39	25	16	8	34	17	19	47	78	96	118	120
Hr Total	218	146	94	60	80	63	87	171	248	339	438	544

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	145	139	130	158	153	142	119	111	111	73	72	75
30	129	129	138	149	161	132	121	110	90	80	83	74
45	144	156	157	142	165	133	97	103	99	85	81	67
00	126	136	122	145	153	105	113	93	93	71	72	84
Hr Total	544	560	547	594	632	512	450	417	393	309	308	300

24 Hour Total : 8054
AM peak hour begins : 11:00 AM peak volume : 544 Peak hour factor : 0.93
PM peak hour begins : 16:00 PM peak volume : 632 Peak hour factor : 0.96

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Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0926002.PRN
Station : 000000092302
Identification : 009701450036
Start date : Sep 26, 09
Stop date : Sep 26, 09
City/Town : Miami, Florida
Location : SW 117 Avenue South of SW 152 Street

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Sep 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	113	61	51	32	27	30	52	75	162	184	218	272
30	80	51	37	25	26	34	65	106	174	220	237	246
45	91	59	39	35	25	44	81	126	178	216	253	268
00	56	41	25	16	52	46	69	163	177	229	240	252
Hr Total	340	212	152	108	130	154	267	470	691	849	948	1038

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	298	265	236	256	272	238	215	213	205	135	137	142
30	240	260	249	261	267	242	219	197	173	163	142	116
45	283	278	293	269	272	229	188	196	184	157	143	123
00	258	246	247	248	262	216	206	189	169	143	122	127
Hr Total	1079	1049	1025	1034	1073	925	828	795	731	598	544	508

24 Hour Total : 15548
AM peak hour begins : 11:15 AM peak volume : 1064 Peak hour factor : 0.89
PM peak hour begins : 12:00 PM peak volume : 1079 Peak hour factor : 0.91

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Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0927002.PRN
Station : 000000092302
Identification : 009701450036
Start date : Sep 27, 09
Stop date : Sep 27, 09
City/Town : Miami, Florida
Location : SW 117 Avenue South of SW 152 Street

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Sep 27 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	21	24	9	12	9	19	31	45	75	84	191
30	26	19	25	11	9	12	32	22	43	73	94	144
45	39	21	10	15	8	9	33	29	71	96	113	118
00	32	28	15	10	10	17	29	45	72	79	124	99
Hr Total	135	89	74	45	39	47	113	127	231	323	415	552

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	107	199	105	80	89	94	75	79	63	42	37
30	101	102	151	86	83	93	91	97	60	46	50	30
45	108	107	148	100	109	98	88	113	72	56	51	37
00	114	111	123	109	96	74	86	74	53	45	36	26
Hr Total	449	427	621	400	368	354	359	359	264	210	179	130

24 Hour Total : 6310
AM peak hour begins : 10:45 AM peak volume : 577 Peak hour factor : 0.76
PM peak hour begins : 14:00 PM peak volume : 621 Peak hour factor : 0.78

****

Sep 27 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	48	32	20	17	7	12	18	31	76	84	97
30	54	38	25	23	11	7	17	29	37	106	83	80
45	55	34	21	17	13	9	17	14	49	90	88	108
00	37	27	22	13	12	13	24	28	70	85	85	94
Hr Total	205	147	100	73	53	36	70	89	187	357	340	379

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	130	116	152	139	147	96	95	79	101	72	73	36
30	175	89	120	152	99	106	97	91	93	67	72	52
45	153	129	115	119	121	93	81	107	74	74	56	43
00	100	121	104	148	98	99	96	96	65	58	67	32
Hr Total	558	455	491	558	465	394	369	373	333	271	268	163

24 Hour Total : 6734
AM peak hour begins : 11:30 AM peak volume : 507 Peak hour factor : 0.72
PM peak hour begins : 15:15 PM peak volume : 566 Peak hour factor : 0.93

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0927002.PRN
Station : 000000092302
Identification : 009701450036
Start date : Sep 27, 09
Stop date : Sep 27, 09
City/Town : Miami, Florida
Location : SW 117 Avenue South of SW 152 Street

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Sep 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	97	69	56	29	29	16	31	49	76	151	168	288
30	80	57	50	34	20	19	49	51	80	179	177	224
45	94	55	31	32	21	18	50	43	120	186	201	226
00	69	55	37	23	22	30	53	73	142	164	209	193
Hr Total	340	236	174	118	92	83	183	216	418	680	755	931

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	256	223	351	244	227	185	189	154	180	135	115	73
30	276	191	271	238	182	199	188	188	153	113	122	82
45	261	236	263	219	230	191	169	220	146	130	107	80
00	214	232	227	257	194	173	182	170	118	103	103	58
Hr Total	1007	882	1112	958	833	748	728	732	597	481	447	293

24 Hour Total : 13044
AM peak hour begins : 11:30 AM peak volume : 951 Peak hour factor : 0.86
PM peak hour begins : 13:45 PM peak volume : 1117 Peak hour factor : 0.80

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0928002.PRN
Station : 000000092302
Identification : 009701450036
Start date : Sep 28, 09
Stop date : Sep 28, 09
City/Town : Miami, Florida
Location : SW 117 Avenue South of SW 152 Street

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Sep 28 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	10	7	8	10	25	95	155	177	132	139	119
30	21	10	7	10	6	28	125	208	162	131	115	122
45	9	4	4	6	20	53	168	173	152	138	147	142
00	13	7	6	8	26	85	170	165	164	130	149	136
Hr Total	64	31	24	32	62	191	558	701	655	531	550	519

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	152	127	139	109	151	126	115	82	90	61	54	32
30	143	148	141	125	148	137	102	102	84	70	40	28
45	131	113	154	137	127	134	113	121	62	50	37	30
00	138	128	119	130	123	117	113	83	63	40	43	31
Hr Total	564	516	553	501	549	514	443	388	299	221	174	121

24 Hour Total : 8761
AM peak hour begins : 07:15 AM peak volume : 723 Peak hour factor : 0.87
PM peak hour begins : 15:30 PM peak volume : 566 Peak hour factor : 0.94

****

Sep 28 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	18	16	10	5	16	31	84	107	136	138	136
30	38	20	9	12	8	13	37	91	111	107	123	128
45	30	17	9	3	20	23	53	98	104	99	121	124
00	25	13	4	8	19	24	70	114	106	115	120	134
Hr Total	133	68	38	33	52	76	191	387	428	457	502	522

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	144	149	146	172	192	168	144	144	113	98	87	51
30	154	171	131	171	176	180	158	132	113	102	86	55
45	147	140	122	191	176	191	174	109	124	95	71	52
00	140	138	154	187	165	180	155	118	119	102	77	32
Hr Total	585	598	553	721	709	719	631	503	469	397	321	190

24 Hour Total : 9283
AM peak hour begins : 11:30 AM peak volume : 556 Peak hour factor : 0.90
PM peak hour begins : 15:30 PM peak volume : 746 Peak hour factor : 0.97

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0928002.PRN
Station : 000000092302
Identification : 009701450036
Start date : Sep 28, 09
Stop date : Sep 28, 09
City/Town : Miami, Florida
Location : SW 117 Avenue South of SW 152 Street

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Sep 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	61	28	23	18	15	41	126	239	284	268	277	255
30	59	30	16	22	14	41	162	299	273	238	238	250
45	39	21	13	9	40	76	221	271	256	237	268	266
00	38	20	10	16	45	109	240	279	270	245	269	270
Hr Total	197	99	62	65	114	267	749	1088	1083	988	1052	1041

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	296	276	285	281	343	294	259	226	203	159	141	83
30	297	319	272	296	324	317	260	234	197	172	126	83
45	278	253	276	328	303	325	287	230	186	145	108	82
00	278	266	273	317	288	297	268	201	182	142	120	63
Hr Total	1149	1114	1106	1222	1258	1233	1074	891	768	618	495	311

24 Hour Total : 18044
AM peak hour begins : 07:15 AM peak volume : 1133 Peak hour factor : 0.95
PM peak hour begins : 15:30 PM peak volume : 1312 Peak hour factor : 0.96

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0924003.PRN
Station : 000000092303
Identification : 000058410086
Start date : Sep 24, 09
Stop date : Sep 24, 09
City/Town : Miami, Florida
Location : SW 152 Street East of SW 120 Avenue

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Sep 24 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	83	44	18	15	58	122	428	785	648	526	422	427
30	64	39	25	22	44	145	605	737	611	482	423	369
45	50	34	20	24	64	253	678	650	565	522	451	397
00	45	24	22	21	84	285	795	734	588	445	442	378
Hr Total	242	141	85	82	250	805	2506	2906	2412	1975	1738	1571

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	414	394	404	434	420	495	429	365	302	188	210	103
30	420	402	440	402	441	484	380	342	281	213	200	135
45	392	426	473	426	407	467	386	305	253	202	187	93
00	418	410	417	410	433	455	378	327	246	188	158	84
Hr Total	1644	1632	1734	1672	1701	1901	1573	1339	1082	791	755	415

24 Hour Total : 30952
AM peak hour begins : 06:30 AM peak volume : 2995 Peak hour factor : 0.94
PM peak hour begins : 17:00 PM peak volume : 1901 Peak hour factor : 0.96

****

Sep 24 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	138	62	42	27	28	49	116	218	392	370	337	295
30	109	69	32	17	21	44	155	320	395	326	292	333
45	86	55	34	24	32	58	169	334	409	309	283	337
00	62	42	18	42	37	97	254	407	395	318	338	389
Hr Total	395	228	126	110	118	248	694	1279	1591	1323	1250	1354

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	387	424	455	571	631	660	707	573	545	385	367	218
30	383	375	420	599	644	694	653	609	517	376	308	202
45	412	415	423	613	599	748	673	580	495	391	289	179
00	401	406	536	652	624	716	603	578	430	367	220	177
Hr Total	1583	1620	1834	2435	2498	2818	2636	2340	1987	1519	1184	776

24 Hour Total : 31946
AM peak hour begins : 07:45 AM peak volume : 1603 Peak hour factor : 0.98
PM peak hour begins : 17:15 PM peak volume : 2865 Peak hour factor : 0.96

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0924003.PRN
Station : 000000092303
Identification : 000058410086 Interval : 15 minutes
Start date : Sep 24, 09 Start time : 00:00
Stop date : Sep 24, 09 Stop time : 24:00
City/Town : Miami, Florida County : Dade
Location : SW 152 Street East of SW 120 Avenue

****

Sep 24 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	221	106	60	42	86	171	544	1003	1040	896	759	722
30	173	108	57	39	65	189	760	1057	1006	808	715	702
45	136	89	54	48	96	311	847	984	974	831	734	734
00	107	66	40	63	121	382	1049	1141	983	763	780	767
Hr Total	637	369	211	192	368	1053	3200	4185	4003	3298	2988	2925

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	801	818	859	1005	1051	1155	1136	938	847	573	577	321
30	803	777	860	1001	1085	1178	1033	951	798	589	508	337
45	804	841	896	1039	1006	1215	1059	885	748	593	476	272
00	819	816	953	1062	1057	1171	981	905	676	555	378	261
Hr Total	3227	3252	3568	4107	4199	4719	4209	3679	3069	2310	1939	1191

24 Hour Total : 62898
AM peak hour begins : 07:15 AM peak volume : 4222 Peak hour factor : 0.93
PM peak hour begins : 17:00 PM peak volume : 4719 Peak hour factor : 0.97

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0925003.PRN
Station : 000000092303
Identification : 000058410086
Start date : Sep 25, 09
Stop date : Sep 25, 09
City/Town : Miami, Florida
Location : SW 152 Street East of SW 120 Avenue

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Sep 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	76	43	22	28	48	101	412	756	704	534	418	406
30	48	43	22	25	56	155	538	707	680	512	479	395
45	49	26	26	27	71	236	644	657	549	487	468	447
00	39	15	22	23	78	272	766	723	536	520	412	427
Hr Total	212	127	92	103	253	764	2360	2843	2469	2053	1777	1675

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	425	458	426	444	432	476	474	376	361	285	221	223
30	427	422	489	442	464	500	426	374	322	249	230	165
45	425	433	516	443	427	460	423	430	373	243	227	154
00	361	427	456	459	450	473	410	387	286	223	204	145
Hr Total	1638	1740	1887	1788	1773	1909	1733	1567	1342	1000	882	687

24 Hour Total : 32674
AM peak hour begins : 06:45 AM peak volume : 2886 Peak hour factor : 0.94
PM peak hour begins : 17:00 PM peak volume : 1909 Peak hour factor : 0.95

****

Sep 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	152	73	56	33	32	42	107	231	387	399	312	332
30	105	66	37	30	23	45	141	320	383	342	346	383
45	105	43	43	17	24	59	171	305	429	320	354	372
00	87	56	34	27	40	110	240	396	382	307	354	406
Hr Total	449	238	170	107	119	256	659	1252	1581	1368	1366	1493

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	414	370	417	553	592	642	661	595	493	413	347	296
30	430	400	493	632	612	676	690	610	504	406	362	314
45	387	454	460	652	613	716	659	582	473	366	356	290
00	403	480	527	658	649	690	643	521	420	380	298	254
Hr Total	1634	1704	1897	2495	2466	2724	2653	2308	1890	1565	1363	1154

24 Hour Total : 32911
AM peak hour begins : 11:30 AM peak volume : 1622 Peak hour factor : 0.94
PM peak hour begins : 17:30 PM peak volume : 2757 Peak hour factor : 0.96

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Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0925003.PRN
Station : 000000092303
Identification : 000058410086
Start date : Sep 25, 09
Stop date : Sep 25, 09
City/Town : Miami, Florida
Location : SW 152 Street East of SW 120 Avenue

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Sep 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	228	116	78	61	80	143	519	987	1091	933	730	738
30	153	109	59	55	79	200	679	1027	1063	854	825	778
45	154	69	69	44	95	295	815	962	978	807	822	819
00	126	71	56	50	118	382	1006	1119	918	827	766	833
Hr Total	661	365	262	210	372	1020	3019	4095	4050	3421	3143	3168

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	839	828	843	997	1024	1118	1135	971	854	698	568	519
30	857	822	982	1074	1076	1176	1116	984	826	655	592	479
45	812	887	976	1095	1040	1176	1082	1012	846	609	583	444
00	764	907	983	1117	1099	1163	1053	908	706	603	502	399
Hr Total	3272	3444	3784	4283	4239	4633	4386	3875	3232	2565	2245	1841

24 Hour Total : 65585
AM peak hour begins : 07:45 AM peak volume : 4251 Peak hour factor : 0.95
PM peak hour begins : 17:15 PM peak volume : 4650 Peak hour factor : 0.99

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0926003.PRN
Station : 000000092303
Identification : 000058410086
Start date : Sep 26, 09
Stop date : Sep 26, 09
City/Town : Miami, Florida
Location : SW 152 Street East of SW 120 Avenue

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Sep 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	118	83	67	40	62	76	131	155	329	409	419	440
30	117	71	58	37	55	75	185	223	352	415	430	471
45	121	60	54	38	51	93	205	288	376	456	514	505
00	89	63	46	43	53	113	208	346	439	467	476	488
Hr Total	445	277	225	158	221	357	729	1012	1496	1747	1839	1904

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	468	481	533	477	467	461	425	390	369	274	260	205
30	477	556	524	471	437	465	405	395	371	271	241	212
45	468	528	521	456	461	489	405	354	327	289	239	164
00	511	528	466	478	449	420	430	360	307	240	208	184
Hr Total	1924	2093	2044	1882	1814	1835	1665	1499	1374	1074	948	765

24 Hour Total : 29327
AM peak hour begins : 11:30 AM peak volume : 1938 Peak hour factor : 0.96
PM peak hour begins : 13:15 PM peak volume : 2145 Peak hour factor : 0.96

****

Sep 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	225	148	82	82	54	71	66	107	199	282	346	452
30	220	142	95	66	44	57	74	128	183	298	426	444
45	196	132	96	70	30	65	82	156	222	325	377	490
00	147	109	68	40	61	75	140	204	273	341	431	490
Hr Total	788	531	341	258	189	268	362	595	877	1246	1580	1876

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	479	480	523	500	490	484	450	467	439	344	350	268
30	574	522	506	523	466	479	449	444	422	364	338	277
45	492	523	505	453	489	464	428	418	432	380	260	296
00	526	552	525	505	478	428	430	436	352	350	257	246
Hr Total	2071	2077	2059	1981	1923	1855	1757	1765	1645	1438	1205	1087

24 Hour Total : 29774
AM peak hour begins : 11:30 AM peak volume : 2033 Peak hour factor : 0.89
PM peak hour begins : 13:15 PM peak volume : 2120 Peak hour factor : 0.96

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Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0926003.PRN
Station : 000000092303
Identification : 000058410086
Start date : Sep 26, 09
Stop date : Sep 26, 09
City/Town : Miami, Florida
Location : SW 152 Street East of SW 120 Avenue

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Sep 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	343	231	149	122	116	147	197	262	528	691	765	892
30	337	213	153	103	99	132	259	351	535	713	856	915
45	317	192	150	108	81	158	287	444	598	781	891	995
00	236	172	114	83	114	188	348	550	712	808	907	978
Hr Total	1233	808	566	416	410	625	1091	1607	2373	2993	3419	3780

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	947	961	1056	977	957	945	875	857	808	618	610	473
30	1051	1078	1030	994	903	944	854	839	793	635	579	489
45	960	1051	1026	909	950	953	833	772	759	669	499	460
00	1037	1080	991	983	927	848	860	796	659	590	465	430
Hr Total	3995	4170	4103	3863	3737	3690	3422	3264	3019	2512	2153	1852

24 Hour Total : 59101
AM peak hour begins : 11:30 AM peak volume : 3971 Peak hour factor : 0.94
PM peak hour begins : 13:15 PM peak volume : 4265 Peak hour factor : 0.99

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Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0927003.PRN
Station : 000000092303
Identification : 000058410086
Start date : Sep 27, 09
Stop date : Sep 27, 09
City/Town : Miami, Florida
Location : SW 152 Street East of SW 120 Avenue

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Sep 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	125	108	50	41	51	62	82	86	148	240	302	422
30	142	99	58	41	59	48	115	121	142	261	351	373
45	106	101	67	41	43	64	111	108	193	298	363	365
00	112	75	38	35	36	69	106	136	240	279	469	429
Hr Total	485	383	213	158	189	243	414	451	723	1078	1485	1589

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	423	388	530	421	374	360	357	282	222	224	201	129
30	477	411	490	420	368	373	318	292	203	215	179	122
45	472	404	475	370	358	352	329	306	271	212	163	100
00	408	468	434	383	352	381	277	284	213	204	155	70
Hr Total	1780	1671	1929	1594	1452	1466	1281	1164	909	855	698	421

24 Hour Total : 22631
AM peak hour begins : 11:30 AM peak volume : 1694 Peak hour factor : 0.89
PM peak hour begins : 13:45 PM peak volume : 1963 Peak hour factor : 0.93

****

Sep 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	256	171	101	70	64	52	42	69	110	202	237	383
30	182	132	94	87	44	44	43	73	117	222	261	366
45	215	131	90	65	55	51	60	101	143	208	284	366
00	171	131	89	61	48	51	76	125	203	264	367	368
Hr Total	824	565	374	283	211	198	221	368	573	896	1149	1483

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	362	434	453	412	434	384	395	372	374	304	257	182
30	415	440	428	414	407	424	359	397	349	286	248	190
45	458	418	428	395	390	353	361	427	307	276	231	183
00	456	459	427	406	395	406	343	402	315	272	178	125
Hr Total	1691	1751	1736	1627	1626	1567	1458	1598	1345	1138	914	680

24 Hour Total : 24276
AM peak hour begins : 11:30 AM peak volume : 1511 Peak hour factor : 0.82
PM peak hour begins : 12:30 PM peak volume : 1788 Peak hour factor : 0.98

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0927003.PRN
Station : 000000092303
Identification : 000058410086 Interval : 15 minutes
Start date : Sep 27, 09 Start time : 00:00
Stop date : Sep 27, 09 Stop time : 24:00
City/Town : Miami, Florida County : Dade
Location : SW 152 Street East of SW 120 Avenue

****

Sep 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	381	279	151	111	115	114	124	155	258	442	539	805
30	324	231	152	128	103	92	158	194	259	483	612	739
45	321	232	157	106	98	115	171	209	336	506	647	731
00	283	206	127	96	84	120	182	261	443	543	836	797
Hr Total	1309	948	587	441	400	441	635	819	1296	1974	2634	3072

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	785	822	983	833	808	744	752	654	596	528	458	311
30	892	851	918	834	775	797	677	689	552	501	427	312
45	930	822	903	765	748	705	690	733	578	488	394	283
00	864	927	861	789	747	787	620	686	528	476	333	195
Hr Total	3471	3422	3665	3221	3078	3033	2739	2762	2254	1993	1612	1101

24 Hour Total : 46907
AM peak hour begins : 11:30 AM peak volume : 3205 Peak hour factor : 0.86
PM peak hour begins : 13:45 PM peak volume : 3731 Peak hour factor : 0.95

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0928003.PRN
Station : 000000092303
Identification : 000058410086
Start date : Sep 28, 09
Stop date : Sep 28, 09
City/Town : Miami, Florida
Location : SW 152 Street East of SW 120 Avenue

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Sep 28 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	86	56	24	20	54	100	391	593	619	507	443	394
30	73	37	27	28	38	147	476	624	590	499	478	428
45	47	32	27	33	70	230	558	552	551	490	453	472
00	42	25	23	28	67	255	652	596	568	477	456	451
Hr Total	248	150	101	109	229	732	2077	2365	2328	1973	1830	1745

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	400	412	400	425	418	489	378	325	277	188	178	110
30	421	453	435	441	442	481	314	303	226	206	171	122
45	432	430	478	415	431	448	330	296	225	216	132	78
00	472	421	437	438	388	393	361	312	241	178	126	62
Hr Total	1725	1716	1750	1719	1679	1811	1383	1236	969	788	607	372

24 Hour Total : 29642
AM peak hour begins : 06:30 AM peak volume : 2427 Peak hour factor : 0.93
PM peak hour begins : 17:00 PM peak volume : 1811 Peak hour factor : 0.93

****

Sep 28 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	126	63	28	44	17	40	113	187	335	333	341	383
30	95	53	36	17	11	45	121	206	335	318	313	349
45	85	31	30	28	18	45	140	238	318	313	349	389
00	79	42	28	15	29	91	234	354	317	318	368	400
Hr Total	385	189	122	104	75	221	608	985	1305	1282	1371	1521

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	439	474	444	516	559	593	675	586	359	413	300	151
30	405	453	449	566	642	669	662	568	456	376	252	157
45	419	461	432	581	569	655	675	472	461	317	252	141
00	455	452	480	632	612	730	607	409	467	312	215	150
Hr Total	1718	1840	1805	2295	2382	2647	2619	2035	1743	1418	1019	599

24 Hour Total : 30288
AM peak hour begins : 11:30 AM peak volume : 1633 Peak hour factor : 0.93
PM peak hour begins : 17:45 PM peak volume : 2742 Peak hour factor : 0.94

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0928003.PRN
Station : 000000092303
Identification : 000058410086
Start date : Sep 28, 09
Stop date : Sep 28, 09
City/Town : Miami, Florida
Location : SW 152 Street East of SW 120 Avenue

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Sep 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	212	119	52	64	71	140	504	780	954	840	784	777
30	168	90	63	45	49	192	597	830	925	817	791	777
45	132	63	57	61	88	275	698	790	869	803	802	861
00	121	67	51	43	96	346	886	950	885	795	824	851
Hr Total	633	339	223	213	304	953	2685	3350	3633	3255	3201	3266

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	839	886	844	941	977	1082	1053	911	636	601	478	261
30	826	906	884	1007	1084	1150	976	871	682	582	423	279
45	851	891	910	996	1000	1103	1005	768	686	533	384	219
00	927	873	917	1070	1000	1123	968	721	708	490	341	212
Hr Total	3443	3556	3555	4014	4061	4458	4002	3271	2712	2206	1626	971

24 Hour Total : 59930
AM peak hour begins : 07:45 AM peak volume : 3698 Peak hour factor : 0.97
PM peak hour begins : 17:00 PM peak volume : 4458 Peak hour factor : 0.97

****

Intersection Turning Movement Counts

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

SW 152ND STREET & SW 137TH AVENUE
MIAMI, FLORIDA
COUNTED BY: M. ESPINOSA & J. SANTANA
SIGNALIZED

Site Code : 00100009
Start Date: 01/20/10
File I.D. : 152SA37A
Page : 1

ALL VEHICLES

	SW 137TH AVENUE From North				SW 152ND STREET From East				SW 137TH AVENUE From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/10																	
16:00	1	130	232	54	2	134	280	150	3	63	189	79	2	56	164	39	1578
16:15	1	126	266	95	1	142	311	135	1	47	167	81	0	66	151	23	1613
16:30	0	131	259	83	1	146	250	138	2	58	206	101	0	59	143	34	1611
16:45	0	132	260	98	4	158	324	125	2	54	164	89	0	54	149	23	1636
Hr Total	2	519	1017	330	8	580	1165	548	8	222	726	350	2	235	607	119	6438
17:00	0	145	420	103	0	178	385	152	2	59	190	87	0	69	161	37	1988
17:15	1	126	278	82	1	177	390	143	4	53	227	91	0	79	180	38	1870
17:30	0	149	281	80	2	174	344	126	1	59	221	76	0	73	169	22	1777
17:45	3	148	315	91	0	163	379	131	8	68	222	95	0	79	193	34	1929
Hr Total	4	568	1294	356	3	692	1498	552	15	239	860	349	0	300	703	131	7564
TOTAL	6	1087	2311	686	11	1272	2663	1100	23	461	1586	699	2	535	1310	250	14002

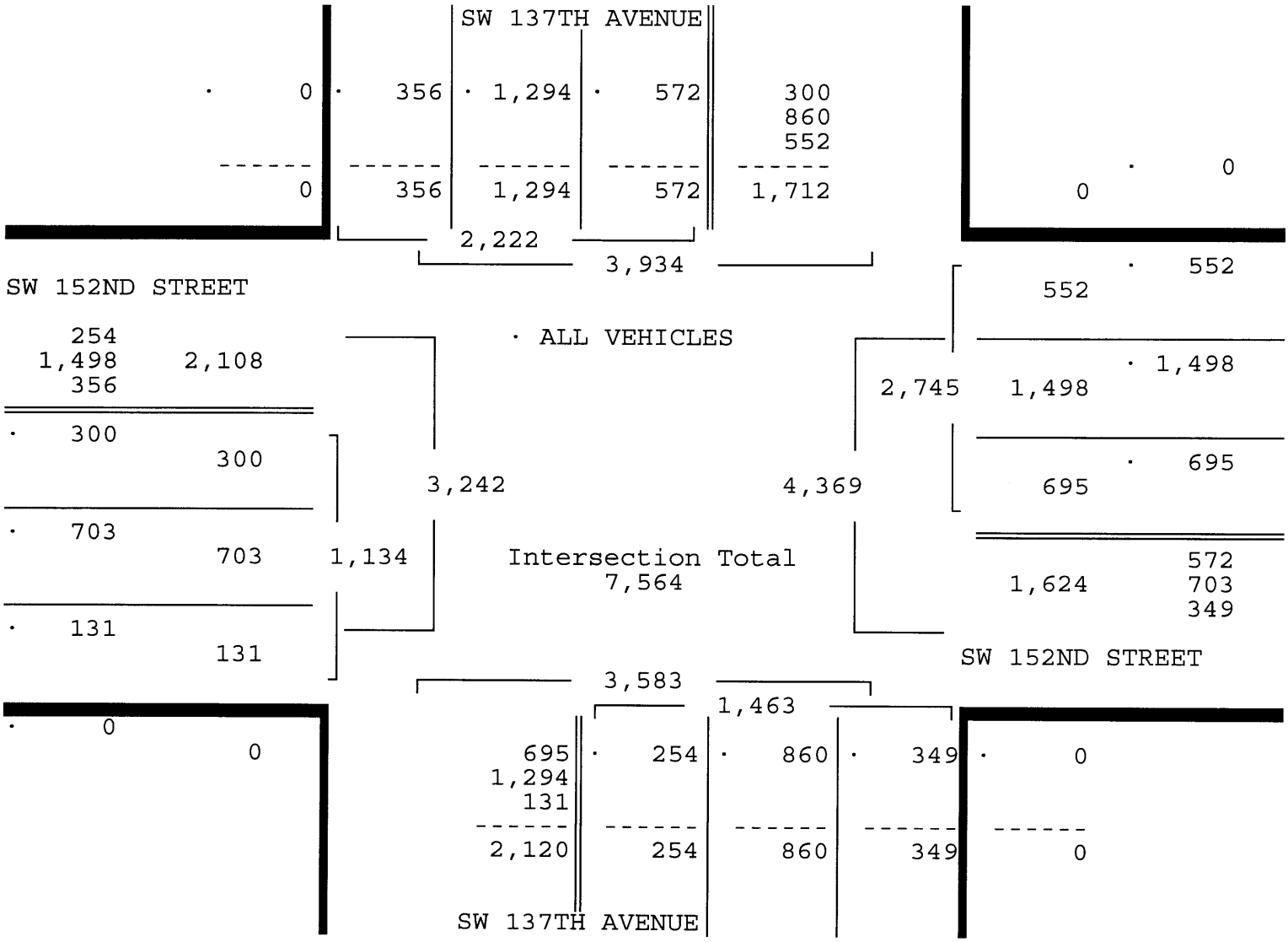
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

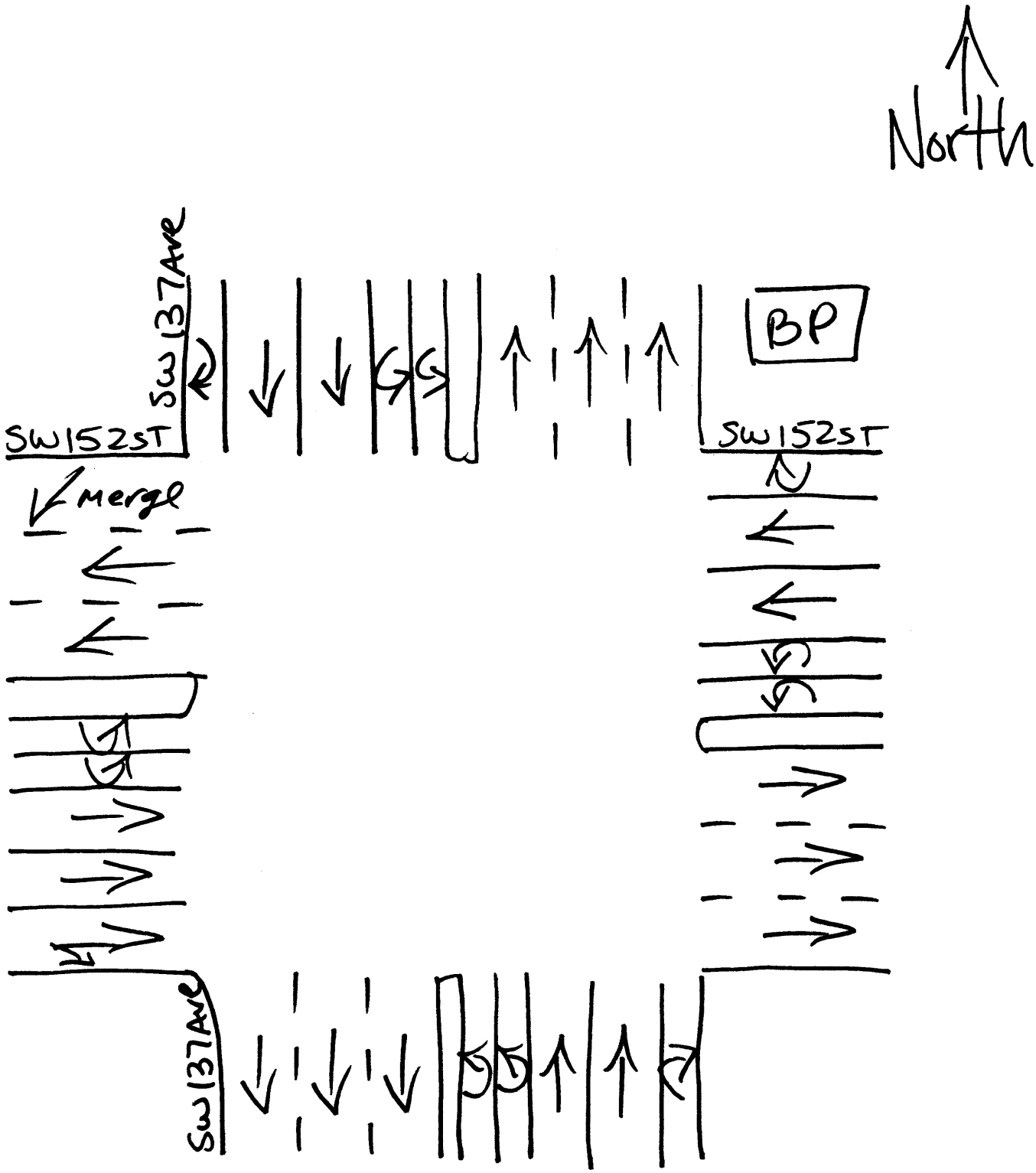
SW 152ND STREET & SW 137TH AVENUE
MIAMI, FLORIDA
COUNTED BY: M. ESPINOSA & J. SANTANA
SIGNALIZED

Site Code : 00100009
Start Date: 01/20/10
File I.D. : 152SA37A
Page : 2

ALL VEHICLES

	SW 137TH AVENUE From North				SW 152ND STREET From East				SW 137TH AVENUE From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/10																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/20/10																	
Peak start 17:00					17:00				17:00				17:00				
Volume	4	568	1294	356	3	692	1498	552	15	239	860	349	0	300	703	131	
Percent	0%	26%	58%	16%	0%	25%	55%	20%	1%	16%	59%	24%	0%	26%	62%	12%	
Pk total	2222				2745				1463				1134				
Highest	17:00				17:00				17:45				17:45				
Volume	0	145	420	103	0	178	385	152	8	68	222	95	0	79	193	34	
Hi total	668				715				393				306				
PHF	.83				.96				.93				.93				





Miami, Florida

January 21, 2010

drawn by: Luis Palomino

signalized

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

SW 152ND STREET & SW 133RD AVENUE
MIAMI, FLORIDA
COUNTED BY: MAXIE ESPINOSA
SIGNALIZED

Site Code : 00100009
Start Date: 01/21/10
File I.D. : 152S133A
Page : 1

ALL VEHICLES

	SW 133RD AVENUE From North				SW 152ND STREET From East				------- From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/10																	
16:00	0	6	0	10	0	0	548	12	0	0	0	0	2	4	368	0	950
16:15	0	3	0	7	0	0	561	10	0	0	0	0	1	6	357	0	945
16:30	0	7	0	7	0	0	523	6	0	0	0	0	2	5	343	0	893
16:45	0	6	0	5	1	0	534	7	0	0	0	0	1	9	411	0	974
Hr Total	0	22	0	29	1	0	2166	35	0	0	0	0	6	24	1479	0	3762
17:00	0	6	0	4	0	0	555	7	0	0	0	0	3	8	405	0	988
17:15	0	6	0	7	0	0	589	8	0	0	0	0	3	8	402	0	1023
17:30	0	9	0	1	1	0	613	9	0	0	0	0	2	3	400	0	1038
17:45	0	2	0	12	0	0	691	12	0	0	0	0	5	6	390	0	1118
Hr Total	0	23	0	24	1	0	2448	36	0	0	0	0	13	25	1597	0	4167
TOTAL	0	45	0	53	2	0	4614	71	0	0	0	0	19	49	3076	0	7929

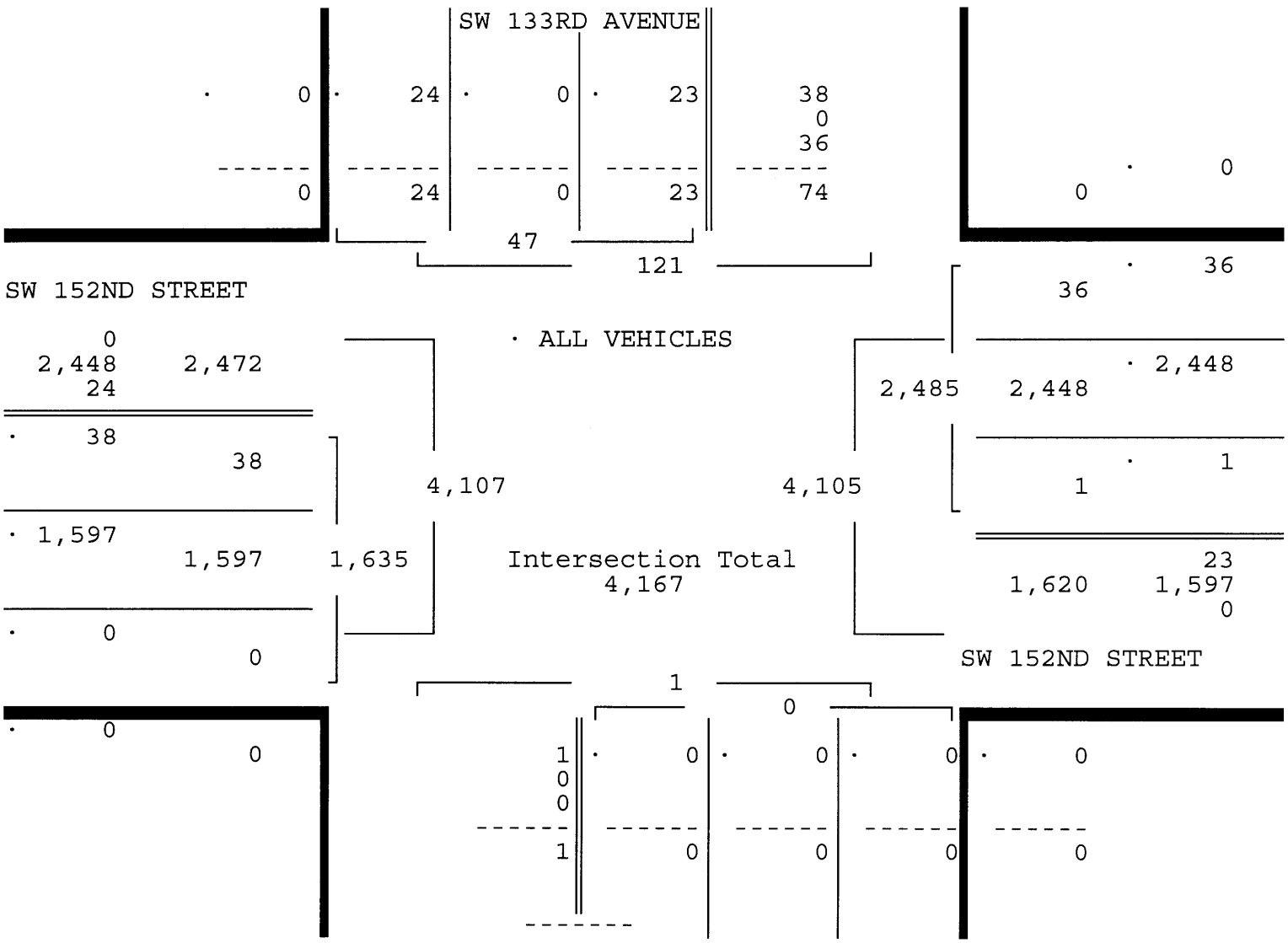
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

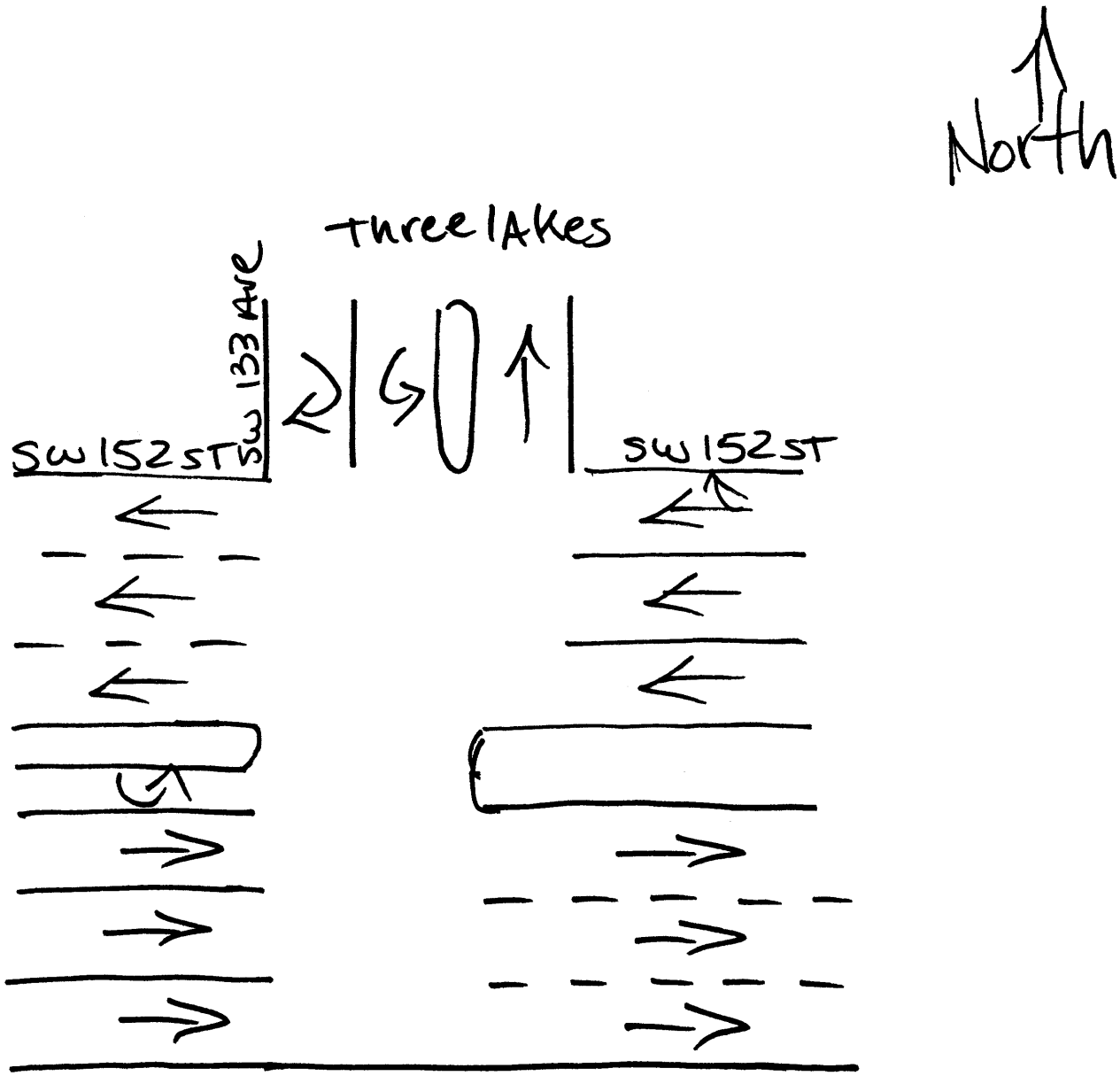
SW 152ND STREET & SW 133RD AVENUE
MIAMI, FLORIDA
COUNTED BY: MAXIE ESPINOSA
SIGNALIZED

Site Code : 00100009
Start Date: 01/21/10
File I.D. : 152S133A
Page : 2

ALL VEHICLES

	SW 133RD AVENUE From North				SW 152ND STREET From East				------- From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/10																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/21/10																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	23	0	24	1	0	2448	36	0	0	0	0	13	25	1597	0	
Percent	0%	49%	0%	51%	0%	0%	99%	1%	0%	0%	0%	0%	1%	2%	98%	0%	
Pk total	47				2485				0				1635				
Highest	17:45				17:45				16:00				17:00				
Volume	0	2	0	12	0	0	691	12	0	0	0	0	3	8	405	0	
Hi total	14				703				0				416				
PHF	.84				.88				.0				.98				





Miami, Florida
January 21, 2010
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

SW 152ND STREET & SW 129TH AVENUE
MIAMI, FLORIDA
COUNTED BY: JOEL SANTANA
SIGNALIZED

Site Code : 00100009
Start Date: 01/21/10
File I.D. : 152S129A
Page : 1

ALL VEHICLES

	SW 129TH AVENUE From North				SW 152ND STREET From East				-------- From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/10																	
16:00	0	5	0	3	0	0	555	18	0	0	0	0	0	8	338	0	927
16:15	0	3	0	2	0	0	570	15	0	0	0	0	0	2	333	0	925
16:30	0	4	0	1	0	0	612	9	0	0	0	0	0	2	315	0	943
16:45	0	3	0	3	0	0	562	4	0	0	0	0	0	3	352	0	927
Hr Total	0	15	0	9	0	0	2299	46	0	0	0	0	0	15	1338	0	3722
17:00	0	5	0	2	1	0	561	6	0	0	0	0	0	6	378	0	959
17:15	0	5	0	2	0	0	626	13	0	0	0	0	1	4	407	0	1058
17:30	0	4	0	1	0	0	598	13	0	0	0	0	0	3	379	0	998
17:45	0	4	0	6	0	0	735	16	0	0	0	0	0	1	370	0	1132
Hr Total	0	18	0	11	1	0	2520	48	0	0	0	0	1	14	1534	0	4147
TOTAL	0	33	0	20	1	0	4819	94	0	0	0	0	1	29	2872	0	7869

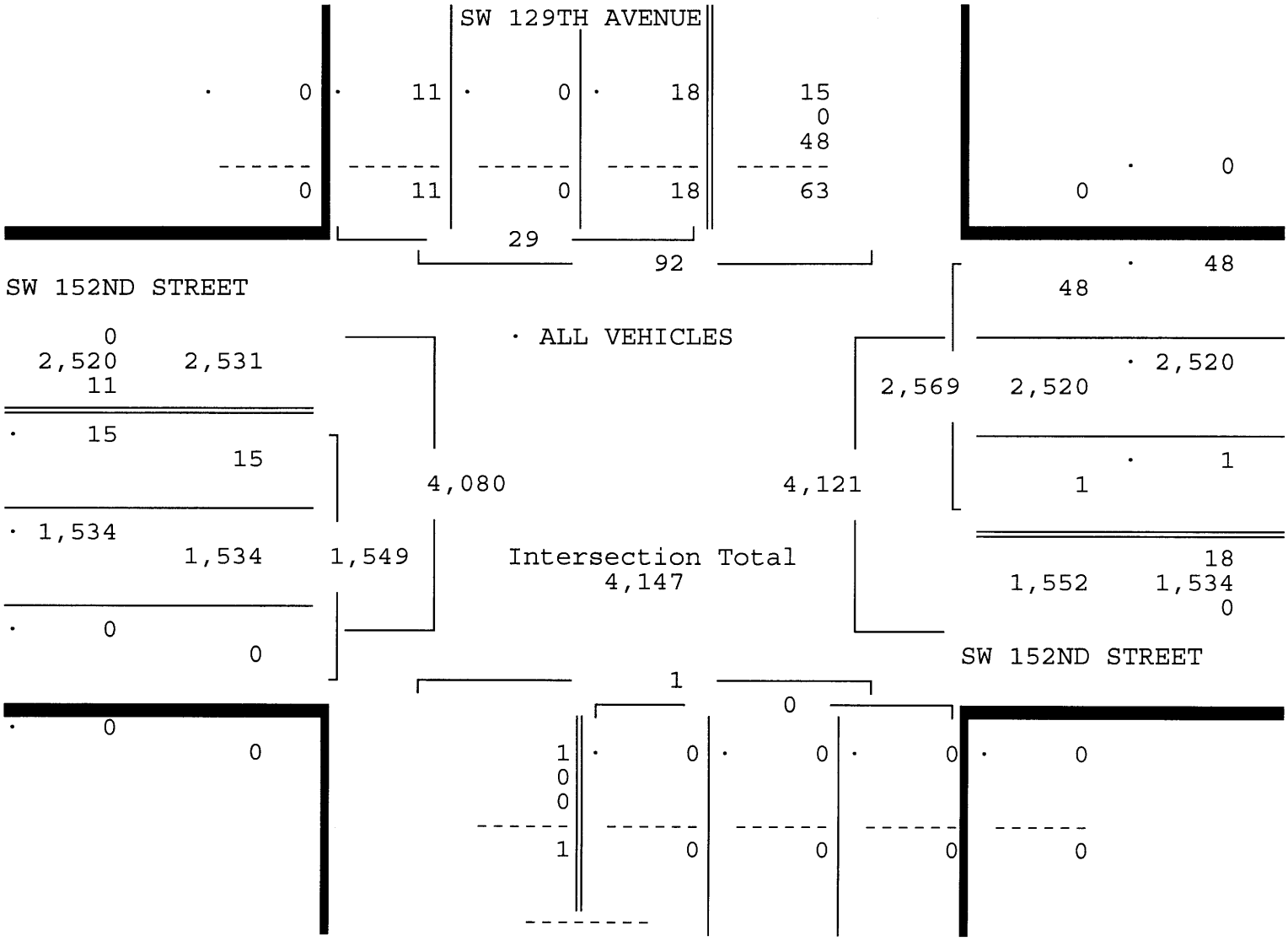
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

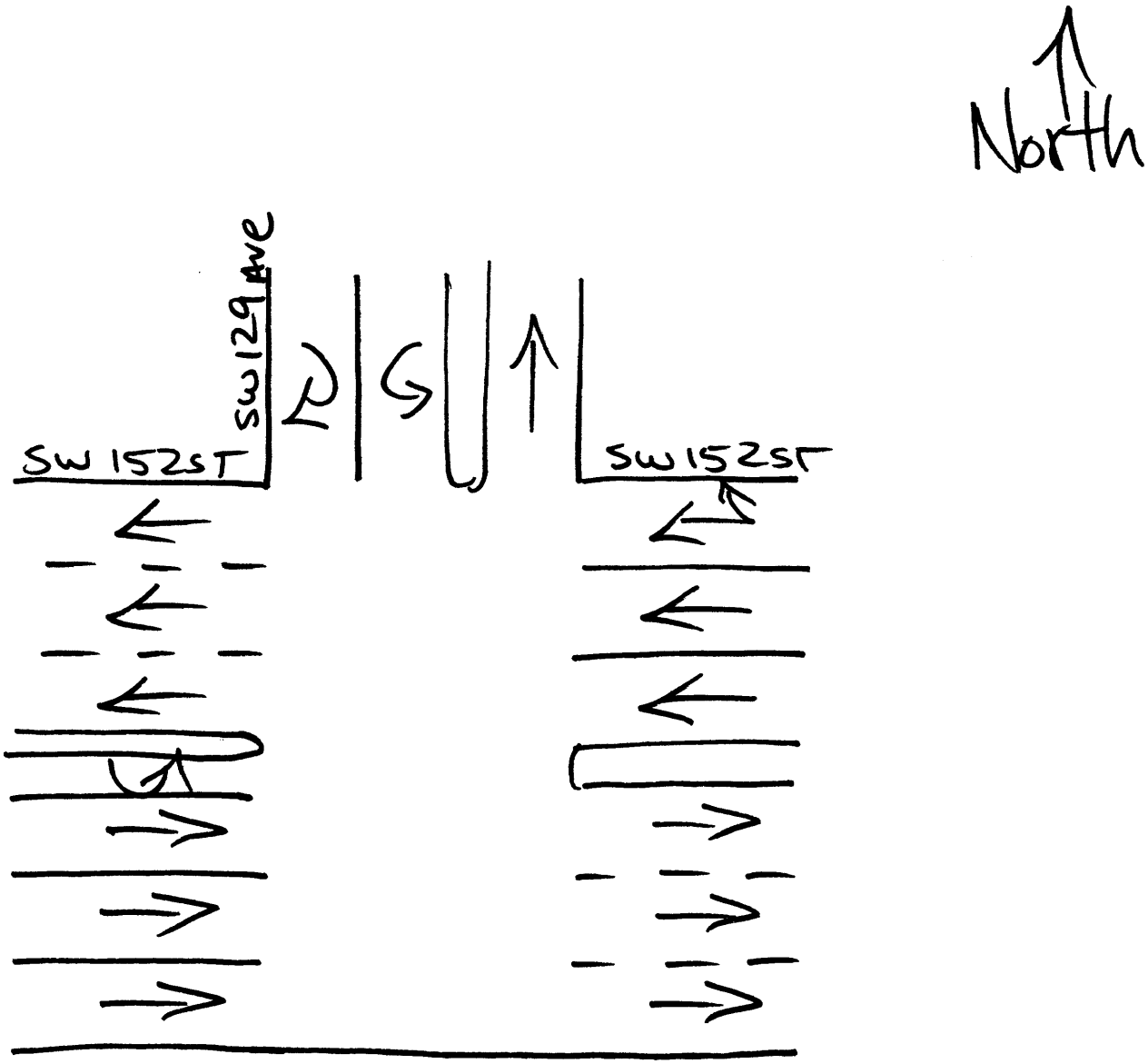
SW 152ND STREET & SW 129TH AVENUE
MIAMI, FLORIDA
COUNTED BY: JOEL SANTANA
SIGNALIZED

Site Code : 00100009
Start Date: 01/21/10
File I.D. : 152S129A
Page : 2

ALL VEHICLES

	SW 129TH AVENUE From North				SW 152ND STREET From East				-------- From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/10																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/21/10																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	18	0	11	1	0	2520	48	0	0	0	0	1	14	1534	0	
Percent	0%	62%	0%	38%	0%	0%	98%	2%	0%	0%	0%	0%	0%	1%	99%	0%	
Pk total	29				2569				0				1549				
Highest	17:45				17:45				16:00				17:15				
Volume	0	4	0	6	0	0	735	16	0	0	0	0	1	4	407	0	
Hi total	10				751				0				412				
PHF	.72				.86				.0				.94				





Miami, Florida
January 21, 2010
drawn by: Luis Palomino
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TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

SW 152ND STREET & SW 127TH AVENUE
MIAMI, FLORIDA
COUNTED BY: JOHNNY MOLESTINA
SIGNALIZED

Site Code : 00100009
Start Date: 01/21/10
File I.D. : 152S127A
Page : 1

ALL VEHICLES

	SW 127TH AVENUE From North				SW 152ND STREET From East				SW 127TH AVENUE From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/10																	
16:00	0	22	0	22	1	1	535	31	0	1	0	7	1	34	302	0	957
16:15	0	18	0	29	0	0	538	46	0	1	0	4	0	29	326	0	991
16:30	0	25	0	18	0	3	592	32	0	2	0	4	0	32	291	1	1000
16:45	0	24	1	22	1	0	580	33	0	0	0	4	1	37	336	2	1041
Hr Total	0	89	1	91	2	4	2245	142	0	4	0	19	2	132	1255	3	3989
17:00	0	12	0	29	0	0	571	32	0	3	0	9	0	31	341	1	1029
17:15	0	21	0	19	1	0	588	40	0	2	0	5	1	27	355	1	1060
17:30	0	17	1	33	0	0	591	57	0	2	0	4	0	34	322	0	1061
17:45	0	24	0	34	0	3	707	45	0	2	0	7	0	33	316	0	1171
Hr Total	0	74	1	115	1	3	2457	174	0	9	0	25	1	125	1334	2	4321
TOTAL	0	163	2	206	3	7	4702	316	0	13	0	44	3	257	2589	5	8310

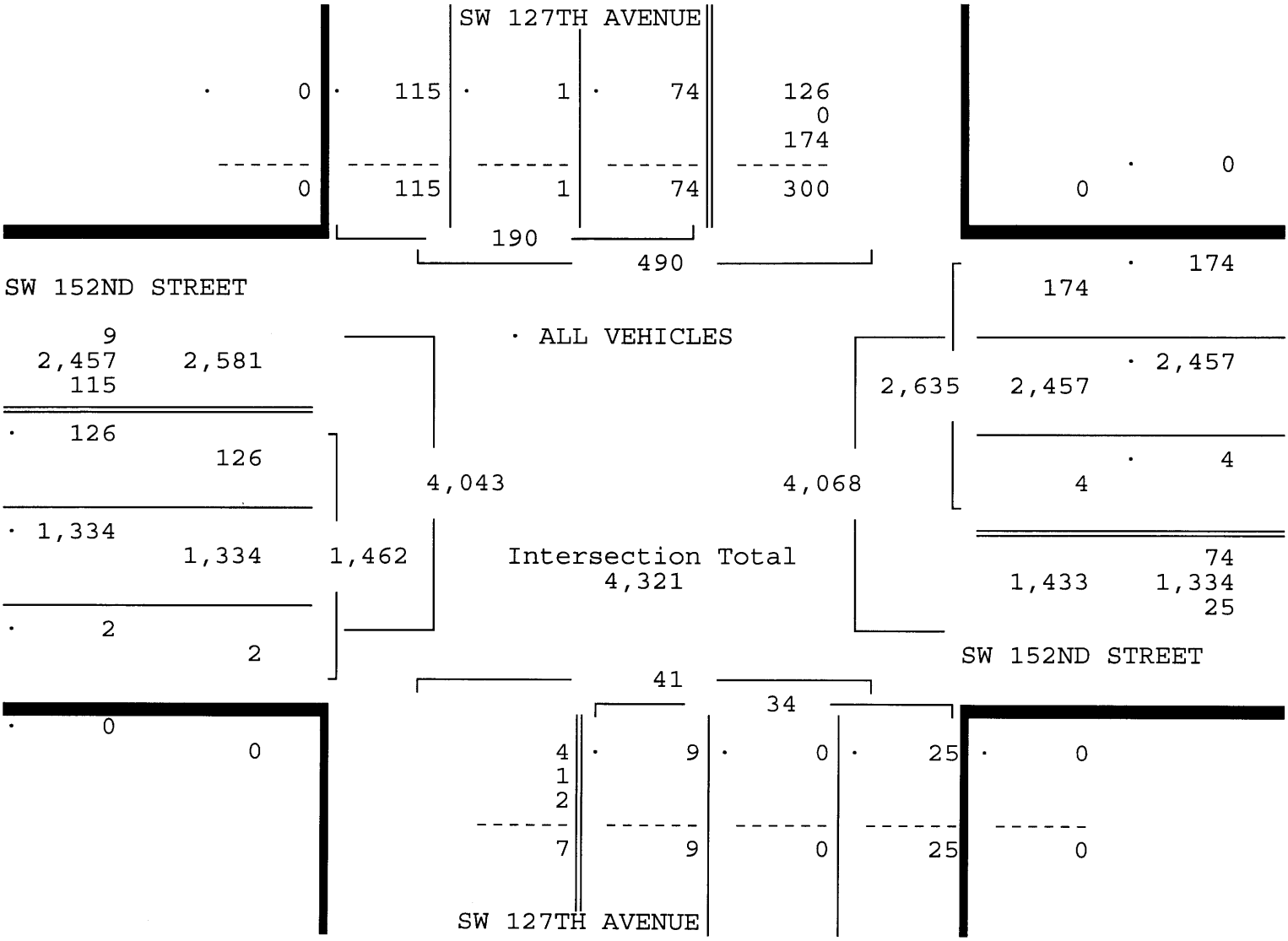
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

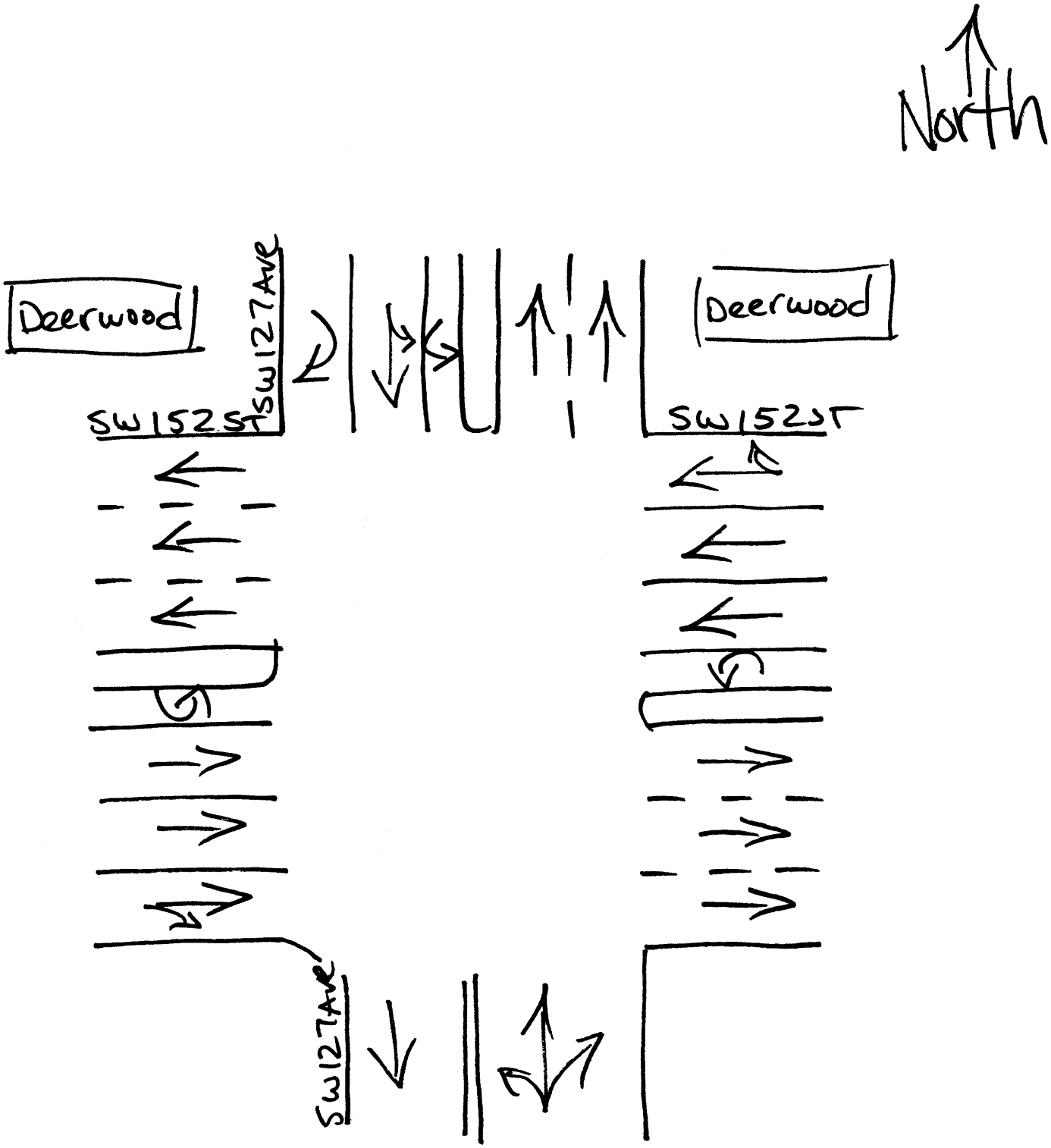
SW 152ND STREET & SW 127TH AVENUE
MIAMI, FLORIDA
COUNTED BY: JOHNNY MOLESTINA
SIGNALIZED

Site Code : 00100009
Start Date: 01/21/10
File I.D. : 152S127A
Page : 2

ALL VEHICLES

	SW 127TH AVENUE From North				SW 152ND STREET From East				SW 127TH AVENUE From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/10																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/21/10																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	74	1	115	1	3	2457	174	0	9	0	25	1	125	1334	2	
Percent	0%	39%	1%	61%	0%	0%	93%	7%	0%	26%	0%	74%	0%	9%	91%	0%	
Pk total	190				2635				34				1462				
Highest	17:45				17:45				17:00				17:15				
Volume	0	24	0	34	0	3	707	45	0	3	0	9	1	27	355	1	
Hi total	58				755				12				384				
PHF	.82				.87				.71				.95				





Miami, Florida
January 21, 2010
drawn by: Luis Palomino
signalized

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

SW 152ND STREET & SW 124TH AVENUE
MIAMI, FLORIDA
COUNTED BY: CAMILO RUIZ
SIGNALIZED

Site Code : 00100009
Start Date: 01/21/10
File I.D. : 152S124A
Page : 1

ALL VEHICLES

	SW 152ND STREET From East			SW 124TH AVENUE From South			SW 152ND STREET From West		
	UTurn	Left	Thru	UTurn	Left	Right	Thru	Right	Total
Date 01/21/10									
16:00	0	2	562	0	10	33	333	4	944
16:15	0	5	645	0	7	27	355	3	1042
16:30	1	1	665	0	7	23	330	3	1030
16:45	1	1	639	0	10	20	391	3	1065
Hr Total	2	9	2511	0	34	103	1409	13	4081
17:00	0	7	619	0	7	22	363	2	1020
17:15	0	0	664	0	13	28	398	1	1104
17:30	0	0	690	0	10	24	352	2	1078
17:45	0	2	765	0	10	15	337	2	1131
Hr Total	0	9	2738	0	40	89	1450	7	4333
TOTAL	2	18	5249	0	74	192	2859	20	8414

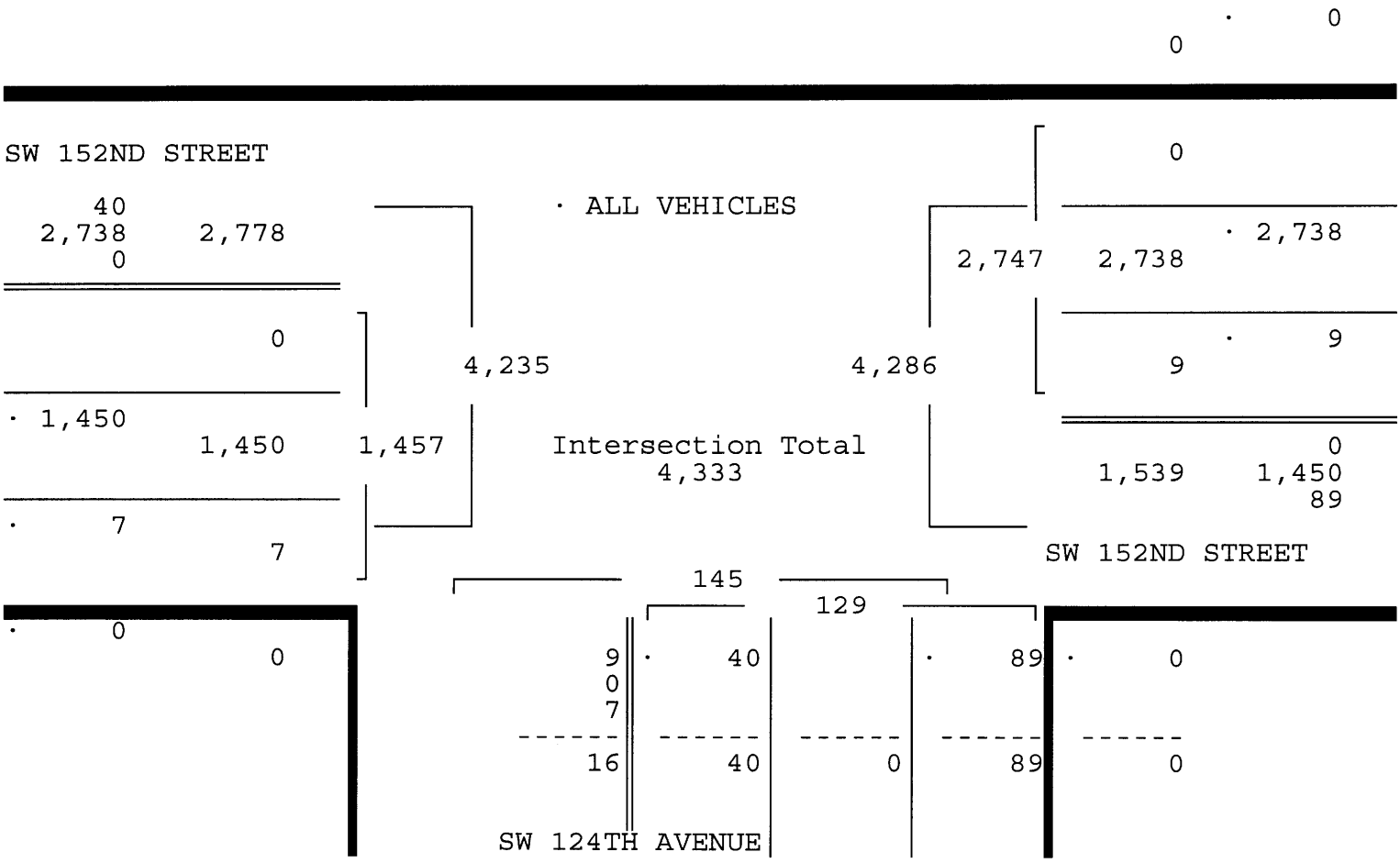
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

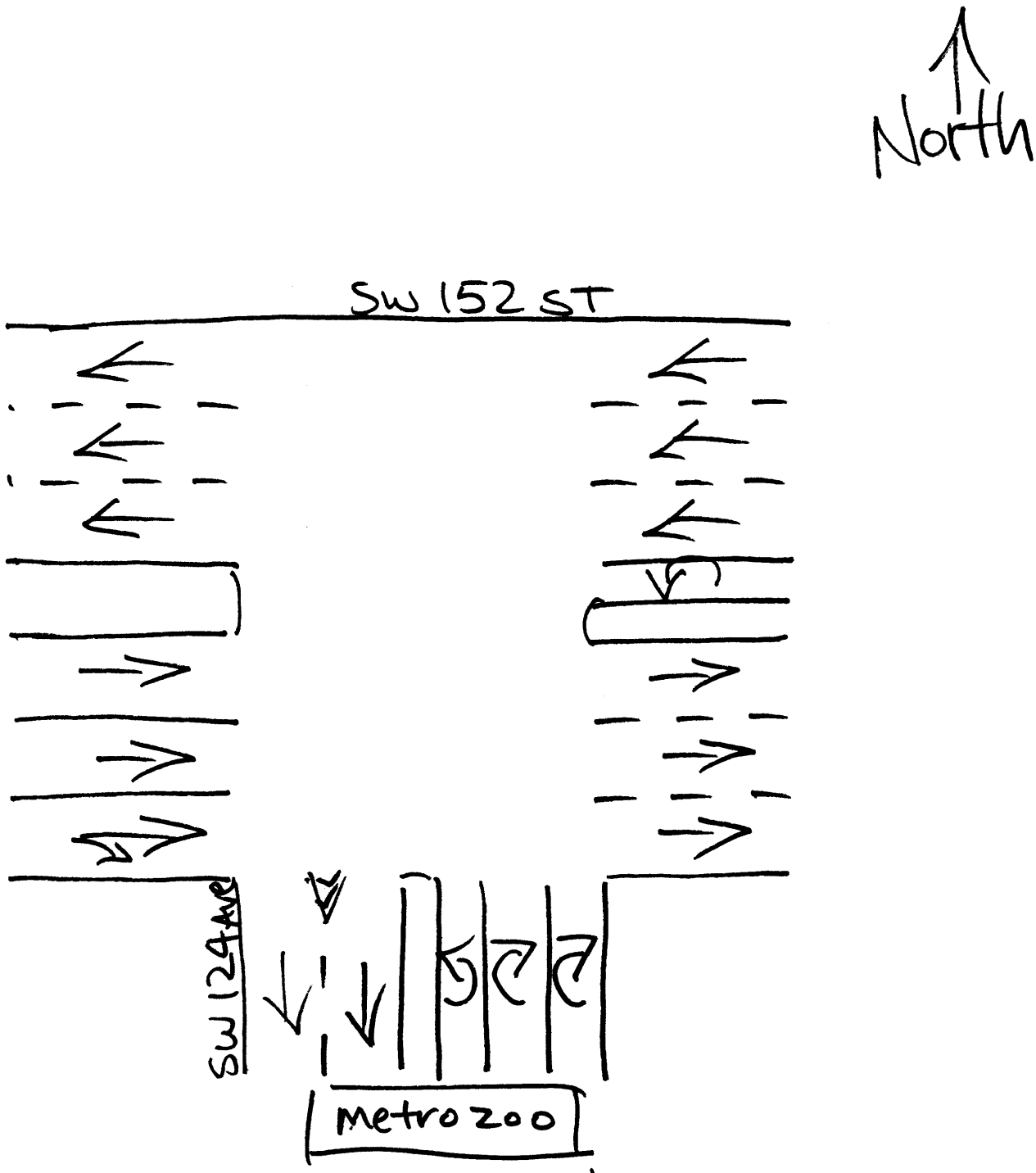
SW 152ND STREET & SW 124TH AVENUE
MIAMI, FLORIDA
COUNTED BY: CAMILO RUIZ
SIGNALIZED

Site Code : 00100009
Start Date: 01/21/10
File I.D. : 152S124A
Page : 2

ALL VEHICLES

	SW 152ND STREET From East			SW 124TH AVENUE From South			SW 152ND STREET From West		
	UTurn	Left	Thru	UTurn	Left	Right	Thru	Right	Total
Date 01/21/10									
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/21/10									
Peak start 17:00				17:00			17:00		
Volume	0	9	2738	0	40	89	1450	7	
Percent	0%	0%	100%	0%	31%	69%	100%	0%	
Pk total	2747			129			1457		
Highest	17:45			17:15			17:15		
Volume	0	2	765	0	13	28	398	1	
Hi total	767			41			399		
PHF	.90			.79			.91		





Miami, Florida
January 21, 2010
drawn by: Luis Palomino
signalized

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
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SW 152ND STREET & SW 122ND AVENUE
MIAMI, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00100009
Start Date: 02/02/10
File I.D. : 152ST122
Page : 1

ALL VEHICLES

	SW 122ND AVENUE From North				SW 152ND STREET From East				--------- From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/02/10																	
16:00	1	124	0	33	1	0	510	84	0	0	0	0	1	52	359	0	1165
16:15	0	106	0	51	1	0	568	102	0	0	0	0	0	63	314	0	1205
16:30	0	130	0	40	0	0	533	87	0	0	0	0	0	61	321	0	1172
16:45	0	141	0	49	0	0	598	87	0	0	0	0	0	57	315	0	1247
Hr Total	1	501	0	173	2	0	2209	360	0	0	0	0	1	233	1309	0	4789
17:00	0	162	0	52	3	0	578	99	0	0	0	0	0	44	317	0	1255
17:15	0	142	0	46	1	0	620	87	0	0	0	0	1	31	320	0	1248
17:30	0	129	0	38	1	0	587	73	0	0	0	0	0	54	315	0	1197
17:45	0	102	0	43	1	0	605	91	0	0	0	0	1	43	341	0	1227
Hr Total	0	535	0	179	6	0	2390	350	0	0	0	0	2	172	1293	0	4927
TOTAL	1	1036	0	352	8	0	4599	710	0	0	0	0	3	405	2602	0	9716

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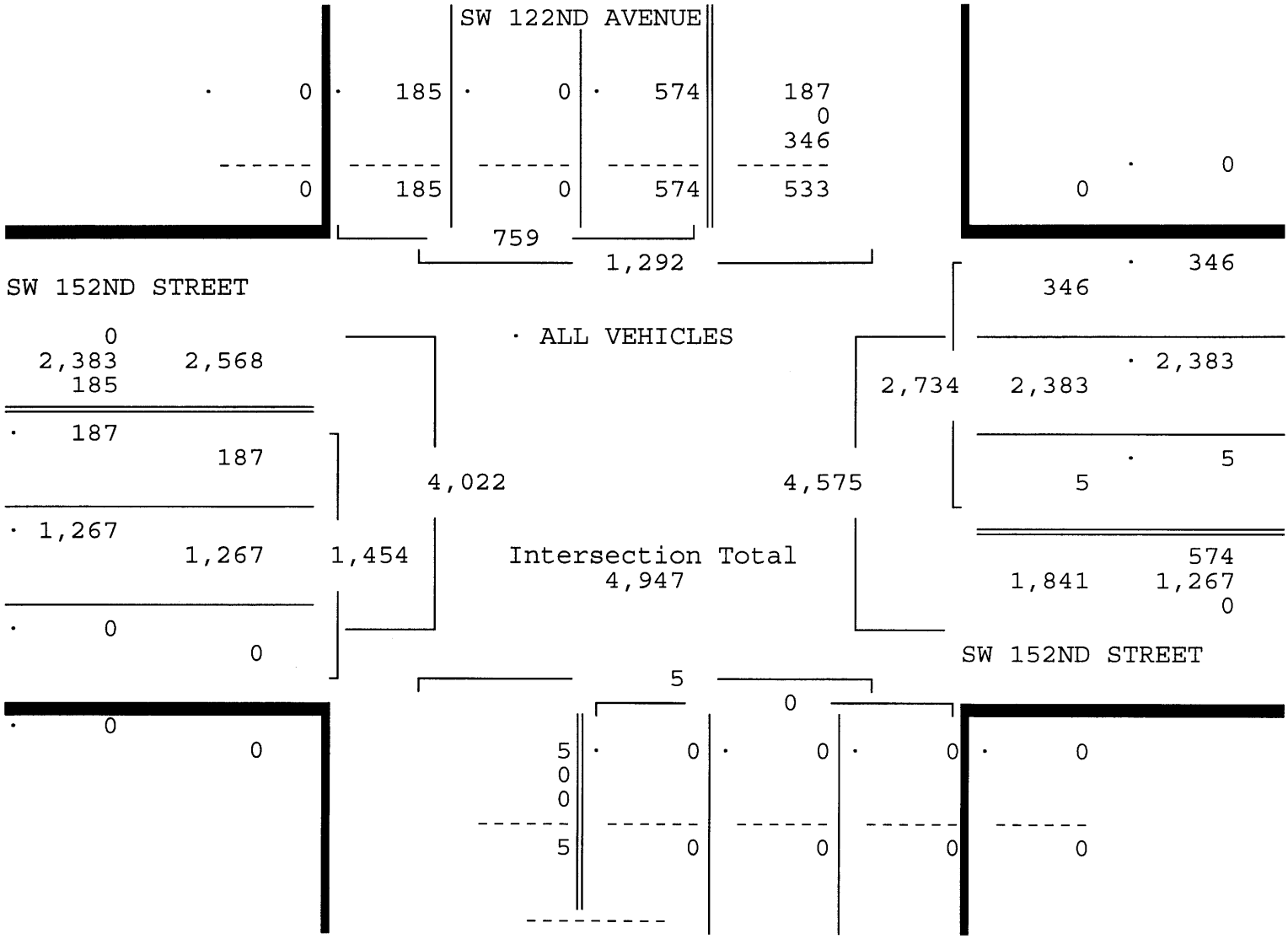
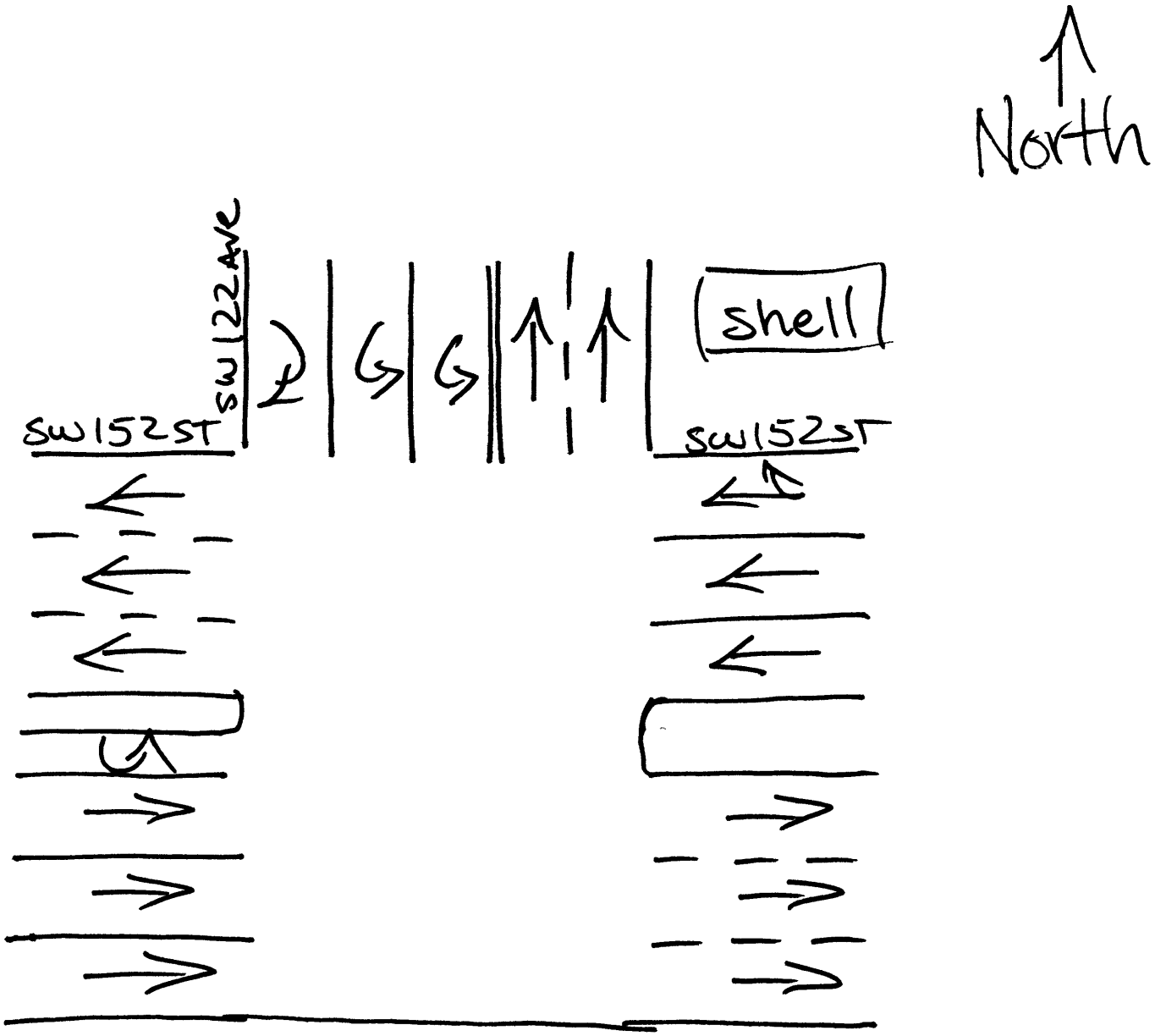
SW 152ND STREET & SW 122ND AVENUE
MIAMI, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00100009
Start Date: 02/02/10
File I.D. : 152ST122
Page : 2

ALL VEHICLES

	SW 122ND AVENUE From North				SW 152ND STREET From East				--------- From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/02/10																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/02/10																	
Peak start 16:45					16:45				16:45				16:45				
Volume	0	574	0	185	5	0	2383	346	0	0	0	0	1	186	1267	0	
Percent	0%	76%	0%	24%	0%	0%	87%	13%	0%	0%	0%	0%	0%	13%	87%	0%	
Pk total	759				2734				0				1454				
Highest	17:00				17:15				16:00				16:45				
Volume	0	162	0	52	1	0	620	87	0	0	0	0	0	57	315	0	
Hi total	214				708				0				372				
PHF	.89				.97				.0				.98				





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January 21, 2010
drawn by: Luis Palomino
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SW 152ND STRET & SW 117TH AVENUE
MIAMI, FLORIDA
COUNTED BY: CARLOS RUIZ & CAMILO RUIZ
SIGNALIZED

Site Code : 00100009
Start Date: 01/20/10
File I.D. : 152S117A
Page : 1

ALL VEHICLES

	SW 117TH AVENUE From North				SW 152ND STREET From East				SW 117TH AVENUE From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/10																	
16:00	0	15	138	311	0	30	283	19	0	56	84	16	1	152	261	76	1442
16:15	0	28	131	243	0	25	303	16	0	48	79	24	0	111	253	57	1318
16:30	0	21	153	266	0	16	276	13	0	42	98	23	0	119	283	81	1391
16:45	0	25	123	302	0	39	259	25	0	75	100	30	0	124	251	48	1401
Hr Total	0	89	545	1122	0	110	1121	73	0	221	361	93	1	506	1048	262	5552
17:00	0	28	135	204	1	22	281	13	0	61	84	27	0	136	298	70	1360
17:15	0	29	135	263	0	28	330	13	0	55	115	33	0	124	291	57	1473
17:30	0	33	159	251	4	9	282	20	0	54	104	25	0	130	304	36	1411
17:45	0	18	122	282	0	17	253	6	1	51	91	15	0	115	272	40	1283
Hr Total	0	108	551	1000	5	76	1146	52	1	221	394	100	0	505	1165	203	5527
TOTAL	0	197	1096	2122	5	186	2267	125	1	442	755	193	1	1011	2213	465	11079

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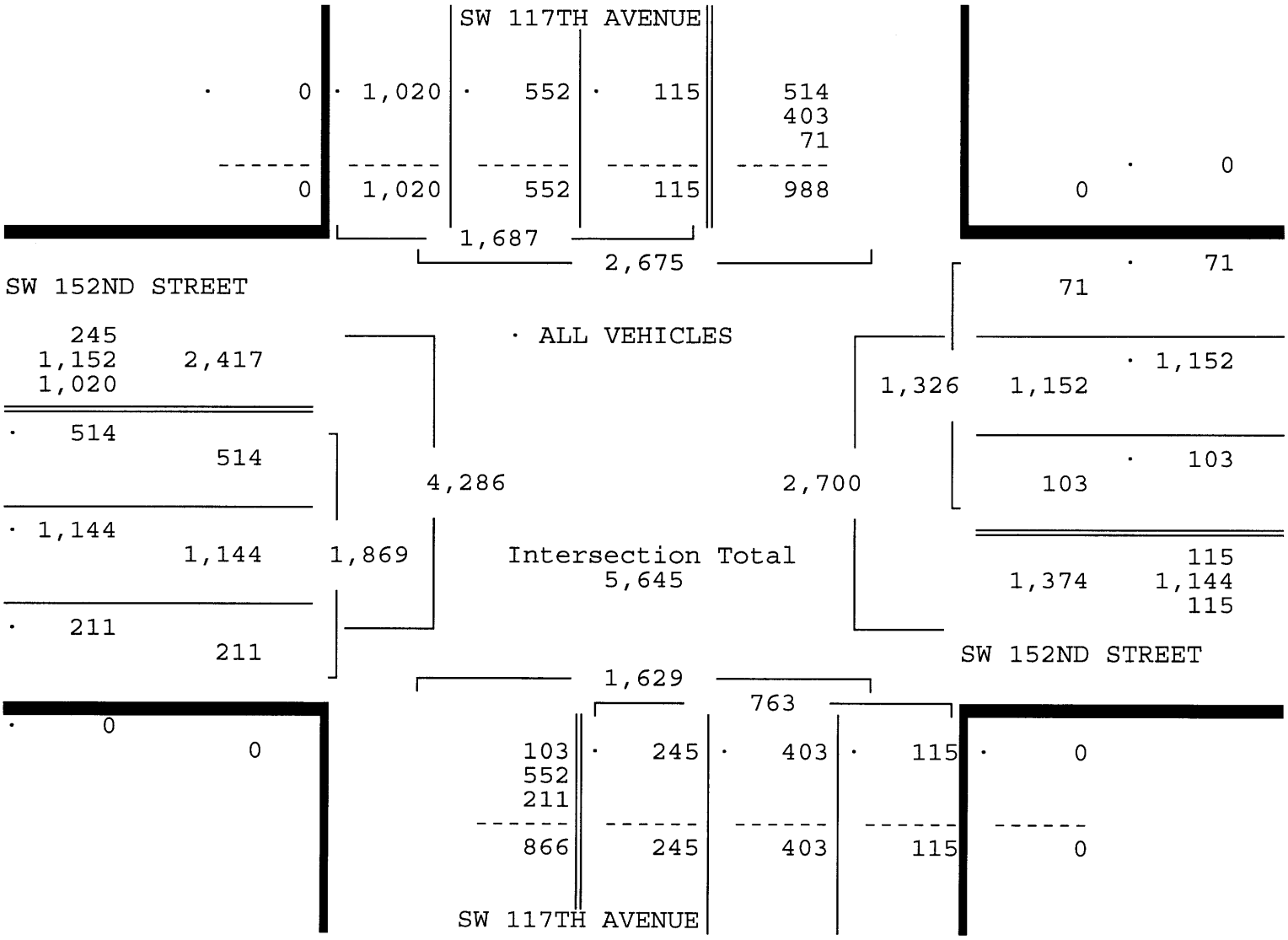
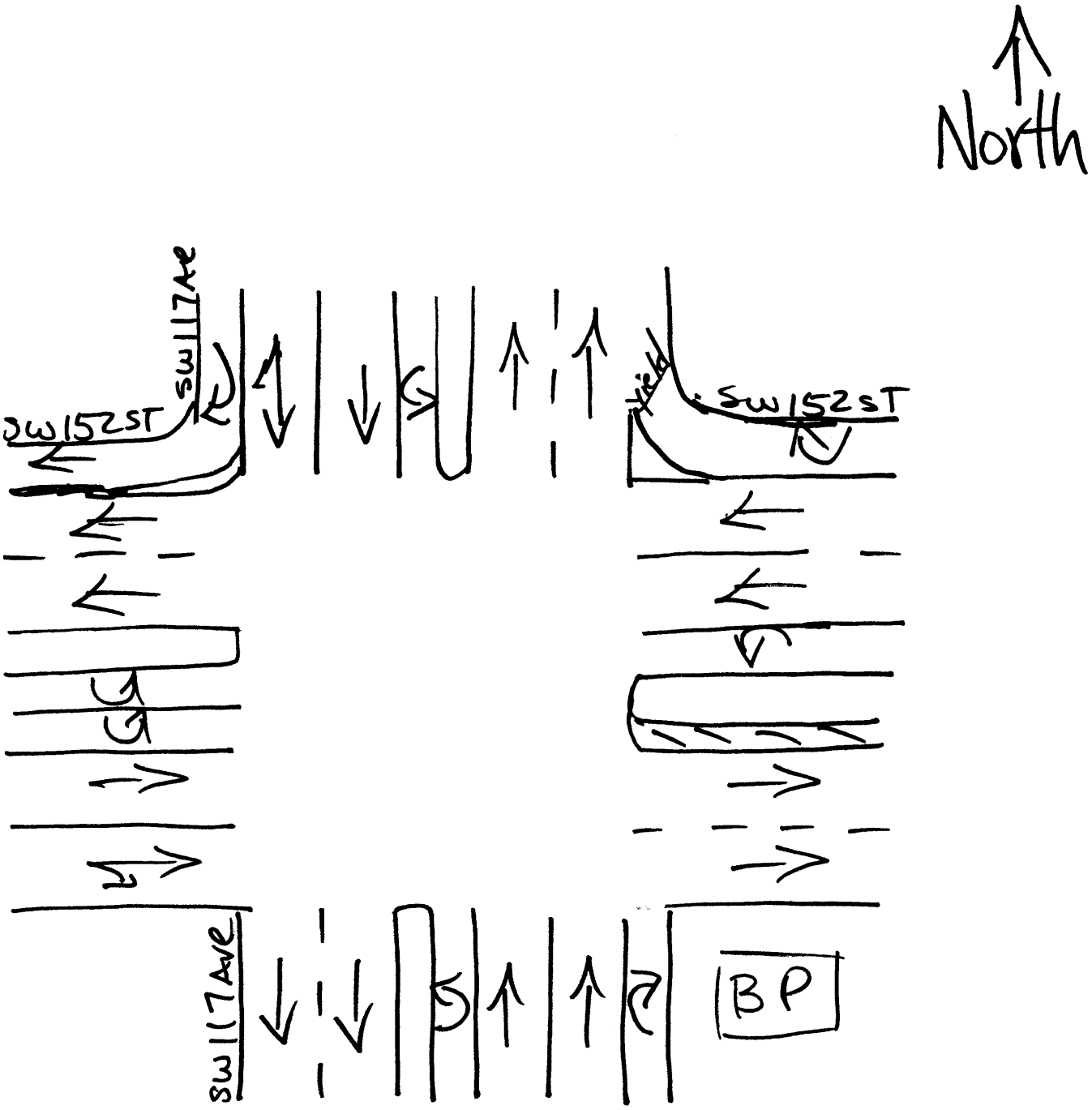
SW 152ND STRET & SW 117TH AVENUE
MIAMI, FLORIDA
COUNTED BY: CARLOS RUIZ & CAMILO RUIZ
SIGNALIZED

Site Code : 00100009
Start Date: 01/20/10
File I.D. : 152S117A
Page : 2

ALL VEHICLES

	SW 117TH AVENUE From North				SW 152ND STREET From East				SW 117TH AVENUE From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/10																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/20/10																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	115	552	1020	5	98	1152	71	0	245	403	115	0	514	1144	211	
Percent	0%	7%	33%	60%	0%	7%	87%	5%	0%	32%	53%	15%	0%	28%	61%	11%	
Pk total	1687				1326				763				1869				
Highest	16:45				17:15				16:45				17:00				
Volume	0	25	123	302	0	28	330	13	0	75	100	30	0	136	298	70	
Hi total	450				371				205				504				
PHF	.94				.89				.93				.93				





Miami, Florida
January 21, 2010
drawn by: Luis Palomino
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SW 152ND STREET & FLORIDA TURNPIKE SB
ON/OFF RAMPS, MIAMI, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Site Code : 00100009
Start Date: 01/20/10
File I.D. : 152SBTPK
Page : 1

ALL VEHICLES

	FL TURNPIKE SB OFF RAMP From North				SW 152ND STREET From East				FL TURNPIKE SB ON RAMP From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/10																	
16:00	0	115	19	9	0	49	289	0	0	0	0	0	0	0	239	56	776
16:15	0	90	18	14	0	59	306	0	0	0	0	0	0	0	244	63	794
16:30	0	123	24	25	0	60	288	0	0	0	0	0	0	0	237	61	818
16:45	0	110	25	15	1	64	293	0	0	0	0	0	0	0	224	53	785
Hr Total	0	438	86	63	1	232	1176	0	0	0	0	0	0	0	944	233	3173
17:00	0	85	24	17	0	59	307	0	0	0	0	0	0	0	256	75	823
17:15	0	121	25	38	0	71	340	0	0	0	0	0	0	0	264	71	930
17:30	0	98	22	32	0	57	303	0	0	0	0	0	0	0	269	38	819
17:45	0	102	31	14	0	63	303	0	0	0	0	0	0	0	221	55	789
Hr Total	0	406	102	101	0	250	1253	0	0	0	0	0	0	0	1010	239	3361
TOTAL	0	844	188	164	1	482	2429	0	0	0	0	0	0	0	1954	472	6534

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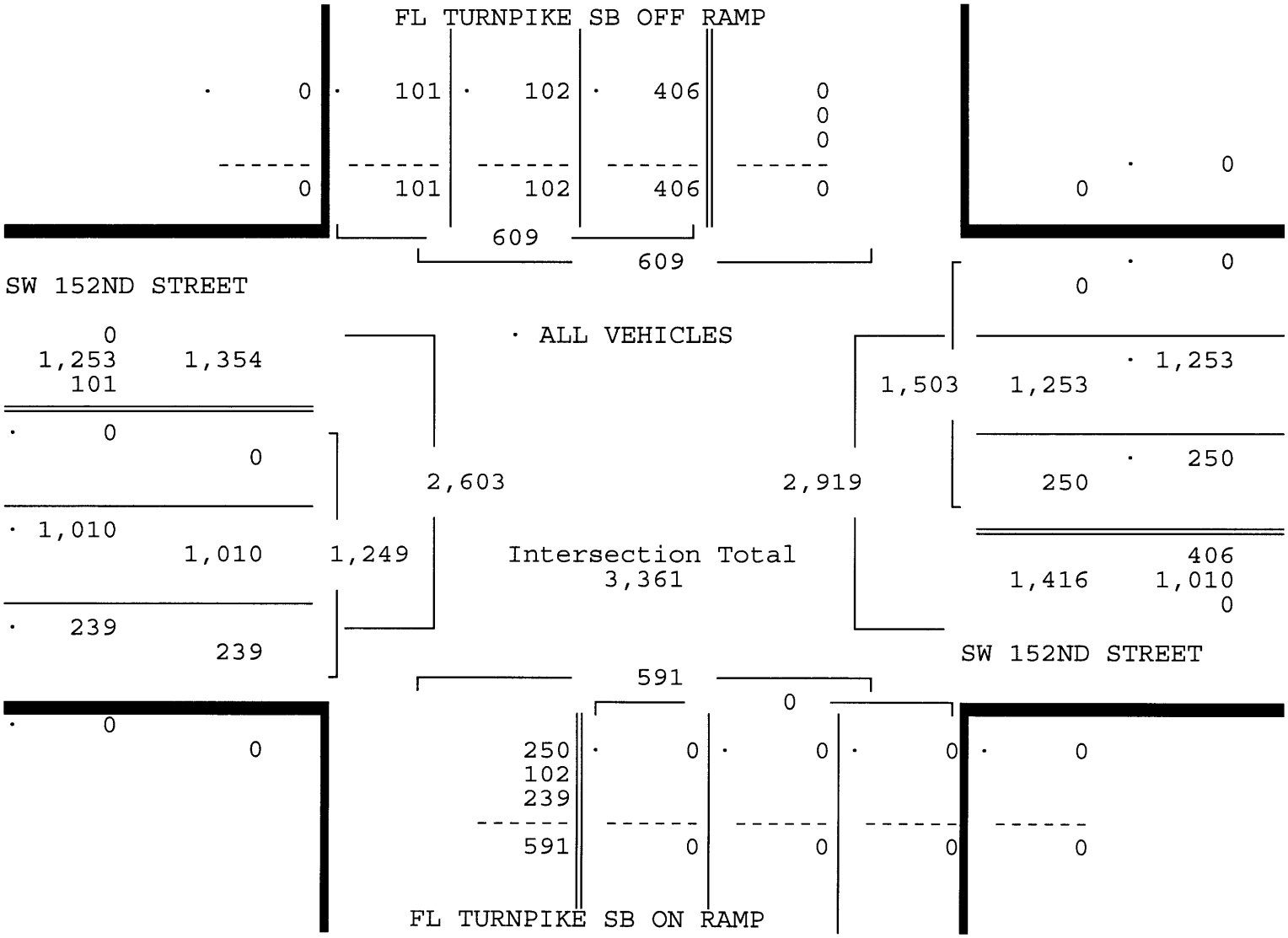
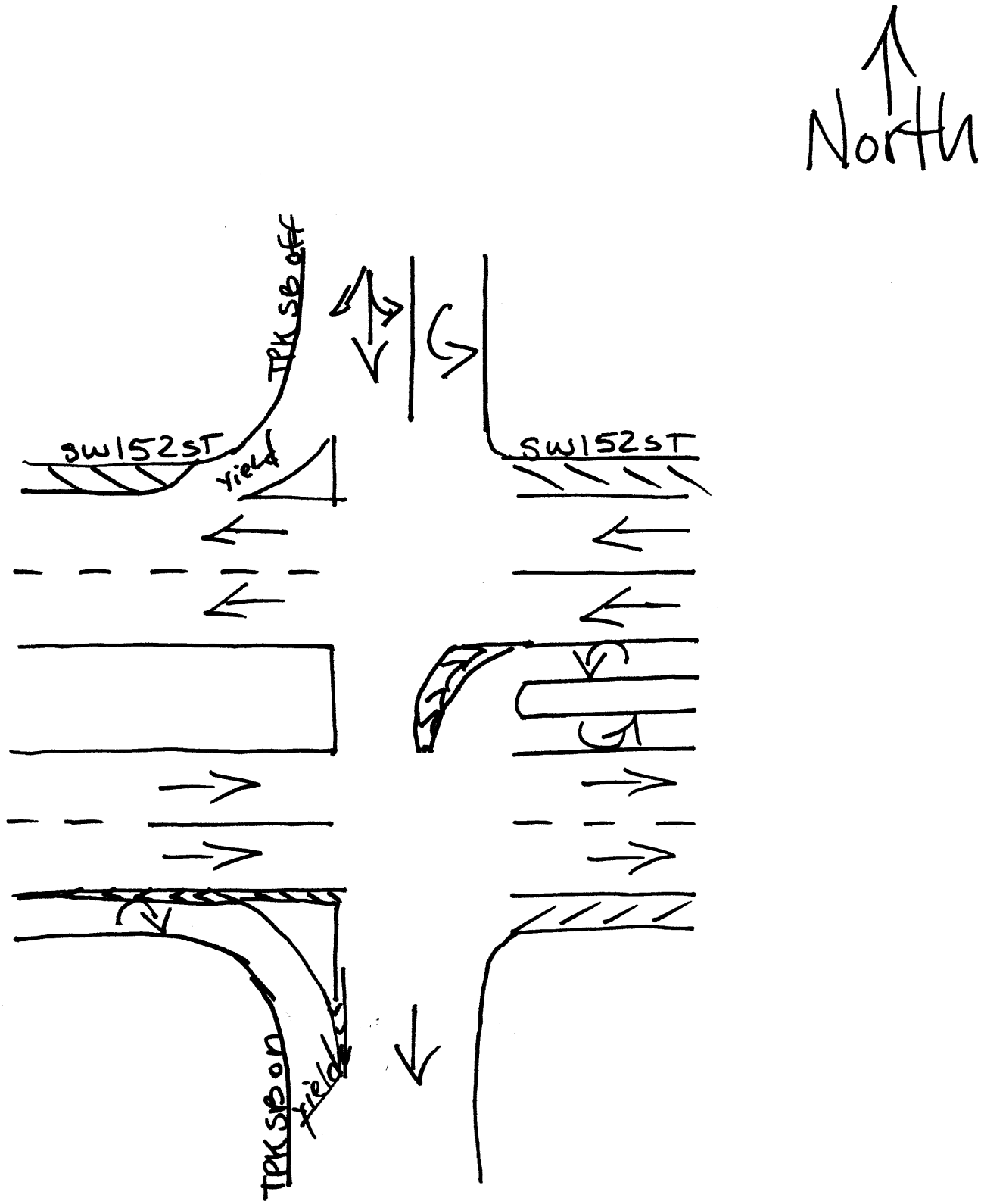
SW 152ND STREET & FLORIDA TURNPIKE SB
ON/OFF RAMPS, MIAMI, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Site Code : 00100009
Start Date: 01/20/10
File I.D. : 152SBTPK
Page : 2

ALL VEHICLES

	FL TURNPIKE SB OFF RAMP From North				SW 152ND STREET From East				FL TURNPIKE SB ON RAMP From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/10																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/20/10																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	406	102	101	0	250	1253	0	0	0	0	0	0	0	1010	239	
Percent	0%	67%	17%	17%	0%	17%	83%	0%	0%	0%	0%	0%	0%	0%	81%	19%	
Pk total	609				1503				0				1249				
Highest	17:15				17:15				16:00				17:15				
Volume	0	121	25	38	0	71	340	0	0	0	0	0	0	0	264	71	
Hi total	184				411				0				335				
PHF	.83				.91				.0				.93				





Miami, Florida
January 21, 2010
drawn by: Luis Palomino
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SW 152ND STREET & FLORIDA TURNPIKE NB
ON/OFF RAMPS, MIAMI, FLORIDA
COUNTED BY: A. CRUZ & S. SALVO
SIGNALIZED

Site Code : 00100009
Start Date: 01/20/10
File I.D. : 162SNBTP
Page : 1

ALL VEHICLES

	FL TURNPIKE NB ON RAMP From North				SW 152ND STREET From East				FL TURNPIKE NB OFF RAMP From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/10																	
16:00	0	0	0	0	0	0	283	143	0	66	19	48	0	48	299	0	906
16:15	0	0	0	0	0	0	290	98	0	59	16	50	0	66	278	0	857
16:30	0	0	0	0	0	0	301	109	0	53	27	53	0	64	284	0	891
16:45	0	0	0	0	0	0	306	108	0	50	26	45	1	67	273	0	876
Hr Total	0	0	0	0	0	0	1180	458	0	228	88	196	1	245	1134	0	3530
17:00	0	0	0	0	0	0	309	109	0	63	26	40	1	77	261	0	886
17:15	0	0	0	0	0	0	331	124	0	70	24	46	1	81	312	0	989
17:30	0	0	0	0	0	0	317	107	0	41	31	61	0	80	290	0	927
17:45	0	0	0	0	0	0	337	96	0	39	18	38	1	66	258	0	853
Hr Total	0	0	0	0	0	0	1294	436	0	213	99	185	3	304	1121	0	3655
TOTAL	0	0	0	0	0	0	2474	894	0	441	187	381	4	549	2255	0	7185

TRAFFIC SURVEY SPECIALISTS, INC.
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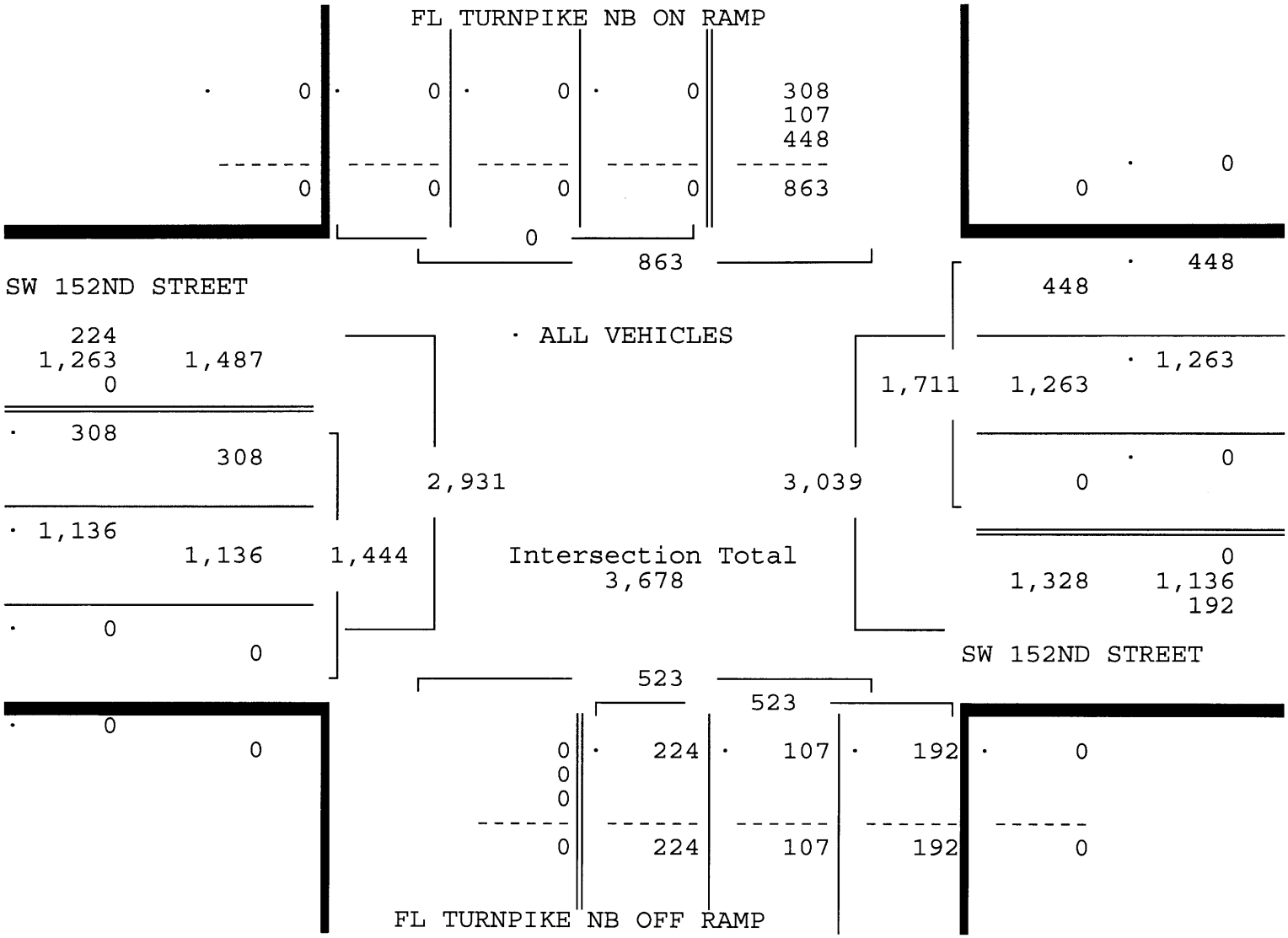
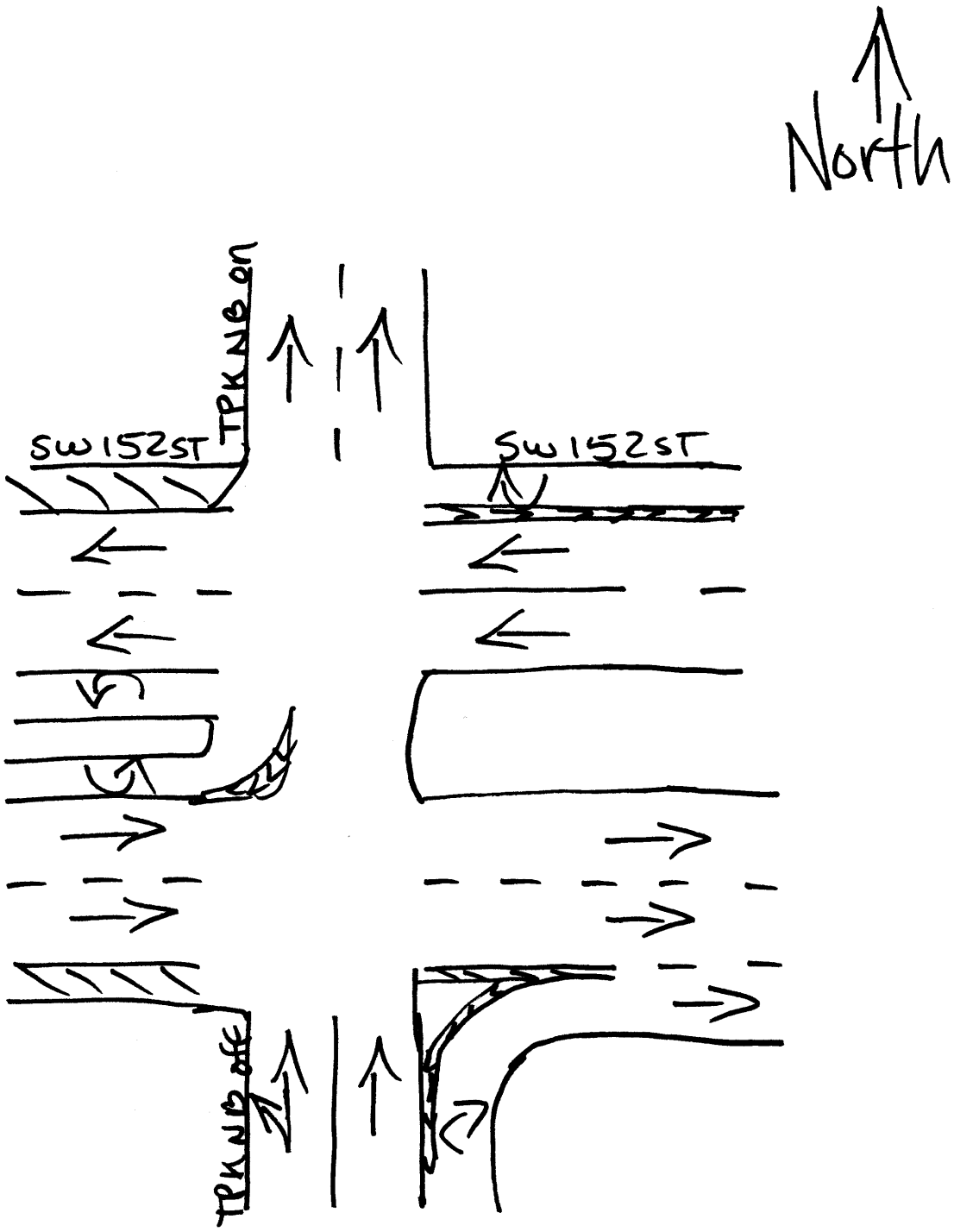
SW 152ND STREET & FLORIDA TURNPIKE NB
ON/OFF RAMPS, MIAMI, FLORIDA
COUNTED BY: A. CRUZ & S. SALVO
SIGNALIZED

Site Code : 00100009
Start Date: 01/20/10
File I.D. : 162SNBTP
Page : 2

ALL VEHICLES

	FL TURNPIKE NB ON RAMP From North				SW 152ND STREET From East				FL TURNPIKE NB OFF RAMP From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/10																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/20/10																	
Peak start 16:45					16:45				16:45				16:45				
Volume	0	0	0	0	0	0	1263	448	0	224	107	192	3	305	1136	0	
Percent	0%	0%	0%	0%	0%	0%	74%	26%	0%	43%	20%	37%	0%	21%	79%	0%	
Pk total	0				1711				523				1444				
Highest	16:00				17:15				17:15				17:15				
Volume	0	0	0	0	0	0	331	124	0	70	24	46	1	81	312	0	
Hi total	0				455				140				394				
PHF	.0				.94				.93				.92				





Miami, Florida
January 21, 2010
drawn by: Luis Palomino
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TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
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SW 152ND STREET & SW 112TH AVENUE
MIAMI, FLORIDA
COUNTED BY: JOHNNY MOLESTINA
SIGNALIZED

Site Code : 00100009
Start Date: 02/02/10
File I.D. : 152S112A
Page : 1

ALL VEHICLES

	SW 112TH AVENUE From North				SW 152ND STREET From East				SW 112TH AVENUE From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/02/10																	
16:00	2	45	77	22	0	27	307	26	0	54	42	8	0	26	198	59	893
16:15	0	43	84	20	0	26	302	33	0	53	73	9	0	19	228	51	941
16:30	0	46	91	35	0	25	305	36	0	45	49	11	1	27	216	59	946
16:45	0	37	64	25	0	22	320	21	0	62	54	17	0	23	225	56	926
Hr Total	2	171	316	102	0	100	1234	116	0	214	218	45	1	95	867	225	3706
17:00	1	39	73	23	1	36	302	26	0	56	59	15	0	22	234	60	947
17:15	0	39	78	24	0	27	351	37	0	49	63	6	1	22	239	67	1003
17:30	0	33	82	12	0	30	363	31	0	59	60	15	0	26	203	46	960
17:45	0	48	56	23	0	33	365	33	0	58	59	10	0	21	203	56	965
Hr Total	1	159	289	82	1	126	1381	127	0	222	241	46	1	91	879	229	3875
TOTAL	3	330	605	184	1	226	2615	243	0	436	459	91	2	186	1746	454	7581

SW 152ND STREET & SW 112TH AVENUE
MIAMI, FLORIDA
COUNTED BY: JOHNNY MOLESTINA
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
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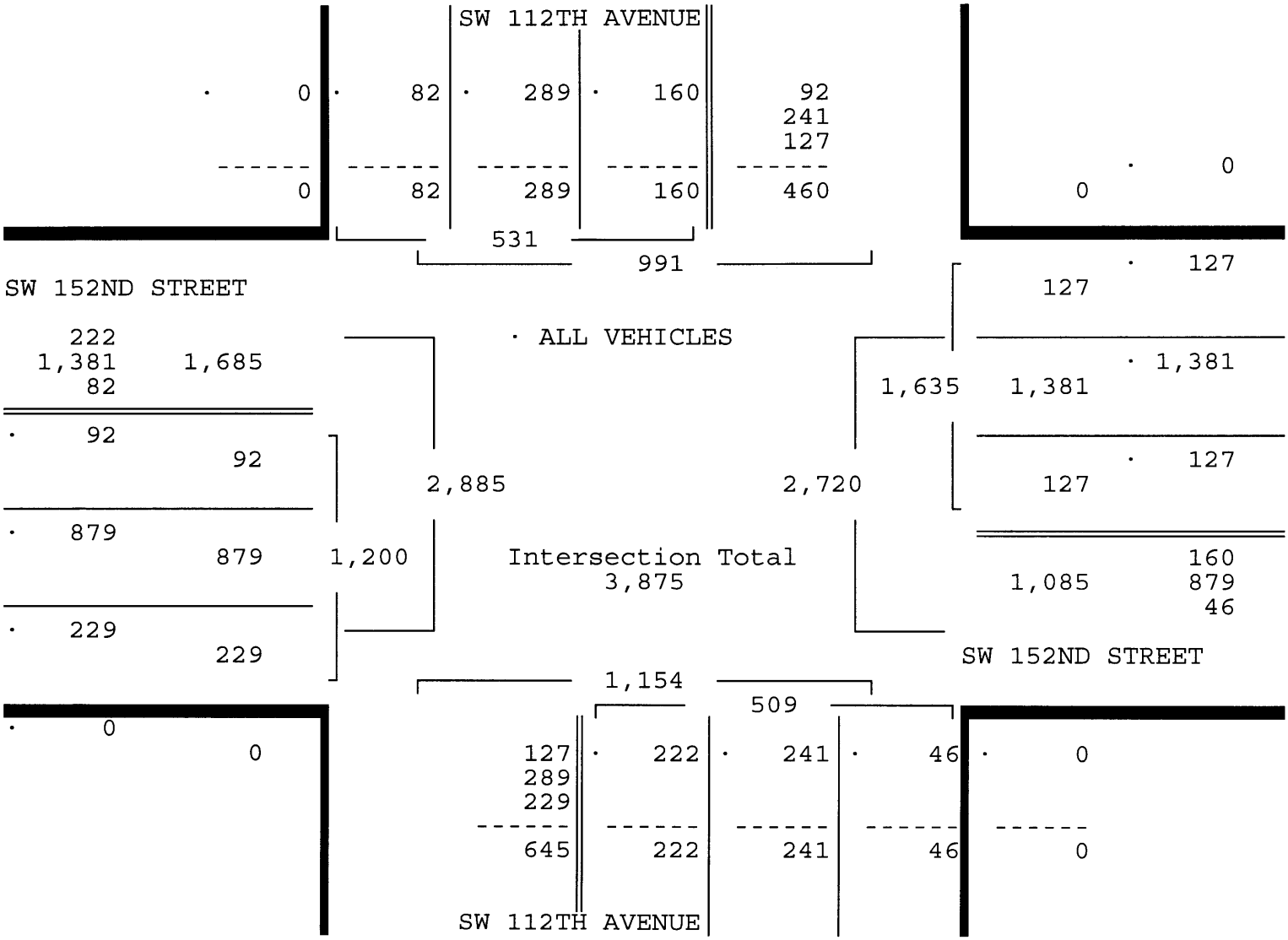
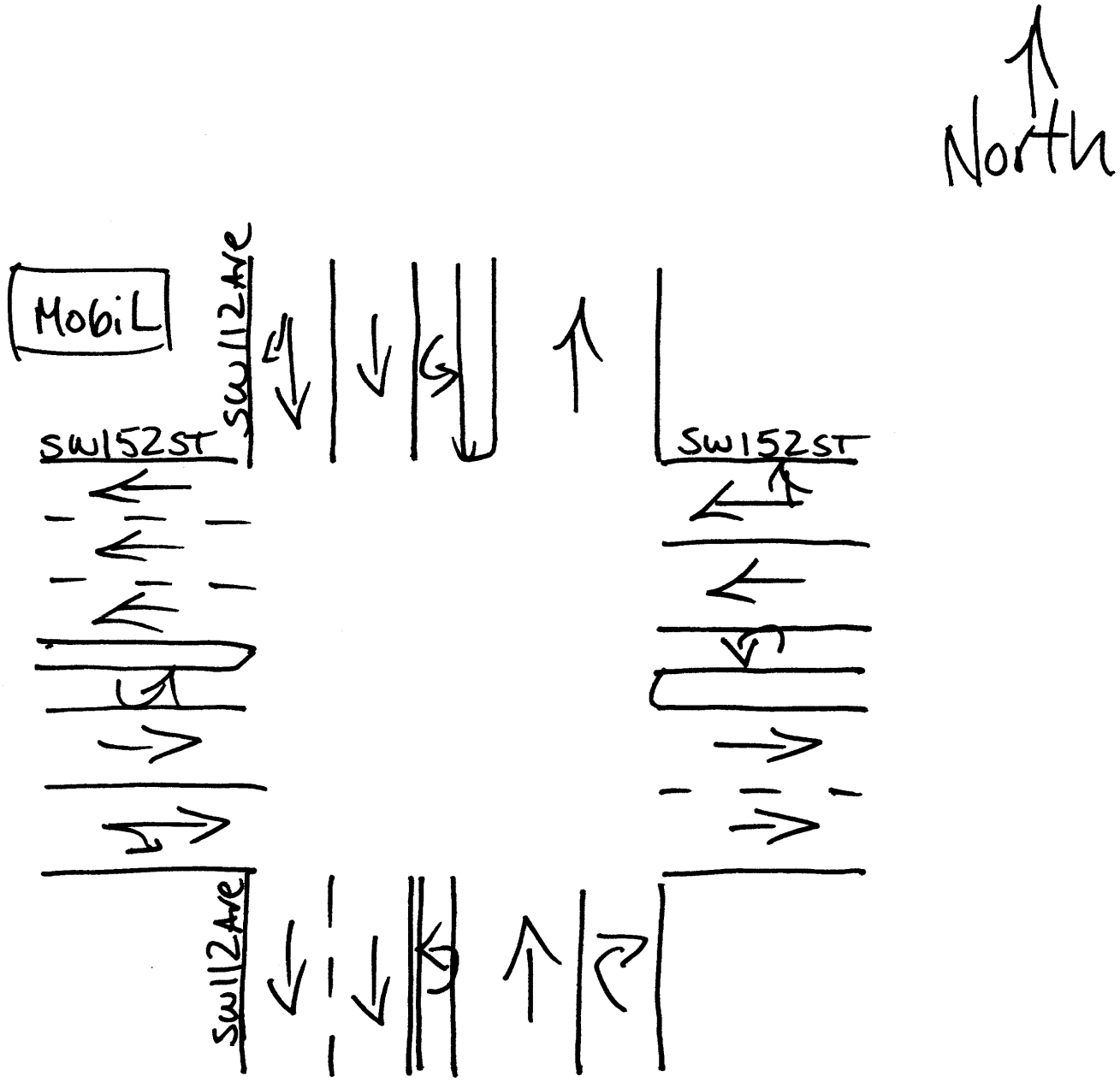
Site Code : 00100009
Start Date: 02/02/10
File I.D. : 152S112A

ALL VEHICLES

	SW 112TH AVENUE From North				SW 152ND STREET From East				SW 112TH AVENUE From South				SW 152ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/02/10																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/02/10																	
Peak start 17:00					17:00				17:00				17:00				
Volume	1	159	289	82	1	126	1381	127	0	222	241	46	1	91	879	229	
Percent	0%	30%	54%	15%	0%	8%	84%	8%	0%	44%	47%	9%	0%	8%	73%	19%	
Pk total	531				1635				509				1200				
Highest	17:15				17:45				17:30				17:15				
Volume	0	39	78	24	0	33	365	33	0	59	60	15	1	22	239	67	
Hi total	141				431				134				329				
PHF	.94				.95				.95				.91				





Miami, Florida
January 28, 2010
drawn by: Luis Palomino
signalized

FLORIDA TURNPIKE NB ON/OFF RAMPS & SW
117TH AVENUE, MIAMI, FLORIDA
COUNTED BY: S. SALVO & A. CRUZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00100009
Start Date: 01/21/10
File I.D. : TPKNB117
Page : 1

ALL VEHICLES

	SW 117TH AVENUE From North				FL TURNPIKE NB OFF RAMP From East				SW 117TH AVENUE From South				FL TURNPIKE NB ON RAMP From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/10																	
16:00	0	0	239	13	0	10	184	39	0	140	158	0	0	0	0	0	783
16:15	0	0	280	8	0	5	135	44	1	134	154	0	0	0	0	0	761
16:30	0	0	270	12	0	7	137	43	0	134	139	0	0	0	0	0	742
16:45	0	0	199	4	0	4	129	45	0	107	137	0	0	0	0	0	625
Hr Total	0	0	988	37	0	26	585	171	1	515	588	0	0	0	0	0	2911
17:00	0	0	262	3	0	5	147	63	0	122	151	0	0	0	0	0	753
17:15	0	0	272	7	0	13	168	62	0	132	185	0	0	0	0	0	839
17:30	0	0	242	8	0	6	188	54	0	133	169	0	0	0	0	0	800
17:45	0	0	264	4	0	4	144	49	0	141	135	0	0	0	0	0	741
Hr Total	0	0	1040	22	0	28	647	228	0	528	640	0	0	0	0	0	3133
TOTAL	0	0	2028	59	0	54	1232	399	1	1043	1228	0	0	0	0	0	6044

FLORIDA TURNPIKE NB ON/OFF RAMPS & SW
117TH AVENUE, MIAMI, FLORIDA
COUNTED BY: S. SALVO & A. CRUZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
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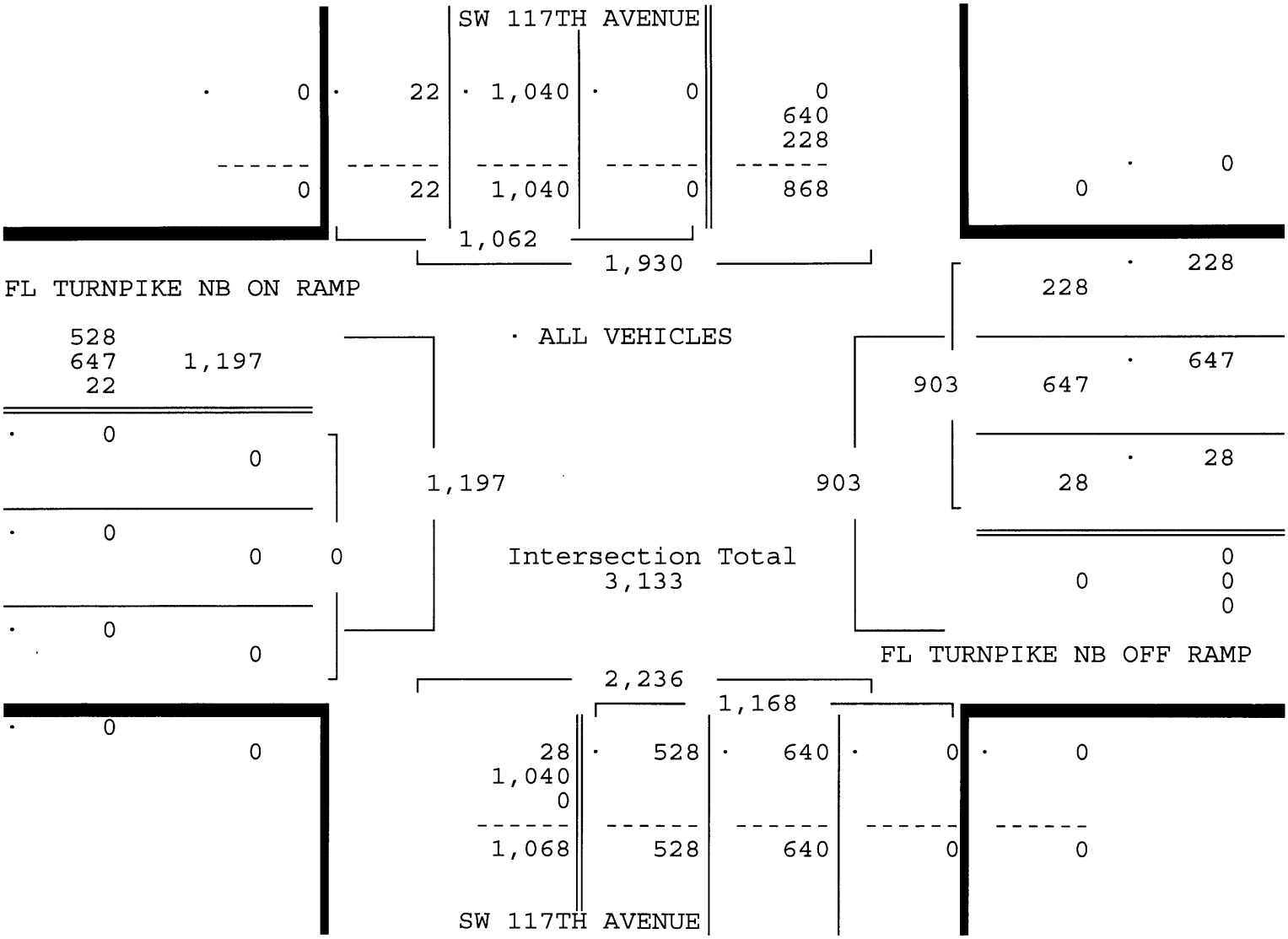
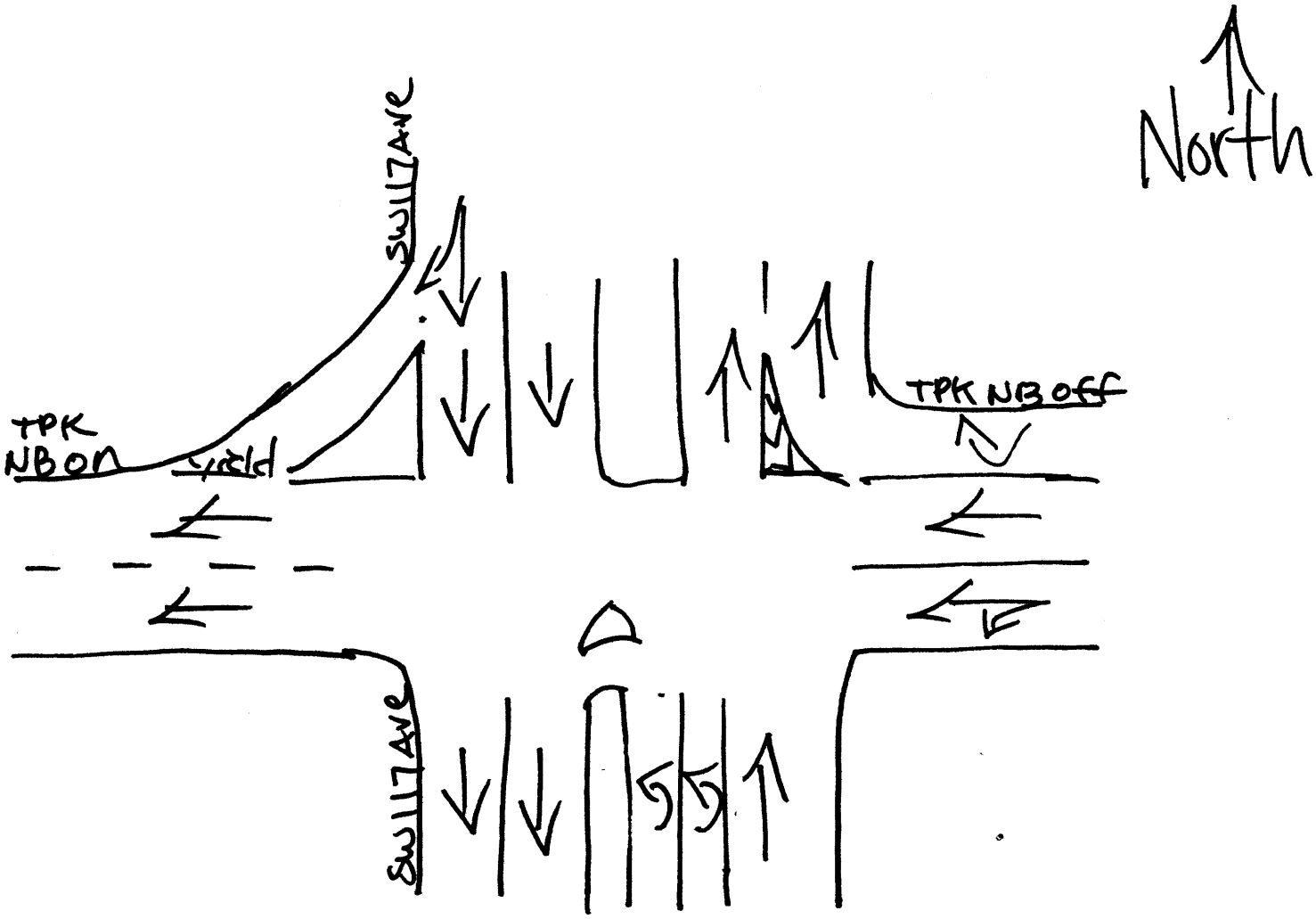
Site Code : 00100009
Start Date: 01/21/10
File I.D. : TPKNB117
Page : 2

ALL VEHICLES

	SW 117TH AVENUE From North				FL TURNPIKE NB OFF RAMP From East				SW 117TH AVENUE From South				FL TURNPIKE NB ON RAMP From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/10																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/21/10																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	0	1040	22	0	28	647	228	0	528	640	0	0	0	0	0	
Percent	0%	0%	98%	2%	0%	3%	72%	25%	0%	45%	55%	0%	0%	0%	0%	0%	
Pk total	1062				903				1168				0				
Highest	17:15				17:30				17:15				16:00				
Volume	0	0	272	7	0	6	188	54	0	132	185	0	0	0	0	0	
Hi total	279				248				317				0				
PHF	.95				.91				.92				.0				





Miami, Florida
January 21, 2010
drawn by: Luis Palomino
signalized

FLORIDA TURNPIKE SB ON/OFF RAMPS & SW
117TH AVENUE, MIAMI, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00100009
Start Date: 01/21/10
File I.D. : SBTPK117
Page : 1

ALL VEHICLES

	SW 117TH AVENUE From North				FL TURNPIKE SB ON RAMP From East				SW 117TH AVENUE From South				FL TURNPIKE SB OFF RAMP From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/10																	
16:00	0	24	208	0	0	0	0	0	0	0	274	1	0	25	116	310	958
16:15	0	43	231	0	0	0	0	0	0	0	272	0	0	33	105	259	943
16:30	0	43	228	0	0	0	0	0	0	0	242	2	0	20	143	280	958
16:45	0	38	211	0	0	0	0	0	0	0	241	2	0	21	145	318	976
Hr Total	0	148	878	0	0	0	0	0	0	0	1029	5	0	99	509	1167	3835
17:00	0	40	215	0	0	0	0	0	0	0	264	2	0	16	141	270	948
17:15	0	47	253	0	0	0	0	0	0	0	298	0	0	30	116	280	1024
17:30	1	38	222	0	0	0	0	0	0	0	282	2	0	26	129	295	995
17:45	0	32	225	0	0	0	0	0	0	0	255	1	0	25	110	313	961
Hr Total	1	157	915	0	0	0	0	0	0	0	1099	5	0	97	496	1158	3928
TOTAL	1	305	1793	0	0	0	0	0	0	0	2128	10	0	196	1005	2325	7763

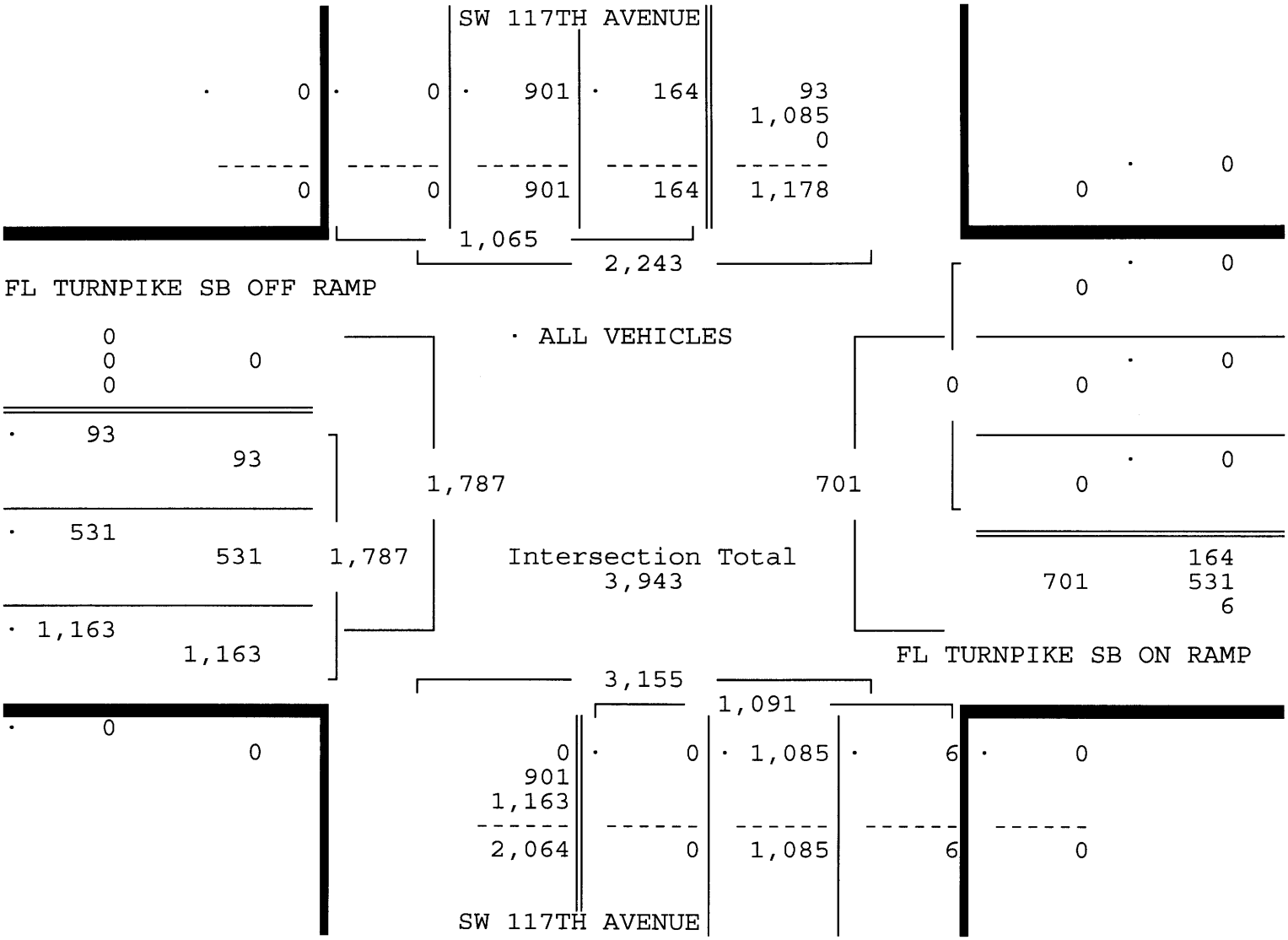
FLORIDA TURNPIKE SB ON/OFF RAMPS & SW
117TH AVENUE, MIAMI, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

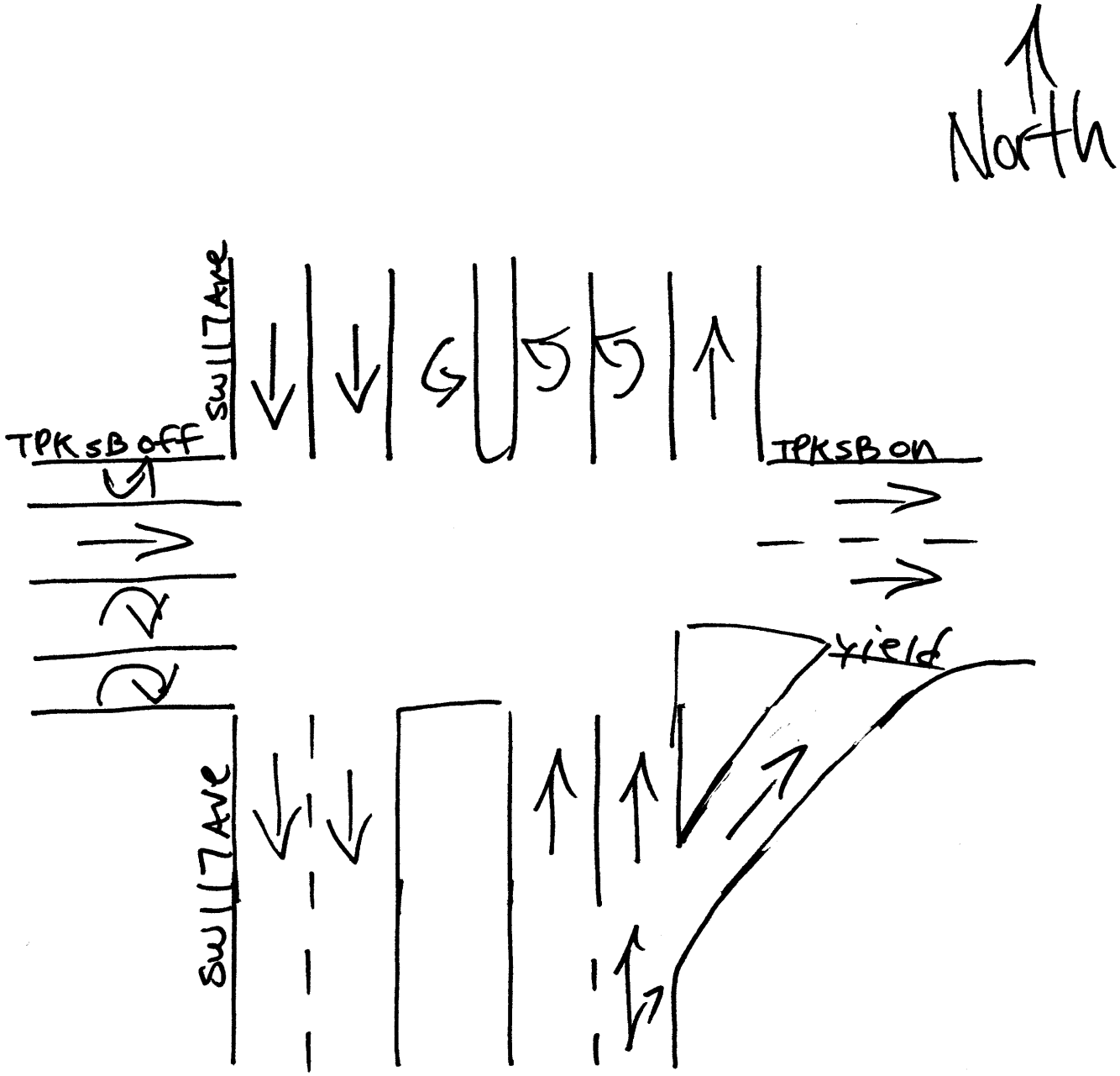
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00100009
Start Date: 01/21/10
File I.D. : SBTPK117
Page : 2

ALL VEHICLES

	SW 117TH AVENUE From North				FL TURNPIKE SB ON RAMP From East				SW 117TH AVENUE From South				FL TURNPIKE SB OFF RAMP From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/10																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/21/10																	
Peak start 16:45					16:45				16:45				16:45				
Volume	1	163	901	0	0	0	0	0	0	0	1085	6	0	93	531	1163	
Percent	0%	15%	85%	0%	0%	0%	0%	0%	0%	0%	99%	1%	0%	5%	30%	65%	
Pk total	1065				0				1091				1787				
Highest	17:15				16:00				17:15				16:45				
Volume	0	47	253	0	0	0	0	0	0	0	298	0	0	21	145	318	
Hi total	300				0				298				484				
PHF	.89				.0				.92				.92				





Miami, Florida
January 21, 2010
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

SW 16000 BLOCK & SW 117TH AVENUE
MIAMI, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

Site Code : 00100009
Start Date: 01/26/10
File I.D. : 1600_117
Page : 1

ALL VEHICLES

	SW 117TH AVENUE From North				SW 16000 BLOCK From East				SW 117TH AVENUE From South				SW 16000 BLOCK From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/26/10																	
16:00	0	4	232	1	0	1	0	1	0	0	164	2	4	14	0	8	431
16:15	0	1	223	0	0	5	0	6	0	1	173	0	0	8	0	1	418
16:30	1	6	223	1	0	2	0	3	0	0	181	2	0	4	0	2	425
16:45	0	3	234	1	0	2	0	8	0	0	171	1	0	7	0	4	431
Hr Total	1	14	912	3	0	10	0	18	0	1	689	5	4	33	0	15	1705
17:00	0	1	239	0	0	4	0	9	0	0	164	5	2	2	0	2	428
17:15	0	2	247	0	0	3	0	16	0	0	150	0	0	4	0	0	422
17:30	0	0	206	0	0	5	0	6	0	0	137	1	0	3	0	0	358
17:45	0	0	180	0	0	2	0	3	0	0	142	0	0	1	0	0	328
Hr Total	0	3	872	0	0	14	0	34	0	0	593	6	2	10	0	2	1536
TOTAL	1	17	1784	3	0	24	0	52	0	1	1282	11	6	43	0	17	3241

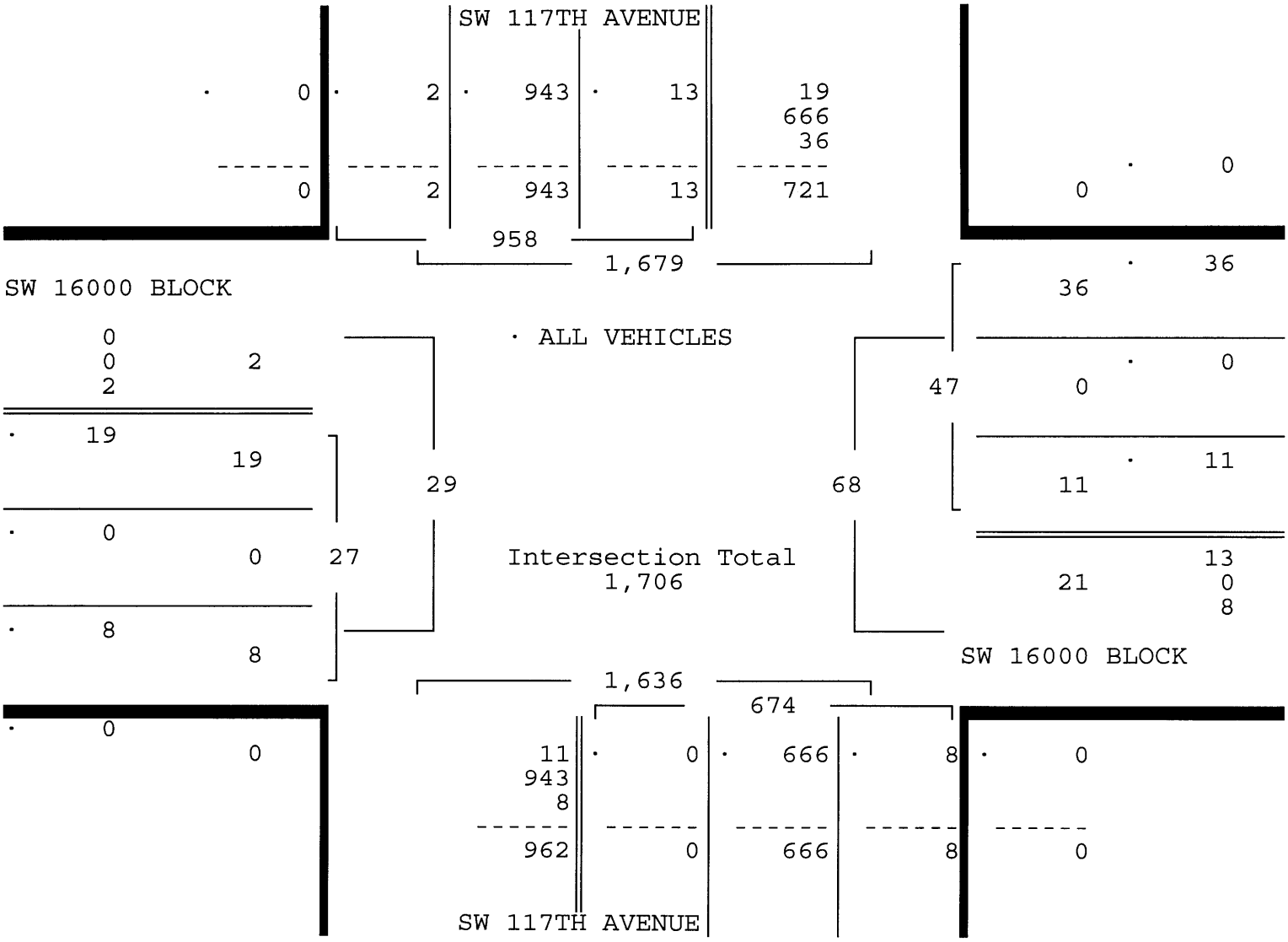
SW 16000 BLOCK & SW 117TH AVENUE
MIAMI, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

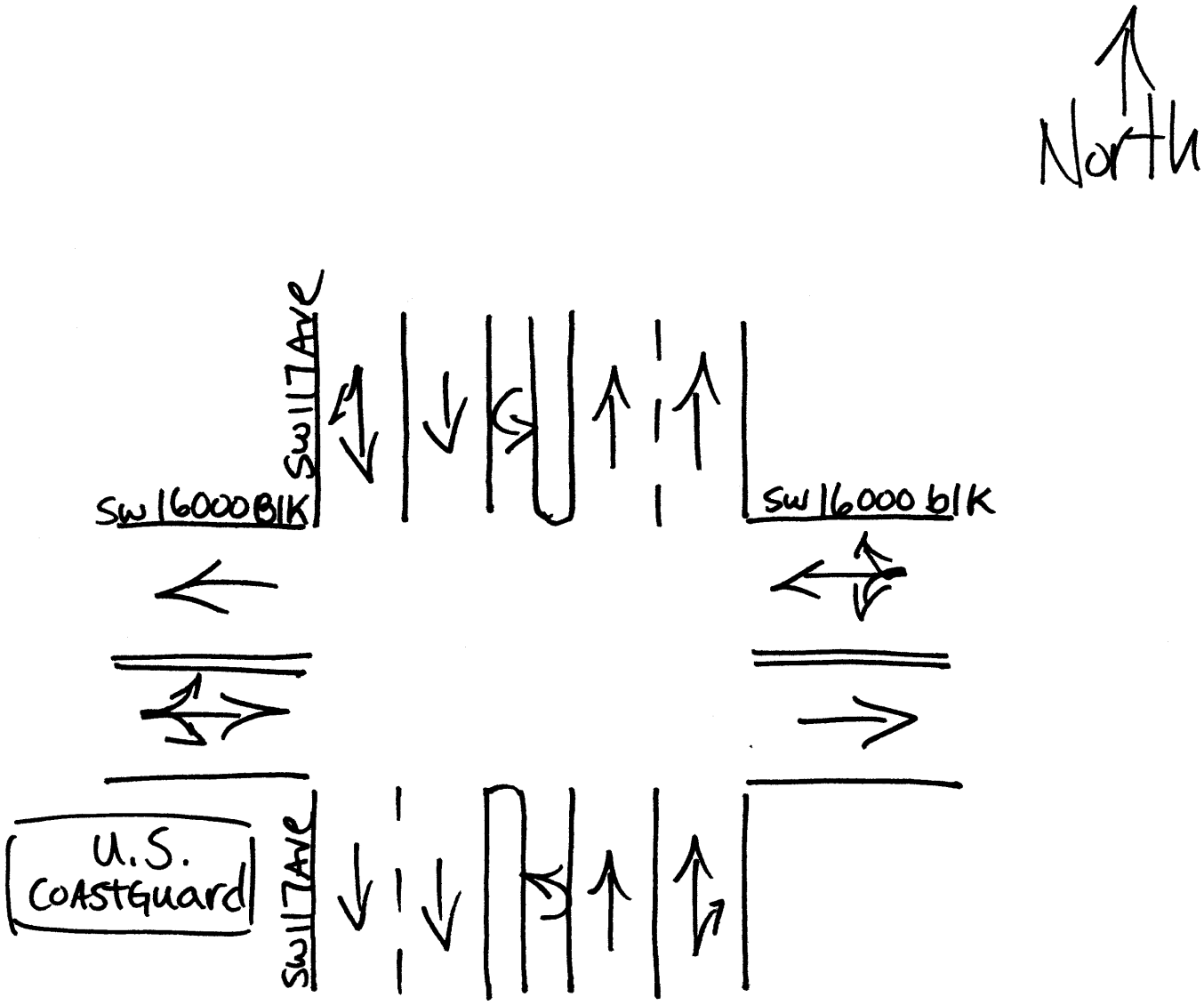
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00100009
Start Date: 01/26/10
File I.D. : 1600_117
Page : 2

ALL VEHICLES

	SW 117TH AVENUE From North				SW 16000 BLOCK From East				SW 117TH AVENUE From South				SW 16000 BLOCK From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/26/10																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/26/10																	
Peak start 16:30					16:30				16:30				16:30				
Volume	1	12	943	2	0	11	0	36	0	0	666	8	2	17	0	8	
Percent	0%	1%	98%	0%	0%	23%	0%	77%	0%	0%	99%	1%	7%	63%	0%	30%	
Pk total	958				47				674				27				
Highest	17:15				17:15				16:30				16:45				
Volume	0	2	247	0	0	3	0	16	0	0	181	2	0	7	0	4	
Hi total	249				19				183				11				
PHF	.96				.62				.92				.61				





Miami, Florida
January 28, 2010
drawn by: Luis Palomino
Signalized

SW 168TH STREET & SW 117TH AVENUE
MIAMI, FLORIDA
COUNTED BY: ANGEL CRUZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00100009
Start Date: 01/26/10
File I.D. : 168S117A
Page : 1

ALL VEHICLES

	SW 117TH AVENUE From North				SW 168TH STREET From East				SW 117TH AVENUE From South				SW 168TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/26/10																	
16:00	4	43	169	22	0	15	22	52	0	1	94	14	0	16	11	2	465
16:15	0	45	155	44	0	19	18	48	0	0	102	16	0	21	15	0	483
16:30	0	34	126	39	0	26	18	46	0	2	102	11	0	26	6	2	438
16:45	1	50	153	40	0	27	18	39	0	0	98	10	0	29	14	0	479
Hr Total	5	172	603	145	0	87	76	185	0	3	396	51	0	92	46	4	1865
17:00	5	43	165	45	0	30	31	43	0	1	97	18	0	16	15	0	509
17:15	0	46	166	38	0	23	27	34	0	2	96	13	0	14	13	2	474
17:30	0	34	161	35	0	18	36	40	0	2	95	20	0	15	7	0	463
17:45	5	45	123	26	0	30	31	37	0	2	76	13	0	13	8	0	409
Hr Total	10	168	615	144	0	101	125	154	0	7	364	64	0	58	43	2	1855
TOTAL	15	340	1218	289	0	188	201	339	0	10	760	115	0	150	89	6	3720

SW 168TH STREET & SW 117TH AVENUE
MIAMI, FLORIDA
COUNTED BY: ANGEL CRUZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
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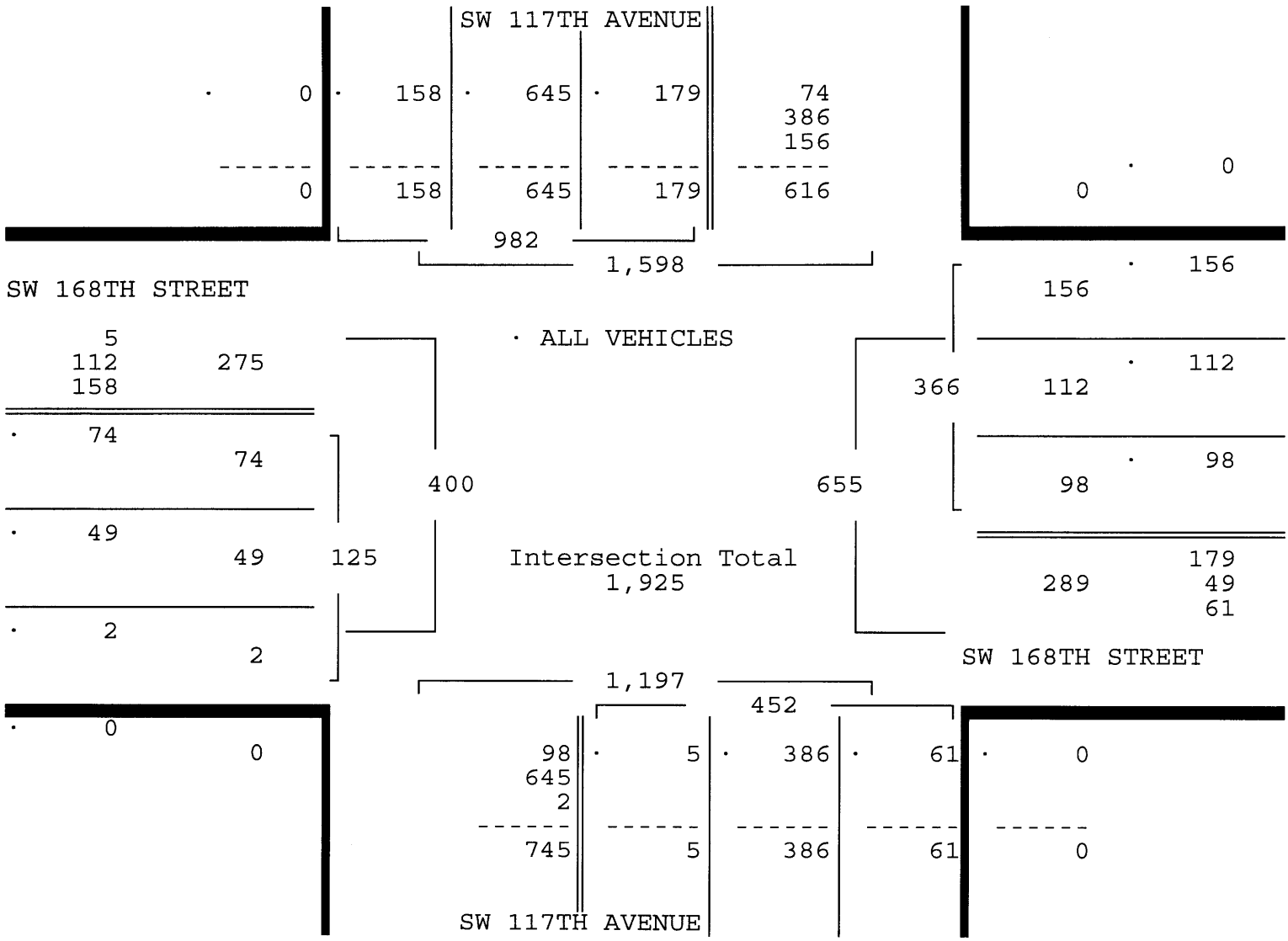
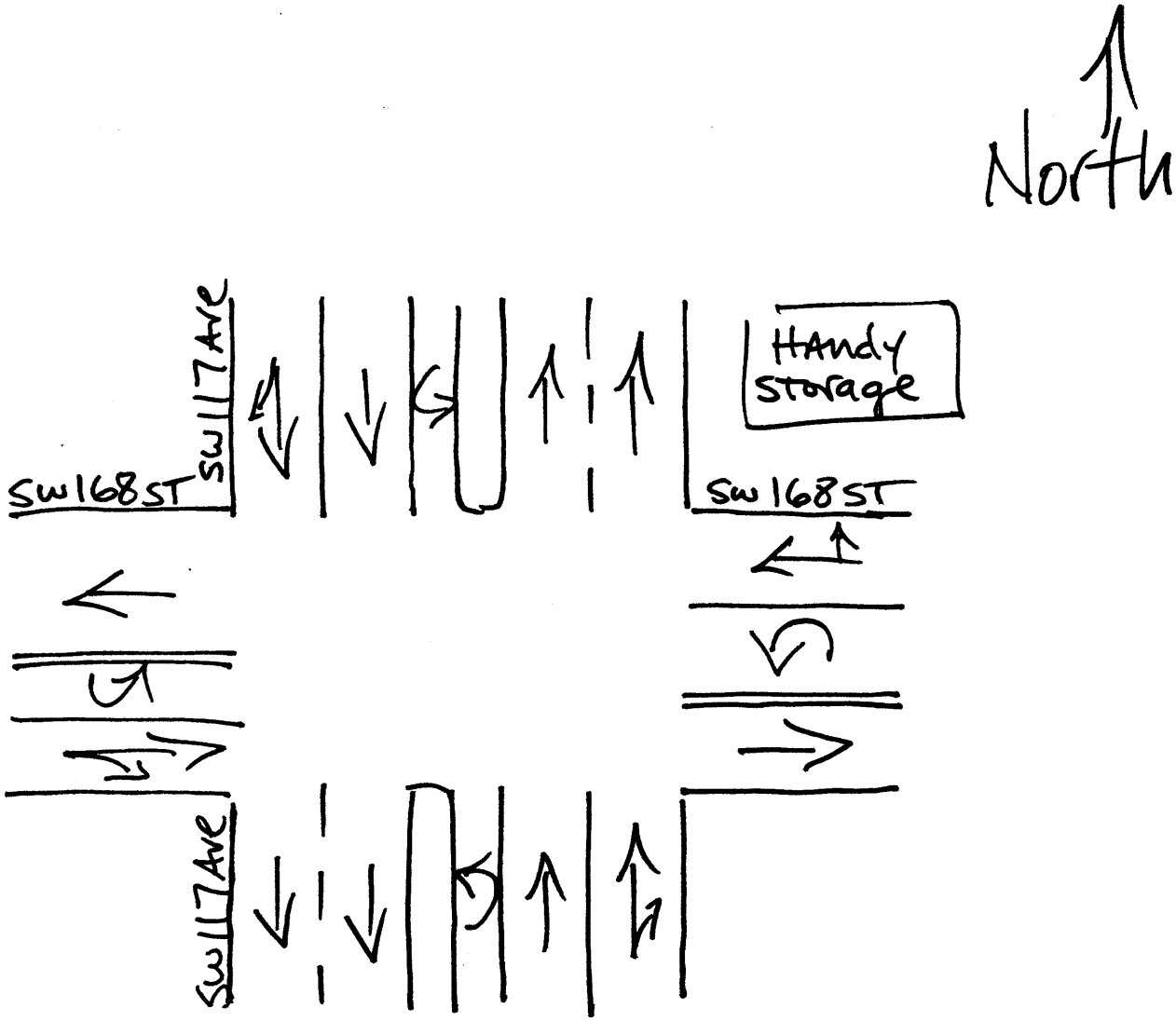
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00100009
Start Date: 01/26/10
File I.D. : 168S117A
Page : 2

ALL VEHICLES

	SW 117TH AVENUE From North				SW 168TH STREET From East				SW 117TH AVENUE From South				SW 168TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/26/10																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/26/10																	
Peak start 16:45					16:45				16:45				16:45				
Volume	6	173	645	158	0	98	112	156	0	5	386	61	0	74	49	2	
Percent	1%	18%	66%	16%	0%	27%	31%	43%	0%	1%	85%	13%	0%	59%	39%	2%	
Pk total	982				366				452				125				
Highest	17:00				17:00				17:30				16:45				
Volume	5	43	165	45	0	30	31	43	0	2	95	20	0	29	14	0	
Hi total	258				104				117				43				
PHF	.95				.88				.97				.73				





Miami, Florida
January 28, 2010
drawn by: Luis Palomino
Signalized

FDOT Peak Season Factor Category Report

2008 Peak Season Factor Category Report - Report Type: ALL
Category: 8701 MIAMI-DADE SOUTH

MOCF: 0.97

Week	Dates	SF	PSCF
1	01/01/2008 - 01/05/2008	1.00	1.03
2	01/06/2008 - 01/12/2008	1.01	1.04
3	01/13/2008 - 01/19/2008	1.01	1.04
4	01/20/2008 - 01/26/2008	1.00	1.03
5	01/27/2008 - 02/02/2008	0.99	1.02
* 6	02/03/2008 - 02/09/2008	0.97	1.00
* 7	02/10/2008 - 02/16/2008	0.96	0.99
* 8	02/17/2008 - 02/23/2008	0.96	0.99
* 9	02/24/2008 - 03/01/2008	0.96	0.99
*10	03/02/2008 - 03/08/2008	0.97	1.00
*11	03/09/2008 - 03/15/2008	0.97	1.00
*12	03/16/2008 - 03/22/2008	0.97	1.00
*13	03/23/2008 - 03/29/2008	0.97	1.00
*14	03/30/2008 - 04/05/2008	0.98	1.01
*15	04/06/2008 - 04/12/2008	0.98	1.01
*16	04/13/2008 - 04/19/2008	0.98	1.01
*17	04/20/2008 - 04/26/2008	0.99	1.02
*18	04/27/2008 - 05/03/2008	0.99	1.02
19	05/04/2008 - 05/10/2008	0.99	1.02
20	05/11/2008 - 05/17/2008	0.99	1.02
21	05/18/2008 - 05/24/2008	0.99	1.02
22	05/25/2008 - 05/31/2008	1.00	1.03
23	06/01/2008 - 06/07/2008	1.00	1.03
24	06/08/2008 - 06/14/2008	1.01	1.04
25	06/15/2008 - 06/21/2008	1.01	1.04
26	06/22/2008 - 06/28/2008	1.02	1.05
27	06/29/2008 - 07/05/2008	1.03	1.06
28	07/06/2008 - 07/12/2008	1.03	1.06
29	07/13/2008 - 07/19/2008	1.04	1.07
30	07/20/2008 - 07/26/2008	1.04	1.07
31	07/27/2008 - 08/02/2008	1.04	1.07
32	08/03/2008 - 08/09/2008	1.05	1.08
33	08/10/2008 - 08/16/2008	1.05	1.08
34	08/17/2008 - 08/23/2008	1.04	1.07
35	08/24/2008 - 08/30/2008	1.03	1.06
36	08/31/2008 - 09/06/2008	1.02	1.05
37	09/07/2008 - 09/13/2008	1.01	1.04
38	09/14/2008 - 09/20/2008	1.01	1.04
39	09/21/2008 - 09/27/2008	1.00	1.03
40	09/28/2008 - 10/04/2008	1.00	1.03
41	10/05/2008 - 10/11/2008	1.00	1.03
42	10/12/2008 - 10/18/2008	1.00	1.03
43	10/19/2008 - 10/25/2008	1.00	1.03
44	10/26/2008 - 11/01/2008	1.00	1.03
45	11/02/2008 - 11/08/2008	1.00	1.03
46	11/09/2008 - 11/15/2008	1.00	1.03
47	11/16/2008 - 11/22/2008	1.00	1.03
48	11/23/2008 - 11/29/2008	1.00	1.03
49	11/30/2008 - 12/06/2008	1.00	1.03
50	12/07/2008 - 12/13/2008	1.00	1.03
51	12/14/2008 - 12/20/2008	1.00	1.03
52	12/21/2008 - 12/27/2008	1.01	1.04
53	12/28/2008 - 12/31/2008	1.01	1.04

* Peak Season

Signal Timing Data

Print Date:
7/27/2009

Miami-Dade County Traffic Signals

Print Time:
9:16 AM

TOD Schedule Report for Coral Reef Dr&SW 137 Av

Active Phase Bank: Phase Bank

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	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2.5 - 2.5 - 2.5	15 - 15 - 15	35 - 20 - 15	3	1.2
2	SBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	1 - 1 - 1	40 - 38 - 30	0 - 50 - 30	4	1.5
3	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3.5 - 3.5 - 3.5	15 - 15 - 15	60 - 45 - 15	3	1.2
4	WBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 35 - 30	70 - 40 - 40	4	1.5
5	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3.5 - 3.5 - 3.5	15 - 15 - 15	35 - 20 - 15	3	1.2
6	NBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	1 - 1 - 1	40 - 38 - 30	0 - 50 - 30	4	1.5
7	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2.5 - 2.5 - 2.5	15 - 15 - 15	60 - 15 - 15	3	1.2
8	EBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 35 - 30	70 - 40 - 40	4	1.5

Last In Service Date:

Permitted Phases

	12345678
Default	12345678
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 NBL	2 SBT	3 EBL	4 WBT	5 SBL	6 NBT	7 WBL	8 EBT	Ring Offset	Offset
	2	160	23	36	28	55	23	36	28	55	0	36
	3	120	20	28	19	35	20	28	19	35	0	28
	6	170	31	48	31	42	31	48	26	47	0	45
	10	130	23	28	26	35	23	28	26	35	0	28
	11	130	20	32	23	37	20	32	23	37	0	32
	16	170	21	34	56	41	21	34	56	41	0	34
	19	100	13	28	15	26	13	28	15	26	0	28
→	20	180	17	50	22	69	21	46	40	55	0	52

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0500	Free	M T W Th F
0625	6	M T W Th F
0700	11	Su S
0900	10	M T W Th F
1600	20	M T W Th F
1900	3	Su S
2000	3	M T W Th F
2200	19	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	Su M T W Th F S
0500	TOD OUTPUTS	-------1	M T W Th F
0600	TOD OUTPUTS	------2-	M T W Th F
0625	TOD OUTPUTS	-------	M T W Th F

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	Su M T W Th F S
0500	TOD OUTPUTS	-------1	M T W Th F
0600	TOD OUTPUTS	------2-	M T W Th F
0625	TOD OUTPUTS	-------	M T W Th F
0700	TOD OUTPUTS	-------	Su S

*** Settings**

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

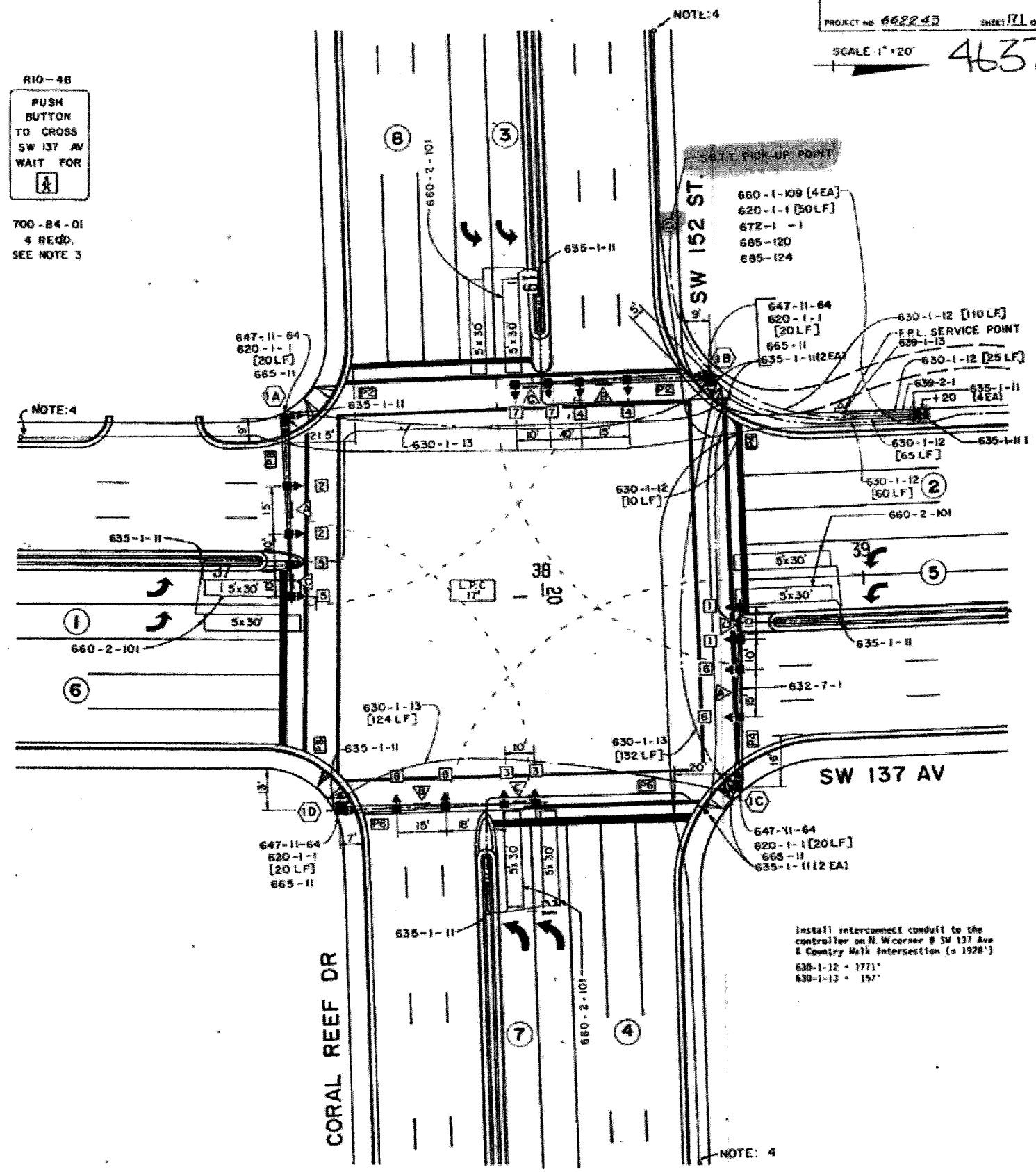
	17	50	22	69
	21	46	40	55
Y	3	4	3	4
R	1.2	1.5	1.2	1.5

DADE COUNTY PUBLIC WORKS DEPT.
HIGHWAY DIVISION

PROJECT NO 662243 SHEET 171 OF 1

SCALE 1" = 20'

4637



INTERSECTION ID # 4637

	NAME	DATE		NAME	DATE
DESIGNED BY	R.C.	01-89	DRAWN BY	J.R.	01-89
CHECKED BY	R.D.	01-89	CHECKED BY	R.C.	01-89
SUPERVISED BY Raul Driggs					

APPROVED BY

DATE

METRIC ENGINEERING INC.

S.W. 137 AV. & CORAL REEF DR.

Print Date:
7/11/2009

Miami-Dade County Traffic Signals

Print Time:
7:58 PM

TOD Schedule Report for Coral Reef Dr@SW 133 Av

Active Phase Bank: Phase Bank

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 5	15 - 5 - 0	3	0
2 WBT	9 - 9 - 9	7 - 7 - 7	9 - 9 - 9	1 - 1 - 1	55 - 68 - 66	0 - 73 - 0	4	1
3	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 9 - 9	20 - 10 - 0	4	1
5	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	9 - 9 - 9	7 - 7 - 7	9 - 9 - 9	1 - 1 - 1	55 - 68 - 66	0 - 73 - 0	4	1
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:

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3	4 SBT	5	6 EBT	7	8	Ring Offset	Offset
	2	90	5	52	0	20	0	60	0	0	0	52
	5	100	5	73	0	9	0	81	0	0	0	19
	6	140	7	94	0	26	0	104	0	0	0	70
	8	90	7	51	0	19	0	61	0	0	0	43
	10	90	5	52	0	20	0	60	0	0	0	42
	11	110	10	62	0	25	0	75	0	0	0	36
	12	140	7	94	0	26	0	104	0	0	0	70
	14	100	5	73	0	9	0	81	0	0	0	47
	15	90	7	50	0	20	0	60	0	0	0	42
	16	140	10	92	0	25	0	105	0	0	0	96
	17	110	10	67	0	20	0	80	0	0	0	69
	18	90	7	50	0	20	0	60	0	0	0	42
→	20	130	7	89	0	21	0	99	0	0	0	64

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0030	Flash	T W Th F
0100	Flash	Su M S
0500	Free	M T W Th F
0600	Free	Su S
0600	5	M T W Th F
0630	16	M T W Th F
0715	6	M T W Th F
0800	11	Su S
0815	12	M T W Th F
0845	6	M T W Th F
0900	10	M T W Th F
0930	2	M T W Th F
1330	15	M T W Th F
1345	18	M T W Th F
1415	15	M T W Th F
1515	8	M T W Th F
1530	17	M T W Th F
1615	20	M T W Th F
1900	Free	Su S
2000	Free	M T W Th F
2200	Free	Su S
2230	Free	M T W Th F

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7 89 21

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99

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R 1 1

TOD Schedule Report for Coral Reef Dr@SW 133 Av

Current Time of Day Function

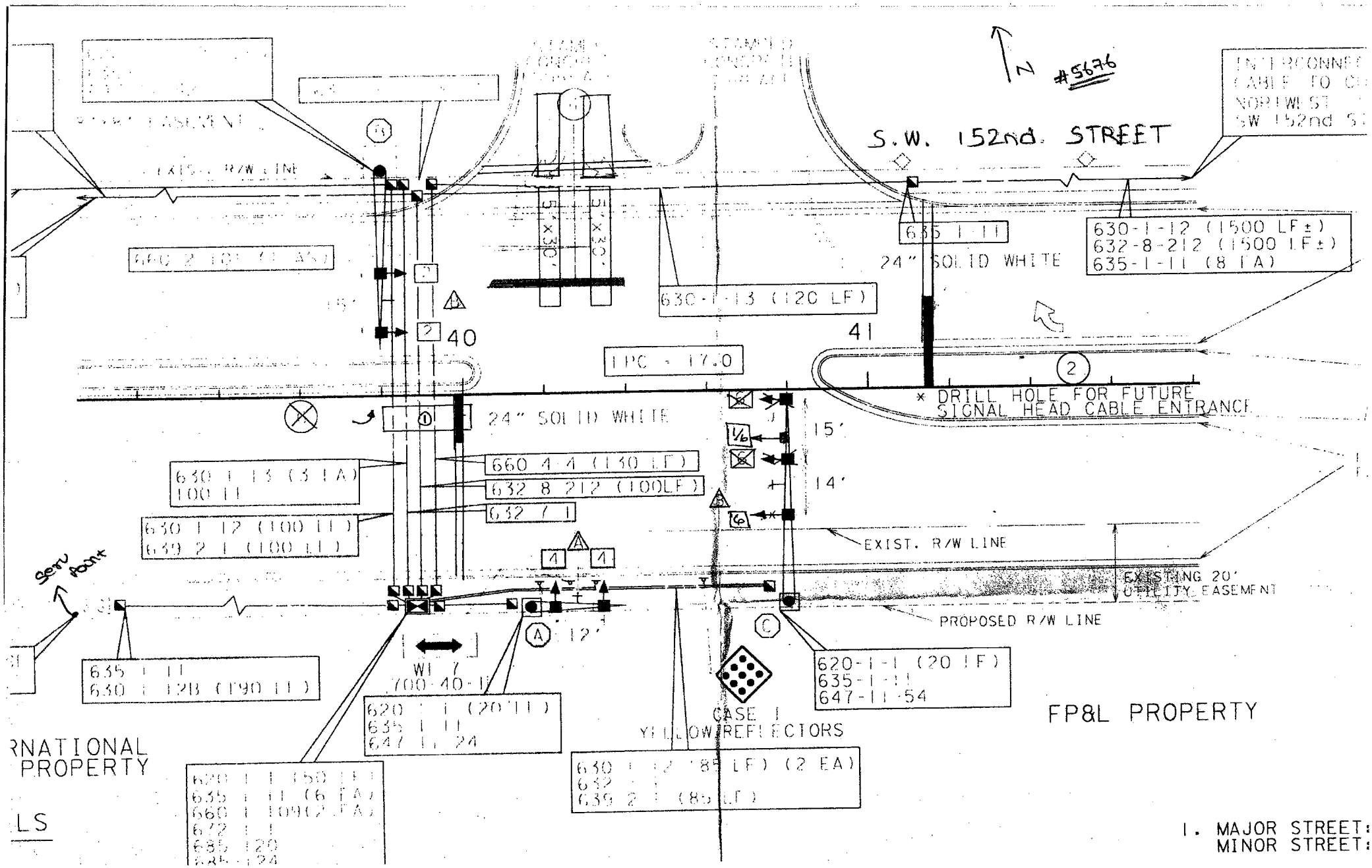
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	Su M T W Th F S
0100	TOD OUTPUTS	--------	Su M S
0600	TOD OUTPUTS	-----3--	Su S
0800	TOD OUTPUTS	--------	Su S
1900	TOD OUTPUTS	------2-	Su S
2200	TOD OUTPUTS	-----3--	Su S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	Su M T W Th F S
0030	TOD OUTPUTS	--------	T W Th F
0100	TOD OUTPUTS	--------	Su M S
0500	TOD OUTPUTS	-------1	M T W Th F
0600	TOD OUTPUTS	-----3--	Su S
0600	TOD OUTPUTS	--------	M T W Th F
0800	TOD OUTPUTS	--------	Su S
1900	TOD OUTPUTS	------2-	Su S
2000	TOD OUTPUTS	------2-	M T W Th F
2200	TOD OUTPUTS	-----3--	Su S
2230	TOD OUTPUTS	-----3--	M T W Th F

*** 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


N
#5676
S.W. 152nd. STREET
EXIST. R/W LINE
630-1-12 (1500 LF±)
632-8-212 (1500 LF±)
635-1-11 (8 EA)
24" SOLID WHITE
630-1-13 (120 LF)
40
41
TPC = 17.0
* DRILL HOLE FOR FUTURE SIGNAL HEAD CABLE ENTRANCE
24" SOLID WHITE
15'
14'
660-4-4 (130 LF)
632-8-212 (100LF)
632-7-1
630-1-13 (3 EA)
100 LF
660-1-12 (100 LF)
639-2-1 (100 LF)
EXIST. R/W LINE
EXISTING 20' UTILITY EASEMENT
PROPOSED R/W LINE
12'
WI 7
700-40-1
620-1-1 (20 LF)
635-1-11
647-11-54
635-1-11
630-1-12B (190 LF)
620-1-1 (20 LF)
635-1-11
647-11-24
CASE I
YELLOW REFLECTORS
630-1-12 (85 LF) (2 EA)
632
639-2-1 (85 LF)
FP&L PROPERTY
RNATIONAL
PROPERTY
LS
1. MAJOR STREET:
MINOR STREET:

Print Date:
7/11/2009

Miami-Dade County Traffic Signals

Print Time:
8:02 PM

TOD Schedule Report for Coral Reef Dr&SW 129 Av

Active Phase Bank: Phase Bank

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	10 - 8 - 0	3	0
2	WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 60 - 40	0 - 60 - 0	4	1
3		0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4		0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5		0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 60 - 40	0 - 60 - 0	4	1
7		0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 7 - 25	17 - 12 - 0	4	1

Last In Service Date:

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3	4	5	6 EBT	7	8 SBT	Ring Offset	Offset
	2	90	5	65	0	0	0	73	0	7	0	65
	5	100	5	75	0	0	0	83	0	7	0	79
	6	140	7	105	0	0	0	115	0	15	0	129
	8	90	5	65	0	0	0	73	0	7	0	65
	10	90	5	65	0	0	0	73	0	7	0	65
	12	140	7	105	0	0	0	115	0	15	0	129
	14	100	5	75	0	0	0	83	0	7	0	7
	15	90	7	60	0	0	0	70	0	10	0	60
	16	140	7	105	0	0	0	115	0	15	0	6
	17	110	10	70	0	0	0	83	0	17	0	8
	18	90	7	60	0	0	0	70	0	10	0	60
→	20	130	5	105	0	0	0	113	0	7	0	111

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	5	M T W Th F
0630	16	M T W Th F
0715	6	M T W Th F
0815	12	M T W Th F
0845	6	M T W Th F
0900	10	M T W Th F
0930	2	M T W Th F
1330	15	M T W Th F
1345	18	M T W Th F
1415	15	M T W Th F
1515	8	M T W Th F
1530	17	M T W Th F
1615	20	M T W Th F
2000	Free	M T W Th F

↗ 5 ← 105 ↓ 7

→ 113

4 3 4 4

R 1 1

TOD Schedule Report for Coral Reef Dr&SW 129 Av

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	Su M T W Th F S
0800	TOD OUTPUTS	------2-	Su S
1900	TOD OUTPUTS	-------1	Su S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	Su M T W Th F S
0600	TOD OUTPUTS	--------	M T W Th F
0800	TOD OUTPUTS	------2-	Su S
1900	TOD OUTPUTS	-------1	Su S
2000	TOD OUTPUTS	-------1	M T W Th F

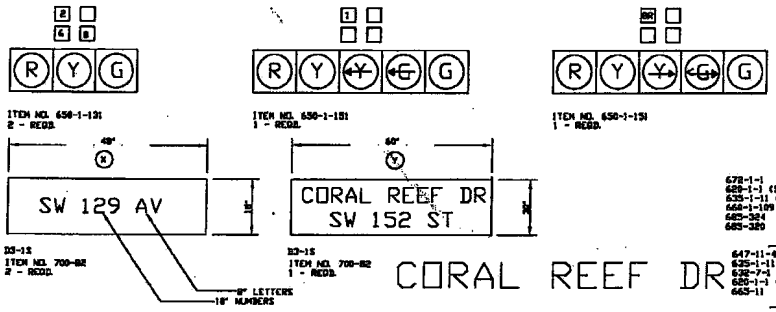
*** Settings**

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

DADE COUNTY PUBLIC WORKS DEPT.
HIGHWAY DIVISION

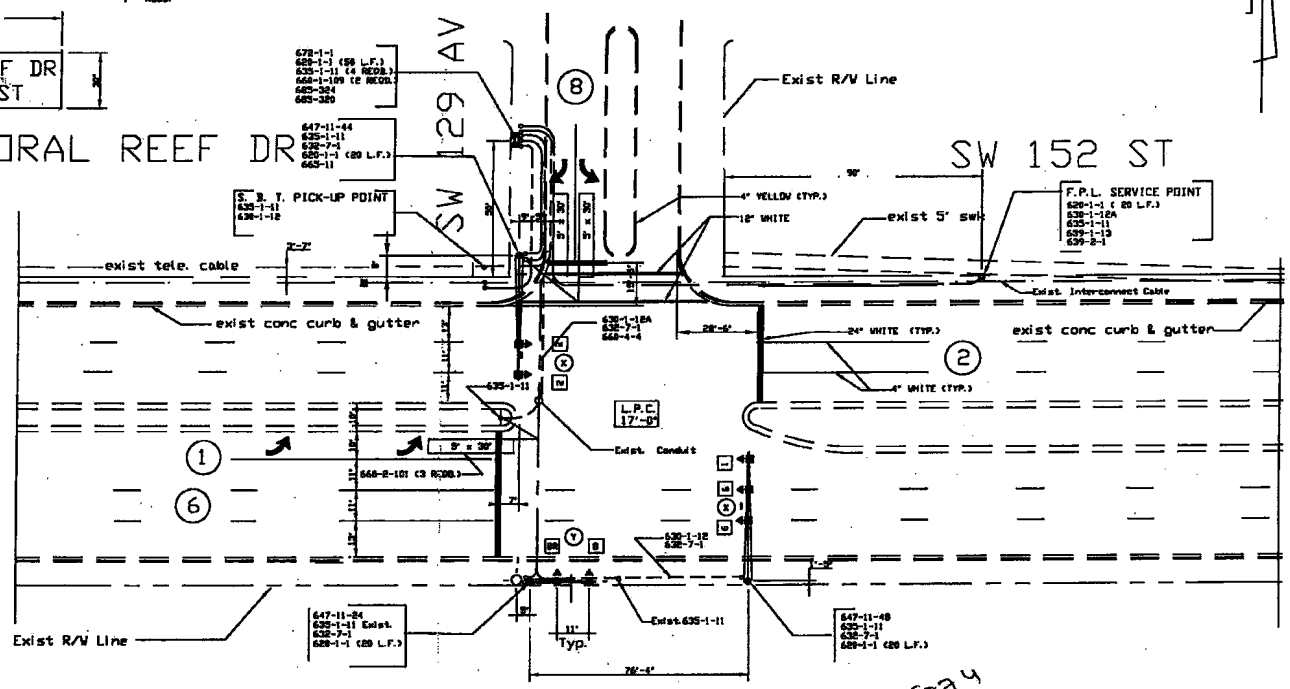
PROJECT NO 600999.9902 SHEET 1 OF 1

SIGNAL HEAD & SIGN DETAILS



NOTES

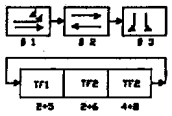
1. DEMAND WATTAGE FOR THIS INTERSECTION IS 1136 WATTS.
2. F.P.L. REPRESENTATIVE TOM HODGSON TEL. 770-7934.
3. S.B.T. REPRESENTATIVE MR DERRICK CLARK TEL. 378-0119



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

DETECTOR FOR LOOPS		
PHA'T NO.	NO. OF LOOPS	NO. OF DETS
1	1	1
8	2	1

SIGNAL OPERATING PLAN



CONTROLLER OPERATIONS

1. MAJOR STREET IS SW 152 ST. MINOR STREET IS SW 129 AV
2. STD SIGNAL OPERATING PLAN ___ (SOP AS SHOWN)
3. PHASES 5&,02 ACTUATED, PHASE ___ OR RECALL
4. MOVEMENTS 1 & 8 IS (ARE) PROTECTED/PERMISSIVE
5. SIGNAL COORDINATION PHASE (S) ___ BE
6. FLASHING OPERATION 1,2,6 YELLOW; 8 RED
7. PROGRAM/WIRE CONTROLLER TO SKIP MOVEMENT(S)

5874

171

REV.	DATE	DESCRIPTION	BY

SIGNALIZATION
SW 129 AV SW 152 ST
INTERSECTION IDENTIFICATION NO. 5874

DESIGN	DRAWN	DATE	FILE NO.
C. S.	C. S.	11-96	

Print Date:
7/11/2009

Miami-Dade County Traffic Signals

Print Time:
7:45 PM

TOD Schedule Report for Coral Reef Dr&SW 127 Av

Active Phase Bank: Phase Bank

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	10 - 7 - 10	3	0
2	WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	56 - 36 - 56	56 - 36 - 56	4	1.3
3	SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 3.5 - 3.5	14 - 12 - 14	20 - 12 - 20	4	1.3
4	NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	7 - 7 - 7	12 - 7 - 12	4	1.3
5	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	10 - 7 - 10	3	0
6	EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	56 - 36 - 56	56 - 36 - 56	4	1.3
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:

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBT	4 NBT	5 WBL	6 EBT	7	8	Ring Offset	Offset
	2	90	5	47	13	7	5	47	0	0	0	27
	3	90	5	47	13	7	5	47	0	0	0	29
	4	90	5	47	13	7	5	47	0	0	0	29
	5	100	5	57	13	7	5	57	0	0	0	92
	6	140	7	90	18	7	7	90	0	0	0	2
	8	90	5	47	13	7	5	47	0	0	0	29
	10	90	5	45	15	7	5	45	0	0	0	27
	11	110	5	54	21	12	5	54	0	0	0	14
	12	140	7	90	18	7	7	90	0	0	0	2
	14	100	5	52	18	7	5	52	0	0	0	18
	15	90	5	45	15	7	5	45	0	0	0	21
	16	140	8	92	15	7	8	92	0	0	0	17
	17	110	10	57	13	12	10	57	0	0	0	103
	18	90	5	45	15	7	5	45	0	0	0	21
→	20	130	5	87	13	7	5	87	0	0	0	111

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0030	Flash	T W Th F
0100	Flash	Su M S
0600	Free	Su S
0600	5	M T W Th F
0630	16	M T W Th F
0715	6	M T W Th F
0800	11	Su S
0815	12	M T W Th F
0845	6	M T W Th F
0900	10	M T W Th F
0930	2	M T W Th F
1330	15	M T W Th F
1345	18	M T W Th F
1415	15	M T W Th F
1515	8	M T W Th F
1530	17	M T W Th F
1615	20	M T W Th F
1900	3	Su S
2000	4	Su S
2000	3	M T W Th F
2200	Free	Su S
2230	Free	M T W Th F

	↱	←	↓	↑
	5	87	13	7
	↳	→		
	5	87		
		4	4	4
Y	3			
R		1.3	1.3	1.3

TOD Schedule Report for Coral Reef Dr&SW 127 Av

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	Su M T W Th F S
0100	TOD OUTPUTS	--------	Su M S
0600	TOD OUTPUTS	-------1	Su S
0800	TOD OUTPUTS	--------	Su S
2200	TOD OUTPUTS	-------1	Su S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	Su M T W Th F S
0030	TOD OUTPUTS	--------	T W Th F
0100	TOD OUTPUTS	--------	Su M S
0600	TOD OUTPUTS	-------1	Su S
0800	TOD OUTPUTS	--------	Su S
2200	TOD OUTPUTS	-------1	Su S
2230	TOD OUTPUTS	-------1	M T W Th F

*** 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

As Builds 11-17-97 Proj. #6622983

See page 2 for new lanes. 11/97

STATE PROJ. NO.	SHEET NO.
87100-3623	T-29

SIGNAL HEAD DETAILS

ITEM NO. 650-1-151 [4 AS]

ITEM NO. 650-1-141 [2 AS]

ITEM NO. 650-1-1 2 REQ'D

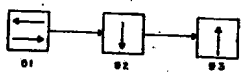
SW 127 AV — D3-1S [2 EA]

CORAL REEF DR SW 152 ST — D3-1S [2 EA]

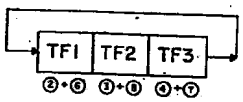
ITEM NO. 700-46-11 [4 EA]

SIGNAL OPERATING PLAN

PHASE MOVEMENT DIAGRAM



RING DIAGRAM



SIGNALIZATION NOTES

1. CONTROLLER OPERATIONS:
   A. THREE PHASE, FULL ACTUATED, EXPANSIBLE TO EIGHT PHASES WITH COORDINATION CAPABILITIES.
   B. MAJOR STREET IS CORAL REEF DR (SW 152 ST), MINOR STREET IS SW 127 AVE.
   C. COORDINATION ON MOVEMENTS 2 + 6
   D. FLASHING OPERATION TO BE YELLOW ON CORAL REEF DR (SW 152 ST), RED ON SW 127 AV.

DETECTORS FOR LOOPS		
LOOPS	NO. OF LOOPS	NO. OF DETS.
L4	1	1
L8	1	1
L3	1	–
L		
L		
L		
L		
L		
L		

OTHER IMPROVEMENT NOTES

1. THIS INTERSECTION SHALL BE MILLED AND RESURFACED ACCORDING TO GENERAL NOTE 17 ON SHEET T-11. QUANTITIES FOR THIS WORK WILL INCLUDE THOSE SHOWN ON SHEET T-3, FOR PAY ITEM NUMBERS 327-70-6, 331-1 AND 337-7-2.
2. PAVEMENT MARKING IMPROVEMENTS AT THIS INTERSECTION WILL BE AS DESCRIBED IN GENERAL NOTES, SHEET T-11 QUANTITIES FOR THIS WORK WILL INCLUDE THOSE SHOWN ON SHEET T-3
3. 6" CONCRETE SIDEWALK SHALL BE CONSTRUCTED AS DIRECTED BY THE ENGINEER. QUANTITIES FOR ANY ANTICIPATED CONCRETE SIDEWALK ARE SHOWN ON SHEET T-3. LOCATIONS WHERE CONCRETE SIDEWALK WILL BE CONSTRUCTED ARE:

   NO LOCATIONS

4. ASPHALT PAVEMENT SIDEWALKS SHALL BE CONSTRUCTED AS DIRECTED BY THE ENGINEER. QUANTITIES FOR ANY ANTICIPATED ASPHALT PAVEMENT SIDEWALK IS SHOWN ON SHEET T-3. LOCATIONS WHERE ASPHALT SIDEWALK WILL BE CONSTRUCTED ARE:

   NO LOCATIONS

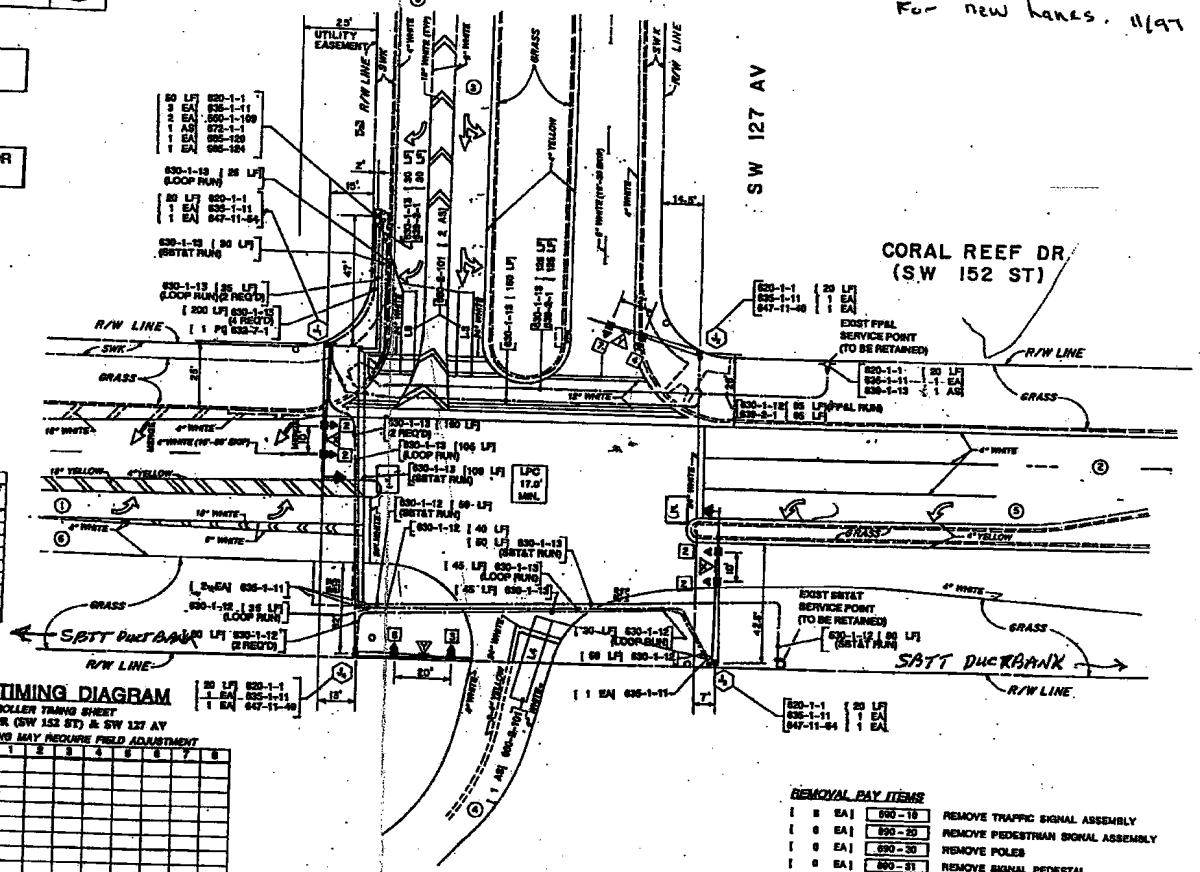
SIGNAL TIMING DIAGRAM

CONTROLLER TIMING SHEET

CORAL REEF DR (SW 152 ST) & SW 127 AV

INITIAL TURN-ON TIMING MAY REQUIRE FIELD ADJUSTMENT

TIMING FUNCTION	1	2	3	4	5	6	7	8
MINIMUM GREEN (INT.)								
EXTENSION (PASS)								
MAXIMUM GREEN 1								
MAXIMUM GREEN 2								
YELLOW CLEARANCE								
ALL RED CLEARANCE								
PEDESTRIAN WALK								
PED CLEARANCE								
DETECTOR CALL								



BASE MAP SOURCE:
Dade County Public Works Department
Traffic Engineering Section
Intersection Plans

REMOVAL PAY ITEMS

[8	EA]	990-18	REMOVE TRAFFIC SIGNAL ASSEMBLY
[8	EA]	990-20	REMOVE PEDESTRIAN SIGNAL ASSEMBLY
[8	EA]	990-30	REMOVE POLES
[8	EA]	990-31	REMOVE SIGNAL PEDESTAL
[4	EA]	990-40	REMOVE MAST ARM ASSEMBLY
[1	EA]	990-50	REMOVE CONTROLLER ASSEMBLY
[3	EA]	990-60	REMOVE VEHICLE DETECTOR ASSEMBLY
[8	EA]	990-70	REMOVE PEDESTRIAN DETECTOR ASSEMBLY
[8	EA]	990-80	REMOVE SPAN WIRE ASSEMBLY
[1	PI]	990-90	REMOVE CABLING AND CONDUIT
[8	LF]	990-91	REMOVE EXISTING SIGNAL INTERCONNECT CABLE
[8	PI]	990-100	REMOVE MISCELLANEOUS SIGNAL EQUIPMENT

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

REVISIONS

FLORIDA DEPARTMENT OF TRANSPORTATION

DAVID PLUMMER & ASSOCIATES, INC.
4350 BASSINO STREET
CORAL GABLES FL 33146

LOCATION 17

DADE COUNTY P.W. ID No. 5174

CORAL REEF DR & SW 127 AV

SIGNALIZATION PLAN

#5174 Sec. 01171

Print Date:
7/11/2009

Miami-Dade County Traffic Signals

Print Time:
7:23 PM

TOD Schedule Report for Coral Reef Dr&SW 124 Av

Active Phase Bank: Phase Bank

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	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	50 - 50 - 50	50 - 50 - 0	4	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	7 - 7 - 7	19 - 19 - 19	7 - 7 - 7	3 - 3 - 3	15 - 15 - 15	23 - 23 - 0	4	1.4
5	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	8 - 8 - 8	10 - 10 - 0	3	0
6	EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	50 - 50 - 50	50 - 50 - 0	4	1.3
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:

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
	2	90	0	64	0	16	6	55	0	0	0	36
	6	140	0	113	0	17	10	100	0	0	0	31
	7	90	0	64	0	16	6	55	0	0	0	55
	8	90	0	64	0	16	9	52	0	0	0	30
	10	90	0	60	0	20	6	51	0	0	0	30
	11	110	0	76	0	24	11	62	0	0	0	22
	12	140	0	113	0	17	10	100	0	0	0	31
	15	90	0	60	0	20	6	51	0	0	0	30
	16	140	0	113	0	17	10	100	0	0	0	47
	17	110	0	80	0	20	6	71	0	0	0	78
	18	90	0	64	0	16	9	52	0	0	0	30
→	20	130	0	100	0	20	6	91	0	0	0	71

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0630	16	M T W Th F
0800	11	Su S
0900	10	M T W Th F
1330	15	M T W Th F
1500	17	M T W Th F
1615	20	M T W Th F
1900	Flash	Su S
2000	Flash	M T W Th F

← ↑
100 20

↖ →
6 91

Y	4 3	4	4	
R	1.3 0	1.3	1.4	

TOD Schedule Report for Coral Reef Dr&SW 124 Av

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------	Su M T W Th F S

Local Time of Day Function

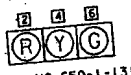
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------	Su M T W Th F S

*** 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

PROJECT NO. 671500 SHEET 18 OF

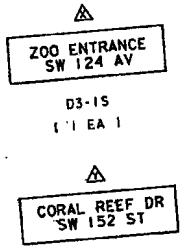
SIGNAL HEAD DETAILS



ITEM NO.650-1-131
[4 AS]

ITEM NO.650-1-151
[1 AS]

ITEM NO.653-171
[2 AS]



R10-4A
[2 EA]

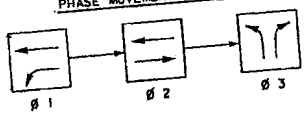
PEDESTRIAN SIGN SHALL BE INCLUDED IN THE COST OF ITEM NO. 665-11

REMOVAL PAY ITEMS

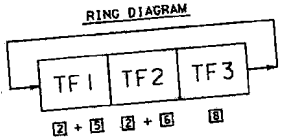
[5 EA]	690-10	REMOVE TRAFFIC SIGNAL ASSEMBLY
[0 EA]	690-20	REMOVE PEDESTRIAN SIGNAL ASSEMBLY
[2 EA]	690-30	REMOVE POLES
[0 EA]	690-31	REMOVE SIGNAL PEDESTAL
[0 EA]	690-40	REMOVE MAST ARM ASSEMBLY
[0 EA]	690-50	REMOVE CONTROLLER ASSEMBLY
[0 EA]	690-60	REMOVE VEHICLE DETECTOR ASSEMBLY
[0 EA]	690-70	REMOVE PEDESTRIAN DETECTOR ASSEMBLY
[0 EA]	690-80	REMOVE PEDESTRIAN ASSEMBLY
[0 EA]	690-90	REMOVE SPAN WIRE ASSEMBLY
[0 EA]	690-91	REMOVE CABLING AND CONDUIT
[0 EA]	690-100	REMOVE EXISTING SIGNAL INTERCONNECT CABLE
		REMOVE MISCELLANEOUS SIGNAL EQUIPMENT

SIGNAL OPERATING PLAN

PHASE MOVEMENT DIAGRAM



RING DIAGRAM



DETECTORS FOR LOOPS		
LOOPS	NO. OF LOOPS	NO. OF DETS.
L1	—	—
L2	—	—
L3	—	—
L4	3	1
L5	1	1
L8	—	—
L		
L		
L		
L		

SIGNALIZATION NOTES

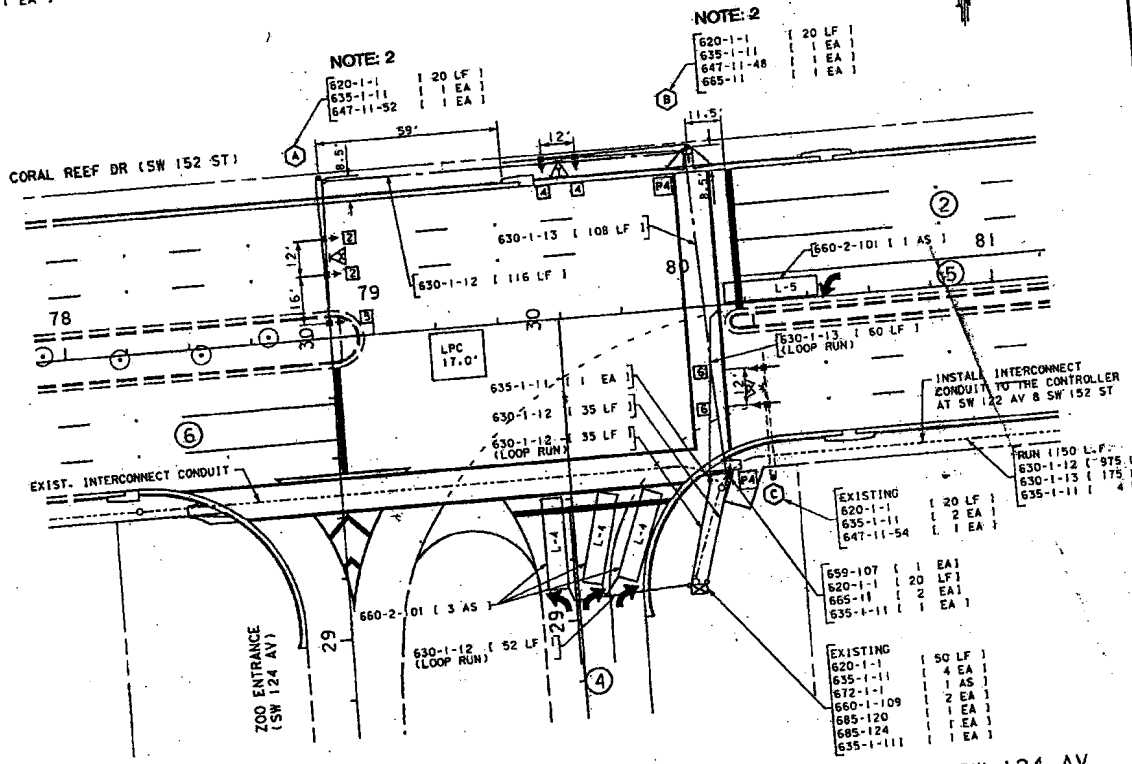
1. CONTROLLER OPERATIONS:
   A. STD SIGNAL OPERATING PLAN AS SHOWN
   B. MAJOR STREET IS CORAL REEF DR. (SW 152 ST).
      MINOR STREET IS SW 124 AV.
   C. COORDINATION ON MOVEMENTS ② · ⑥
   D. FLASHING OPERATION TO BE
      YELLOW ON CORAL REEF DR (SW 152 ST).
      RED ON SW 124 AVE.
   E. PROTECTED/PERMISSIVE LEFT TURN ON
      MOVEMENT ⑤
   F. CONCURRENT PEDESTRIAN TIMING ON ACTUATION ONLY

2. REMOVE & RELOCATE POLES A & B

SIGNAL TIMING DIAGRAM

CONTROLLER TIMING SHEET
- CORAL REEF DR. (SW 152 ST) AND SW 124 AVENUE
INITIAL TURN-ON TIMING MAY REQUIRE FIELD ADJUSTMENT

	1	2	3	4	5	6	7	8
TIMING FUNCTION								
MINIMUM GREEN (INT)								
EXTENSION (PASS)								
MAXIMUM GREEN 1								
MAXIMUM GREEN 2								
YELLOW CLEARANCE								
ALL RED CLEARANCE								
PEDESTRIAN WALK								
PED CLEARANCE								
DETECTOR CALL								



4499

SW 152 ST & SW 124 AV

SIGNALIZATION PLAN

REVISIONS	DATE	BY	DESCRIPTION

	NAME	DATE		NAME	DATE
DESIGNED BY	E.A.	4-94	DRAWN BY	L.A.T.	4-94
CHECKED BY	L.T.	4-94	CHECKED BY	L.T.	4-94

SUPERVISED BY I. V. BENITEZ

APPROVED BY DATE

METRIC ENGINEERING INC.
ENGINEERS PLANNERS SURVEYORS

Print Date:
7/11/2009

Miami-Dade County Traffic Signals

Print Time:
7:35 PM

TOD Schedule Report for Coral Reef Dr&SW 122 Av

Active Phase Bank: Phase Bank

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	29 - 29 - 29	3.5	0
2 WBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	50 - 35 - 30	95 - 35 - 30	4.3	0.8
3 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 15	28 - 20 - 15	4	1
4 PED	7 - 7 - 5	22 - 22 - 22	0 - 0 - 0	0 - 0 - 0	29 - 29 - 29	29 - 29 - 29	3.5	0
5	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	50 - 41 - 30	95 - 41 - 30	4.3	0.8
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:

Permitted Phases

	12345678
Default	1234-6--
External Permit 0	--------
External Permit 1	-234-6--
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBT	4 PED	5	6 EBT	7	8	Ring Offset	Offset
	2	100	-3	55	16	15	0	55	0	0	0	67
	3	100	-3	50	21	15	0	50	0	0	0	67
	4	100	-3	50	21	15	0	50	0	0	0	67
	5	100	-3	55	16	15	0	55	0	0	0	38
	6	140	-3	89	22	15	0	89	0	0	0	49
	7	90	-3	45	16	15	0	45	0	0	0	49
	8	100	-3	55	16	15	0	55	0	0	0	67
	10	110	-3	62	19	15	0	62	0	0	0	67
	11	110	-3	58	23	15	0	58	0	0	0	94
	12	140	-3	89	22	15	0	89	0	0	0	49
	13	90	-3	45	16	15	0	45	0	0	0	39
	14	100	-3	52	19	15	0	52	0	0	0	63
	15	100	-3	53	18	15	0	53	0	0	0	67
	16	140	-3	89	22	15	0	89	0	0	0	65
	17	110	-3	59	22	15	0	59	0	0	0	59
	18	100	-3	48	23	15	0	48	0	0	0	67
→	20	130	-3	79	22	15	0	79	0	0	0	49

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0030	Free	T W Th F
0100	Free	Su M S
0500	Free	M T W Th F
0600	Free	Su S
0600	5	M T W Th F
0630	16	M T W Th F
0715	6	M T W Th F
0800	11	Su S
0815	12	M T W Th F
0845	6	M T W Th F
0900	10	M T W Th F
0930	2	M T W Th F
1330	15	M T W Th F
1345	18	M T W Th F
1415	15	M T W Th F
1515	8	M T W Th F
1530	17	M T W Th F
1615	20	M T W Th F
1900	3	Su S
2000	4	Su S
2000	3	M T W Th F
2200	Free	Su S
2230	Free	M T W Th F

	↗ 3	← 79	↓ 22	0 ⚠ 15
	→ 79			
Y	3.5/4.3	4.3	4	3.5
R	0.8	0.8	1	

TOD Schedule Report for Coral Reef Dr&SW 122 Av

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	Su M T W Th F S
0100	TOD OUTPUTS	-----3--	Su M S
0600	TOD OUTPUTS	------2-	Su S
0800	TOD OUTPUTS	-------	Su S
2200	TOD OUTPUTS	------2-	Su S

Local Time of Day Function

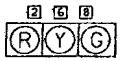
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	Su M T W Th F S
0030	TOD OUTPUTS	-----3--	T W Th F
0100	TOD OUTPUTS	-----3--	Su M S
0500	TOD OUTPUTS	------1	M T W Th F
0600	TOD OUTPUTS	------2-	Su S
0600	TOD OUTPUTS	-------	M T W Th F
0800	TOD OUTPUTS	-------	Su S
2200	TOD OUTPUTS	------2-	Su S
2230	TOD OUTPUTS	------2-	M T W Th F

*** Settings**

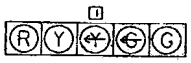
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

DADE COUNTY PUBLIC WORKS DEPT.
HIGHWAY DIVISION
PROJECT NO. 671500 . SHEET 79 OF 80

SIGNAL HEAD DETAILS



ITEM NO. 650-1-131
[6 AS]

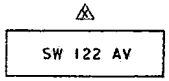


ITEM NO. 650-1-151
[1 AS]

ITEM NO. 653-171
[2 AS]

R10-4A
[2 EA]

PEDESTRIAN SIGN SHALL BE INCLUDED IN THE COST OF ITEM NO. 665-11



D3-1S
[2 EA]

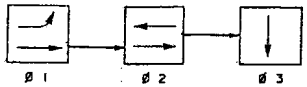
D3-1S
[1 EA]

REMOVAL PAY ITEMS

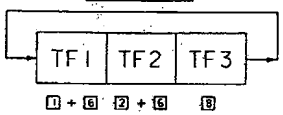
[5 EA]	690-10	REMOVE TRAFFIC SIGNAL ASSEMBLY
[0 EA]	690-20	REMOVE PEDESTRIAN SIGNAL ASSEMBLY
[2 EA]	690-30	REMOVE POLES
[0 EA]	690-31	REMOVE SIGNAL PEDESTAL
[2 EA]	690-40	REMOVE MAST ARM ASSEMBLY
[0 EA]	690-50	REMOVE CONTROLLER ASSEMBLY
[0 EA]	690-60	REMOVE VEHICLE DETECTOR ASSEMBLY
[0 EA]	690-70	REMOVE PEDESTRIAN DETECTOR ASSEMBLY
[0 EA]	690-80	REMOVE SPAN WIRE ASSEMBLY
[0 EA]	690-90	REMOVE CABLING AND CONDUIT
[0 EA]	690-91	REMOVE EXISTING SIGNAL INTERCONNECT CABLE
[0 EA]	690-100	REMOVE MISCELLANEOUS SIGNAL EQUIPMENT

SIGNAL OPERATING PLAN

PHASE MOVEMENT DIAGRAM



RING DIAGRAM



DETECTORS FOR LOOPS		
LOOPS	NO. OF LOOPS	NO. OF DETS.
L1	1	1
L2	—	—
L3	—	—
L4	—	—
L5	—	—
L8	2	2
L		
L		
L		
L		

SIGNALIZATION NOTES

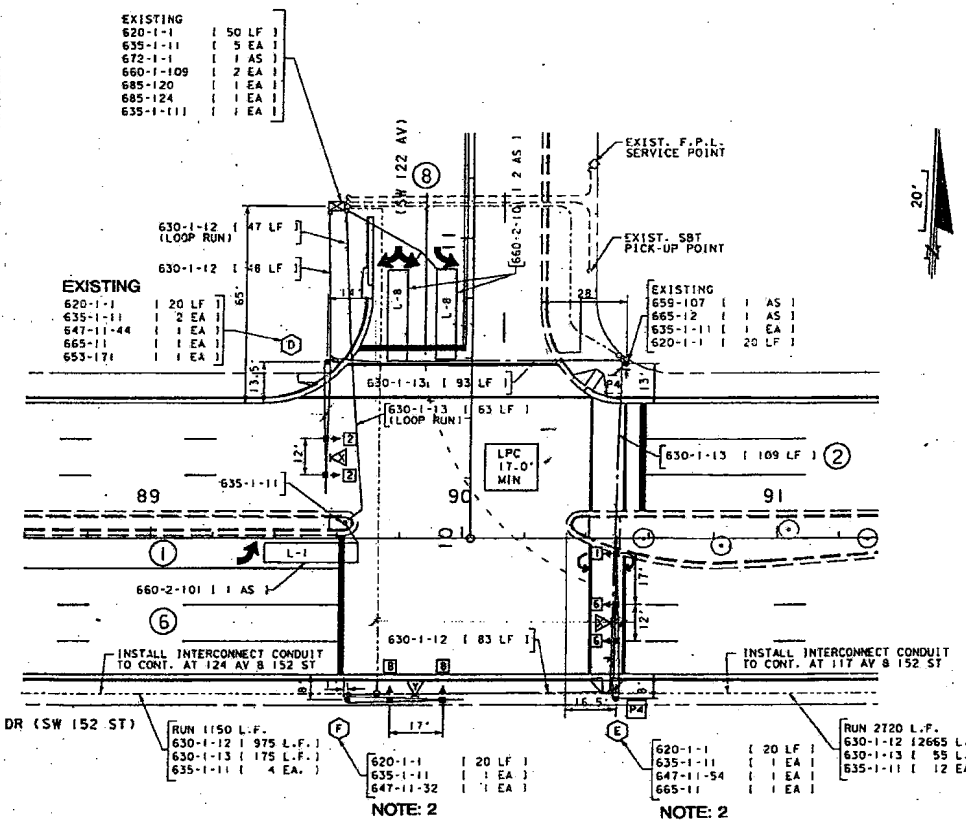
1. CONTROLLER OPERATIONS:
   A. STO SIGNAL OPERATING PLAN AS SHOWN
   B. MAJOR STREET IS CORAL REEF DR. (SW 152 ST). MINOR STREET IS SW 122 AV.
   C. COORDINATION ON MOVEMENTS 2 - 6
   D. FLASHING OPERATION TO BE YELLOW ON CORAL REEF DR (SW 152 ST). RED ON SW 122 AVE.
   E. PROTECTED/PERMISSIVE LEFT TURN ON MOVEMENT 1
   F. CONCURRENT PEDESTRIAN TIMING ON ACTUATION ONLY
2. REMOVE & RELOCATE POLES E & F

SIGNAL TIMING DIAGRAM

CONTROLLER TIMING SHEET
CORAL REEF DR. (SW 152 ST) AND SW 124 AVENUE
INITIAL TURN-ON TIMING MAY REQUIRE FIELD ADJUSTMENT

TIMING FUNCTION	1	2	3	4	5	6	7	8
MINIMUM GREEN (INT.)								
EXTENSION (PASS)								
MAXIMUM GREEN 1								
MAXIMUM GREEN 2								
YELLOW CLEARANCE								
ALL RED CLEARANCE								
PEDESTRIAN WALK								
PED CLEARANCE								
DETECTOR CALL								

4807



SW 152 ST & SW 122 AV

REVISIONS								
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAME	DATE		NAME	DATE
DESIGNED BY	E.A.	4-94	DRAWN BY	L.A.T.	4-94
CHECKED BY	L.T.	4-94	CHECKED BY	L.T.	4-94

SUPERVISED BY : V. BENITEZ

APPROVED BY

DATE

METRIC ENGINEERING INC.
ENGINEERS PLANNERS SURVEYORS

SIGNALIZATION PLAN

#4807

Print Date:
7/11/2009

Miami-Dade County Traffic Signals

Print Time:
7:33 PM

TOD Schedule Report for Coral Reef Dr&SW 117 Av

Active Phase Bank: Phase Bank

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 - 3 - 3	7 - 20 - 7	65 - 20 - 27	3	0
2	WBT	7 - 7 - 7	21 - 21 - 21	7 - 7 - 7	1 - 1 - 1	25 - 29 - 25	73 - 29 - 25	4	1.7
3	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 6 - 7	15 - 6 - 21	3	0
4	NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 3.5 - 3.5	10 - 23 - 10	39 - 23 - 34	4	1.7
5	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	29 - 7 - 27	3	0
6	EBT	7 - 7 - 7	21 - 21 - 21	7 - 7 - 7	1 - 1 - 1	25 - 29 - 25	92 - 29 - 25	4	1.7
7	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 10 - 7	15 - 10 - 21	3	0
8	SBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	3.5 - 3.5 - 3.5	10 - 23 - 10	39 - 23 - 34	4	1.7

Last In Service Date:

Permitted Phases

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

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	85	14	23	7	23	6	31	7	23	0	82
	2	120	41	31	7	23	6	66	7	23	0	10
	3	110	36	24	12	20	6	54	12	20	0	7
	4	100	26	28	10	18	11	43	10	18	0	7
	5	100	25	23	11	23	6	42	11	23	0	92
	6	140	54	29	6	26	10	73	14	25	0	104
	7	90	9	24	5	34	9	24	5	34	0	75
	8	100	21	31	7	23	6	46	7	23	0	10
	10	120	33	37	6	23	11	59	9	23	0	14
	11	120	29	37	7	23	10	56	7	29	0	67
	12	140	54	29	6	26	10	73	14	25	0	104
	13	90	14	30	5	23	14	30	5	23	0	64
	14	100	26	26	5	25	4	48	5	25	0	3
	15	100	21	31	7	23	6	46	7	23	0	10
	16	140	58	32	9	23	6	84	9	23	0	120
	17	110	21	38	10	23	6	53	10	23	0	4
	18	100	21	31	7	23	6	46	7	23	0	10
→	20	130	16	57	11	28	9	64	11	28	0	117

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0030	Free	T W Th F
0100	Free	Su M S
0500	1	M T W Th F
0600	Free	Su S
0600	5	M T W Th F
0630	16	M T W Th F
0715	6	M T W Th F
0800	11	Su S
0815	12	M T W Th F
0845	6	M T W Th F
0900	10	M T W Th F
0930	2	M T W Th F
1330	15	M T W Th F
1345	18	M T W Th F
1415	15	M T W Th F
1515	8	M T W Th F
1530	17	M T W Th F
1615	20	M T W Th F
1900	3	Su S
2000	4	Su S
2000	3	M T W Th F
2200	Free	Su S
2230	Free	M T W Th F

	↱	←	↳	↑
	16	57	11	28
	↰	→	↰	↓
	9	64	11	28
Y	3.0	4.0	3	4.0
R		1.7		1.7

TOD Schedule Report for Coral Reef Dr&SW 117 Av

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	Su M T W Th F S
0100	TOD OUTPUTS	-------1	Su M S
0600	TOD OUTPUTS	-------1	Su S
0800	TOD OUTPUTS	-------	Su S
2200	TOD OUTPUTS	-------1	Su S

Local Time of Day Function

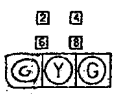
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	Su M T W Th F S
0030	TOD OUTPUTS	-------1	T W Th F
0100	TOD OUTPUTS	-------1	Su M S
0500	TOD OUTPUTS	-------	M T W Th F
0600	TOD OUTPUTS	-------1	Su S
0800	TOD OUTPUTS	-------	Su S
2200	TOD OUTPUTS	-------1	Su S
2230	TOD OUTPUTS	-------1	M T W Th F

*** Settings**

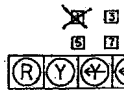
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

DADE COUNTY PUBLIC WORKS DEPT.
HIGHWAY DIVISION
PROJECT NO. 671500 SHEET 80 OF 80

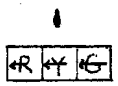
SIGNAL HEAD DETAILS



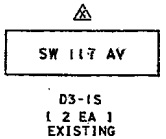
ITEM NO. 650-1-131
[6 AS]
EXISTING



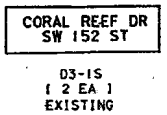
ITEM NO. 650-1-151
[3 AS]
EXISTING



1 AS

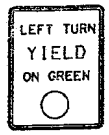


D3-1S
[2 EA]
EXISTING



D3-1S
[2 EA]
EXISTING

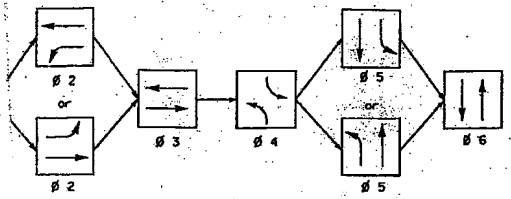
R3-7R
ITEM NO. 700-40-1
[4 AS]
EXISTING



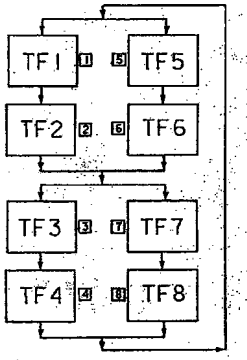
R10-12
[4 EA]
ITEM NO. 700-48-11
[8 EA]
EXISTING

SIGNAL OPERATING PLAN

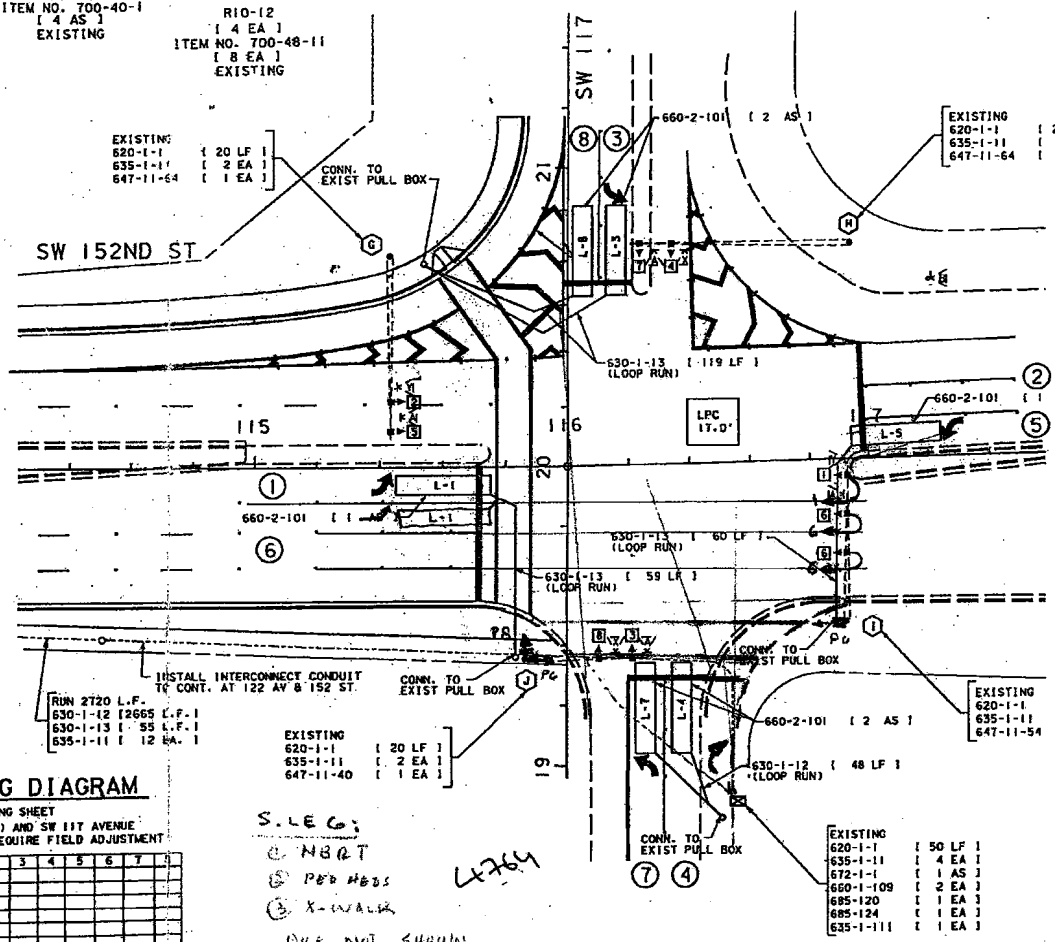
PHASE MOVEMENT DIAGRAM



RING DIAGRAM



DETECTORS FOR LOOPS		
LOOPS	NO. OF LOOPS	NO. OF DETS.
L1	1	1
L2	—	—
L3	1	1
L4	1	1
L5	1	—
L6	—	—
L7	1	—
L8	1	—
L		
L		



SIGNALIZATION NOTES

CONTROLLER OPERATIONS:

1. STD SIGNAL OPERATING PLAN AS SHOWN.
2. MAJOR STREET IS CORAL REEF DR. (SW 152 ST), MINOR STREET IS SW 117 AV.
3. COORDINATION ON MOVEMENTS ② & ⑥
4. FLASHING OPERATION TO BE YELLOW ON CORAL REEF DR (SW 152 ST), RED ON SW 117 AV.
5. PROTECTED/PERMISSIVE LEFT TURN ON MOVEMENT ①, ③, ⑤ AND ⑦
6. CONCURRENT PEDESTRIAN TIMING ON ACTUATION ONLY

SIGNAL TIMING DIAGRAM

CONTROLLER TIMING SHEET
CORAL REEF DR. (SW 152 ST) AND SW 117 AVENUE
INITIAL TURN-ON TIMING MAY REQUIRE FIELD ADJUSTMENT

TIMING FUNCTION	1	2	3	4	5	6	7	8
MINIMUM GREEN (INT)								
EXTENSION (PASS)								
MAXIMUM GREEN 1								
MAXIMUM GREEN 2								
YELLOW CLEARANCE								
ALL RED CLEARANCE								
PEDESTRIAN WALK								
PED CLEARANCE								
DETECTOR CALL								

SW 152 ST & SW 117 AV

REVISIONS							
DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	

	NAME	DATE		NAME	DATE
DESIGNED BY	E.A.	4-94	DRAWN BY	L.L.T.	4-94
CHECKED BY	L.T.	4-94	CHECKED BY	L.T.	4-94

SUPERVISED BY J.V. SCHITEK

APPROVED BY
DATE

METRIC ENGINEERING INC.
ENGINEERS PLANNERS SURVEYORS

SIGNALIZATION PLAN

#4764

C-ADS ADDED
P.R.'S & PED HEADS
TOR 5/8 PED. 2/99
SINCE 5/22/96

Print Date:
7/11/2009

Miami-Dade County Traffic Signals

Print Time:
7:21 PM

TOD Schedule Report for Coral Reef Dr&SR- 821 W

Active Phase Bank: Phase Bank

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	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	35 - 35 - 35	116 - 35 - 35	4	1
3		0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4		0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 5 - 10	21 - 5 - 18	3	0
6	EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	35 - 35 - 35	101 - 35 - 35	4	1
7		0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	5 - 5 - 5	20 - 20 - 20	7 - 7 - 7	4 - 4 - 4	30 - 15 - 30	38 - 15 - 35	4	2

Last In Service Date:

Permitted Phases

	12345678
Default	-2--56-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1	2 WBT	3	4	5 WBL	6 EBT	7	8 SBT	Ring Offset	Offset
	1	85	0	61	0	0	5	53	0	13	0	13
	2	100	0	74	0	0	8	63	0	15	0	14
	3	100	0	74	0	0	8	63	0	15	0	17
	4	100	0	74	0	0	8	63	0	15	0	17
	5	100	0	76	0	0	10	63	0	13	0	1
	6	140	0	111	0	0	12	96	0	18	0	121
	7	90	0	49	0	0	10	36	0	30	0	89
	8	100	0	74	0	0	7	64	0	15	0	26
	9	60	0	39	0	0	5	31	0	10	0	4
	10	110	0	85	0	0	8	74	0	14	0	37
	11	110	0	67	0	0	8	56	0	32	0	32
	12	140	0	111	0	0	12	96	0	18	0	121
	13	90	0	67	0	0	8	56	0	12	0	17
	14	100	0	75	0	0	10	62	0	14	0	11
	15	100	0	74	0	0	7	64	0	15	0	26
	16	140	0	111	0	0	12	96	0	18	0	137
	17	110	0	73	0	0	12	58	0	26	0	106
	18	100	0	74	0	0	12	59	0	15	0	1
→	20	130	0	88	0	0	18	67	0	31	0	111

Local TOD Schedule

Time	Plan	DOW
0000	9	Su M T W Th F S
0030	Free	T W Th F
0100	Free	Su M S
0500	1	M T W Th F
0600	9	Su S
0600	5	M T W Th F
0630	16	M T W Th F
0715	6	M T W Th F
0800	11	Su S
0815	12	M T W Th F
0845	6	M T W Th F
0900	10	M T W Th F
0930	2	M T W Th F
1330	15	M T W Th F
1345	18	M T W Th F
1415	15	M T W Th F
1515	8	M T W Th F
1530	17	M T W Th F
1615	20	M T W Th F
1900	3	Su S
2000	4	Su S
2000	3	M T W Th F
2200	9	Su S
2230	9	M T W Th F

	←	→	↓
	88		
	18	67	31
Y	4	4	4
R	1 3	1	2

TOD Schedule Report for Coral Reef Dr&SR- 821 W

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------	Su M T W Th F S
0100	TOD OUTPUTS	-------1	Su M S
0600	TOD OUTPUTS	-------	Su S

Local Time of Day Function

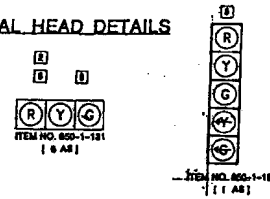
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------	Su M T W Th F S
0030	TOD OUTPUTS	-------1	T W Th F
0100	TOD OUTPUTS	-------1	Su M S
0500	TOD OUTPUTS	-------	M T W Th F
0600	TOD OUTPUTS	-------	Su S

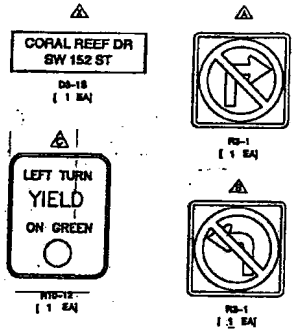
*** Settings**

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

STATE PROJ. NO.	SHEET NO.
87100-3576	T-23

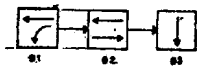
SIGNAL HEAD DETAILS



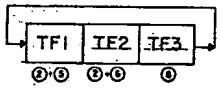


SIGNAL OPERATING PLAN

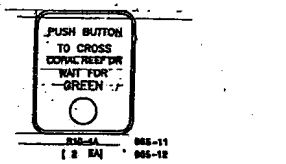
PHASE MOVEMENT DIAGRAM



RING DIAGRAM



ITEM NO. 700-46-11
[4 EA]



SIGNALIZATION NOTES

1. CONTROLLER OPERATIONS:
   A. THREE PHASE, FULL ACTUATED, EXPANDIBLE TO EIGHT PHASES WITH COORDINATION CAPABILITIES.
   B. MAJOR STREET IS CORAL REEF DR (SW 152 ST).
      MINOR STREET IS HEFT WEST (SR 821).
   C. COORDINATON ON MOVEMENTS ②+⑥
   D. CONCURRENT PEDESTRIAN TIMING ON ACTUATION ONLY.
   E. FLASHING OPERATION TO BE
      YELLOW ON CORAL REEF DR (SW 152 ST).
      RED ON HEFT WEST (SR 821).

OTHER IMPROVEMENT NOTES

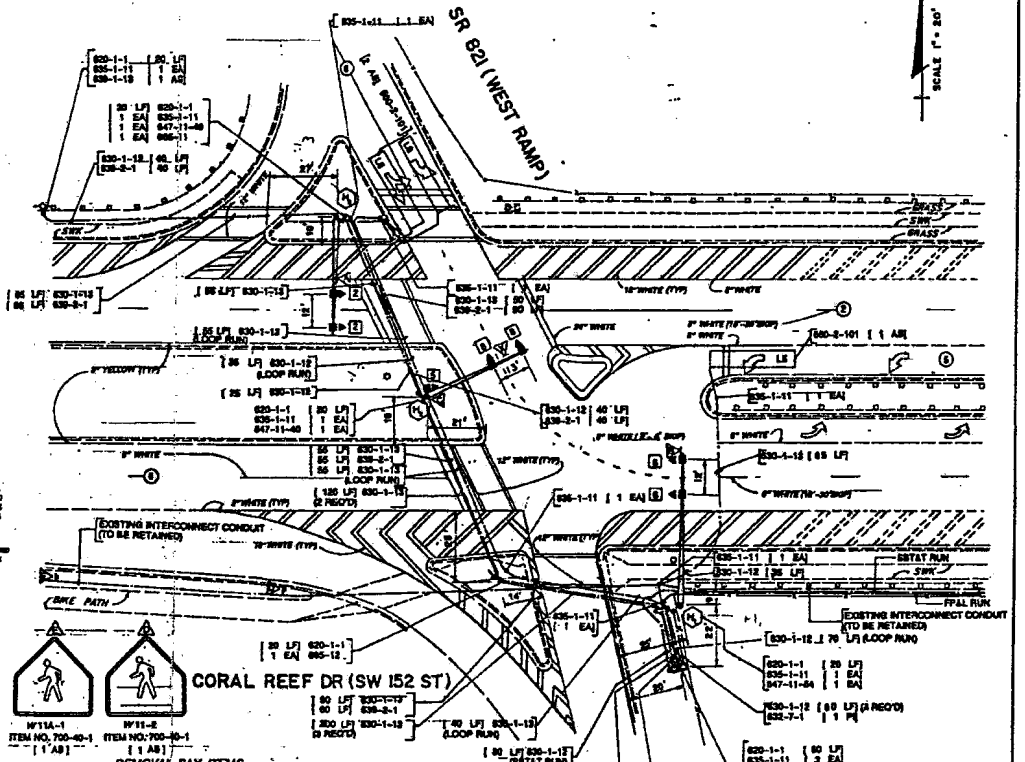
1. THIS INTERSECTION SHALL BE MILLED AND RESURFACED ACCORDING TO GENERAL NOTE 17 ON SHEET T-II QUANTITIES FOR THIS WORK WILL INCLUDE THOSE SHOWN ON SHEET T-3 FOR PAY ITEM NUMBERS 327-70-6, 331-1 AND 327-1-2.
2. PAVEMENT MARKING IMPROVEMENTS AT THIS INTERSECTION WILL BE AS DESCRIBED IN GENERAL NOTES, SHEET T-11 QUANTITIES FOR THIS WORK WILL INCLUDE THOSE SHOWN ON SHEET T-6
3. 4" CONCRETE SIDEWALK SHALL BE CONSTRUCTED AS DIRECTED BY THE ENGINEER. QUANTITIES FOR ANY ANTICIPATED CONCRETE SIDEWALK ARE SHOWN ON SHEET T-3 LOCATIONS WHERE CONCRETE SIDEWALK WILL BE CONSTRUCTED ARE:

   NO LOCATIONS

4. ASPHALT PAVEMENT SIDEWALKS SHALL BE CONSTRUCTED AS DIRECTED BY THE ENGINEER. QUANTITIES FOR ANY ANTICIPATED ASPHALT PAVEMENT SIDEWALK IS SHOWN ON SHEET T-3 LOCATIONS WHERE ASPHALT SIDEWALK WILL BE CONSTRUCTED ARE.

   NO LOCATIONS

T-4



SIGNAL TIMING DIAGRAM

CONTROLLER TIMING SHEET

CORAL REEF DR (SW 152 ST) & SR 821 (W)

INITIAL TURN-ON TIMING MAY REQUIRE FIELD ADJUSTMENT

TIMING FUNCTION	1	2	3	4	5	6	7	8
MINIMUM GREEN (INT.)								
EXTENSION (PASS)								
MAXIMUM GREEN 1								
MAXIMUM GREEN 2								
YELLOW CLEARANCE								
ALL RED CLEARANCE								
PEDESTRIAN WALK								
PED CLEARANCE								
DETECTOR CALL								

DETECTORS FOR LOOPS		
LOOPS	NO. OF LOOPS	NO. OF DETS.
L8	2	1
L8	1	1
L		
L		
L		
L		
L		
L		
L		

REMOVAL PAY ITEMS

[7	EA]	990-10	REMOVE TRAFFIC SIGNAL HEAD ASSEMBLY
[8	EA]	990-20	REMOVE PEDESTRIAN SIGNAL ASSEMBLY
[9	EA]	990-30	REMOVE POLES
[6	EA]	990-31	REMOVE SIGNAL PEDESTAL
[2	EA]	990-40	REMOVE MAST ARM ASSEMBLY
[1	EA]	990-50	REMOVE CONTROLLER ASSEMBLY
[1	EA]	990-60	REMOVE VEHICLE DETECTOR ASSEMBLY
[8	EA]	990-70	REMOVE PEDESTRIAN DETECTOR ASSEMBLY
[6	EA]	990-80	REMOVE SPAN WIRE ASSEMBLY
[1	PI]	990-90	REMOVE CABLING AND CONDUIT
[6	LF]	990-91	REMOVE EXISTING SIGNAL INTERCONNECT CABLE
[9	PI]	990-100	REMOVE MISCELLANEOUS SIGNAL EQUIPMENT

BASE MAP SOURCE:
Dade County Public Works Department
Traffic Engineering Section
Intersection Plans

LOCATION 11

DADE COUNTY P.W. ID No. 4396

CORAL REEF DR (SW 152 ST) & SR 821 (WEST)

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

FLORIDA DEPARTMENT OF TRANSPORTATION

DAVID PLUMMER & ASSOCIATES, INC.
4000 MAIDENO STREET
CORAL GABLES, FL 33146

SIGNALIZATION PLAN

#4396

#171

Print Date:
7/11/2009

Miami-Dade County Traffic Signals

Print Time:
7:21 PM

TOD Schedule Report for Coral Reef Dr&SR- 821 E

Active Phase Bank: Phase Bank

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 7 - 10	68 - 15 - 10	3	0
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	35 - 31 - 35	72 - 40 - 35	4	1
3	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	5 - 5 - 5	23 - 23 - 23	7 - 7 - 7	4 - 4 - 4	30 - 13 - 30	38 - 25 - 30	4	2
5	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	35 - 31 - 35	115 - 40 - 35	4	1
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:

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3	4 NBT	5	6 EBT	7	8	Ring Offset	Offset
	1	85	6	42	0	23	0	51	0	0	0	16
	2	100	10	60	0	16	0	73	0	0	0	26
	3	100	8	60	0	18	0	71	0	0	0	20
	4	100	13	60	0	13	0	76	0	0	0	20
	5	100	23	42	0	21	0	68	0	0	0	6
	6	140	65	42	0	19	0	110	0	0	0	117
	7	90	10	53	0	13	0	66	0	0	0	12
	8	100	10	60	0	16	0	73	0	0	0	27
	9	60	8	25	0	13	0	36	0	0	0	0
	10	110	10	67	0	19	0	80	0	0	0	33
	11	110	8	56	0	32	0	67	0	0	0	18
	12	140	65	42	0	19	0	110	0	0	0	117
	13	90	8	55	0	13	0	66	0	0	0	12
	14	100	16	51	0	19	0	70	0	0	0	15
	15	100	10	60	0	16	0	73	0	0	0	27
	16	140	60	47	0	19	0	110	0	0	0	132
	17	110	20	50	0	26	0	73	0	0	0	103
	18	100	10	60	0	16	0	73	0	0	0	2
→	20	130	28	67	0	21	0	98	0	0	0	104

Local TOD Schedule

Time	Plan	DOW
0000	9	Su M T W Th F S
0030	Free	T W Th F
0100	Free	Su M S
0500	1	M T W Th F
0600	9	Su S
0600	5	M T W Th F
0630	16	M T W Th F
0715	6	M T W Th F
0800	11	Su S
0815	12	M T W Th F
0845	6	M T W Th F
0900	10	M T W Th F
0930	2	M T W Th F
1330	15	M T W Th F
1345	18	M T W Th F
1415	15	M T W Th F
1515	8	M T W Th F
1530	17	M T W Th F
1615	20	M T W Th F
1900	3	Su S
2000	4	Su S
2000	3	M T W Th F
2200	9	Su S
2230	9	M T W Th F

28 67 21

98

Y 3 4 4 4

R 1 1 2

TOD Schedule Report for Coral Reef Dr&SR- 821 E

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	Su M T W Th F S
0100	TOD OUTPUTS	-------1	Su M S
0600	TOD OUTPUTS	--------	Su S

Local Time of Day Function

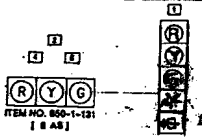
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	Su M T W Th F S
0030	TOD OUTPUTS	-------1	T W Th F
0100	TOD OUTPUTS	-------1	Su M S
0500	TOD OUTPUTS	--------	M T W Th F
0600	TOD OUTPUTS	--------	Su S

*** Settings**

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

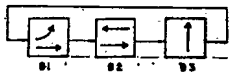
STATE PROJ. NO.	SHEET NO.
87100-3576	T-22

SIGNAL HEAD DETAILS

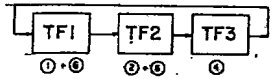


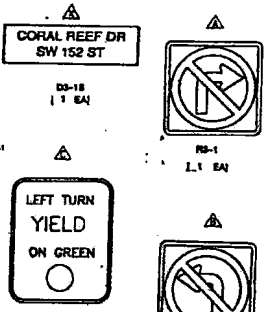
SIGNAL OPERATING PLAN

PHASE MOVEMENT DIAGRAM



RING DIAGRAM





SIGNALIZATION NOTES

1. CONTROLLER OPERATIONS:
   A. THREE PHASE FULLY ACTUATED EXPANSIBLE TO EIGHT PHASES WITH COORDINATION CAPABILITIES.
   B. MAJOR STREET IS CORAL REEF DR (SW 152 ST), MINOR STREET IS HEFT EAST (SR 821).
   C. COORDINATION ON MOVEMENTS ② + ⑥
   D. CONCURRENT PEDESTRIAN TIMING ON ACTUATION ONLY.
   E. FLASHING OPERATION TO BE
      YELLOW ON CORAL REEF DR (SW 152 ST),
      RED ON HEFT EAST (SR 821).

OTHER IMPROVEMENT NOTES

1. THIS INTERSECTION SHALL BE MILLED AND RESURFACED ACCORDING TO GENERAL NOTE 17 ON SHEET T-11 QUANTITIES FOR THIS WORK WILL INCLUDE THOSE SHOWN ON SHEET T-4, FOR PAY ITEM NUMBERS 327-70-4, 334-1 AND 337-7-2.

TBD 2. PAVEMENT MARKINGS IMPROVEMENTS AT THIS INTERSECTION WILL BE AS DESCRIBED IN GENERAL NOTES, SHEET T-11 QUANTITIES FOR THIS WORK WILL INCLUDE THOSE SHOWN ON SHEET T-4.

3. 4" CONCRETE SIDEWALK SHALL BE CONSTRUCTED AS DIRECTED BY THE ENGINEER. QUANTITIES FOR ANY ANTICIPATED CONCRETE SIDEWALK ARE SHOWN ON SHEET T-4. LOCATIONS WHERE CONCRETE SIDEWALK WILL BE CONSTRUCTED ARE:

NO LOCATIONS

4. ASPHALT PAVEMENT SIDEWALKS SHALL BE CONSTRUCTED AS DIRECTED BY THE ENGINEER. QUANTITIES FOR ANY ANTICIPATED ASPHALT PAVEMENT SIDEWALK IS SHOWN ON SHEET T-4. LOCATIONS WHERE ASPHALT SIDEWALK WILL BE CONSTRUCTED ARE:

NORTHEAST QUADRANT

DETECTORS FOR LOOPS		
LOOPS	NO. OF LOOPS	NO. OF DETS.
L1	1	1
L2	-	-
L3	-	-
L4	2	1
L5	-	-
L6	-	-
L		
L		
L		

SIGNAL TIMING DIAGRAM

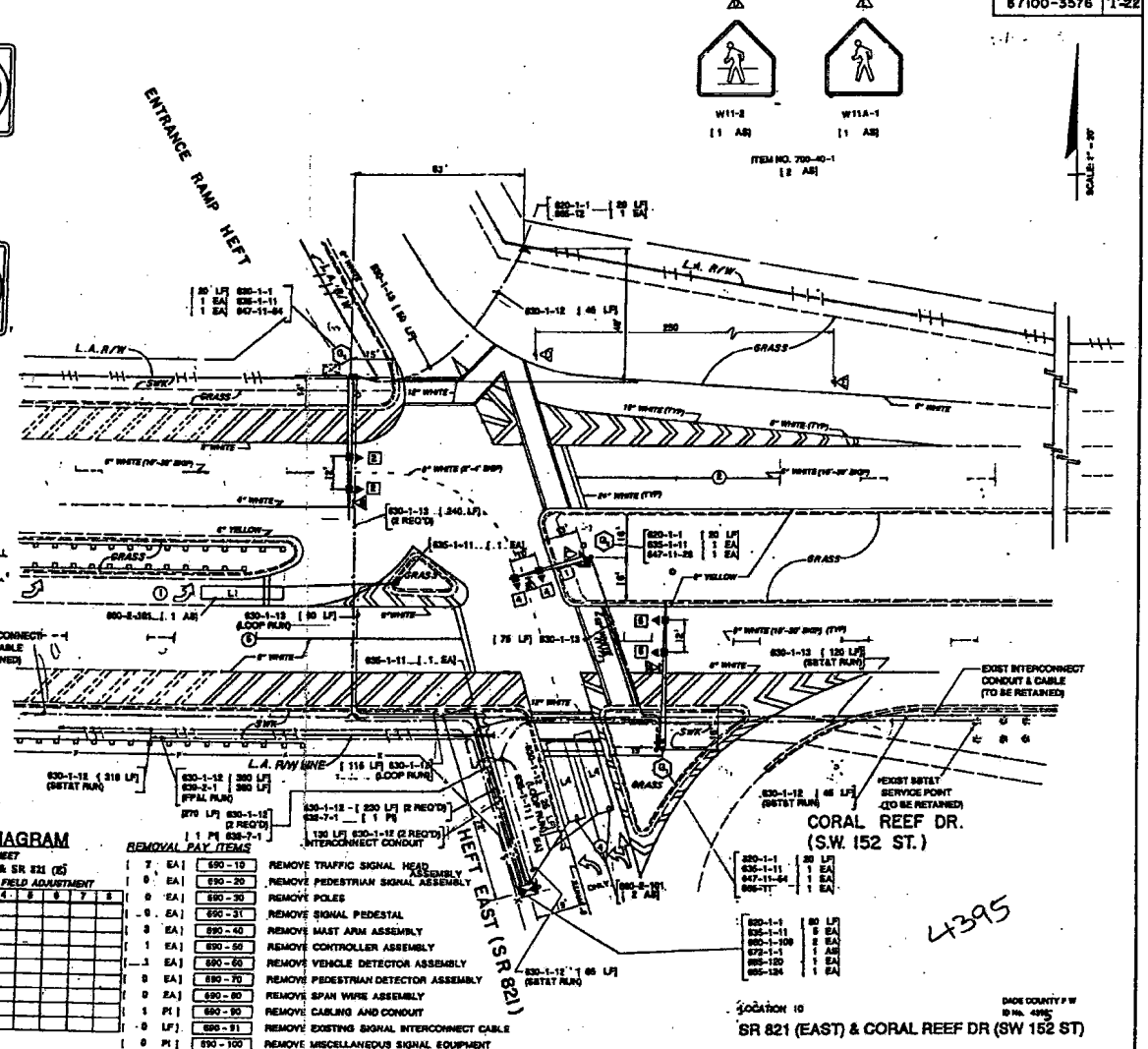
CONTROLLER TIMING SHEET

CORAL REEF DR (SW 152 ST) & SR 821 (E)

INITIAL TURN-ON TIMING MAY REQUIRE FIELD ADJUSTMENT

TIMING FUNCTION	1	2	3	4	5	6	7	8
MINIMUM GREEN (INT.)								
EXTENSION (PASS)								
MAXIMUM GREEN 1								
MAXIMUM GREEN 2								
YELLOW CLEARANCE								
ALL RED CLEARANCE								
PEDESTRIAN WALK								
PED CLEARANCE								
DETECTOR CALL								

BASE MAP SOURCE:
Dade County Public Works Department
Traffic Engineering Section
Intersection Plans



REMOVAL PAY ITEMS

[7	EA]	690 - 10	REMOVE TRAFFIC SIGNAL HEAD ASSEMBLY
[0	EA]	690 - 20	REMOVE PEDESTRIAN SIGNAL ASSEMBLY
[0	EA]	690 - 30	REMOVE POLES
[0	EA]	690 - 31	REMOVE SIGNAL PEDESTAL
[3	EA]	690 - 40	REMOVE MAST ARM ASSEMBLY
[1	EA]	690 - 50	REMOVE CONTROLLER ASSEMBLY
[1	EA]	690 - 60	REMOVE VEHICLE DETECTOR ASSEMBLY
[0	EA]	690 - 70	REMOVE PEDESTRIAN DETECTOR ASSEMBLY
[0	EA]	690 - 80	REMOVE SPAN WIRE ASSEMBLY
[1	PI]	690 - 90	REMOVE CABLING AND CONDUIT
[0	LF]	690 - 91	REMOVE EXISTING SIGNAL INTERCONNECT CABLE
[0	PI]	690 - 100	REMOVE MISCELLANEOUS SIGNAL EQUIPMENT

LOCATION 10

DADE COUNTY F W ID No. 4395

SR 821 (EAST) & CORAL REEF DR (SW 152 ST)

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

REVISIONS

FLORIDA DEPARTMENT OF TRANSPORTATION

DAVID PLUMMER & ASSOCIATES INC.
4333 SALZEDO STREET
CORAL GABLES, FL 33146

SIGNALIZATION PLAN

Sec. 171

Print Date:
7/11/2009

Miami-Dade County Traffic Signals

Print Time:
7:05 PM

TOD Schedule Report for Coral Reef Dr&SW 112 Av

Active Phase Bank: Phase Bank

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 10 - 7	14 - 5 - 7	3	0
2 WBT	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	1 - 1 - 1	30 - 40 - 30	84 - 30 - 30	4	1.4
3 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	18 - 12 - 18	19 - 6 - 18	3	0
4 NBT	4 - 4 - 4	20 - 20 - 20	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	36 - 17 - 25	4	1.5
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 10 - 7	14 - 5 - 7	3	0
6 EBT	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	1 - 1 - 1	30 - 40 - 30	84 - 30 - 30	4	1.4
7 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	18 - 12 - 18	19 - 6 - 18	3	0
8 SBT	4 - 4 - 4	20 - 20 - 20	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	36 - 17 - 25	4	1.5

Last In Service Date:

Permitted Phases

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

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	85	7	32	10	20	7	32	10	20	0	52
	2	100	8	47	10	19	8	47	10	19	0	57
	3	100	8	47	10	19	8	47	10	19	0	57
	4	100	8	47	10	19	8	47	10	19	0	57
	5	100	7	47	10	20	7	47	10	20	0	33
	6	140	8	74	17	25	8	74	17	25	0	3
	7	90	6	42	8	18	6	42	8	18	0	52
	8	100	6	48	11	19	6	48	11	19	0	66
	10	110	6	56	12	20	6	56	12	20	0	58
	11	110	8	47	10	29	8	47	15	24	0	81
	12	140	8	79	12	25	8	79	12	25	0	3
	13	90	6	44	6	18	6	44	6	18	0	54
	14	100	6	46	12	20	6	46	12	20	0	59
	15	100	8	46	11	19	8	46	11	19	0	64
	16	140	11	67	16	30	11	67	16	30	0	18
	17	110	11	49	11	23	11	49	11	23	0	75
	18	100	8	46	11	19	8	46	11	19	0	39
→	20	130	11	66	11	26	11	66	15	22	0	77

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0030	Free	T W Th F
0100	Free	Su M S
0500	1	M T W Th F
0600	Free	Su S
0600	5	M T W Th F
0630	16	M T W Th F
0715	6	M T W Th F
0800	11	Su S
0815	12	M T W Th F
0845	6	M T W Th F
0900	10	M T W Th F
0930	2	M T W Th F
1330	15	M T W Th F
1345	18	M T W Th F
1415	15	M T W Th F
1515	8	M T W Th F
1530	17	M T W Th F
1615	20	M T W Th F
1900	3	Su S
2000	4	Su S
2000	3	M T W Th F
2200	Free	Su S
2230	Free	M T W Th F

	↱	←	↳	↑
	11	66	11	26
	↰	→	↰	↓
	11	66	15	22
Y	3	4	3	4
R	0	1.4	0	1.5

TOD Schedule Report for Coral Reef Dr&SW 112 Av

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	Su M T W Th F S
0100	TOD OUTPUTS	------2-	Su M S
0600	TOD OUTPUTS	-------1	Su S
0800	TOD OUTPUTS	-------	Su S
2200	TOD OUTPUTS	-------1	Su S

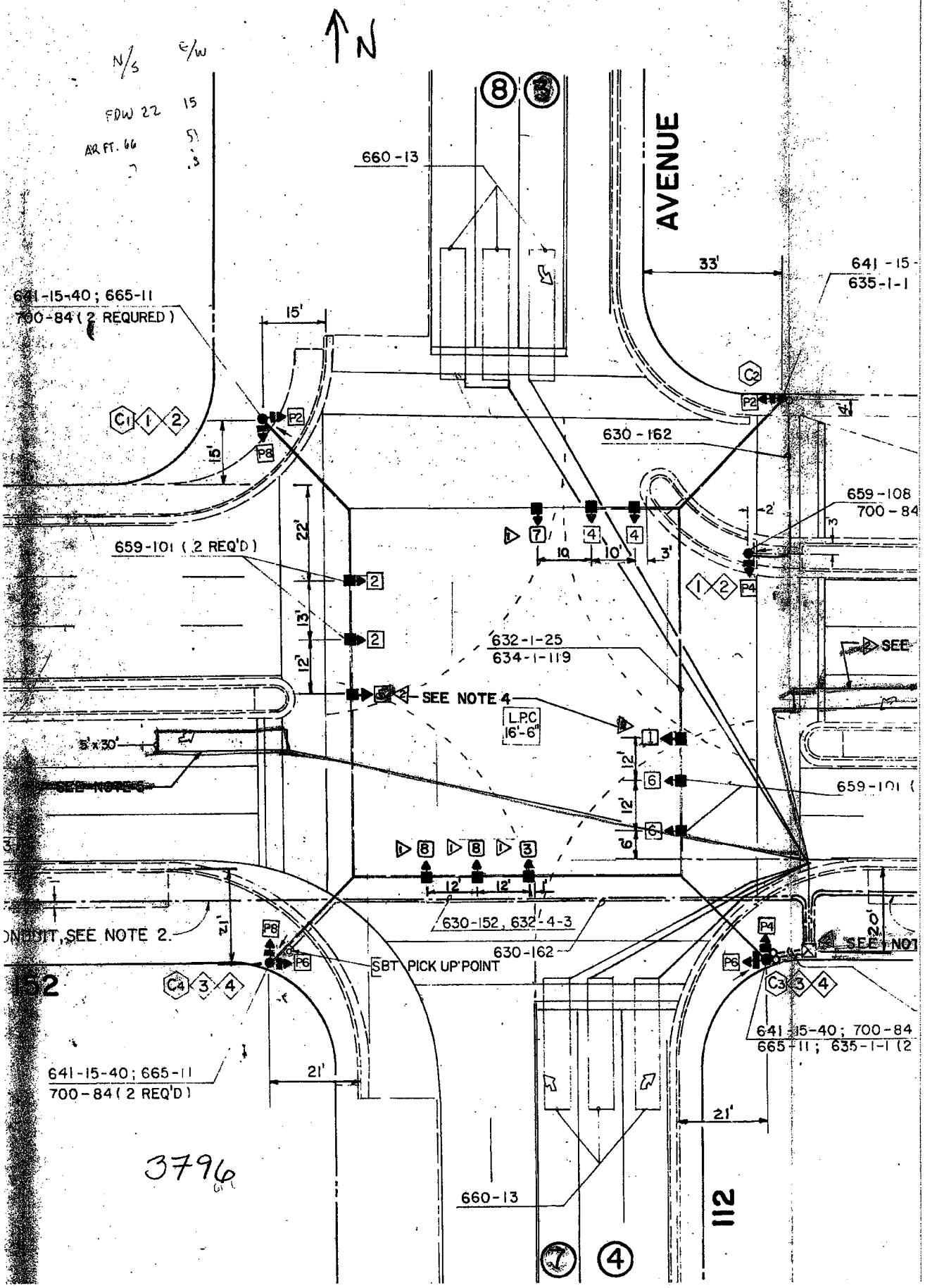
Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	Su M T W Th F S
0030	TOD OUTPUTS	------2-	T W Th F
0100	TOD OUTPUTS	------2-	Su M S
0500	TOD OUTPUTS	-------	M T W Th F
0600	TOD OUTPUTS	-------1	Su S
0800	TOD OUTPUTS	-------	Su S
2200	TOD OUTPUTS	-------1	Su S
2230	TOD OUTPUTS	-------1	M T W Th F

*** 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

SIGNAL HEADS 1 & 5 WITH LEFT TURN ARROW AS SHOWN.
SHOWN.
ROLLER FOR EIGHT PHASE OPERATION.



Print Date:
7/11/2009

Miami-Dade County Traffic Signals

Print Time:
7:33 PM

TOD Schedule Report for SW 117 Av@SW 14800 Blk

Active Phase Bank: Phase Bank

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	NBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	5 - 5 - 5	10 - 20 - 10	72 - 16 - 36	4	1
2	SBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 20 - 40	65 - 20 - 40	4	2
3		0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 14 - 10	43 - 14 - 30	4	1
5		0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 20 - 40	100 - 20 - 40	4	2
7		0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8		0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date:

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3	4 WBT	5	6 NBT	7	8	Ring Offset	Offset
	1	85	27	24	0	18	0	56	0	0	0	20
	2	100	23	37	0	24	0	65	0	0	0	36
	3	100	28	34	0	22	0	67	0	0	0	50
	4	100	24	38	0	22	0	67	0	0	0	50
	5	100	37	24	0	23	0	66	0	0	0	83
	6	140	64	24	0	36	0	93	0	0	0	84
	7	90	14	33	0	27	0	52	0	0	0	23
	8	100	23	37	0	24	0	65	0	0	0	49
	10	110	31	41	0	22	0	77	0	0	0	86
	11	110	31	43	0	20	0	79	0	0	0	73
	12	140	64	24	0	36	0	93	0	0	0	84
	13	90	14	50	0	10	0	69	0	0	0	66
	14	100	33	28	0	23	0	66	0	0	0	17
	15	100	23	37	0	24	0	65	0	0	0	49
	16	140	67	24	0	33	0	96	0	0	0	107
	17	110	23	47	0	24	0	75	0	0	0	46
	18	100	23	32	0	29	0	60	0	0	0	49
→	20	130	28	61	0	25	0	94	0	0	0	16

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0030	Free	T W Th F
0100	Free	Su M S
0500	1	M T W Th F
0600	Free	Su S
0600	5	M T W Th F
0630	16	M T W Th F
0715	6	M T W Th F
0800	11	Su S
0815	12	M T W Th F
0845	6	M T W Th F
0900	10	M T W Th F
0930	2	M T W Th F
1330	15	M T W Th F
1345	18	M T W Th F
1415	15	M T W Th F
1515	8	M T W Th F
1530	17	M T W Th F
→1615	20	M T W Th F
1900	3	Su S
2000	4	Su S
2000	3	M T W Th F
2200	Free	Su S
2230	Free	M T W Th F

↰ ↓ →
28 61 25
↑
94

Y	4	4	4
R	1	2	2

TOD Schedule Report for SW 117 Av@SW 14800 Blk

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	Su M T W Th F S
0100	TOD OUTPUTS	------2-	Su M S
0600	TOD OUTPUTS	-------1	Su S
0800	TOD OUTPUTS	-------	Su S
2200	TOD OUTPUTS	-------1	Su S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	Su M T W Th F S
0030	TOD OUTPUTS	------2-	T W Th F
0100	TOD OUTPUTS	------2-	Su M S
0500	TOD OUTPUTS	-------	M T W Th F
0600	TOD OUTPUTS	-------1	Su S
0800	TOD OUTPUTS	-------	Su S
2200	TOD OUTPUTS	-------1	Su S
2230	TOD OUTPUTS	-------1	M T W Th F

*** 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

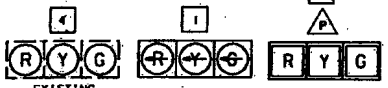
STATE PROJ. NO.	SHEET
97870-3300	T-

SIGNAL HEAD DETAILS

EXISTING [2 AS] (TO REMAIN)

650-1-33 [1 AS] (TO BE REMOVED & INSTALLED) [1 AS] (TO REMAIN)

(TO BE REMOVED) [1 EA]



EXISTING [2 EA] (TO BE REMOVED)

650-1-13 [2 AS]

650-2-13 [2 AS] (OPTICALLY PROGRAMMED)

D3-15 [1 EA] EXISTING (TO REMAIN)

R3-1 [1 EA] EXISTING (TO REMAIN)

R3-3 [1 EA]

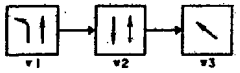
MAST ARM MOUNTED SIGN 700-48-18 [1 EA]

R3-2 [1 EA] EXISTING (TO BE REMOVED FROM MAST ARM ITEM NO. 700-48-60 [1 EA])

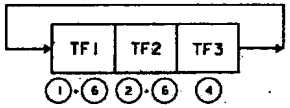
FOR GROUND MOUNTED SIGNS AND PAVEMENT MARKINGS, SEE SIGNING & PAVEMENT MARKING PLAN SHEETS.

SIGNAL OPERATING PLAN

PHASE MOVEMENT DIAGRAM



RING DIAGRAM



STA. 675+13.51 ℄ RAMP 'N'
STA. 52+50.00 ℄ SW 117 AV

STA. 474+95.34 ℄ LINE 'L'
STA. 52+26.00 ℄ SW 117 AV

REMOVAL ITEMS			
690-10	REMOVE TRAFFIC SIGNAL HEAD ASSEMBLY	EA	4
690-20	REMOVE PEDESTRIAN SIGNAL ASSEMBLY	EA	-
690-30	REMOVE POLE	EA	-
690-31	REMOVE SIGNAL PEDESTAL	EA	-
690-40	REMOVE MAST ARM ASSEMBLY	EA	-
690-50	REMOVE CONTROLLER ASSEMBLY	EA	-
690-80	REMOVE SPAN WIRE ASSEMBLY	EA	-
690-90	REMOVE CABLING AND CONDUIT	PI	-
690-100	REMOVE MISCELLANEOUS SIGNAL EQUIPMENT	PI	-

SIGNALIZATION NOTES

1. CONTROLLER OPERATIONS
   A. EXISTING CONTROLLER ASSEMBLY WITH COORDINATION CAPABILITIES.
   B. MAJOR STREET IS SW 117 AV, MINOR STREET IS LINE 'L'.
   C. FLASHING OPERATION TO BE: YELLOW ON SW 117 AV, RED ON LINE 'L' AND MOVEMENT (1).
   D. COORDINATION PHASE IS #2 (MOVEMENTS (2) + (6)).
2. LOCATE EXISTING LOOP RUN CONDUIT IN NE CORNER FOR L1. INSTALL NEW CONDUIT FROM EXISTING CONDUIT TO EXISTING CONTROLLER. INSTALL NEW LOOP WIRE FOR L1 IN EXISTING AND NEW CONDUIT AND WIRE INTO CONTROLLER ASSEMBLY.
3. MODIFY SIGNAL HEADS ON MAST ARM ASSEMBLY (B1) AS SHOWN.
4. INSTALL SIGNAL HEADS [4] (A) AT SAME LOCATIONS ON MAST ARM (B2) AS EXISTING.

CONTROLLER TIMING SHEET

LINE 'L' & SW 117 AV

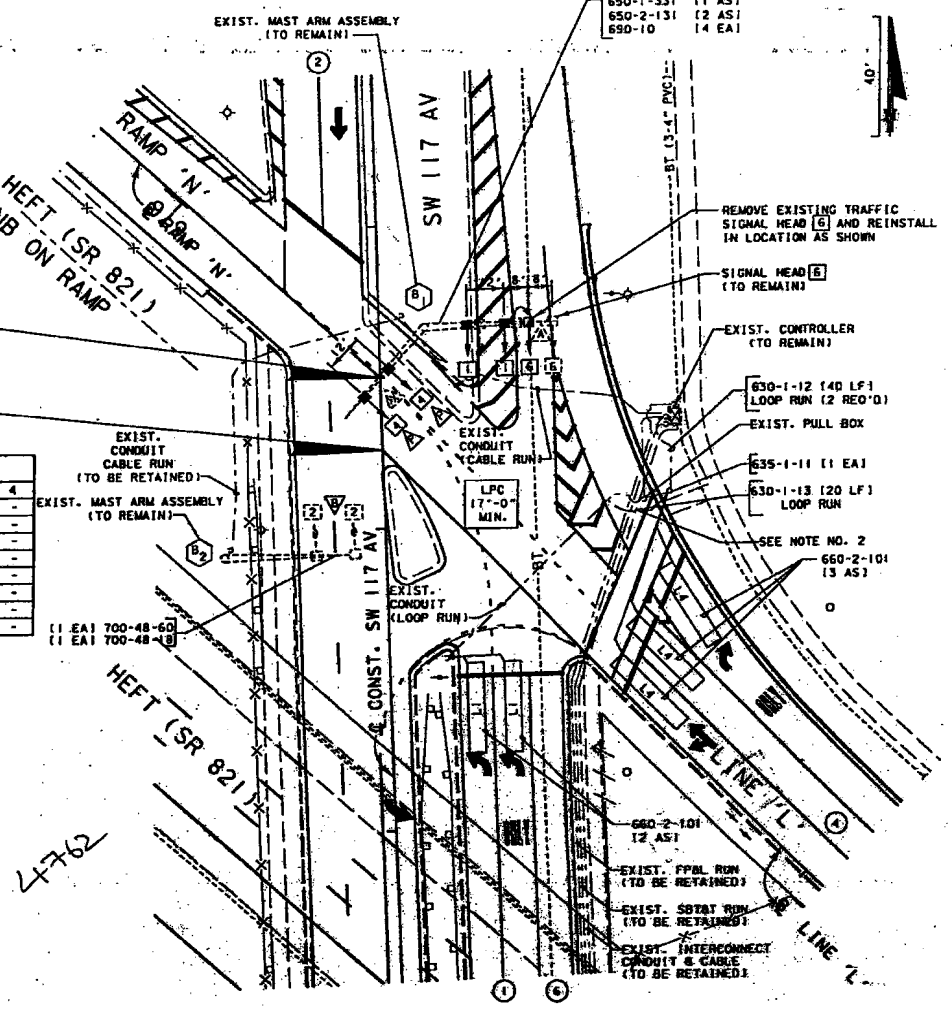
INITIAL TURN ON TIMING MAY REQUIRE FIELD ADJUSTMENT

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

DETECTORS FOR LOOPS		
LOOPS	NO. OF LOOPS	NO. OF DETS.
L1	2	1 *
L4	3	1 *

* EXISTING DETECTOR

TIMING WILL BE PROVIDED BY DADE COUNTY PUBLIC WORKS DEPARTMENT SIGNALS AND SIGNS DIVISION, 7100 NW 36 ST. TELEPHONE (305) 592-8925.



LOCATION 2

LINE 'L' & SW 117 AV

DADE COUNTY PUBLIC WORKS ID # 476

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

REVISIONS

FLORIDA DEPARTMENT OF TRANSPORTATION

DAVID PLUMMER & ASSOCIATES, INC.
888 PONCE DE LEON BOULEVARD
CORAL GABLES, FL. 33134

SIGNALIZATION PLAN

Print Date:
7/11/2009

Miami-Dade County Traffic Signals

Print Time:
7:33 PM

TOD Schedule Report for SW 117 Av@SW 15000 Blk

Active Phase Bank: Phase Bank

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	SBT	10	10	10	5	5	5	10	10	10	1	1	1	45	35	45	119	30	40	4	2
3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	SBL	0	0	0	0	0	0	5	5	5	2	2	2	7	10	7	16	7	7	4	0
6	NBT	10	10	10	5	5	5	10	10	10	1	1	1	45	35	45	107	30	40	4	2
7		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	SET	0	0	0	0	0	0	7	7	7	3.5	3.5	3.5	16	25	20	49	15	20	4	1

Last In Service Date:

Permitted Phases

	12345678
Default	-2--56-8
External Permit 0	--------
External Permit 1	-2--56-8
External Permit 2	-2--56-8

Current TOD Schedule	Plan	Cycle	Green Time 1	2 SBT	3	4	5 SBL	6 NBT	7	8 SET	Ring Offset	Offset
	1	85	0	60	0	0	8	48	0	14	0	52
	2	100	0	69	0	0	8	57	0	20	0	45
	3	100	0	55	0	0	6	45	0	34	0	58
	4	100	0	59	0	0	6	49	0	30	0	58
	5	100	0	75	0	0	8	63	0	14	0	73
	6	140	0	114	0	0	6	102	0	15	0	87
	7	90	0	57	0	0	11	42	0	22	0	34
	8	100	0	64	0	0	8	52	0	25	0	37
	10	110	0	85	0	0	8	73	0	14	0	5
	11	110	0	74	0	0	8	62	0	25	0	41
	12	140	0	114	0	0	6	102	0	15	0	86
	13	90	0	71	0	0	6	61	0	8	0	71
	14	100	0	69	0	0	7	56	0	20	0	11
	15	100	0	69	0	0	8	57	0	20	0	42
	16	140	0	112	0	0	6	102	0	17	0	105
	17	110	0	61	0	0	10	47	0	38	0	61
	18	100	0	64	0	0	8	52	0	25	0	49
→	20	130	0	76	0	0	11	61	0	43	0	35

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0030	Free	T W Th F
0100	Free	Su M S
0500	1	M T W Th F
0600	Free	Su S
0600	5	M T W Th F
0630	16	M T W Th F
0715	6	M T W Th F
0800	11	Su S
0815	12	M T W Th F
0845	6	M T W Th F
0900	10	M T W Th F
0930	2	M T W Th F
1330	15	M T W Th F
1345	18	M T W Th F
1415	15	M T W Th F
1515	8	M T W Th F
1530	17	M T W Th F
1615	20	M T W Th F
1900	3	Su S
2000	4	Su S
2000	3	M T W Th F
2200	Free	Su S
2230	Free	M T W Th F

↓ 76

↳ 11 ↑ 61 ↘ 43

Y 4 4 6 4 4

R 2 0 2 1

TOD Schedule Report for SW 117 Av@SW 15000 Blk

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	Su M T W Th F S
0100	TOD OUTPUTS	------2-	Su M S
0600	TOD OUTPUTS	-------1	Su S
0800	TOD OUTPUTS	-------	Su S
2200	TOD OUTPUTS	-------1	Su S

Local Time of Day Function

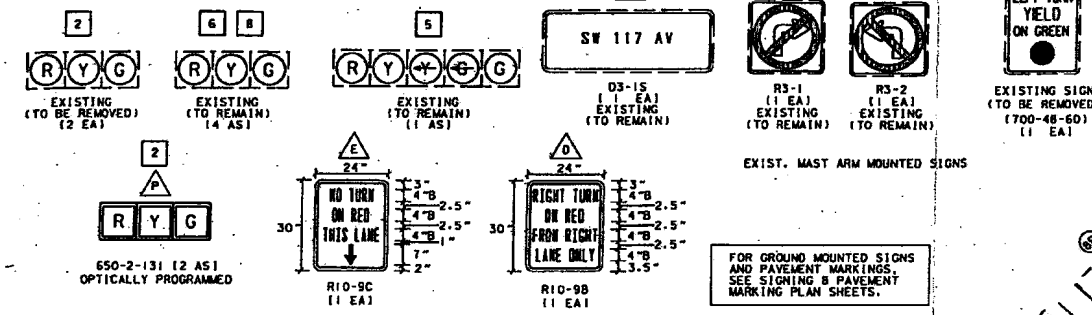
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	Su M T W Th F S
0030	TOD OUTPUTS	------2-	T W Th F
0100	TOD OUTPUTS	------2-	Su M S
0500	TOD OUTPUTS	-------	M T W Th F
0600	TOD OUTPUTS	-------1	Su S
0800	TOD OUTPUTS	-------	Su S
2200	TOD OUTPUTS	-------1	Su S
2230	TOD OUTPUTS	-------1	M T W Th F

*** 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

STATE PROJ. NO.	SHEET
97870-3300	T-4

SIGNAL HEAD DETAILS



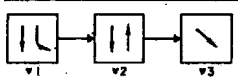
EXIST. MAST ARM MOUNTED SIGNS

FOR GROUND MOUNTED SIGNS AND PAVEMENT MARKINGS, SEE SIGNING & PAVEMENT MARKING PLAN SHEETS.

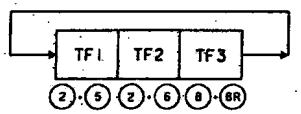
SPECIAL SIGN (DADE COUNTY)
USE 3/8" BORDER 1/2" FROM EDGE OF SIGN
LEGEND: BLACK, BACKGROUND: WHITE
MAST ARM MOUNTED SIGNS
700-48-18
(2 EA)

SIGNAL OPERATING PLAN

PHASE MOVEMENT DIAGRAM



RING DIAGRAM



REMOVAL ITEMS			
690-10	REMOVE TRAFFIC SIGNAL HEAD ASSEMBLY	EA	2
690-20	REMOVE PEDESTRIAN SIGNAL ASSEMBLY	EA	-
690-30	REMOVE POLE	EA	-
690-31	REMOVE SIGNAL PEDESTAL	EA	-
690-40	REMOVE MAST ARM ASSEMBLY	EA	-
690-50	REMOVE CONTROLLER ASSEMBLY	EA	-
690-80	REMOVE SPAN WIRE ASSEMBLY	EA	-
690-90	REMOVE CABLING AND CONDUIT	PI	-
690-100	REMOVE MISCELLANEOUS SIGNAL EQUIPMENT	PI	-

SIGNALIZATION NOTES

1. CONTROLLER OPERATIONS
   A. EXISTING CONTROLLER ASSEMBLY WITH COORDINATION CAPABILITIES.
   B. MAJOR STREET IS SW 117 AV, MINOR STREET IS RAMP 'M'.
   C. FLASHING OPERATION TO BE: YELLOW ON SW 117 AV, RED ON RAMP 'M' & MOVEMENT (5).
   D. COORDINATION PHASE IS #2 (MOVEMENTS (2) · (6)).
2. CONTRACTOR SHALL LOCATE EXISTING LOOP RUN CONDUIT AND INSTALL NEW CONDUIT FROM EXISTING CONDUIT TO NEW PULL BOX. INSTALL NEW LOOP WIRE IN EXISTING AND NEW CONDUIT TO TRAFFIC SIGNAL CONTROLLER AND WIRE INTO CONTROLLER ASSEMBLY.
3. INSTALL SIGNAL HEADS [2] (A) AT SAME LOCATIONS ON MAST ARM (C2) AS EXISTING.

CONTROLLER TIMING SHEET

RAMP 'M' & SW 117 AV

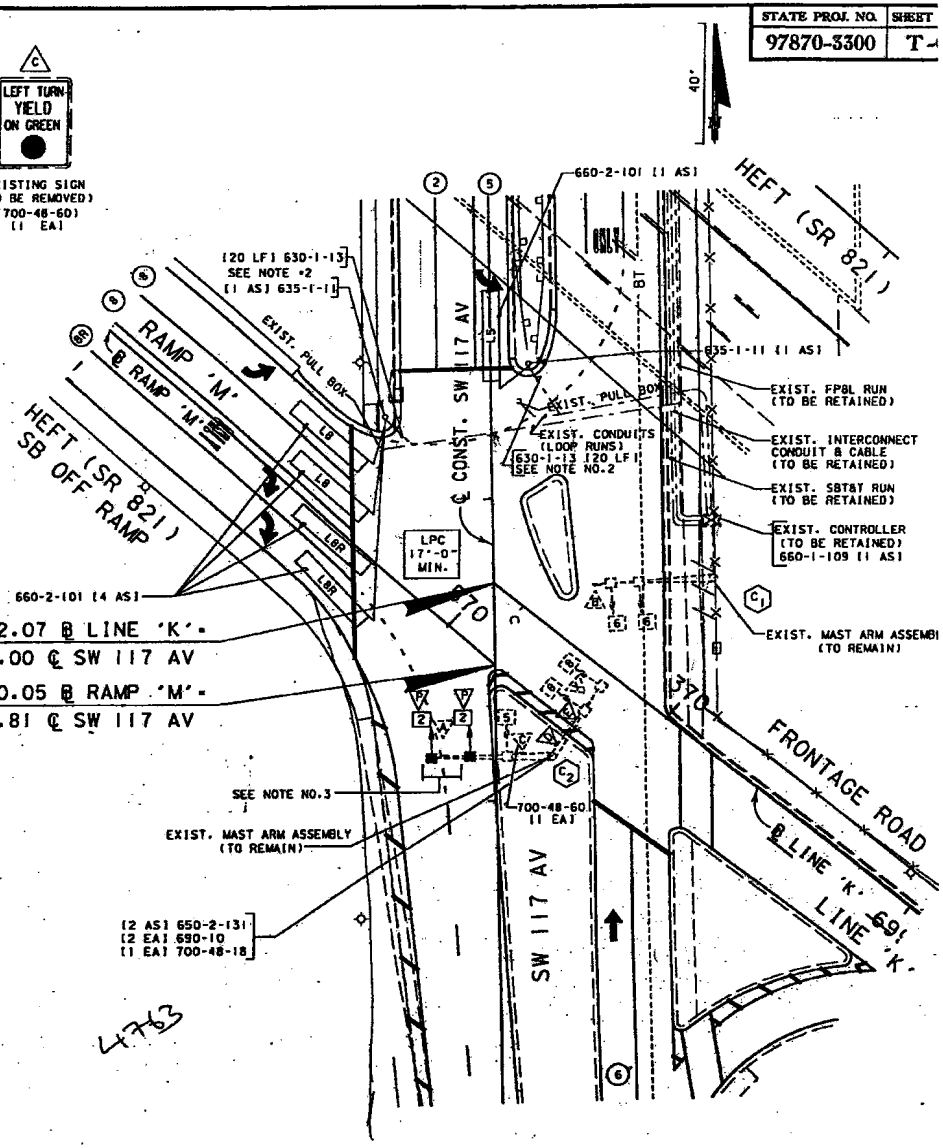
INITIAL TURN ON TIMING MAY REQUIRE FIELD ADJUSTMENT

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

DETECTORS FOR LOOPS		
LOOPS	NO. OF LOOPS	NO. OF DETS.
L5	1	1*
L6	2	1*
L6R	2	1

* EXISTING DETECTOR

TIMING WILL BE PROVIDED BY DADE COUNTY PUBLIC WORKS DEPARTMENT SIGNALS AND SIGNS DIVISION, 7100 NW 36 ST, TELEPHONE (305) 592-8925.



3 locs LOCATION 3
now RAMP 'M' & SW 117 AV

DADE COUNTY PUBLIC WORKS
ID # 4763

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

FLORIDA DEPARTMENT OF TRANSPORTATION

DAVID PLUMMER & ASSOCIATES, INC.
2333 PONCE DE LEON BOULEVARD
CORAL GABLES, FL. 33134

SIGNALIZATION PLAN

Print Date:
7/11/2009

Miami-Dade County Traffic Signals

Print Time:
8:09 PM

TOD Schedule Report for SW 117 Av@SW 16000 Blk

Active Phase Bank: Phase Bank

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	SBT	0	0	0	0	0	0	16	16	16	1	1	1	30	30	40	0	60	0	4	0.5
3	EBT	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	15	20	18	25	20	0	4	0.6
4	WBT	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	15	20	18	25	20	0	4	0.6
5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	NBT	0	0	0	0	0	0	16	16	16	1	1	1	30	30	40	0	60	0	4	0.5
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

DON'T WORK FOR MINS.

Last In Service Date:

Permitted Phases

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

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

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0530	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------	Su M T W Th F S
0530	TOD OUTPUTS	------1	Su M T W Th F S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------	Su M T W Th F S
0530	TOD OUTPUTS	------1	Su M T W Th F S
0630	TOD OUTPUTS	-----2-	M T W Th F
0900	TOD OUTPUTS	----3--	M T W Th F
1530	TOD OUTPUTS	-----2-	M T W Th F
1830	TOD OUTPUTS	----3--	M T W Th F
2200	TOD OUTPUTS	------1	M T W Th F

*** Settings**

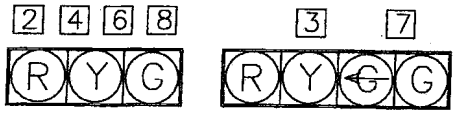
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

↓ → ←
↑

40 18 18

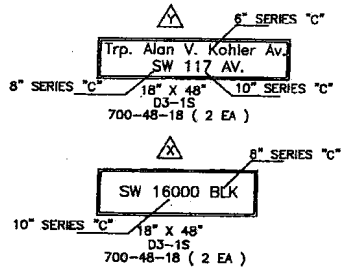
CL 89.7 4 4 4
0.5 0.6 0.6

SIGNAL HEAD DETAILS

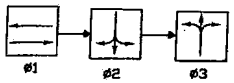


[5 AS]
ITEM NO. 650-1-131

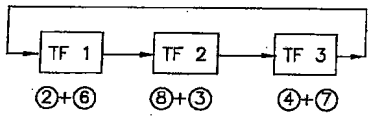
4-SECT., 1-WAY
[2 AS]
ITEM NO. 650-1-141



SIGNAL OPERATING PLAN



TIMING FUNCTION DIAGRAM

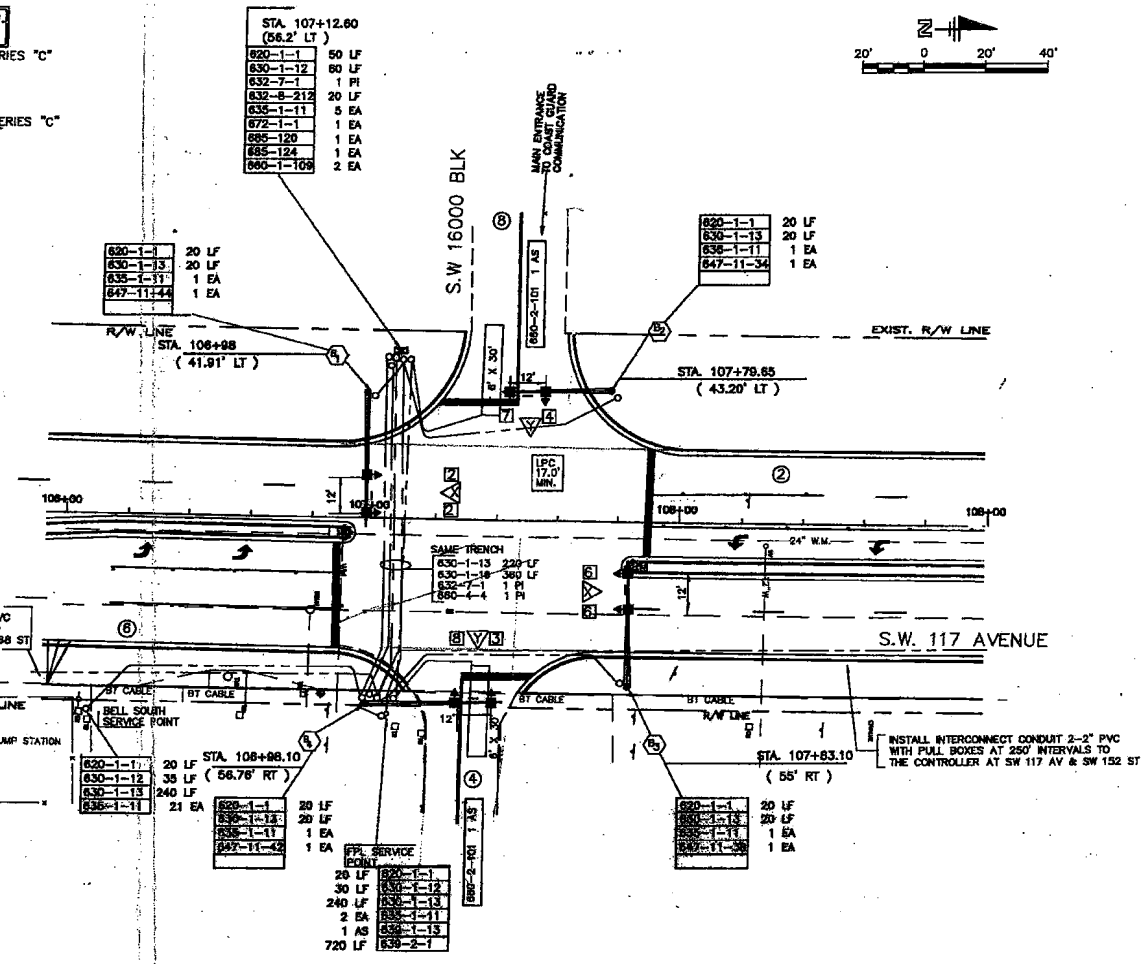


NOTES

1. DEMAND WATTAGE FOR THIS INTERSECTION IS 1125 WATTS
2. F.P.L. REPRESENTATIVE TOM HODGDON , TEL 305-442-5128
3. BELLSOUTH REPRESENTATIVE , TEL
4. SIGNAL TIMING SHALL BE PROVIDED BY MIAMI-DADE COUNTY P.W.D. SIGNALS & SIGN DIVISION.

CONTROLLER OPERATIONS:

1. MAJOR STREET: SW 117 AVE
   MINOR STREET: SW 16000 BLK
2. SEE SIGNAL OPERATION DIAGRAM
3. COORDINATION ON MOVEMENTS ②+⑥
4. FLASHING OPERATION
   YELLOW ON SW 117 AV.
   RED ON SW 16000 BLK



SOUTH DADE BUSINESS CENTER

INT. ID. NO. 6118

SIGNAL TIMING DIAGRAM

CONTROLLER TIMING SHEET
SW 117 AVE & SW 152 ST
INITIAL TURN-ON TIMING MAY REQUIRE FIELD ADJUSTMENT

TIMING FUNCTION	1	2	3	4	5	6	7	8
MINIMUM GREEN (INT)								
EXTENSION (PASS)								
MAXIMUM GREEN I								
MAXIMUM GREEN II								
YELLOW CLEARANCE								
ALL RED CLEARANCE								
PEDESTRIAN WALK								
PED CLEARANCE								
DETECTOR CALL								

DETECTORS FOR LOOPS		
LOOPS	NO. OF LOOPS	NO. OF DETS.
L1	—	—
L2	—	—
L3	—	—
L4	1	1
L5	—	—
L6	—	—
L7	—	—
L8	1	1

REVISIONS											
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION			
8/4/01	C.O.	100% REVISION									

	NAME	DATE		NAME	DATE
DES. BY:	C.O.	03/30/01	CHK. BY:	C.O.	03/30/01
CHK. BY:			CHK. BY:		
SUPERVISED BY:					

CHUKS OKENEKE
REG. No. P.E. 60204
CIVIL ENGINEER

PAWA COMPLEX INT'L INC.
CONSULTING ENGINEERS
12934 S.W. 133 Court
Miami, Florida 33186
(305)-232-PAWA

SIGNALIZATION PLAN
SW 16000 BLK

Print Date:
7/11/2009

Miami-Dade County Traffic Signals

Print Time:
7:47 PM

TOD Schedule Report for Richmond Dr&SW 117 Av

Active Phase Bank: Phase Bank

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	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 7 - 7	7 - 7 - 0	3	0
2	SBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	40 - 30 - 31	0 - 40 - 0	4.3	0.8
3	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	10 - 7 - 0	3	0
4	WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	20 - 30 - 30	30 - 37 - 0	4	1
5	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	10 - 7 - 0	3	0
6	NBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	40 - 30 - 31	0 - 40 - 0	4.3	0.8
7		0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 7 - 7	0 - 7 - 0	0	0
8	EBT	2 - 2 - 2	13 - 13 - 13	7 - 7 - 7	3 - 3 - 3	20 - 30 - 30	30 - 37 - 0	4	1

Last In Service Date:

Permitted Phases

	12345678
Default	123456-8
External Permit 0	--------
External Permit 1	123456-8
External Permit 2	123456-8

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

Local TOD Schedule

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

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------	Su M T W Th F S
0500	TOD OUTPUTS	------1	Su M T W Th F S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------	Su M T W Th F S
0500	TOD OUTPUTS	------1	Su M T W Th F S
0700	TOD OUTPUTS	-----2-	M T W Th F
0900	TOD OUTPUTS	------1	M T W Th F
1330	TOD OUTPUTS	----3--	M T W Th F
1430	TOD OUTPUTS	------1	W
1530	TOD OUTPUTS	-----2-	M T W Th F
1800	TOD OUTPUTS	------1	M T W Th F

*** 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

	↰	↓	↱	←
	5	18	5	7
	↳	↑	→	
	5	18	7	
Y	3	4.3	3	4
R		0.8	0	1

CL 55.1

DADE COUNTY PUBLIC WORKS DEPT
HIGHWAY DIVISION
PROJECT NO 662308 SHEET 41 OF 48

SIGNAL HEAD DETAILS

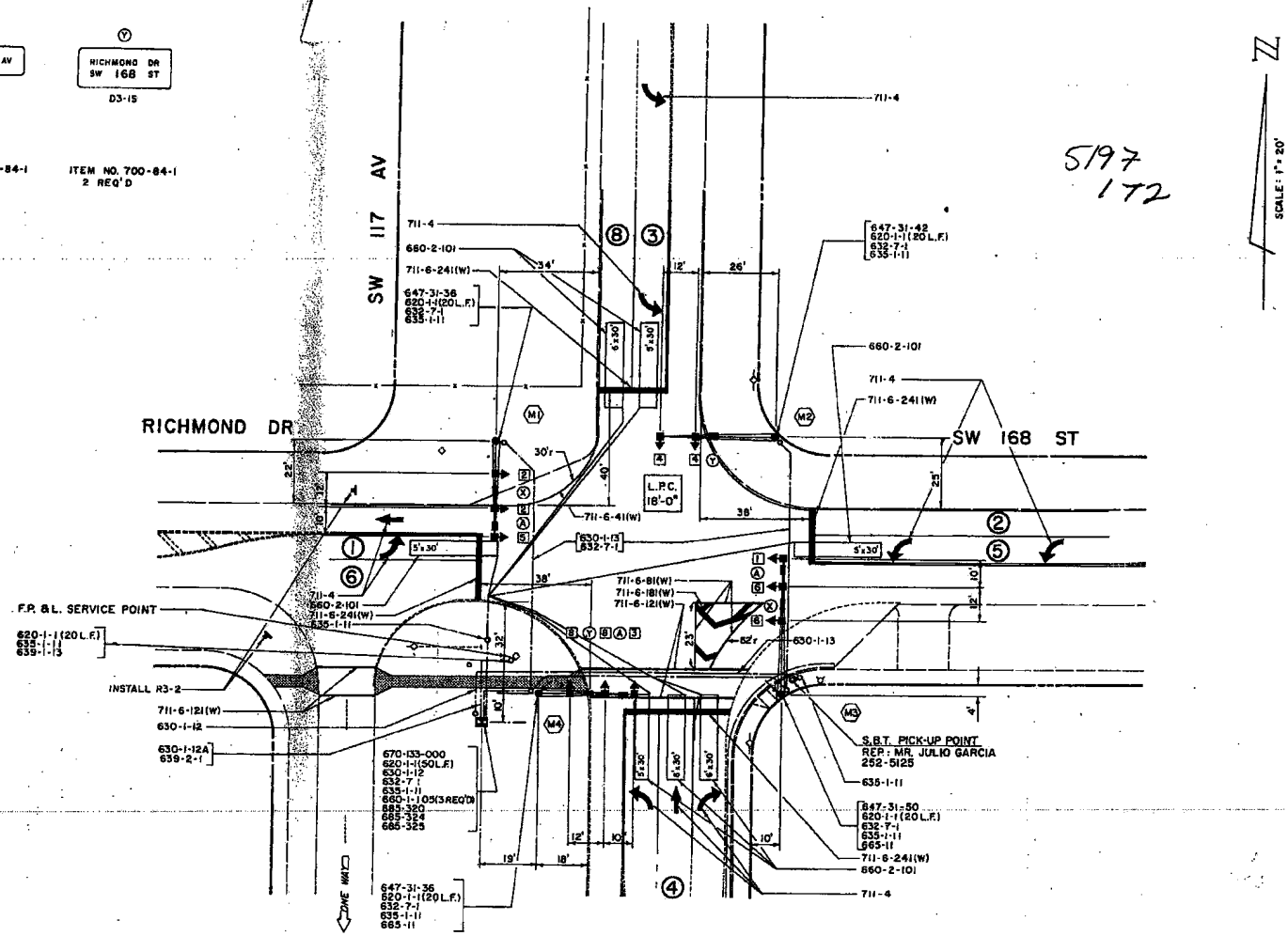
M NO. 650-1-131 REQ'D | ITEM NO. 650-1-141 3 REQ'D | ITEM NO. 700-84-1 3 REQ'D | ITEM NO. 700-84-1 2 REQ'D | ITEM NO. 700-84-1 2 REQ'D

OTES:

CONTRACTOR SHALL REMOVE EXISTING SIGNS, PAVEMENT MARKINGS AND REFLECTIVE PAVEMENT MARKERS CONFLICTING WITH THIS DESIGN.

DEMAND WATTAGE FOR THIS INTERSECTION IS 1510 WATTS.

DENOTES 17 S.Y. OF 5' WIDE CONCRETE SIDEWALK TO BE CONSTRUCTED BY CONTRACTOR.



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

	NAME	DATE		NAME	DATE
DESIGNED BY	FARINAS	3/89	DRAWN BY	FARINAS	3/89
CHECKED BY			CHECKED BY		
SUPERVISED BY					

METROPOLITAN DADE COUNTY
PUBLIC WORKS DEPARTMENT
APPROVED BY
DATE

SIGNALIZATION
SW 117 AV & SW 168 ST

Appendix B
FSUTMS Growth Trend Analysis

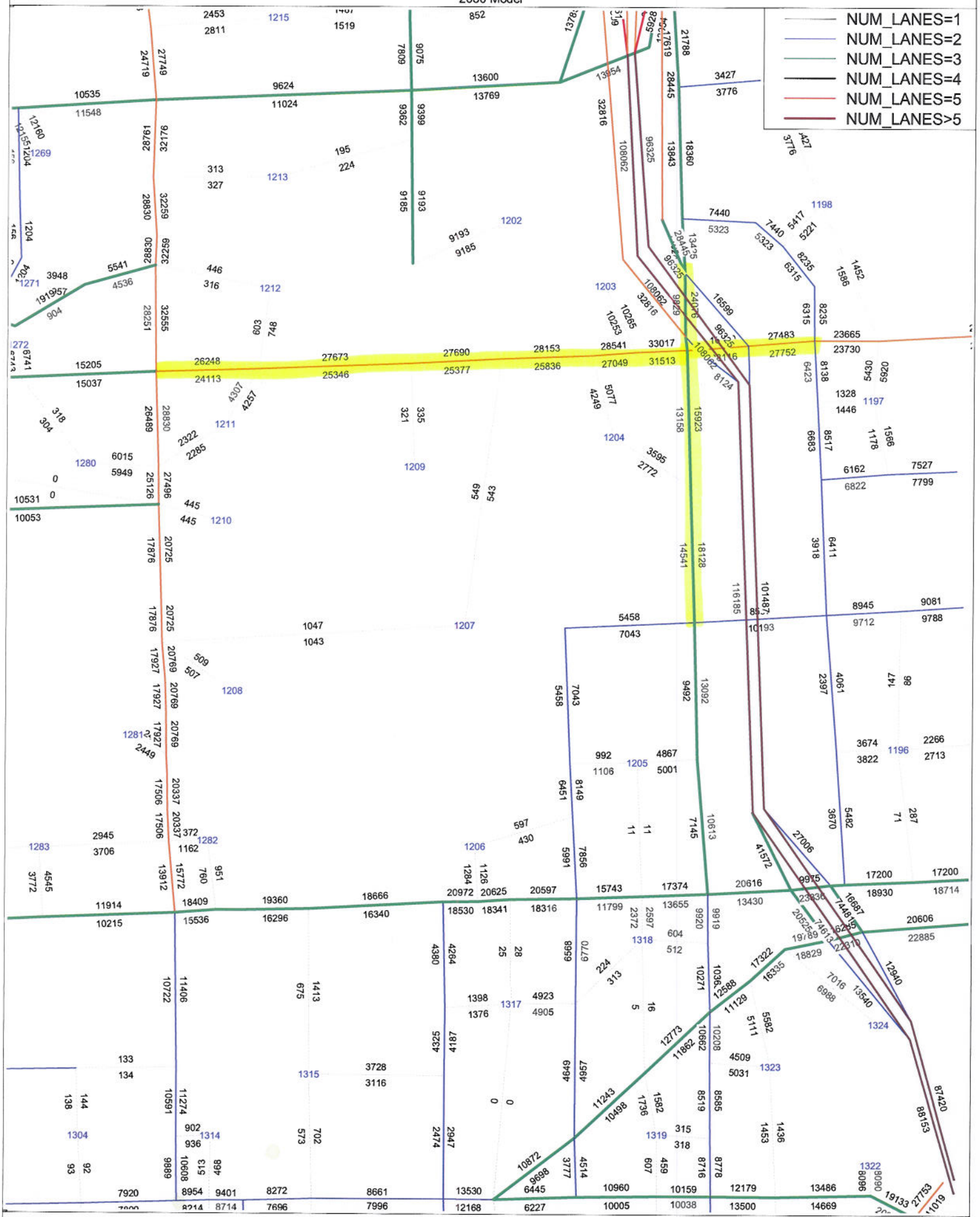
Florida Standard Urban Transportation Model Structure (FSUTMS) Miami-Dade MPO Transportation Model Growth Trend Analysis

Year 2015 and Year 2030 Modeling Outputs

Growth Rate Calculations from 2015 and 2030 M-D MPO FSUTMS Model

	Model Volumes			Growth Rate (%)
	2015	2030	Diff	
	SW 152nd Street (SW 137th Avenue to SW 112th Avenue)			
	40,535	50,361	9,826	1.62
	42,811	53,019	10,208	1.59
	54,429	53,067	-1,362	-0.17
	55,207	53,989	-1,218	-0.15
	55,902	55,590	-312	-0.04
	63,330	64,530	1,200	0.13
	41,513	55,235	13,722	2.20
Total	**353,727**	**385,791**	**32,064**	**0.60**
	SW 117th Avenue (HEFT NB Ramps to SW 168th Street)			
	33,849	33,905	56	0.01
	26,053	29,081	3,028	0.77
	29,017	32,669	3,652	0.84
Total	**88,919**	**95,655**	**6,736**	**0.51**
Study Area Average	**442,646**	**481,446**	**38,800**	**0.58**

2030 Model



cube
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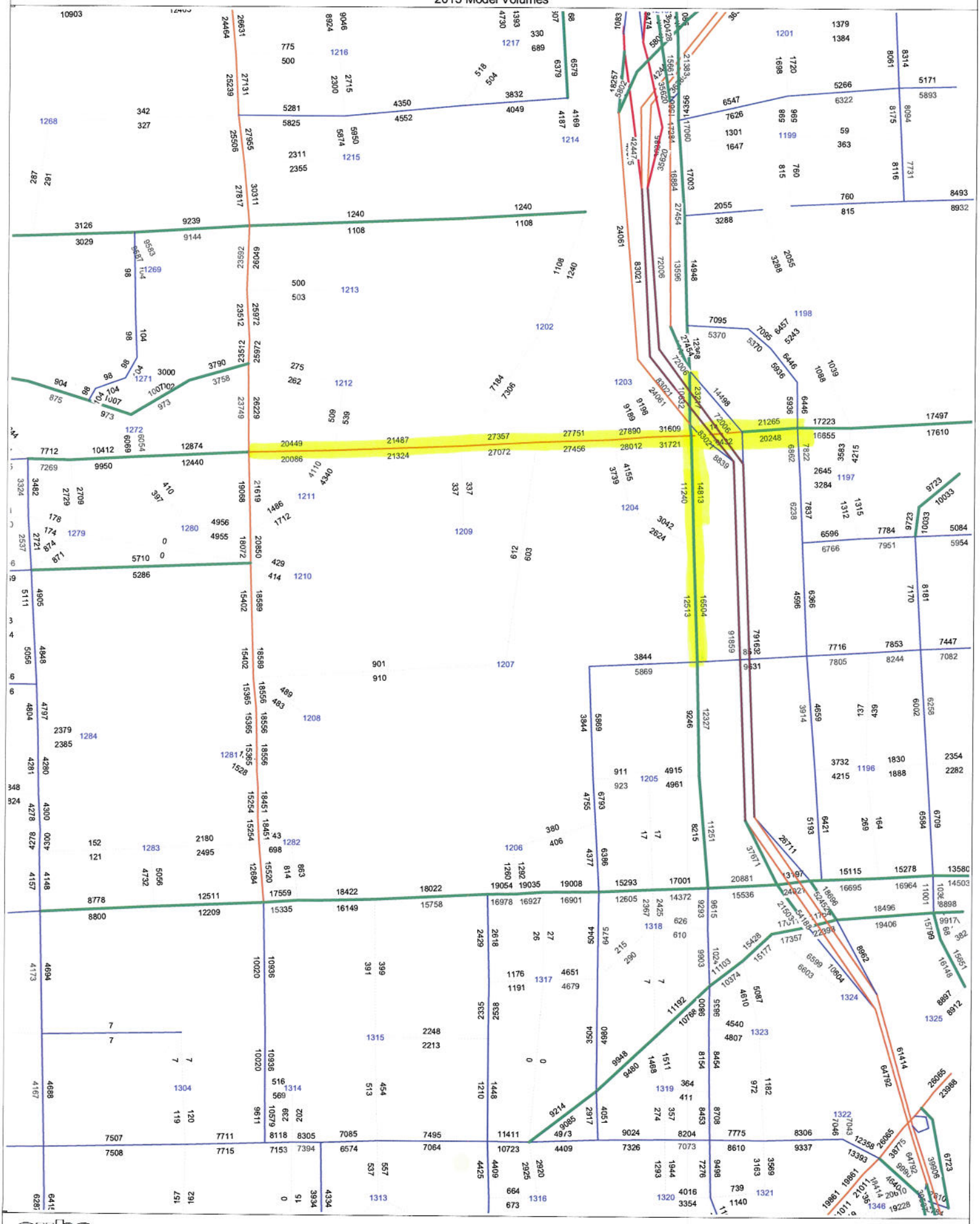
2015 Model Volumes



cube

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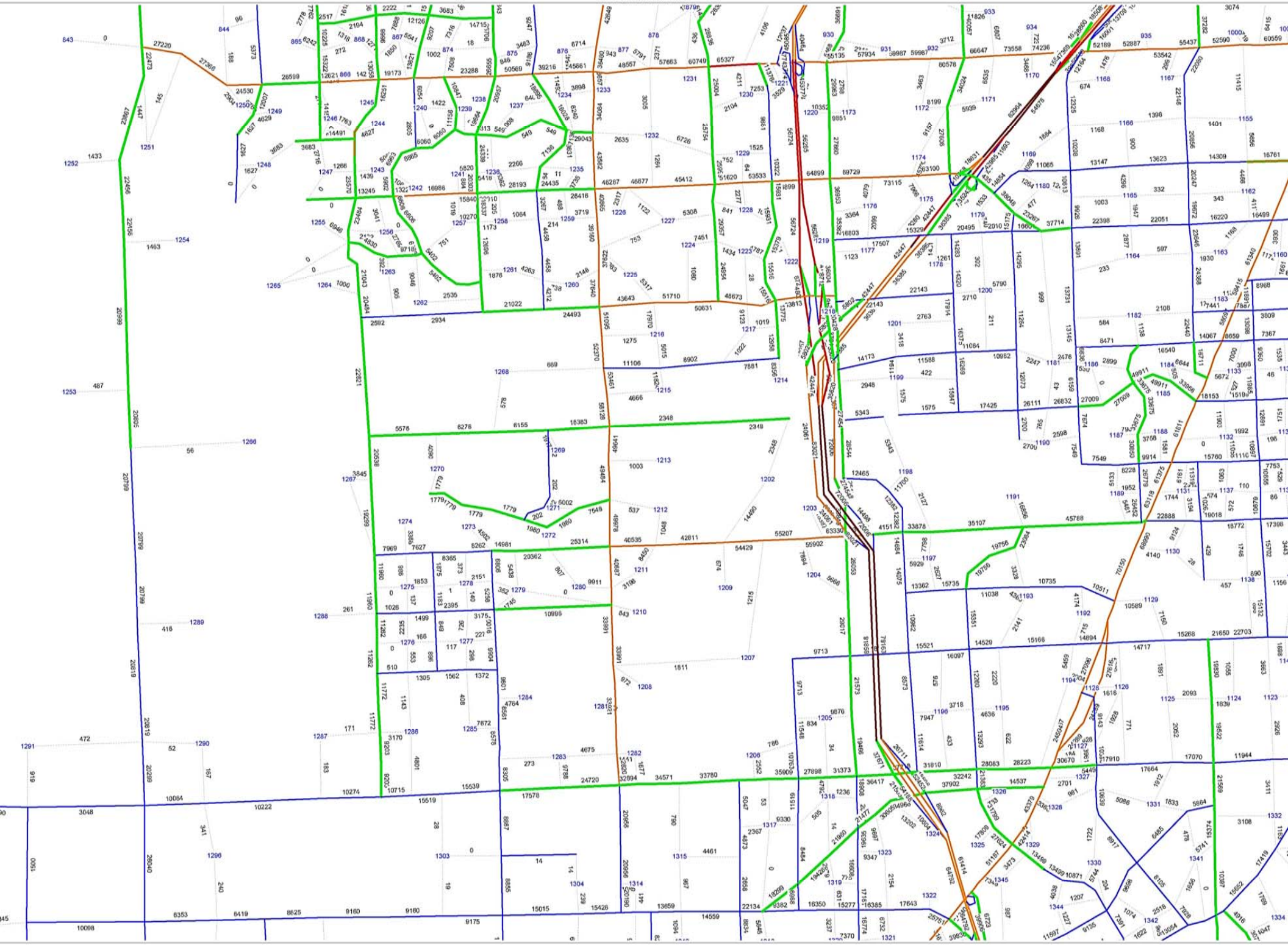
M-D MPO Model
2015 Model Volumes



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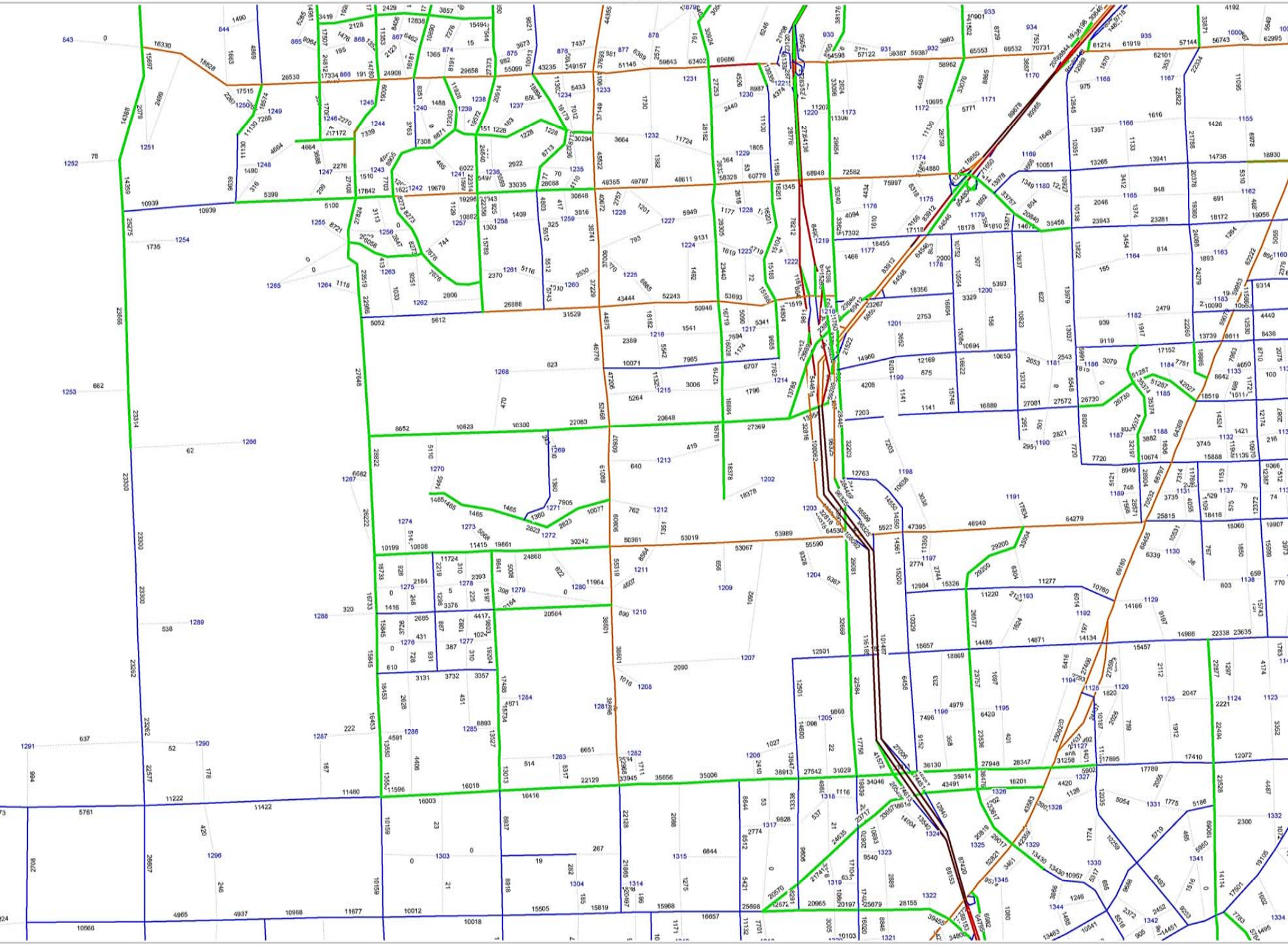
M-D MPO Model
2030 Model Volumes



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Appendix C
Traffic Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 152nd Street and SW 137th Avenue
COUNT DATE: January 20, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.95

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		300	703	131		695	1,498	552	15	239	860	349		572	1,294	356
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
EXISTING CONDITIONS		**309**	**724**	**135**		**716**	**1,543**	**569**	**15**	**246**	**886**	**359**		**589**	**1,333**	**367**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
UM TND			29				104					117		59		
TAZ 1207			18				47					28		21		
TAZ 1209			14				44					24		25		
11.30.09 MD Concurrency		147	98	85		75		80		94	86				146	261
TOTAL "VESTED" TRAFFIC		147	159	85		75	195	80	0	94	86	169		105	146	261
Years To Buildout	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Yearly Growth Rate	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
BACKGROUND TRAFFIC GROWTH		28	66	12		65	140	52	1	22	80	33		53	121	33
NON-PROJECT TRAFFIC		**484**	**949**	**232**		**856**	**1,878**	**701**	**16**	**362**	**1,052**	**561**		**747**	**1,600**	**661**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering			10.6%									3.1%		15.1%		
	Exiting						3.1%	10.7%	15.1%								

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			81			26	88	124				24		115		
TOTAL PROJECT TRAFFIC			**0**	**81**	**0**		**26**	**88**	**124**	**0**	**0**	**0**	**24**		**115**	**0**	**0**
TOTAL TRAFFIC			**484**	**1,030**	**232**		**882**	**1,966**	**825**	**16**	**362**	**1,052**	**585**		**862**	**1,600**	**661**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 152nd Street and SW 132nd Avenue
COUNT DATE: January 21, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.93

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	13	25	1,597				2,448	36						23		24
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
EXISTING CONDITIONS	**13**	**26**	**1,645**				**2,521**	**37**						**24**		**25**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
UM TND			205				104									
TAZ 1207			67				47									
TAZ 1209			63				44									
11.30.09 MD Concurrency			98				155									
TOTAL "VESTED" TRAFFIC	0	0	433				350	0						0		0
Years To Buildout	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Yearly Growth Rate	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
BACKGROUND TRAFFIC GROWTH	1	2	149				228	3						2		2
NON-PROJECT TRAFFIC	**14**	**28**	**2,227**				**3,099**	**40**						**26**		**27**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering			28.8%													
	Exiting							28.9%									

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			220				238									
TOTAL PROJECT TRAFFIC		**0**	**0**	**220**				**238**	**0**						**0**		**0**
TOTAL TRAFFIC		**14**	**28**	**2,447**				**3,337**	**40**						**26**		**27**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 152nd Street and SW 129th Avenue
COUNT DATE: January 21, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		15	1,534				2,520	48						18		11
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
EXISTING CONDITIONS		**15**	**1,580**				**2,596**	**49**						**19**		**11**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
UM TND			205				104									
TAZ 1207			67				47									
TAZ 1209			63				44									
11.30.09 MD Concurrency			98				155									
TOTAL "VESTED" TRAFFIC		0	433				350	0						0		0
Years To Buildout	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Yearly Growth Rate	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
BACKGROUND TRAFFIC GROWTH		1	143				235	4						2		1
NON-PROJECT TRAFFIC		**16**	**2,156**				**3,181**	**53**						**21**		**12**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering			28.8%													
	Exiting							28.9%									

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			220				238									
TOTAL PROJECT TRAFFIC			**0**	**220**				**238**	**0**						**0**		**0**
TOTAL TRAFFIC			**16**	**2,376**				**3,419**	**53**						**21**		**12**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 152nd Street and SW 127th Avenue
COUNT DATE: January 21, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		126	1,334	2		4	2,457	174		9	0	25		74	1	115
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
EXISTING CONDITIONS		**130**	**1,374**	**2**		**4**	**2,531**	**179**		**9**	**0**	**26**		**76**	**1**	**118**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
UM TND				205		293				104	44	148			88	
TAZ 1207			67				47									
TAZ 1209			63				44									
11.30.09 MD Concurrency			98				155									
TOTAL "VESTED" TRAFFIC		0	228	205		293	246	0		104	44	148		0	88	0
Years To Buildout	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Yearly Growth Rate	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
BACKGROUND TRAFFIC GROWTH		12	125	0		0	229	16		1	0	2		7	0	11
NON-PROJECT TRAFFIC		**142**	**1,727**	**207**		**297**	**3,006**	**195**		**114**	**44**	**176**		**83**	**89**	**129**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering			28.8%											1.0%		
	Exiting							28.9%	1.0%								

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			220				238	8						8		
TOTAL PROJECT TRAFFIC			**0**	**220**	**0**		**0**	**238**	**8**		**0**	**0**	**0**		**8**	**0**	**0**
TOTAL TRAFFIC			**142**	**1,947**	**207**		**297**	**3,244**	**203**		**114**	**44**	**176**		**91**	**89**	**129**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 152nd Street and SW 124th Avenue
COUNT DATE: January 21, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.96

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			1,450	7		9	2,738			40		89				
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
EXISTING CONDITIONS			**1,494**	**7**		**9**	**2,820**			**41**		**92**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
UM TND			142	6			281			12						
TAZ 1207				67		62				47		44				
TAZ 1209				63		84				44		59				
11.30.09 MD Concurrency			98			80	155					34				
TOTAL "VESTED" TRAFFIC			240	136		226	436			103		137				
Years To Buildout	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Yearly Growth Rate	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
BACKGROUND TRAFFIC GROWTH			135	1		1	256			4		8				
NON-PROJECT TRAFFIC			**1,869**	**144**		**236**	**3,512**			**148**		**237**				

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering			29.8%													
	Exiting							29.8%									

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			228				246									
TOTAL PROJECT TRAFFIC				**228**	**0**		**0**	**246**			**0**		**0**				
TOTAL TRAFFIC			**2,097**	**144**		**236**	**3,758**			**148**		**237**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 152nd Street and SW 122nd Avenue
COUNT DATE: February 2, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.99

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		187	1,267				2,383	346						574		185
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**191**	**1,292**				**2,431**	**353**						**585**		**189**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
UM TND		6	136				269									12
TAZ 1207			44				62									
TAZ 1209			59				84									
11.30.09 MD Concurrency			132				174									31
TOTAL "VESTED" TRAFFIC		6	371				589	0						0		43
Years To Buildout	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Yearly Growth Rate	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
BACKGROUND TRAFFIC GROWTH		17	117				220	32						53		17
NON-PROJECT TRAFFIC		**214**	**1,780**				**3,240**	**385**						**638**		**249**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering			15.7%	14.1%		31.8%								1.6%	1.4%	
	Exiting							9.0%	0.9%		20.9%	2.1%	47.0%				

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			120	108		243	74	7		172	17	387		12	11	
TOTAL PROJECT TRAFFIC			**0**	**120**	**108**		**243**	**74**	**7**		**172**	**17**	**387**		**12**	**11**	**0**
TOTAL TRAFFIC			**214**	**1,900**	**108**		**243**	**3,314**	**392**		**172**	**17**	**387**		**650**	**11**	**249**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 152nd Street and SW 117th Avenue
COUNT DATE: January 20, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.96

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		514	1,144	211		103	1,152	71		245	403	115		115	552	1,020
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
EXISTING CONDITIONS		**529**	**1,178**	**217**		**106**	**1,187**	**73**		**252**	**415**	**118**		**118**	**569**	**1,051**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
UM TND		6	124	6			246			12						12
TAZ 1207		2	40	2			57			3						3
TAZ 1209		8	44	6			63			9						12
11.30.09 MD Concurrency		63	35	34			36			45					21	93
TOTAL "VESTED" TRAFFIC		79	243	48		0	402	0		69	0	0		0	21	120
Years To Buildout	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Yearly Growth Rate	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
BACKGROUND TRAFFIC GROWTH		48	107	20		10	108	7		23	38	11		11	52	95
NON-PROJECT TRAFFIC		**656**	**1,528**	**285**		**116**	**1,697**	**80**		**344**	**453**	**129**		**129**	**642**	**1,266**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering				17.3%		7.1%	6.3%			12.2%					14.8%	13.3%
	Exiting		19.7%	9.4%	18.0%						9.8%	8.5%	3.9%				

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New		162	77	280		54	48			174	70	32			113	102
TOTAL PROJECT TRAFFIC			**162**	**77**	**280**		**54**	**48**	**0**		**174**	**70**	**32**		**0**	**113**	**102**
TOTAL TRAFFIC			**818**	**1,605**	**565**		**170**	**1,745**	**80**		**518**	**523**	**161**		**129**	**755**	**1,368**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 152nd Street and HEFT SB Ramps
COUNT DATE: January 20, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.9

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			1,010	239		250	1,253							406	102	101
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
EXISTING CONDITIONS			**1,040**	**246**		**258**	**1,291**							**418**	**105**	**104**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
UM TND			110	15			129									117
TAZ 1207			26	14			34									23
TAZ 1209			34	11			33									31
11.30.09 MD Concurrency			35				36									
TOTAL "VESTED" TRAFFIC			205	40		0	232							0	0	171
Years To Buildout	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Yearly Growth Rate	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
BACKGROUND TRAFFIC GROWTH			94	22		23	117							38	10	9
NON-PROJECT TRAFFIC			**1,339**	**308**		**281**	**1,640**							**456**	**115**	**284**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering							13.3%									
	Exiting			6.7%	6.6%												

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			55	54			102									
TOTAL PROJECT TRAFFIC				**55**	**54**		**0**	**102**							**0**	**0**	**0**
TOTAL TRAFFIC				**1,394**	**362**		**281**	**1,742**							**456**	**115**	**284**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 152nd Street and HEFT NB Ramps
COUNT DATE: January 20, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.93

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		308	1,136				1,263	448		224	107	192				
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
EXISTING CONDITIONS		**317**	**1,170**				**1,301**	**461**		**231**	**110**	**198**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
UM TND		59	50				99			29						
TAZ 1207		16	10				14			20						
TAZ 1209		22	12				17			15						
11.30.09 MD Concurrency		4	31				36	4								
TOTAL "VESTED" TRAFFIC		101	103				166	4		64	0	0				
Years To Buildout	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Yearly Growth Rate	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
BACKGROUND TRAFFIC GROWTH		29	106				118	42		21	10	18				
NON-PROJECT TRAFFIC		**447**	**1,379**				**1,585**	**507**		**316**	**120**	**216**				

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering							6.7%			6.7%						
	Exiting			6.7%													

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			55				51			51						
TOTAL PROJECT TRAFFIC			**0**	**55**				**51**	**0**		**51**	**0**	**0**				
TOTAL TRAFFIC			**447**	**1,434**				**1,636**	**507**		**367**	**120**	**216**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 152nd Street and SW 112th Avenue
COUNT DATE: February 2, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.97

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		92	879	229		127	1,381	127		222	241	46		160	289	82
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**94**	**897**	**234**		**130**	**1,409**	**130**		**226**	**246**	**47**		**163**	**295**	**84**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
UM TND			44	6			88			12						
TAZ 1207			9	1			13			1						
TAZ 1209			11	1			16			1						
11.30.09 MD Concurrency		7	8	16			11			21						8
TOTAL "VESTED" TRAFFIC		7	72	24		0	128	0		35	0	0		0	0	8
Years To Buildout	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Yearly Growth Rate	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
BACKGROUND TRAFFIC GROWTH		9	81	21		12	128	12		20	22	4		15	27	8
NON-PROJECT TRAFFIC		**110**	**1,050**	**279**		**142**	**1,665**	**142**		**281**	**268**	**51**		**178**	**322**	**100**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering							6.7%									
	Exiting			6.7%													

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			55				51									
TOTAL PROJECT TRAFFIC			**0**	**55**	**0**		**0**	**51**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
TOTAL TRAFFIC			**110**	**1,105**	**279**		**142**	**1,716**	**142**		**281**	**268**	**51**		**178**	**322**	**100**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 117th Avenue and HEFT NB Ramps
COUNT DATE: January 21, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.93

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						28	647	228		528	640				1,040	22
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
EXISTING CONDITIONS						**29**	**666**	**235**		**544**	**659**				**1,071**	**23**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
UM TND											6				12	
TAZ 1207											2				3	
TAZ 1209											8				12	
11.30.09 MD Concurrency											63				114	
TOTAL "VESTED" TRAFFIC						0	0	0		0	79				141	0
Years To Buildout	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Yearly Growth Rate	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
BACKGROUND TRAFFIC GROWTH						3	60	21		49	60				97	2
NON-PROJECT TRAFFIC						**32**	**726**	**256**		**593**	**798**				**1,309**	**25**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering															6.7%	
	Exiting										21.4%	6.7%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New										177	55				51	
TOTAL PROJECT TRAFFIC							**0**	**0**	**0**		**177**	**55**				**51**	**0**
TOTAL TRAFFIC							**32**	**726**	**256**		**770**	**853**				**1,360**	**25**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 117th Avenue and HEFT SB Ramps
COUNT DATE: January 21, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.96

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		93	531	1,163							1,085	6		164	901	
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
EXISTING CONDITIONS		**96**	**547**	**1,198**							**1,118**	**6**		**169**	**928**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
UM TND											6				12	
TAZ 1207											2				3	
TAZ 1209											8				12	
11.30.09 MD Concurrency											63				114	
TOTAL "VESTED" TRAFFIC		0	0	0							79	0		0	141	
Years To Buildout	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Yearly Growth Rate	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
BACKGROUND TRAFFIC GROWTH		9	50	109							101	1		15	84	
NON-PROJECT TRAFFIC		**105**	**597**	**1,307**							**1,298**	**7**		**184**	**1,153**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering				21.4%											6.7%	
	Exiting											28.1%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New				164							232				51	
TOTAL PROJECT TRAFFIC			**0**	**0**	**164**							**232**	**0**		**0**	**51**	
TOTAL TRAFFIC			**105**	**597**	**1,471**							**1,530**	**7**		**184**	**1,204**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 117th Avenue and SW 16000 Block
COUNT DATE: January 26, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.99

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		19	0	8		11	0	36		0	666	8		13	943	2
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
EXISTING CONDITIONS		**20**	**0**	**8**		**11**	**0**	**37**		**0**	**686**	**8**		**13**	**971**	**2**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
UM TND											12				6	
TAZ 1207											3				2	
TAZ 1209											9				6	
11.30.09 MD Concurrency											45				55	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	69	0		0	69	0
Years To Buildout	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Yearly Growth Rate	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
BACKGROUND TRAFFIC GROWTH		2	0	1		1	0	3		0	62	1		1	88	0
NON-PROJECT TRAFFIC		**22**	**0**	**9**		**12**	**0**	**40**		**0**	**817**	**9**		**14**	**1,128**	**2**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering										13.6%	12.2%					39.1%
	Exiting		22.2%		7.8%											18.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New		183		64						104	93				148	299
TOTAL PROJECT TRAFFIC			**183**	**0**	**64**		**0**	**0**	**0**		**104**	**93**	**0**		**0**	**148**	**299**
TOTAL TRAFFIC			**205**	**0**	**73**		**12**	**0**	**40**		**104**	**910**	**9**		**14**	**1,276**	**301**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 117th Avenue and SW 168th Street
COUNT DATE: January 26, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.95

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		74	49	2		98	112	156		5	386	61		179	645	158
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
EXISTING CONDITIONS		**76**	**50**	**2**		**101**	**115**	**161**		**5**	**398**	**63**		**184**	**664**	**163**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
UM TND											12				6	
TAZ 1207								1			1			1	1	
TAZ 1209								1			7			1	5	
11.30.09 MD Concurrency											45				55	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	2		0	65	0		2	67	0
Years To Buildout	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Yearly Growth Rate	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
BACKGROUND TRAFFIC GROWTH		7	5	0		9	10	15		0	36	6		17	60	15
NON-PROJECT TRAFFIC		**83**	**55**	**2**		**110**	**125**	**178**		**5**	**499**	**69**		**203**	**791**	**178**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering								5.9%			19.9%					
	Exiting														5.9%	19.9%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New								45			152			49	163	
TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**45**		**0**	**152**	**0**		**49**	**163**	**0**
TOTAL TRAFFIC			**83**	**55**	**2**		**110**	**125**	**223**		**5**	**651**	**69**		**252**	**954**	**178**

Appendix D
Intersection Capacity Analyses

Existing Conditions
Future Background Conditions
Future Total Traffic Conditions

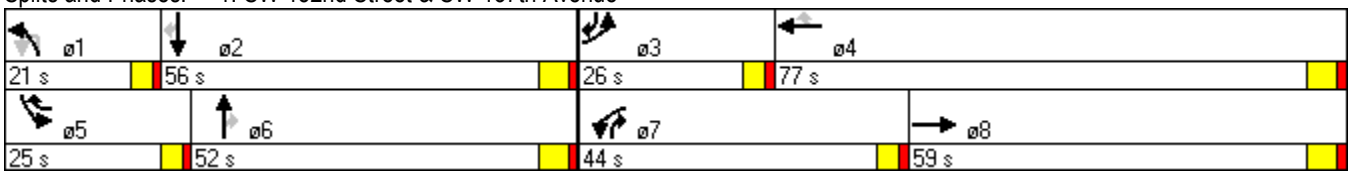
Existing Conditions

Lane Group	EBL	EBT	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	309	724	716	1543	569	15	246	886	359	589	1333	367
Turn Type	Prot		Prot		pm+ov	custom	Prot		pm+ov	Prot		pm+ov
Protected Phases	3	8	7	4	5		1	6	7	5	2	3
Permitted Phases					4	1			6			2
Detector Phase	3	8	7	4	5	1	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	9.2	30.5	9.2	30.5	9.2	9.2	9.2	30.5	9.2	9.2	30.5	9.2
Total Split (s)	26.0	59.0	44.0	77.0	25.0	21.0	21.0	52.0	44.0	25.0	56.0	26.0
Total Split (%)	14.4%	32.8%	24.4%	42.8%	13.9%	11.7%	11.7%	28.9%	24.4%	13.9%	31.1%	14.4%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.2	1.5	1.2	1.5	1.2	1.2	1.2	1.5	1.2	1.2	1.5	1.2
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)	4.2	5.5	4.2	5.5	4.2	4.2	4.2	5.5	4.2	4.2	5.5	4.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 52 (29%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 152nd Street & SW 137th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	309	724	135	716	1543	569	15	246	886	359	589	1333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.5		4.2	5.5	4.2		4.2	5.5	4.2	4.2	5.5
Lane Util. Factor	0.97	0.91		0.97	0.95	1.00		0.97	0.95	1.00	0.97	0.95
Frt	1.00	0.98		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	4965		3433	3539	1583		3433	3539	1583	3433	3539
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.24	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	4965		3433	3539	1583		860	3539	1583	3433	3539
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	325	762	142	754	1624	599	16	259	933	378	620	1403
RTOR Reduction (vph)	0	15	0	0	0	7	0	0	0	14	0	0
Lane Group Flow (vph)	325	889	0	754	1624	592	0	275	933	364	620	1403
Turn Type	Prot			Prot		pm+ov	custom	Prot		pm+ov	Prot	
Protected Phases	3	8		7	4	5		1	6	7	5	2
Permitted Phases						4	1			6		
Actuated Green, G (s)	20.9	53.5		39.8	72.4	93.2		16.8	46.5	86.3	20.8	50.5
Effective Green, g (s)	20.9	53.5		39.8	72.4	93.2		16.8	46.5	86.3	20.8	50.5
Actuated g/C Ratio	0.12	0.30		0.22	0.40	0.52		0.09	0.26	0.48	0.12	0.28
Clearance Time (s)	4.2	5.5		4.2	5.5	4.2		4.2	5.5	4.2	4.2	5.5
Vehicle Extension (s)	3.5	2.5		2.5	2.5	3.5		2.5	1.0	2.5	3.5	1.0
Lane Grp Cap (vph)	399	1476		759	1423	820		80	914	759	397	993
v/s Ratio Prot	0.09	0.18		c0.22	c0.46	0.08			0.26	0.11	0.18	c0.40
v/s Ratio Perm						0.29		c0.32		0.12		
v/c Ratio	0.81	0.60		0.99	1.14	0.72		3.44	1.02	0.48	1.56	1.41
Uniform Delay, d1	77.7	54.1		70.0	53.8	33.4		81.6	66.8	31.7	79.6	64.8
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.4	0.6		30.9	72.5	3.3		1127.7	35.1	0.4	264.8	191.8
Delay (s)	90.0	54.7		100.8	126.3	36.7		1209.3	101.9	32.0	344.4	256.6
Level of Service	F	D		F	F	D		F	F	C	F	F
Approach Delay (s)		64.1			101.8				277.2			245.3
Approach LOS		E			F				F			F

Intersection Summary

HCM Average Control Delay	172.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.46		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	111.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Volume (vph)	367
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.2
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	386
RTOR Reduction (vph)	5
Lane Group Flow (vph)	381
Turn Type	pm+ov
Protected Phases	3
Permitted Phases	2
Actuated Green, G (s)	71.4
Effective Green, g (s)	71.4
Actuated g/C Ratio	0.40
Clearance Time (s)	4.2
Vehicle Extension (s)	3.5
Lane Grp Cap (vph)	628
v/s Ratio Prot	0.07
v/s Ratio Perm	0.17
v/c Ratio	0.61
Uniform Delay, d1	43.1
Progression Factor	1.00
Incremental Delay, d2	1.8
Delay (s)	44.9
Level of Service	D
Approach Delay (s)	
Approach LOS	

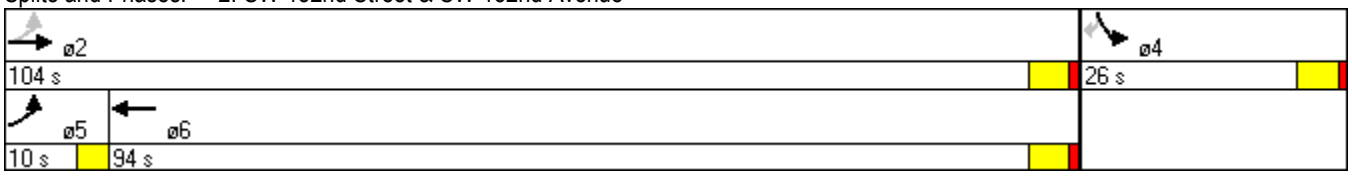
Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Volume (vph)	26	1645	2521	24	25
Turn Type	pm+pt				Perm
Protected Phases	5	2	6	4	
Permitted Phases	2				4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	9.0	9.0	2.5	2.5
Minimum Split (s)	8.0	25.0	25.0	21.0	21.0
Total Split (s)	10.0	104.0	94.0	26.0	26.0
Total Split (%)	7.7%	80.0%	72.3%	20.0%	20.0%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?					
Recall Mode	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 64 (49%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 2: SW 152nd Street & SW 132nd Avenue



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	13	26	1645	2521	37	24	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0		5.0	5.0
Lane Util. Factor		1.00	0.91	0.91		1.00	1.00
Frt		1.00	1.00	1.00		1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)		1770	5085	5074		1770	1583
Flt Permitted		0.04	1.00	1.00		0.95	1.00
Satd. Flow (perm)		68	5085	5074		1770	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	14	28	1769	2711	40	26	27
RTOR Reduction (vph)	0	0	0	1	0	0	26
Lane Group Flow (vph)	0	42	1769	2750	0	26	1
Turn Type		pm+pt					Perm
Protected Phases		5	2	6		4	
Permitted Phases		2					4
Actuated Green, G (s)		114.1	114.1	107.0		5.9	5.9
Effective Green, g (s)		114.1	114.1	107.0		5.9	5.9
Actuated g/C Ratio		0.88	0.88	0.82		0.05	0.05
Clearance Time (s)		3.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)		2.0	1.0	1.0		2.5	2.5
Lane Grp Cap (vph)		113	4463	4176		80	72
v/s Ratio Prot		0.01	c0.35	c0.54		c0.01	
v/s Ratio Perm		0.31					0.00
v/c Ratio		0.37	0.40	0.66		0.33	0.02
Uniform Delay, d1		6.3	1.5	4.4		60.1	59.3
Progression Factor		1.00	1.00	3.57		1.00	1.00
Incremental Delay, d2		0.8	0.3	0.2		1.7	0.1
Delay (s)		7.1	1.8	16.0		61.8	59.3
Level of Service		A	A	B		E	E
Approach Delay (s)			1.9	16.0		60.6	
Approach LOS			A	B		E	

Intersection Summary

HCM Average Control Delay	11.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

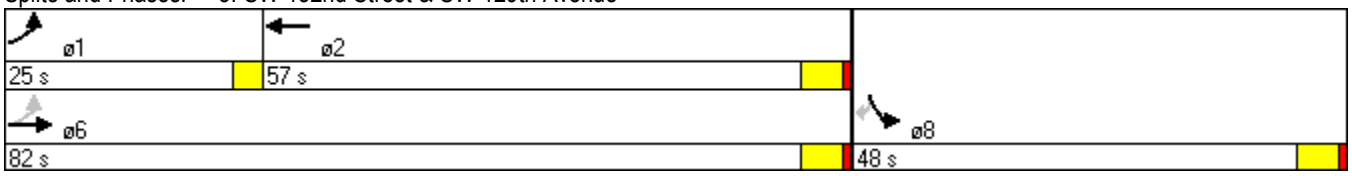
c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Volume (vph)	15	1580	2596	19	11
Turn Type	pm+pt				Perm
Protected Phases	1	6	2	8	
Permitted Phases	6				8
Detector Phase	1	6	2	8	8
Switch Phase					
Minimum Initial (s)	5.0	16.0	16.0	7.0	7.0
Minimum Split (s)	8.0	21.0	21.0	21.0	21.0
Total Split (s)	25.0	82.0	57.0	48.0	48.0
Total Split (%)	19.2%	63.1%	43.8%	36.9%	36.9%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 111 (85%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 152nd Street & SW 129th Avenue



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	15	1580	2596	49	19	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	0.91	0.91		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	5085	5071		1770	1583
Flt Permitted	0.05	1.00	1.00		0.95	1.00
Satd. Flow (perm)	100	5085	5071		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	1717	2822	53	21	12
RTOR Reduction (vph)	0	0	1	0	0	8
Lane Group Flow (vph)	16	1717	2874	0	21	4
Turn Type	pm+pt					Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Actuated Green, G (s)	77.0	77.0	71.8		43.0	43.0
Effective Green, g (s)	77.0	77.0	71.8		43.0	43.0
Actuated g/C Ratio	0.59	0.59	0.55		0.33	0.33
Clearance Time (s)	3.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)	2.0	1.0	1.0		2.5	2.5
Lane Grp Cap (vph)	87	3012	2801		585	524
v/s Ratio Prot	0.00	c0.34	c0.57		c0.01	
v/s Ratio Perm	0.11					0.00
v/c Ratio	0.18	0.57	1.03		0.04	0.01
Uniform Delay, d1	30.3	16.3	29.1		29.5	29.2
Progression Factor	0.89	0.92	1.38		1.00	1.00
Incremental Delay, d2	0.4	0.7	19.5		0.1	0.0
Delay (s)	27.3	15.7	59.6		29.6	29.2
Level of Service	C	B	E		C	C
Approach Delay (s)		15.8	59.6		29.4	
Approach LOS		B	E		C	

Intersection Summary

HCM Average Control Delay	43.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

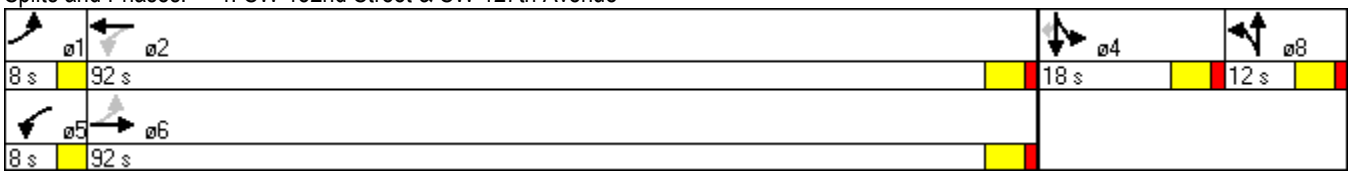
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Volume (vph)	130	1374	4	2531	0	76	1	118
Turn Type	pm+pt		pm+pt			Split		Perm
Protected Phases	1	6	5	2	8	4	4	
Permitted Phases	6		2					4
Detector Phase	1	6	5	2	8	4	4	4
Switch Phase								
Minimum Initial (s)	5.0	16.0	5.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.0	21.3	8.0	21.3	21.3	14.0	14.0	14.0
Total Split (s)	8.0	92.0	8.0	92.0	12.0	18.0	18.0	18.0
Total Split (%)	6.2%	70.8%	6.2%	70.8%	9.2%	13.8%	13.8%	13.8%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.3	0.0	1.3	1.3	1.3	1.3	1.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.3	3.0	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 111 (85%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 4: SW 152nd Street & SW 127th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	1374	2	4	2531	179	9	0	26	76	1	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.3		3.0	5.3			5.3		5.3	5.3	5.3
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00		0.95	0.95	1.00
Frt	1.00	1.00		1.00	0.99			0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.99		0.95	0.95	1.00
Satd. Flow (prot)	1770	5084		1770	5035			1656		1681	1687	1583
Flt Permitted	0.04	1.00		0.16	1.00			0.99		0.95	0.95	1.00
Satd. Flow (perm)	83	5084		297	5035			1656		1681	1687	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	1493	2	4	2751	195	10	0	28	83	1	128
RTOR Reduction (vph)	0	0	0	0	6	0	0	27	0	0	0	108
Lane Group Flow (vph)	141	1495	0	4	2940	0	0	11	0	42	42	20
Turn Type	pm+pt			pm+pt			Split			Split		Perm
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases	6			2								4
Actuated Green, G (s)	99.1	95.1		88.1	87.1			5.6		9.4	9.4	9.4
Effective Green, g (s)	99.1	95.1		88.1	87.1			5.6		9.4	9.4	9.4
Actuated g/C Ratio	0.76	0.73		0.68	0.67			0.04		0.07	0.07	0.07
Clearance Time (s)	3.0	5.3		3.0	5.3			5.3		5.3	5.3	5.3
Vehicle Extension (s)	2.0	1.0		2.0	1.0			2.5		3.5	3.5	3.5
Lane Grp Cap (vph)	180	3719		213	3373			71		122	122	114
v/s Ratio Prot	c0.05	0.29		0.00	c0.58			c0.01		c0.02	0.02	
v/s Ratio Perm	0.54			0.01								0.01
v/c Ratio	0.78	0.40		0.02	0.87			0.16		0.34	0.34	0.18
Uniform Delay, d1	39.6	6.6		6.8	17.0			59.9		57.4	57.4	56.7
Progression Factor	2.35	0.03		1.56	2.20			1.00		1.00	1.00	1.00
Incremental Delay, d2	15.6	0.3		0.0	2.3			0.8		2.0	2.0	0.9
Delay (s)	108.5	0.5		10.6	39.7			60.7		59.4	59.4	57.6
Level of Service	F	A		B	D			E		E	E	E
Approach Delay (s)		9.8			39.7			60.7			58.3	
Approach LOS		A			D			E			E	

Intersection Summary

HCM Average Control Delay	30.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	18.9
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

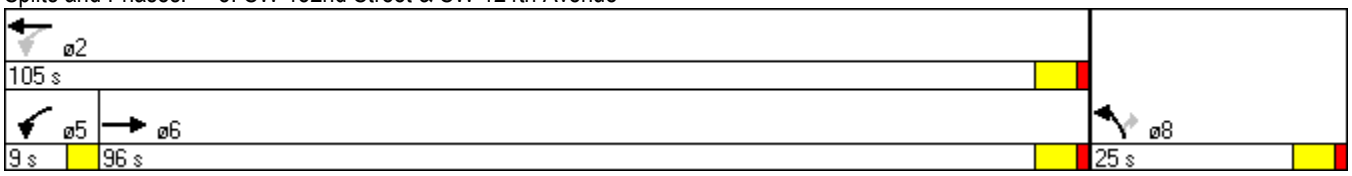
c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Volume (vph)	1494	9	2820	41	92
Turn Type		pm+pt			Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	16.0	5.0	16.0	7.0	7.0
Minimum Split (s)	21.3	8.0	21.3	31.4	31.4
Total Split (s)	96.0	9.0	105.0	25.0	25.0
Total Split (%)	73.8%	6.9%	80.8%	19.2%	19.2%
Yellow Time (s)	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	1.3	0.0	1.3	1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	3.0	5.3	5.4	5.4
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?					
Recall Mode	C-Max	None	C-Max	Max	Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 71 (55%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 5: SW 152nd Street & SW 124th Avenue



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1494	7	9	2820	41	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3		3.0	5.3	5.4	5.4
Lane Util. Factor	0.91		1.00	0.91	1.00	0.88
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5082		1770	5085	1770	2787
Flt Permitted	1.00		0.13	1.00	0.95	1.00
Satd. Flow (perm)	5082		243	5085	1770	2787
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1556	7	9	2938	43	96
RTOR Reduction (vph)	0	0	0	0	0	82
Lane Group Flow (vph)	1563	0	9	2938	43	14
Turn Type			pm+pt			Perm
Protected Phases	6		5	2	8	
Permitted Phases			2			8
Actuated Green, G (s)	95.7		99.7	99.7	19.6	19.6
Effective Green, g (s)	95.7		99.7	99.7	19.6	19.6
Actuated g/C Ratio	0.74		0.77	0.77	0.15	0.15
Clearance Time (s)	5.3		3.0	5.3	5.4	5.4
Vehicle Extension (s)	1.0		2.0	1.0	3.0	3.0
Lane Grp Cap (vph)	3741		198	3900	267	420
v/s Ratio Prot	0.31		0.00	c0.58	c0.02	
v/s Ratio Perm			0.03			0.01
v/c Ratio	0.42		0.05	0.75	0.16	0.03
Uniform Delay, d1	6.5		4.3	8.4	48.0	47.1
Progression Factor	0.86		0.16	0.13	1.00	1.00
Incremental Delay, d2	0.3		0.0	0.7	1.3	0.2
Delay (s)	6.0		0.7	1.7	49.3	47.3
Level of Service	A		A	A	D	D
Approach Delay (s)	6.0			1.7	47.9	
Approach LOS	A			A	D	

Intersection Summary

HCM Average Control Delay	4.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		

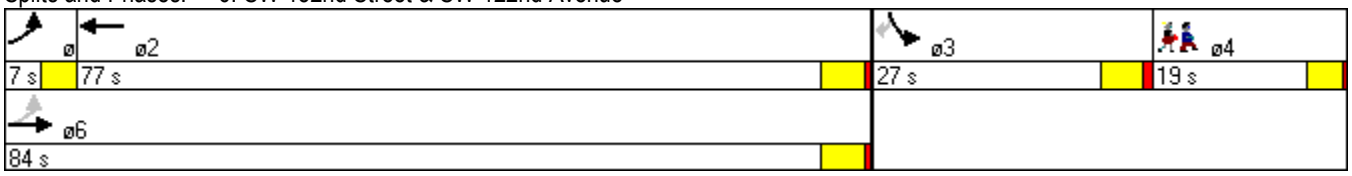
c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL	SBR	ø4
Lane Configurations						
Volume (vph)	191	1292	2431	585	189	
Turn Type	pm+pt				Perm	
Protected Phases	1	6	2	3		4
Permitted Phases	6				3	
Detector Phase	1	6	2	3	3	
Switch Phase						
Minimum Initial (s)	5.0	18.0	18.0	7.0	7.0	1.0
Minimum Split (s)	8.5	23.1	23.1	21.0	21.0	33.0
Total Split (s)	7.0	84.0	77.0	27.0	27.0	19.0
Total Split (%)	5.4%	64.6%	59.2%	20.8%	20.8%	15%
Yellow Time (s)	3.5	4.3	4.3	4.0	4.0	3.5
All-Red Time (s)	0.0	0.8	0.8	1.0	1.0	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	5.1	5.1	5.0	5.0	
Lead/Lag	Lead		Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	Max	Max	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 49 (38%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 6: SW 152nd Street & SW 122nd Avenue



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	191	1292	2431	353	585	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.1	5.1		5.0	5.0
Lane Util. Factor	1.00	0.91	0.91		0.97	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	5085	4988		3433	1583
Flt Permitted	0.05	1.00	1.00		0.95	1.00
Satd. Flow (perm)	97	5085	4988		3433	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	193	1305	2456	357	591	191
RTOR Reduction (vph)	0	0	14	0	0	159
Lane Group Flow (vph)	193	1305	2799	0	591	32
Turn Type	pm+pt					Perm
Protected Phases	1	6	2		3	
Permitted Phases	6					3
Actuated Green, G (s)	97.9	97.9	73.1		22.0	22.0
Effective Green, g (s)	97.9	97.9	73.1		22.0	22.0
Actuated g/C Ratio	0.75	0.75	0.56		0.17	0.17
Clearance Time (s)	3.5	5.1	5.1		5.0	5.0
Vehicle Extension (s)	2.0	1.0	1.0		2.5	2.5
Lane Grp Cap (vph)	347	3829	2805		581	268
v/s Ratio Prot	c0.09	0.26	c0.56		c0.17	
v/s Ratio Perm	0.33					0.02
v/c Ratio	0.56	0.34	1.00		1.02	0.12
Uniform Delay, d1	37.6	5.3	28.4		54.0	45.8
Progression Factor	0.60	0.90	0.79		1.00	1.00
Incremental Delay, d2	1.0	0.2	13.4		41.7	0.9
Delay (s)	23.5	5.0	35.8		95.7	46.7
Level of Service	C	A	D		F	D
Approach Delay (s)		7.4	35.8		83.8	
Approach LOS		A	D		F	

Intersection Summary

HCM Average Control Delay	34.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	93.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	529	1178	106	1187	73	252	415	118	118	569	1051
Turn Type	Prot		pm+pt		Free	pm+pt		pm+ov	pm+pt		Free
Protected Phases	1	6	5	2		7	4	5	3	8	
Permitted Phases			2		Free	4		4	8		Free
Detector Phase	1	6	5	2		7	4	5	3	8	
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	7.0		5.0	7.0	7.0	5.0	7.0	
Minimum Split (s)	8.0	33.7	10.0	33.7		8.0	30.7	10.0	8.0	21.7	
Total Split (s)	19.0	70.0	12.0	63.0	0.0	14.0	34.0	12.0	14.0	34.0	0.0
Total Split (%)	14.6%	53.8%	9.2%	48.5%	0.0%	10.8%	26.2%	9.2%	10.8%	26.2%	0.0%
Yellow Time (s)	3.0	4.0	3.0	4.0		3.0	4.0	3.0	3.0	4.0	
All-Red Time (s)	0.0	1.7	0.0	1.7		0.0	1.7	0.0	0.0	1.7	
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)	3.0	5.7	3.0	5.7	4.0	3.0	5.7	3.0	3.0	5.7	4.0
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max		None	Max	None	None	Max	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 117 (90%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 7: SW 152nd Street & SW 117th Avenue

ø1	ø2	ø3	ø4
19 s	63 s	14 s	34 s
ø5	ø6	ø7	ø8
12 s	70 s	14 s	34 s

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	529	1178	217	106	1187	73	252	415	118	118	569	1051
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.7		3.0	5.7	4.0	3.0	5.7	3.0	3.0	5.7	4.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3457		1770	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.07	1.00	1.00	0.18	1.00	1.00	0.37	1.00	1.00
Satd. Flow (perm)	3433	3457		137	3539	1583	341	3539	1583	685	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	551	1227	226	110	1236	76	262	432	123	123	593	1095
RTOR Reduction (vph)	0	11	0	0	0	0	0	0	71	0	0	0
Lane Group Flow (vph)	551	1442	0	110	1236	76	262	432	52	123	593	1095
Turn Type	Prot			pm+pt		Free	pm+pt		pm+ov	pm+pt		Free
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases				2		Free	4		4	8		Free
Actuated Green, G (s)	16.0	65.3		65.3	57.3	130.0	40.6	29.6	37.6	38.0	28.3	130.0
Effective Green, g (s)	16.0	65.3		65.3	57.3	130.0	40.6	29.6	37.6	38.0	28.3	130.0
Actuated g/C Ratio	0.12	0.50		0.50	0.44	1.00	0.31	0.23	0.29	0.29	0.22	1.00
Clearance Time (s)	3.0	5.7		3.0	5.7		3.0	5.7	3.0	3.0	5.7	
Vehicle Extension (s)	3.0	1.0		2.0	1.0		2.0	3.5	2.0	2.0	3.5	
Lane Grp Cap (vph)	423	1736		169	1560	1583	227	806	458	281	770	1583
v/s Ratio Prot	c0.16	c0.42		0.04	0.35		c0.10	0.12	0.01	0.03	0.17	
v/s Ratio Perm				0.29		0.05	c0.26		0.03	0.10		0.69
v/c Ratio	1.30	0.83		0.65	0.79	0.05	1.15	0.54	0.11	0.44	0.77	0.69
Uniform Delay, d1	57.0	27.6		23.8	31.2	0.0	39.7	44.2	34.0	35.2	47.8	0.0
Progression Factor	0.93	1.62		1.55	0.50	1.00	1.00	1.00	1.00	0.91	0.95	1.00
Incremental Delay, d2	150.5	4.2		5.3	3.3	0.0	107.6	2.5	0.0	0.2	3.5	1.2
Delay (s)	203.6	48.8		42.2	19.1	0.0	147.3	46.7	34.0	32.1	48.9	1.2
Level of Service	F	D		D	B	A	F	D	C	C	D	A
Approach Delay (s)		91.4			19.9			77.1			18.9	
Approach LOS		F			B			E			B	

Intersection Summary

HCM Average Control Delay	51.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	93.8%	ICU Level of Service	F
Analysis Period (min)	15		

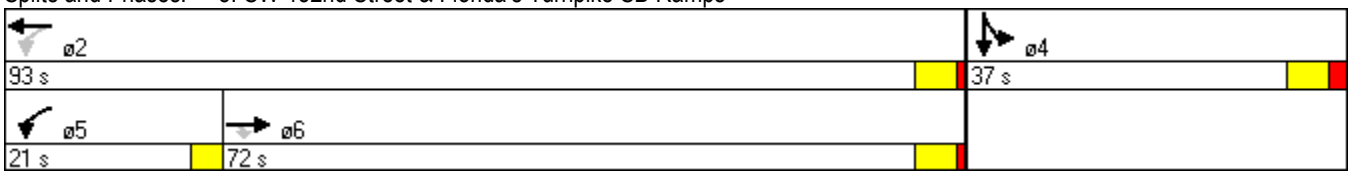
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Configurations						
Volume (vph)	1040	246	258	1291	418	105
Turn Type		Perm	pm+pt		Split	
Protected Phases	6		5	2	4	4
Permitted Phases		6	2			
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	16.0	16.0	5.0	16.0	7.0	7.0
Minimum Split (s)	21.0	21.0	8.0	21.0	31.0	31.0
Total Split (s)	72.0	72.0	21.0	93.0	37.0	37.0
Total Split (%)	55.4%	55.4%	16.2%	71.5%	28.5%	28.5%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	0.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	3.0	5.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 111 (85%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 8: SW 152nd Street & Florida's Turnpike SB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1040	246	258	1291	0	0	0	0	418	105	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	3.0	5.0					6.0	6.0	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.95	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.98	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1653	
Flt Permitted		1.00	1.00	0.15	1.00					0.95	0.98	
Satd. Flow (perm)		3539	1583	284	3539					1681	1653	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1156	273	287	1434	0	0	0	0	464	117	116
RTOR Reduction (vph)	0	0	105	0	0	0	0	0	0	0	14	0
Lane Group Flow (vph)	0	1156	168	287	1434	0	0	0	0	353	330	0
Turn Type			Perm	pm+pt						Split		
Protected Phases		6		5	2					4	4	
Permitted Phases			6	2								
Actuated Green, G (s)		71.1	71.1	88.0	88.0					31.0	31.0	
Effective Green, g (s)		71.1	71.1	88.0	88.0					31.0	31.0	
Actuated g/C Ratio		0.55	0.55	0.68	0.68					0.24	0.24	
Clearance Time (s)		5.0	5.0	3.0	5.0					6.0	6.0	
Vehicle Extension (s)		1.0	1.0	2.0	1.0					4.0	4.0	
Lane Grp Cap (vph)		1936	866	351	2396					401	394	
v/s Ratio Prot		0.33		c0.09	0.41					c0.21	0.20	
v/s Ratio Perm			0.11	c0.47								
v/c Ratio		0.60	0.19	0.82	0.60					0.88	0.84	
Uniform Delay, d1		19.8	14.9	16.6	11.4					47.7	47.1	
Progression Factor		0.43	0.21	2.61	0.46					1.00	1.00	
Incremental Delay, d2		0.9	0.3	10.0	0.8					23.1	18.6	
Delay (s)		9.4	3.5	53.2	6.1					70.8	65.7	
Level of Service		A	A	D	A					E	E	
Approach Delay (s)		8.3			14.0			0.0			68.3	
Approach LOS		A			B			A			E	

Intersection Summary

HCM Average Control Delay	21.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

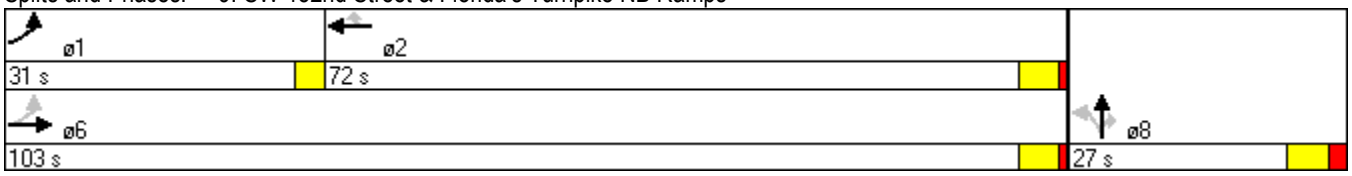
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Volume (vph)	317	1170	1301	461	110	198
Turn Type	pm+pt			Perm		Perm
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	5.0	16.0	16.0	16.0	7.0	7.0
Minimum Split (s)	8.0	21.0	21.0	21.0	34.0	34.0
Total Split (s)	31.0	103.0	72.0	72.0	27.0	27.0
Total Split (%)	23.8%	79.2%	55.4%	55.4%	20.8%	20.8%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	5.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 104 (80%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 9: SW 152nd Street & Florida's Turnpike NB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	317	1170	0	0	1301	461	231	110	198	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0			5.0	5.0		6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95	1.00		0.95	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.97	1.00			
Satd. Flow (prot)	1770	3539			3539	1583		3423	1583			
Flt Permitted	0.10	1.00			1.00	1.00		0.97	1.00			
Satd. Flow (perm)	183	3539			3539	1583		3423	1583			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	341	1258	0	0	1399	496	248	118	213	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	133	0	0	101	0	0	0
Lane Group Flow (vph)	341	1258	0	0	1399	363	0	366	112	0	0	0
Turn Type	pm+pt					Perm	Perm		Perm			
Protected Phases	1	6			2			8				
Permitted Phases	6					2	8		8			
Actuated Green, G (s)	98.0	98.0			73.2	73.2		21.0	21.0			
Effective Green, g (s)	98.0	98.0			73.2	73.2		21.0	21.0			
Actuated g/C Ratio	0.75	0.75			0.56	0.56		0.16	0.16			
Clearance Time (s)	3.0	5.0			5.0	5.0		6.0	6.0			
Vehicle Extension (s)	2.0	1.0			1.0	1.0		4.0	4.0			
Lane Grp Cap (vph)	404	2668			1993	891		553	256			
v/s Ratio Prot	c0.14	0.36			0.40							
v/s Ratio Perm	c0.50					0.23		0.11	0.07			
v/c Ratio	0.84	0.47			0.70	0.41		0.87dl	0.44			
Uniform Delay, d1	33.1	6.1			20.5	16.1		51.2	49.2			
Progression Factor	1.29	0.94			0.50	0.14		1.00	1.00			
Incremental Delay, d2	10.8	0.4			1.3	0.8		6.1	5.4			
Delay (s)	53.4	6.2			11.4	3.0		57.3	54.6			
Level of Service	D	A			B	A		E	D			
Approach Delay (s)		16.3			9.2			56.3			0.0	
Approach LOS		B			A			E			A	

Intersection Summary

HCM Average Control Delay	18.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	94	897	130	1409	226	246	47	163	295
Turn Type	pm+pt		pm+pt		pm+pt		pm+ov	pm+pt	
Protected Phases	1	6	5	2	7	4	5	3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	3	8
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	5.0	7.0
Minimum Split (s)	9.0	29.4	9.0	29.4	9.0	29.5	9.0	9.0	29.5
Total Split (s)	14.0	70.0	14.0	70.0	19.0	32.0	14.0	14.0	27.0
Total Split (%)	10.8%	53.8%	10.8%	53.8%	14.6%	24.6%	10.8%	10.8%	20.8%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0
All-Red Time (s)	0.0	1.4	0.0	1.4	0.0	1.5	0.0	0.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.4	3.0	5.4	3.0	5.5	3.0	3.0	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	C-Max	None	C-Max	None	Max	None	None	Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 77 (59%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: SW 152nd Street & SW 112th Avenue

ø1	ø2	ø3	ø4
14 s	70 s	14 s	32 s

ø5	ø6	ø7	ø8
14 s	70 s	19 s	27 s

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	94	897	234	130	1409	130	226	246	47	163	295	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.4		3.0	5.4		3.0	5.5	3.0	3.0	5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	0.95	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3429		1770	3494		1770	1863	1583	1770	3421	
Flt Permitted	0.06	1.00		0.14	1.00		0.29	1.00	1.00	0.42	1.00	
Satd. Flow (perm)	111	3429		267	3494		537	1863	1583	776	3421	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	97	925	241	134	1453	134	233	254	48	168	304	87
RTOR Reduction (vph)	0	17	0	0	5	0	0	0	28	0	20	0
Lane Group Flow (vph)	97	1149	0	134	1582	0	233	254	20	168	371	0
Turn Type	pm+pt			pm+pt			pm+pt		pm+ov	pm+pt		
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)	74.9	67.1		76.3	67.8		40.5	27.0	35.5	33.0	22.5	
Effective Green, g (s)	74.9	67.1		76.3	67.8		40.5	27.0	35.5	33.0	22.5	
Actuated g/C Ratio	0.58	0.52		0.59	0.52		0.31	0.21	0.27	0.25	0.17	
Clearance Time (s)	3.0	5.4		3.0	5.4		3.0	5.5	3.0	3.0	5.5	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.0	2.5	2.0	2.0	2.5	
Lane Grp Cap (vph)	163	1770		255	1822		310	387	432	277	592	
v/s Ratio Prot	c0.04	0.33		c0.03	c0.45		c0.09	0.14	0.00	0.05	0.11	
v/s Ratio Perm	0.31			0.27			c0.15		0.01	0.10		
v/c Ratio	0.60	0.65		0.53	0.87		0.75	0.66	0.05	0.61	0.63	
Uniform Delay, d1	24.1	22.9		16.2	27.2		36.1	47.2	34.8	40.2	49.9	
Progression Factor	1.23	1.19		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.4	1.6		0.9	5.9		8.8	8.4	0.0	2.6	5.0	
Delay (s)	33.1	28.8		17.1	33.1		44.9	55.7	34.8	42.8	54.8	
Level of Service	C	C		B	C		D	E	C	D	D	
Approach Delay (s)		29.2			31.9			49.1			51.2	
Approach LOS		C			C			D			D	

Intersection Summary

HCM Average Control Delay	35.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	87.4%	ICU Level of Service	E
Analysis Period (min)	15		

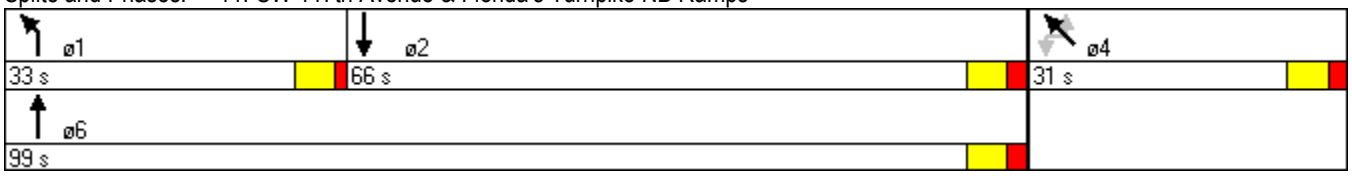
c Critical Lane Group

Lane Group	NBL	NBT	SBT	NWT	NWR
Lane Configurations					
Volume (vph)	544	659	1071	666	235
Turn Type	Prot				Perm
Protected Phases	1	6	2	4	
Permitted Phases					4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	7.0	15.0	15.0	7.0	7.0
Minimum Split (s)	12.0	22.0	22.0	22.0	22.0
Total Split (s)	33.0	99.0	66.0	31.0	31.0
Total Split (%)	25.4%	76.2%	50.8%	23.8%	23.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 16 (12%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 11: SW 117th Avenue & Florida's Turnpike NB Ramps



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	544	659	0	0	1071	23	0	0	0	29	666	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0			6.0						6.0	6.0
Lane Util. Factor	0.97	1.00			0.95						0.95	1.00
Frt	1.00	1.00			1.00						1.00	0.85
Flt Protected	0.95	1.00			1.00						1.00	1.00
Satd. Flow (prot)	3433	1863			3528						3532	1583
Flt Permitted	0.95	1.00			1.00						1.00	1.00
Satd. Flow (perm)	3433	1863			3528						3532	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	591	716	0	0	1164	25	0	0	0	32	724	255
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	0	0	0	195
Lane Group Flow (vph)	591	716	0	0	1188	0	0	0	0	0	756	60
Turn Type	Prot									Perm		Perm
Protected Phases	1	6			2						4	
Permitted Phases										4		4
Actuated Green, G (s)	26.9	93.0			61.1						25.0	25.0
Effective Green, g (s)	26.9	93.0			61.1						25.0	25.0
Actuated g/C Ratio	0.21	0.72			0.47						0.19	0.19
Clearance Time (s)	5.0	6.0			6.0						6.0	6.0
Vehicle Extension (s)	5.0	1.0			1.0						2.5	2.5
Lane Grp Cap (vph)	710	1333			1658						679	304
v/s Ratio Prot	c0.17	0.38			c0.34							
v/s Ratio Perm											0.21	0.04
v/c Ratio	0.83	0.54			0.72						1.11	0.20
Uniform Delay, d1	49.4	8.6			27.5						52.5	44.1
Progression Factor	1.08	1.41			1.00						1.00	1.00
Incremental Delay, d2	7.3	1.2			2.7						70.0	0.2
Delay (s)	60.8	13.3			30.2						122.5	44.3
Level of Service	E	B			C						F	D
Approach Delay (s)		34.7			30.2			0.0			102.8	
Approach LOS		C			C			A			F	

Intersection Summary

HCM Average Control Delay	52.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

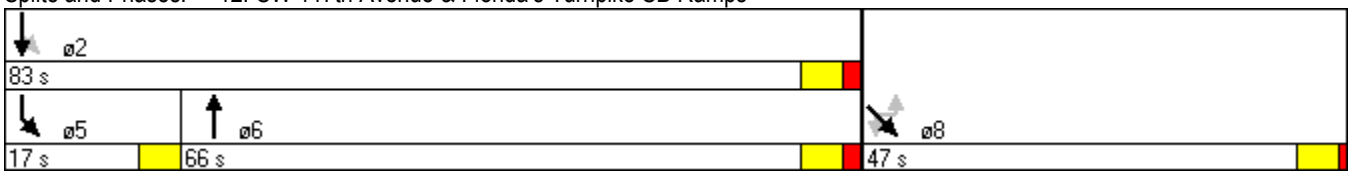
c Critical Lane Group

Lane Group	NBT	SBL	SBT	SEL	SET	SER
Lane Configurations						
Volume (vph)	1118	169	928	96	547	1198
Turn Type		pm+pt		Perm		Perm
Protected Phases	6	5	2		8	
Permitted Phases		2		8		8
Detector Phase	6	5	2	8	8	8
Switch Phase						
Minimum Initial (s)	10.0	5.0	10.0	7.0	7.0	7.0
Minimum Split (s)	22.0	9.0	22.0	21.0	21.0	21.0
Total Split (s)	66.0	17.0	83.0	47.0	47.0	47.0
Total Split (%)	50.8%	13.1%	63.8%	36.2%	36.2%	36.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.0	6.0	5.0	5.0	5.0
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 35 (27%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 12: SW 117th Avenue & Florida's Turnpike SB Ramps



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	1118	6	169	928	0	96	547	1198	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		4.0	6.0		5.0	5.0	5.0			
Lane Util. Factor		0.95		1.00	0.95		1.00	1.00	0.88			
Frt		1.00		1.00	1.00		1.00	1.00	0.85			
Flt Protected		1.00		0.95	1.00		0.95	1.00	1.00			
Satd. Flow (prot)		3536		1770	3539		1770	1863	2787			
Flt Permitted		1.00		0.12	1.00		0.95	1.00	1.00			
Satd. Flow (perm)		3536		228	3539		1770	1863	2787			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	0	1165	6	176	967	0	100	570	1248	0	0	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	150	0	0	0
Lane Group Flow (vph)	0	1170	0	176	967	0	100	570	1098	0	0	0
Turn Type				pm+pt			Perm		Perm			
Protected Phases		6		5	2			8				
Permitted Phases				2			8		8			
Actuated Green, G (s)		62.9		77.0	77.0		42.0	42.0	42.0			
Effective Green, g (s)		62.9		77.0	77.0		42.0	42.0	42.0			
Actuated g/C Ratio		0.48		0.59	0.59		0.32	0.32	0.32			
Clearance Time (s)		6.0		4.0	6.0		5.0	5.0	5.0			
Vehicle Extension (s)		1.0		2.0	1.0		3.5	3.5	3.5			
Lane Grp Cap (vph)		1711		255	2096		572	602	900			
v/s Ratio Prot		0.33		c0.05	0.27			0.31				
v/s Ratio Perm				c0.35			0.06		c0.39			
v/c Ratio		0.68		0.69	0.46		0.17	0.95	1.22			
Uniform Delay, d1		25.9		18.8	14.9		31.6	42.9	44.0			
Progression Factor		1.27		2.31	0.06		1.00	1.00	1.00			
Incremental Delay, d2		1.2		4.3	0.5		0.2	24.2	108.9			
Delay (s)		34.2		47.9	1.4		31.7	67.1	152.9			
Level of Service		C		D	A		C	E	F			
Approach Delay (s)		34.2			8.6			121.1			0.0	
Approach LOS		C			A			F			A	

Intersection Summary

HCM Average Control Delay	66.7	HCM Level of Service	E
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

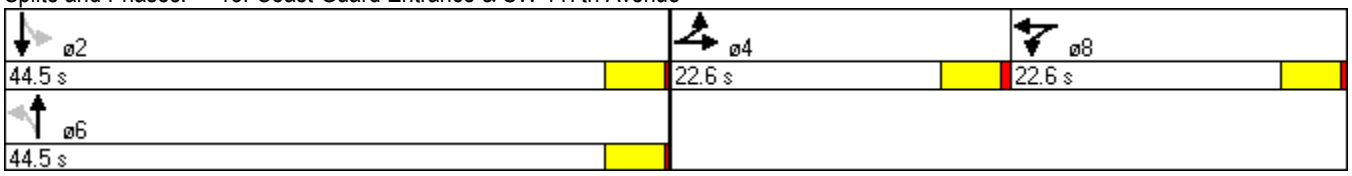
c Critical Lane Group

Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	0	0	686	13	971
Turn Type				Perm	
Protected Phases	4	8	6		2
Permitted Phases				2	
Detector Phase	4	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	16.0	16.0
Minimum Split (s)	20.6	20.6	20.5	20.5	20.5
Total Split (s)	22.6	22.6	44.5	44.5	44.5
Total Split (%)	25.2%	25.2%	49.6%	49.6%	49.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Max	Max	Max

Intersection Summary

Cycle Length: 89.7
Actuated Cycle Length: 60
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: Coast Guard Entrance & SW 117th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	0	8	11	0	37	0	686	8	13	971	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6			4.6			4.5		4.5	4.5	
Lane Util. Factor		1.00			1.00			0.95		1.00	0.95	
Frt		0.96			0.90			1.00		1.00	1.00	
Flt Protected		0.97			0.99			1.00		0.95	1.00	
Satd. Flow (prot)		1729			1650			3533		1770	3538	
Flt Permitted		0.97			0.99			1.00		0.38	1.00	
Satd. Flow (perm)		1729			1650			3533		712	3538	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	20	0	8	11	0	37	0	693	8	13	981	2
RTOR Reduction (vph)	0	8	0	0	36	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	20	0	0	12	0	0	700	0	13	983	0
Turn Type	Split			Split			Perm			Perm		
Protected Phases	4	4		8	8			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)		2.5			2.6			47.0		47.0	47.0	
Effective Green, g (s)		2.5			2.6			47.0		47.0	47.0	
Actuated g/C Ratio		0.04			0.04			0.71		0.71	0.71	
Clearance Time (s)		4.6			4.6			4.5		4.5	4.5	
Vehicle Extension (s)		2.5			2.5			1.0		1.0	1.0	
Lane Grp Cap (vph)		66			65			2524		509	2527	
v/s Ratio Prot		c0.01			c0.01			0.20			c0.28	
v/s Ratio Perm										0.02		
v/c Ratio		0.31			0.19			0.28		0.03	0.39	
Uniform Delay, d1		30.8			30.6			3.3		2.7	3.7	
Progression Factor		1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d2		1.9			1.0			0.3		0.1	0.5	
Delay (s)		32.7			31.6			3.6		2.8	4.2	
Level of Service		C			C			A		A	A	
Approach Delay (s)		32.7			31.6			3.6			4.2	
Approach LOS		C			C			A			A	

Intersection Summary

HCM Average Control Delay	5.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	65.8	Sum of lost time (s)	13.7
Intersection Capacity Utilization	40.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	76	50	101	115	5	398	184	664
Turn Type	pm+pt		Perm		pm+pt		pm+pt	
Protected Phases	3	8		4	1	6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	3	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	13.0	7.0	7.0	5.0	18.0	5.0	18.0
Minimum Split (s)	8.0	20.0	12.0	12.0	8.0	23.1	8.0	23.1
Total Split (s)	8.0	20.0	12.0	12.0	8.0	23.1	8.0	23.1
Total Split (%)	15.7%	39.1%	23.5%	23.5%	15.7%	45.2%	15.7%	45.2%
Yellow Time (s)	3.0	4.0	4.0	4.0	3.0	4.3	3.0	4.3
All-Red Time (s)	0.0	1.0	1.0	1.0	0.0	0.8	0.0	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	5.0	3.0	5.1	3.0	5.1
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 51.1
Actuated Cycle Length: 48.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 14: SW 168th Street & SW 117th Avenue

ø1	ø2	ø3	ø4
8 s	23.1 s	8 s	12 s

ø5	ø6	ø8
8 s	23.1 s	20 s

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	76	50	2	101	115	161	5	398	63	184	664	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		5.0	5.0		3.0	5.1		3.0	5.1	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.91		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1853		1770	1700		1770	3467		1770	3434	
Flt Permitted	0.31	1.00		0.72	1.00		0.29	1.00		0.41	1.00	
Satd. Flow (perm)	587	1853		1343	1700		541	3467		762	3434	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	80	53	2	106	121	169	5	419	66	194	699	172
RTOR Reduction (vph)	0	1	0	0	93	0	0	24	0	0	37	0
Lane Group Flow (vph)	80	54	0	106	197	0	5	461	0	194	834	0
Turn Type	pm+pt			Perm			pm+pt			pm+pt		
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)	15.6	15.6		9.7	9.7		20.9	19.9		26.7	22.8	
Effective Green, g (s)	15.6	15.6		9.7	9.7		20.9	19.9		26.7	22.8	
Actuated g/C Ratio	0.30	0.30		0.18	0.18		0.40	0.38		0.51	0.43	
Clearance Time (s)	3.0	5.0		5.0	5.0		3.0	5.1		3.0	5.1	
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	1.0		2.0	1.0	
Lane Grp Cap (vph)	240	551		248	314		239	1314		462	1491	
v/s Ratio Prot	c0.02	0.03			c0.12		0.00	0.13		c0.03	c0.24	
v/s Ratio Perm	0.08			0.08			0.01			0.18		
v/c Ratio	0.33	0.10		0.43	0.63		0.02	0.35		0.42	0.56	
Uniform Delay, d1	14.0	13.4		18.9	19.7		9.6	11.7		7.2	11.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.1		1.2	3.9		0.0	0.1		0.2	0.3	
Delay (s)	14.3	13.4		20.1	23.6		9.6	11.7		7.5	11.4	
Level of Service	B	B		C	C		A	B		A	B	
Approach Delay (s)		13.9			22.7			11.7			10.6	
Approach LOS		B			C			B			B	

Intersection Summary

HCM Average Control Delay	13.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	52.5	Sum of lost time (s)	14.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

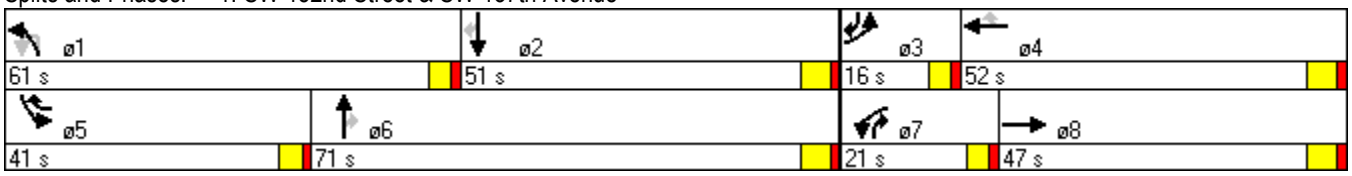
Future Background Conditions

Lane Group	EBL	EBT	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	484	949	856	1878	701	16	362	1052	561	747	1600	661
Turn Type	Prot		Prot		pm+ov	custom	Prot		pm+ov	Prot		pm+ov
Protected Phases	3	8	7	4	5		1	6	7	5	2	3
Permitted Phases					4	1			6			2
Detector Phase	3	8	7	4	5	1	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	9.2	30.5	9.2	30.5	9.2	9.2	9.2	30.5	9.2	9.2	30.5	9.2
Total Split (s)	16.0	47.0	21.0	52.0	41.0	61.0	61.0	71.0	21.0	41.0	51.0	16.0
Total Split (%)	8.9%	26.1%	11.7%	28.9%	22.8%	33.9%	33.9%	39.4%	11.7%	22.8%	28.3%	8.9%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.2	1.5	1.2	1.5	1.2	1.2	1.2	1.5	1.2	1.2	1.5	1.2
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)	4.2	5.5	4.2	5.5	4.2	4.2	4.2	5.5	4.2	4.2	5.5	4.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 52 (29%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 152nd Street & SW 137th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	484	949	232	856	1878	701	16	362	1052	561	747	1600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.5		4.2	5.5	4.2		4.2	5.5	4.2	4.2	5.5
Lane Util. Factor	0.97	0.91		0.97	0.95	1.00		0.97	0.95	1.00	0.97	0.95
Frt	1.00	0.97		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	4936		3433	3539	1583		3433	3539	1583	3433	3539
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.07	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	4936		3433	3539	1583		254	3539	1583	3433	3539
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	509	999	244	901	1977	738	17	381	1107	591	786	1684
RTOR Reduction (vph)	0	23	0	0	0	8	0	0	0	2	0	0
Lane Group Flow (vph)	509	1220	0	901	1977	730	0	398	1107	589	786	1684
Turn Type	Prot			Prot		pm+ov	custom	Prot		pm+ov	Prot	
Protected Phases	3	8		7	4	5		1	6	7	5	2
Permitted Phases						4	1			6		
Actuated Green, G (s)	11.8	41.5		16.8	46.5	83.3		56.8	65.5	82.3	36.8	45.5
Effective Green, g (s)	11.8	41.5		16.8	46.5	83.3		56.8	65.5	82.3	36.8	45.5
Actuated g/C Ratio	0.07	0.23		0.09	0.26	0.46		0.32	0.36	0.46	0.20	0.25
Clearance Time (s)	4.2	5.5		4.2	5.5	4.2		4.2	5.5	4.2	4.2	5.5
Vehicle Extension (s)	3.5	2.5		2.5	2.5	3.5		2.5	1.0	2.5	3.5	1.0
Lane Grp Cap (vph)	225	1138		320	914	733		80	1288	724	702	895
v/s Ratio Prot	0.15	0.25		c0.26	c0.56	0.20			0.31	0.08	0.23	c0.48
v/s Ratio Perm						0.26		c1.56		0.30		
v/c Ratio	2.26	1.07		2.82	2.16	1.00		4.97	0.86	0.81	1.12	1.88
Uniform Delay, d1	84.1	69.2		81.6	66.8	48.2		61.6	53.0	42.2	71.6	67.2
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	582.0	48.2		825.7	527.0	32.2		1816.5	7.6	6.8	71.8	401.0
Delay (s)	666.1	117.5		907.3	593.7	80.4		1878.1	60.6	49.0	143.4	468.2
Level of Service	F	F		F	F	F		F	E	D	F	F
Approach Delay (s)		276.9			567.1				402.5			322.9
Approach LOS		F			F				F			F

Intersection Summary

HCM Average Control Delay	414.1	HCM Level of Service	F
HCM Volume to Capacity ratio	3.07		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.9
Intersection Capacity Utilization	136.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Volume (vph)	661
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.2
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	696
RTOR Reduction (vph)	85
Lane Group Flow (vph)	611
Turn Type	pm+ov
Protected Phases	3
Permitted Phases	2
Actuated Green, G (s)	57.3
Effective Green, g (s)	57.3
Actuated g/C Ratio	0.32
Clearance Time (s)	4.2
Vehicle Extension (s)	3.5
Lane Grp Cap (vph)	504
v/s Ratio Prot	0.08
v/s Ratio Perm	0.31
v/c Ratio	1.21
Uniform Delay, d1	61.4
Progression Factor	1.00
Incremental Delay, d2	112.6
Delay (s)	174.0
Level of Service	F
Approach Delay (s)	
Approach LOS	

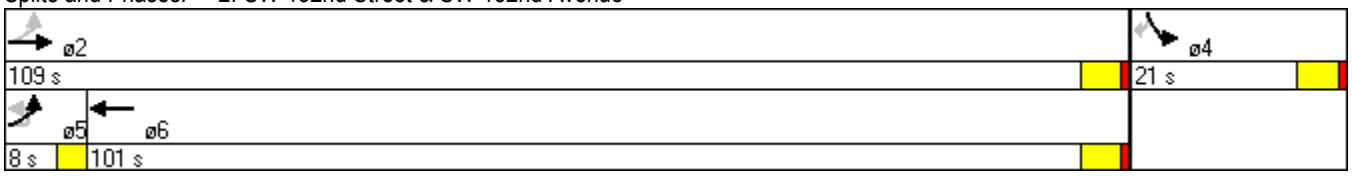
Intersection Summary

Lane Group	EBU	EBL	EBT	WBT	SBL	SBR
Lane Configurations						
Volume (vph)	14	28	2227	3099	26	27
Turn Type	custom	pm+pt				Perm
Protected Phases		5	2	6	4	
Permitted Phases	5	2				4
Detector Phase	5	5	2	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	9.0	9.0	2.5	2.5
Minimum Split (s)	8.0	8.0	25.0	25.0	21.0	21.0
Total Split (s)	8.0	8.0	109.0	101.0	21.0	21.0
Total Split (%)	6.2%	6.2%	83.8%	77.7%	16.2%	16.2%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	3.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag		
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 64 (49%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 2: SW 152nd Street & SW 132nd Avenue



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	14	28	2227	3099	40	26	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0		5.0	5.0
Lane Util. Factor		1.00	0.91	0.91		1.00	1.00
Frt		1.00	1.00	1.00		1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)		1770	5085	5076		1770	1583
Flt Permitted		0.04	1.00	1.00		0.95	1.00
Satd. Flow (perm)		68	5085	5076		1770	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	15	30	2395	3332	43	28	29
RTOR Reduction (vph)	0	0	0	1	0	0	28
Lane Group Flow (vph)	0	45	2395	3374	0	28	1
Turn Type	custom	pm+pt					Perm
Protected Phases		5	2	6		4	
Permitted Phases	5	2					4
Actuated Green, G (s)		113.9	113.9	106.6		6.1	6.1
Effective Green, g (s)		113.9	113.9	106.6		6.1	6.1
Actuated g/C Ratio		0.88	0.88	0.82		0.05	0.05
Clearance Time (s)		3.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)		2.0	1.0	1.0		2.5	2.5
Lane Grp Cap (vph)		116	4455	4162		83	74
v/s Ratio Prot		0.01	c0.47	c0.66		c0.02	
v/s Ratio Perm		0.33					0.00
v/c Ratio		0.39	0.54	0.81		0.34	0.02
Uniform Delay, d1		15.7	1.9	6.3		60.0	59.1
Progression Factor		1.00	1.00	2.13		1.00	1.00
Incremental Delay, d2		0.8	0.5	0.8		1.8	0.1
Delay (s)		16.5	2.4	14.2		61.7	59.2
Level of Service		B	A	B		E	E
Approach Delay (s)			2.6	14.2		60.4	
Approach LOS			A	B		E	

Intersection Summary

HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

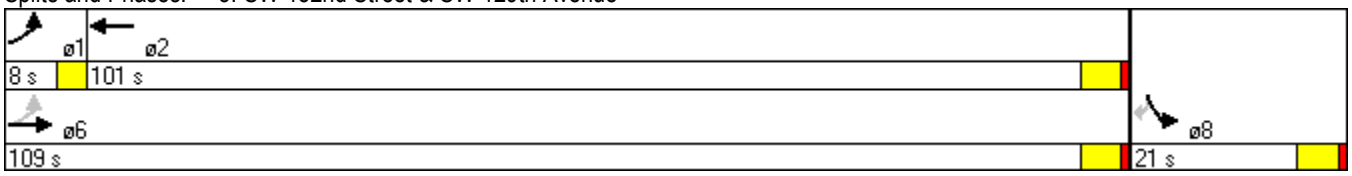
c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Volume (vph)	16	2156	3181	21	12
Turn Type	pm+pt				Perm
Protected Phases	1	6	2	8	
Permitted Phases	6				8
Detector Phase	1	6	2	8	8
Switch Phase					
Minimum Initial (s)	5.0	16.0	16.0	7.0	7.0
Minimum Split (s)	8.0	21.0	21.0	21.0	21.0
Total Split (s)	8.0	109.0	101.0	21.0	21.0
Total Split (%)	6.2%	83.8%	77.7%	16.2%	16.2%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 111 (85%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 152nd Street & SW 129th Avenue



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	16	2156	3181	53	21	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	0.91	0.91		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	5085	5073		1770	1583
Flt Permitted	0.04	1.00	1.00		0.95	1.00
Satd. Flow (perm)	73	5085	5073		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	2343	3458	58	23	13
RTOR Reduction (vph)	0	0	1	0	0	11
Lane Group Flow (vph)	17	2343	3515	0	23	2
Turn Type	pm+pt					Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Actuated Green, G (s)	104.0	104.0	99.0		16.0	16.0
Effective Green, g (s)	104.0	104.0	99.0		16.0	16.0
Actuated g/C Ratio	0.80	0.80	0.76		0.12	0.12
Clearance Time (s)	3.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)	2.0	1.0	1.0		2.5	2.5
Lane Grp Cap (vph)	85	4068	3863		218	195
v/s Ratio Prot	0.00	c0.46	c0.69		c0.01	
v/s Ratio Perm	0.16					0.00
v/c Ratio	0.20	0.58	0.91		0.11	0.01
Uniform Delay, d1	26.2	4.8	12.0		50.6	50.0
Progression Factor	0.39	0.74	0.58		1.00	1.00
Incremental Delay, d2	0.4	0.5	0.4		1.0	0.1
Delay (s)	10.6	4.1	7.3		51.6	50.1
Level of Service	B	A	A		D	D
Approach Delay (s)		4.1	7.3		51.1	
Approach LOS		A	A		D	

Intersection Summary

HCM Average Control Delay	6.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		

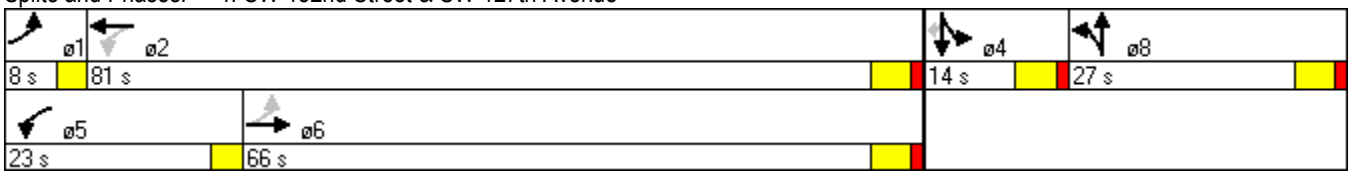
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Volume (vph)	142	1727	297	3006	44	83	89	129
Turn Type	pm+pt		pm+pt			Split		Perm
Protected Phases	1	6	5	2	8	4	4	
Permitted Phases	6		2					4
Detector Phase	1	6	5	2	8	4	4	4
Switch Phase								
Minimum Initial (s)	5.0	16.0	5.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.0	21.3	8.0	21.3	21.3	14.0	14.0	14.0
Total Split (s)	8.0	66.0	23.0	81.0	27.0	14.0	14.0	14.0
Total Split (%)	6.2%	50.8%	17.7%	62.3%	20.8%	10.8%	10.8%	10.8%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.3	0.0	1.3	1.3	1.3	1.3	1.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.3	3.0	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 111 (85%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 4: SW 152nd Street & SW 127th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	142	1727	205	297	3006	195	114	44	176	83	89	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.3		3.0	5.3			5.3		5.3	5.3	5.3
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00		0.95	0.95	1.00
Frt	1.00	0.98		1.00	0.99			0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	1.00
Satd. Flow (prot)	1770	5004		1770	5039			1701		1681	1762	1583
Flt Permitted	0.07	1.00		0.06	1.00			0.98		0.95	1.00	1.00
Satd. Flow (perm)	123	5004		117	5039			1701		1681	1762	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	154	1877	223	323	3267	212	124	48	191	90	97	140
RTOR Reduction (vph)	0	11	0	0	5	0	0	31	0	0	0	131
Lane Group Flow (vph)	154	2089	0	323	3474	0	0	332	0	81	106	9
Turn Type	pm+pt			pm+pt			Split			Split		Perm
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases	6			2								4
Actuated Green, G (s)	65.7	60.7		83.7	75.7			21.7		8.7	8.7	8.7
Effective Green, g (s)	65.7	60.7		83.7	75.7			21.7		8.7	8.7	8.7
Actuated g/C Ratio	0.51	0.47		0.64	0.58			0.17		0.07	0.07	0.07
Clearance Time (s)	3.0	5.3		3.0	5.3			5.3		5.3	5.3	5.3
Vehicle Extension (s)	2.0	1.0		2.0	1.0			2.5		3.5	3.5	3.5
Lane Grp Cap (vph)	126	2336		330	2934			284		112	118	106
v/s Ratio Prot	c0.05	0.42		0.15	c0.69			c0.20		0.05	c0.06	
v/s Ratio Perm	0.57			0.48								0.01
v/c Ratio	1.22	0.89		0.98	1.18			1.17		0.72	0.90	0.09
Uniform Delay, d1	31.2	31.7		43.5	27.2			54.2		59.5	60.2	56.9
Progression Factor	1.10	0.82		0.92	1.19			1.00		1.00	1.00	1.00
Incremental Delay, d2	144.9	4.9		20.2	83.8			107.4		21.1	52.8	0.4
Delay (s)	179.3	31.0		60.4	116.0			161.5		80.6	113.0	57.4
Level of Service	F	C		E	F			F		F	F	E
Approach Delay (s)		41.2			111.3			161.5			81.2	
Approach LOS		D			F			F			F	

Intersection Summary

HCM Average Control Delay	89.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	18.9
Intersection Capacity Utilization	108.5%	ICU Level of Service	G
Analysis Period (min)	15		

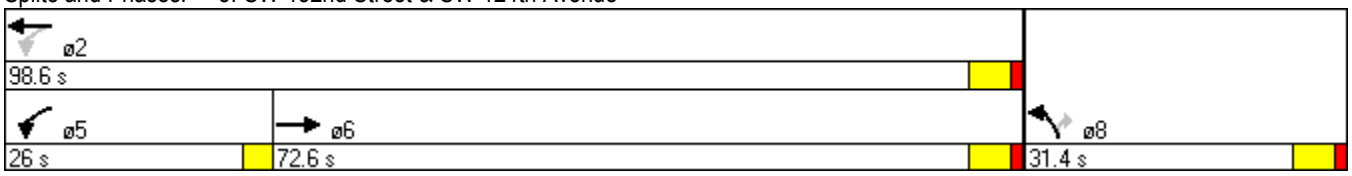
c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Volume (vph)	1869	236	3515	148	237
Turn Type		pm+pt			Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	16.0	5.0	16.0	7.0	7.0
Minimum Split (s)	21.3	8.0	21.3	31.4	31.4
Total Split (s)	72.6	26.0	98.6	31.4	31.4
Total Split (%)	55.8%	20.0%	75.8%	24.2%	24.2%
Yellow Time (s)	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	1.3	0.0	1.3	1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	3.0	5.3	5.4	5.4
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?					
Recall Mode	C-Max	None	C-Max	Max	Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 71 (55%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 5: SW 152nd Street & SW 124th Avenue



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1869	144	236	3515	148	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3		3.0	5.3	5.4	5.4
Lane Util. Factor	0.91		1.00	0.91	1.00	0.88
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5031		1770	5085	1770	2787
Flt Permitted	1.00		0.05	1.00	0.95	1.00
Satd. Flow (perm)	5031		98	5085	1770	2787
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1947	150	246	3661	154	247
RTOR Reduction (vph)	6	0	0	0	0	198
Lane Group Flow (vph)	2091	0	246	3661	154	49
Turn Type			pm+pt			Perm
Protected Phases	6		5	2	8	
Permitted Phases			2			8
Actuated Green, G (s)	73.4		93.3	93.3	26.0	26.0
Effective Green, g (s)	73.4		93.3	93.3	26.0	26.0
Actuated g/C Ratio	0.56		0.72	0.72	0.20	0.20
Clearance Time (s)	5.3		3.0	5.3	5.4	5.4
Vehicle Extension (s)	1.0		2.0	1.0	3.0	3.0
Lane Grp Cap (vph)	2841		288	3649	354	557
v/s Ratio Prot	0.42		0.11	c0.72	c0.09	
v/s Ratio Perm			0.50			0.02
v/c Ratio	0.74		0.85	1.00	0.44	0.09
Uniform Delay, d1	21.1		40.6	18.4	45.6	42.4
Progression Factor	1.53		1.41	0.38	1.00	1.00
Incremental Delay, d2	0.7		2.3	5.3	3.9	0.3
Delay (s)	32.9		59.5	12.3	49.4	42.7
Level of Service	C		E	B	D	D
Approach Delay (s)	32.9			15.3	45.3	
Approach LOS	C			B	D	

Intersection Summary

HCM Average Control Delay	22.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		

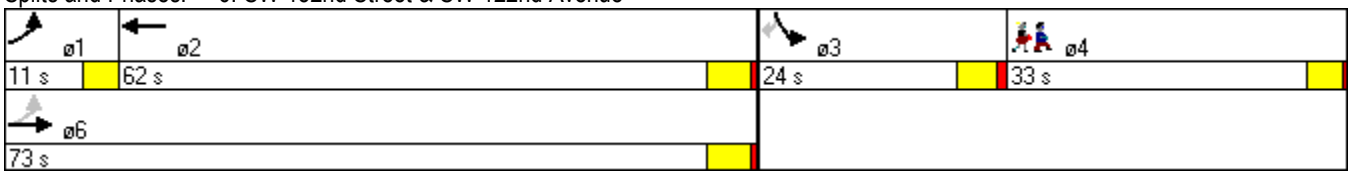
c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL	SBR	ø4
Lane Configurations						
Volume (vph)	214	1780	3240	638	249	
Turn Type	pm+pt				Perm	
Protected Phases	1	6	2	3		4
Permitted Phases	6				3	
Detector Phase	1	6	2	3	3	
Switch Phase						
Minimum Initial (s)	5.0	18.0	18.0	7.0	7.0	1.0
Minimum Split (s)	8.5	23.1	23.1	21.0	21.0	33.0
Total Split (s)	11.0	73.0	62.0	24.0	24.0	33.0
Total Split (%)	8.5%	56.2%	47.7%	18.5%	18.5%	25%
Yellow Time (s)	3.5	4.3	4.3	4.0	4.0	3.5
All-Red Time (s)	0.0	0.8	0.8	1.0	1.0	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	5.1	5.1	5.0	5.0	
Lead/Lag	Lead		Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	Max	Max	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 49 (38%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 6: SW 152nd Street & SW 122nd Avenue



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	214	1780	3240	385	638	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.1	5.1		5.0	5.0
Lane Util. Factor	1.00	0.91	0.91		0.97	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	5085	5004		3433	1583
Flt Permitted	0.05	1.00	1.00		0.95	1.00
Satd. Flow (perm)	97	5085	5004		3433	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	216	1798	3273	389	644	252
RTOR Reduction (vph)	0	0	9	0	0	215
Lane Group Flow (vph)	216	1798	3653	0	644	37
Turn Type	pm+pt					Perm
Protected Phases	1	6	2		3	
Permitted Phases	6					3
Actuated Green, G (s)	100.9	100.9	73.7		19.0	19.0
Effective Green, g (s)	100.9	100.9	73.7		19.0	19.0
Actuated g/C Ratio	0.78	0.78	0.57		0.15	0.15
Clearance Time (s)	3.5	5.1	5.1		5.0	5.0
Vehicle Extension (s)	2.0	1.0	1.0		2.5	2.5
Lane Grp Cap (vph)	380	3947	2837		502	231
v/s Ratio Prot	c0.10	0.35	c0.73		c0.19	
v/s Ratio Perm	0.34					0.02
v/c Ratio	0.57	0.46	1.29		1.28	0.16
Uniform Delay, d1	38.0	5.0	28.1		55.5	48.5
Progression Factor	0.68	1.84	0.72		1.00	1.00
Incremental Delay, d2	0.8	0.3	130.7		141.9	1.5
Delay (s)	26.7	9.6	151.0		197.4	50.0
Level of Service	C	A	F		F	D
Approach Delay (s)		11.4	151.0		155.9	
Approach LOS		B	F		F	

Intersection Summary

HCM Average Control Delay	108.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	113.0%	ICU Level of Service	H
Analysis Period (min)	15		

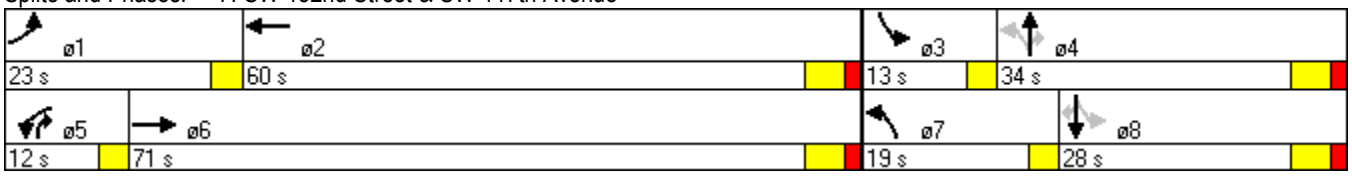
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	656	1528	116	1697	344	453	129	129	642	482
Turn Type	Prot		Prot		pm+pt		pm+ov	pm+pt		Perm
Protected Phases	1	6	5	2	7	4	5	3	8	
Permitted Phases					4		4	8		8
Detector Phase	1	6	5	2	7	4	5	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	8.0	33.7	10.0	33.7	8.0	30.7	10.0	8.0	21.7	21.7
Total Split (s)	23.0	71.0	12.0	60.0	19.0	34.0	12.0	13.0	28.0	28.0
Total Split (%)	17.7%	54.6%	9.2%	46.2%	14.6%	26.2%	9.2%	10.0%	21.5%	21.5%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	0.0	1.7	0.0	1.7	0.0	1.7	0.0	0.0	1.7	1.7
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	5.7	3.0	5.7	3.0	5.7	3.0	3.0	5.7	5.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	None	Max	Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 117 (90%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 7: SW 152nd Street & SW 117th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	656	1528	285	116	1697	80	344	453	129	129	642	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.7		3.0	5.7		3.0	5.7	3.0	3.0	5.7	5.7
Lane Util. Factor	0.97	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3456		1770	3515		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.16	1.00	1.00	0.40	1.00	1.00
Satd. Flow (perm)	3433	3456		1770	3515		295	3539	1583	741	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	683	1592	297	121	1768	83	358	472	134	134	669	502
RTOR Reduction (vph)	0	12	0	0	2	0	0	0	45	0	0	191
Lane Group Flow (vph)	683	1877	0	121	1849	0	358	472	89	134	669	311
Turn Type	Prot			Prot			pm+pt		pm+ov	pm+pt		Perm
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	20.0	65.3		9.0	54.3		41.3	28.9	37.9	31.7	22.3	22.3
Effective Green, g (s)	20.0	65.3		9.0	54.3		41.3	28.9	37.9	31.7	22.3	22.3
Actuated g/C Ratio	0.15	0.50		0.07	0.42		0.32	0.22	0.29	0.24	0.17	0.17
Clearance Time (s)	3.0	5.7		3.0	5.7		3.0	5.7	3.0	3.0	5.7	5.7
Vehicle Extension (s)	3.0	1.0		2.0	1.0		2.0	3.5	2.0	2.0	3.5	3.5
Lane Grp Cap (vph)	528	1736		123	1468		275	787	462	255	607	272
v/s Ratio Prot	c0.20	0.54		0.07	c0.53		c0.16	0.13	0.01	0.04	0.19	
v/s Ratio Perm							c0.25		0.04	0.09		0.20
v/c Ratio	1.29	1.08		0.98	1.26		1.30	0.60	0.19	0.53	1.10	1.15
Uniform Delay, d1	55.0	32.4		60.4	37.8		38.2	45.4	34.6	40.3	53.8	53.8
Progression Factor	1.15	0.96		1.20	0.48		1.00	1.00	1.00	0.76	0.81	0.70
Incremental Delay, d2	143.1	45.4		61.2	120.6		159.8	3.4	0.1	0.7	64.0	93.8
Delay (s)	206.1	76.4		133.5	138.7		198.0	48.7	34.6	31.4	107.6	131.5
Level of Service	F	E		F	F		F	D	C	C	F	F
Approach Delay (s)		110.8			138.4			102.2			108.9	
Approach LOS		F			F			F			F	

Intersection Summary

HCM Average Control Delay	117.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.25		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	11.7
Intersection Capacity Utilization	121.1%	ICU Level of Service	H
Analysis Period (min)	15		

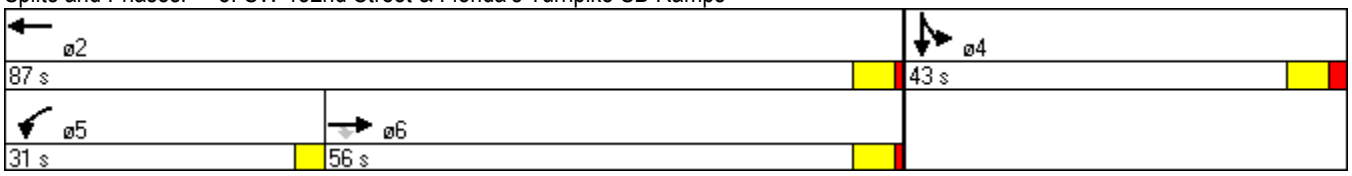
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Volume (vph)	1339	308	281	1640	456	115	284
Turn Type		Perm	Prot		Split		Free
Protected Phases	6		5	2	4	4	
Permitted Phases		6					Free
Detector Phase	6	6	5	2	4	4	
Switch Phase							
Minimum Initial (s)	16.0	16.0	5.0	16.0	7.0	7.0	
Minimum Split (s)	21.0	21.0	8.0	21.0	31.0	31.0	
Total Split (s)	56.0	56.0	31.0	87.0	43.0	43.0	0.0
Total Split (%)	43.1%	43.1%	23.8%	66.9%	33.1%	33.1%	0.0%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	0.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	3.0	5.0	6.0	6.0	4.0
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 111 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 8: SW 152nd Street & Florida's Turnpike SB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1339	308	281	1640	0	0	0	0	456	115	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	3.0	5.0					6.0	6.0	4.0
Lane Util. Factor		0.86	1.00	1.00	0.95					0.95	0.95	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.97	1.00
Satd. Flow (prot)		6408	1583	1770	3539					1681	1718	1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.97	1.00
Satd. Flow (perm)		6408	1583	1770	3539					1681	1718	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1488	342	312	1822	0	0	0	0	507	128	316
RTOR Reduction (vph)	0	0	191	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1488	151	312	1822	0	0	0	0	314	321	316
Turn Type			Perm	Prot						Split		Free
Protected Phases		6		5	2					4	4	
Permitted Phases			6									Free
Actuated Green, G (s)		53.4	53.4	25.6	82.0					37.0	37.0	130.0
Effective Green, g (s)		53.4	53.4	25.6	82.0					37.0	37.0	130.0
Actuated g/C Ratio		0.41	0.41	0.20	0.63					0.28	0.28	1.00
Clearance Time (s)		5.0	5.0	3.0	5.0					6.0	6.0	
Vehicle Extension (s)		1.0	1.0	2.0	1.0					4.0	4.0	
Lane Grp Cap (vph)		2632	650	349	2232					478	489	1583
v/s Ratio Prot		0.23		c0.18	c0.51					0.19	c0.19	
v/s Ratio Perm			0.10									0.20
v/c Ratio		0.57	0.23	0.89	0.82					0.66	0.66	0.20
Uniform Delay, d1		29.4	24.9	50.9	18.3					40.9	40.9	0.0
Progression Factor		0.85	1.16	1.41	0.67					1.00	1.00	1.00
Incremental Delay, d2		0.2	0.2	15.0	2.0					6.9	6.7	0.3
Delay (s)		25.2	29.1	86.5	14.3					47.8	47.6	0.3
Level of Service		C	C	F	B					D	D	A
Approach Delay (s)		25.9			24.9			0.0			32.0	
Approach LOS		C			C			A			C	

Intersection Summary

HCM Average Control Delay	26.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	77.4%	ICU Level of Service	D
Analysis Period (min)	15		

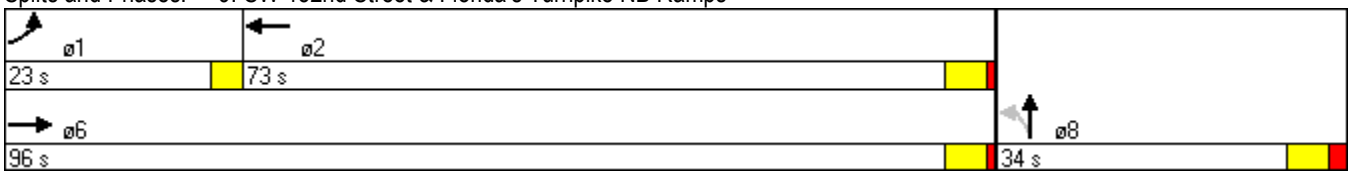
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Volume (vph)	447	1379	1585	507	316	120	216
Turn Type	Prot			Free	Perm		Free
Protected Phases	1	6	2			8	
Permitted Phases				Free	8		Free
Detector Phase	1	6	2		8	8	
Switch Phase							
Minimum Initial (s)	5.0	16.0	16.0		7.0	7.0	
Minimum Split (s)	8.0	21.0	21.0		34.0	34.0	
Total Split (s)	23.0	96.0	73.0	0.0	34.0	34.0	0.0
Total Split (%)	17.7%	73.8%	56.2%	0.0%	26.2%	26.2%	0.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	4.0	6.0	6.0	4.0
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	C-Max	C-Max		Max	Max	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 104 (80%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 9: SW 152nd Street & Florida's Turnpike NB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	447	1379	0	0	1585	507	316	120	216	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0			5.0	4.0	6.0	6.0	4.0			
Lane Util. Factor	0.97	0.95			0.95	1.00	0.91	0.91	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.97	1.00			
Satd. Flow (prot)	3433	3539			3539	1583	1610	3296	1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.97	1.00			
Satd. Flow (perm)	3433	3539			3539	1583	1610	3296	1583			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	481	1483	0	0	1704	545	340	129	232	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	481	1483	0	0	1704	545	170	299	232	0	0	0
Turn Type	Prot					Free	Perm		Free			
Protected Phases	1	6			2			8				
Permitted Phases						Free	8		Free			
Actuated Green, G (s)	19.7	91.0			68.3	130.0	28.0	28.0	130.0			
Effective Green, g (s)	19.7	91.0			68.3	130.0	28.0	28.0	130.0			
Actuated g/C Ratio	0.15	0.70			0.53	1.00	0.22	0.22	1.00			
Clearance Time (s)	3.0	5.0			5.0		6.0	6.0				
Vehicle Extension (s)	2.0	1.0			1.0		4.0	4.0				
Lane Grp Cap (vph)	520	2477			1859	1583	347	710	1583			
v/s Ratio Prot	c0.14	0.42			c0.48							
v/s Ratio Perm						0.34	c0.11	0.09	0.15			
v/c Ratio	0.92	0.60			0.92	0.34	0.49	0.42	0.15			
Uniform Delay, d1	54.4	10.1			28.2	0.0	44.7	44.0	0.0			
Progression Factor	1.30	0.93			0.59	1.00	1.00	1.00	1.00			
Incremental Delay, d2	19.0	0.9			3.8	0.2	4.9	1.8	0.2			
Delay (s)	89.9	10.2			20.4	0.2	49.6	45.8	0.2			
Level of Service	F	B			C	A	D	D	A			
Approach Delay (s)		29.7			15.5			31.6			0.0	
Approach LOS		C			B			C			A	

Intersection Summary

HCM Average Control Delay	23.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	77.4%	ICU Level of Service	D
Analysis Period (min)	15		

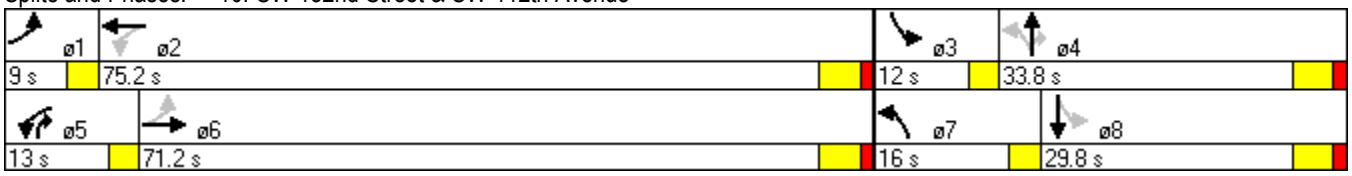
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	110	1050	142	1665	281	268	51	178	322
Turn Type	pm+pt		pm+pt		pm+pt		pm+ov	pm+pt	
Protected Phases	1	6	5	2	7	4	5	3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	3	8
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	5.0	7.0
Minimum Split (s)	9.0	29.4	9.0	29.4	9.0	29.5	9.0	9.0	29.5
Total Split (s)	9.0	71.2	13.0	75.2	16.0	33.8	13.0	12.0	29.8
Total Split (%)	6.9%	54.8%	10.0%	57.8%	12.3%	26.0%	10.0%	9.2%	22.9%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0
All-Red Time (s)	0.0	1.4	0.0	1.4	0.0	1.5	0.0	0.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.4	3.0	5.4	3.0	5.5	3.0	3.0	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	C-Max	None	C-Max	None	Max	None	None	Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 77 (59%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 10: SW 152nd Street & SW 112th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	1050	279	142	1665	142	281	268	51	178	322	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.4		3.0	5.4		3.0	5.5	3.0	3.0	5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	0.95	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3428		1770	3498		1770	1863	1583	1770	3414	
Flt Permitted	0.06	1.00		0.09	1.00		0.26	1.00	1.00	0.37	1.00	
Satd. Flow (perm)	111	3428		161	3498		490	1863	1583	695	3414	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	113	1082	288	146	1716	146	290	276	53	184	332	103
RTOR Reduction (vph)	0	18	0	0	5	0	0	0	29	0	23	0
Lane Group Flow (vph)	113	1352	0	146	1857	0	290	276	24	184	412	0
Turn Type	pm+pt			pm+pt			pm+pt		pm+ov	pm+pt		
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)	73.1	67.1		78.5	69.8		40.3	28.3	37.0	33.3	24.3	
Effective Green, g (s)	73.1	67.1		78.5	69.8		40.3	28.3	37.0	33.3	24.3	
Actuated g/C Ratio	0.56	0.52		0.60	0.54		0.31	0.22	0.28	0.26	0.19	
Clearance Time (s)	3.0	5.4		3.0	5.4		3.0	5.5	3.0	3.0	5.5	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.0	2.5	2.0	2.0	2.5	
Lane Grp Cap (vph)	139	1769		205	1878		280	406	451	252	638	
v/s Ratio Prot	c0.04	0.39		c0.05	c0.53		c0.10	0.15	0.00	0.05	0.12	
v/s Ratio Perm	0.42			0.38			c0.22		0.01	0.14		
v/c Ratio	0.81	0.76		0.71	0.99		1.04	0.68	0.05	0.73	0.65	
Uniform Delay, d1	30.1	25.1		21.0	29.7		41.0	46.7	33.8	42.2	48.9	
Progression Factor	1.27	1.60		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	24.5	2.7		9.3	18.3		63.4	8.9	0.0	9.0	5.0	
Delay (s)	62.6	43.1		30.3	48.1		104.4	55.6	33.8	51.2	53.9	
Level of Service	E	D		C	D		F	E	C	D	D	
Approach Delay (s)		44.5			46.8			76.6			53.1	
Approach LOS		D			D			E			D	

Intersection Summary

HCM Average Control Delay	50.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	100.1%	ICU Level of Service	G
Analysis Period (min)	15		

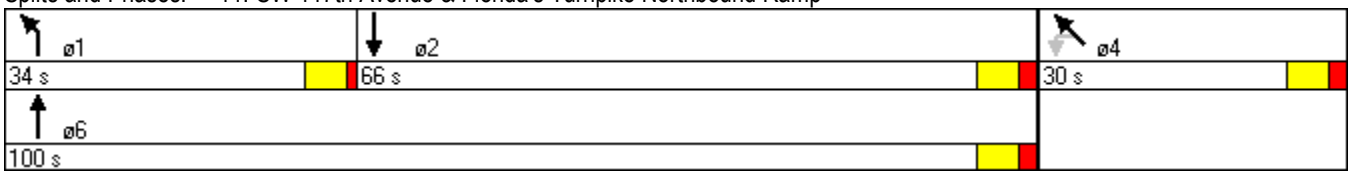
c Critical Lane Group

Lane Group	NBL	NBT	SBT	NWT	NWR
Lane Configurations					
Volume (vph)	593	798	1309	726	256
Turn Type	Prot				Free
Protected Phases	1	6	2	4	
Permitted Phases					Free
Detector Phase	1	6	2	4	
Switch Phase					
Minimum Initial (s)	7.0	15.0	15.0	7.0	
Minimum Split (s)	12.0	22.0	22.0	22.0	
Total Split (s)	34.0	100.0	66.0	30.0	0.0
Total Split (%)	26.2%	76.9%	50.8%	23.1%	0.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 16 (12%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 11: SW 117th Avenue & Florida's Turnpike Northbound Ramp



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	593	798	0	0	1309	25	0	0	0	32	726	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0			6.0						6.0	4.0
Lane Util. Factor	0.97	0.95			0.95						0.91	1.00
Frt	1.00	1.00			1.00						1.00	0.85
Flt Protected	0.95	1.00			1.00						1.00	1.00
Satd. Flow (prot)	3433	3539			3529						5075	1583
Flt Permitted	0.95	1.00			1.00						1.00	1.00
Satd. Flow (perm)	3433	3539			3529						5075	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	645	867	0	0	1423	27	0	0	0	35	789	278
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	645	867	0	0	1449	0	0	0	0	0	824	278
Turn Type	Prot									Perm		Free
Protected Phases	1	6			2						4	
Permitted Phases										4		Free
Actuated Green, G (s)	28.4	94.4			61.0						23.6	130.0
Effective Green, g (s)	28.4	94.4			61.0						23.6	130.0
Actuated g/C Ratio	0.22	0.73			0.47						0.18	1.00
Clearance Time (s)	5.0	6.0			6.0						6.0	
Vehicle Extension (s)	5.0	1.0			1.0						2.5	
Lane Grp Cap (vph)	750	2570			1656						921	1583
v/s Ratio Prot	c0.19	0.24			c0.41							
v/s Ratio Perm											0.16	0.18
v/c Ratio	0.86	0.34			0.87						0.89	0.18
Uniform Delay, d1	48.9	6.5			31.1						52.0	0.0
Progression Factor	1.50	0.44			1.00						1.00	1.00
Incremental Delay, d2	9.6	0.3			6.8						11.1	0.2
Delay (s)	83.0	3.2			37.9						63.0	0.2
Level of Service	F	A			D						E	A
Approach Delay (s)		37.2			37.9			0.0			47.2	
Approach LOS		D			D			A			D	

Intersection Summary

HCM Average Control Delay	40.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

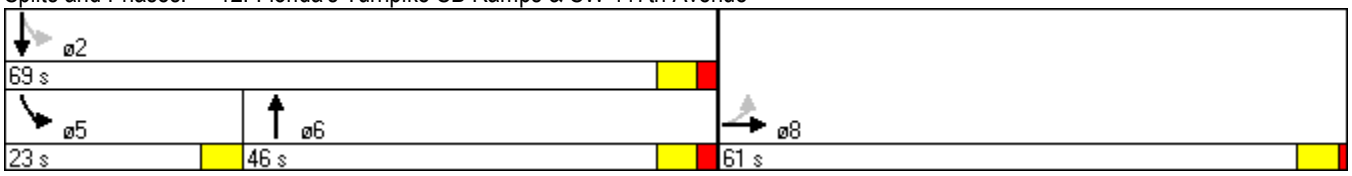
c Critical Lane Group

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	597	1298	184	1153
Turn Type			pm+pt	
Protected Phases	8	6	5	2
Permitted Phases			2	
Detector Phase	8	6	5	2
Switch Phase				
Minimum Initial (s)	7.0	10.0	5.0	10.0
Minimum Split (s)	21.0	22.0	9.0	22.0
Total Split (s)	61.0	46.0	23.0	69.0
Total Split (%)	46.9%	35.4%	17.7%	53.1%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	0.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	4.0	6.0
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 35 (27%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 12: Florida's Turnpike SB Ramps & SW 117th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	597	522	0	0	0	0	1298	7	184	1153	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0						6.0		4.0	6.0	
Lane Util. Factor		0.91						0.86		1.00	0.95	
Frt		0.94						1.00		1.00	1.00	
Flt Protected		1.00						1.00		0.95	1.00	
Satd. Flow (prot)		4740						6403		1770	3539	
Flt Permitted		1.00						1.00		0.12	1.00	
Satd. Flow (perm)		4740						6403		217	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.92	0.92	0.92	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	109	622	544	0	0	0	0	1352	7	192	1201	0
RTOR Reduction (vph)	0	25	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	1250	0	0	0	0	0	1358	0	192	1201	0
Turn Type	Perm									pm+pt		
Protected Phases		8						6		5	2	
Permitted Phases	8									2		
Actuated Green, G (s)		47.6						54.6		71.4	71.4	
Effective Green, g (s)		47.6						54.6		71.4	71.4	
Actuated g/C Ratio		0.37						0.42		0.55	0.55	
Clearance Time (s)		5.0						6.0		4.0	6.0	
Vehicle Extension (s)		3.5						1.0		2.0	1.0	
Lane Grp Cap (vph)		1736						2689		272	1944	
v/s Ratio Prot								0.21		c0.07	0.34	
v/s Ratio Perm		0.26								c0.32		
v/c Ratio		0.89dr						0.51		0.71	0.62	
Uniform Delay, d1		35.5						27.8		18.3	20.0	
Progression Factor		1.00						1.77		2.40	0.30	
Incremental Delay, d2		1.6						0.2		3.1	0.7	
Delay (s)		37.0						49.4		47.1	6.7	
Level of Service		D						D		D	A	
Approach Delay (s)		37.0			0.0			49.4			12.2	
Approach LOS		D			A			D			B	

Intersection Summary

HCM Average Control Delay	32.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

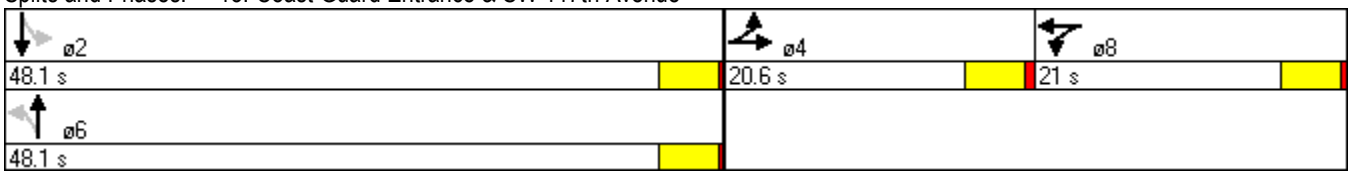
dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	0	0	817	14	1128
Turn Type				Perm	
Protected Phases	4	8	6		2
Permitted Phases				2	
Detector Phase	4	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	16.0	16.0
Minimum Split (s)	20.6	20.6	20.5	20.5	20.5
Total Split (s)	20.6	21.0	48.1	48.1	48.1
Total Split (%)	23.0%	23.4%	53.6%	53.6%	53.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Max	Max	Max

Intersection Summary

Cycle Length: 89.7
Actuated Cycle Length: 66.1
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: Coast Guard Entrance & SW 117th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	0	9	12	0	40	0	817	9	14	1128	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6			4.6			4.5		4.5	4.5	
Lane Util. Factor		1.00			1.00			0.95		1.00	0.95	
Frt		0.96			0.90			1.00		1.00	1.00	
Flt Protected		0.97			0.99			1.00		0.95	1.00	
Satd. Flow (prot)		1728			1650			3533		1770	3538	
Flt Permitted		0.97			0.99			1.00		0.32	1.00	
Satd. Flow (perm)		1728			1650			3533		602	3538	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	22	0	9	12	0	40	0	825	9	14	1139	2
RTOR Reduction (vph)	0	9	0	0	38	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	22	0	0	14	0	0	833	0	14	1141	0
Turn Type	Split			Split			Perm			Perm		
Protected Phases	4	4		8	8			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)		2.7			4.3			50.1		50.1	50.1	
Effective Green, g (s)		2.7			4.3			50.1		50.1	50.1	
Actuated g/C Ratio		0.04			0.06			0.71		0.71	0.71	
Clearance Time (s)		4.6			4.6			4.5		4.5	4.5	
Vehicle Extension (s)		2.5			2.5			1.0		1.0	1.0	
Lane Grp Cap (vph)		66			100			2500		426	2504	
v/s Ratio Prot		c0.01			c0.01			0.24			c0.32	
v/s Ratio Perm										0.02		
v/c Ratio		0.34			0.14			0.33		0.03	0.46	
Uniform Delay, d1		33.2			31.5			4.0		3.1	4.5	
Progression Factor		1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d2		2.2			0.5			0.4		0.1	0.6	
Delay (s)		35.4			32.0			4.3		3.2	5.1	
Level of Service		D			C			A		A	A	
Approach Delay (s)		35.4			32.0			4.3			5.0	
Approach LOS		D			C			A			A	

Intersection Summary

HCM Average Control Delay	5.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	70.8	Sum of lost time (s)	13.7
Intersection Capacity Utilization	44.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	83	55	110	125	5	499	203	791
Turn Type	pm+pt		Perm		pm+pt		pm+pt	
Protected Phases	3	8		4	1	6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	3	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	13.0	7.0	7.0	5.0	18.0	5.0	18.0
Minimum Split (s)	8.0	20.0	12.0	12.0	8.0	23.1	8.0	23.1
Total Split (s)	8.0	20.0	12.0	12.0	8.0	23.1	8.0	23.1
Total Split (%)	15.7%	39.1%	23.5%	23.5%	15.7%	45.2%	15.7%	45.2%
Yellow Time (s)	3.0	4.0	4.0	4.0	3.0	4.3	3.0	4.3
All-Red Time (s)	0.0	1.0	1.0	1.0	0.0	0.8	0.0	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	5.0	3.0	5.1	3.0	5.1
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 51.1
Actuated Cycle Length: 50.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 14: SW 168th Street & SW 117th Avenue

ø1	ø2	ø3	ø4
8 s	23.1 s	8 s	12 s

ø5	ø6	ø8
8 s	23.1 s	20 s

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	55	2	110	125	178	5	499	69	203	791	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		5.0	5.0		3.0	5.1		3.0	5.1	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00		1.00	0.91		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1853		1770	1699		1770	3474		1770	3442	
Flt Permitted	0.32	1.00		0.72	1.00		0.23	1.00		0.33	1.00	
Satd. Flow (perm)	596	1853		1337	1699		434	3474		623	3442	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	87	58	2	116	132	187	5	525	73	214	833	187
RTOR Reduction (vph)	0	1	0	0	96	0	0	21	0	0	32	0
Lane Group Flow (vph)	87	59	0	116	223	0	5	577	0	214	988	0
Turn Type	pm+pt			Perm			pm+pt			pm+pt		
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)	15.5	15.5		9.5	9.5		21.4	20.4		28.4	24.4	
Effective Green, g (s)	15.5	15.5		9.5	9.5		21.4	20.4		28.4	24.4	
Actuated g/C Ratio	0.29	0.29		0.18	0.18		0.40	0.38		0.53	0.45	
Clearance Time (s)	3.0	5.0		5.0	5.0		3.0	5.1		3.0	5.1	
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	1.0		2.0	1.0	
Lane Grp Cap (vph)	236	532		235	299		197	1312		434	1555	
v/s Ratio Prot	c0.02	0.03			c0.13		0.00	0.17		c0.05	c0.29	
v/s Ratio Perm	0.09			0.09			0.01			0.21		
v/c Ratio	0.37	0.11		0.49	0.75		0.03	0.44		0.49	0.64	
Uniform Delay, d1	15.0	14.2		20.1	21.1		10.0	12.5		7.2	11.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.1		1.6	9.8		0.0	0.1		0.3	0.6	
Delay (s)	15.4	14.3		21.7	30.9		10.0	12.6		7.5	12.0	
Level of Service	B	B		C	C		B	B		A	B	
Approach Delay (s)		14.9			28.4			12.6			11.2	
Approach LOS		B			C			B			B	

Intersection Summary

HCM Average Control Delay	14.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

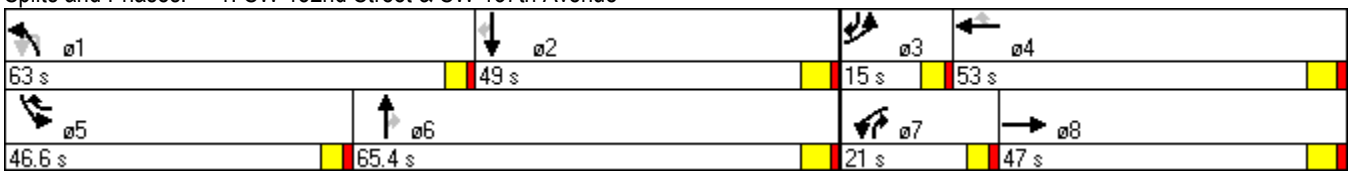
Future Total Conditions

Lane Group	EBL	EBT	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	484	1030	882	1966	825	16	362	1052	585	862	1600	661
Turn Type	Prot		Prot		pm+ov	custom	Prot		pm+ov	Prot		pm+ov
Protected Phases	3	8	7	4	5		1	6	7	5	2	3
Permitted Phases					4	1			6			2
Detector Phase	3	8	7	4	5	1	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	9.2	30.5	9.2	30.5	9.2	9.2	9.2	30.5	9.2	9.2	30.5	9.2
Total Split (s)	15.0	47.0	21.0	53.0	46.6	63.0	63.0	65.4	21.0	46.6	49.0	15.0
Total Split (%)	8.3%	26.1%	11.7%	29.4%	25.9%	35.0%	35.0%	36.3%	11.7%	25.9%	27.2%	8.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.2	1.5	1.2	1.5	1.2	1.2	1.2	1.5	1.2	1.2	1.5	1.2
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)	4.2	5.5	4.2	5.5	4.2	4.2	4.2	5.5	4.2	4.2	5.5	4.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 52 (29%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 152nd Street & SW 137th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	484	1030	232	882	1966	825	16	362	1052	585	862	1600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.5		4.2	5.5	4.2		4.2	5.5	4.2	4.2	5.5
Lane Util. Factor	0.97	0.91		0.97	0.95	1.00		0.97	0.95	1.00	0.97	0.95
Frt	1.00	0.97		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	4945		3433	3539	1583		3433	3539	1583	3433	3539
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.07	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	4945		3433	3539	1583		246	3539	1583	3433	3539
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	509	1084	244	928	2069	868	17	381	1107	616	907	1684
RTOR Reduction (vph)	0	20	0	0	0	5	0	0	0	2	0	0
Lane Group Flow (vph)	509	1308	0	928	2069	863	0	398	1107	614	907	1684
Turn Type	Prot			Prot		pm+ov	custom	Prot		pm+ov	Prot	
Protected Phases	3	8		7	4	5		1	6	7	5	2
Permitted Phases						4	1			6		
Actuated Green, G (s)	10.8	41.5		16.8	47.5	89.9		58.8	59.9	76.7	42.4	43.5
Effective Green, g (s)	10.8	41.5		16.8	47.5	89.9		58.8	59.9	76.7	42.4	43.5
Actuated g/C Ratio	0.06	0.23		0.09	0.26	0.50		0.33	0.33	0.43	0.24	0.24
Clearance Time (s)	4.2	5.5		4.2	5.5	4.2		4.2	5.5	4.2	4.2	5.5
Vehicle Extension (s)	3.5	2.5		2.5	2.5	3.5		2.5	1.0	2.5	3.5	1.0
Lane Grp Cap (vph)	206	1140		320	934	791		80	1178	675	809	855
v/s Ratio Prot	0.15	0.26		c0.27	c0.58	0.26			0.31	0.08	0.26	c0.48
v/s Ratio Perm						0.29		c1.62		0.30		
v/c Ratio	2.47	1.15		2.90	2.22	1.09		4.97	0.94	0.91	1.12	1.97
Uniform Delay, d1	84.6	69.2		81.6	66.2	45.0		60.6	58.3	48.4	68.8	68.2
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	676.3	76.9		863.5	550.3	59.7		1816.5	15.2	16.4	70.4	440.6
Delay (s)	760.9	146.2		945.1	616.6	104.7		1877.1	73.5	64.8	139.2	508.8
Level of Service	F	F		F	F	F		F	E	E	F	F
Approach Delay (s)		316.5			580.5				409.4			340.9
Approach LOS		F			F				F			F

Intersection Summary

HCM Average Control Delay	433.3	HCM Level of Service	F
HCM Volume to Capacity ratio	3.15		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.9
Intersection Capacity Utilization	139.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Volume (vph)	661
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.2
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	696
RTOR Reduction (vph)	92
Lane Group Flow (vph)	604
Turn Type	pm+ov
Protected Phases	3
Permitted Phases	2
Actuated Green, G (s)	54.3
Effective Green, g (s)	54.3
Actuated g/C Ratio	0.30
Clearance Time (s)	4.2
Vehicle Extension (s)	3.5
Lane Grp Cap (vph)	478
v/s Ratio Prot	0.08
v/s Ratio Perm	0.31
v/c Ratio	1.26
Uniform Delay, d1	62.9
Progression Factor	1.00
Incremental Delay, d2	134.4
Delay (s)	197.2
Level of Service	F
Approach Delay (s)	
Approach LOS	

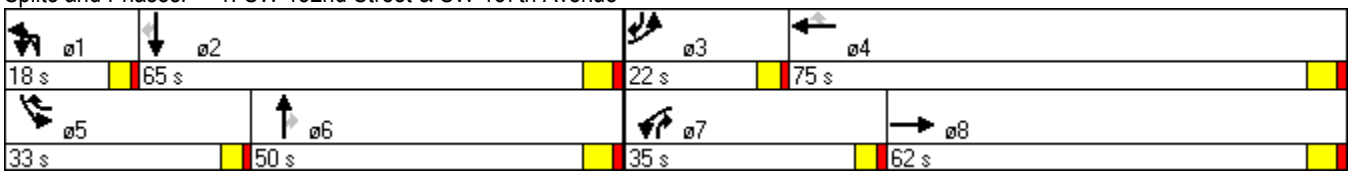
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	484	1030	882	1966	825	362	1052	585	862	1600	661
Turn Type	Prot		Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	3	8	7	4	5	1	6	7	5	2	3
Permitted Phases					4			6			2
Detector Phase	3	8	7	4	5	1	6	7	5	2	3
Switch Phase											
Minimum Initial (s)	5.0	7.0	5.0	5.0	5.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	9.2	30.5	9.2	30.5	9.2	9.2	30.5	9.2	9.2	30.5	9.2
Total Split (s)	22.0	62.0	35.0	75.0	33.0	18.0	50.0	35.0	33.0	65.0	22.0
Total Split (%)	12.2%	34.4%	19.4%	41.7%	18.3%	10.0%	27.8%	19.4%	18.3%	36.1%	12.2%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.2	1.5	1.2	1.5	1.2	1.2	1.5	1.2	1.2	1.5	1.2
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)	4.2	5.5	4.2	5.5	4.2	4.2	5.5	4.2	4.2	5.5	4.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 52 (29%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 152nd Street & SW 137th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	484	1030	232	882	1966	825	16	362	1052	585	862	1600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.5		4.2	5.5	4.2		4.2	5.5	4.2	4.2	5.5
Lane Util. Factor	0.97	0.91		0.97	0.95	1.00		0.97	0.95	1.00	0.97	0.91
Frt	1.00	0.97		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	4945		3433	3539	1583		3433	3539	1583	3433	5085
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	4945		3433	3539	1583		3433	3539	1583	3433	5085
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	509	1084	244	928	2069	868	17	381	1107	616	907	1684
RTOR Reduction (vph)	0	20	0	0	0	1	0	0	0	4	0	0
Lane Group Flow (vph)	509	1308	0	928	2069	867	0	398	1107	612	907	1684
Turn Type	Prot			Prot		pm+ov	Prot	Prot		pm+ov	Prot	
Protected Phases	3	8		7	4	5	1	1	6	7	5	2
Permitted Phases						4				6		
Actuated Green, G (s)	17.8	56.5		30.8	69.5	98.3		13.8	44.5	75.3	28.8	59.5
Effective Green, g (s)	17.8	56.5		30.8	69.5	98.3		13.8	44.5	75.3	28.8	59.5
Actuated g/C Ratio	0.10	0.31		0.17	0.39	0.55		0.08	0.25	0.42	0.16	0.33
Clearance Time (s)	4.2	5.5		4.2	5.5	4.2		4.2	5.5	4.2	4.2	5.5
Vehicle Extension (s)	3.5	2.5		2.5	2.5	3.5		2.5	1.0	2.5	3.5	1.0
Lane Grp Cap (vph)	339	1552		587	1366	864		263	875	662	549	1681
v/s Ratio Prot	0.15	0.26		c0.27	c0.58	0.16		0.12	c0.31	0.16	c0.26	0.33
v/s Ratio Perm						0.39				0.23		
v/c Ratio	1.50	0.84		1.58	1.51	1.00		1.51	1.27	0.92	1.65	1.00
Uniform Delay, d1	81.1	57.6		74.6	55.2	40.8		83.1	67.8	49.6	75.6	60.3
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	240.6	4.3		269.5	235.4	31.5		249.7	128.4	18.7	301.5	22.4
Delay (s)	321.7	61.9		344.1	290.7	72.3		332.8	196.2	68.4	377.1	82.6
Level of Service	F	E		F	F	E		F	F	E	F	F
Approach Delay (s)		133.9			254.5				184.7			165.8
Approach LOS		F			F				F			F

Intersection Summary

HCM Average Control Delay	195.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.46		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.9
Intersection Capacity Utilization	138.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Volume (vph)	661
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.2
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	696
RTOR Reduction (vph)	1
Lane Group Flow (vph)	695
Turn Type	pm+ov
Protected Phases	3
Permitted Phases	2
Actuated Green, G (s)	77.3
Effective Green, g (s)	77.3
Actuated g/C Ratio	0.43
Clearance Time (s)	4.2
Vehicle Extension (s)	3.5
Lane Grp Cap (vph)	680
v/s Ratio Prot	0.10
v/s Ratio Perm	0.34
v/c Ratio	1.02
Uniform Delay, d1	51.4
Progression Factor	1.00
Incremental Delay, d2	40.4
Delay (s)	91.7
Level of Service	F
Approach Delay (s)	
Approach LOS	

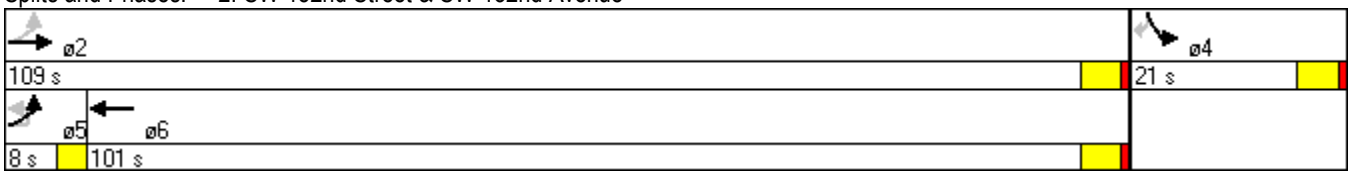
Intersection Summary

Lane Group	EBU	EBL	EBT	WBT	SBL	SBR
Lane Configurations						
Volume (vph)	14	28	2447	3337	26	27
Turn Type	custom	pm+pt				Perm
Protected Phases		5	2	6	4	
Permitted Phases	5	2				4
Detector Phase	5	5	2	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	9.0	9.0	2.5	2.5
Minimum Split (s)	8.0	8.0	25.0	25.0	21.0	21.0
Total Split (s)	8.0	8.0	109.0	101.0	21.0	21.0
Total Split (%)	6.2%	6.2%	83.8%	77.7%	16.2%	16.2%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	3.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag		
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 64 (49%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 2: SW 152nd Street & SW 132nd Avenue



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	14	28	2447	3337	40	26	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0		5.0	5.0
Lane Util. Factor		1.00	0.91	0.91		1.00	1.00
Frt		1.00	1.00	1.00		1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)		1770	5085	5076		1770	1583
Flt Permitted		0.04	1.00	1.00		0.95	1.00
Satd. Flow (perm)		68	5085	5076		1770	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	15	30	2631	3588	43	28	29
RTOR Reduction (vph)	0	0	0	1	0	0	28
Lane Group Flow (vph)	0	45	2631	3630	0	28	1
Turn Type	custom	pm+pt					Perm
Protected Phases		5	2	6		4	
Permitted Phases	5	2					4
Actuated Green, G (s)		113.9	113.9	106.6		6.1	6.1
Effective Green, g (s)		113.9	113.9	106.6		6.1	6.1
Actuated g/C Ratio		0.88	0.88	0.82		0.05	0.05
Clearance Time (s)		3.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)		2.0	1.0	1.0		2.5	2.5
Lane Grp Cap (vph)		116	4455	4162		83	74
v/s Ratio Prot		0.01	c0.52	c0.72		c0.02	
v/s Ratio Perm		0.33					0.00
v/c Ratio		0.39	0.59	0.87		0.34	0.02
Uniform Delay, d1		22.9	2.1	7.4		60.0	59.1
Progression Factor		1.00	1.00	2.01		1.00	1.00
Incremental Delay, d2		0.8	0.6	0.9		1.8	0.1
Delay (s)		23.7	2.6	15.8		61.7	59.2
Level of Service		C	A	B		E	E
Approach Delay (s)			3.0	15.8		60.4	
Approach LOS			A	B		E	

Intersection Summary

HCM Average Control Delay	10.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	77.0%	ICU Level of Service	D
Analysis Period (min)	15		

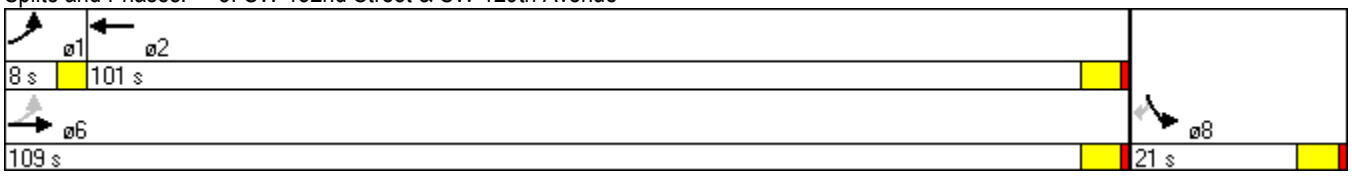
c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Volume (vph)	16	2376	3419	21	12
Turn Type	pm+pt				Perm
Protected Phases	1	6	2	8	
Permitted Phases	6				8
Detector Phase	1	6	2	8	8
Switch Phase					
Minimum Initial (s)	5.0	16.0	16.0	7.0	7.0
Minimum Split (s)	8.0	21.0	21.0	21.0	21.0
Total Split (s)	8.0	109.0	101.0	21.0	21.0
Total Split (%)	6.2%	83.8%	77.7%	16.2%	16.2%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 111 (85%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 152nd Street & SW 129th Avenue



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	16	2376	3419	53	21	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	0.91	0.91		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	5085	5074		1770	1583
Flt Permitted	0.04	1.00	1.00		0.95	1.00
Satd. Flow (perm)	73	5085	5074		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	2583	3716	58	23	13
RTOR Reduction (vph)	0	0	1	0	0	11
Lane Group Flow (vph)	17	2583	3773	0	23	2
Turn Type	pm+pt					Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Actuated Green, G (s)	104.0	104.0	99.0		16.0	16.0
Effective Green, g (s)	104.0	104.0	99.0		16.0	16.0
Actuated g/C Ratio	0.80	0.80	0.76		0.12	0.12
Clearance Time (s)	3.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)	2.0	1.0	1.0		2.5	2.5
Lane Grp Cap (vph)	85	4068	3864		218	195
v/s Ratio Prot	0.00	c0.51	c0.74		c0.01	
v/s Ratio Perm	0.16					0.00
v/c Ratio	0.20	0.63	0.98		0.11	0.01
Uniform Delay, d1	39.9	5.3	14.4		50.6	50.0
Progression Factor	0.35	0.73	0.82		1.00	1.00
Incremental Delay, d2	0.3	0.6	1.5		1.0	0.1
Delay (s)	14.2	4.5	13.4		51.6	50.1
Level of Service	B	A	B		D	D
Approach Delay (s)		4.5	13.4		51.1	
Approach LOS		A	B		D	

Intersection Summary

HCM Average Control Delay	10.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		

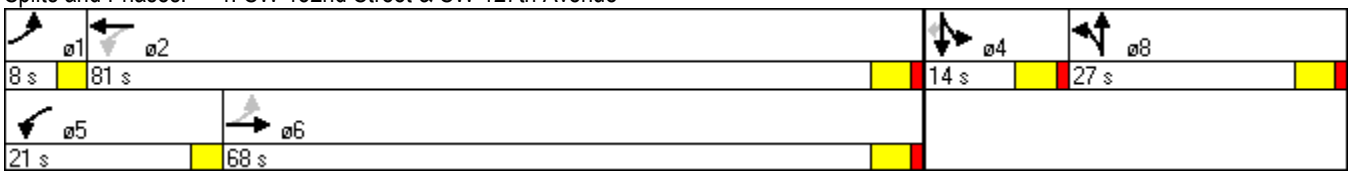
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Volume (vph)	142	1947	297	3244	44	91	89	129
Turn Type	pm+pt		pm+pt			Split		Perm
Protected Phases	1	6	5	2	8	4	4	
Permitted Phases	6		2					4
Detector Phase	1	6	5	2	8	4	4	4
Switch Phase								
Minimum Initial (s)	5.0	16.0	5.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.0	21.3	8.0	21.3	21.3	14.0	14.0	14.0
Total Split (s)	8.0	68.0	21.0	81.0	27.0	14.0	14.0	14.0
Total Split (%)	6.2%	52.3%	16.2%	62.3%	20.8%	10.8%	10.8%	10.8%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.3	0.0	1.3	1.3	1.3	1.3	1.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.3	3.0	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 111 (85%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 4: SW 152nd Street & SW 127th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	142	1947	207	297	3244	203	114	44	176	91	89	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.3		3.0	5.3			5.3		5.3	5.3	5.3
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00		0.95	0.95	1.00
Frt	1.00	0.99		1.00	0.99			0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	1.00
Satd. Flow (prot)	1770	5012		1770	5040			1701		1681	1761	1583
Flt Permitted	0.06	1.00		0.06	1.00			0.98		0.95	1.00	1.00
Satd. Flow (perm)	119	5012		113	5040			1701		1681	1761	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	154	2116	225	323	3526	221	124	48	191	99	97	140
RTOR Reduction (vph)	0	10	0	0	5	0	0	31	0	0	0	131
Lane Group Flow (vph)	154	2331	0	323	3742	0	0	332	0	89	107	9
Turn Type	pm+pt			pm+pt			Split			Split		Perm
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases	6			2								4
Actuated Green, G (s)	67.7	62.7		83.7	75.7			21.7		8.7	8.7	8.7
Effective Green, g (s)	67.7	62.7		83.7	75.7			21.7		8.7	8.7	8.7
Actuated g/C Ratio	0.52	0.48		0.64	0.58			0.17		0.07	0.07	0.07
Clearance Time (s)	3.0	5.3		3.0	5.3			5.3		5.3	5.3	5.3
Vehicle Extension (s)	2.0	1.0		2.0	1.0			2.5		3.5	3.5	3.5
Lane Grp Cap (vph)	125	2417		302	2935			284		112	118	106
v/s Ratio Prot	c0.05	0.47		c0.15	c0.74			c0.20		0.05	c0.06	
v/s Ratio Perm	0.59			0.54								0.01
v/c Ratio	1.23	0.96		1.07	1.27			1.17		0.79	0.91	0.09
Uniform Delay, d1	31.9	32.6		44.9	27.1			54.1		59.8	60.2	56.9
Progression Factor	1.14	0.81		0.98	1.06			1.00		1.00	1.00	1.00
Incremental Delay, d2	146.6	9.7		38.1	123.9			107.4		31.8	55.1	0.4
Delay (s)	182.8	36.2		81.9	152.8			161.5		91.5	115.4	57.4
Level of Service	F	D		F	F			F		F	F	E
Approach Delay (s)		45.2			147.1			161.5			84.9	
Approach LOS		D			F			F			F	

Intersection Summary

HCM Average Control Delay	110.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	113.3%	ICU Level of Service	H
Analysis Period (min)	15		

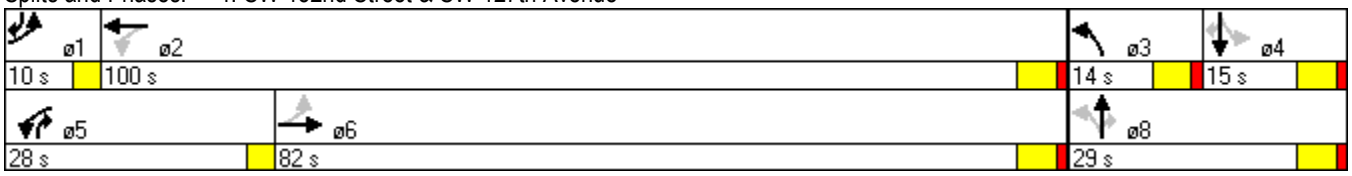
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	142	1947	297	3244	114	44	176	91	89	129
Turn Type	pm+pt		pm+pt		pm+pt		pm+ov	Perm		pm+ov
Protected Phases	1	6	5	2	3	8	5		4	1
Permitted Phases	6		2		8		8	4		4
Detector Phase	1	6	5	2	3	8	5	4	4	1
Switch Phase										
Minimum Initial (s)	5.0	16.0	5.0	16.0	7.0	7.0	5.0	7.0	7.0	5.0
Minimum Split (s)	8.0	21.3	8.0	21.3	14.0	21.3	8.0	14.0	14.0	8.0
Total Split (s)	10.0	82.0	28.0	100.0	14.0	29.0	28.0	15.0	15.0	10.0
Total Split (%)	7.2%	59.0%	20.1%	71.9%	10.1%	20.9%	20.1%	10.8%	10.8%	7.2%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0
All-Red Time (s)	0.0	1.3	0.0	1.3	1.3	1.3	0.0	1.3	1.3	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.3	3.0	5.3	5.3	5.3	3.0	5.3	5.3	3.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lead	Lag	Lag	Lead
Lead-Lag Optimize?					Yes			Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 139
Actuated Cycle Length: 139
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 4: SW 152nd Street & SW 127th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	142	1947	207	297	3244	203	114	44	176	91	89	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.3		3.0	5.3			5.3	3.0	5.3	5.3	3.0
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5012		1770	5040			1798	1583	1770	1863	1583
Flt Permitted	0.05	1.00		0.05	1.00			0.69	1.00	0.46	1.00	1.00
Satd. Flow (perm)	95	5012		91	5040			1279	1583	857	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	154	2116	225	323	3526	221	124	48	191	99	97	140
RTOR Reduction (vph)	0	9	0	0	5	0	0	0	3	0	0	24
Lane Group Flow (vph)	154	2332	0	323	3742	0	0	172	188	99	97	116
Turn Type	pm+pt			pm+pt			pm+pt		pm+ov	Perm		pm+ov
Protected Phases	1	6		5	2		3	8	5		4	1
Permitted Phases	6			2			8		8	4		4
Actuated Green, G (s)	85.7	78.7		104.7	94.7			23.7	46.7	23.7	23.7	30.7
Effective Green, g (s)	85.7	78.7		104.7	94.7			23.7	46.7	23.7	23.7	30.7
Actuated g/C Ratio	0.62	0.57		0.75	0.68			0.17	0.34	0.17	0.17	0.22
Clearance Time (s)	3.0	5.3		3.0	5.3			5.3	3.0	5.3	5.3	3.0
Vehicle Extension (s)	2.0	1.0		2.0	1.0			2.5	2.0	3.5	3.5	2.0
Lane Grp Cap (vph)	143	2838		346	3434			218	532	146	318	350
v/s Ratio Prot	c0.05	0.47		0.15	c0.74				0.06		0.05	0.02
v/s Ratio Perm	0.61			0.55				c0.13	0.06	0.12		0.06
v/c Ratio	1.08	0.82		0.93	1.09			0.79	0.35	0.68	0.31	0.33
Uniform Delay, d1	44.0	24.5		47.2	22.2			55.3	34.8	54.1	50.4	45.5
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	97.3	2.8		31.2	45.9			16.5	0.1	12.3	0.6	0.2
Delay (s)	141.3	27.3		78.5	68.1			71.8	34.9	66.3	51.1	45.7
Level of Service	F	C		E	E			E	C	E	D	D
Approach Delay (s)		34.3			68.9			52.4			53.3	
Approach LOS		C			E			D			D	

Intersection Summary

HCM Average Control Delay	55.5	HCM Level of Service	E
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	139.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	102.5%	ICU Level of Service	G
Analysis Period (min)	15		

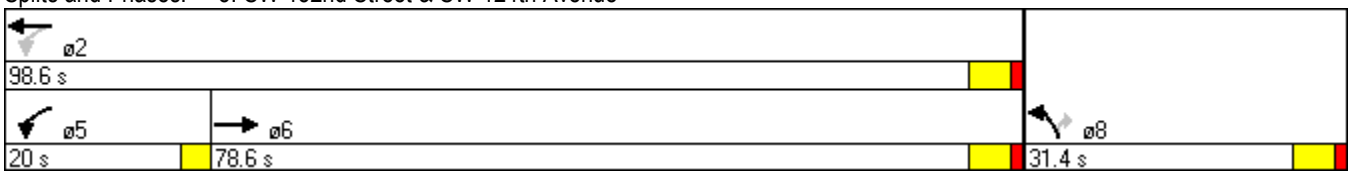
c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Volume (vph)	2097	236	3758	148	237
Turn Type		pm+pt			Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	16.0	5.0	16.0	7.0	7.0
Minimum Split (s)	21.3	8.0	21.3	31.4	31.4
Total Split (s)	78.6	20.0	98.6	31.4	31.4
Total Split (%)	60.5%	15.4%	75.8%	24.2%	24.2%
Yellow Time (s)	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	1.3	0.0	1.3	1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	3.0	5.3	5.4	5.4
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?					
Recall Mode	C-Max	None	C-Max	Max	Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 71 (55%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 5: SW 152nd Street & SW 124th Avenue



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2097	144	236	3758	148	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3		3.0	5.3	5.4	5.4
Lane Util. Factor	0.91		1.00	0.91	1.00	0.88
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5036		1770	5085	1770	2787
Flt Permitted	1.00		0.05	1.00	0.95	1.00
Satd. Flow (perm)	5036		96	5085	1770	2787
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2184	150	246	3915	154	247
RTOR Reduction (vph)	6	0	0	0	0	0
Lane Group Flow (vph)	2328	0	246	3915	154	247
Turn Type			pm+pt			Perm
Protected Phases	6		5	2	8	
Permitted Phases			2			8
Actuated Green, G (s)	74.6		93.3	93.3	26.0	26.0
Effective Green, g (s)	74.6		93.3	93.3	26.0	26.0
Actuated g/C Ratio	0.57		0.72	0.72	0.20	0.20
Clearance Time (s)	5.3		3.0	5.3	5.4	5.4
Vehicle Extension (s)	1.0		2.0	1.0	3.0	3.0
Lane Grp Cap (vph)	2890		271	3649	354	557
v/s Ratio Prot	0.46		0.11	c0.77	0.09	
v/s Ratio Perm			0.54			c0.09
v/c Ratio	0.81		0.91	1.07	0.44	0.44
Uniform Delay, d1	22.0		42.6	18.4	45.6	45.6
Progression Factor	1.35		0.61	2.13	1.00	1.00
Incremental Delay, d2	0.7		4.4	33.4	3.9	2.5
Delay (s)	30.4		30.3	72.6	49.4	48.2
Level of Service	C		C	E	D	D
Approach Delay (s)	30.4			70.1	48.7	
Approach LOS	C			E	D	

Intersection Summary

HCM Average Control Delay	55.4	HCM Level of Service	E
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	89.7%	ICU Level of Service	E
Analysis Period (min)	15		

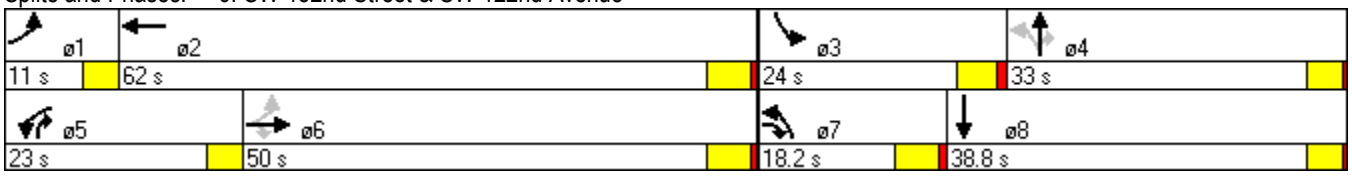
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Volume (vph)	214	1900	108	243	3314	172	17	387	650	11
Turn Type	pm+pt		pm+ov	Prot		pm+pt		pm+ov	Prot	
Protected Phases	1	6	7	5	2	7	4	5	3	8
Permitted Phases	6		6			4		4		
Detector Phase	1	6	7	5	2	7	4	5	3	8
Switch Phase										
Minimum Initial (s)	5.0	18.0	4.0	4.0	18.0	4.0	1.0	4.0	7.0	4.0
Minimum Split (s)	8.5	23.1	9.1	8.0	23.1	9.1	33.0	8.0	21.0	20.0
Total Split (s)	11.0	50.0	18.2	23.0	62.0	18.2	33.0	23.0	24.0	38.8
Total Split (%)	8.5%	38.5%	14.0%	17.7%	47.7%	14.0%	25.4%	17.7%	18.5%	29.8%
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3	4.3	3.5	3.5	4.0	3.5
All-Red Time (s)	0.0	0.8	0.8	0.0	0.8	0.8	0.5	0.0	1.0	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)	3.5	5.1	5.1	3.5	5.1	5.1	4.0	3.5	5.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	Max	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 6: SW 152nd Street & SW 122nd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	214	1900	108	243	3314	392	172	17	387	650	11	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.1	5.1	3.5	5.1		5.1	4.0	3.5	5.0	4.0	
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91		1.00	1.00	0.88	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1583	1770	5005		1770	1863	2787	3433	1596	
Flt Permitted	0.07	1.00	1.00	0.95	1.00		0.73	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	133	6408	1583	1770	5005		1355	1863	2787	3433	1596	
Peak-hour factor, PHF	0.99	0.99	0.92	0.92	0.99	0.99	0.92	0.92	0.92	0.99	0.92	0.99
Adj. Flow (vph)	216	1919	117	264	3347	396	187	18	421	657	12	252
RTOR Reduction (vph)	0	0	48	0	11	0	0	0	0	0	166	0
Lane Group Flow (vph)	216	1919	69	264	3732	0	187	18	421	657	98	0
Turn Type	pm+pt		pm+ov	Prot			pm+pt		pm+ov	Prot		
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases	6		6				4		4			
Actuated Green, G (s)	79.5	55.9	68.9	28.0	60.3		18.5	5.5	33.5	23.0	15.4	
Effective Green, g (s)	79.5	55.9	68.9	28.0	60.3		18.5	5.5	33.5	23.0	15.4	
Actuated g/C Ratio	0.61	0.43	0.53	0.22	0.46		0.14	0.04	0.26	0.18	0.12	
Clearance Time (s)	3.5	5.1	5.1	3.5	5.1		5.1	4.0	3.5	5.0	4.0	
Vehicle Extension (s)	2.0	1.0	3.0	3.0	1.0		3.0	0.2	3.0	2.5	3.0	
Lane Grp Cap (vph)	379	2755	901	381	2322		234	79	718	607	189	
v/s Ratio Prot	0.10	0.30	0.01	c0.15	c0.75		0.08	0.01	0.13	c0.19	0.06	
v/s Ratio Perm	0.24		0.04				c0.03		0.02			
v/c Ratio	0.57	0.70	0.08	0.69	1.61		0.80	0.23	0.59	1.08	0.52	
Uniform Delay, d1	32.4	30.1	15.0	47.0	34.9		53.5	60.2	42.2	53.5	53.8	
Progression Factor	1.26	0.58	1.24	0.88	1.26		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	0.9	0.0	0.5	273.5		17.1	0.5	1.2	60.8	2.4	
Delay (s)	41.4	18.5	18.6	42.0	317.4		70.6	60.7	43.4	114.3	56.2	
Level of Service	D	B	B	D	F		E	E	D	F	E	
Approach Delay (s)		20.7			299.3			52.0			97.7	
Approach LOS		C			F			D			F	

Intersection Summary

HCM Average Control Delay	175.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	18.7
Intersection Capacity Utilization	125.3%	ICU Level of Service	H
Analysis Period (min)	15		

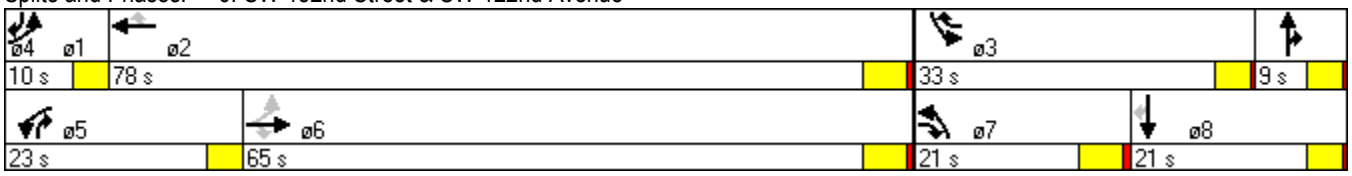
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	214	1900	108	243	3314	392	172	17	387	650	11	249
Turn Type	pm+pt		pm+ov	Prot		pm+ov	Prot		pt+ov	Prot		pm+ov
Protected Phases	1	6	7	5	2	3	7	4	4 5	3	8	1
Permitted Phases	6		6			2						8
Detector Phase	1	6	7	5	2	3	7	4	4 5	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	18.0	4.0	4.0	18.0	4.0	4.0	1.0		4.0	4.0	5.0
Minimum Split (s)	8.5	23.1	9.1	8.0	23.1	20.0	9.1	33.0		20.0	20.0	8.5
Total Split (s)	10.0	65.0	21.0	23.0	78.0	33.0	21.0	9.0	32.0	33.0	21.0	10.0
Total Split (%)	7.7%	50.0%	16.2%	17.7%	60.0%	25.4%	16.2%	6.9%	24.6%	25.4%	16.2%	7.7%
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3	3.5	4.3	3.5		3.5	3.5	3.5
All-Red Time (s)	0.0	0.8	0.8	0.0	0.8	0.5	0.8	0.5		0.5	0.5	0.0
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)	3.5	5.1	5.1	3.5	5.1	4.0	5.1	4.0	4.0	4.0	4.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None		None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 6: SW 152nd Street & SW 122nd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	214	1900	108	243	3314	392	172	17	387	650	11	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.1	5.1	3.5	5.1	4.0	5.1	4.0	4.0	4.0	4.0	3.5
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	0.97	1.00	0.88	0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	6408	1583	1770	5085	1583	3433	1863	2787	3433	1863	1583
Flt Permitted	0.07	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	129	6408	1583	1770	5085	1583	3433	1863	2787	3433	1863	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	216	1919	109	245	3347	396	174	17	391	657	11	252
RTOR Reduction (vph)	0	0	38	0	0	61	0	0	0	0	0	28
Lane Group Flow (vph)	216	1919	71	245	3347	335	174	17	391	657	11	224
Turn Type	pm+pt		pm+ov	Prot		pm+ov	Prot		pt+ov	Prot		pm+ov
Protected Phases	1	6	7	5	2	3	7	4	4 5	3	8	1
Permitted Phases	6		6			2						8
Actuated Green, G (s)	64.2	57.7	85.2	19.3	70.5	98.6	27.5	8.3	31.6	28.1	7.8	14.3
Effective Green, g (s)	64.2	57.7	85.2	19.3	70.5	98.6	27.5	8.3	31.6	28.1	7.8	14.3
Actuated g/C Ratio	0.49	0.44	0.66	0.15	0.54	0.76	0.21	0.06	0.24	0.22	0.06	0.11
Clearance Time (s)	3.5	5.1	5.1	3.5	5.1	4.0	5.1	4.0		4.0	4.0	3.5
Vehicle Extension (s)	2.0	1.0	3.0	3.0	1.0	3.0	3.0	0.2		3.0	3.0	2.0
Lane Grp Cap (vph)	146	2844	1100	263	2758	1201	726	119	677	742	112	174
v/s Ratio Prot	c0.07	0.30	0.01	0.14	c0.66	0.06	0.05	0.01	0.14	c0.19	0.01	c0.06
v/s Ratio Perm	c0.66		0.03			0.15						0.08
v/c Ratio	1.48	0.67	0.06	0.93	1.21	0.28	0.24	0.14	0.58	0.89	0.10	1.28
Uniform Delay, d1	33.9	28.7	8.1	54.7	29.8	4.8	42.6	57.5	43.3	49.4	57.8	57.8
Progression Factor	1.13	1.06	3.17	0.94	1.08	1.84	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	237.6	0.8	0.0	20.2	97.6	0.1	0.2	0.2	0.7	12.2	0.4	164.4
Delay (s)	275.9	31.3	25.6	71.9	129.7	8.9	42.7	57.7	44.1	61.6	58.2	222.3
Level of Service	F	C	C	E	F	A	D	E	D	E	E	F
Approach Delay (s)		54.6			114.1			44.1			105.6	
Approach LOS		D			F			D			F	

Intersection Summary

HCM Average Control Delay	90.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	112.0%	ICU Level of Service	H
Analysis Period (min)	15		

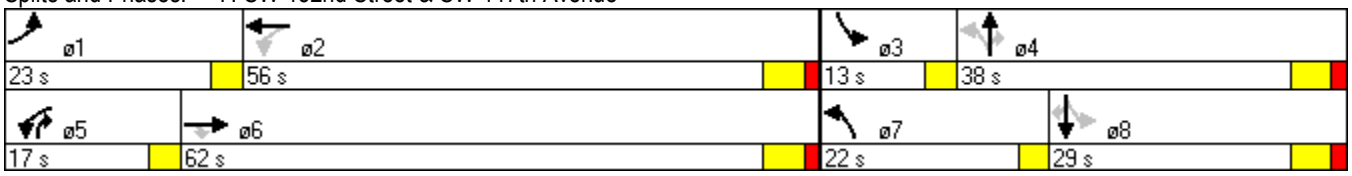
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	818	1605	565	170	1745	518	523	161	129	755	584
Turn Type	Prot		Perm	pm+pt		pm+pt		pm+ov	pm+pt		Perm
Protected Phases	1	6		5	2	7	4	5	3	8	
Permitted Phases			6	2		4		4	8		8
Detector Phase	1	6	6	5	2	7	4	5	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	8.0	33.7	33.7	10.0	33.7	8.0	30.7	10.0	8.0	21.7	21.7
Total Split (s)	23.0	62.0	62.0	17.0	56.0	22.0	38.0	17.0	13.0	29.0	29.0
Total Split (%)	17.7%	47.7%	47.7%	13.1%	43.1%	16.9%	29.2%	13.1%	10.0%	22.3%	22.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	0.0	1.7	1.7	0.0	1.7	0.0	1.7	0.0	0.0	1.7	1.7
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)	3.0	5.7	5.7	3.0	5.7	3.0	5.7	3.0	3.0	5.7	5.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	None	Max	Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 117 (90%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 7: SW 152nd Street & SW 117th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	818	1605	565	170	1745	80	518	523	161	129	755	584
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.7	5.7	3.0	5.7		3.0	5.7	3.0	3.0	5.7	5.7
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3516		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.08	1.00		0.15	1.00	1.00	0.39	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	148	3516		283	3539	1583	728	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	852	1672	589	177	1818	83	540	545	168	134	786	608
RTOR Reduction (vph)	0	0	147	0	2	0	0	0	41	0	0	186
Lane Group Flow (vph)	852	1672	442	177	1899	0	540	545	127	134	786	422
Turn Type	Prot		Perm	pm+pt			pm+pt		pm+ov	pm+pt		Perm
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6	2			4		4	8		8
Actuated Green, G (s)	20.0	58.5	58.5	62.1	50.3		45.3	33.0	44.8	32.6	23.3	23.3
Effective Green, g (s)	20.0	58.5	58.5	62.1	50.3		45.3	33.0	44.8	32.6	23.3	23.3
Actuated g/C Ratio	0.15	0.45	0.45	0.48	0.39		0.35	0.25	0.34	0.25	0.18	0.18
Clearance Time (s)	3.0	5.7	5.7	3.0	5.7		3.0	5.7	3.0	3.0	5.7	5.7
Vehicle Extension (s)	3.0	1.0	1.0	2.0	1.0		2.0	3.5	2.0	2.0	3.5	3.5
Lane Grp Cap (vph)	528	1593	712	218	1360		316	898	546	257	634	284
v/s Ratio Prot	c0.25	0.47		0.07	c0.54		c0.25	0.15	0.02	0.04	0.22	
v/s Ratio Perm			0.28	0.31			c0.35		0.06	0.09		0.27
v/c Ratio	1.61	1.05	0.62	0.81	1.40		1.71	0.61	0.23	0.52	1.24	1.48
Uniform Delay, d1	55.0	35.8	27.3	33.6	39.9		38.1	42.8	30.4	39.5	53.4	53.4
Progression Factor	0.87	1.24	1.73	1.31	0.59		1.00	1.00	1.00	0.82	0.86	0.76
Incremental Delay, d2	282.4	33.7	2.9	12.9	181.1		332.2	3.0	0.1	0.6	117.2	230.9
Delay (s)	330.5	78.0	50.0	56.8	204.7		370.2	45.8	30.4	33.0	163.2	271.1
Level of Service	F	E	D	E	F		F	D	C	C	F	F
Approach Delay (s)		141.8			192.1			183.6			194.7	
Approach LOS		F			F			F			F	

Intersection Summary

HCM Average Control Delay	171.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.51		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	11.7
Intersection Capacity Utilization	139.9%	ICU Level of Service	H
Analysis Period (min)	15		

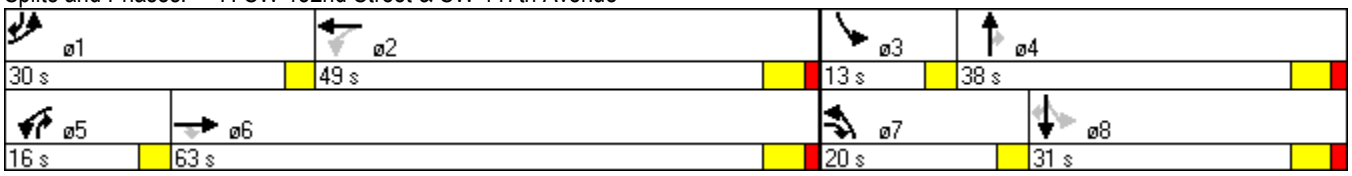
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	818	1605	565	170	1745	518	523	161	129	755	584
Turn Type	Prot		pm+ov	pm+pt		Prot		pm+ov	pm+pt		pm+ov
Protected Phases	1	6	7	5	2	7	4	5	3	8	1
Permitted Phases			6	2				4	8		8
Detector Phase	1	6	7	5	2	7	4	5	3	8	1
Switch Phase											
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	5.0
Minimum Split (s)	8.0	33.7	8.0	10.0	33.7	8.0	30.7	10.0	8.0	21.7	8.0
Total Split (s)	30.0	63.0	20.0	16.0	49.0	20.0	38.0	16.0	13.0	31.0	30.0
Total Split (%)	23.1%	48.5%	15.4%	12.3%	37.7%	15.4%	29.2%	12.3%	10.0%	23.8%	23.1%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	0.0	1.7	0.0	0.0	1.7	0.0	1.7	0.0	0.0	1.7	0.0
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)	3.0	5.7	3.0	3.0	5.7	3.0	5.7	3.0	3.0	5.7	3.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Max	None	None	Max	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 117 (90%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 7: SW 152nd Street & SW 117th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	818	1605	565	170	1745	80	518	523	161	129	755	584
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.7	3.0	3.0	5.7		3.0	5.7	3.0	3.0	5.7	3.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91		0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5052		3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.09	1.00		0.95	1.00	1.00	0.36	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	172	5052		3433	3539	1583	671	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	852	1672	589	177	1818	83	540	545	168	134	786	608
RTOR Reduction (vph)	0	0	29	0	4	0	0	0	41	0	0	1
Lane Group Flow (vph)	852	1672	560	177	1897	0	540	545	127	134	786	607
Turn Type	Prot		pm+ov	pm+pt			Prot		pm+ov	pm+pt		pm+ov
Protected Phases	1	6	7	5	2		7	4	5	3	8	1
Permitted Phases			6	2					4	8		8
Actuated Green, G (s)	27.0	58.8	75.8	54.8	43.3		17.0	33.0	44.5	34.6	25.3	52.3
Effective Green, g (s)	27.0	58.8	75.8	54.8	43.3		17.0	33.0	44.5	34.6	25.3	52.3
Actuated g/C Ratio	0.21	0.45	0.58	0.42	0.33		0.13	0.25	0.34	0.27	0.19	0.40
Clearance Time (s)	3.0	5.7	3.0	3.0	5.7		3.0	5.7	3.0	3.0	5.7	3.0
Vehicle Extension (s)	3.0	1.0	2.0	2.0	1.0		2.0	3.5	2.0	2.0	3.5	3.0
Lane Grp Cap (vph)	713	2300	923	214	1683		449	898	542	257	689	637
v/s Ratio Prot	c0.25	0.33	0.08	0.07	c0.38		c0.16	0.15	0.02	0.04	c0.22	0.20
v/s Ratio Perm			0.27	0.28					0.06	0.10		0.19
v/c Ratio	1.19	0.73	0.61	0.83	1.13		1.20	0.61	0.23	0.52	1.14	0.95
Uniform Delay, d1	51.5	29.0	17.5	27.7	43.4		56.5	42.8	30.6	38.0	52.4	37.7
Progression Factor	1.02	1.26	1.72	1.33	0.66		1.00	1.00	1.00	0.88	0.89	0.87
Incremental Delay, d2	98.4	1.6	0.6	14.5	62.7		110.8	3.0	0.1	0.6	75.6	19.2
Delay (s)	151.0	38.2	30.6	51.3	91.3		167.3	45.8	30.7	34.1	121.9	51.8
Level of Service	F	D	C	D	F		F	D	C	C	F	D
Approach Delay (s)		67.7			87.9			96.1			86.3	
Approach LOS		E			F			F			F	

Intersection Summary

HCM Average Control Delay	81.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	17.4
Intersection Capacity Utilization	110.6%	ICU Level of Service	H
Analysis Period (min)	15		

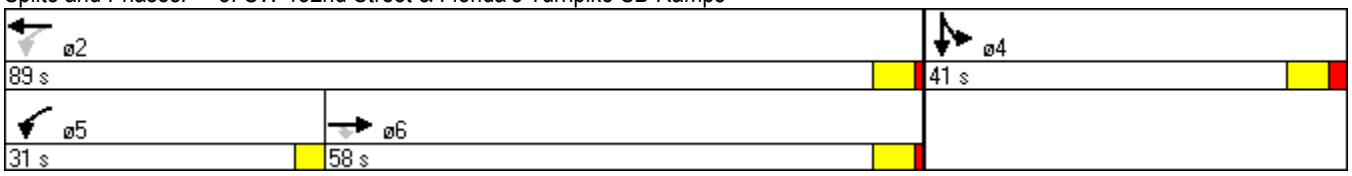
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Volume (vph)	1394	362	281	1742	456	115	284
Turn Type		Perm	pm+pt		Split		Free
Protected Phases	6		5	2	4	4	
Permitted Phases		6	2				Free
Detector Phase	6	6	5	2	4	4	
Switch Phase							
Minimum Initial (s)	16.0	16.0	5.0	16.0	7.0	7.0	
Minimum Split (s)	21.0	21.0	8.0	21.0	31.0	31.0	
Total Split (s)	58.0	58.0	31.0	89.0	41.0	41.0	0.0
Total Split (%)	44.6%	44.6%	23.8%	68.5%	31.5%	31.5%	0.0%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	0.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	3.0	5.0	6.0	6.0	4.0
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 111 (85%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 8: SW 152nd Street & Florida's Turnpike SB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1394	362	281	1742	0	0	0	0	456	115	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	3.0	5.0					6.0	6.0	4.0
Lane Util. Factor		0.86	1.00	1.00	0.95					0.95	0.95	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.97	1.00
Satd. Flow (prot)		6408	1583	1770	3539					1681	1718	1583
Flt Permitted		1.00	1.00	0.09	1.00					0.95	0.97	1.00
Satd. Flow (perm)		6408	1583	173	3539					1681	1718	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1549	402	312	1936	0	0	0	0	507	128	316
RTOR Reduction (vph)	0	0	202	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1549	200	312	1936	0	0	0	0	314	321	316
Turn Type			Perm	pm+pt						Split		Free
Protected Phases		6		5	2					4	4	
Permitted Phases			6	2								Free
Actuated Green, G (s)		60.2	60.2	84.0	84.0					35.0	35.0	130.0
Effective Green, g (s)		60.2	60.2	84.0	84.0					35.0	35.0	130.0
Actuated g/C Ratio		0.46	0.46	0.65	0.65					0.27	0.27	1.00
Clearance Time (s)		5.0	5.0	3.0	5.0					6.0	6.0	
Vehicle Extension (s)		1.0	1.0	2.0	1.0					4.0	4.0	
Lane Grp Cap (vph)		2967	733	367	2287					453	463	1583
v/s Ratio Prot		0.24		0.14	c0.55					0.19	c0.19	
v/s Ratio Perm			0.13	c0.41								0.20
v/c Ratio		0.52	0.27	0.85	0.85					0.69	0.69	0.20
Uniform Delay, d1		24.7	21.5	32.4	18.0					42.7	42.7	0.0
Progression Factor		0.79	0.92	1.68	0.67					1.00	1.00	1.00
Incremental Delay, d2		0.2	0.3	9.6	2.3					8.5	8.3	0.3
Delay (s)		19.6	20.0	63.9	14.2					51.1	51.0	0.3
Level of Service		B	B	E	B					D	D	A
Approach Delay (s)		19.7			21.1			0.0			34.2	
Approach LOS		B			C			A			C	

Intersection Summary

HCM Average Control Delay	23.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

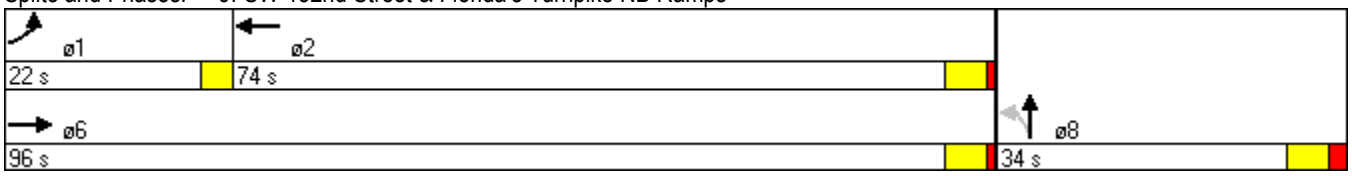
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Volume (vph)	447	1434	1636	507	367	120	216
Turn Type	Prot			Free	Perm		Free
Protected Phases	1	6	2			8	
Permitted Phases				Free	8		Free
Detector Phase	1	6	2		8	8	
Switch Phase							
Minimum Initial (s)	5.0	16.0	16.0		7.0	7.0	
Minimum Split (s)	8.0	21.0	21.0		34.0	34.0	
Total Split (s)	22.0	96.0	74.0	0.0	34.0	34.0	0.0
Total Split (%)	16.9%	73.8%	56.9%	0.0%	26.2%	26.2%	0.0%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	4.0	6.0	6.0	4.0
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	C-Max	C-Max		Max	Max	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 104 (80%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 9: SW 152nd Street & Florida's Turnpike NB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	447	1434	0	0	1636	507	367	120	216	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0			5.0	4.0	6.0	6.0	4.0			
Lane Util. Factor	0.97	0.95			0.95	1.00	0.91	0.91	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.97	1.00			
Satd. Flow (prot)	3433	3539			3539	1583	1610	3291	1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.97	1.00			
Satd. Flow (perm)	3433	3539			3539	1583	1610	3291	1583			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	481	1542	0	0	1759	545	395	129	232	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	481	1542	0	0	1759	545	197	327	232	0	0	0
Turn Type	Prot					Free	Perm		Free			
Protected Phases	1	6			2			8				
Permitted Phases						Free	8		Free			
Actuated Green, G (s)	19.0	91.0			69.0	130.0	28.0	28.0	130.0			
Effective Green, g (s)	19.0	91.0			69.0	130.0	28.0	28.0	130.0			
Actuated g/C Ratio	0.15	0.70			0.53	1.00	0.22	0.22	1.00			
Clearance Time (s)	3.0	5.0			5.0		6.0	6.0				
Vehicle Extension (s)	2.0	1.0			1.0		4.0	4.0				
Lane Grp Cap (vph)	502	2477			1878	1583	347	709	1583			
v/s Ratio Prot	c0.14	0.44			c0.50							
v/s Ratio Perm						0.34	c0.12	0.10	0.15			
v/c Ratio	0.96	0.62			0.94	0.34	0.57	0.46	0.15			
Uniform Delay, d1	55.1	10.4			28.5	0.0	45.6	44.4	0.0			
Progression Factor	1.30	0.80			0.63	1.00	1.00	1.00	1.00			
Incremental Delay, d2	26.1	1.0			4.3	0.2	6.6	2.2	0.2			
Delay (s)	97.8	9.3			22.4	0.2	52.2	46.6	0.2			
Level of Service	F	A			C	A	D	D	A			
Approach Delay (s)		30.3			17.1			33.8			0.0	
Approach LOS		C			B			C			A	

Intersection Summary

HCM Average Control Delay	24.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

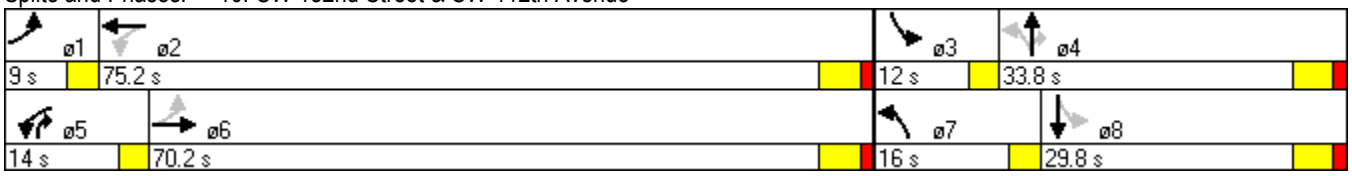
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	110	1105	142	1716	281	268	51	178	322
Turn Type	pm+pt		pm+pt		pm+pt		pm+ov	pm+pt	
Protected Phases	1	6	5	2	7	4	5	3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	3	8
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	5.0	7.0
Minimum Split (s)	9.0	29.4	9.0	29.4	9.0	29.5	9.0	9.0	29.5
Total Split (s)	9.0	70.2	14.0	75.2	16.0	33.8	14.0	12.0	29.8
Total Split (%)	6.9%	54.0%	10.8%	57.8%	12.3%	26.0%	10.8%	9.2%	22.9%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	3.0	4.0
All-Red Time (s)	0.0	1.4	0.0	1.4	0.0	1.5	0.0	0.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.4	3.0	5.4	3.0	5.5	3.0	3.0	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	C-Max	None	C-Max	None	Max	None	None	Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 77 (59%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 10: SW 152nd Street & SW 112th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	1105	279	142	1716	142	281	268	51	178	322	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.4		3.0	5.4		3.0	5.5	3.0	3.0	5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	0.95	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3432		1770	3499		1770	1863	1583	1770	3414	
Flt Permitted	0.06	1.00		0.07	1.00		0.26	1.00	1.00	0.37	1.00	
Satd. Flow (perm)	112	3432		132	3499		490	1863	1583	695	3414	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	113	1139	288	146	1769	146	290	276	53	184	332	103
RTOR Reduction (vph)	0	17	0	0	5	0	0	0	29	0	23	0
Lane Group Flow (vph)	113	1410	0	146	1910	0	290	276	24	184	412	0
Turn Type	pm+pt			pm+pt			pm+pt		pm+ov	pm+pt		
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)	72.4	66.4		78.8	69.8		40.3	28.3	37.7	33.3	24.3	
Effective Green, g (s)	72.4	66.4		78.8	69.8		40.3	28.3	37.7	33.3	24.3	
Actuated g/C Ratio	0.56	0.51		0.61	0.54		0.31	0.22	0.29	0.26	0.19	
Clearance Time (s)	3.0	5.4		3.0	5.4		3.0	5.5	3.0	3.0	5.5	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.0	2.5	2.0	2.0	2.5	
Lane Grp Cap (vph)	139	1753		198	1879		280	406	459	252	638	
v/s Ratio Prot	c0.04	0.41		c0.05	c0.55		c0.10	0.15	0.00	0.05	0.12	
v/s Ratio Perm	0.41			0.39			c0.22		0.01	0.14		
v/c Ratio	0.81	0.80		0.74	1.02		1.04	0.68	0.05	0.73	0.65	
Uniform Delay, d1	29.8	26.4		26.1	30.1		41.0	46.7	33.3	42.2	48.9	
Progression Factor	1.18	1.38		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	24.1	3.4		11.6	25.0		63.4	8.9	0.0	9.0	5.0	
Delay (s)	59.2	39.8		37.8	55.1		104.4	55.6	33.3	51.2	53.9	
Level of Service	E	D		D	E		F	E	C	D	D	
Approach Delay (s)		41.2			53.9			76.5			53.1	
Approach LOS		D			D			E			D	

Intersection Summary

HCM Average Control Delay	52.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	101.5%	ICU Level of Service	G
Analysis Period (min)	15		

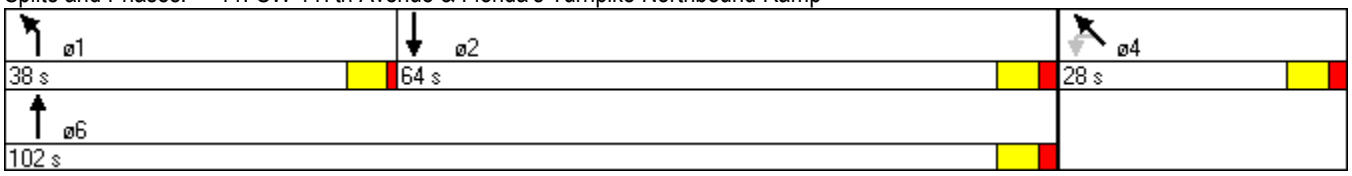
c Critical Lane Group

Lane Group	NBL	NBT	SBT	NWT	NWR
Lane Configurations					
Volume (vph)	770	853	1360	726	256
Turn Type	Prot				Free
Protected Phases	1	6	2	4	
Permitted Phases					Free
Detector Phase	1	6	2	4	
Switch Phase					
Minimum Initial (s)	7.0	15.0	15.0	7.0	
Minimum Split (s)	12.0	22.0	22.0	22.0	
Total Split (s)	38.0	102.0	64.0	28.0	0.0
Total Split (%)	29.2%	78.5%	49.2%	21.5%	0.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 16 (12%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 11: SW 117th Avenue & Florida's Turnpike Northbound Ramp



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	770	853	0	0	1360	25	0	0	0	32	726	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0			6.0						6.0	4.0
Lane Util. Factor	0.97	0.95			0.95						0.91	1.00
Frt	1.00	1.00			1.00						1.00	0.85
Flt Protected	0.95	1.00			1.00						1.00	1.00
Satd. Flow (prot)	3433	3539			3530						5075	1583
Flt Permitted	0.95	1.00			1.00						1.00	1.00
Satd. Flow (perm)	3433	3539			3530						5075	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	837	927	0	0	1478	27	0	0	0	35	789	278
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	837	927	0	0	1504	0	0	0	0	0	824	278
Turn Type	Prot									Perm		Free
Protected Phases	1	6			2						4	
Permitted Phases										4		Free
Actuated Green, G (s)	33.0	96.0			58.0						22.0	130.0
Effective Green, g (s)	33.0	96.0			58.0						22.0	130.0
Actuated g/C Ratio	0.25	0.74			0.45						0.17	1.00
Clearance Time (s)	5.0	6.0			6.0						6.0	
Vehicle Extension (s)	5.0	1.0			1.0						2.5	
Lane Grp Cap (vph)	871	2613			1575						859	1583
v/s Ratio Prot	c0.24	0.26			c0.43							
v/s Ratio Perm											0.16	0.18
v/c Ratio	0.96	0.35			0.95						0.96	0.18
Uniform Delay, d1	47.9	6.0			34.7						53.6	0.0
Progression Factor	1.32	1.00			1.00						1.00	1.00
Incremental Delay, d2	18.8	0.3			14.2						21.1	0.2
Delay (s)	81.9	6.3			49.0						74.7	0.2
Level of Service	F	A			D						E	A
Approach Delay (s)		42.2			49.0			0.0			55.9	
Approach LOS		D			D			A			E	

Intersection Summary

HCM Average Control Delay	48.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		

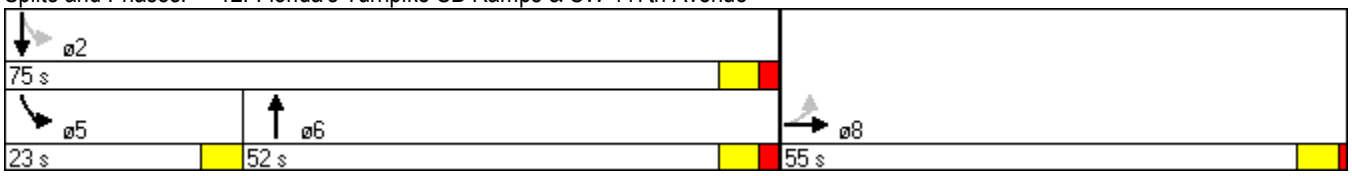
c Critical Lane Group

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	597	1530	184	1204
Turn Type			pm+pt	
Protected Phases	8	6	5	2
Permitted Phases			2	
Detector Phase	8	6	5	2
Switch Phase				
Minimum Initial (s)	7.0	10.0	5.0	10.0
Minimum Split (s)	21.0	22.0	9.0	22.0
Total Split (s)	55.0	52.0	23.0	75.0
Total Split (%)	42.3%	40.0%	17.7%	57.7%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	0.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	4.0	6.0
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 35 (27%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 12: Florida's Turnpike SB Ramps & SW 117th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	597	695	0	0	0	0	1530	7	184	1204	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0						6.0		4.0	6.0	
Lane Util. Factor		0.91						0.86		1.00	0.95	
Frt		0.93						1.00		1.00	1.00	
Flt Protected		1.00						1.00		0.95	1.00	
Satd. Flow (prot)		4688						6404		1770	3539	
Flt Permitted		1.00						1.00		0.07	1.00	
Satd. Flow (perm)		4688						6404		137	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.92	0.92	0.92	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	109	622	724	0	0	0	0	1594	7	192	1254	0
RTOR Reduction (vph)	0	29	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	1426	0	0	0	0	0	1600	0	192	1254	0
Turn Type	Perm									pm+pt		
Protected Phases		8						6		5	2	
Permitted Phases	8									2		
Actuated Green, G (s)		49.0						52.7		70.0	70.0	
Effective Green, g (s)		49.0						52.7		70.0	70.0	
Actuated g/C Ratio		0.38						0.41		0.54	0.54	
Clearance Time (s)		5.0						6.0		4.0	6.0	
Vehicle Extension (s)		3.5						1.0		2.0	1.0	
Lane Grp Cap (vph)		1767						2596		241	1906	
v/s Ratio Prot								0.25		c0.08	0.35	
v/s Ratio Perm		0.30								c0.35		
v/c Ratio		1.14dr						0.62		0.80	0.66	
Uniform Delay, d1		36.3						30.6		31.4	21.4	
Progression Factor		1.00						1.40		2.07	0.07	
Incremental Delay, d2		2.9						0.1		5.4	0.6	
Delay (s)		39.2						43.0		70.4	2.1	
Level of Service		D						D		E	A	
Approach Delay (s)		39.2			0.0			43.0			11.2	
Approach LOS		D			A			D			B	

Intersection Summary

HCM Average Control Delay	31.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		

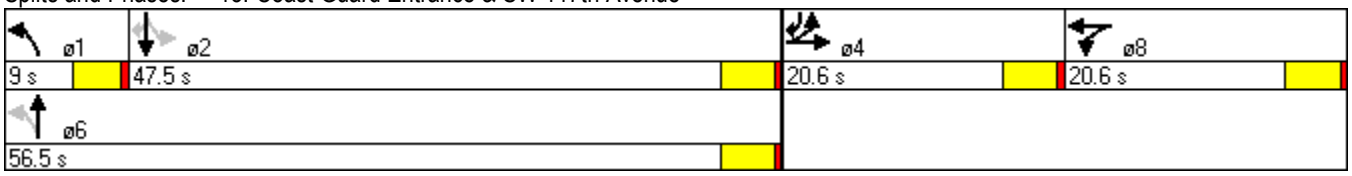
dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Volume (vph)	205	0	0	104	910	14	1276	301
Turn Type	Split			pm+pt		Perm		pm+ov
Protected Phases	4	4	8	1	6		2	4
Permitted Phases				6		2		2
Detector Phase	4	4	8	1	6	2	2	4
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	4.0	16.0	16.0	16.0	7.0
Minimum Split (s)	20.6	20.6	20.6	8.0	20.5	20.5	20.5	20.6
Total Split (s)	20.6	20.6	20.6	9.0	56.5	47.5	47.5	20.6
Total Split (%)	21.1%	21.1%	21.1%	9.2%	57.8%	48.6%	48.6%	21.1%
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	0.5	0.5	0.5	0.5	0.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.0	4.5	4.5	4.5	4.6
Lead/Lag				Lead		Lag	Lag	
Lead-Lag Optimize?				Yes		Yes	Yes	
Recall Mode	None	None	None	None	Max	Max	Max	None

Intersection Summary

Cycle Length: 97.7
Actuated Cycle Length: 79.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: Coast Guard Entrance & SW 117th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	205	0	73	12	0	40	104	910	9	14	1276	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6			4.6		4.0	4.5		4.5	4.5	4.6
Lane Util. Factor	0.97	1.00			1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.85			0.90		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	1583			1650		1770	3534		1770	3539	1583
Flt Permitted	0.95	1.00			0.99		0.12	1.00		0.31	1.00	1.00
Satd. Flow (perm)	3433	1583			1650		226	3534		573	3539	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	207	0	74	12	0	40	105	919	9	14	1289	304
RTOR Reduction (vph)	0	64	0	0	38	0	0	0	0	0	0	95
Lane Group Flow (vph)	207	10	0	0	14	0	105	928	0	14	1289	209
Turn Type	Split			Split			pm+pt			Perm		pm+ov
Protected Phases	4	4		8	8		1	6			2	4
Permitted Phases							6			2		2
Actuated Green, G (s)	10.7	10.7			4.2		53.6	53.6		45.7	45.7	56.4
Effective Green, g (s)	10.7	10.7			4.2		53.6	53.6		45.7	45.7	56.4
Actuated g/C Ratio	0.13	0.13			0.05		0.65	0.65		0.56	0.56	0.69
Clearance Time (s)	4.6	4.6			4.6		4.0	4.5		4.5	4.5	4.6
Vehicle Extension (s)	2.5	2.5			2.5		3.0	1.0		1.0	1.0	2.5
Lane Grp Cap (vph)	447	206			84		221	2304		319	1968	1086
v/s Ratio Prot	c0.06	0.01			c0.01		0.02	c0.26			c0.36	0.02
v/s Ratio Perm							0.29			0.02		0.11
v/c Ratio	0.46	0.05			0.17		0.48	0.40		0.04	0.65	0.19
Uniform Delay, d1	33.1	31.3			37.3		9.1	6.7		8.3	12.7	4.7
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.6	0.1			0.7		1.6	0.5		0.3	1.7	0.1
Delay (s)	33.6	31.4			38.0		10.7	7.3		8.6	14.5	4.7
Level of Service	C	C			D		B	A		A	B	A
Approach Delay (s)		33.0			38.0			7.6			12.6	
Approach LOS		C			D			A			B	

Intersection Summary

HCM Average Control Delay	13.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	82.2	Sum of lost time (s)	18.2
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	83	55	110	125	5	651	252	954
Turn Type	pm+pt		Perm		pm+pt		pm+pt	
Protected Phases	3	8		4	1	6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	3	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	13.0	7.0	7.0	5.0	18.0	5.0	18.0
Minimum Split (s)	8.0	20.0	12.0	12.0	8.0	23.1	8.0	23.1
Total Split (s)	8.0	20.0	12.0	12.0	8.0	23.1	8.0	23.1
Total Split (%)	15.7%	39.1%	23.5%	23.5%	15.7%	45.2%	15.7%	45.2%
Yellow Time (s)	3.0	4.0	4.0	4.0	3.0	4.3	3.0	4.3
All-Red Time (s)	0.0	1.0	1.0	1.0	0.0	0.8	0.0	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	5.0	3.0	5.1	3.0	5.1
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 51.1
Actuated Cycle Length: 50.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 14: SW 168th Street & SW 117th Avenue

ø1	ø2	ø3	ø4
8 s	23.1 s	8 s	12 s

ø5	ø6	ø8
8 s	23.1 s	20 s

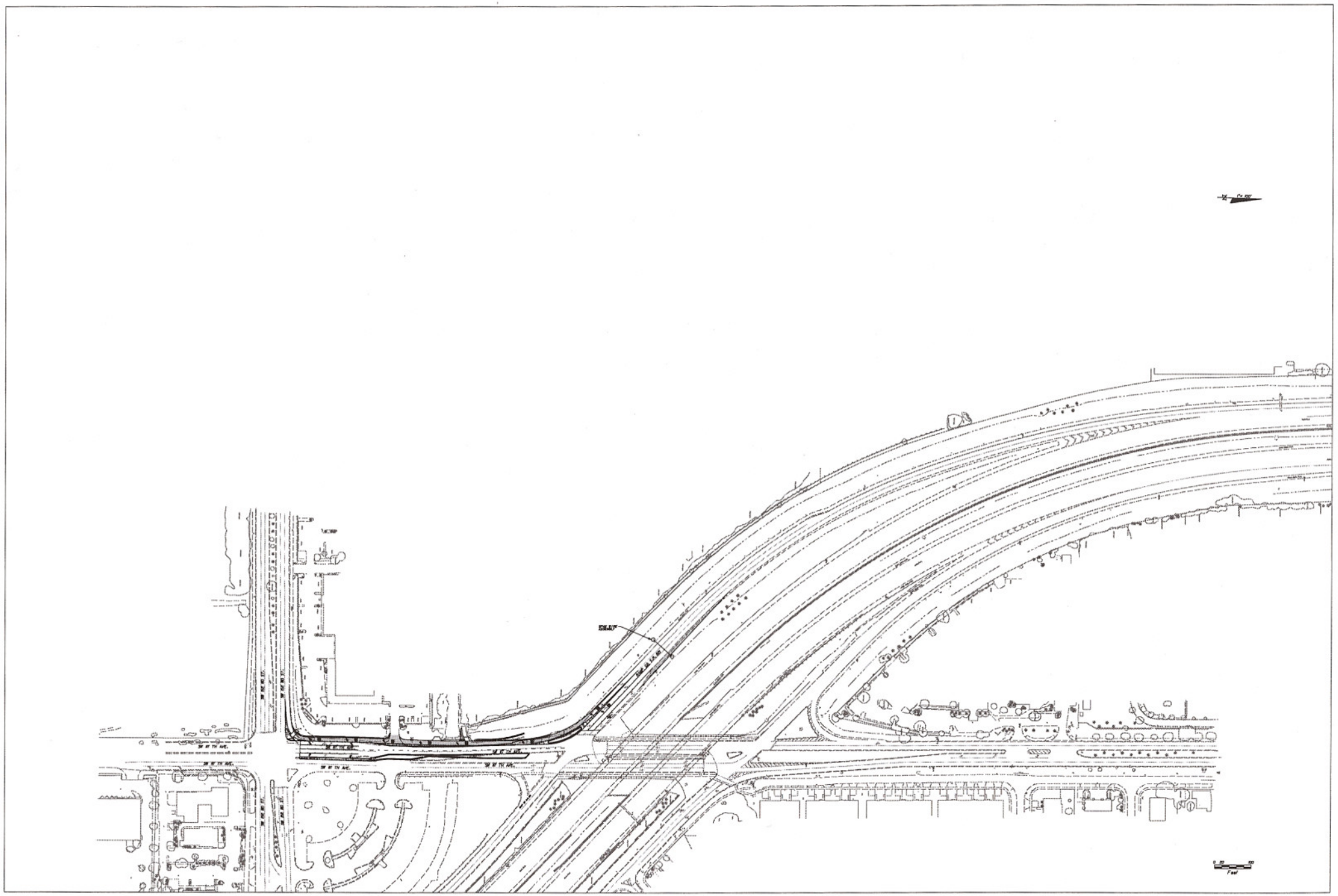
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	55	2	110	125	223	5	651	69	252	954	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		5.0	5.0		3.0	5.1		3.0	5.1	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.90		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1853		1770	1684		1770	3488		1770	3456	
Flt Permitted	0.32	1.00		0.72	1.00		0.20	1.00		0.25	1.00	
Satd. Flow (perm)	596	1853		1337	1684		365	3488		462	3456	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	87	58	2	116	132	235	5	685	73	265	1004	187
RTOR Reduction (vph)	0	1	0	0	119	0	0	15	0	0	25	0
Lane Group Flow (vph)	87	59	0	116	248	0	5	743	0	265	1166	0
Turn Type	pm+pt			Perm			pm+pt			pm+pt		
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)	15.5	15.5		9.5	9.5		21.4	20.4		28.4	24.4	
Effective Green, g (s)	15.5	15.5		9.5	9.5		21.4	20.4		28.4	24.4	
Actuated g/C Ratio	0.29	0.29		0.18	0.18		0.40	0.38		0.53	0.45	
Clearance Time (s)	3.0	5.0		5.0	5.0		3.0	5.1		3.0	5.1	
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	1.0		2.0	1.0	
Lane Grp Cap (vph)	236	532		235	296		171	1318		364	1562	
v/s Ratio Prot	c0.02	0.03			c0.15		0.00	0.21		c0.07	c0.34	
v/s Ratio Perm	0.09			0.09			0.01			0.32		
v/c Ratio	0.37	0.11		0.49	0.84		0.03	0.56		0.73	0.75	
Uniform Delay, d1	15.1	14.2		20.1	21.5		10.3	13.3		8.0	12.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.1		1.6	18.1		0.0	0.3		6.1	1.7	
Delay (s)	15.5	14.3		21.7	39.6		10.3	13.6		14.0	14.0	
Level of Service	B	B		C	D		B	B		B	B	
Approach Delay (s)		15.0			35.3			13.6			14.0	
Approach LOS		B			D			B			B	

Intersection Summary

HCM Average Control Delay	17.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Appendix E
HEFT Interchange and Intersection Improvements

Turnpike Enterprise Tentative Work Program

Dade County	PHASE	FY2011	FY2012	FY2013	FY2014	FY2015
FPN 415487-1						
DESCRIPTION NEW SIGNAL INSTALLATION @ SW 211TH ST - MP 12 (NB FRONTAGE ROAD)						
WORKMIX TRAFFIC SIGNALS						
	CST	$0	$371,209	$0	$0	$0
FPN 415905-3						
DESCRIPTION LANDSCAPING FOR OKEECHOBEE TOLL PLAZA EXPRESS LANES (HEFT MP 32)						
WORKMIX LANDSCAPING						
	CST	$833,910	$0	$0	$0	$0
FPN 417544-1						
DESCRIPTION HEFT ALL ELECTRONIC TOLLING PHASE I (MP 0 - 19)						
WORKMIX TOLL PLAZA						
	DSB	$10,000,000	$0	$0	$0	$0
FPN 422418-8						
DESCRIPTION SNAPPER CREEK SERVICE PLAZA MODIFICATION (HEFT MP 19) INFRASTRUCTURE IMPROVEMENTS						
WORKMIX REST AREA						
	DSB	$685,000	$0	$0	$0	$0
FPN 423204-1						
DESCRIPTION RESURFACE TURNPIKE MAINLINE - MP 0.00 TO MP 3.342 (SPUR IN MIAMI DADE)						
WORKMIX RESURFACING						
	CST	$3,601,018	$0	$0	$0	$0
FPN 423204-3						
DESCRIPTION ROADSIDE IMPROVEMENTS MIAMI DADE - MP 0.0 TO MP 3.3 (SPUR)						
WORKMIX GUARDRAIL						
	CST	$1,078,123	$0	$0	$0	$0
FPN 426155-1						
DESCRIPTION RESURFACE HOMESTEAD EXTENSION OF FL TURNPIKE - MP 16.8 - 20.4 PLUS RAMPS						
WORKMIX RESURFACING						
	CST	$8,633,425	$0	$0	$0	$0
FPN 427685-1						
DESCRIPTION ADD AUXILARY LANES ON HEFT FROM NW 74TH ST TO NW 106 ST						
WORKMIX ADD AUXILIARY LANE(S)						
	CST	$0	$0	$2,547,600	$0	$0
	PE	$0	$309,616	$0	$0	$0
FPN 427687-1						
DESCRIPTION HEFT/NW 12TH STREET INTERCHANGE - RAMP/INTERSECTION MODIFICATION						
WORKMIX INTERSECTION (NEW)						
	CST	$0	$0	$682,865	$0	$0
FPN 427689-1						
DESCRIPTION HEFT/KENDALL DRIVE INTERCHANGE - RAMP/INTERSECTION MODIFICATION						
WORKMIX INTERCHANGE (MODIFY)						
	CST	$0	$0	$5,577,409	$0	$0
	PE	$0	$655,816	$0	$0	$0
FPN 427700-1						
DESCRIPTION HEFT/CORAL REEF DR/ SW 117TH AVE - RAMP/INTERSECTION MODIFICATION						
WORKMIX INTERCHANGE (MODIFY)						
	CST	$0	$956,908	$0	$0	$0
Dade County Total		**$24,831,476**	**$2,293,549**	**$8,807,874**	**$0**	**$0**
District 6 Total		**$24,831,476**	**$2,293,549**	**$8,807,874**	**$0**	**$0**