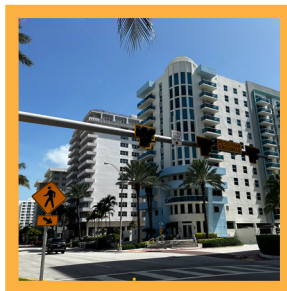
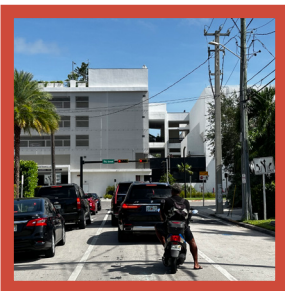




TOWN OF SURFSIDE TOWNWIDE TRAFFIC AND PEDESTRIAN SAFETY STUDY

2022 UPDATE



MARCH 2024 (UPDATED)



Prepared by

THE CORRADINO GROUP



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PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida practicing with The Corradino Group, Inc., a corporation authorized to operate as an engineering business, license number CA7665, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby for:

PROJECT: Townwide Traffic and Pedestrian Safety Study

LOCATION: Town of Surfside, FL.

I acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

NAME: Eric S. Czerniejewski, P.E., ENV SP

P.E. NO.: 58002

DATE: 03/31/2024

SIGNATURE: _____



1.0 INTRODUCTION & OBJECTIVE

The Corradino Group (Corradino) was retained by the Town of Surfside (Town) to prepare a Townwide Traffic and Pedestrian Safety Study. The focus of the Townwide Traffic and Pedestrian Safety Study is to evaluate the traffic operations along key roadway corridors, evaluate the condition of existing traffic calming, recommend potential new traffic calming, confirm vehicle operating speeds along certain key roadway corridors and complete an updated crash review of the key segments and intersections within the Town of Surfside. Some of the existing traffic issues include cut thru traffic and speeding in the residential neighborhood west of State Road A1A Harding Avenue. The criteria from the Miami Dade County Street Closure and Traffic Flow Modification Manual will be used to evaluate potential traffic calming improvements.

The Town of Surfside has a key strategic initiative to continue to focus on pedestrian safety and traffic mitigation on the roadway network within the Town. One key part of this priority is to improve the walkability of the Town for all users of the roadway network. A significant goal of this key strategic initiative is to implement traffic mitigation improvements to create a safer environment and community for the Town. Additionally, the Town has installed various traffic calming features that this study evaluated for warrant.

2.0 EXISTING CONDITIONS

The Town is an Atlantic Ocean coastal community located on a barrier island east of Miami. Surfside shares the barrier island with Bal Harbour and Miami Beach. Surfside's oceanfront community occupies a mile-long strip of land bordered by the Atlantic Ocean to the east and Biscayne Bay to the west. The Town boasts a mile of renourished beach with a shared use walking path, luxury beachfront hotels, a walkable downtown district with culturally diverse restaurants and retail shops and residential areas. The business district of the Town extends from 94th Street to 96th Street along Harding Avenue. The downtown district enjoys a pedestrian friendly small town, downtown charm. The Townwide Traffic Study is inclusive of the Town of Surfside town limits which is bound by State Road 922, 96th Street, to the north, State Road A1A, Collins Avenue to the east, SW 88th Street to the South and Bay Drive to the west. **Figure 1** depicts the Town of Surfside Town limits. The existing residential neighborhood west of State Road A1A, Harding Avenue has an area wide posted speed limit of 20 mph.



The Town of Surfside has made public safety as one of the top priorities in the Town. The quality of life is a focus of the Town. One element that impacts both public safety and quality of life is traffic. Traffic has increased significantly in recent years on Collins Avenue and Harding Avenue regionally as well as locally in Surfside. These roadways are major north/south thoroughfares for vehicles to avoid I-95 and Biscayne Boulevard traffic congestion. Lane closures at developments in Surfside and neighboring jurisdictions add to this traffic overcrowding. Drivers have learned they can avoid the backup on Collins Avenue and Harding Avenue by traveling west into the residential neighborhoods.

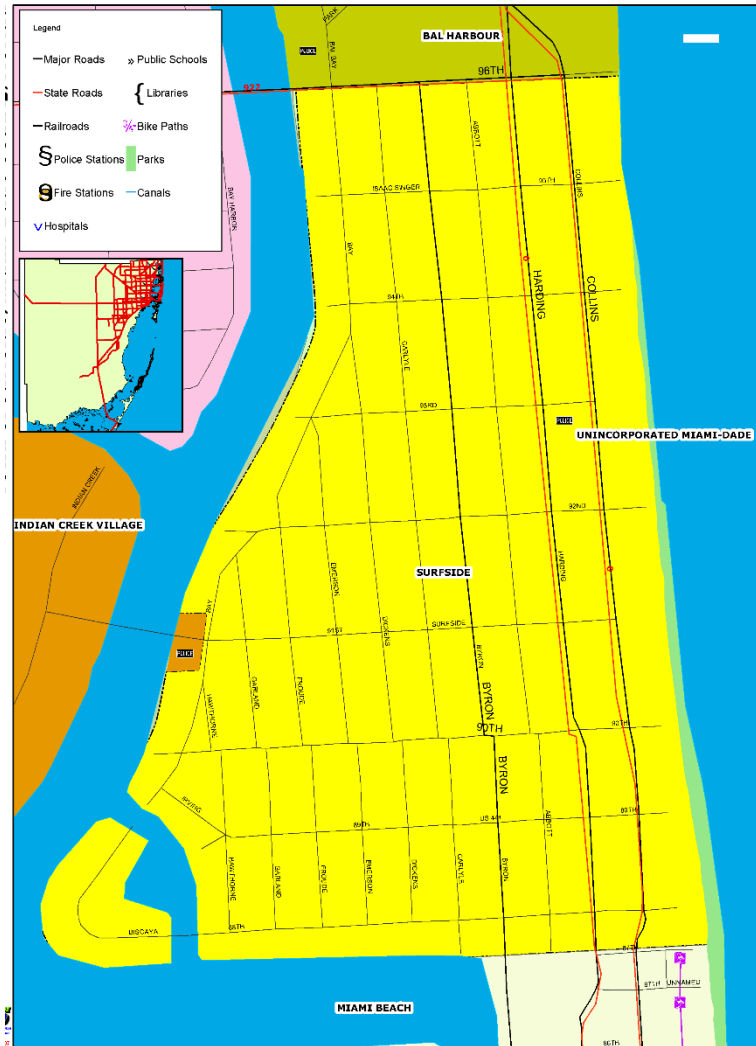


Figure 2 Town of Surfside Roadway Network



There are no sidewalks in the single-family home residential areas of the Town west of Harding Avenue which can be a critical challenge for ensuring public safety with many families and children who play, walk and bike on the streets. The Town continues to work with FDOT and Miami Dade County DTPW who have jurisdiction of the roadways in the Town. The Town continues to work with the Miami Dade County DTPW to address the Town's Traffic Calming elements



Figure 3 Intersection of Byron Avenue and 88th Street

that have been installed on the road network including traffic circles, speed humps/tables, diverters and other road closures. The Town is also continually reviewing speeding along both Collins Avenue and Harding Avenue. **Figure 3** an existing traffic calming device at the intersection of Byron Avenue and 88th Street.



TRAFFIC DATA ANALYSIS



3.0 TRAFFIC DATA COLLECTION

Traffic data was collected at key intersections and road segments within the Town limits. Manual turning movement counts were collected during the AM and PM peak hours on Tuesday, September 22, 2022, at the following key intersections within the Town of Surfside. The AM peak hour is between 7:00 and 9:00 a.m. The PM peak hour is between 4:00 and 6:00 p.m.

a typical weekday at the following key intersections within the Town of Surfside.

- 96th Street and State Road A1A/Collins Avenue (signalized)
- 96th Street and State Road A1A/Harding Avenue (signalized)
- 96th Street and Abbott Avenue (unsignalized)
- 96th Street and Byron Avenue (signalized)
- 96th Street and 500 Block (signalized)
- 96th Street and Bay Drive (unsignalized)
- 95th Street and State Road A1A/Collins Avenue (signalized)
- 95th Street and State Road A1A/Harding Avenue (signalized)
- 95th Street and Abbott Avenue (unsignalized)
- 95th Street and Byron Avenue (traffic circle)
- 94th Street and State Road A1A/Collins Avenue (signalized)
- 94th Street and State Road A1A/Harding Avenue (signalized)
- 94th Street and Abbott Avenue (unsignalized)
- Bay Drive and Dickens Avenue (traffic circle)
- 93rd Street and State Road A1A/Collins Avenue (signalized)
- 93rd Street and State Road A1A/Harding Avenue (signalized)
- 93rd Street and Bay Drive/Emerson Avenue (unsignalized)
- 92nd Street and State Road A1A/Collins Avenue (unsignalized)
- 92nd Street and State Road A1A/Harding Avenue (unsignalized)
- 91st Street and State Road A1A/Harding Avenue (signalized)
- 91st Street and Abbott Avenue (unsignalized)
- 90th Street and State Road A1A/Collins Avenue (signalized)
- 90th Street and State Road A1A/Harding Avenue (unsignalized)
- 90th Street and Carlyle Avenue (unsignalized)
- 90th Street and Bay Drive (unsignalized)
- 89th Street and Hawthorne Avenue/Irving Avenue (unsignalized)
- 88th Street and State Road A1A/Collins Avenue (signalized)
- 88th Street and State Road A1A/Harding Avenue (signalized)
- 88th Street and Byron Avenue (unsignalized)
- 88th Street and Abbott Avenue (traffic circle)



Additional manual turning movement counts previously collected at the 91st Street and State Road A1A/Collins Avenue intersection has been utilized in the traffic analysis. The following intersections had peak hour manual turning movement counts collected a second time during the construction of the Surfside Park Improvements located along Bay Drive just south of 96th Street. The peak hour manual turning movement counts were collected with Bay Drive closed at 96th Street on February 7, 2023:

- 96th Street and Abbott Avenue (unsignalized)
- 96th Street and Byron Avenue (signalized)

Continuous bidirectional volume/speed tube counts were collected at the following road segment locations for a period of 72 hours on Tuesday September 13th, Wednesday September 14th and Thursday September 15th, 2022:

- Bay Drive between 96th Street and 95th Street
- Byron Avenue between 95th Street and 94th Street
- Carlyle Avenue between 94th Street and 93rd Street
- Abbott Avenue between 93rd Street and 92nd Street
- 94th Street between Carlyle Avenue and Byron Avenue
- 93rd Street between Carlyle Avenue and Byron Avenue
- 92nd Street between Dickens Avenue and Carlyle Avenue
- 91st Street between Carlyle Avenue and Byron Avenue
- 90th Street between Carlyle Avenue and Byron Avenue
- Emerson Avenue between 91st Street and 90th Street
- 89th Street between Carlyle Avenue and Byron Avenue
- Byron Avenue between 88th Street and 86th Street
- State Road A1A/Collins Avenue between 91st Street and 92nd Street
- State Road A1A/Collins Avenue between 87th Terrace and 88th Street

Additional 72-hour bidirectional volume/speed tube counts previously collected along 88th Street between Hawthorne Avenue and Carlyle Avenue and has been utilized in the traffic analysis. The Town of Surfside approved the deployment of the traffic data collection devices after review of the proposed locations.

The locations of the volume/speed counts are depicted in **Figure 4**. The traffic data collection reports are included in **Appendix A**.

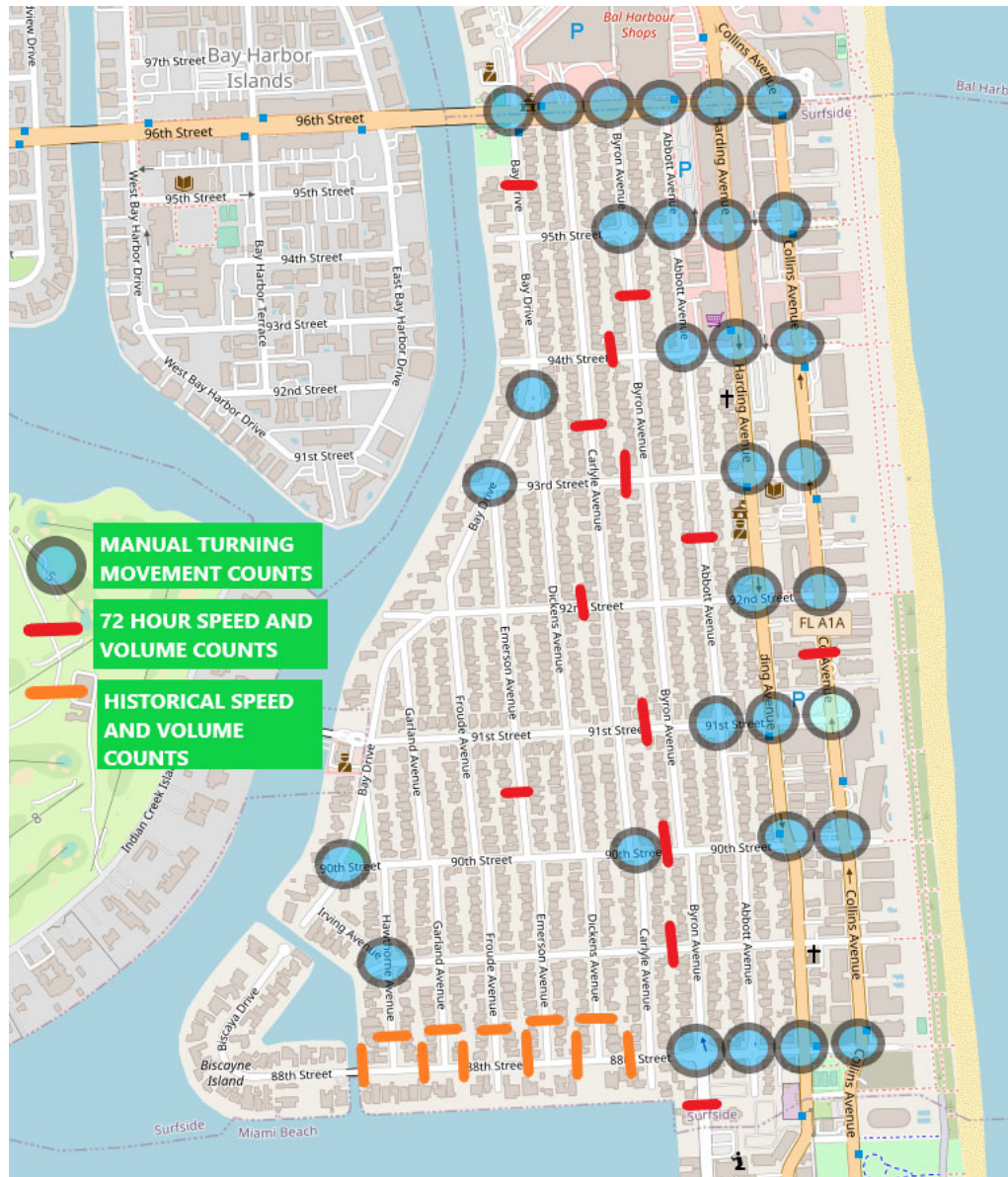


Figure 4 Traffic Data Collection Map



4.0 TRAFFIC DATA ANALYSIS

Corradino completed a traffic analysis of the recently collected traffic data at each of the 30 intersection and 14 road segment locations. This included a traffic operational analysis during the AM and PM peak hours and a review of the speed and volumes for the 3-day traffic count. The objective of the traffic data analysis was to identify any deficiencies in the intersection operations and determination if there is a need and locations for traffic calming improvements within the study area. Each road segment location will be reviewed to determine if traffic calming improvements are justified. To appropriately justify traffic calming, a traffic volume threshold and one of 6 other criteria must be met (according to the Miami Dade County Street Closure and Traffic Flow Modification Manual). The analysis of the data will be used to justify devices.

4.1 INTERSECTION CAPACITY ANALYSIS

The FDOT Peak Season Factor Category Report (2022) for the study area revealed a PSCF of 1.01 during the week when the traffic data was collected, therefore, a PSCF of 1.01 was applied to the turning movement counts collected in September of 2022.

Historical average daily traffic counts published on FDOT's Florida Traffic Online site were reviewed and the historical annual growth rate was determined for the study area. This analysis indicated that the annual historic growth is projected to decrease in future years. A conservative annual growth rate of 1.0% was used for the purpose of this study. The forecasted traffic volumes considered in the operational analysis for the year 2032 are the sum of the seasonal adjusted traffic counts plus an additional amount of traffic annually for potential area wide growth. The traffic analysis does not consider additional major developments or committed trips from approved but unbuilt development projects in the Town of Surfside or adjacent communities such as the Village of Bal Harbour. The FDOT Peak Season Factor Category Report (2022), the collected peak hour turning movement counts, the seasonally adjusted counts and the forecasted 2032 peak hour turning movement counts are included in the intersection volume worksheets in **Appendix A**.

The study intersections were modeled using Synchro 12 Signal Timing and Analysis Software to establish the existing traffic patterns and level of service in the study area. Synchro applies methodologies outlined in the Highway Capacity Manual (HCM). Traffic Operational conditions are defined in terms of Level of Service (LOS). These service levels range from A (negligible delays) to F (forced flow/ jammed conditions) and are measured based upon approach delay as defined by the HCM. **Figure 5** depicts the different level of service categories with a description of each service level.

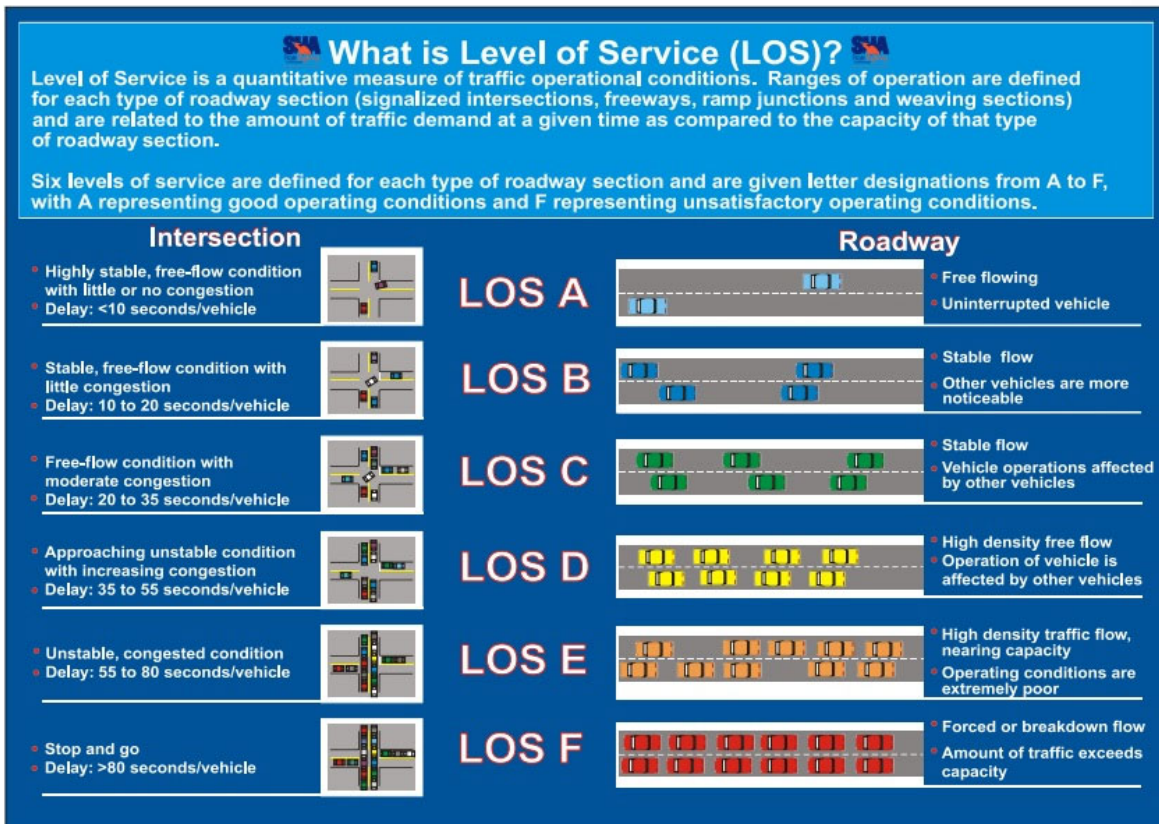


Figure 5 Level of Service Categories

Table 1 shows the existing level of service and delay for each study intersection during the weekday AM and PM peak hours of the peak season adjusted 2022 traffic volumes. As shown on the table, all signalized intersections currently are operating at an acceptable level of service D or greater. There are individual approaches that are a LOS E and LOS F, but the overall traffic operations perform at an acceptable LOS.

A copy of the Synchro traffic operational reports has been provided in **Appendix B**.



Table 1 2022 Existing Intersection Level of Service Results

№	INTERSECTION	CONTROL TYPE	MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
				DELAY (s)	LOS	DELAY (s)	LOS
1	96th Street and State Road A1A/Collins Avenue	Signalized	EB	23.2	C	28.1	C
			WB	72.6	E	73.3	E
			NB	34.7	C	20.4	C
			SB				
			OVERALL	32.5	C	21.9	C
2	96th Street and State Road A1A/Harding Avenue	Signalized	EB	63.2	E	49.3	E
			WB	63.4	E	30	C
			NB				
			SB	29	C	18.2	B
			OVERALL	43.2	D	28.4	C
3	96th Street and Abbott Avenue	Unsignalized	EB				
			WB				
			NB	16.3	C	13.6	B
			SB				
			OVERALL	16.3	C	13.6	B
4	96th Street and Byron Avenue	Signalized	EB	0.5	A	0.3	A
			WB	4	A	4	A
			NB	69.1	E	70.1	E
			SB				
			OVERALL	10.8	B	10.6	B
5	96th Street and 500 Block	Signalized	EB	8.9	A	8.9	A
			WB	18.2	B	18.2	B
			NB	0	A	0	A
			SB				
			OVERALL	14.1	B	14.1	B
6	96th Street and Bay Drive	Unsignalized	EB	11.4	B	12.5	B
			WB				
			NB	14.5	B	12.4	B
			SB	264	F	93.9	F
			OVERALL	264	F	93.9	F
7	95th Street and State Road A1A/Collins Avenue	Signalized	EB	41.3	D	71.3	E
			WB	27.7	C	58.9	E
			NB	7.7	A	18.1	B
			SB				
			OVERALL	10	B	20.7	C
8	95th Street and State Road A1A/Harding Avenue	Signalized	EB	68.8	E	64.2	E
			WB	71.9	E	72.1	E
			NB				
			SB	32.4	C	28.7	C
			OVERALL	35	C	34.4	C
9	95th Street and Abbott Avenue	Unsignalized	EB	8.3	A	8.4	A
			WB	8.5	A	8.8	A
			NB	8.2	A	8.8	A
			SB	8.8	A	9.3	A
			OVERALL	8.6	A	9	A
10	95th Street and Byron Avenue	Traffic Circle	EB	3.6	A	3.3	A
			WB	6.4	A	6.3	A
			NB	4.4	A	3.6	A
			SB				
			OVERALL	5.2	A	5.3	A



11	94th Street and State Road A1A/Collins Avenue	Signalized	EB	41.2	D	39.9	D
			WB	32.7	C	28.2	C
			NB	1.1	A	2.8	A
			SB				
			OVERALL	2.6	A	5.4	A
12	94th Street and State Road A1A/Harding Avenue	Signalized	EB	79.6	E	79.6	E
			WB	0	A	0	A
			NB				
			SB	30.8	C	31	C
			OVERALL	31	C	31.2	C
13	94th Street and Abbott Avenue	Unsignalized	EB	7.3	A	7.3	A
			WB	6.5	A	6.5	A
			NB				
			SB	7.3	A	7.3	A
			OVERALL	7	A	7	A
14	Bay Drive and Dickens Avenue	Traffic Circle	EB	2.8	A	3	A
			WB				
			NB	3.1	A	2.9	A
			SB	3	A	2.8	A
			OVERALL	3	A	3	A
15	93rd Street and State Road A1A/Collins Avenue	Signalized	EB	35	D	50.6	D
			WB				
			NB	3.4	A	4.7	A
			SB				
			OVERALL	4.2	A	5.7	A
16	93rd Street and State Road A1A/Harding Avenue	Signalized	EB	71.6	E	33.9	C
			WB	73.9	E	33.5	C
			NB				
			SB	30.2	C	16.4	B
			OVERALL	31.4	C	17.3	B
17	93rd Street and Bay Drive/Emerson Avenue	Unsignalized	EB	0	A	0	A
			WB				
			NB	7.2	A	7.1	A
			SB	7.1	A	7.1	A
			OVERALL	7.2	A	7.1	A
18	92nd Street and State Road A1A/Collins Avenue	Unsignalized	EB	25.4	D	94	F
			WB	29.1	D	46.8	E
			NB				
			SB				
			OVERALL	29.1	D	94	F
19	92nd Street and State Road A1A/Harding Avenue	Unsignalized	EB	191.9	F	65.1	F
			WB	504.1	F	69.8	F
			NB				
			SB				
			OVERALL	504.1	F	69.8	F
20	91st Street and State Road A1A/Collins Avenue	Unsignalized	EB	30.4	D	782.2	F
			WB	31.4	D	209.9	F
			NB				
			SB				
			OVERALL	31.4	D	782.2	F



21	91st Street and State Road A1A/Harding Avenue	Signalized	EB	31.6	C	29.3	C
			WB	34	C	32.8	C
			NB				
			SB	23.3	C	19.1	B
			OVERALL	23.8	C	20.4	C
22	91st Street and Abbott Avenue	Unsignalized	EB	7.3	A	7.4	A
			WB	7.4	A	7.4	A
			NB	7.2	A	7.2	A
			SB	7.3	A	7	A
			OVERALL	7.3	A	7.3	A
23	90th Street and State Road A1A/Collins Avenue	Signalized	EB	27.6	C	45.9	D
			WB	0	A	39.4	D
			NB				
			SB	5.2	A	0.8	A
			OVERALL	5.5	A	1.7	A
24	90th Street and State Road A1A/Harding Avenue	Unsignalized	EB	22	C	28.2	C
			WB	0	A	0	A
			NB				
			SB	4.7	A	3.2	A
			OVERALL	5	A	3.6	A
25	90th Street and Carlyle Avenue	Unsignalized	EB	7.2	A	7.1	A
			WB	7.5	A	7.4	A
			NB	7.6	A	7.4	A
			SB	7.5	A	7.3	A
			OVERALL	7.4	A	7.3	A
26	90th Street and Bay Drive	Unsignalized	EB	0	A	0	A
			WB	6.4	A	0	A
			NB	7.1	A	7.1	A
			SB	7.2	A	7.1	A
			OVERALL	6.9	A	7.1	A
27	89th Street and Hawthorne Avenue/Irving Avenue	Unsignalized	EB	7.1	A	7.1	A
			WB	6.9	A	6.9	A
			NB	7	A	6.9	A
			SB	7.1	A	7.1	A
			OVERALL	7	A	7	A
28	88th Street and State Road A1A/Collins Avenue	Signalized	EB	35.9	D	38.7	D
			WB	34.5	C	34.7	C
			NB	5.4	A	6.8	A
			SB				
			OVERALL	7.2	A	8.2	A
29	88th Street and State Road A1A/Harding Avenue	Signalized	EB	39.6	D	42.4	D
			WB	28.7	C	31.2	C
			NB				
			SB	7.8	A	4.7	A
			OVERALL	9.5	A	7.1	A
30	88th Street and Byron Avenue	Unsignalized	EB	3.4	A	3.2	A
			WB	3.6	A	3.4	A
			NB	4.2	A	3.9	A
			SB	3.1	A	3	A
			OVERALL	3.8	A	3.6	A
31	88th Street and Abbott Avenue	Traffic Circle	EB	3.7	A	3.3	A
			WB	2.9	A	2.7	A
			NB	3.1	A	2.9	A
			SB	2.8	A	2.6	A
			OVERALL	3.5	A	3.2	A



There are a few unsignalized intersections that are operating at deficient LOS on the minor street approach. These included the following intersections in **Table 2**:

Table 2 2022 EXISTING TRAFFIC CONDITIONS- DEFICIENCIES

INTERSECTION	2022 EXISTING TRAFFIC CONDITIONS- DEFICIENCIES
6. 96th Street and Bay Drive (Unsignalized)	LOS F in the AM and PM peak hour; southbound approach
18. 92nd Street and State Road A1A/Collins Avenue (Unsignalized)	LOS F in the PM peak hour; eastbound approach
19. 92nd Street and State Road A1A/Harding Avenue (Unsignalized)	LOS F in the AM and PM peak hour; eastbound and westbound approaches
20. 91st Street and State Road A1A/Collins Avenue (Unsignalized)	LOS F in the PM peak hour; eastbound and westbound approaches



Table 3 shows the future level of service and delay for each study intersection during the weekday AM and PM peak hours based on the 2032 forecasted traffic volumes. As shown on the table, all signalized intersections will operate at an acceptable level of service D or greater in the year 2032. There are individual approaches that will operate at a LOS E and LOS F, but the overall traffic operations will perform at an acceptable LOS.

A copy of the Synchro traffic operational reports has been provided in **Appendix B**.



Table 3 2032 Future Intersection Level of Service Results

№	INTERSECTION	CONTROL TYPE	MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
				DELAY (s)	LOS	DELAY (s)	LOS
1	96th Street and State Road A1A/Collins Avenue	Signalized	EB	23.9	C	28.6	C
			WB	72.6	E	73.6	E
			NB	36.3	D	22.2	C
			SB				
			OVERALL	33.9	C	23.5	C
2	96th Street and State Road A1A/Harding Avenue	Signalized	EB	93	F	51	D
			WB	62.9	E	30.7	C
			NB				
			SB	32.1	C	21.4	C
			OVERALL	54	D	30.8	C
3	96th Street and Abbott Avenue	Unsignalized	EB				
			WB				
			NB	18.2	C	14.7	B
			SB				
			OVERALL	18.2	C	14.7	B
4	96th Street and Byron Avenue	Signalized	EB	0.6	A	0.4	A
			WB	4.5	A	0.4	A
			NB	68.2	E	69.3	E
			SB				
			OVERALL	10.9	B	9	A
5	96th Street and 500 Block	Signalized	EB	11.6	B	9.4	A
			WB	16.3	B	19	B
			NB	47.2	D	0	A
			SB				
			OVERALL	13.7	B	14.7	B
6	96th Street and Bay Drive	Unsignalized	EB	12.2	B	13.6	B
			WB				
			NB	15.7	C	13.1	B
			SB	576.8	F	200.2	F
			OVERALL	576.8	F	200.2	F
7	95th Street and State Road A1A/Collins Avenue	Signalized	EB	42.3	D	80.1	F
			WB	27.2	C	58.4	E
			NB	9.7	A	27.1	C
			SB				
			OVERALL	12	B	29.7	C
8	95th Street and State Road A1A/Harding Avenue	Signalized	EB	68.1	E	62.7	E
			WB	71.4	E	71.7	E
			NB				
			SB	35.8	D	31.8	C
			OVERALL	38.1	D	36.9	D
9	95th Street and Abbott Avenue	Unsignalized	EB	8.4	A	8.6	A
			WB	8.8	A	9.1	A
			NB	8.4	A	9.1	A
			SB	9.3	A	9.9	A
			OVERALL	9	A	9.5	A
10	95th Street and Byron Avenue	Traffic Circle	EB	3.7	A	3.4	A
			WB	7	A	6.9	A
			NB	4.7	A	3.7	A
			SB				
			OVERALL	5.6	A	5.8	A



11	94th Street and State Road A1A/Collins Avenue	Signalized	EB	42	D	39.6	D
			WB	32.7	C	28.4	C
			NB	1.2	A	6.3	A
			SB				
			OVERALL	2.7	A	8.1	A
12	94th Street and State Road A1A/Harding Avenue	Signalized	EB	79.4	E	78.3	E
			WB	0	A	0	A
			NB				
			SB	34.2	C	29.3	C
			OVERALL	34.3	C	30.4	C
13	94th Street and Abbott Avenue	Unsignalized	EB	7.3	A	7.5	A
			WB	6.5	A	6.7	A
			NB				
			SB	7.4	A	7.6	A
			OVERALL	7	A	7.3	A
14	Bay Drive and Dickens Avenue	Traffic Circle	EB	2.8	A	2.8	A
			WB				
			NB	3.1	A	3.1	A
			SB	3	A	3	A
			OVERALL	3.1	A	3	A
15	93rd Street and State Road A1A/Collins Avenue	Signalized	EB	33.8	C	51.8	D
			WB				
			NB	3.7	A	5.5	A
			SB				
			OVERALL	4.5	A	6.5	A
16	93rd Street and State Road A1A/Harding Avenue	Signalized	EB	70.8	E	34	C
			WB	73.6	E	33.8	C
			NB				
			SB	33.7	C	17.8	B
			OVERALL	34.7	C	18.6	B
17	93rd Street and Bay Drive/Emerson Avenue	Unsignalized	EB	0	A	0	A
			WB				
			NB	7.2	A	7.1	A
			SB	7.2	A	7.2	A
			OVERALL	7.2	A	7.1	A
18	92nd Street and State Road A1A/Collins Avenue	Unsignalized	EB	31.5	D	202.3	F
			WB	37.3	E	63.5	F
			NB				
			SB				
			OVERALL	37.3	E	202.3	F
19	92nd Street and State Road A1A/Harding Avenue	Unsignalized	EB	410.3	F	102.9	F
			WB	2288.8	F	137.8	F
			NB				
			SB				
			OVERALL	2288.8	F	137.8	F
20	91st Street and State Road A1A/Collins Avenue	Unsignalized	EB	42.4	E	409.7	F
			WB	40.7	E	460.8	F
			NB				
			SB				
			OVERALL	42.4	E	460.8	F



21	91st Street and State Road A1A/Harding Avenue	Signalized	EB	31.2	C	28.4	C
			WB	33.7	C	32.3	C
			NB				
			SB	26.5	C	21.2	C
			OVERALL	26.9	C	22.2	C
22	91st Street and Abbott Avenue	Unsignalized	EB	7.4	A	7.5	A
			WB	7.5	A	7.5	A
			NB	7.2	A	7.3	A
			SB	7.4	A	7.1	A
			OVERALL	7.4	A	7.4	A
23	90th Street and State Road A1A/Collins Avenue	Signalized	EB	27.4	C	46.4	D
			WB	0	A	39.1	D
			NB				
			SB	6.4	A	0.8	A
			OVERALL	6.7	A	1.8	A
24	90th Street and State Road A1A/Harding Avenue	Unsignalized	EB	22.1	C	28	C
			WB	0	A	0	A
			NB				
			SB	5.8	A	3.6	A
			OVERALL	6	A	4	A
25	90th Street and Carlyle Avenue	Unsignalized	EB	7.3	A	7.2	A
			WB	7.6	A	7.4	A
			NB	7.7	A	7.5	A
			SB	7.6	A	7.4	A
			OVERALL	7.5	A	7.4	A
26	90th Street and Bay Drive	Unsignalized	EB	0	A	0	A
			WB	6.4	A	0	A
			NB	7	A	7.1	A
			SB	7.2	A	7.2	A
			OVERALL	6.9	A	7.2	A
27	89th Street and Hawthorne Avenue/Irving Avenue	Unsignalized	EB	7.1	A	7.1	A
			WB	6.9	A	7	A
			NB	7	A	6.9	A
			SB	7.1	A	7.1	A
			OVERALL	7	A	7	A
28	88th Street and State Road A1A/Collins Avenue	Signalized	EB	37.3	D	39.3	D
			WB	34	C	34.1	C
			NB	6.1	A	8.1	A
			SB				
			OVERALL	7.9	A	9.5	A
29	88th Street and State Road A1A/Harding Avenue	Signalized	EB	40.1	D	39	D
			WB	26.9	C	29.8	C
			NB				
			SB	10.2	B	5.6	A
			OVERALL	11.7	B	7.7	A
30	88th Street and Byron Avenue	Unsignalized	EB	3.6	A	3.3	A
			WB	3.7	A	3.5	A
			NB	4.4	A	4	A
			SB	3.2	A	3.1	A
			OVERALL	3.9	A	3.7	A
31	88th Street and Abbott Avenue	Traffic Circle	EB	3.8	A	3.4	A
			WB	2.9	A	2.8	A
			NB	3.2	A	3	A
			SB	2.8	A	2.7	A
			OVERALL	3.6	A	3.2	A



There are a few unsignalized intersections that will operate at a deficient LOS on the minor street approach. These included the following intersections in **Table 4**:

Table 4 2032 FUTURE TRAFFIC CONDITIONS DEFICIENCIES

INTERSECTION	2032 FUTURE TRAFFIC CONDITIONS- DEFICIENCIES
6. 96th Street and Bay Drive (Unsignalized)	LOS F in the AM and PM peak hour; southbound approach
18. 92nd Street and State Road A1A/Collins Avenue (Unsignalized)	LOS F in the PM peak hour; eastbound and westbound approach
19. 92nd Street and State Road A1A/Harding Avenue (Unsignalized)	LOS F in the AM and PM peak hour; eastbound and westbound approaches
20. 91st Street and State Road A1A/Collins Avenue (Unsignalized)	LOS F in the PM peak hour; eastbound and westbound approaches

4.1.1 INTERSECTION CAPACITY ANALYSIS- BAY DRIVE CLOSURE

Traffic analysis of the 96th Street corridor with Bay Drive closed was completed once Bay Drive was closed due to the construction of the 96th Street Park. The additional traffic counts were collected to evaluate if there was a significant change in traffic operations with the northbound right out only approach closed. **Table 5** shows the existing 2022 level of service and delay of the three intersections along 96th Street with Bay Drive open and closed. There wasn't any significant change in traffic operations at the 96th Street and Abbott Avenue and 96th Street and Byron Avenue intersections with Bay Drive closed.

Table 5 2022 Level of Service Results- Bay Drive Closure at 96th Street

INTERSECTION	MOVEMENT	2022 WITH EXISTING ROADWAY CONFIGURATION				2022 WITH BAY DRIVE CLOSED AT 96TH STREET			
		AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR	
		DELAY (s)	LOS	DELAY (s)	LOS	DELAY (s)	LOS	DELAY (s)	LOS
6. 96th Street and Bay Drive (Unsignalized)	EB	11.4	B	12.5	B	11.4	B	12.5	B
	WB								
	NB	14.5	B	12.4	B				
	SB	264	F	93.9	F	121.2	F	54.2	F
	OVERALL	264	F	93.9	F	121.2	F	54.2	F
3. 96th Street and Abbott Avenue (Unsignalized)	EB								
	WB								
	NB	16.3	C	13.6	B	15	B	13.4	B
	SB								
	OVERALL	16.3	C	13.6	B	15	B	13.4	B
4. 96th Street and Byron Avenue (Unsignalized)	EB	0.5	A	0.3	A	0.4	A	0.3	A
	WB	4	A	4	A	0.2	A	0.4	A
	NB	69.1	E	70.1	E	69.5	E	68.4	E
	SB								
	OVERALL	10.8	B	10.6	B	10.2	B	10.4	B



Table 6 shows the future 2032 level of service and delay of the three intersections along 96th Street with Bay Drive open and closed. There wasn't any significant change in traffic operations at the 96th Street and Abbott Avenue and 96th Street and Byron Avenue intersections with Bay Drive closed. A copy of the Synchro traffic operational reports has been provided in **Appendix B**.

Table 6 2032 Level of Service Results- Bay Drive Closure at 96th Street

INTERSECTION	MOVEMENT	2032 WITH EXISTING ROADWAY				2032 WITH BAY DRIVE CLOSED AT 96 TH			
		AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR	
		DELAY (s)	LOS	DELAY (s)	LOS	DELAY (s)	LOS	DELAY (s)	LOS
6. 96 th Street and Bay Drive (Unsignalized)	EB	12.2	B	13.6	B	12.2	B	13.6	B
	WB								
	NB	15.7	C	13.1	B				
	SB	576.8	F	200.2	F	270.2	F	93.3	F
	OVERALL	576.8	F	200.2	F	270.2	F	93.3	F
3. 96 th Street and Abbott Avenue (Unsignalized)	EB								
	WB								
	NB	18.2	B	14.7	B	16.3	C	14.4	B
	SB								
	OVERALL	18.2	B	14.7	B	16.3	C	14.4	B
4. 96 th Street and Byron Avenue (Unsignalized)	EB	0.6	A	0.4	A	0.4	A	0.4	A
	WB	4.5	A	0.4	A	0.2	A	0.5	A
	NB	68.2	E	69.3	E	68.7	E	67.5	E
	SB								
	OVERALL	10.9	B	9	A	10.1	B	10.3	A

It is recommended that the Town consider the full closure of Bay Drive at 96th Street as part of the Traffic Calming Improvement Plan. It is recommended that access be provided on Bay Drive for multimodal transportation such as pedestrians and bicycles at 96th Street. The Town should consider pedestrian connectivity along the west side of Bay Drive from the new 96th Street Park to the existing sidewalk that runs east-west along the south side of 96th Street.

A travel time and delay evaluation were completed along the following three corridors for the existing and future conditions:

1. 96th Street between 500 Block and State Road A1A/Collins Avenue
2. State Road A1A/Collins Avenue between 88th Street and 96th Street
3. State Road A1A/Harding Avenue between 96th Street and 88th Street

Synchro 12 software will be utilized to calculate the travel time and delay for these three roadway segments. Please reference **Tables 7, 8 and 9** for the results of the Arterial level of service analysis along these three key corridors within the Town of Surfside. A copy of the Synchro traffic operational reports has been provided in **Appendix B**.



Table 7 Arterial LOS Analysis- 96th Street

Total Travel Time and Delay and Corridor Speeds	Distance (miles)	Existing (2022 AM)			Existing (2022 PM)			Future (2032 AM)			Future (2032 PM)		
		Travel Time (Minutes)	Speed (mph)	Arterial LOS	Travel Time (Minutes)	Speed (mph)	Arterial LOS	Travel Time (Minutes)	Speed (mph)	Arterial LOS	Travel Time (Minutes)	Speed (mph)	Arterial LOS
Eastbound 96th Street	0.38	2.82	8.2	E	2.71	8.5	E	3.33	6.9	F	2.75	8.4	E
Westbound 96th Street	0.28	3.14	5.3	F	2.64	6.3	F	3.14	5.3	F	2.66	6.3	F

Table 8 Arterial LOS Analysis- State Road A1A/Harding Avenue

Total Travel Time and Delay and Corridor Speeds	Distance (miles)	Existing (2022 AM)			Existing (2022 PM)			Future (2032 AM)			Future (2032 PM)		
		Travel Time (Minutes)	Speed (mph)	Arterial LOS	Travel Time (Minutes)	Speed (mph)	Arterial LOS	Travel Time (Minutes)	Speed (mph)	Arterial LOS	Travel Time (Minutes)	Speed (mph)	Arterial LOS
Southbound State Road A1A/Harding Avenue	1.03	4.41	14	D	3.09	20	C	5.31	11.6	E	3.36	18.4	C

Table 9 Arterial LOS Analysis- State Road A1A/Collins Avenue

Total Travel Time and Delay and Corridor Speeds	Distance (miles)	Existing (2022 AM)			Existing (2022 PM)			Future (2032 AM)			Future (2032 PM)		
		Travel Time (Minutes)	Speed (mph)	Arterial LOS	Travel Time (Minutes)	Speed (mph)	Arterial LOS	Travel Time (Minutes)	Speed (mph)	Arterial LOS	Travel Time (Minutes)	Speed (mph)	Arterial LOS
Northbound State Road A1A/Collins Avenue	1.04	3.25	19.1	C	3.23	19.3	C	3.36	18.5	C	3.51	17.7	D

4.2 TRAFFIC CALMING ANALYSIS- SPEED EVALUATION

4.2.1 TRAFFIC VOLUMES

A summary of the daily and peak hour traffic volumes on the Surfside roadway segments is presented in **Tables 8 and 9**. Please note that the traffic volumes presented in Table 8 highlights the average 3-day 72-hour volume obtained within the 3 consecutive days of traffic data collection. These volumes have been adjusted to represent peak season traffic conditions using the appropriate peak season factor category (PSCF) of 1.00 obtained from the Florida Department of Transportation. A copy of the PSCF table has been provided in **Appendix A**.



Table 10 Summary of Peak Season Traffic Volumes (2022)

STATION LOCATION	DIRECTION	2022 3 DAY AVG AVG SPEED (MPH)	2022 3 DAY AVG 85TH PERCENTILE (MPH)	2022 3 DAY AVG TRAFFIC VOLUMES (VPD)
001- Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St	NB (SB)	18 (15)	25 (23)	276 (82)
002- Byron Ave Bet. 95th & 94th St	NB (SB)	19 (21)	24 (25)	1223 (700)
003- Carlyle Ave Bet. 94th St & 93rd St	NB (SB)	22 (21)	28 (27)	509 (513)
004- Abbott Ave Bet. 93rd St & 92nd St	NB (SB)	20 (19)	26 (26)	185 (169)
005- 94th St Bet. Carlyle Ave & Byron Ave	EB (WB)	18 (16)	22 (21)	428 (58)
006- 93rd St Bet. Carlyle Ave & Byron Ave	EB (WB)	17 (17)	22 (22)	305 (367)
007- 92nd St Bet. Dickens Ave & Carlyle Ave	EB (WB)	18 (18)	23 (23)	321 (426)
008- 91st St Bet. Carlyle Ave & Byron Ave	EB (WB)	17 (17)	22 (22)	613 (632)
009- 90th St Bet. Carlyle Ave & Byron Ave	EB (WB)	17 (16)	22 (20)	662 (273)
010- Emerson Ave Bet. 91st St & 90th St	NB (SB)	21 (20)	27 (26)	102 (130)
011- 89th St Bet. Carlyle Ave & Byron Ave	EB (WB)	18 (19)	23 (24)	334 (419)
012- Byron Ave Bet. 88th St & 86th St	NB (SB)	19 (20)	27 (27)	2001 (945)
013-SR A1A/Collins Ave Bet. 92nd St & 91st St	NB	28	36	23572
014-SR A1A/Collins Ave Bet. 88th St & 87th Terrace	NB	27	35	22649



Table 11 Summary of Peak Season Traffic Volumes (2021)

STATION LOCATION	DIRECTION	2021 3 DAY AVG AVG SPEED (MPH)	2021 3 DAY AVG 85TH PERCENTILE (MPH)	2021 3 DAY AVG TRAFFIC VOLUMES (VPD)
015- 88th St W/O Hawthorne Ave	EB (WB)	11 (14)	15 (19)	195 (204)
016- Hawthorne Ave N/O 88th St	NB (SB)	18 (18)	24 (23)	142 (136)
017- 88th St E/O Hawthorne Ave	EB (WB)	13 (14)	18 (19)	303 (322)
018- Garland Ave N/O 88th St	NB (SB)	17 (16)	22 (21)	81 (93)
019- 88th St E/O Garland Ave	EB (WB)	13 (15)	18 (20)	374 (376)
020-Froude Ave N/O 88th St	NB (SB)	16 (16)	22 (21)	97 (89)
021- 88th St E/O Froude Ave	EB (WB)	17 (16)	23 (20)	446 (467)
022- 88th St W/O Dickens Ave	EB (WB)	15 (14)	20 (19)	596 (591)
023-Dickens Ave N/O 88th St	NB (SB)	17 (18)	23 (24)	183 (153)
024- 88th St W/O Carlyle Ave	EB (WB)	13 (17)	18 (21)	688 (721)
025-Emerson Ave N/O 88th St	NB (SB)	14 (16)	19 (21)	119 (125)

Tables 10 and 11 provides a summary of the peak hour volumes and the AM and PM peak hour for each speed/volume tube count location.



Table 12 Peak Season Traffic Volume (2022)

STATION LOCATION	2022 Daily Traffic Volumes (VPD)	AM Weekday Peak Hour	AM Peak Hour Volume (VPH)	PM Weekday Peak Hour	PM Peak Hour Volume (VPH)
001- Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St	358	7:45-8:45	34	5:00-6:00	55
002- Byron Ave Bet. 95th & 94th St	1,923	7:45-8:45	233	5:00-6:00	202
003- Carlyle Ave Bet. 94th St & 93rd St	1,022	7:45-8:45	128	5:45-6:45	100
004- Abbott Ave Bet. 93rd St & 92nd St	354	7:45-8:45	33	5:45-6:45	37
005- 94th St Bet. Carlyle Ave & Byron Ave	486	7:45-8:45	51	5:00-6:00	51
006- 93rd St Bet. Carlyle Ave & Byron Ave	672	7:30-8:30	64	5:00-6:00	62
007- 92nd St Bet. Dickens Ave & Carlyle Ave	747	7:00-8:00	78	5:30-6:30	59
008- 91st St Bet. Carlyle Ave & Byron Ave	1,255	7:45-8:45	104	5:00-6:00	111
009- 90th St Bet. Carlyle Ave & Byron Ave	935	8:00-9:00	91	5:30-6:30	82
010- Emerson Ave Bet. 91st St & 90th St	232	8:00-9:00	27	5:00-6:00	29
011- 89th St Bet. Carlyle Ave & Byron Ave	753	8:00-9:00	81	5:45-6:45	70
012- Byron Ave Bet. 88th St & 86th St	2,946	8:00-9:00	541	5:00-6:00	270
013- SR A1A/Collins Ave Bet. 92nd St & 91st St	23,572	7:30-8:30	2125	5:30-6:30	1580
014- SR A1A/Collins Ave Bet. 88th St & 87th Terrace	22,649	8:00-9:00	1544	6:00-7:00	1878



Table 13 Peak Season Traffic Volume (2021)

STATION LOCATION	2021 Daily Traffic Volumes (VPD)	AM Weekday Peak Hour	AM Peak Hour Volume (VPH)	PM Weekday Peak Hour	PM Peak Hour Volume (VPH)
015- 88th St W/O Hawthorne Ave	399	8:30-9:30	40	5:00-6:00	37
016- Hawthorne Ave N/O 88th St	278	8:00-9:00	29	4:45-5:45	31
017- 88th St E/O Hawthorne Ave	625	8:00-9:00	59	4:45-5:45	56
018- Garland Ave N/O 88th St	174	8:45-9:45	17	5:30-6:30	18
019- 88th St E/O Garland Ave	750	10:30-11:30	64	5:30-6:30	65
020- Froude Ave N/O 88th St	186	7:15-8:15	21	5:30-6:30	23
021- 88th St E/O Froude Ave	913	8:00-9:00	83	6:00-7:00	70
022- 88th St W/O Dickens Ave	1,187	8:15-9:15	99	5:30-6:30	94
023- Dickens Ave N/O 88th St	336	8:15-9:15	27	5:45-6:45	33
024- 88th St W/O Carlyle Ave	1,409	8:15-9:15	118	5:30-6:30	119
025- Emerson Ave N/O 88th St	244	8:00-9:00	26	6:30-7:30	25

4.2.2 LIVABILITY THRESHOLDS

The Miami-Dade County Traffic Flow Modification(s)/Street Closure(s) Procedure (Revised January 2009) provides guidelines for when the livability of residential streets is compromised. For residential local streets, traffic volumes should not exceed 1,050 vehicles per day or 105 vehicles in the peak hour; for residential collector streets, traffic volumes should not exceed 2,100 vehicles per day or 210 vehicles in the peak hour (30% reduction was applied as the Town of Surfside provides funding for its traffic calming program). **Tables 12 and 13** summarizes the daily and peak hour traffic volumes and compares these volumes to the livability thresholds.



Table 14 Traffic Volume (2022) Comparison to Livability Thresholds

ROADWAY	ROADWAY CLASSIFICATION	PEAK SEASON DAILY VOLUME	EXCEEDS LIVABILITY THRESHOLD**	PEAK HOUR TWO-WAY TRAFFIC	EXCEEDS LIVABILITY THRESHOLD
001- Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St	Local Street	358	No	55	No
002- Byron Ave Bet. 95th & 94th St	Local Street	1,923	Yes	233	Yes
003- Carlyle Ave Bet. 94th St & 93rd St	Local Street	1,022	Yes *	128	Yes *
004- Abbott Ave Bet. 93rd St & 92nd St	Local Street	354	No	37	No
005- 94th St Bet. Carlyle Ave & Byron Ave	Local Street	486	No	51	No
006- 93rd St Bet. Carlyle Ave & Byron Ave	Local Street	672	No	64	No
007- 92nd St Bet. Dickens Ave & Carlyle Ave	Local Street	747	No	78	No
008- 91st St Bet. Carlyle Ave & Byron Ave	Local Street	1,255	Yes *	111	Yes *
009- 90th St Bet. Carlyle Ave & Byron Ave	Local Street	935	No	91	No
010- Emerson Ave Bet. 91st St & 90th St	Local Street	232	No	29	No
011- 89th St Bet. Carlyle Ave & Byron Ave	Local Street	753	No	81	No
012- Byron Ave Bet. 88th St & 86th St	Local Street	2,946	Yes	541	No
013- SR A1A/Collins Ave Bet. 92nd St & 91st St	State Road	23,572	N/A	2125	N/A
014- SR A1A/Collins Ave Bet. 88th St & 87th Terrace	State Road	22,649	N/A	1878	N/A
*Roadway segments highlighted in Bright Yellow exceeds the livability threshold. Roadway segments highlighted in Light Yellow exceed reduced volumes (30%)					
** Livability volume thresholds as per Miami-Dade County Traffic Flow Modifications Street Closures Procedure (Revised January 2009).					



Table 15 Traffic Volume (2022) Comparison to Livability Thresholds

ROADWAY	ROADWAY CLASSIFICATION	PEAK SEASON DAILY VOLUME	EXCEEDS LIVABILITY THRESHOLD**	PEAK HOUR TWO-WAY TRAFFIC	EXCEEDS LIVABILITY THRESHOLD
015- 88th St W/O Hawthorne Ave	Local Street	399	No	40	No
016- Hawthorne Ave N/O 88th St	Local Street	278	No	31	No
017- 88th St E/O Hawthorne Ave	Local Street	625	No	59	No
018- Garland Ave N/O 88th St	Local Street	174	No	18	No
019- 88th St E/O Garland Ave	Local Street	750	No	65	No
020- Froude Ave N/O 88th St	Local Street	186	No	23	No
021- 88th St E/O Froude Ave	Local Street	913	No	83	No
022- 88th St W/O Dickens Ave	Local Street	1,187	Yes	99	No
023- Dickens Ave N/O 88th St	Local Street	336	No	33	No
024- 88th St W/O Carlyle Ave	Local Street	1,409	Yes	119	Yes
025- Emerson Ave N/O 88th St	Local Street	244	No	26	No

*Roadway segments highlighted in Bright Yellow exceeds the livability threshold. Roadway segments highlighted in Light Yellow exceed reduced volumes (30%)

** Livability volume thresholds as per Miami-Dade County Traffic Flow Modifications Street Closures Procedure (Revised January 2009).

4.2.3 SPEED MEASUREMENTS

The purpose of collecting speed measurements was to determine the magnitude of vehicle speeds within the neighborhood. Speed measurements were collected at the same 14 locations where the traffic volume data were collected. The 2021 data was previously collected as part of the 88th Street Corridor Study. The 85th percentile speed is often used as a measure of the upper limit of “reasonable” speeds for the prevailing conditions. The 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a road segment. The maximum speed limits posted as the result of a study should be based primarily on the 85th percentile speed when adequate speed samples can be secured. Use of the 85th percentile speed concept is based on the theory that:

- the large majority of drivers:
 - are reasonable and prudent
 - do not want to have a crash
 - desire to reach their destination in the shortest possible time



- a speed at or below which 85 percent of people drive at any given location under good weather and visibility conditions may be considered as the maximum safe speed for that location.

Research was completed including a field review which indicates that there are 20 mph posted speed limit signs in the residential area west of State Road A1A/Harding Avenue. The posted speed limit along State Road A1A/Harding Avenue and State Road A1A/Collins Avenue is 30 mph. **Tables 14 and 15** provides a summary of the road segment speed measurements.

Table 16 Summary of Road Segment Speed Measurements (2022)

ROADWAY	Posted Speed (mph)	Average Speed (mph)	85th Percentile Speed (mph)	85th Percentile Speed above/below Posted Speed (mph)	Exceeds Speed Threshold ***
001- Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St	20	18 (15)	25 (23)	5 (3)	Yes
002- Byron Ave Bet. 95th & 94th St	20	19 (21)	24 (25)	4 (5)	Yes
003- Carlyle Ave Bet. 94th St & 93rd St	20	22 (21)	28 (27)	8 (7)	Yes
004- Abbott Ave Bet. 93rd St & 92nd St	20	20 (19)	26 (26)	6 (6)	Yes
005- 94th St Bet. Carlyle Ave & Byron Ave	20	18 (16)	22 (21)	2 (1)	No
006- 93rd St Bet. Carlyle Ave & Byron Ave	20	17 (17)	22 (22)	2 (2)	No
007- 92nd St Bet. Dickens Ave & Carlyle Ave	20	18 (18)	23 (23)	3 (3)	No
008- 91st St Bet. Carlyle Ave & Byron Ave	20	17 (17)	22 (22)	2 (2)	No
009- 90th St Bet. Carlyle Ave & Byron Ave	20	17 (16)	22 (20)	2 (0)	No
010- Emerson Ave Bet. 91st St & 90th St	20	21 (20)	27 (26)	7 (6)	Yes
011- 89th St Bet. Carlyle Ave & Byron Ave	20	18 (19)	23 (24)	3 (4)	No
012- Byron Ave Bet. 88th St & 86th St	20	19 (20)	27 (27)	7 (7)	Yes
013- SR A1A/Collins Ave Bet. 92nd St & 91st St	30	28	36	6	Yes
014- SR A1A/Collins Ave Bet. 88th St & 87th Terrace	30	27	35	5	Yes
*Roadway segments highlighted in Light Yellow exceeds the 85th Percentile Speed by 5 mph or more above the posted speed limit.					
** Roadway segments highlighted in Bright Yellow exceeds the 85th Percentile Speed by 10 mph or more above the posted speed limit.					
*** Speed threshold as per Miami-Dade County Traffic Flow Modifications/Street Closures Procedure (Revised January 2009)					
**** Only segments with existing posted speed limit sign of 20 mph. 20 mph speed limit was assumed for the remaining road segments based on Town's direction					



Table 17 Summary of Road Segment Speed Measurements (2021)

ROADWAY	Posted Speed (mph)	Average Speed (mph)	85th Percentile Speed (mph)	85th Percentile Speed above/below Posted Speed (mph)	Exceeds Speed Threshold ***
015- 88th St W/O Hawthorne Ave	20	11 (14)	15 (19)	-5 (-1)	No
016- Hawthorne Ave N/O 88th St	20	18 (18)	24 (23)	4 (3)	No
017- 88th St E/O Hawthorne Ave	20	13 (14)	18 (19)	-2 (-1)	No
018- Garland Ave N/O 88th St	20	17 (16)	22 (21)	2 (1)	No
019- 88th St E/O Garland Ave	20	13 (15)	18 (20)	-2 (0)	No
020- Froude Ave N/O 88th St	20	16 (16)	22 (21)	2 (1)	No
021- 88th St E/O Froude Ave	20	17 (16)	23 (20)	3 (0)	No
022- 88th St W/O Dickens Ave	20	15 (14)	20 (19)	0 (-1)	No
023- Dickens Ave N/O 88th St	20	17 (18)	23 (24)	3 (4)	No
024- 88th St W/O Carlyle Ave	20	13 (17)	18 (21)	-2 (1)	No
025- Emerson Ave N/O 88th St	20	14 (16)	19 (21)	-1 (1)	No
*Roadway segments highlighted in Light Yellow exceeds the 85th Percentile Speed by 5 mph or more above the posted speed limit.					
** Roadway segments highlighted in Bright Yellow exceeds the 85th Percentile Speed by 10 mph or more above the posted speed limit.					
*** Speed threshold as per Miami-Dade County Traffic Flow Modifications/Street Closures Procedure (Revised January 2009)					
**** Only segments with existing posted speed limit sign of 20 mph. 20 mph speed limit was assumed for the remaining road segments based on Town's direction					

Based exclusively on the criteria specified in the Miami-Dade Neighborhood Traffic Management Program, 85th percentile speeds exceed the posted speed limit by 5 mph or more on the following segments:

- Bay Dr between SR 922/Kane Concourse/96th St & 95th St
- Byron Avenue between 95th Street and 94th Street
- Carlyle Avenue between 94th Street and 93rd Street
- Abbott Avenue between 93rd Street and 92nd Street
- Emerson Avenue between 91st Street and 90th Street
- Byron Avenue between 88th Street and 86th Street

The speed measurements demonstrate that the 85th percentile speeds traveled by motorists on the residential local streets west of State Road A1A/Harding Avenue are generally between 20 and 28 miles per hour (mph), which in most cases is higher than the posted speed limits of 20 mph by up to 8 mph. A copy of the Miami-Dade Neighborhood Traffic Management Program criteria can be found in **Appendix C**.



5.0 SAFETY REVIEW- 5 YEAR CRASH ANALYSIS

A crash history for the most recent five-year period was researched in Signal Four Analytics and has been provided for the Town of Surfside, Florida. The network crash data screening was collected between September 1, 2018, and September 1, 2023, using Signal Four Analytics. Signal

Four Analytics was used to determine the number of crashes that have occurred along the subject road segments. Signal Four Analytics is a program which evaluates crash data from the Florida Department of Highway Safety and Motor Vehicles. Crash Data is updated nightly and are geo-located which allows them to be shown on an interactive map and be presented as a spatial distribution of crashes. Intersection and road segment crash data analysis can be performed for certain timeframes to evaluate types of crashes (vehicle/bike/pedestrian/scooter), time of day, road condition and other variables using Signal Four Analytics.

5.1 OVERALL CRASH SUMMARY

There were 1,148 crashes documented in Signal Four Analytics during this most recent 5-year period. This included a total of 191 injury crashes and one fatal crash. The predominant crash pattern was rear end and sideswipe crashes. The one fatal crash occurred at the State Road A1A/Harding Avenue and 91st Street intersection. **Figure 6** depicts the heat map for the overall crash network screening. **Figure 7** depicts the one fatal crash location. Additional crash review metrics from Signal Four Analytics have been provided in **Appendix D**.



Figure 6 Overall Crash Network Screening Heat Map



Figure 7 Town of Surfside Fatal Crash Location

5.2 RESIDENTIAL AREA WEST OF STATE ROAD A1A/HARDING AVENUE CRASH SUMMARY

There were 102 total crashes documented in Signal Four Analytics during this most recent 5-year period in the residential area west of State Road A1A/Harding Avenue. This included a total of 13 injury crashes and zero fatal crashes. The predominant crash pattern was left turn crashes and angles crashes. **Figure 8** depicts the heat map for the crash network screening for the area west of State Road A1A/Harding Avenue. Additional crash review metrics from Signal Four Analytics have been provided in Appendix D.



Figure 8 Network Crash Screening Heat Map- Residential Area West of State Road A1A/Harding Avenue



5.2.1 NORTHERN RESIDENTIAL AREA

A point map was developed which depicts the locations more specifically for the crash network screening in the residential area west of State Road A1A/Harding Avenue. **Figure 9** depicts the crashes from 93rd Street to just south of 96th Street. The high crash locations include the following:

1. 95th Street and Abbott Avenue
2. Byron Avenue between 96th Street and 93rd Street

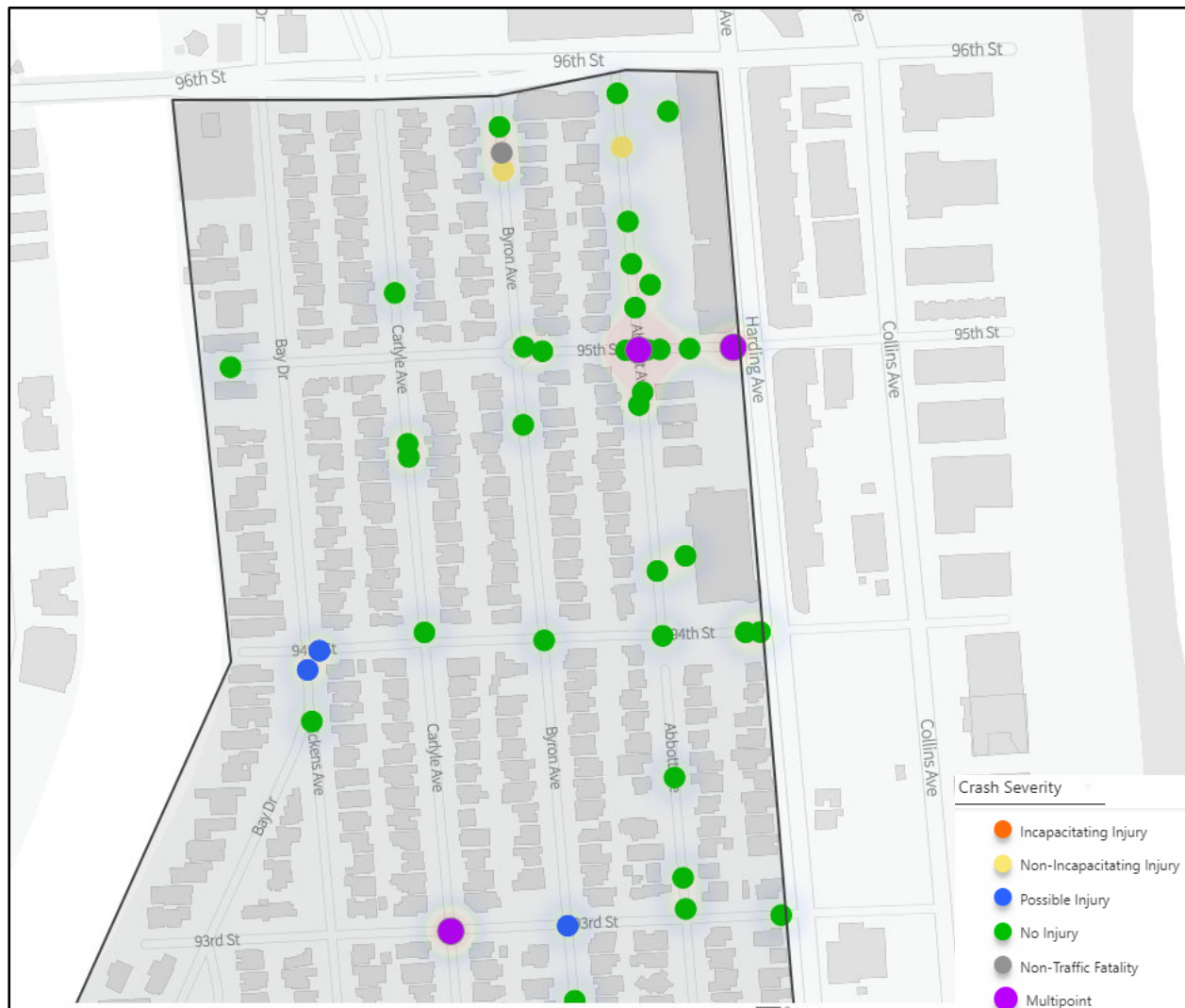


Figure 9 Crash Point Map between 93rd Street and 96th Street west of State Road A1A/Harding Avenue



5.2.2 CENTRAL RESIDENTIAL AREA

A point map was developed which depicts the locations more specifically for the crash network screening in the residential area west of State Road A1A/Harding Avenue. **Figure 10** depicts the crashes from 90th Street to just south of 93rd Street. The high crash locations include the following:

1. 92nd Street and Bay Drive/Froude Avenue
2. 92nd Street and Byron Avenue
3. 91st Street between Abbott Avenue and Dickens Avenue



Figure 10 Crash Point Map between 90th Street and 93rd Street west of State Road A1A/Harding Avenue



5.2.3 SOUTH RESIDENTIAL AREA

A point map was developed which depicts the locations more specifically for the crash network screening in the residential area west of State Road A1A/Harding Avenue. **Figure 11** depicts the crashes from 88th Street to just south of 90th Street. The high crash locations include the following:

1. 88th Street and Byron Avenue
2. 88th Street west of Emerson Avenue
3. 89th Street and Carlyle Avenue



Figure 11 Crash Point Map between 88th Street and 90th Street west of State Road A1A/Harding Avenue

5.3 OVERALL BICYCLE AND PEDESTRIAN CRASH SUMMARY

There were 53 total bicycle and pedestrian crashes documented in Signal Four Analytics during this most recent 5-year period. This included a total of 44 injury crashes and zero fatal crashes. The bicycle and pedestrian crashes were predominantly located along State Road A1A/Harding Avenue, State Road A1A/Collins Avenue and State Road 922/96th Street. Other locations with high number of bicycle and pedestrian crashes include the 91st Street corridor, Carlyle Avenue, Byron Avenue and Bay Drive. **Figure 12** depicts the heat map for the crash network screening for the bicycle and pedestrian crashes. Additional crash review metrics from Signal Four Analytics have been provided in **Appendix D**.



Figure 12 Network Crash Screening Heat Map- Bicycle and Pedestrian Crashes



5.4 OVERALL SCOOTER/MOPED CRASH SUMMARY

There were 12 total scooter and moped crashes documented in Signal Four Analytics during this most recent 5-year period. This included a total of 9 injury crashes and zero fatal crashes. The scooter and moped crashes were predominantly located along State Road A1A/Harding Avenue, State Road A1A/Collins Avenue and State Road 922/96th Street. There was one scooter/moped injury crash in the residential area west of State Road A1A/Harding Avenue on Abbott Avenue between 95th Street and 96th Street. **Figure 13** depicts the heat map of the crash network screening for the scooter and moped crashes. Additional crash review metrics from Signal Four Analytics have been provided in **Appendix D**.



Figure 13 Network Crash Screening Heat Map- Scooter and Moped Crashes



TRAFFIC CALMING IMPROVEMENT PLAN



6.0 TRAFFIC CALMING IMPROVEMENT PLAN

The analysis of traffic data demonstrated that traffic volumes on several local streets exceed livability and 85th percentile speed thresholds established in the Miami-Dade County Traffic Flow Modification(s)/Street Closure(s) Procedure (Revised January 2009). The strategies proposed at the following locations focuses on implementing traffic calming measures to reduce travel speeds by constructing geometric elements to encourage slower speeds. These traffic calming measures enhance safety for pedestrians and bicyclists which improve the neighborhood quality of life in the Residential areas west of State Road A1A/Harding Avenue and south of State Road 922/96th Street. The selection of a traffic calming measure is dependent upon the type of issue being experienced at each specific location and requires location-by-location analysis. The following is a review of each of the locations where traffic calming measures/improvements are proposed that meet the criteria for installation.

6.1 EXISTING TOWN OF SURFSIDE TRAFFIC CALMING DEVICES/WALKABILITY LOCATIONS

The Town of Surfside has been monitoring the traffic conditions in the Town for many years and has a Traffic Mitigation program that has been implemented. The following is a list of the existing traffic calming devices and walkability locations.

1. Neighborhood Traffic Circles
 - a. Byron Avenue and 95th Street
 - b. Bay Drive and Dickens Avenue
 - c. Abbott Avenue and 88th Street
2. Speed Hump/Speed Tables
 - a. Byron Avenue- 95th, 94th, 92nd 91st, 90th Street
 - b. Abbott Avenue- 94th, 93rd, 91st 90th Street
 - c. 91st Street- East of Abbott Avenue
 - d. Bay Drive- 91st Street
3. Median Diverters
 - a. Byron Avenue and 88th Street
4. Road Closures (Full/Partial)
 - a. Carlyle at 96th Street- Full
 - b. Abbott Avenue at 94th Street- Full
 - c. Abbott Avenue at 95th Street- Partial
 - d. Abbott Avenue at 88th Street- Full
 - e. 94th Street at Abbott Avenue- Partial
 - f. Byron Avenue at 88th Street- Partial



Figure 14 depicts the locations of these traffic calming devices in yellow and potential future traffic calming devices/improvements in green.

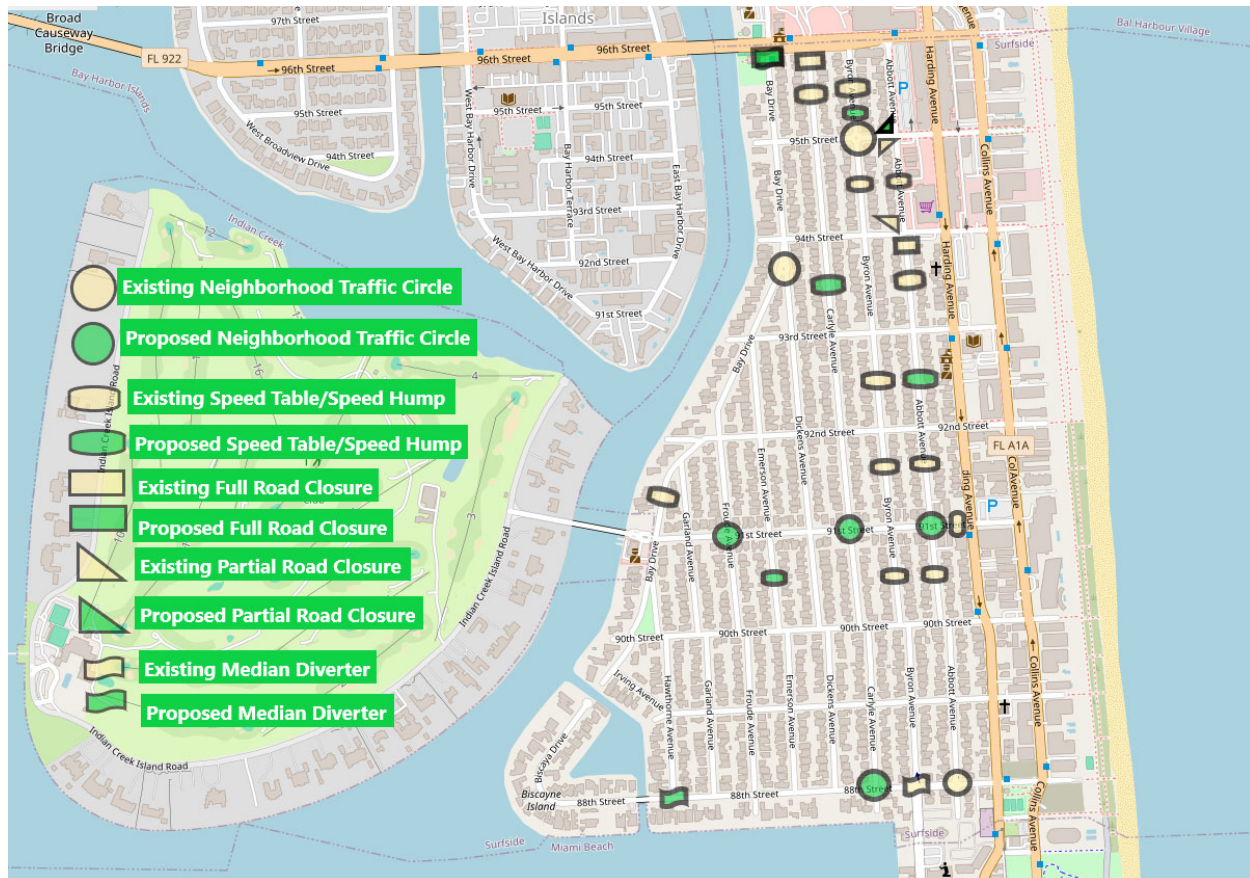


Figure 14 Town of Surfside Traffic Calming Improvement Map

The following is a summary of the potential future traffic calming devices based on the traffic data collection and traffic analysis. A list of the draft improvements including a planning level opinion of probable cost and sample traffic calming improvement exhibits have been provided in **Appendix E**.



6.1.1 BAY DRIVE AT 96TH STREET

The 85th percentile speed along the stretch of Bay Drive exceeds the posted speed limit by 5 mph. As previously mentioned in the traffic operations section of this report, the LOS difference at 96th Street and Bay Drive, 96th Street and Byron Avenue and 96th Street and Abbott Avenue are similar and the difference in delay is negligible based on the traffic data collection with Bay Drive open and Bay Drive closed at 96th Street. The proposed improvement includes design, permitting and construction of a permanent closure of Bay Drive at 96th Street is being proposed at this location. The road closure of Bay Drive is intended to keep corridor travel speeds lower in this portion of the residential area west of State Road A1A/Harding Avenue. The proposed improvement will take into consideration all modes of transportation so that pedestrians, bicyclists and other multimodal options will have access to the sidewalk network along State Road 922/96th Street. **Figures 15 and 16** are aerial images of the intersection of Bay Drive and 96th Street.



Figure 15 Bay Drive and 96th Street intersection



Figure 16 Bay Drive between 95th Street and 96th Street

6.1.2 BYRON AVENUE AND 95th STREET

The 85th percentile speed along the stretch of Byron Avenue between 94th Street and 95th Street exceeds the posted speed limit by 5 mph. Based on the crash review, the network screening indicated that there was a crash history along this stretch of Byron Avenue. A modification of the bulb out on the north leg of this existing intersection which includes a neighborhood traffic circle is being proposed. The proposed improvements would include the creation of a raised speed table at the marked crosswalk on the north side of the intersection. This traffic calming improvement would enhance the pedestrian safety and walkability of this intersection. **Figures 17 and 18** are aerial and street level images of the intersection of Byron Avenue and 95th Street.



Figure 17 Byron Avenue and 95th Street intersection



Figure 18 Existing Bulb out and crosswalk on Byron Avenue north of 95th Street

6.1.3 ABBOTT AVENUE AT 95TH STREET

The 85th percentile speed along the Abbott Avenue corridor exceeds the posted speed limit by 6 mph. Based on the crash review, the network screening indicated that there was a crash history along this stretch of Abbott Avenue between 96th Street and 94th Street with a number of crashes occurring at the intersection with 95th Street. A partial road closure is being proposed on 95th Street at Abbott Avenue. This partial road closure would prohibit vehicles from going west on 95th Street similar to the partial road closure on Abbott Avenue on the southwest corner of the intersection. **Figures 19 and 20** are aerial and streetlevel images of the intersection of Abbott Avenue and 95th Street.



Figure 19 Abbott Avenue and 95th Street intersection



Figure 20 Partial Road Closure at Abbott Avenue and 94th Street intersection

6.1.4 CARLYLE AVENUE BETWEEN 93RD STREET AND 94TH STREET

The 85th percentile speed along the stretch of Carlyle Avenue between 93rd Street and 94th Street exceeds the posted speed limit by 8 mph. The traffic volumes along Carlyle Avenue meets the minimum traffic volume criteria for a local street for the installation of a traffic calming device. The proposed improvements would include the design, permitting and construction of a raised speed table/speed hump along Carlyle Avenue between 93rd Street and 94th Street. **Figure 21** is an aerial image of the portion of the residential area near the proposed location of the proposed traffic calming device on Carlyle Avenue. **Figure 22** is an image of a speed table/speed hump location.



Figure 21 Residential Area west of State Road A1A/Harding Avenue along 93rd Street near Carlyle Avenue



Figure 22 Speed Table/Speed Hump Location

6.1.5 ABBOTT AVENUE BETWEEN 92ND STREET AND 93RD STREET

The 85th percentile speed along the stretch of Abbott Avenue between 92nd Street and 93rd Street exceeds the posted speed limit by 6 mph. The traffic volumes along Abbott Avenue meets the minimum traffic volume criteria for a local street for the installation of a traffic calming device. The proposed improvements would include the design, permitting and construction of a raise speed table/speed hump along Abbott Avenue between 92nd Street and 93rd Street. **Figure 23** is an aerial image of the portion of the residential area near the proposed location of the proposed traffic calming device on Abbott Avenue. **Figure 22** is an image of a speed table/speed hump location.



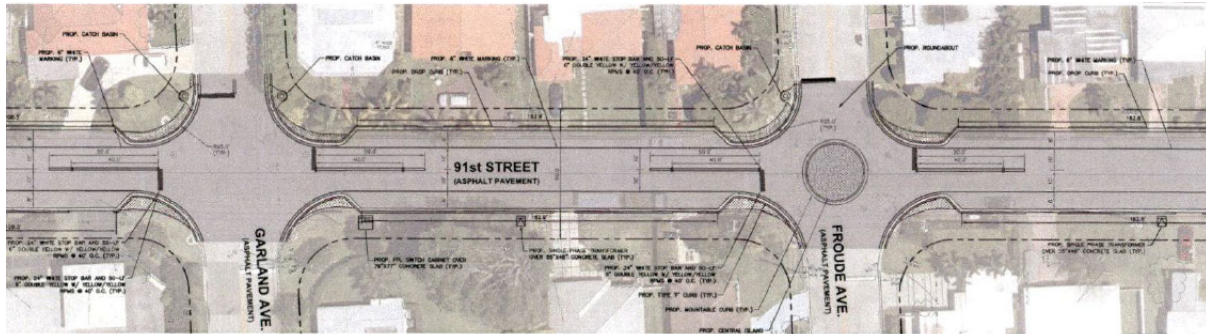
Figure 23 Residential Area west of State Road A1A/Harding Avenue along 92nd Street near Abbott Avenue

6.1.6 91ST STREET AT FROUDE AVENUE, CARLYLE AVENUE AND ABBOTT AVENUE

The 85th percentile speed along the 91st Street corridor exceeds the posted speed limit by 2 mph. Based on the crash review, the network screening indicated that there was a number of crashes that occurred along 91st Street between Dickens and State Road A1A/Harding Avenue. The traffic volumes along 91st Street meet the minimum traffic volume criteria for a local street for the installation of a traffic calming device. The traffic calming improvements will include the design, permitting and installation of neighborhood traffic circles at the 91st Street intersections with Froude Avenue, Carlyle Avenue and Abbott Avenue. The neighborhood traffic circles will calm traffic along the 91st Street corridor. **Figure 24** depicts the conceptual traffic calming improvements at the 91st Street and Froude Avenue intersection. **Figure 25** depicts the conceptual traffic calming improvements at the 91st Street and Carlyle Avenue intersection. **Figure 26** depicts the conceptual traffic calming improvements at the 91st Street and Abbott

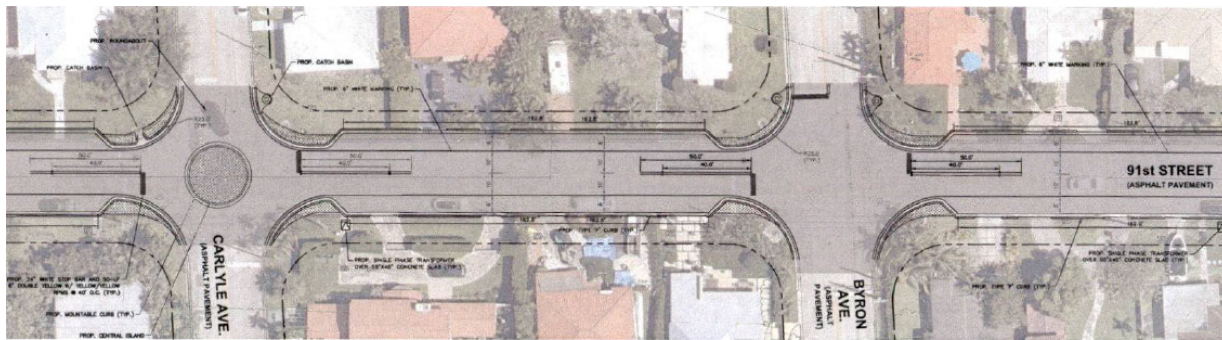


Avenue intersection. The Town of Surfside Town Commission approved Resolution 2024-3256 which approved the traffic calming improvements included as part of the 91st Street/Surfside Boulevard Beautification Project. The improvements included the neighborhood traffic circles, bump outs at the intersection and creates pockets for parallel parking. **Figure 29** depicts a sample neighborhood traffic circle per the National Association of City Transportation Officials (NACTO).



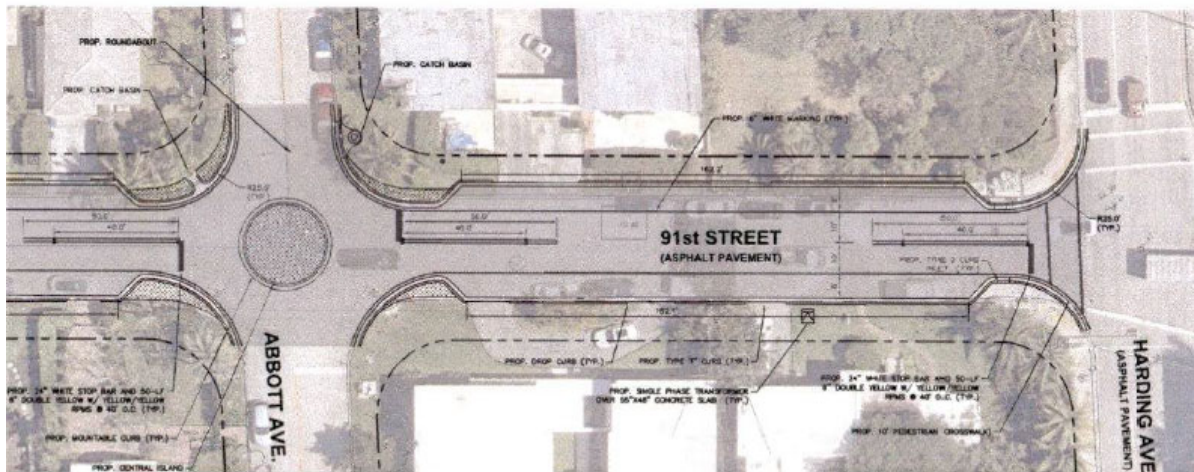
CONCEPTUAL PLANS OPTION 2

Figure 24 91st Street and Froude Avenue intersection



CONCEPTUAL PLANS OPTION 2

Figure 25 91st Street and Carlyle Avenue intersection



CONCEPTUAL PLANS OPTION 2

Figure 26 91st Street and Abbott Avenue intersection



6.1.7 EMERSON AVENUE BETWEEN 90TH STREET AND 91ST STREET

The 85th percentile speed along the stretch of Emerson Avenue between 90th Street and 91st Street exceeds the posted speed limit by 7 mph. The traffic volumes along Abbott Avenue meets the minimum traffic volume criteria for a local street for the installation of a traffic calming device. The proposed improvements would include the design, permitting and construction of a raised speed table/speed hump along Emerson Avenue between 90th Street and 91st Street. **Figure 27** is an aerial image of the portion of the residential area near the proposed location of the proposed traffic calming device on Emerson Avenue. **Figure 22** is an image of a speed table/speed hump location.



Figure 27 Residential Area west of State Road A1A/Harding Avenue along 90th Street near Emerson Avenue



6.1.8 CARLYLE AVENUE AT 88TH STREET

Based on the crash review, the network screening indicated that there was a crash history along this stretch of 88th Street between Hawthone Avenue and State Road A1A/Harding Avenue. The traffic volumes along 88th Street meet the minimum traffic volume criteria for a local street for the installation of a traffic calming device. There are existing sight distance concerns at the existing all way stop controlled intersection. The traffic calming improvements will include the design, permitting and installation of a neighborhood traffic circle at the Carlyle Avenue and 88th Street intersection. The neighborhood traffic circle will improve pedestrian safety and walkability at this intersection. **Figure 28** is an aerial images of the intersection of 88th Street and Carlyle Avenue. **Figure 29** depicts a sample neighborhood traffic circle per the National Association of City Transportation Officials (NACTO).



Figure 28 Carlyle Avenue and 88th Street Intersection



Figure 29 NACTO Neighborhood Traffic Circle

6.1.9 HAWTHORNE AVENUE AT 88TH STREET

Based on the crash review, the network screening indicated that there was a crash history along this stretch of 88th Street between Hawthorne Avenue and State Road A1A/Harding Avenue. The traffic volumes along 88th Street meet the minimum traffic volume criteria for a local street for the installation of a traffic calming device. There are existing sight distance concerns at the existing all way stop controlled intersection. The traffic calming improvements will include the design, permitting and installation of a median diverter at the Hawthorne Avenue and 88th Street intersection. The median diverter will improve pedestrian safety and walkability at this intersection. The design will take into consideration potential access for bicyclists, scooters and other micromobility modes through small gaps in the overall diverter design concept. Additional entry feature signage could be installed at this location as well. **Figure 30** is an aerial images of the intersection of 88th Street and Hawthorne Avenue. **Figure 31** depicts a median diverter located further east on 88th Street at the Byron Avenue intersection.



Figure 30 Hawthorne Avenue at 88th Street intersection



Figure 31 Median Diverter at the 88th Street and Byron Avenue intersection



CONTEXT SENSITIVE ROADWAY CONSIDERATIONS



7.0 CONTEXT SENSITIVE ROADWAY CONSIDERATIONS

7.1 FDOT CONTEXT CLASSIFICATION GUIDE

The need for the contexts comes from our changing environment and ensuring that the transportation system accommodates all users to enhance mobility and accessibility, meet the needs of the communities, and improve the overall quality of life. These considerations are necessary to meet the expectations of all road users and matching the surrounding context can be challenging. The latest version of the American Association of State Highway and Transportation Officials “A Policy on Geometric Design of Highways and Streets” (AASHTO Green Book, 2018) outlined context-based classification of roadways. Introducing the set of land-use context classifications (i.e., rural, rural town, suburban, urban, and urban core) creates a change in guidance for state transportation officials. These classifications allow design solutions to match specific contexts better and provide flexibility in developing project scopes with traditional functional classifications of roadways (i.e., local roads and streets, collectors, arterials, and freeways).

The Florida Department of Transportation (FDOT) has worked extensively around context classifications and in 2020 published the FDOT Context Classifications Guide as depicted in **Figure 32**. The endeavor was strongly supported by the 2018 Complete Streets policy. Understanding the land use was essential to designing how the transportation would fit required context-based decisions. FDOT recognized level of service requirements could not be met and needed design standards that communities wanted to see (i.e., look at land use first and design how the transportation system will fit). The Complete Streets initiative focuses on all modes, including pedestrians, bicyclists, transit, motorists and most recently other forms of micromobility such as scooters. All modes must be considered, or the overall system fails from a broader perspective. Assumed different users are based on classification. The FDOT Design Manual was a new manual that was implemented with a new format that included context-based criteria and context-based decision making. The design criteria are based on functional classification, context classification, and design speed ranges. Design speed ranges are outlined for each context. Standards were changed based on the context, which significantly minimized design exceptions. Target speed is

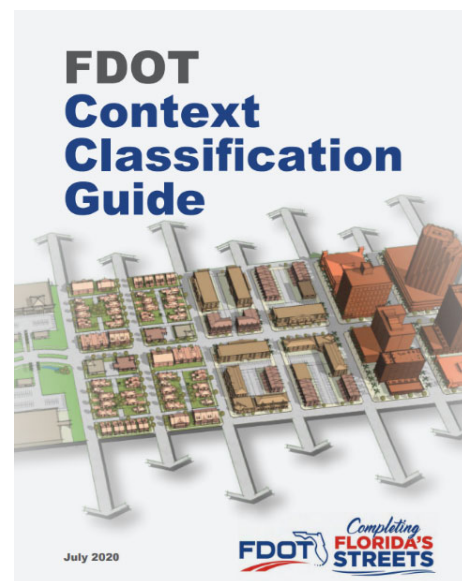


Figure 32 FDOT Context Classification Guide



addressed in the FDOT Context Classification Guide. Target speed is defined as the highest speed at which vehicles should operate in a specific context, consistent with the level of multimodal activity generated by adjacent land uses, to provide both mobility for motor vehicles and a supportive environment for pedestrians, bicyclists, and public transit users. The concept of target speed is to identify a desired operating speed and develop design strategies and elements that reinforce operating speeds consistent with the posted or proposed speed limit. The target speed is influenced by context classification and should be selected to provide for both the mobility and safety needs of all anticipated users. In addition, the stated purpose of the most recent 11th edition of the Manual of Uniform Traffic Control Devices (MUTCD) as shown in **Figure 33** is to promote the safety, inclusion, and mobility of all road users.

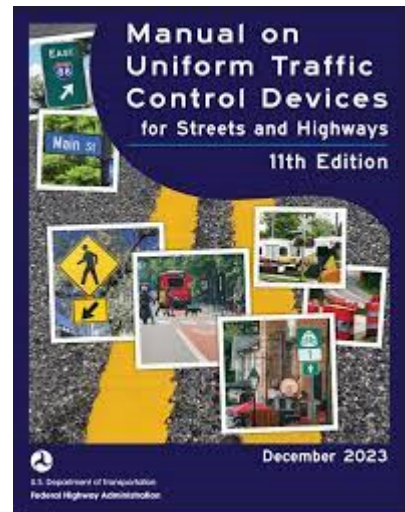


Figure 33 MUTCD 11th Edition

7.2 SURFSIDE TRANSPORTATION NETWORK

The FDOT Complete Streets Policy mentions that FDOT will work with local governments, MPO's, transportation agencies and the public to provide Complete Streets. The Complete Streets Policy has been integrated into the design standards and recognizes that Complete Streets are context sensitive and require transportation design that considers local land development patterns and built form. The land development pattern and built form of the Town of Surfside is unique and has several local roads and collectors that serve the residential streets west of SR A1A/Harding Avenue. The land pattern and roadway classification that best describes the residential area west of SR A1A/Harding Avenue is C2T rural. C2T rural context classification is defined as:

“Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.”



Figure 34 FDOT Context Classification Categories

The roadway networks along State Road A1A/Harding Avenue and State Road A1A/Collins Avenue have elements of C4 and C5 context classifications. The Town’s context sensitive classification should match the communities anticipated growth pattern, transportation network, and vision for livability and community/sustainable development. For example, the road segment of 93rd Street between Abbott Avenue and State Road A1A/Harding Avenue is a transition street which could provide safer pedestrian infrastructure with the placement of sidewalks on the north and south side of 93rd Street. The next block to the east on 93rd Street between State Road A1A/Harding Avenue and State Road A1A/Collins Avenue has existing sidewalks installed which provides east-west connectivity.

A depiction of the FDOT Context Classifications is shown in **Figure 34**.



Figure 35 Bicycle use on Surfside local streets

Field reviews were conducted to evaluate the overall transportation network including the local streets west of State Road A1A/Harding Avenue. The following key observations were documented based on the observed travel patterns within the Surfside community.

1. The Town of Surfside's residential streets do not have continuous sidewalks and pedestrian infrastructure throughout the Town. The streets predominately have 50' of right-of-way with little to no room to install separate sidewalks. There are barriers within that 50' in several locations which include utility poles and other infrastructure, landscaping, mailboxes, benches, drainage structures, etc.
2. The lack of pedestrian infrastructure such as sidewalks, shared use paths or pedestrian trails leaves residents who choose or must walk to walk within the street which is unsafe (reference **Figure 37**).
3. Bicyclists ride on the streets. There are not designated bicycle facilities west of Harding Avenue/SR A1A, such as dedicated bike lanes, bicycle shared pavement markings, bicycle trails, cycle tracks, shared-use paths, etc. (Reference **Figure 35**).
4. There are a number of road users that utilize micromobility devices such as scooters along the streets of the Town. There was also golf cart usage along the local streets as well (Reference **Figure 36**).



Figure 36 Micromobility use on Surfside local streets

5. Multiple vehicles park on the streets within the functional area of the intersections west of Harding Avenue / SR A1A causing sight distance concerns approaching the intersections.
6. Several single-family homes immediately after the intersection have driveways that can only accommodate one private passenger vehicle; therefore, single-family homes with more than one vehicle park on the street. In other few cases, there are single-family homes that do not have any driveways.
7. A section of the driveway sits along the intersection's corner radius. This condition will cause sight distances issues approaching the intersection whenever a vehicle is park on those driveways.
8. Planted vegetation along the corners of multiple intersections, such as, tall landscape hedges, robust trees and palms.



Figure 37 Pedestrians walking within the roadway pavement on Surfside local streets

A review of the Town’s Road right-of-way information confirmed that the roadway network has primarily a 50’ wide road right-of-way. Even though the right-of-way is 50’ wide, the paved street width is less. **Figure 38** depicts this road right-of-way information.



Town of Surfside Right of Way Information						
Road	From	To	R/W in FT	ST Width in FT	SWK Y/N	Location
BISCAYA DR/88 ST	NORTH CANAL	SOUTH CANAL	50	N/A		
88 ST	SOUTH CANAL	CARLYLE AVE	50	27	N	
88 ST	CARLYLE AVE	BYRONS AVE	50	27	N	
88 ST	BYRONS AVE	ABBOT AVE	50	27	N	
88 ST	ABBOT AVE	HARDING	50	27	N	
IRVING AVE	BAY DR	HAWTHHORNE AVE	50	27	N	
89 ST	HAWTHHORNE AVE	COLLINS AVE	50	27	N	
90 ST	BAY DR	COLLINS AVE	50	27	N	
91 ST/SURFSIDE BLVD	BAY DR	COLLINS AVE	60	33	N	
92 ST	INDIAN CREEK	COLLINS AVE	50	27	N	
93 ST	INDIAN CREEK	COLLINS AVE	50	27	N	
94 ST/ELI LURIE BLVD	INDIAN CREEK	ABBOT AVE	50	27	N	
94 ST/ELI LURIE BLVD	ABBOT AVE	COLLINS AVE	50	NA	Y/Y	N/S
95 ST/ISAAC SINGER BLVD	INDIAN CREEK	COLLINS AVE	50	27	N	
96 ST	INDIAN CREEK	COLLINS AVE	25	N/A		
BAY DR	NORTH CANAL	IRVING DR	50	27	N	
BAY DR	IRVING DR	92 ST	50	33	N	
BAY DR	92 ST	96 ST	50	33	N	
HAWTHHORNE AVE	88 ST	90 ST	50	33	N	
HAWTHHORNE AVE	90 ST	BAY DR	50	33	N	
GARDLAND AVE	88 ST	90 ST	50	33	N	
GARDLAND AVE	90 ST	BAY DR	50	33	N	
FROUDE AVE	BISCAYNE BAY	90 ST	50	33	N	
FROUDE AVE	90 ST	92 ST	50	33	N	
EMERSON AVE	88 ST	90 ST	50	33	N	
EMERSON AVE	90 ST	BAY ST	50	33	N	
DICKENS AVE	88 ST	90 ST	50	33	N	
DICKENS AVE	90 ST	96 ST	50	33	N	
CARLYLE AVE	BISCAYNE BAY	90 ST	50	33	N	
CARLYLE AVE	90 ST	96 ST	50	33	N	
BYRON AVE	88 ST	90 ST	50	33	N	
BYRON AVE	90 ST	94 ST	50	33	N	
BYRON AVE	94 ST	96 ST	50	33	Y/N	E/W
ABBOT AVE	88 ST	94 ST	50	33	N	
ABBOT AVE	94 ST	96 ST	50	25	Y/N	E/W
HARDING AVE	88 ST	94 ST	50	N/A		
HARDING AVE	94 ST	96 ST	75	N/A		

Figure 38 Town of Surfside Right-of-Way Information

The Town completed a One-Way Pair pilot program along 89th Street and 90th Street west of State Road A1A/Harding Avenue back in 2018. Traffic volumes were collected along both 89th Street and 90th Street before the Pilot program (two-way streets) and after the One-Way Pair Pilot program (one-way streets) was implemented. The 89th Street corridor was implemented as eastbound traffic only. The 90th Street corridor was implemented as westbound traffic only. The additional street space was created to repurpose for other modes of travel. This allowed for improved pedestrian walkability and safety during the one-way pilot program installation. **Figures 39 and 40** depict the change in vehicular volumes before and after the One-Way Pilot program was implemented.



Figure 39 Traffic Volumes along 89th Street and 90th Street (Before Pilot Program)



Figure 40 Traffic Volumes along 89th Street and 90th Street (During Pilot Program)



The following is a summary of the key observations of this One-Way Pair Pilot program:

- The eastbound traffic volumes along 90th Street increased by 39% after the One-Way Pilot program was implemented.
- The westbound traffic volumes along 89th Street increased by 25% after the One-Way Pilot program was implemented.

The additional roadway right-of-way repurposing included one wider travel lane and a dedicated multimodal shared used path within the roadway pavement area. This pilot program provided residents and other road users with a safer dedicated space for either walking, riding a bike or other multimodal use. One key takeaway of the traffic circulation of the pilot project was that the implementation of the pilot project positively impacted streets exiting the Town while negatively impacting streets entering the Town.

The Town of Surfside could consider the evaluation of an additional new pilot project in the northern section of the Town possibly along 95th Street and 94th Street. 95th Street could be converted to a one-way eastbound roadway with 94th Street being converted to a one-way westbound roadway. This one-way conversion would allow for repurposing of the road right-of-way along these two roadway corridors. The implementation of a new pilot project would need to be studied in more detail with specific performance metrics established to evaluate before and during the pilot project.

7.3 TARGET SPEED AND POSTED SPEED LIMIT

The FDOT has developed new context sensitive criteria as well as a comprehensive Complete Streets policy which provide alternative design criteria for certain roadway facilities. Ideally, the target speed, design speed, and posted speed would all be the same. On existing facilities, these speeds may be different from each other, which can result in inconsistent driver expectation about the preferred operating speed. A roadway may have been designed at 45 mph, have a posted speed of 40 mph, but now have a target speed of 30 mph. When the current design speed does not match the target speed, roadway design and operation changes are needed to move the design speed and posted speed toward the target speed and help the road “read” more consistently for road users. The new 11th Edition of the MUTCD includes an approach to setting speed limits that has significantly changed to eliminate the 85th percentile as the only primary factor and now includes other contextual factors such as land use, pedestrian activity and crashes.



The target speed for the Town of Surfside local streets west of State Road A1A/Harding Avenue and south of State Road 922/96th Street is 20 mph. The speed evaluation performed as part of this Townwide Study as summarized in Section 4 Traffic Data Analysis supports this. Although there are select locations that need additional traffic calming measures implemented to lower some speeds, the overall operating speeds were close to 20 mph. The average speeds were 20 mph or lower for most of the road segments studied. Section 5 Safety Review identified crashes in the residential area west of State Road A1A/Harding Avenue and south of State Road 922/96th Street. These crashes included incidents for the most

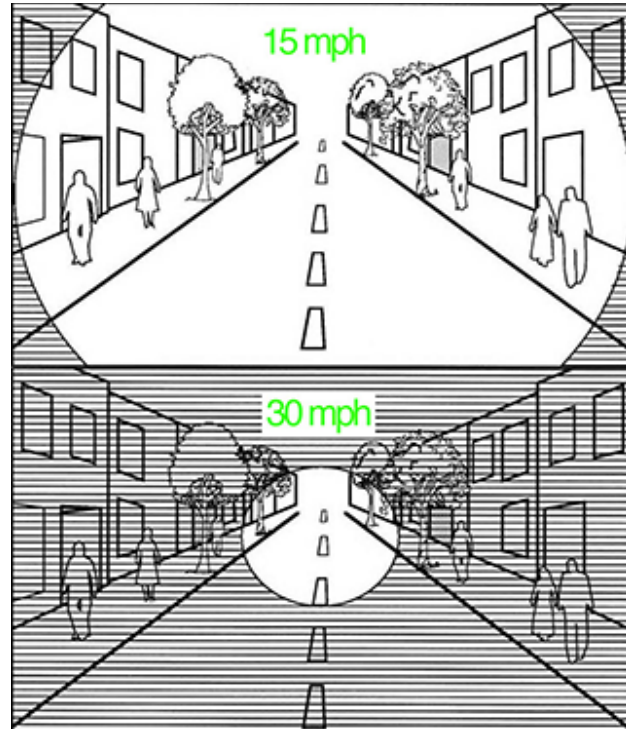


Figure 41 Speed Perception Exhibit- Toole Design Group

vulnerable users such as pedestrians, bicyclists and scooters. The faster a driver travels in a vehicle the less that the driver sees of the overall road network and surroundings. The difference in driver perception of the road network surroundings change significantly between 15 mph and 30 mph as depicted in **Figure 41**. The safety of all street users, especially the vulnerable users (children, the elderly/seniors, and disabled) and modes (pedestrians, bicyclists and scooters) should be paramount in any street design. The safety of streets can be dramatically improved through appropriate geometric design, multimodal traffic control devices, lighting, and operations including the setting of the appropriate target speed for the context of the neighborhood transportation roadway network. The Town of Surfside is a diverse municipality with most residential residents choosing walking as a



Figure 42 State Road A1A/Harding Avenue Signalized Crosswalk



primary form of transportation. This is supported by the latest United States Census Commuting Characteristics for the Miami Beach and surrounding communities which estimates 6% of the population that walk, 4.2% of the population uses bicycle and 5.4% of the population using public transportation/transit as a primary form of transportation. A copy of the US Census Commuting Characteristics can be found in **Appendix A**.

Complete Streets respects the surrounding built and natural environment. Well-designed streets promote travel speeds, modes, and sidewalk activities that are desired and appropriate for the surrounding context. A network of Complete Streets connects important community centers and destinations. The Town of Surfside has numerous community centers and destinations including the beach on the east side of the Town, the commercial district between State Road A1A/Harding Avenue and State Road A1A/Collins Avenue, the Community Center, the Surfside Tennis Center, the 96th Street Park and other local points of interest. All segments of the person trip need to be in a safe environment with safe traveling conditions. The resident in the Town of Surfside that would like to walk or ride a bicycle/scooter to the beach should have safe streets to travel on including safe street crossings.



As part of the Town’s traffic mitigation program, there has been significant intergovernmental coordination between the Town of Surfside and FDOT, Miami Dade TPO and the Miami Dade Department of Transportation and Public Works (DTPW). This included recent pedestrian infrastructure improvements along State Road A1A/Collins Avenue at 92nd Street. **Figures 42 and 43** depict the recently installed pedestrian signal at the intersection of State Road A1A/Collins Avenue and 92nd Street.



Figure 43 State Road A1A/Collins Avenue at 92nd Street

This coordination has also led to the future pedestrian infrastructure improvements along State Road A1A/Harding Avenue at 89th Street (Financial Project ID: 415239-4-32-01) and State Road A1A/Collins Avenue at 89th Street (Financial Project ID: 415239-4-32-01). Additional pedestrian signalized crossing improvements will be implemented at these two intersections. These improvements are currently in design and programmed for construction letting on 11/13/24.



8.0 PUBLIC AND STAKEHOLDER ENGAGEMENT

Public and Stakeholder Engagement involved holding a virtual community workshop on 11/28/23 at 6:00 p.m. The meeting included a detailed presentation that went over the traffic and walkability study findings (Reference **Figure 44**). The meeting was held to review the outcomes of the study and for the residents to provide input including potential problem-solving approaches. A Resident Walkability Survey was offered through the Town website, email and mail to obtain additional feedback. A video copy of the virtual community workshop can be found at the Town of Surfside's YouTube website link. A Safe Streets Community Workshop was also held on 02/26/24 at Town Hall. A copy of the meeting flyer, PowerPoint presentation and Resident Survey results have been provided in **Appendix F**.



Figure 44 Traffic and Walkability Study Virtual Community Workshop



CONCLUSIONS AND RECOMMENDATIONS



9.0 CONCLUSIONS AND RECOMMENDATIONS

The Corradino Group (Corradino) was retained by the Town of Surfside (Town) to prepare a Townwide Traffic and Pedestrian Safety Study. The focus of the Townwide Traffic and Pedestrian Safety Study is to evaluate the traffic operations along key roadway corridors, evaluate the condition of existing traffic calming, recommend potential new traffic calming, confirm vehicle operating speeds along certain key roadway corridors and complete an updated crash review of the key segments and intersections within the Town of Surfside. Some of the existing traffic issues include cut thru traffic and speeding in the residential neighborhood west of State Road A1A Harding Avenue. The criteria from the Miami Dade County Street Closure and Traffic Flow Modification Manual will be used to evaluate potential traffic calming improvements.

The Town of Surfside has a key strategic initiative to continue to focus on pedestrian safety and traffic mitigation on the roadway network within the Town. One key part of this priority is to improve the walkability of the Town for all users of the roadway network. A significant goal of this key strategic initiative is to implement traffic mitigation improvements to create a safer environment and community for the Town.

The following are the conclusions of the Townwide Traffic and Pedestrian Safety Study:

1. The existing conditions analysis confirmed that all signalized intersections currently are operating at an acceptable level of service D or greater. There are individual approaches that are a LOS E and LOS F but the overall traffic operations perform at an acceptable LOS. There are a few unsignalized intersections that are operating at deficient LOS on the minor street approach. These included the following intersections:
 - a. 96th Street and Bay Drive- LOS F in the AM and PM peak hour; southbound approach
 - b. 92nd Street and State Road A1A/Collins Avenue- LOS F in the PM peak hour; eastbound approach
 - c. 92nd Street and State Road A1A/Harding Avenue- LOS F in the AM and PM peak hour; eastbound and westbound approaches
 - d. 91st Street and State Road A1A/Collins Avenue- LOS F in the PM peak hour; eastbound and westbound approaches



2. The future conditions analysis confirmed that all signalized intersections will operate at an acceptable level of service D or greater. There are individual approaches that are a LOS E and LOS F, but the overall traffic operations will perform at an acceptable LOS. There are a few unsignalized intersections that will operate at a deficient LOS on the minor street approach. These included the following intersections:
 - a. 96th Street and Bay Drive- LOS F in the AM and PM peak hour; southbound approach
 - b. 92nd Street and State Road A1A/Collins Avenue- LOS F in the PM peak hour; eastbound and westbound approach
 - c. 92nd Street and State Road A1A/Harding Avenue- LOS F in the AM and PM peak hour; eastbound and westbound approaches
 - d. 91st Street and State Road A1A/Collins Avenue- LOS F in the PM peak hour; eastbound and westbound approaches
3. The existing 2022 and future 2032 level of service and delay of the three intersections along 96th Street with Bay Drive open and closed. There wasn't any significant change in traffic operations at the 96th Street and Abbott Avenue and 96th Street and Byron Avenue intersections with Bay Drive closed.
4. The Arterial LOS analysis along State Road 922/96th Street indicated that eastbound 96th Street is operating at a LOS E in the AM and PM peak hours in 2022. The LOS for eastbound vehicles remains a LOS E in the PM peak hour in 2032. The LOS for eastbound vehicles increases to a LOS F in the AM peak hour in 2032.
5. The Arterial LOS analysis along State Road 922/96th Street indicated that westbound 96th Street is operating at a LOS F in the AM and PM peak hours in 2022. The LOS for westbound vehicles remains a F in the AM and PM peak hours in 2032.
6. The Arterial LOS analysis along State Road A1A/Harding Avenue indicated that southbound State Road A1A/Harding Avenue is operating at a LOS D and LOS C in the AM and PM peak hours in 2022. The LOS for southbound vehicles remains a LOS C in the PM peak hour in 2032. The LOS for southbound vehicles increases to a LOS E in the AM peak hour in 2032.
7. The Arterial LOS analysis along State Road A1A/Collins Avenue indicated that northbound State Road A1A/Collins Avenue is operating at a LOS C and LOS C in the AM and PM peak hours in 2022. The LOS for northbound vehicles remains a LOS C in the AM peak hour in 2032. The LOS for northbound vehicles increases to a LOS D in the PM peak hour in 2032.



8. Based exclusively on the criteria specified in the Miami-Dade Neighborhood Traffic Management Program, 85th percentile speeds exceed the posted speed limit by 5 mph or more on the following segments:
 - Bay Dr between SR 922/Kane Concourse/96th St & 95th St
 - Byron Avenue between 95th Street and 94th Street
 - Carlyle Avenue between 94th Street and 93rd Street
 - Abbott Avenue between 93rd Street and 92nd Street
 - Emerson Avenue between 91st Street and 90th Street
 - Byron Avenue between 88th Street and 86th Street ‘
9. The speed measurements demonstrate that the 85th percentile speeds traveled by motorists on the residential local streets west of State Road A1A/Harding Avenue are generally between 20 and 28 miles per hour (mph), which in most cases is higher than the posted speed limit of 20 mph by up to 8 mph.
10. The safety review confirmed that there were 1,148 crashes documented in Signal Four Analytics between September 1, 2018, and September 1, 2023. This included a total of 191 injury crashes and one fatal crash.
11. The safety review confirmed that there were 102 total crashes documented in Signal Four Analytics between September 1, 2018, and September 1, 2023, in the residential area west of State Road A1A/Harding Avenue. This included a total of 13 injury crashes and zero fatal crashes.
12. The safety review confirmed that there were 53 total bicycle and pedestrian crashes documented in Signal Four Analytics between September 1, 2018, and September 1, 2023. This included a total of 44 injury crashes and zero fatal crashes.
13. The safety review confirmed that there were 12 total scooter and moped crashes documented in Signal Four Analytics between September 1, 2018, and September 1, 2023. This included a total of 9 injury crashes and zero fatal crashes.



The following are the recommendations of the Townwide Traffic and Pedestrian Safety Study:

A draft Traffic Calming Improvement Plan was developed based on locations that meet the criteria specified in in the Miami-Dade Neighborhood Traffic Management Program. The draft traffic calming improvements are proposed at the following locations (subject to final Public Outreach and Stakeholder input):

1. Bay Drive and 96th Street- The proposed improvement includes design, permitting and construction of a permanent closure of Bay Drive at 96th Street.
2. Byron Avenue and 95th Street- The proposed improvements would include the creation of a raised speed table at the marked crosswalk on the north side of the intersection.
3. Abbott Avenue and 95th Street- A partial road closure is being proposed on 95th Street at Abbott Avenue. This partial road closure would prohibit vehicles from going west on 95th Street similar to the partial road closure on Abbott Avenue on the southwest corner of the intersection.
4. Carlyle Avenue between 93rd Street and 94th Street- The proposed improvements would include the design, permitting and construction of a raised speed table/speed hump along Carlyle Avenue between 93rd Street and 94th Street.
5. Abbott Avenue between 92nd Street and 93rd Street- The proposed improvements would include the design, permitting and construction of a raise speed table/speed hump along Abbott Avenue between 92nd Street and 93rd Street.
6. 91st Street at Froude Avenue, Carlyle Avenue and Abbott Avenue- The traffic calming improvements will include the design, permitting and installation of neighborhood traffic circles on 91st Street at the Froude Avenue, Carlyle Avenue and Abbott Avenue intersections.
7. Emerson Avenue between 90th Street and 91st Street- The proposed improvements would include the design, permitting and construction of a raised speed table/speed hump along Emerson Avenue between 90th Street and 91st Street.
8. Carlyle Avenue and 88th Street- There are existing sight distance concerns at the existing all way stop controlled intersection. The traffic calming improvements will include the design, permitting and installation of a neighborhood traffic circle at the Carlyle Avenue and 88th Street intersection.
9. Hawthorne Avenue and 88th Street- The traffic calming improvements will include the design, permitting and installation of a median diverter at the Hawthorne Avenue and 88th Street intersection.



10. Based on context sensitive roadway and neighborhood considerations, the target speed and posted speed of the residential streets west of State Road A1A/Harding Avenue and south of State Road 922/96th Street should remain 20 mph. The Town should continue to monitor the travel speeds along these local streets as part of the overall Town Traffic Mitigation program.
11. The Town of Surfside could consider the evaluation of an additional new pilot project in the northern section of the Town possibly along 95th Street and 94th Street. 95th Street could be converted to a one-way eastbound roadway with 94th Street being converted to a one-way westbound roadway. This one-way conversion would allow for repurposing of the road right-of-way along these two roadway corridors. The implementation of a new pilot project would need to be studied in more detail with specific performance metrics established to evaluate before and during the pilot project.



TAB 1 | TRAFFIC DATA COLLECTION



TRAFFIC DATA COLLECTION

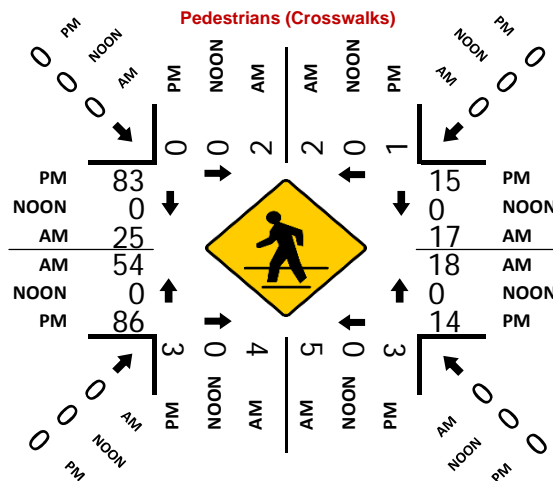
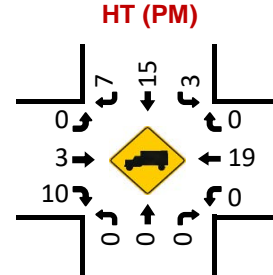
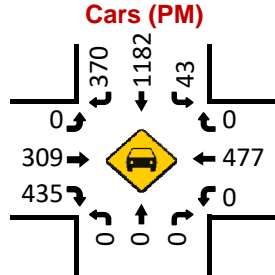
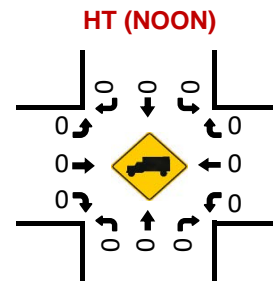
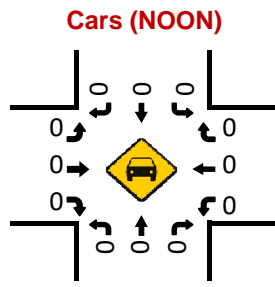
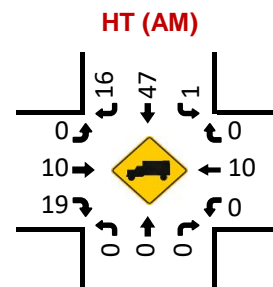
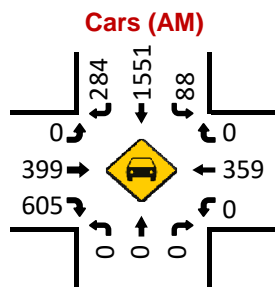
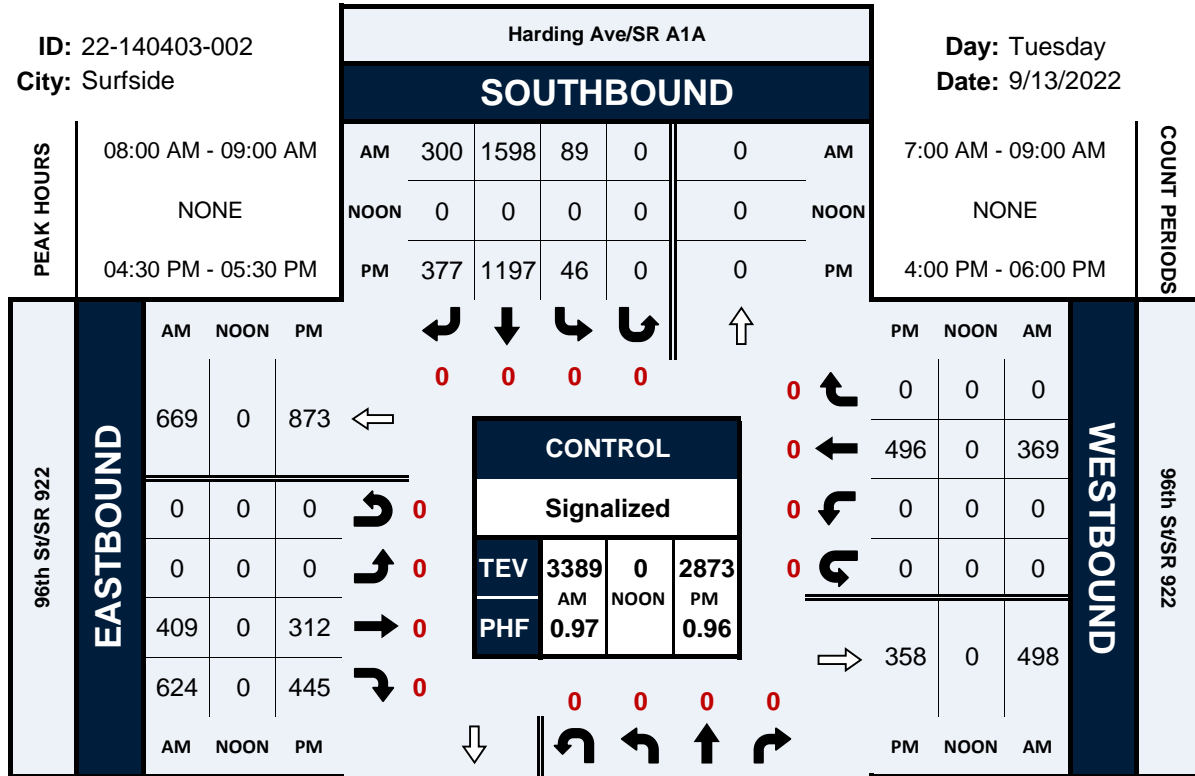
MANUAL TURNING MOVEMENT COUNTS

Harding Ave/SR A1A & 96th St/SR 922

Peak Hour Turning Movement Count

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City: Surfside

Day: Tuesday
Date: 9/13/2022

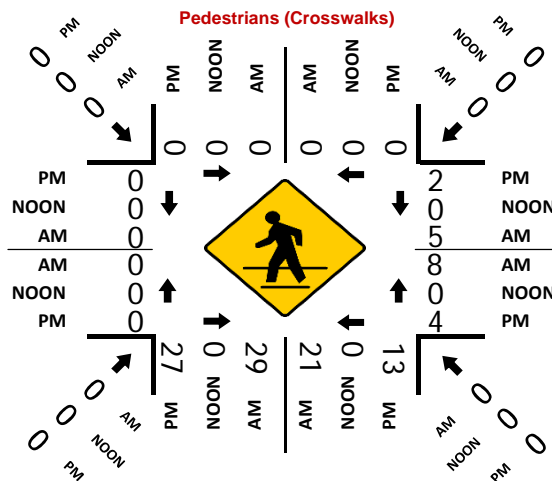
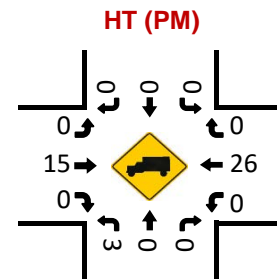
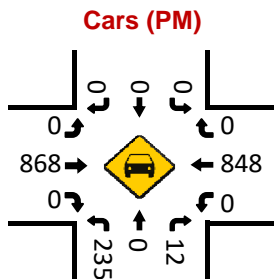
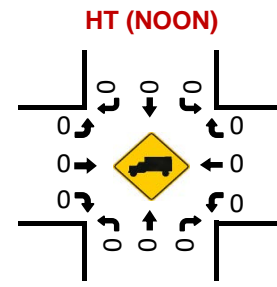
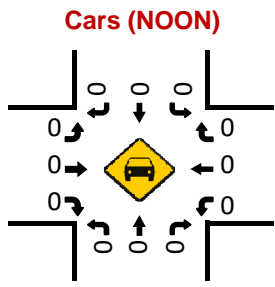
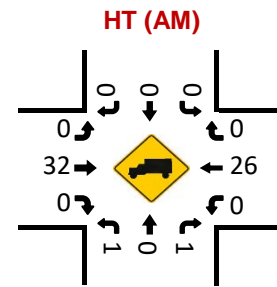
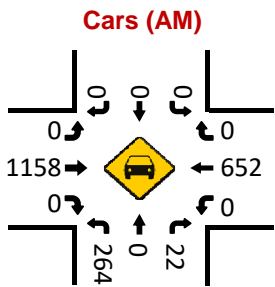
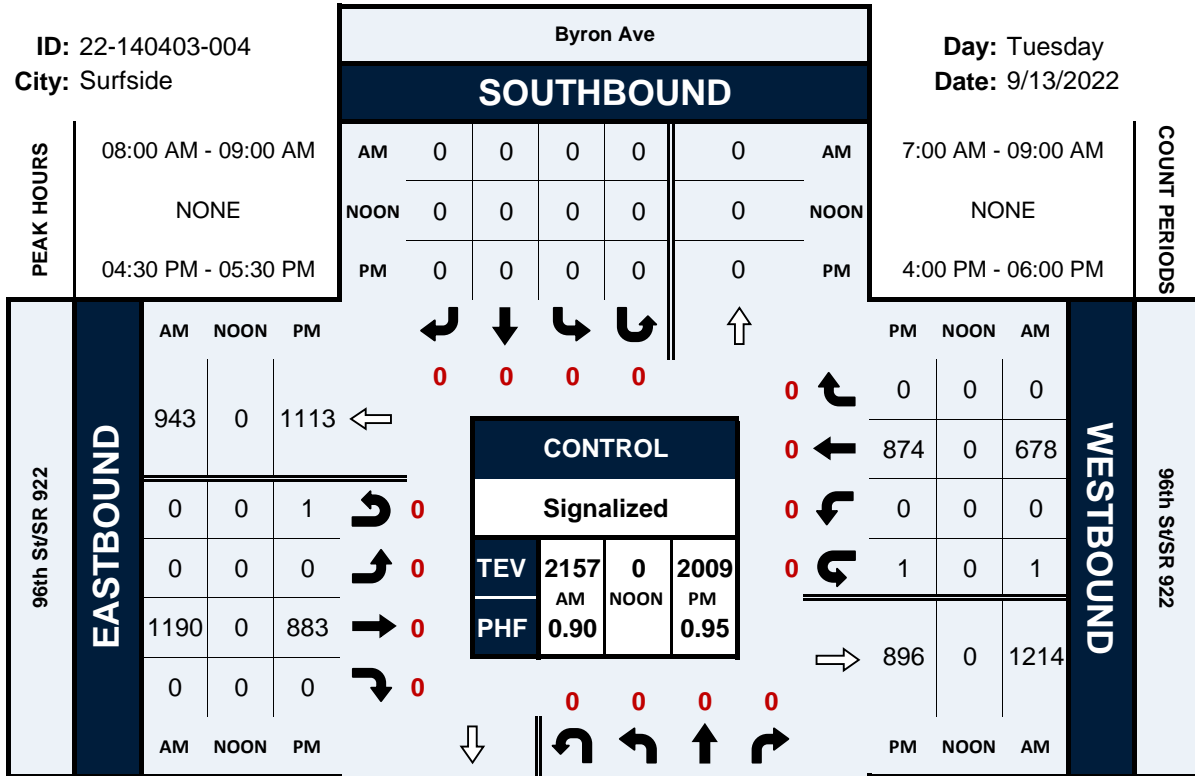


Byron Ave & 96th St/SR 922

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City: Surfside

Day: Tuesday
Date: 9/13/2022

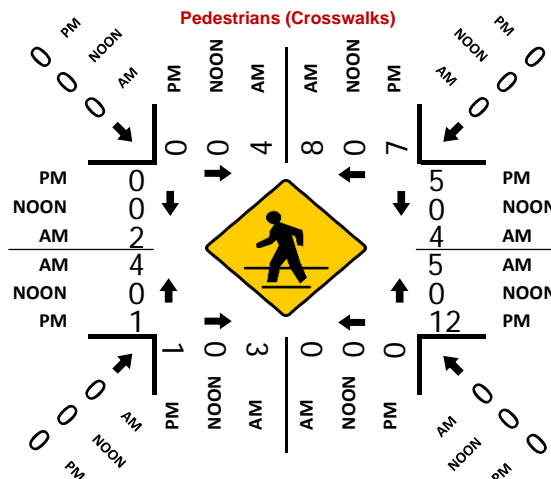
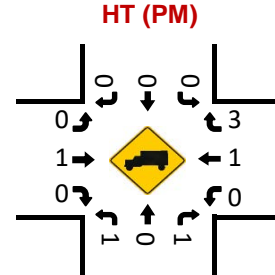
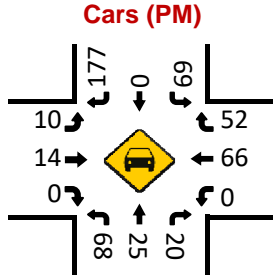
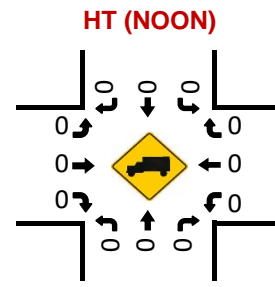
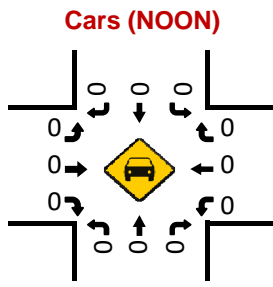
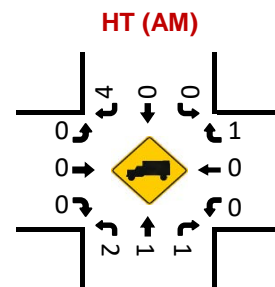
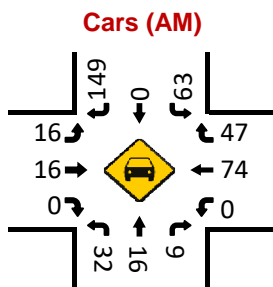
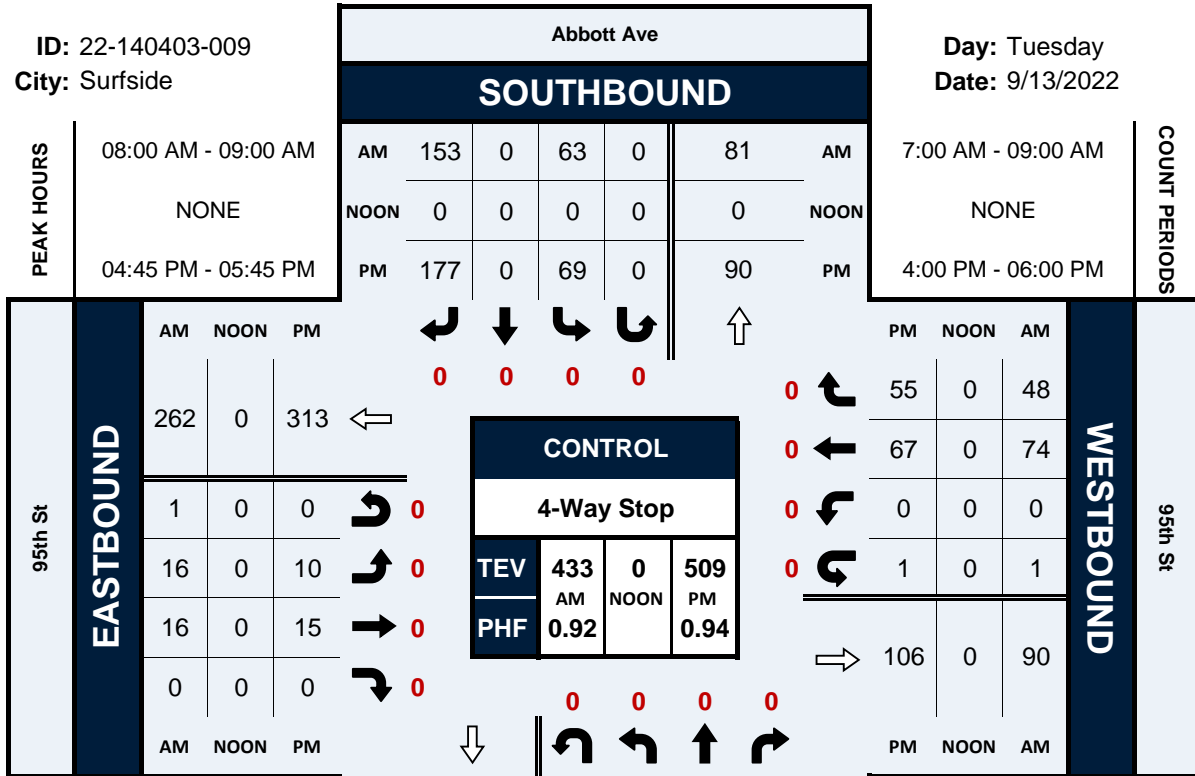


Abbott Ave & 95th St

Peak Hour Turning Movement Count

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City: Surfside

Day: Tuesday
Date: 9/13/2022

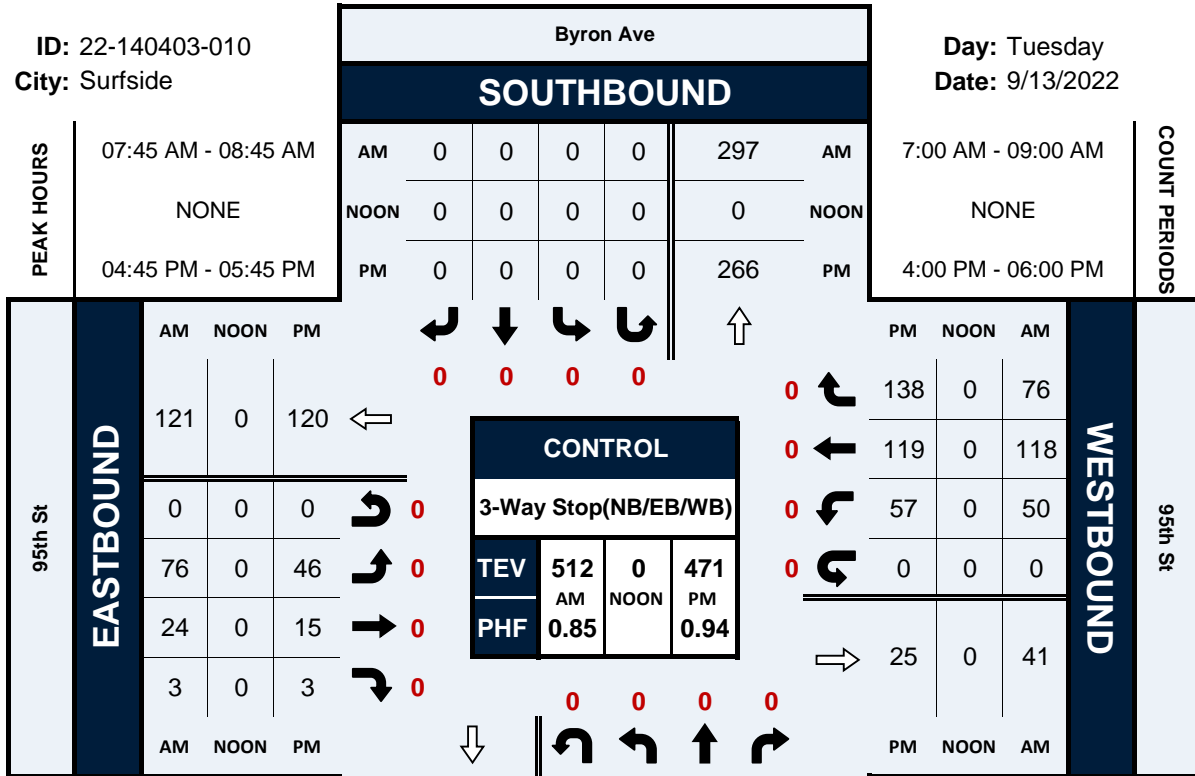


Byron Ave & 95th St

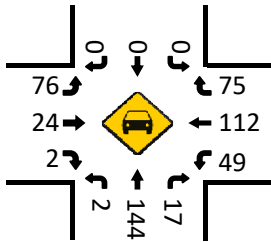
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City: Surfside

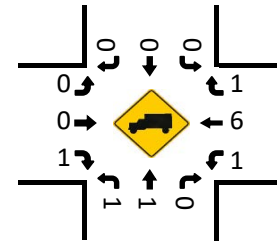
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Date: 9/13/2022



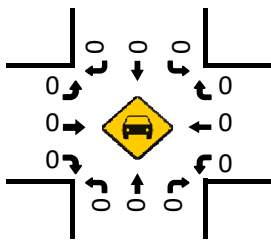
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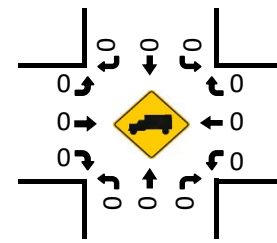
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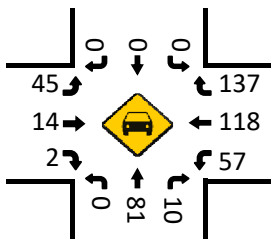
Cars (NOON)



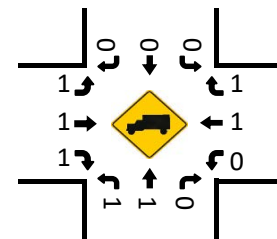
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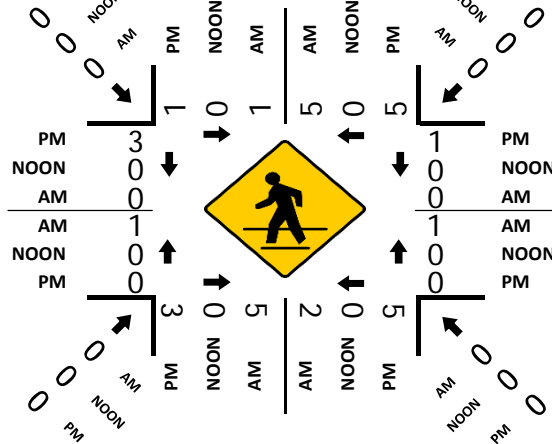
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)

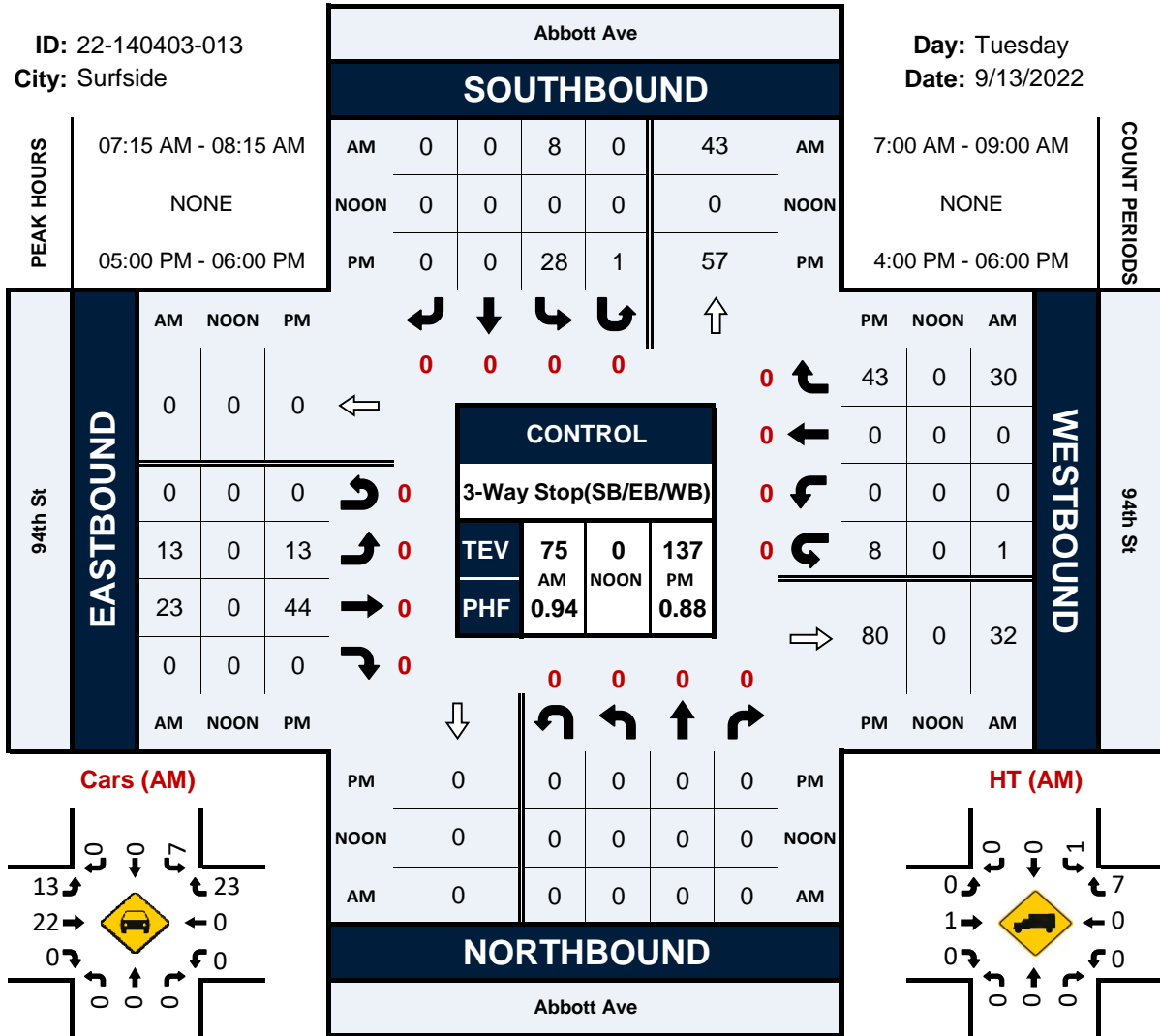


Abbott Ave & 94th St

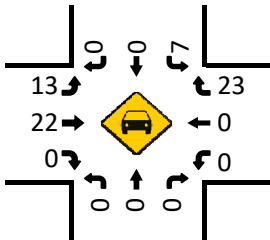
Peak Hour Turning Movement Count

ID: 22-140403-013
City: Surfside

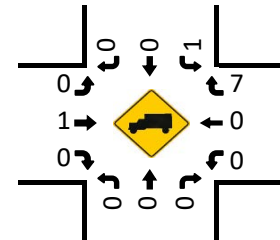
Day: Tuesday
Date: 9/13/2022



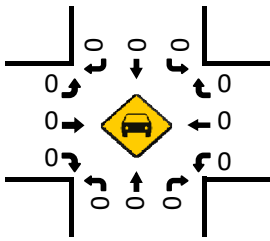
Cars (AM)



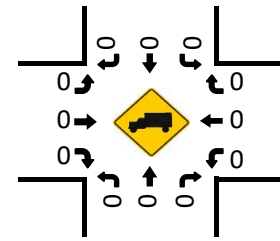
HT (AM)



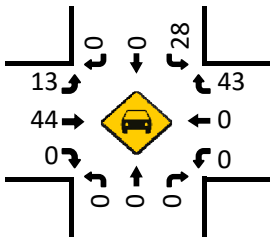
Cars (NOON)



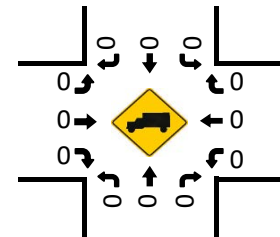
HT (NOON)



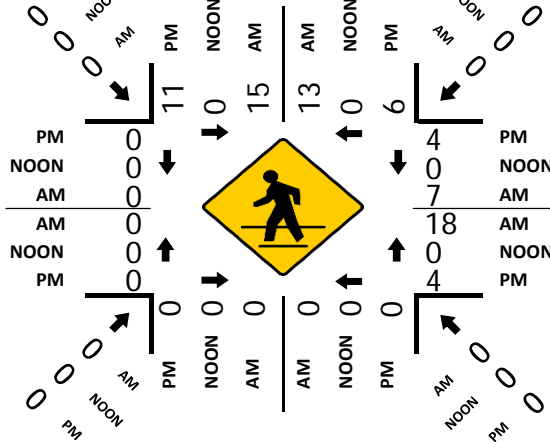
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)

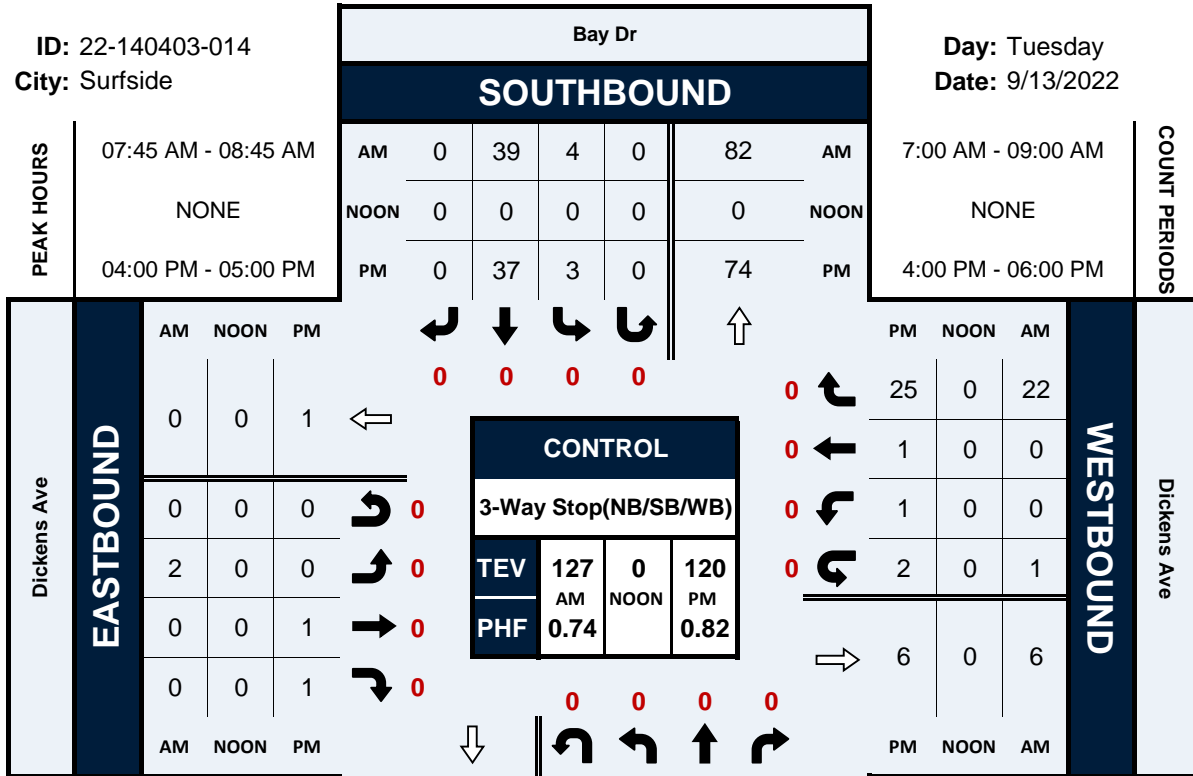


Bay Dr & Dickens Ave

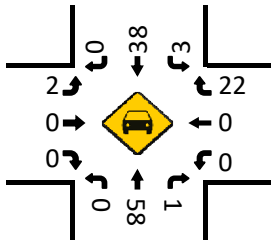
Peak Hour Turning Movement Count

ID: 22-140403-014
City: Surfside

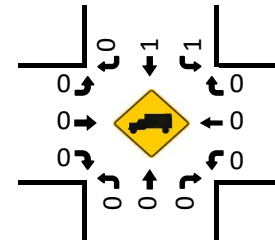
Day: Tuesday
Date: 9/13/2022



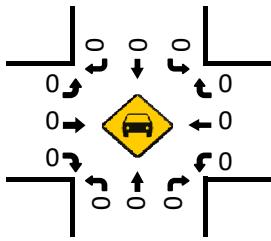
Cars (AM)



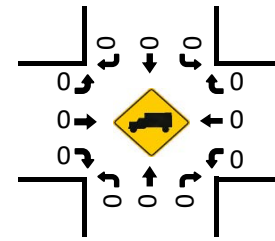
HT (AM)



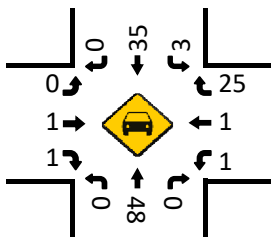
Cars (NOON)



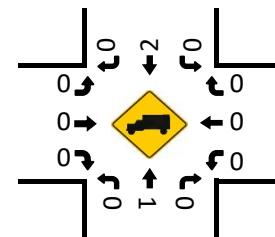
HT (NOON)



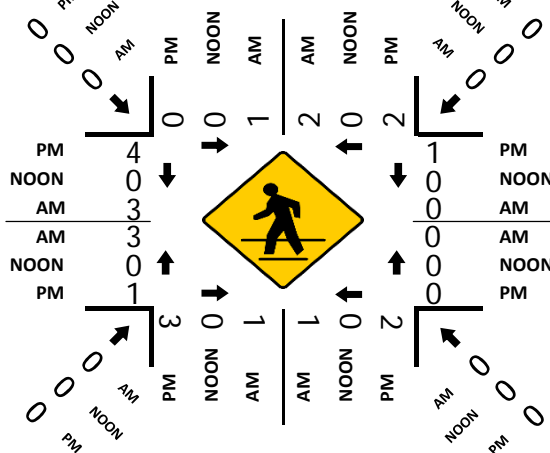
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)

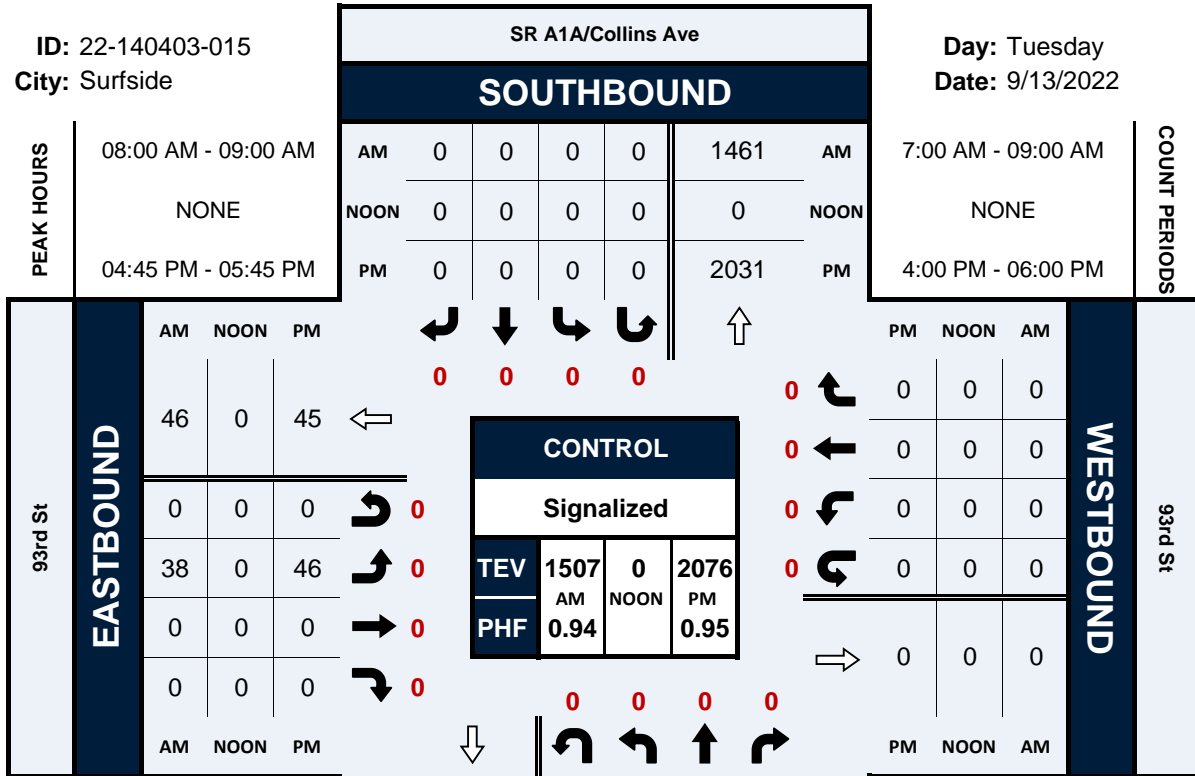


SR A1A/Collins Ave & 93rd St

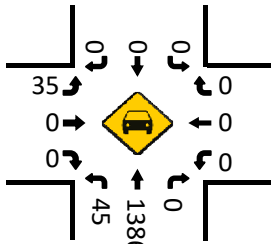
Peak Hour Turning Movement Count

ID: 22-140403-015
City: Surfside

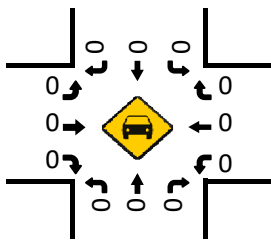
Day: Tuesday
Date: 9/13/2022



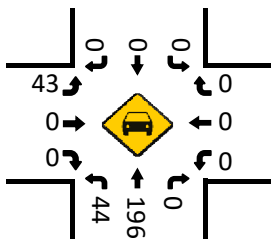
Cars (AM)



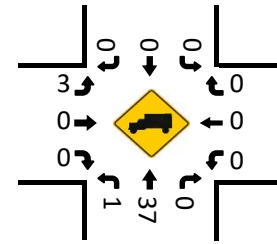
Cars (NOON)



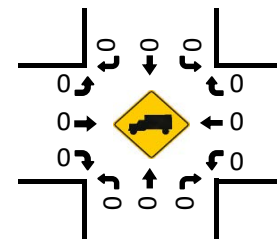
Cars (PM)



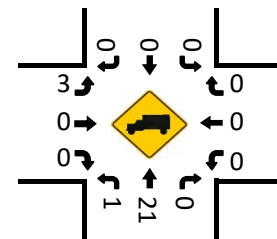
HT (AM)



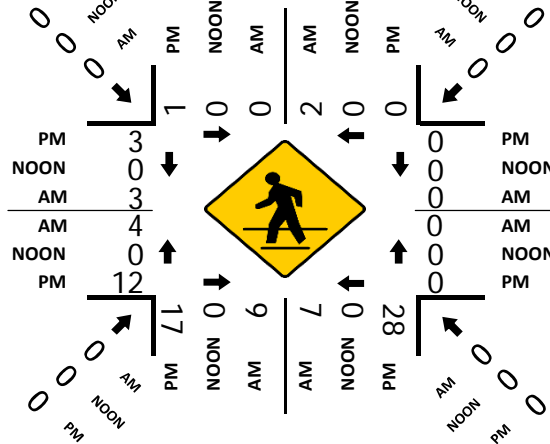
HT (NOON)



HT (PM)



Pedestrians (Crosswalks)

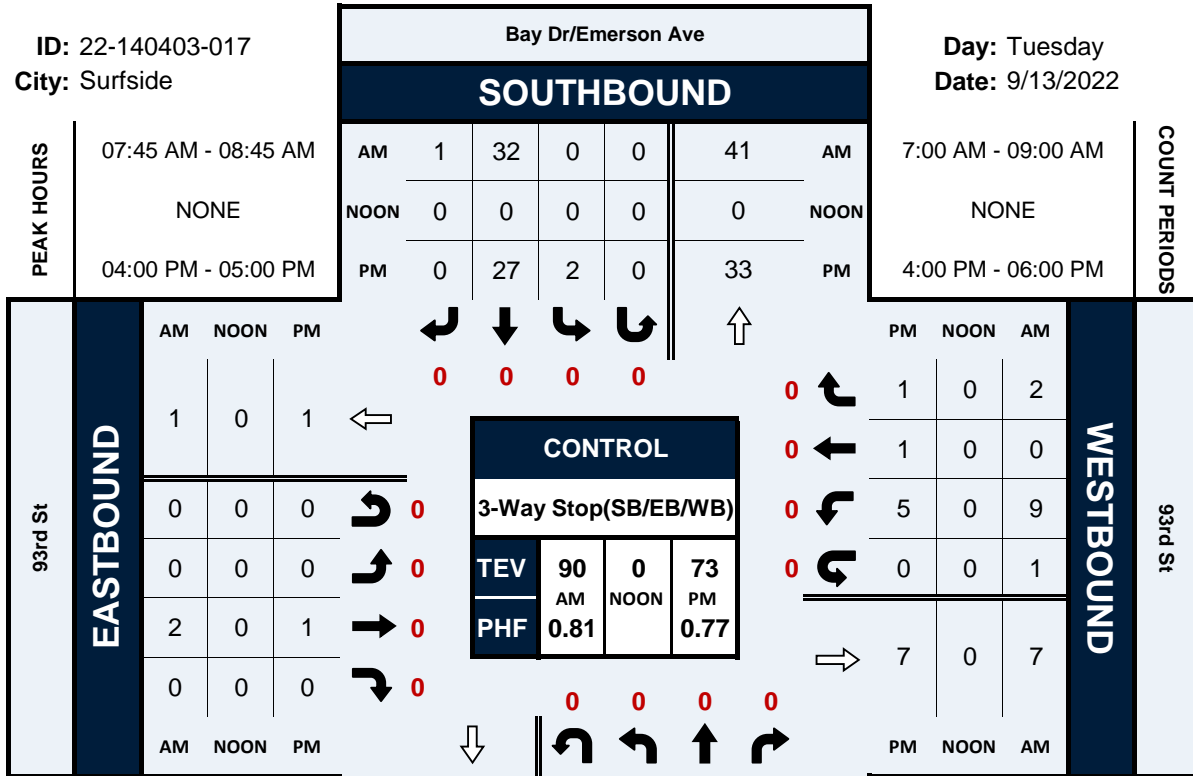


Bay Dr/Emerson Ave & 93rd St

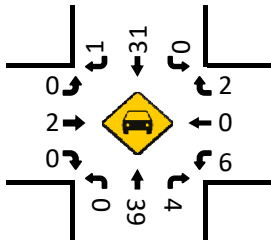
Peak Hour Turning Movement Count

ID: 22-140403-017
City: Surfside

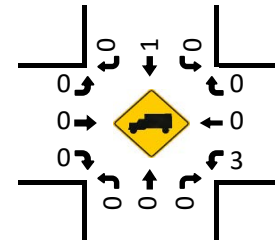
Day: Tuesday
Date: 9/13/2022



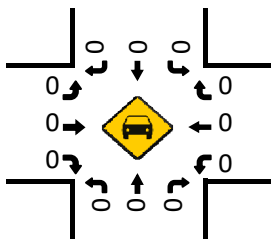
Cars (AM)



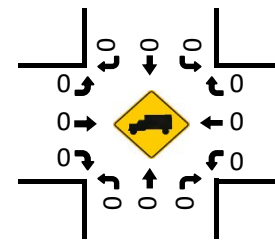
HT (AM)



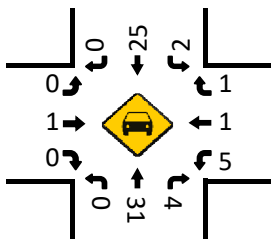
Cars (NOON)



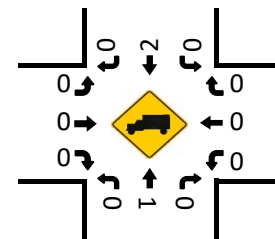
HT (NOON)



Cars (PM)



HT (PM)

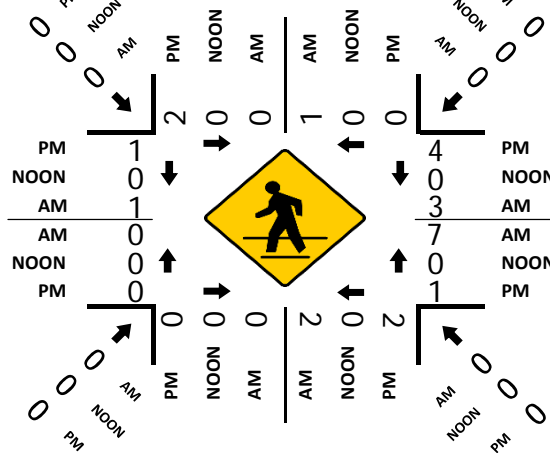


NORTHBOUND

PM	32	0	0	32	4	PM
NOON	0	0	0	0	0	NOON
AM	41	0	0	39	4	AM

Bay Dr/Emerson Ave

Pedestrians (Crosswalks)

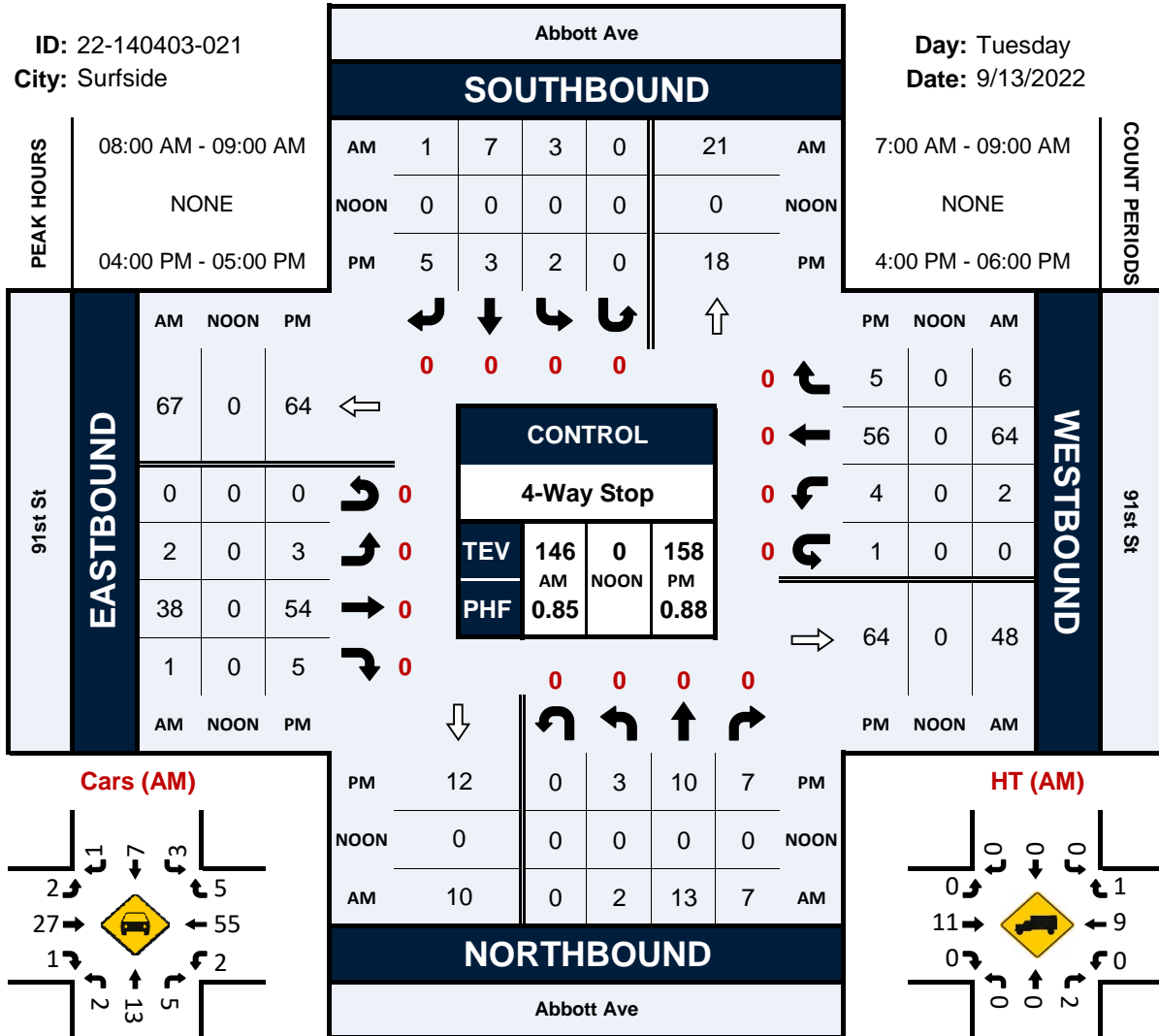


Abbott Ave & 91st St

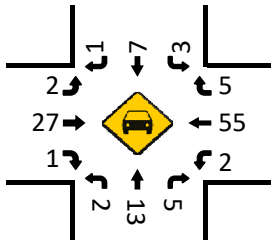
Peak Hour Turning Movement Count

ID: 22-140403-021
City: Surfside

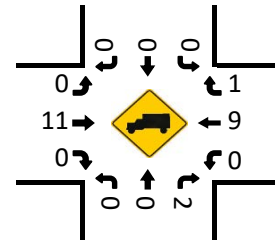
Day: Tuesday
Date: 9/13/2022



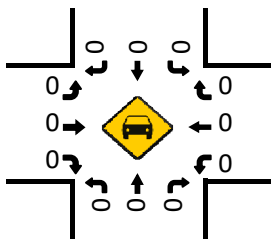
Cars (AM)



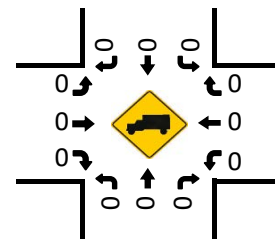
HT (AM)



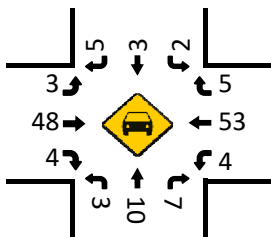
Cars (NOON)



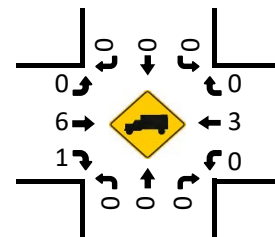
HT (NOON)



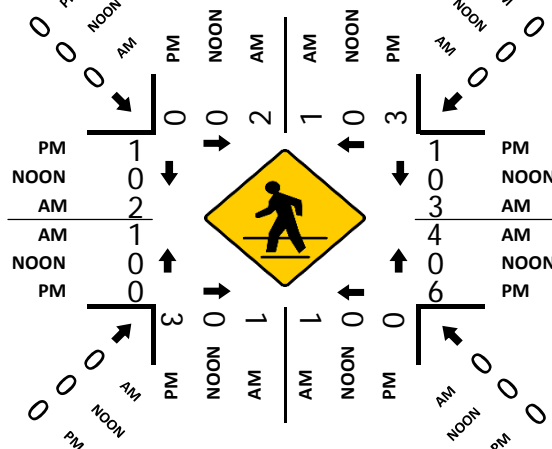
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)

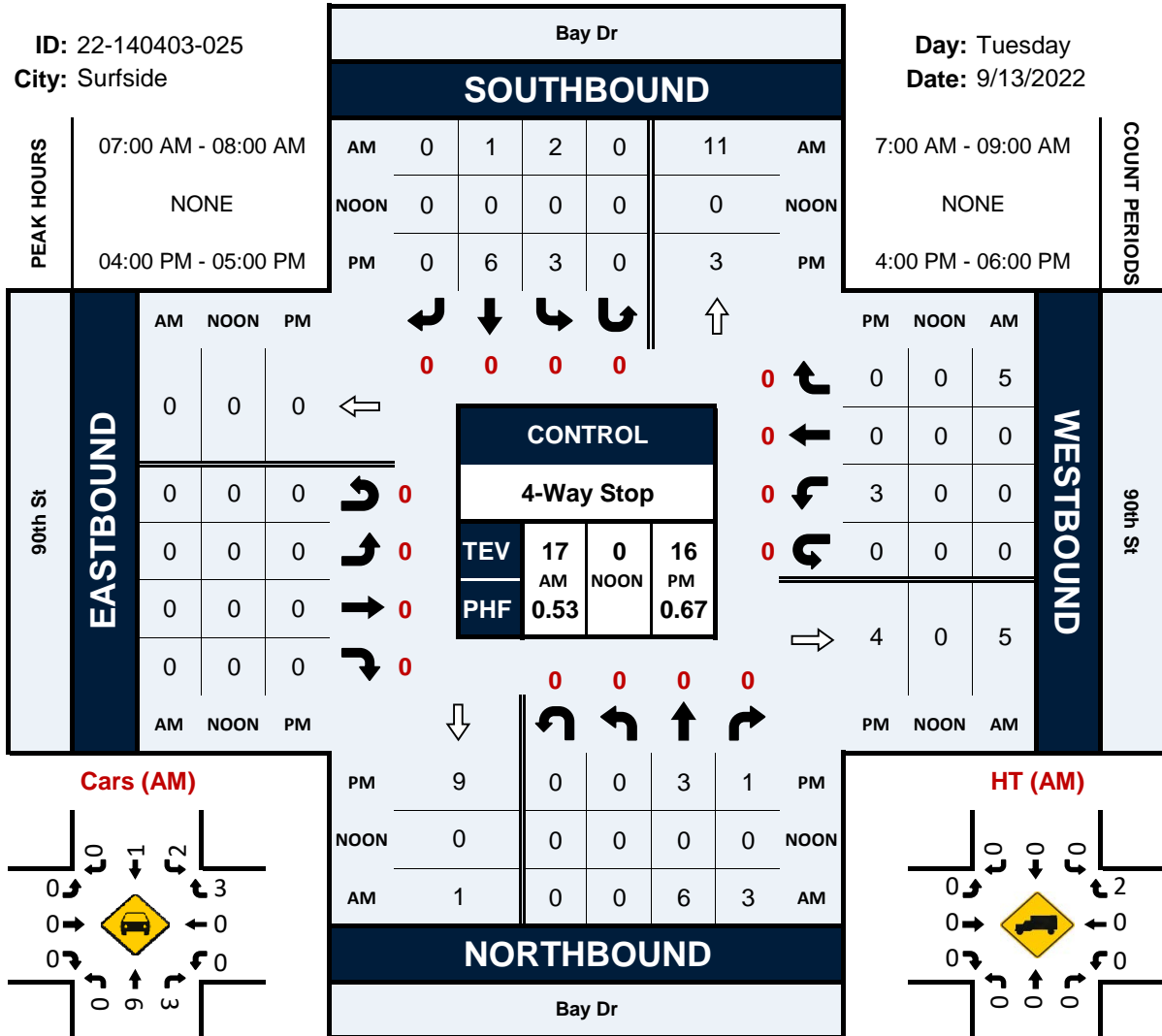


Bay Dr & 90th St

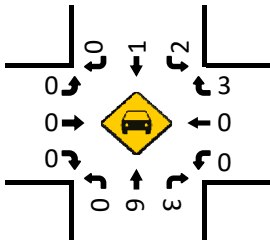
Peak Hour Turning Movement Count

ID: 22-140403-025
City: Surfside

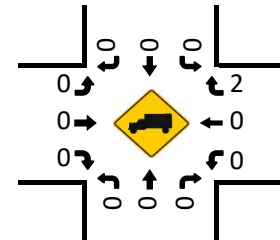
Day: Tuesday
Date: 9/13/2022



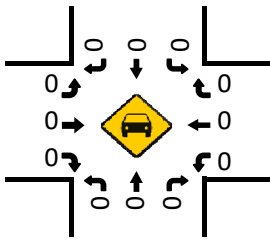
Cars (AM)



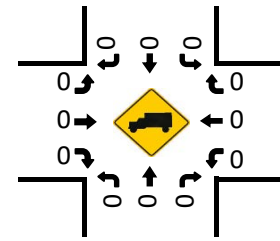
HT (AM)



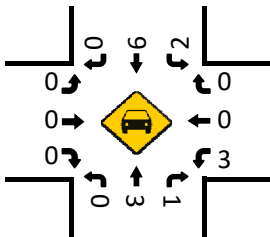
Cars (NOON)



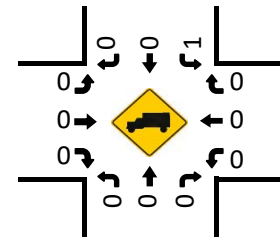
HT (NOON)



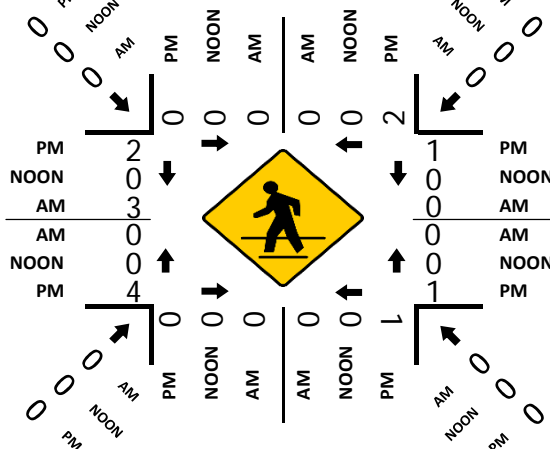
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)

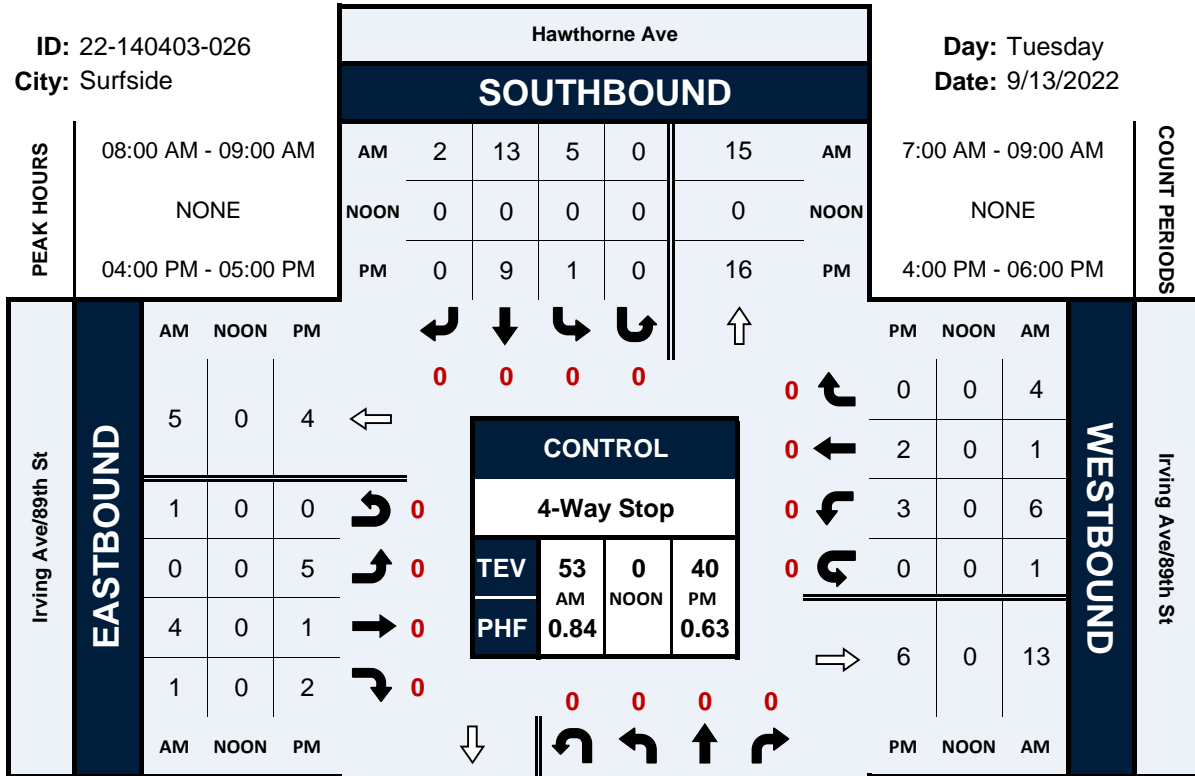


Hawthorne Ave & Irving Ave/89th St

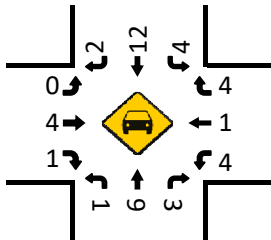
Peak Hour Turning Movement Count

ID: 22-140403-026
City: Surfside

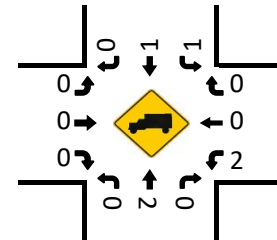
Day: Tuesday
Date: 9/13/2022



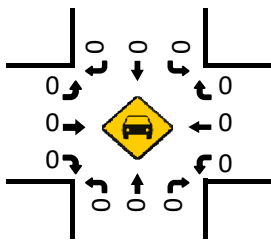
Cars (AM)



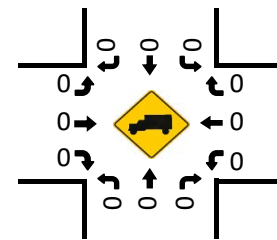
HT (AM)



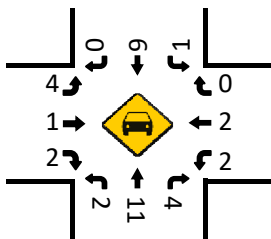
Cars (NOON)



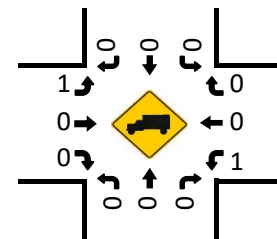
HT (NOON)



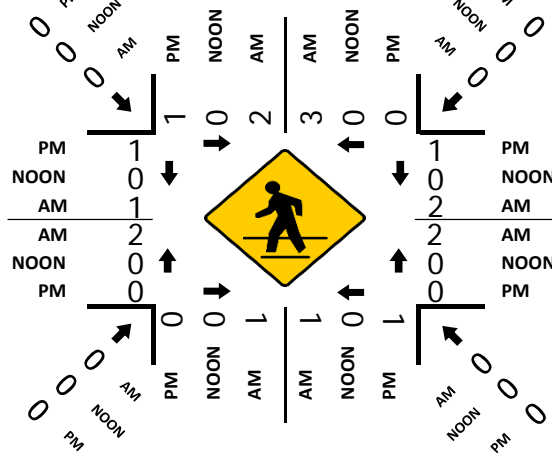
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)

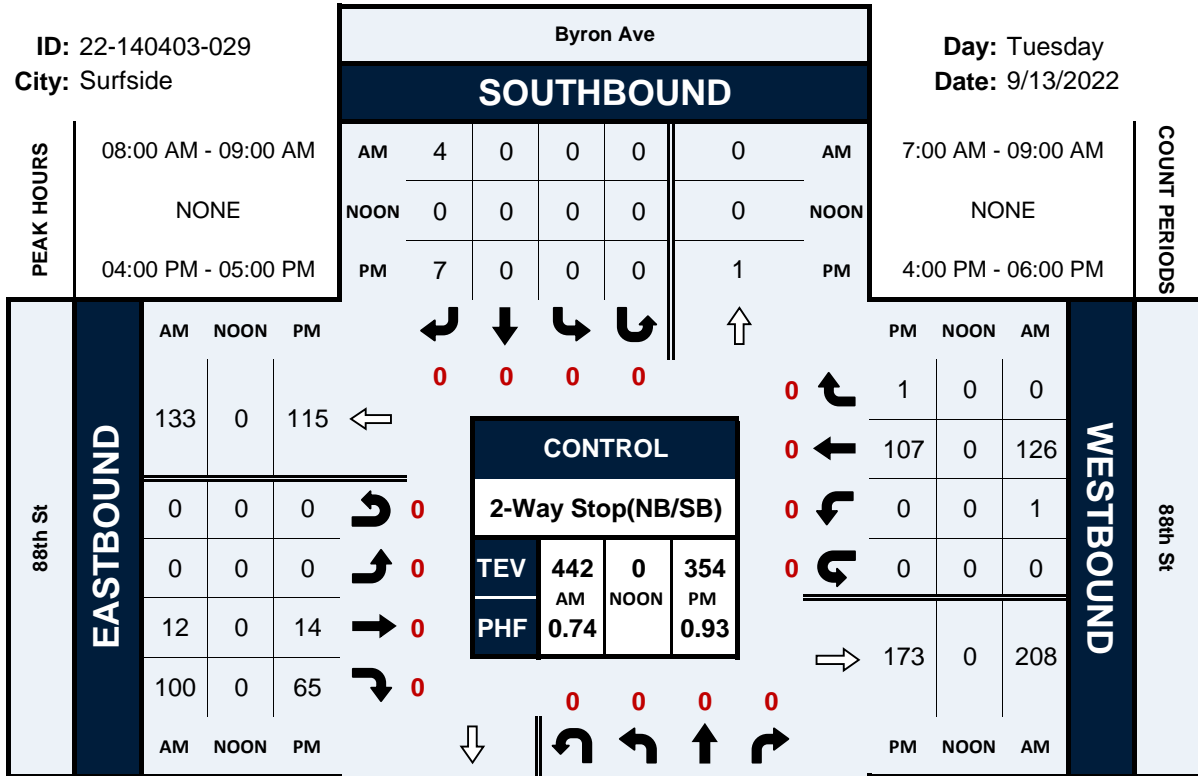


Byron Ave & 88th St

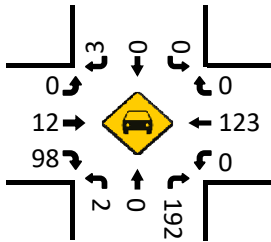
Peak Hour Turning Movement Count

ID: 22-140403-029
City: Surfside

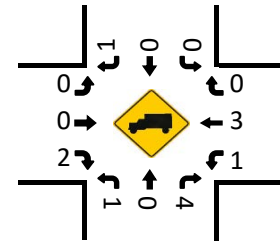
Day: Tuesday
Date: 9/13/2022



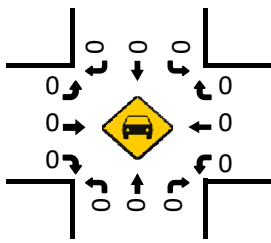
Cars (AM)



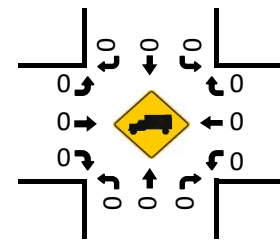
HT (AM)



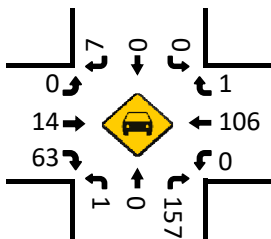
Cars (NOON)



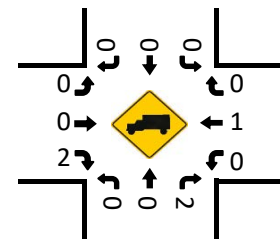
HT (NOON)



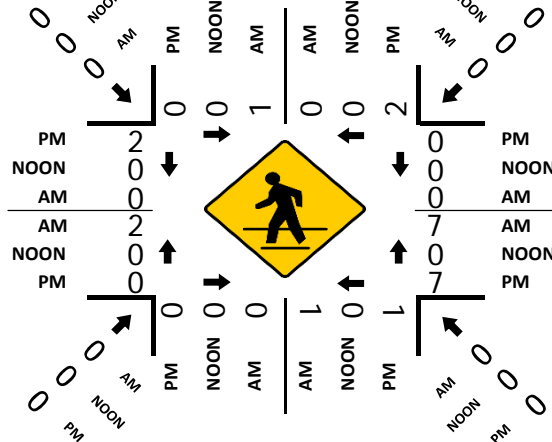
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)

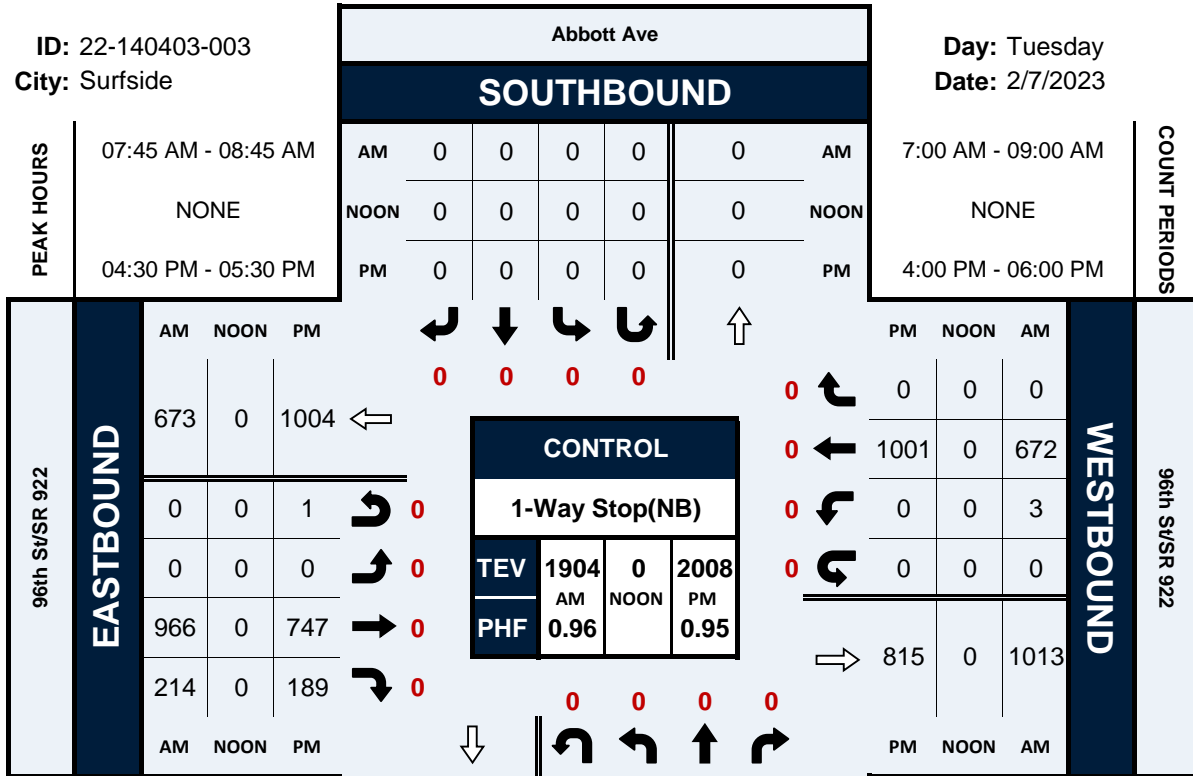


Abbott Ave & 96th St/SR 922

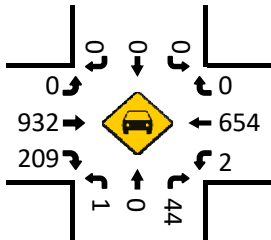
Peak Hour Turning Movement Count

ID: 22-140403-003
City: Surfside

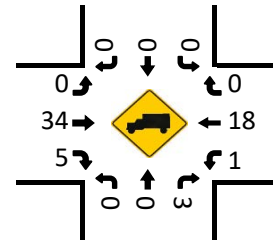
Day: Tuesday
Date: 2/7/2023



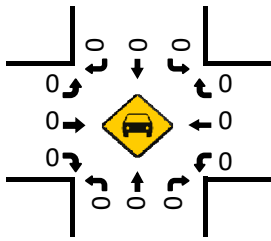
Cars (AM)



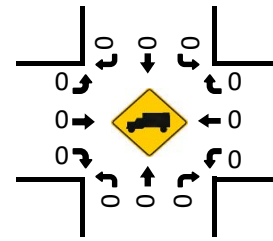
HT (AM)



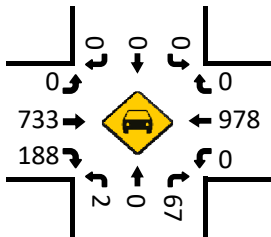
Cars (NOON)



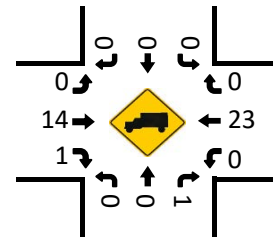
HT (NOON)



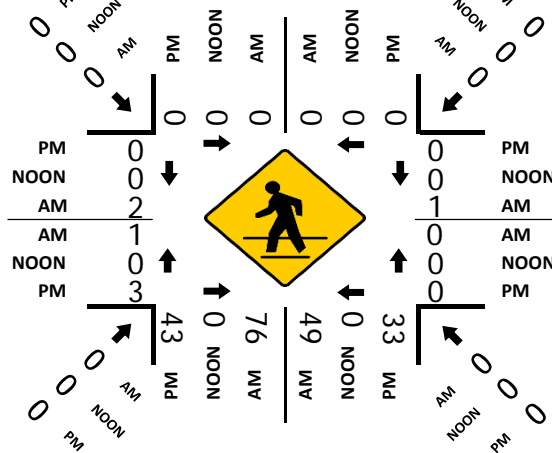
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)

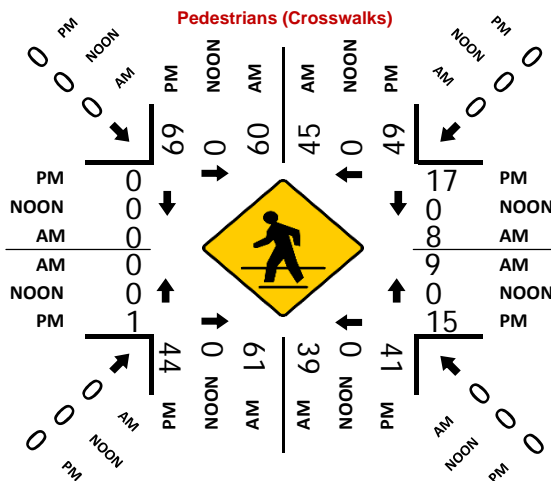
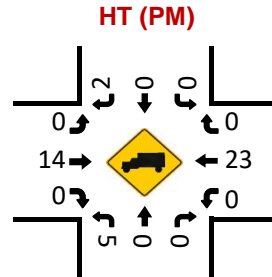
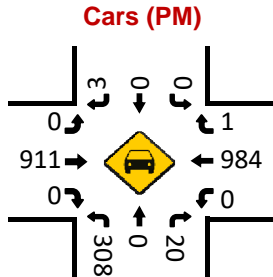
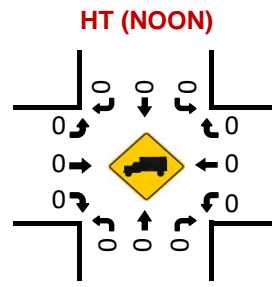
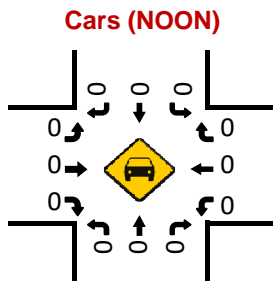
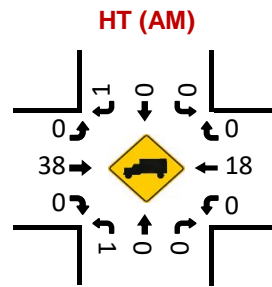
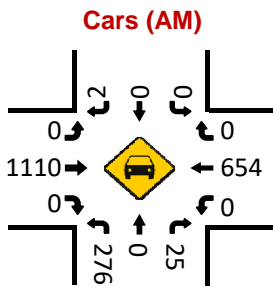
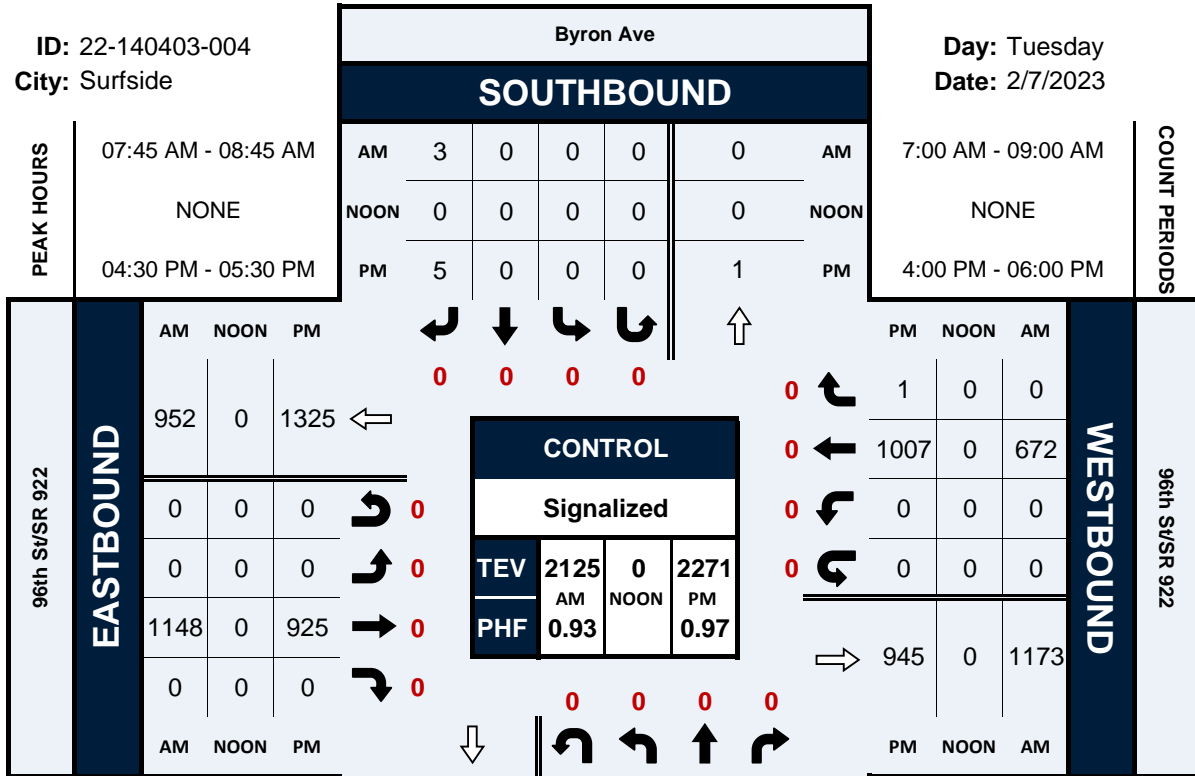


Byron Ave & 96th St/SR 922

Peak Hour Turning Movement Count

ID: 22-140403-004
City: Surfside

Day: Tuesday
Date: 2/7/2023





National Data & Surveying Services

Site Code: **21-140318-001**

Date: **12/02/2021**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 10:00**
10:00 - 14:00
14:00 - 19:00

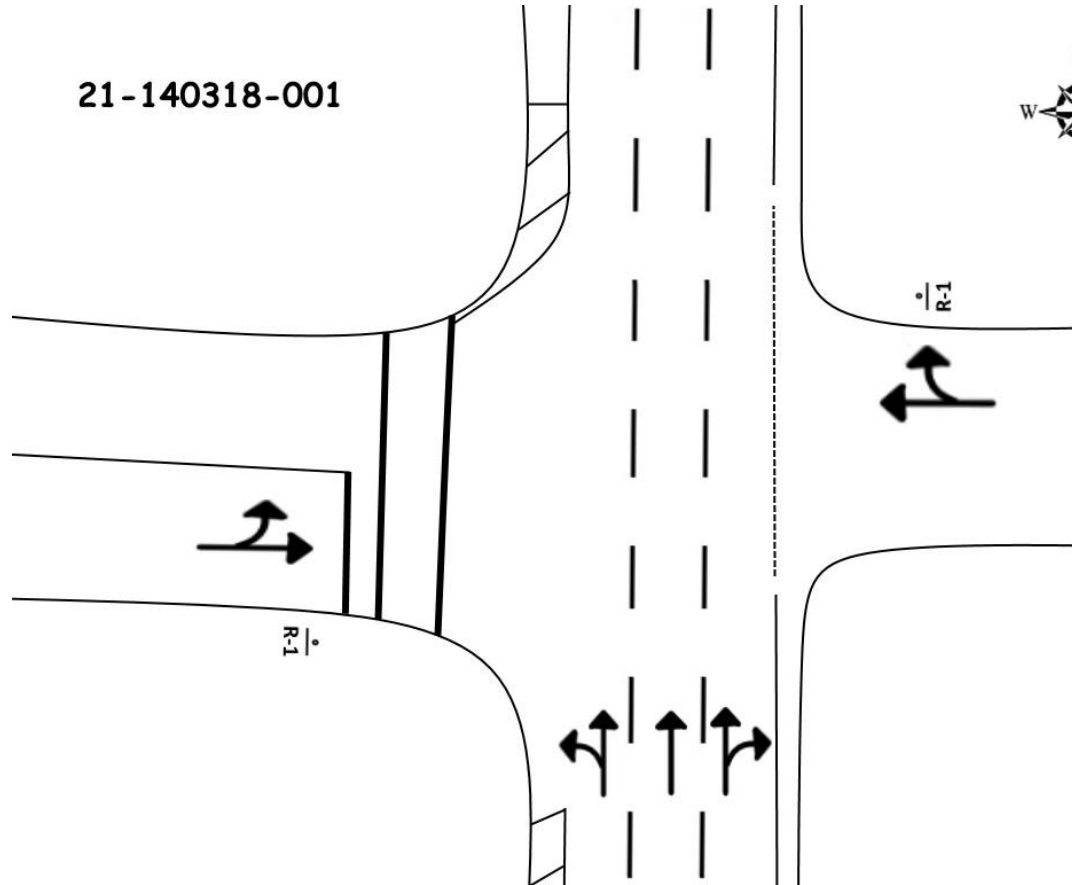
Control: **2-Way Stop(EB/WB)**



N/S Street: **SR A1A/Collins Ave**

Speed: **20 MPH**

21-140318-001



E/W Street: **91st St/Indian Creek Island Rd/The Surf Club Four Seasons Dwy**

Speed: **30 MPH**



National Data & Surveying Services

Site Code: **22-140403-001**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

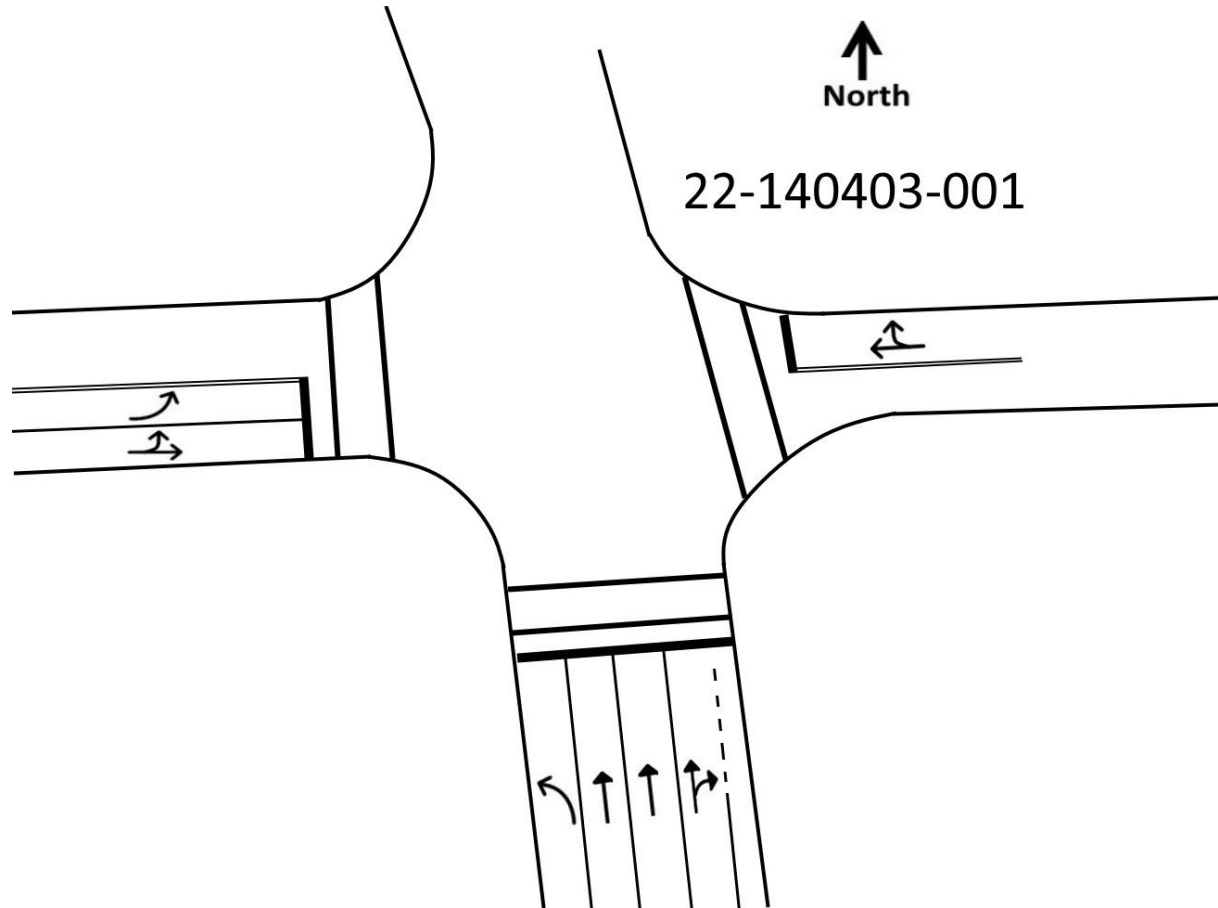
SIGNAL TIMING

PHASES	1	2	3
NL/NT	01:11	01:26	01:25
ET/WT	01:05	01:05	01:05



N/S Street: **Collins Ave/SR A1A**

Speed: **30 MPH**



E/W Street: **96th St/SR 922**

Speed: **30 MPH**



National Data & Surveying Services

Site Code: **22-140403-002**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

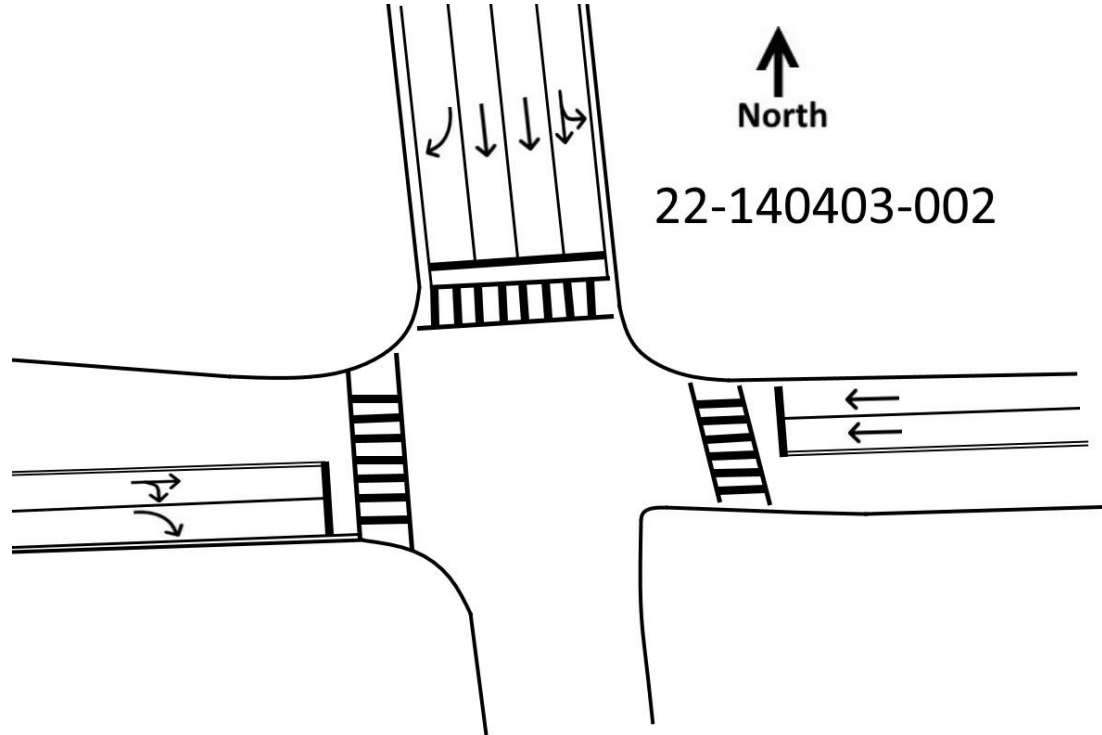
SIGNAL TIMING

PHASES	1	2	3
SL/ST	01:24	01:26	01:25
ET/WT	01:05	01:04	01:06



N/S Street: **Harding Ave/SR A1A**

Speed: **30 MPH**



E/W Street: **96th St/SR 922**

Speed: **30 MPH**



National Data & Surveying Services

Site Code: **22-140403-003**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

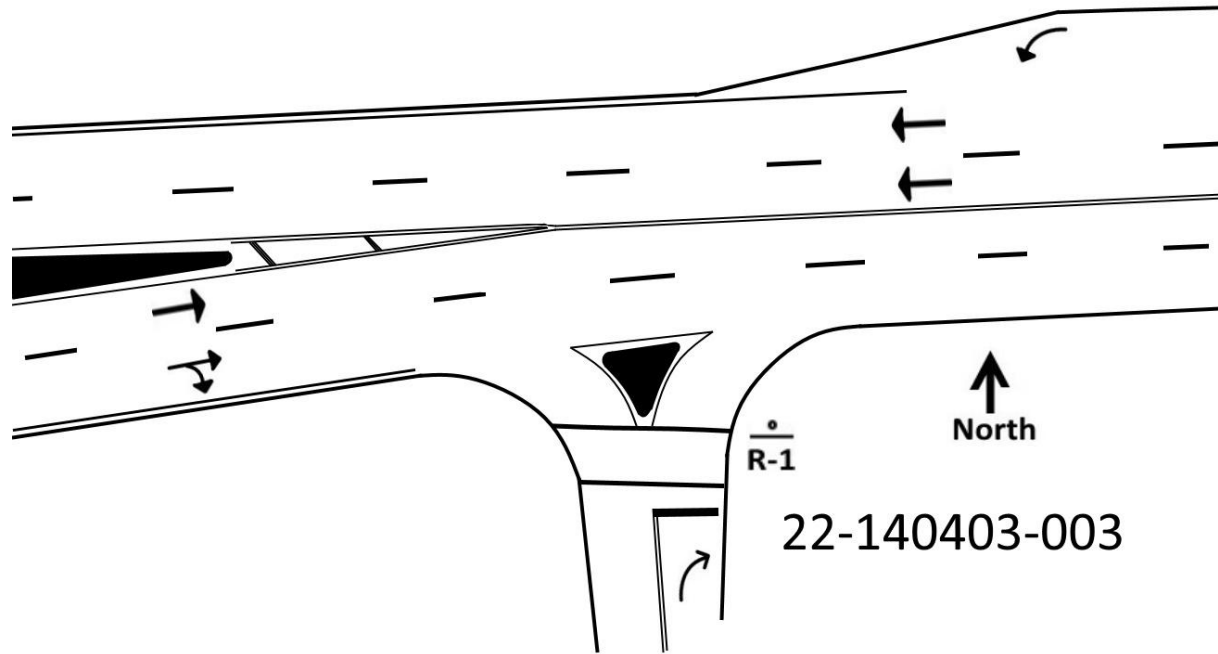
16:00 - 18:00

Control: **1-Way Stop(NB)**



N/S Street: **Abbott Ave**

Speed: **20 MPH**



E/W Street: **96th St/SR 922**

Speed: **30 MPH**



National Data & Surveying Services

Site Code: **22-140403-004**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

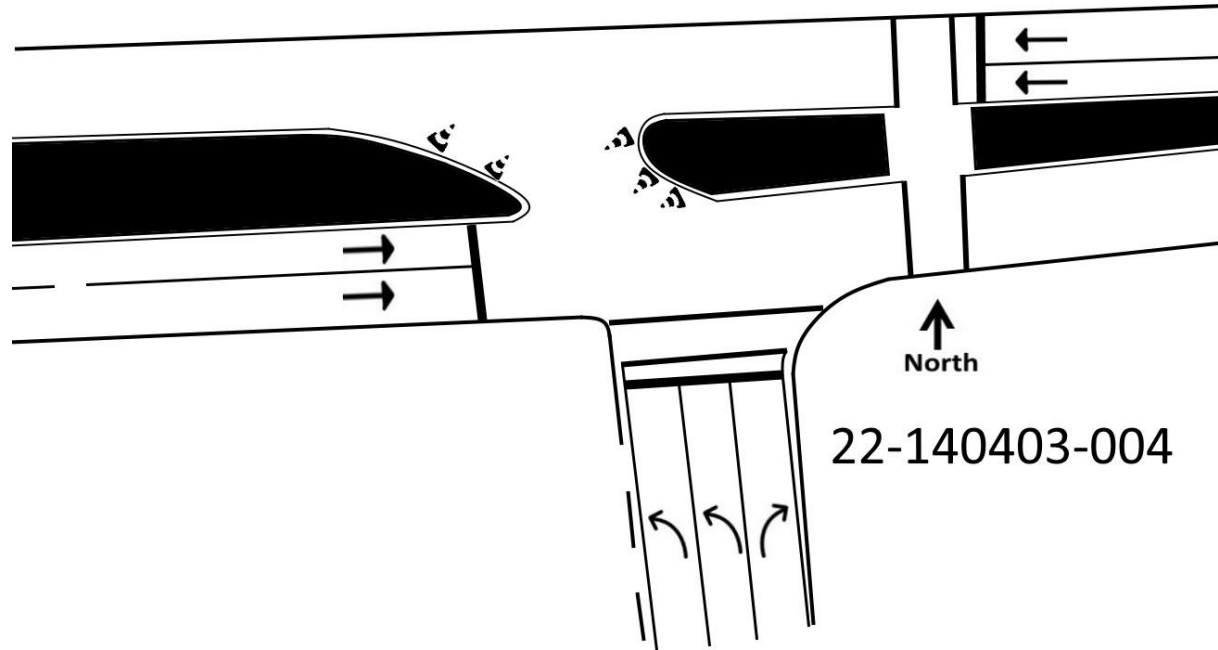
SIGNAL TIMING

PHASES	1	2	3
NL	00:20	00:34	01:02
ET/WT	02:07	01:56	01:28



N/S Street: **Byron Ave**

Speed: **20 MPH**



E/W Street: **96th St/SR 922**

Speed: **30 MPH**



National Data & Surveying Services

Site Code: 22-140403-005

Date: 09/13/2022

Weather: Sunny

City: Surfside

County: Miami-Dade

Count Times: 07:00 - 09:00

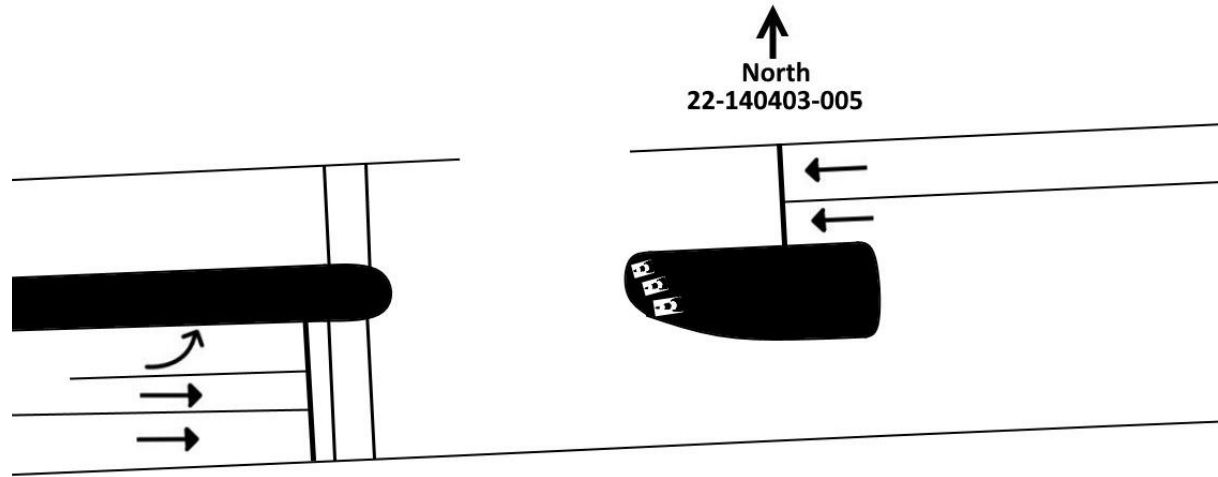
16:00 - 18:00

Control: Signalized



N/S Street: 500 Blk

Speed: N/A



E/W Street: 96th St/SR 922

Speed: 30 MPH



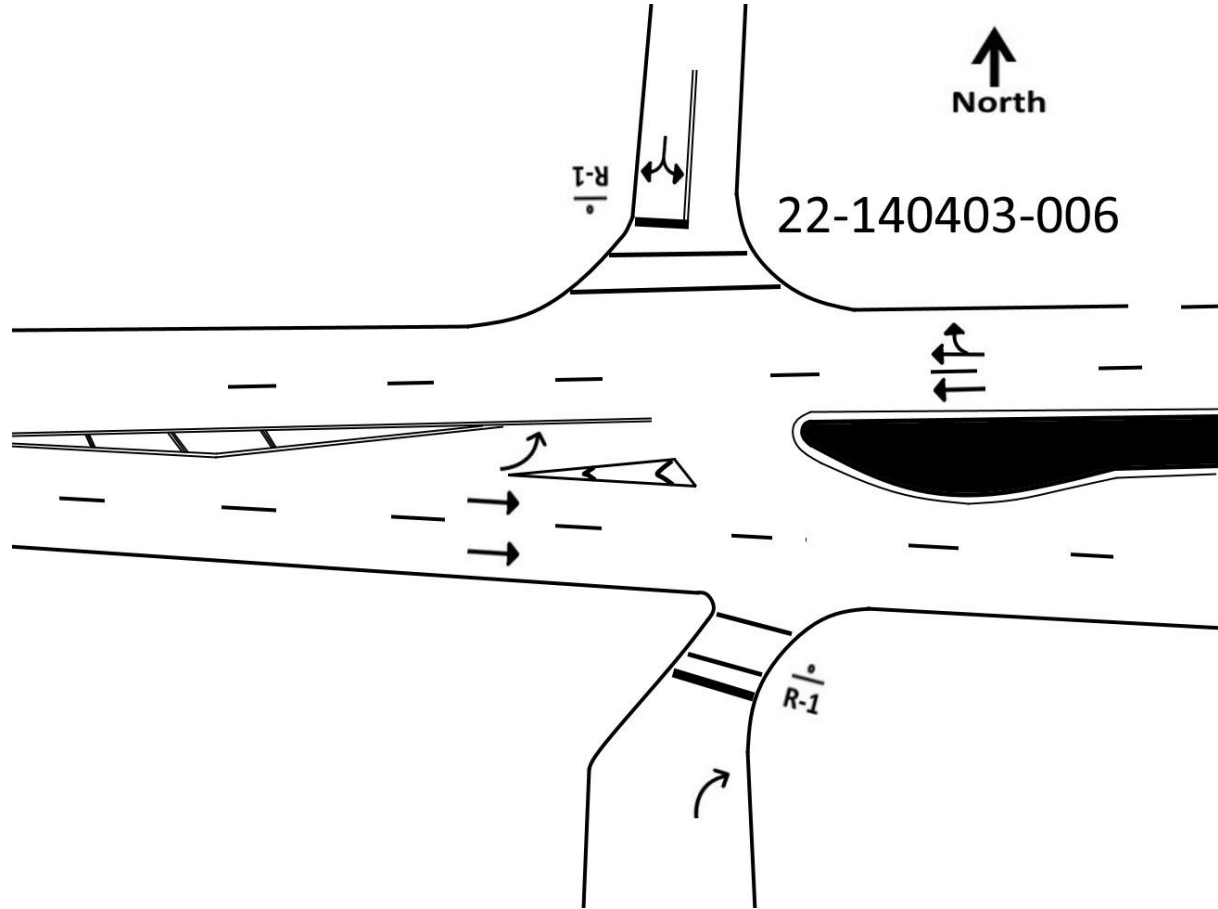
National Data & Surveying Services

Site Code: **22-140403-006**
 Date: **09/13/2022**
 Weather: **Sunny**
 City: **Surfside**
 County: **Miami-Dade**
 Count Times: **07:00 - 09:00**
16:00 - 18:00
 Control: **2-Way Stop(NB/SB)**



N/S Street: **Bay Dr**

Speed: **20 MPH**



E/W Street: **96th St/SR 922**

Speed: **30 MPH**



National Data & Surveying Services

Site Code: **22-140403-007**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

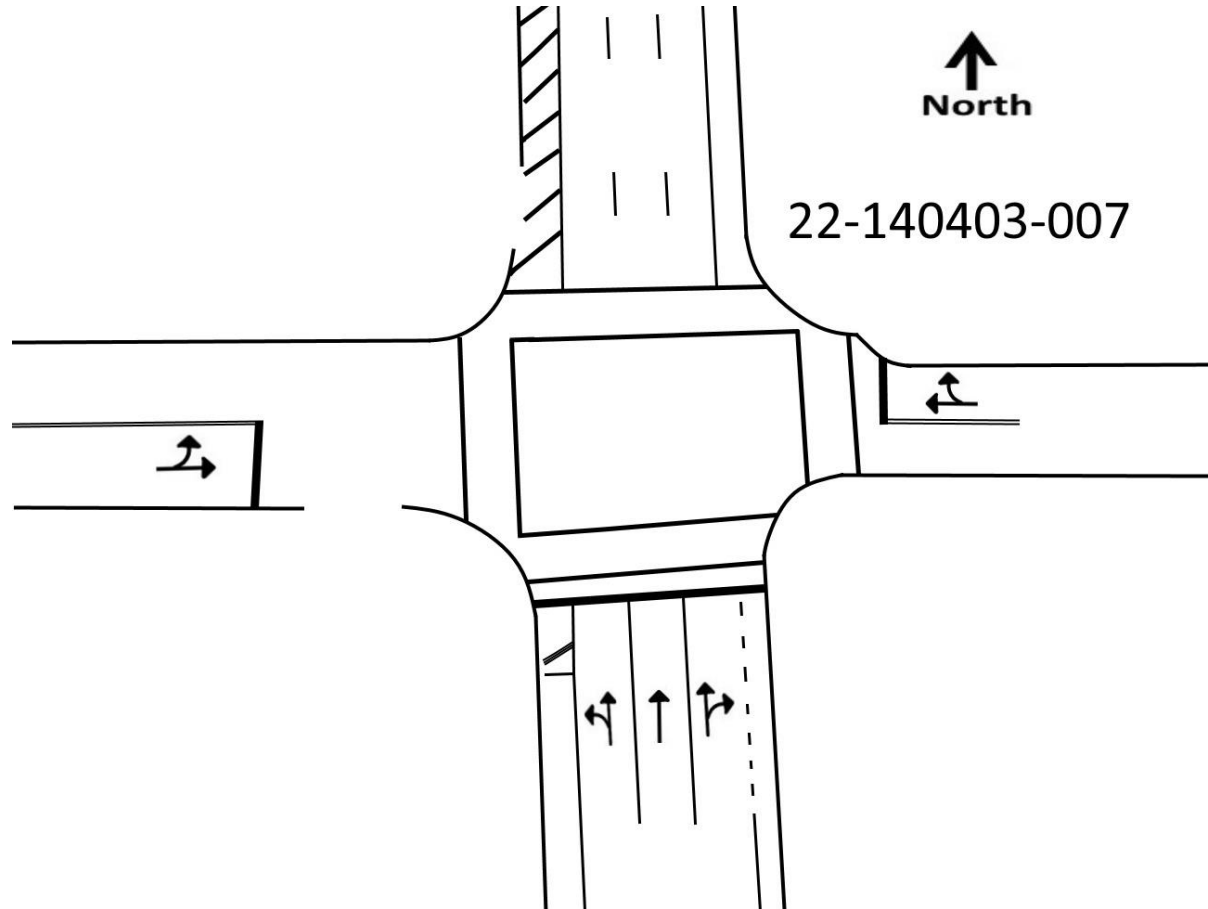
SIGNAL TIMING

PHASES	1	2	3
NL/NT	02:02	02:05	02:06
ET/WT	00:27	00:25	00:26



N/S Street: **SR A1A/Collins Ave**

Speed: **30 MPH**



E/W Street: **95th St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-008**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

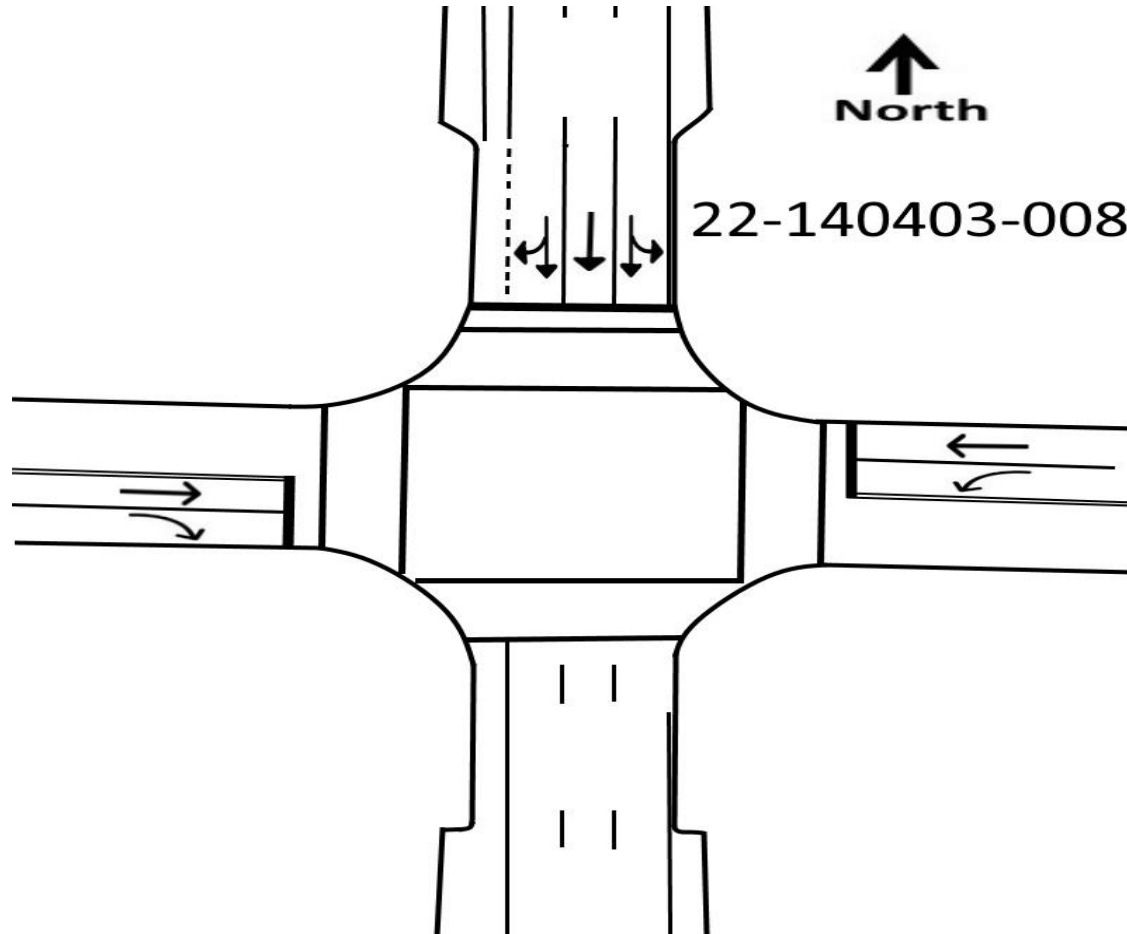
SIGNAL TIMING

PHASES	1	2	3
SL/ST	02:06	02:08	02:06
ET/WT	00:24	00:22	00:24



N/S Street: **Harding Ave**

Speed: **30 MPH**



E/W Street: **95th St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-009**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

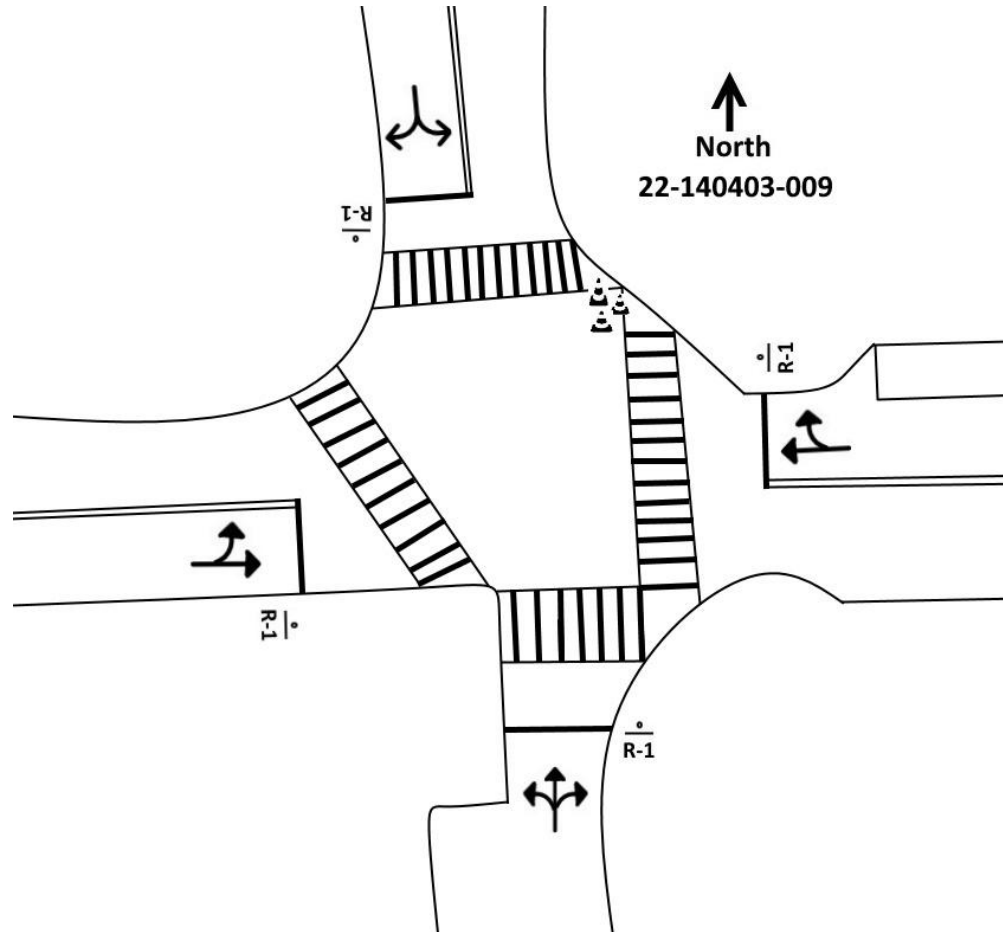
16:00 - 18:00

Control: **4-Way Stop**



N/S Street: **Abbott Ave**

Speed: **20 MPH**



E/W Street: **95th St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-010**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

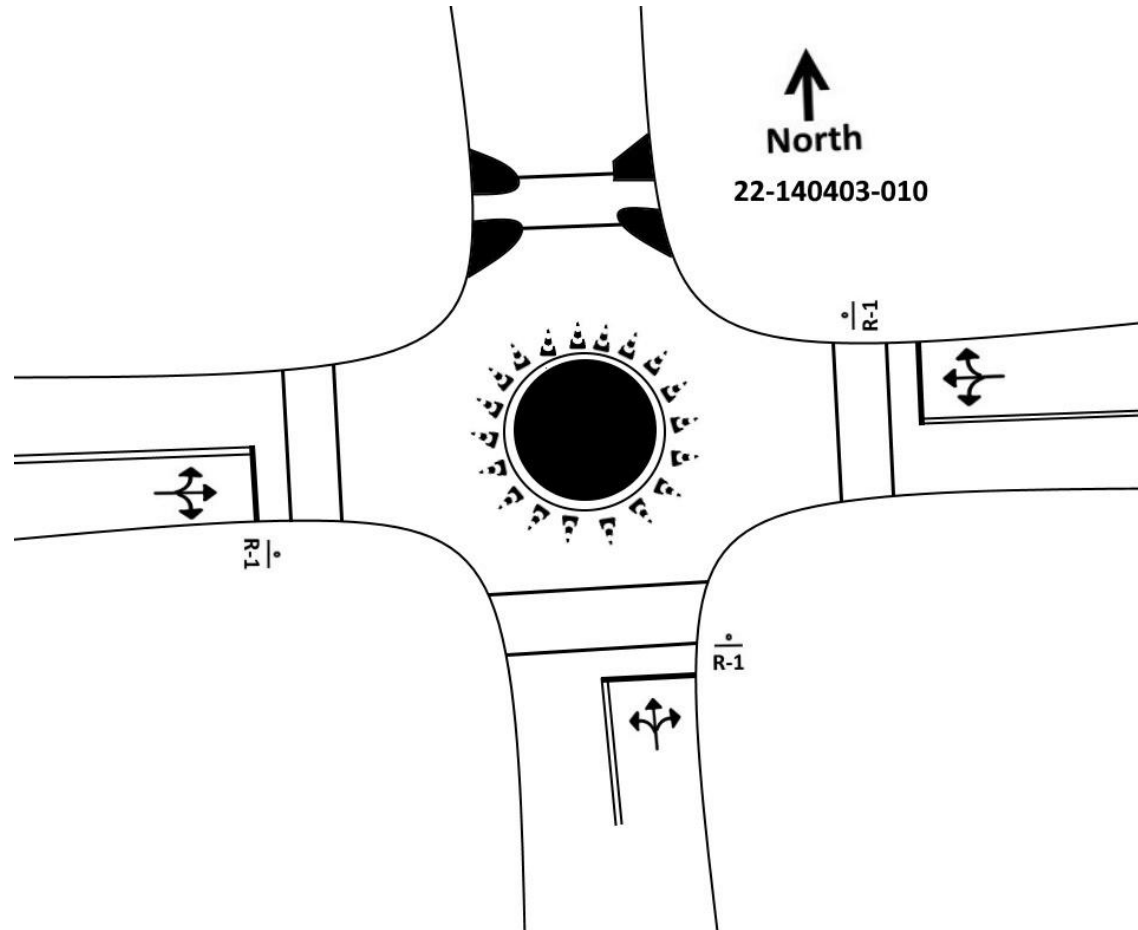
16:00 - 18:00

Control: **3-Way Stop(NB/EB/WB)**



N/S Street: **Byron Ave**

Speed: **20 MPH**



E/W Street: **95th St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-011**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

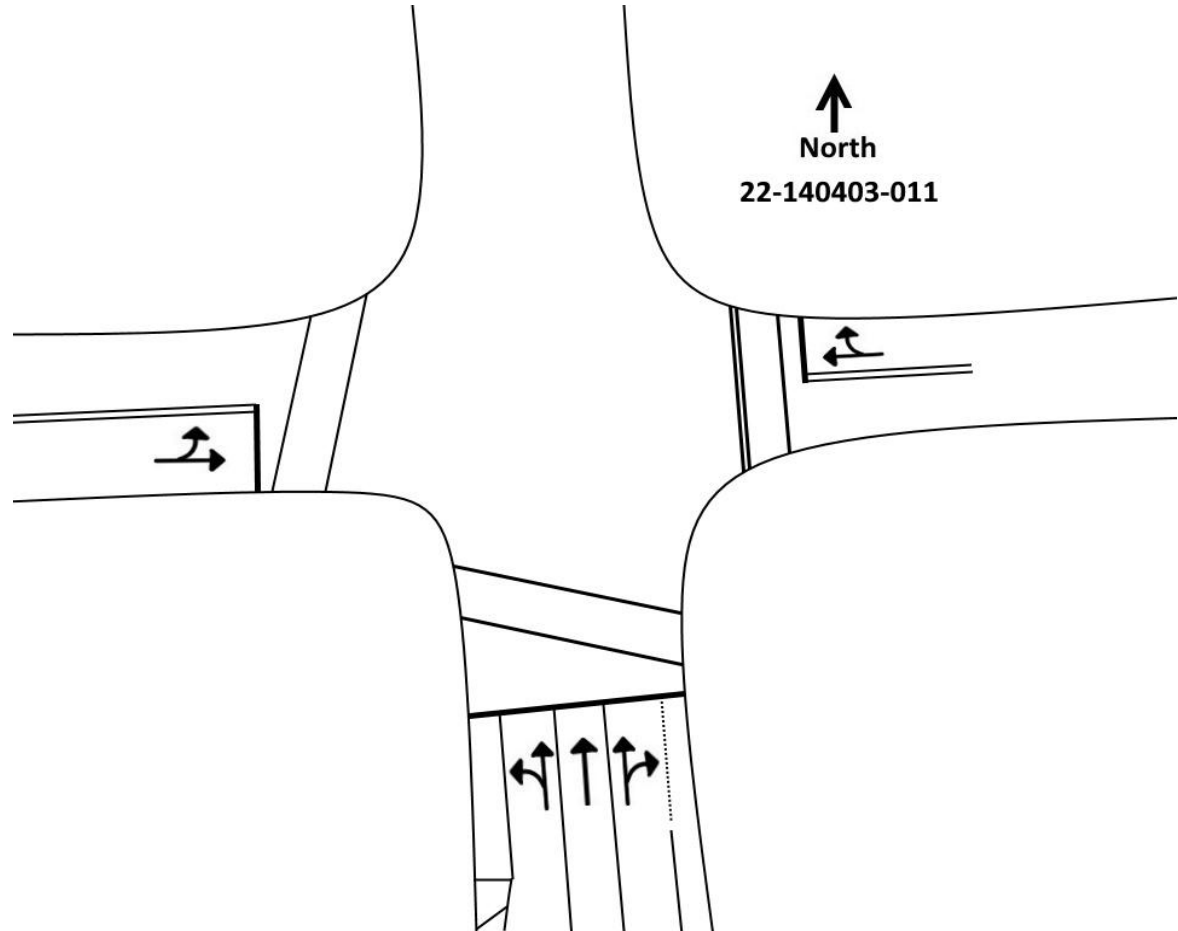
SIGNAL TIMING

PHASES	1	2	3
NL/NT	02:03	02:08	02:08
ET/WT	00:23	00:22	00:23



N/S Street: **Collins Ave/SR A1A**

Speed: **30 MPH**



E/W Street: **94th St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-012**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

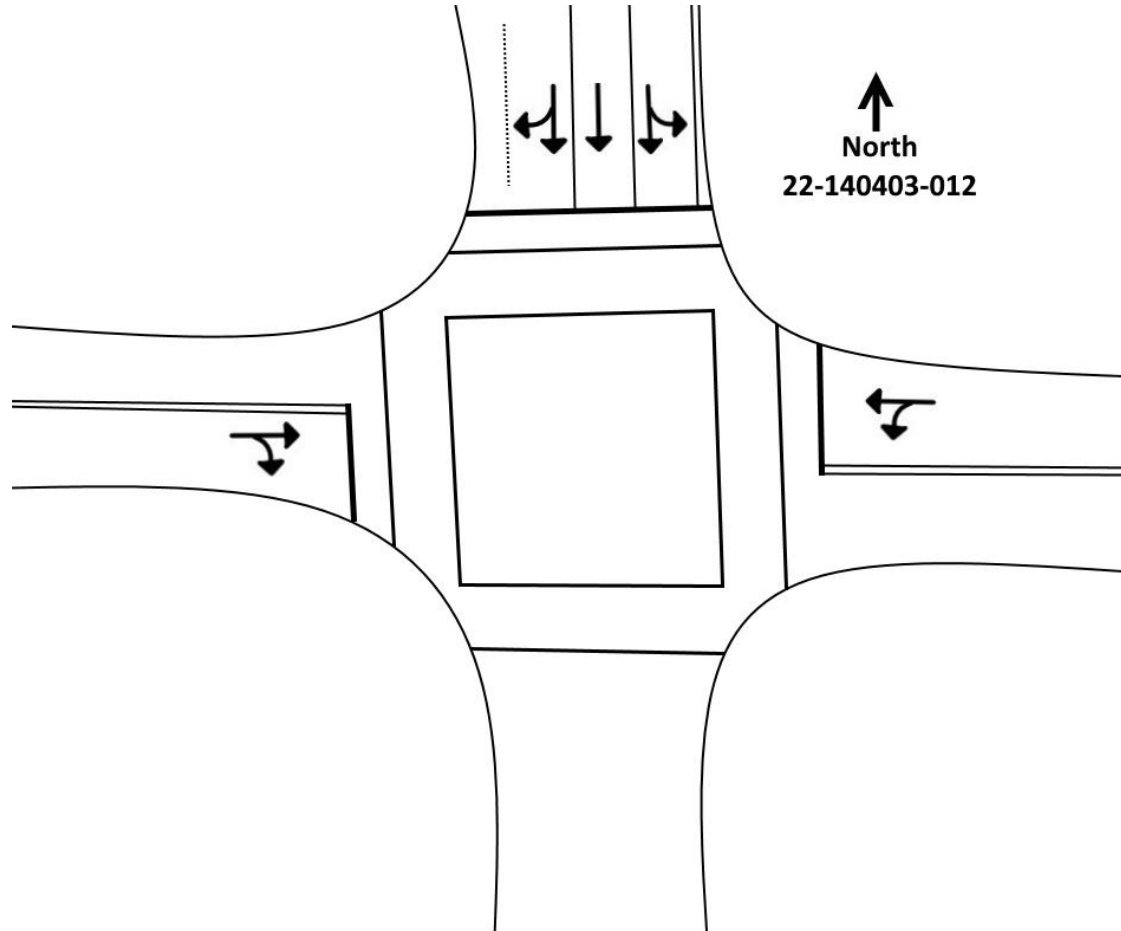
SIGNAL TIMING

PHASES	1	2	3
SL/ST	02:06	02:04	02:04
ET/WT	00:27	00:25	00:25



N/S Street: **Harding Ave/SR A1A**

Speed: **30 MPH**



North
22-140403-012

E/W Street: **94th St**

Speed: **20 MPH**



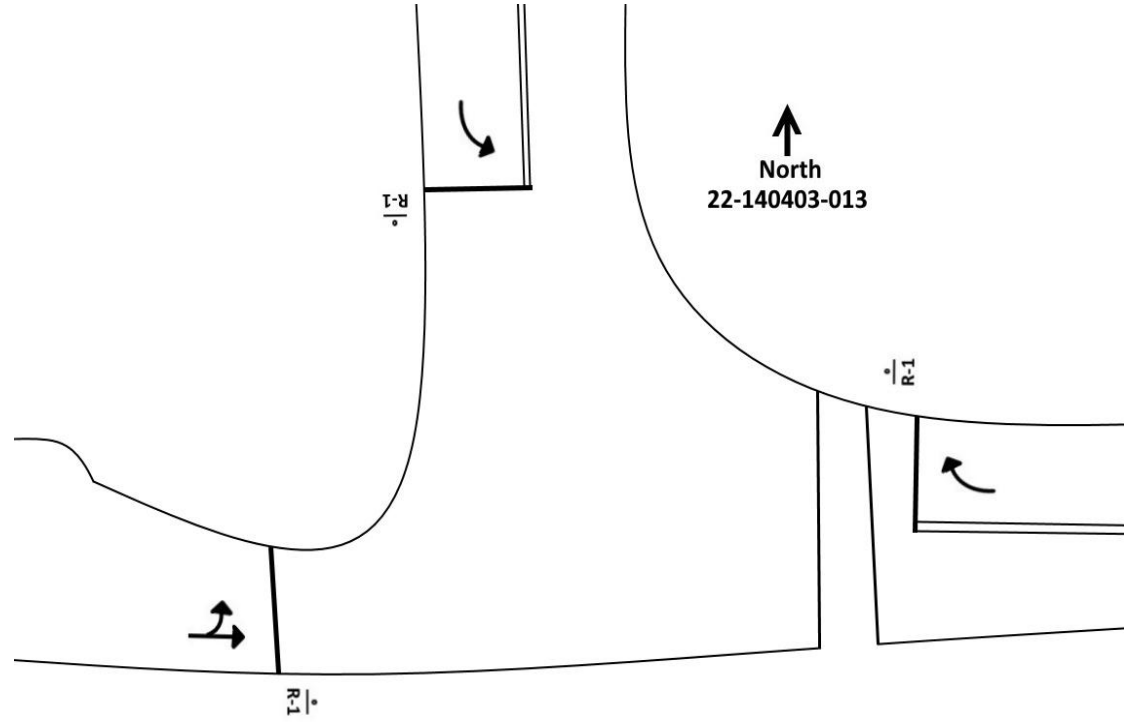
National Data & Surveying Services

Site Code: **22-140403-013**
Date: **09/13/2022**
Weather: **Sunny**
City: **Surfside**
County: **Miami-Dade**
Count Times: **07:00 - 09:00**
16:00 - 18:00
Control: **3-Way Stop(SB/EB/WB)**



N/S Street: **Abbott Ave**

Speed: **20 MPH**



E/W Street: **94th St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-014**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

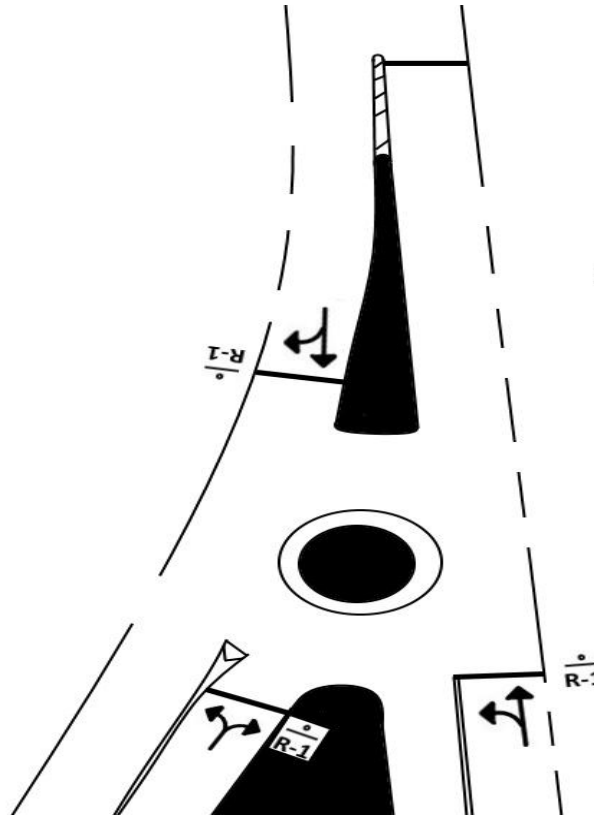
16:00 - 18:00

Control: **3-Way Stop(NB/SB/WB)**



N/S Street: **Bay Dr**

Speed: **20 MPH**



North
22-140403-014

E/W Street: **Dickens Ave**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-015**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

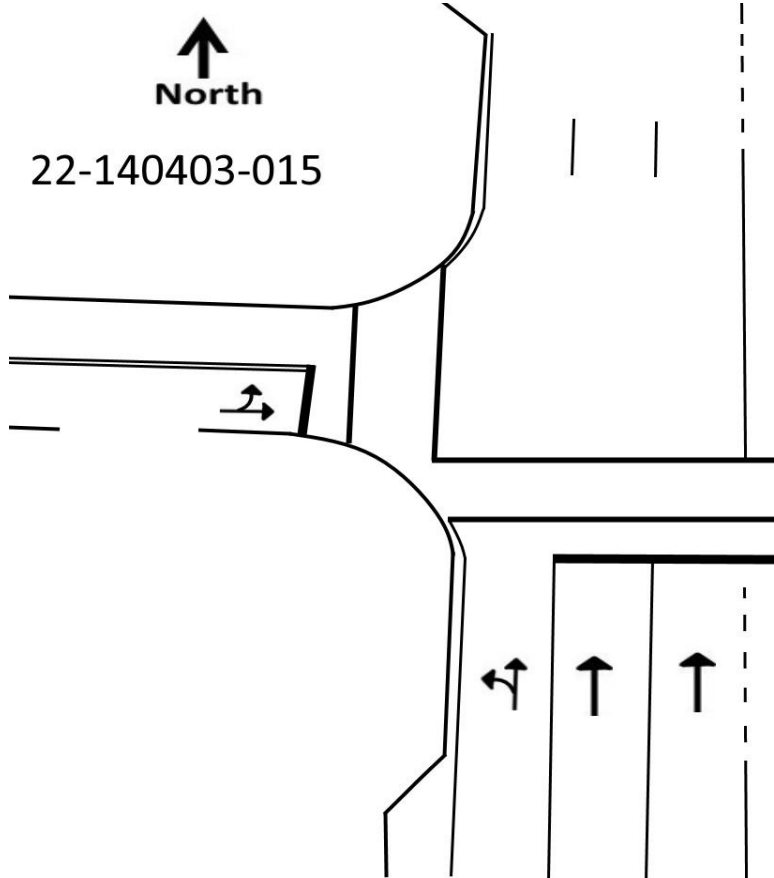
SIGNAL TIMING

PHASES	1	2	3
NL/NT	01:00	00:56	00:43
EL	00:19	00:32	00:32



N/S Street: **SR A1A/Collins Ave**

Speed: **30 MPH**



E/W Street: **93rd St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-016**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

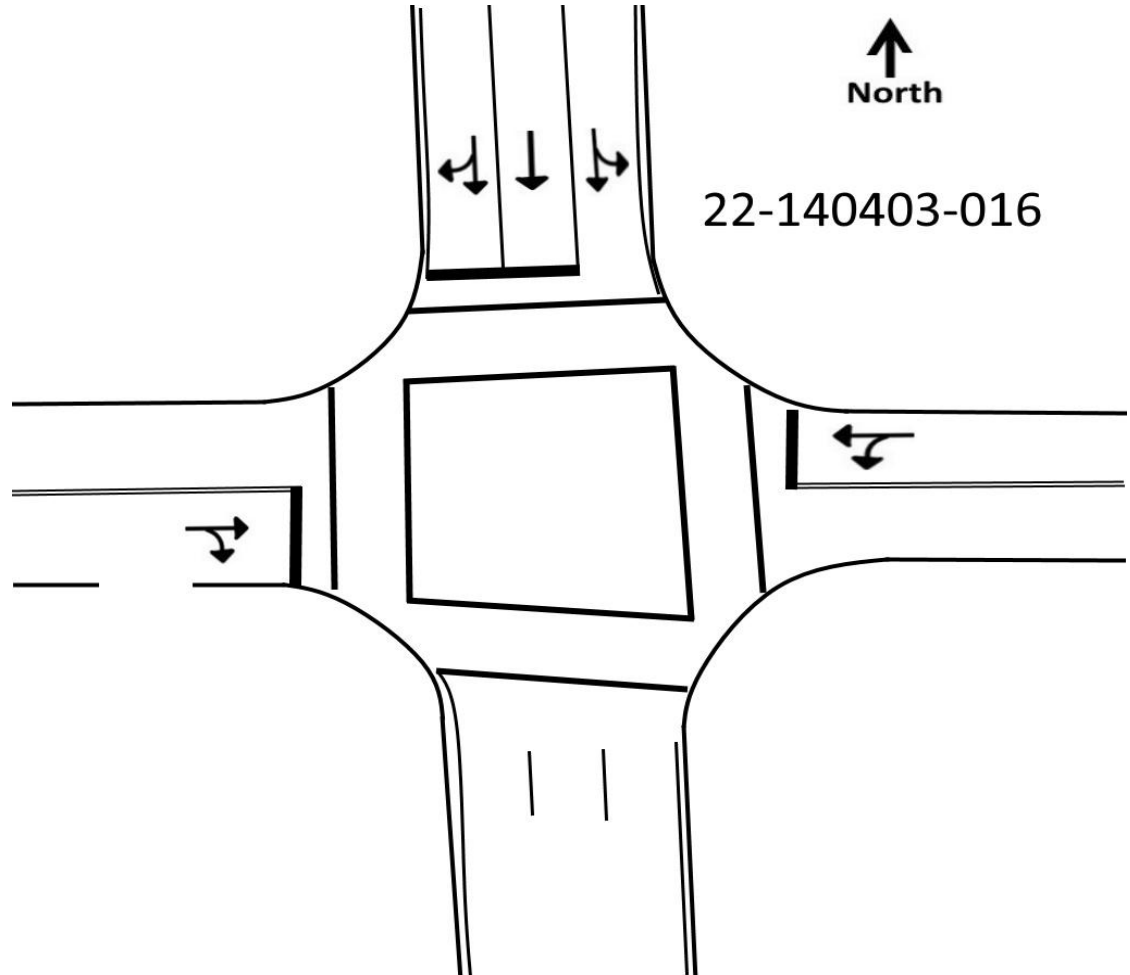
SIGNAL TIMING

PHASES	1	2	3
SL/ST	00:46	00:49	00:47
ET/WT	00:27	00:28	00:28



N/S Street: **SR A1A/Harding Ave**

Speed: **30 MPH**



E/W Street: **93rd St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-017**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

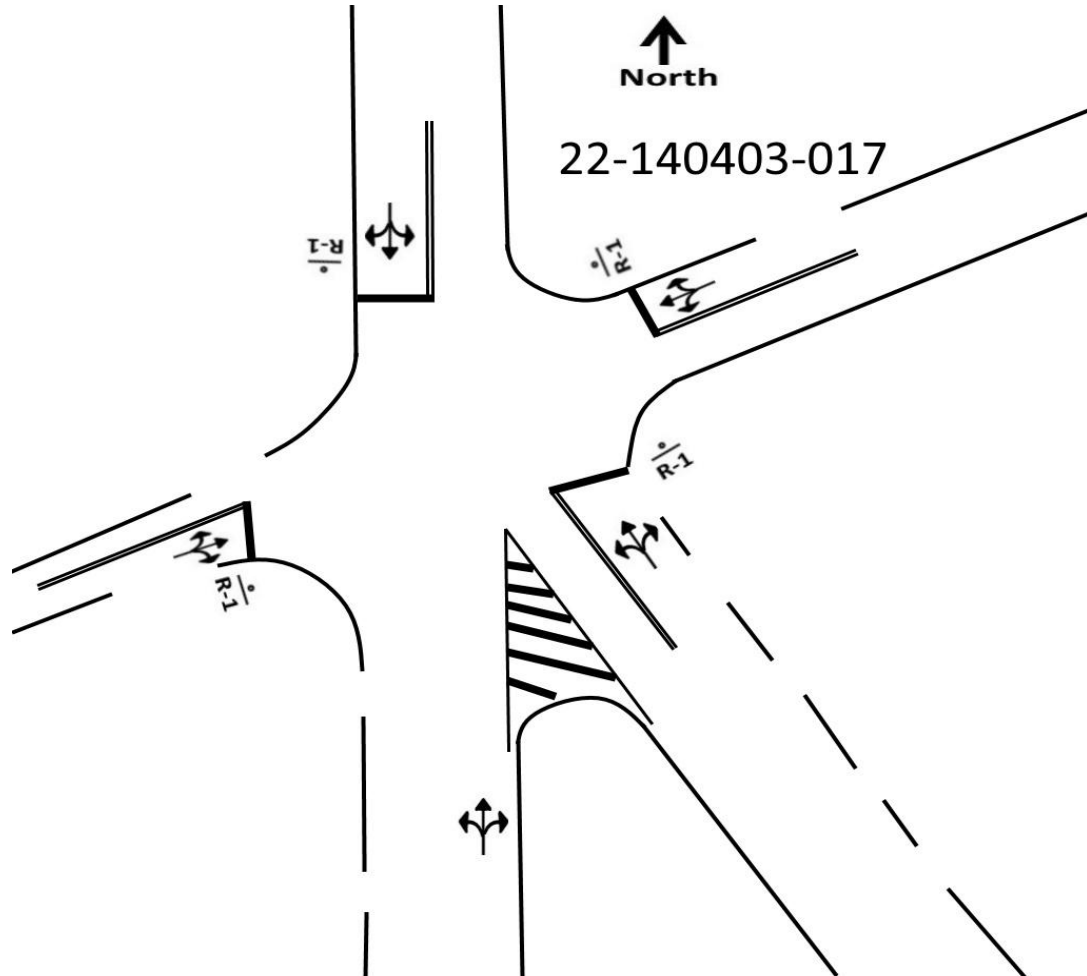
16:00 - 18:00

Control: **3-Way Stop(SB/EB/WB)**



N/S Street: **Bay Dr/Emerson Ave**

Speed: **20 MPH**



E/W Street: **93rd St**

Speed: **20 MPH**



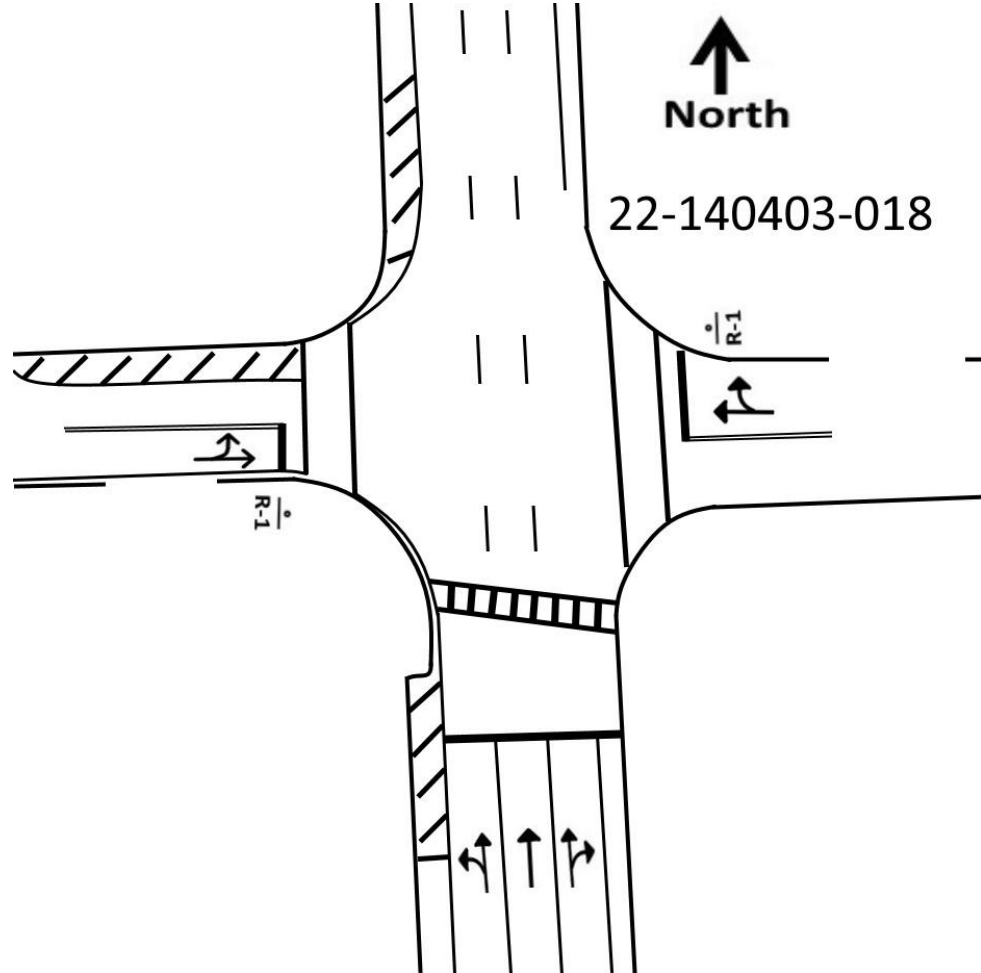
National Data & Surveying Services

Site Code: **22-140403-018**
Date: **09/13/2022**
Weather: **Sunny**
City: **Surfside**
County: **Miami-Dade**
Count Times: **07:00 - 09:00**
16:00 - 18:00
Control: **2-Way Stop(EB/WB)**



N/S Street: **SR A1A/Collins Ave**

Speed: **30 MPH**



E/W Street: **92nd St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-019**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

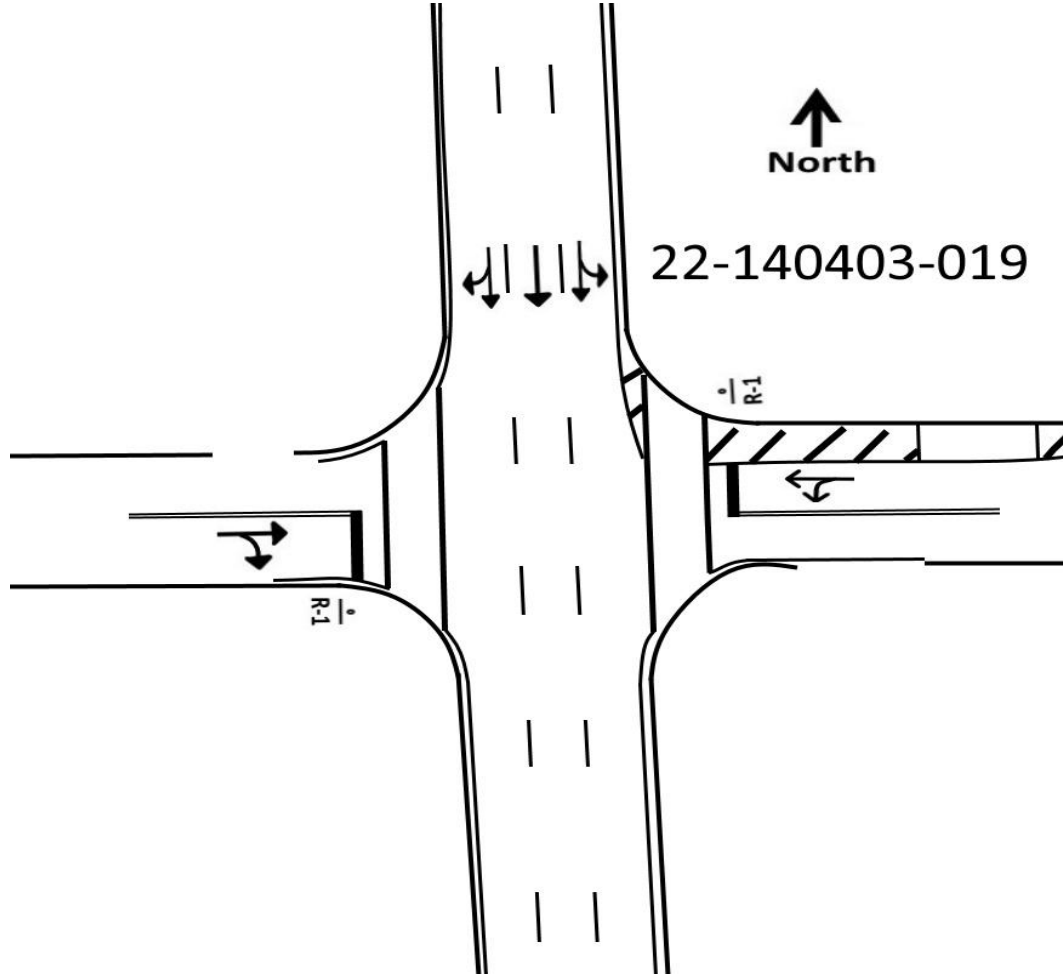
16:00 - 18:00

Control: **2-Way Stop(EB/WB)**



N/S Street: **SR A1A/Harding Ave**

Speed: **30 MPH**



E/W Street: **92nd St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-020**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

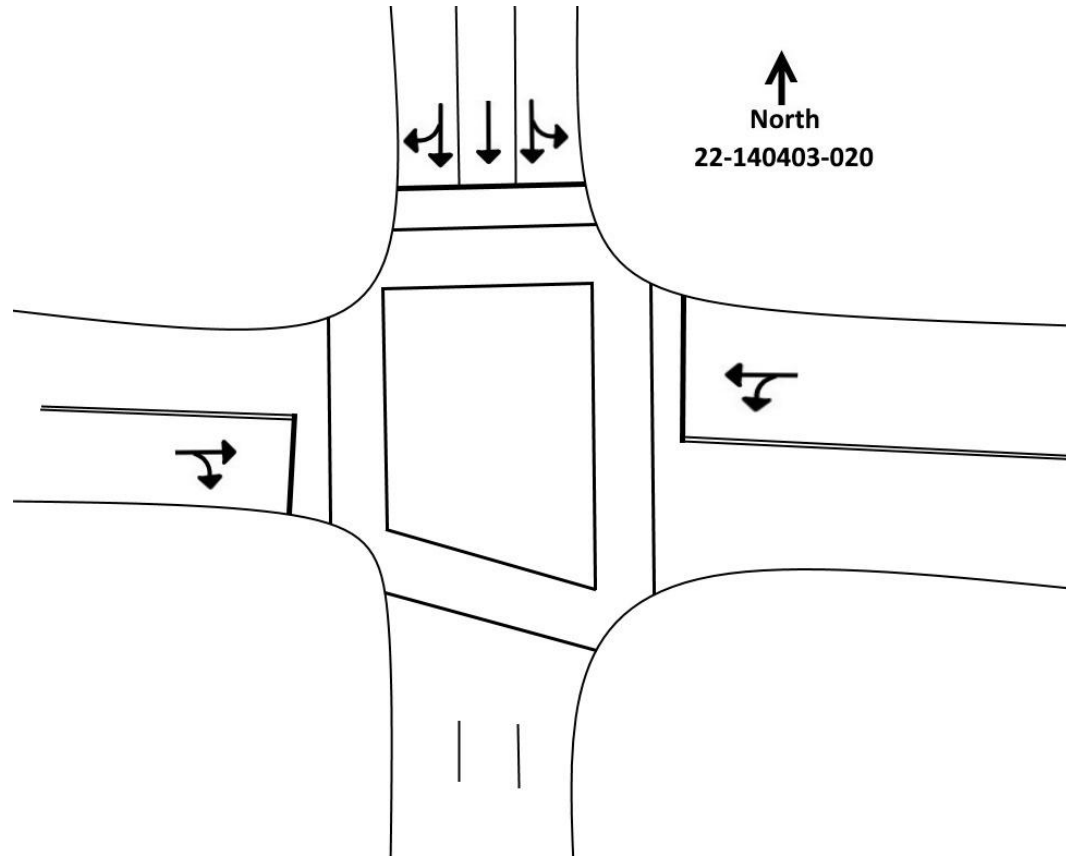
SIGNAL TIMING

PHASES	1	2	3
SL/ST	00:51	00:45	00:52
ET/WT	00:28	00:24	00:29



N/S Street: **SR A1A/Harding Ave**

Speed: **30 MPH**



E/W Street: **91st St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-021**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

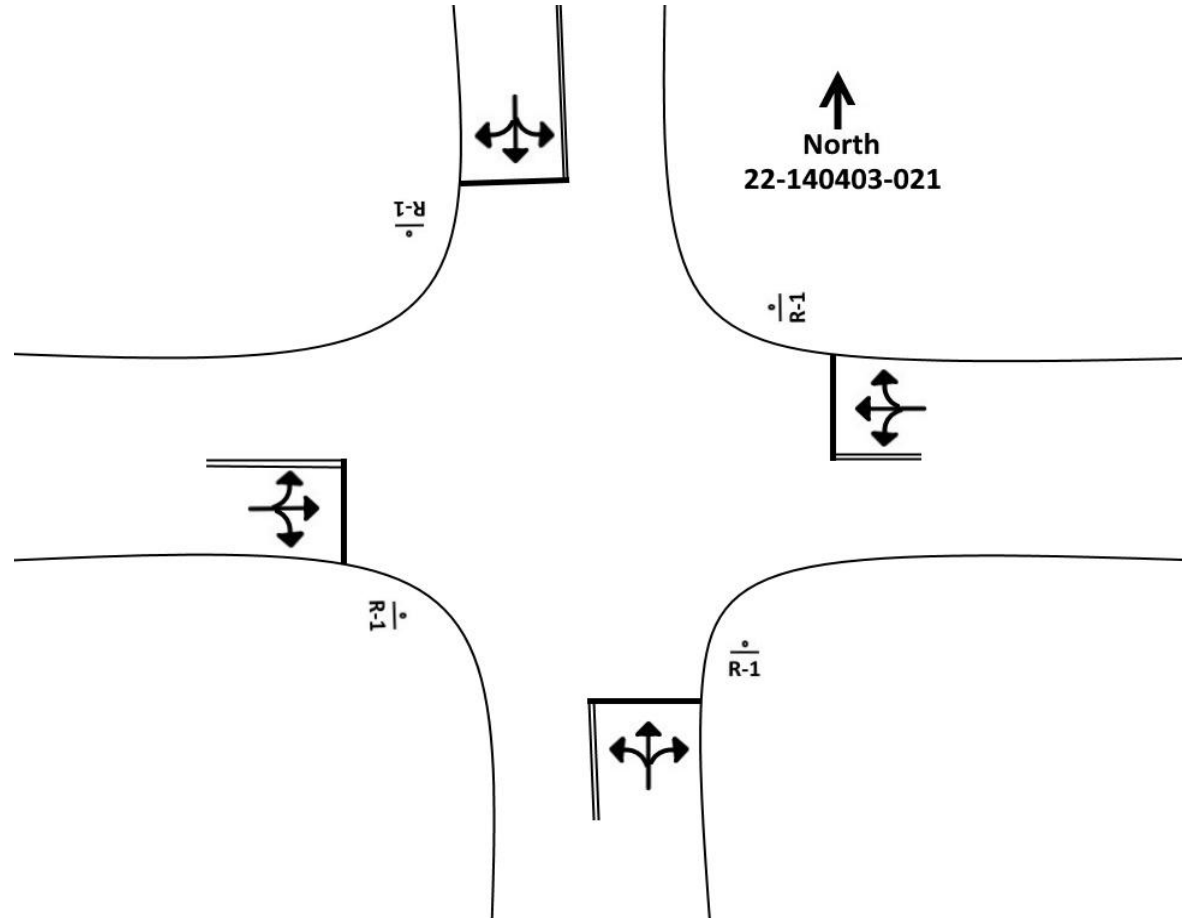
16:00 - 18:00

Control: **4-Way Stop**



N/S Street: **Abbott Ave**

Speed: **20 MPH**



E/W Street: **91st St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-022**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

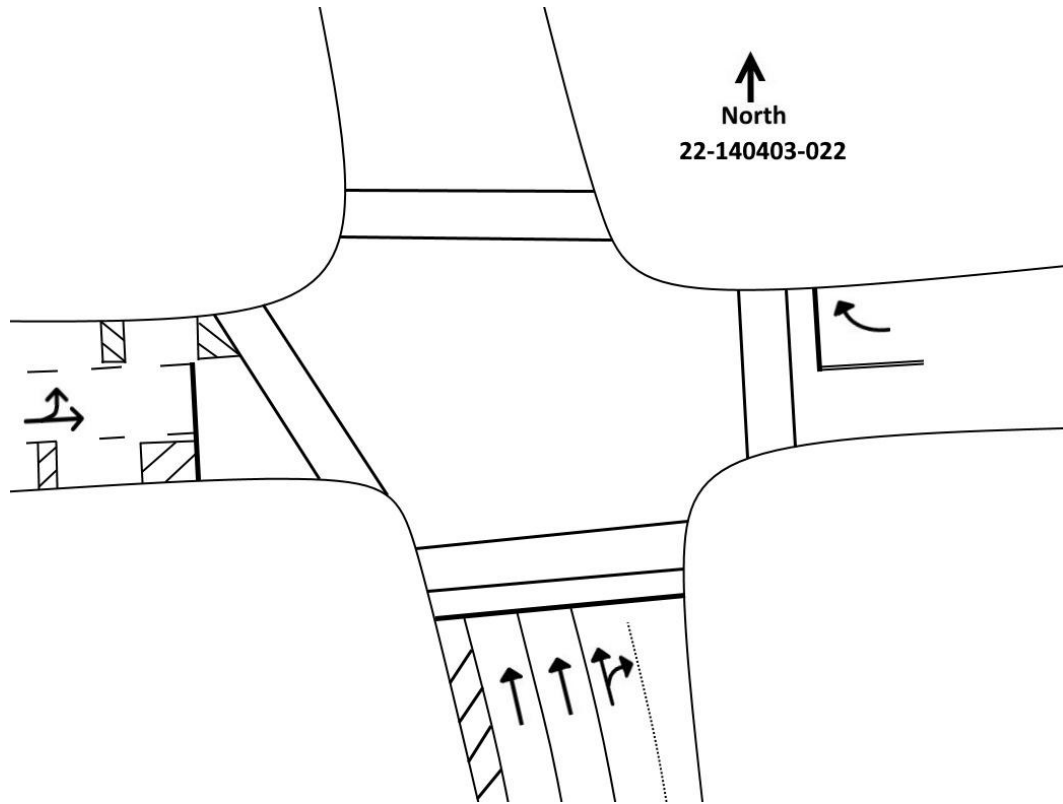
SIGNAL TIMING

PHASES	1	2	3
NT	01:02	01:02	00:56
EL/ET	00:28	00:29	00:33



N/S Street: **SR A1A/Collins Ave**

Speed: **30 MPH**



E/W Street: **90th St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-023**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

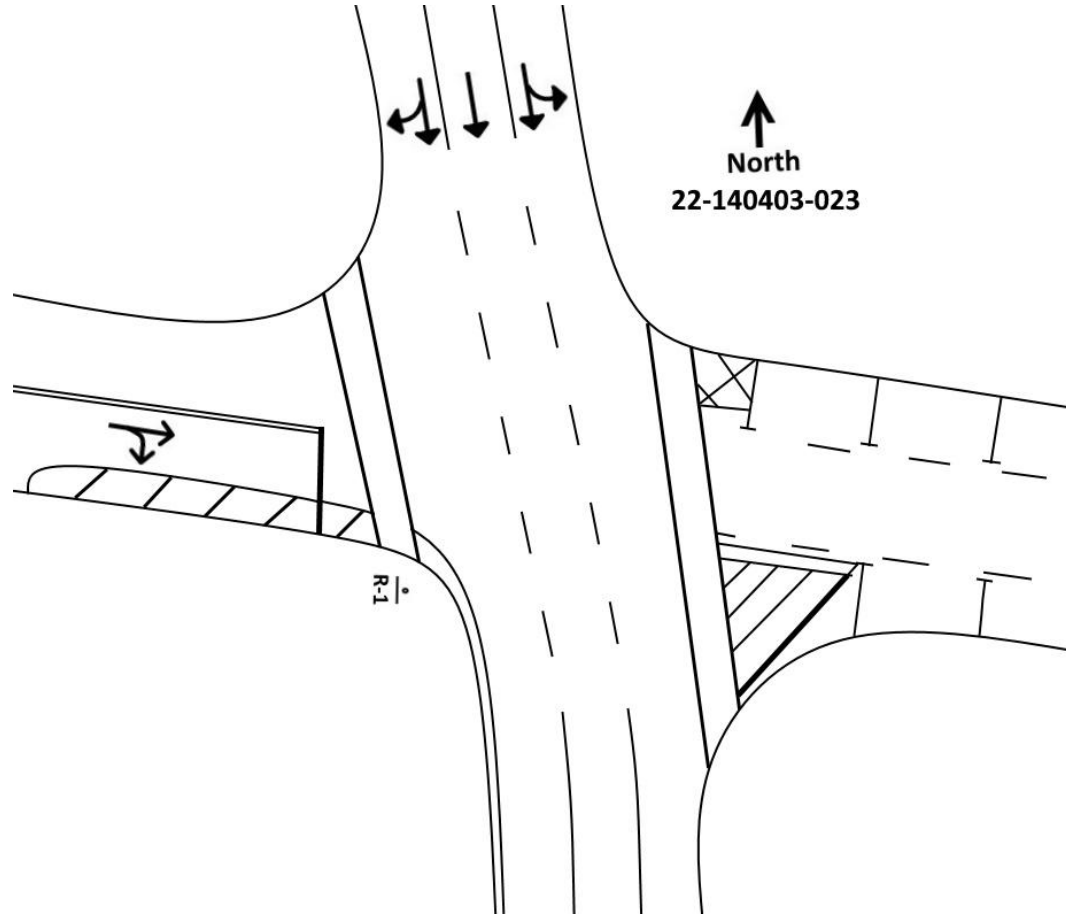
16:00 - 18:00

Control: **1-Way Stop(EB)**



N/S Street: **SR A1A/Harding Ave**

Speed: **30 MPH**



E/W Street: **90th St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-024**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

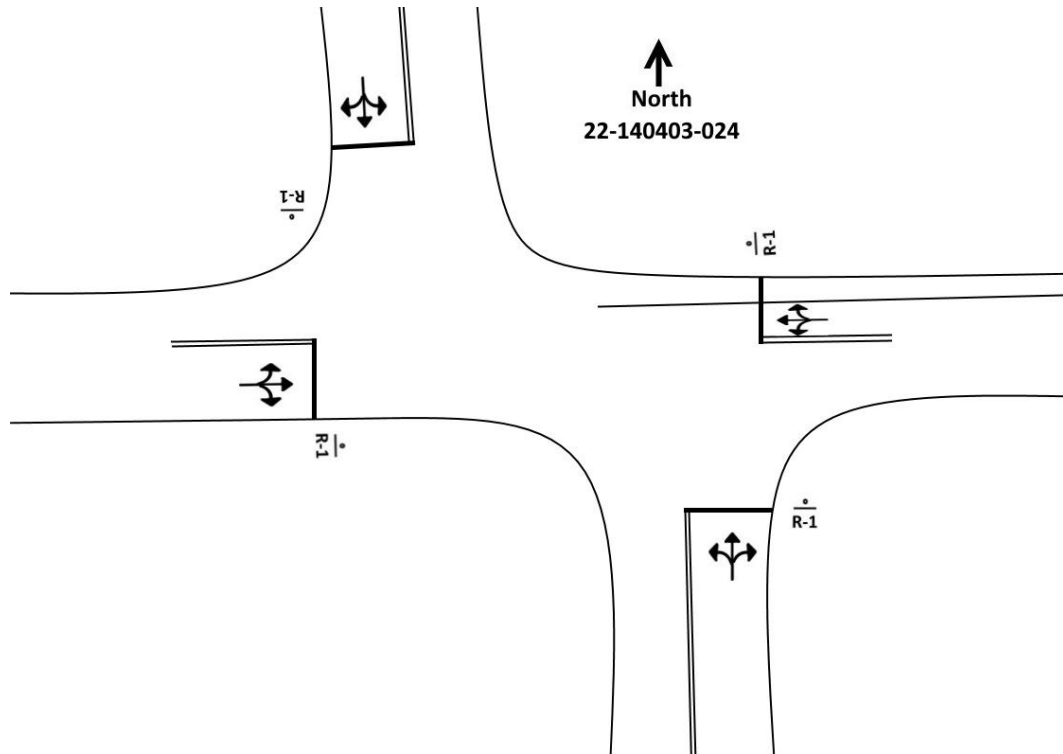
16:00 - 18:00

Control: **4-Way Stop**



N/S Street: **Carlyle Ave**

Speed: **20 MPH**



E/W Street: **90th St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-025**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

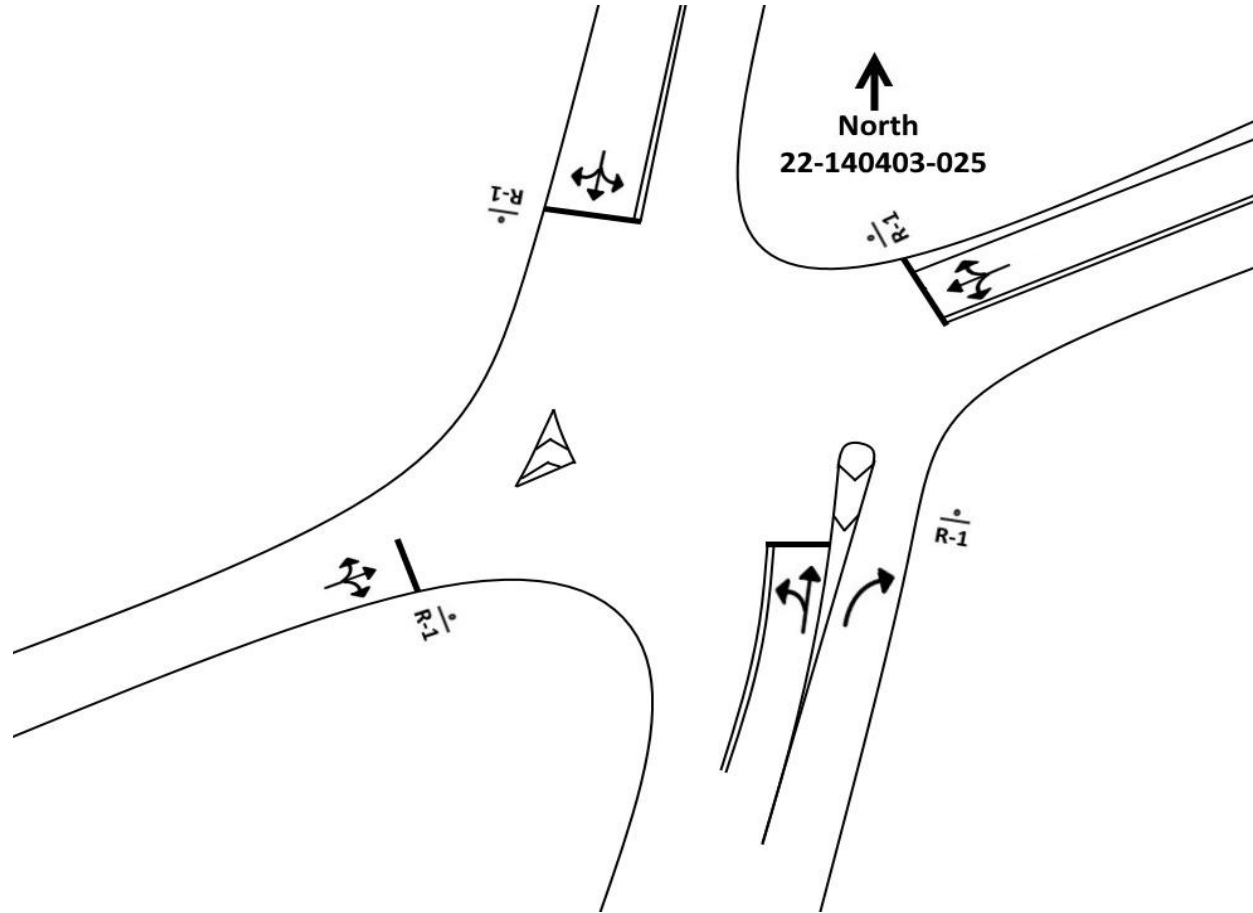
16:00 - 18:00

Control: **4-Way Stop**



N/S Street: **Bay Dr**

Speed: **20 MPH**



E/W Street: **90th St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-026**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

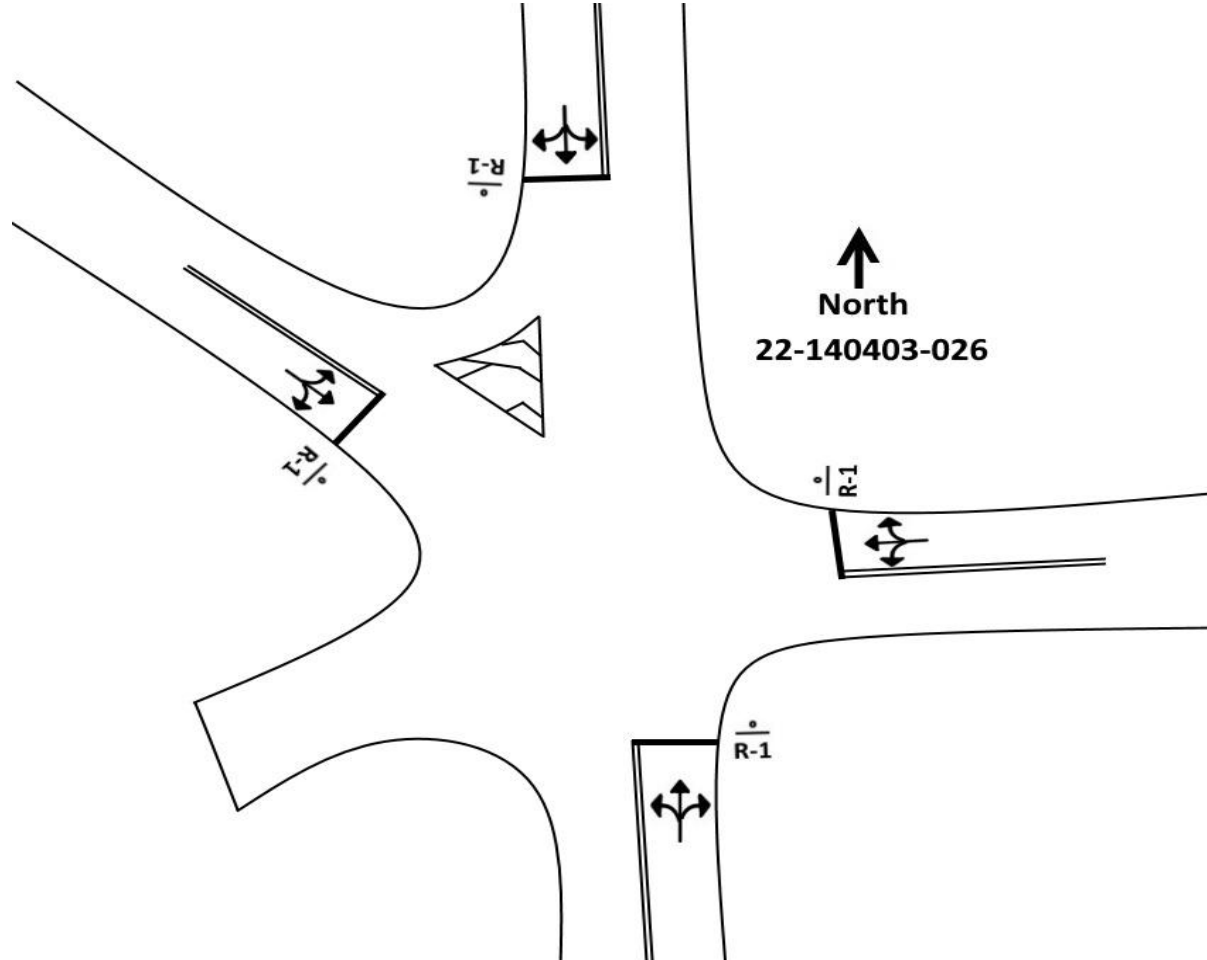
16:00 - 18:00

Control: **4-Way Stop**



N/S Street: **Hawthorne Ave**

Speed: **N/A**



E/W Street: **Irving Ave/89th St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-027**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

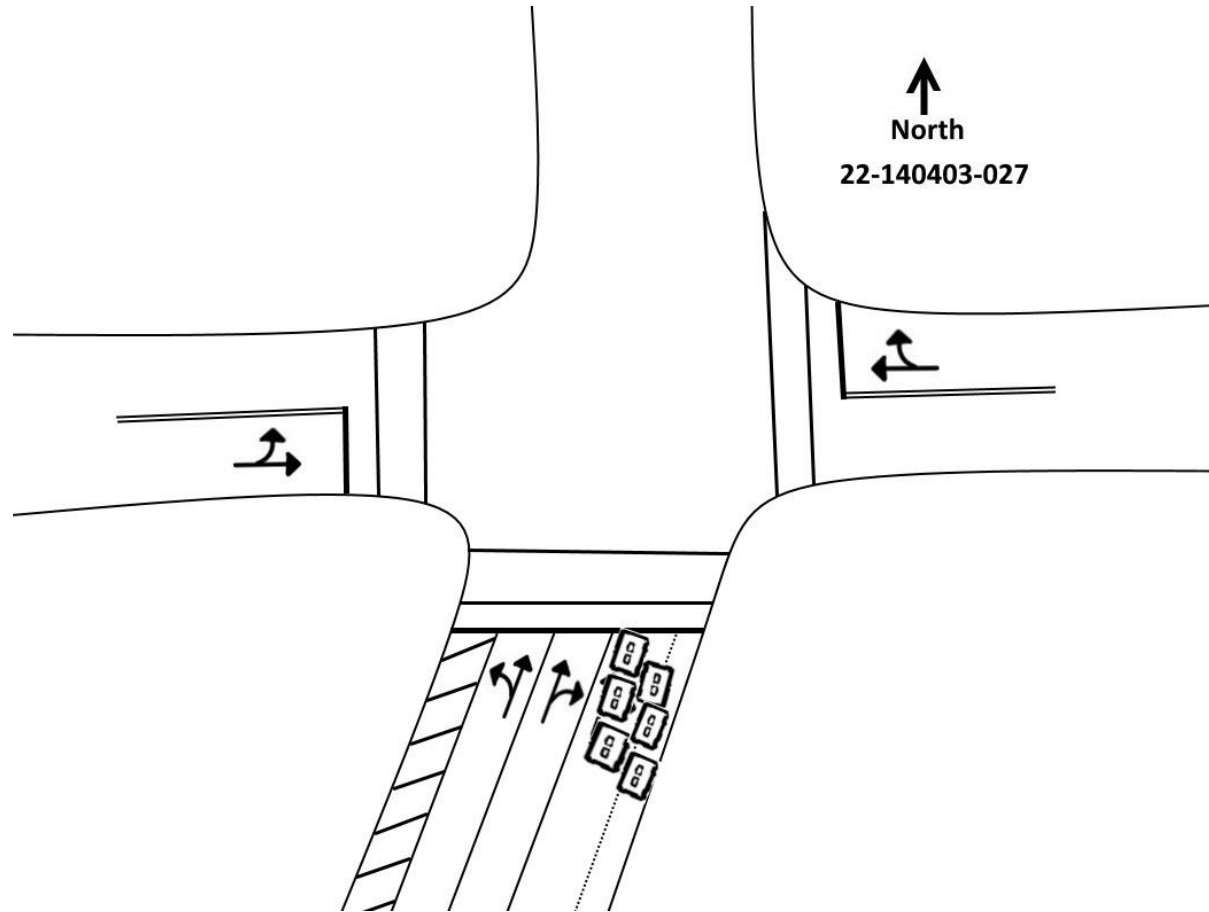
SIGNAL TIMING

PHASES	1	2	3
NL/NT	01:07	01:07	01:06
ET/WT	00:23	00:22	00:25



N/S Street: **SR A1A/Collins Ave**

Speed: **30 MPH**



E/W Street: **88th St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-028**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

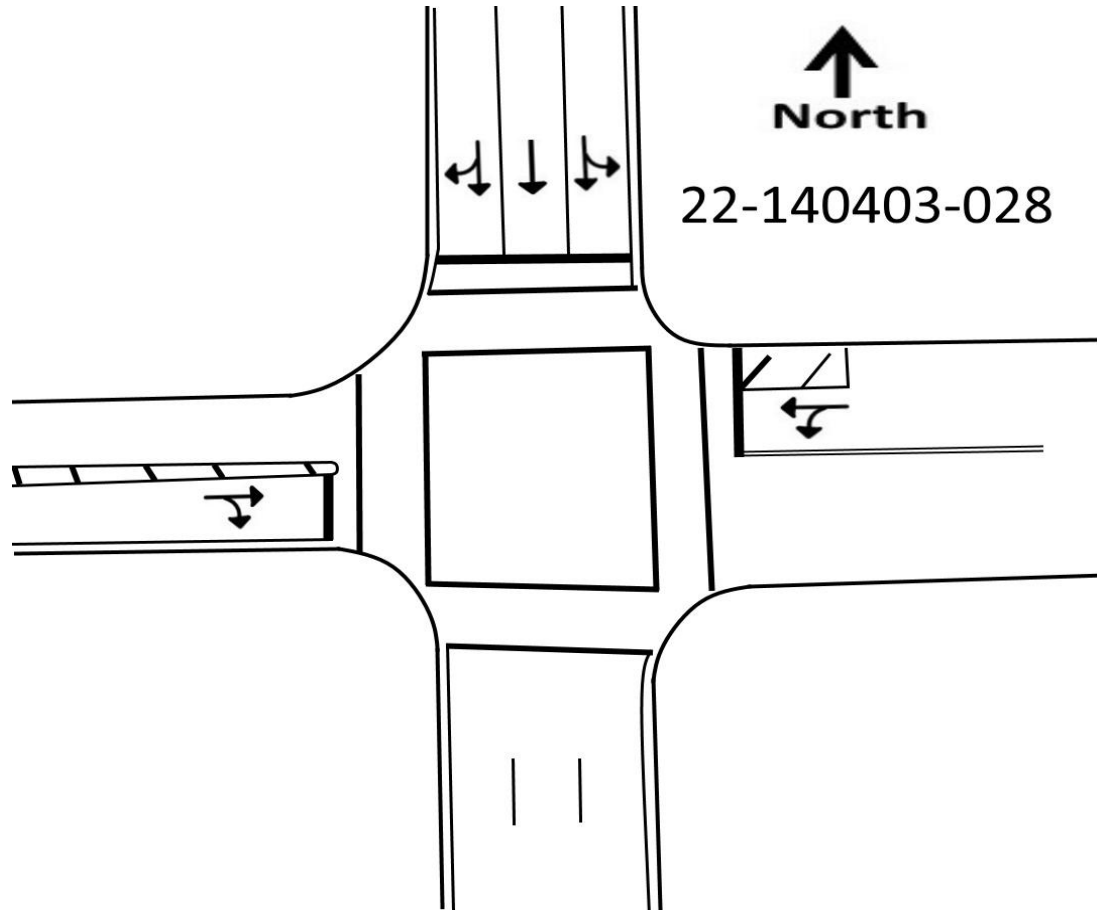
SIGNAL TIMING

PHASES	1	2	3
SL/ST	02:29	02:29	02:27
ET/WT	00:31	00:33	00:31



N/S Street: **SR A1A/Harding Ave**

Speed: **30 MPH**



E/W Street: **88th St**

Speed: **20 MPH**



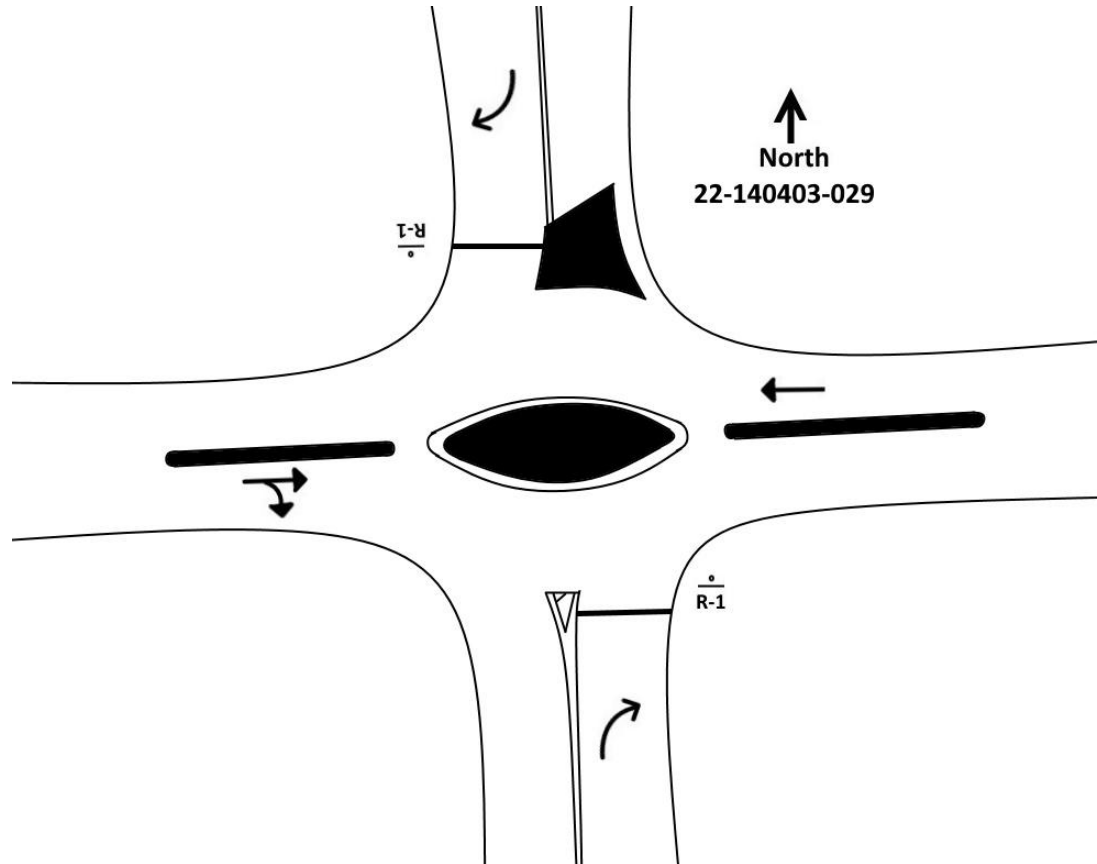
National Data & Surveying Services

Site Code: **22-140403-029**
Date: **09/13/2022**
Weather: **Sunny**
City: **Surfside**
County: **Miami-Dade**
Count Times: **07:00 - 09:00**
16:00 - 18:00
Control: **2-Way Stop(NB/SB)**



N/S Street: **Byron Ave**

Speed: **20 MPH**



E/W Street: **88th St**

Speed: **20 MPH**



National Data & Surveying Services

Site Code: **22-140403-030**

Date: **09/13/2022**

Weather: **Sunny**

City: **Surfside**

County: **Miami-Dade**

Count Times: **07:00 - 09:00**

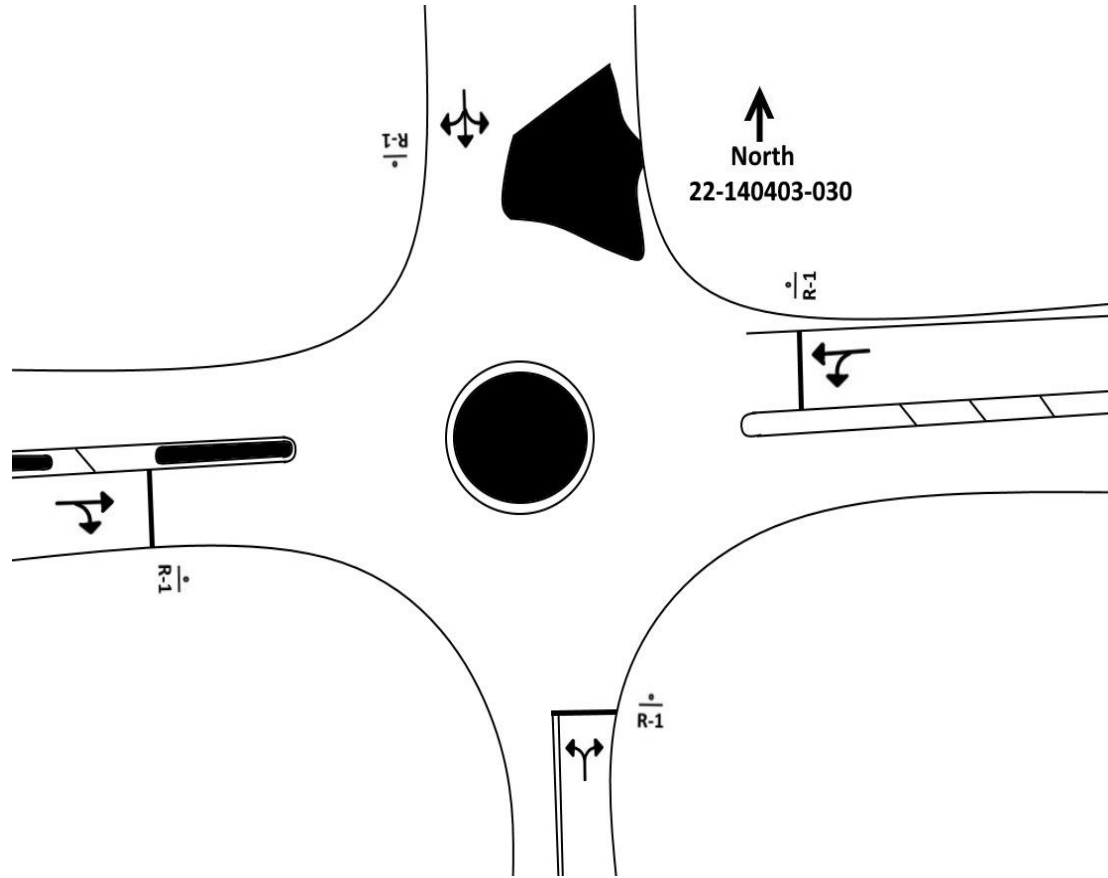
16:00 - 18:00

Control: **4-Way Stop**



N/S Street: **Abbott Ave**

Speed: **20 MPH**



E/W Street: **88th St**

Speed: **20 MPH**

TRAFFIC DATA COLLECTION

72-HOUR SPEED/VOLUME TUBE COUNTS
(2022)

SPEED

Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St

Day: Tuesday
Date: 9/13/2022City: Surfside
Project #: FL22_140404_001**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	2	1	0	0	0	0	0	0	0	0	4
06:00	1	1	3	0	0	0	0	0	0	0	0	0	0	5
07:00	8	6	4	3	1	0	0	0	0	0	0	0	0	22
08:00	8	7	7	2	0	0	0	0	0	0	0	0	0	24
09:00	12	6	2	2	0	0	0	0	0	0	0	0	0	22
10:00	6	5	4	3	0	0	0	0	0	0	0	0	0	18
11:00	6	2	3	2	0	0	0	0	0	0	0	0	0	13
12:00 PM	8	2	4	2	1	0	0	0	0	0	0	0	0	17
13:00	7	3	5	1	1	0	0	0	0	0	0	0	0	17
14:00	8	7	2	5	1	0	0	0	0	0	0	0	0	23
15:00	33	11	8	2	1	0	0	0	0	0	0	0	0	55
16:00	19	13	5	0	0	0	0	0	0	0	0	0	0	37
17:00	15	6	13	4	0	0	0	0	0	0	0	0	0	38
18:00	15	11	10	0	0	0	0	0	0	0	0	0	0	36
19:00	7	9	7	3	0	0	0	0	0	0	0	0	0	26
20:00	6	6	8	0	1	0	0	0	0	0	0	0	0	21
21:00	2	1	2	0	0	0	0	0	0	0	0	0	0	5
22:00	1	1	5	0	0	0	0	0	0	0	0	0	0	7
23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Totals	163	100	93	31	7									394
% of Totals	41%	25%	24%	8%	2%									100%

AM Volumes	41	29	24	14	2	0	0	0	0	0	0	0	0	110
% AM	10%	7%	6%	4%	1%									28%
AM Peak Hour	09:00	08:00	08:00	07:00	05:00									08:00
Volume	12	7	7	3	1									24
PM Volumes	122	71	69	17	5	0	0	0	0	0	0	0	0	284
% PM	31%	18%	18%	4%	1%									72%
PM Peak Hour	15:00	16:00	17:00	14:00	12:00									15:00
Volume	33	13	13	5	1									55
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			46	↔	12%	34	↔	9%	75	↔	19%	239	↔	61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Bay Dr	Summary	9	17	17	24	28	394

VOLUME

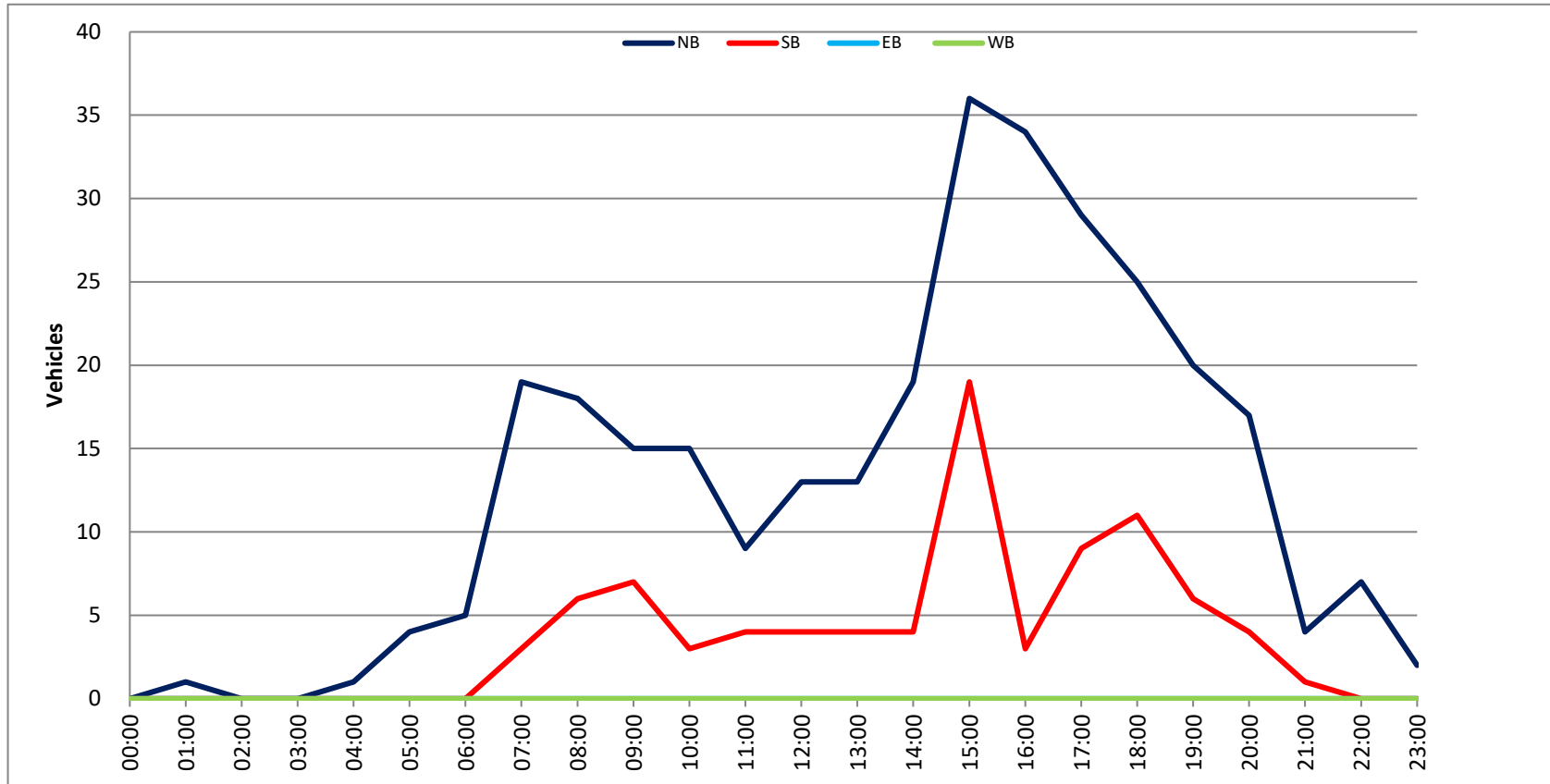
Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St

Day: Tuesday
 Date: 9/13/2022

City: Surfside
 Project #: FL22_140404_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					306	88	0	0	394		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	5	0	0	0	5
00:15	0	0	0	0		12:15	4	2	0	0	6
00:30	0	0	0	0		12:30	3	2	0	0	5
00:45	0	0	0	0		12:45	1	13	0	4	17
01:00	1	0	0	0	1	13:00	2	1	0	0	3
01:15	0	0	0	0		13:15	2	1	0	0	3
01:30	0	0	0	0		13:30	6	1	0	0	7
01:45	0	1	0	0	1	13:45	3	13	1	4	17
02:00	0	0	0	0		14:00	3	1	0	0	4
02:15	0	0	0	0		14:15	6	0	0	0	6
02:30	0	0	0	0		14:30	4	1	0	0	5
02:45	0	0	0	0		14:45	6	19	2	4	23
03:00	0	0	0	0		15:00	15	1	0	0	16
03:15	0	0	0	0		15:15	10	14	0	0	24
03:30	0	0	0	0		15:30	6	3	0	0	9
03:45	0	0	0	0		15:45	5	36	1	19	55
04:00	0	0	0	0		16:00	11	2	0	0	13
04:15	0	0	0	0		16:15	6	1	0	0	7
04:30	0	0	0	0		16:30	4	0	0	0	4
04:45	1	1	0	0	1 1	16:45	13	34	0	3	37
05:00	0	0	0	0		17:00	4	2	0	0	6
05:15	2	0	0	0	2	17:15	4	4	0	0	8
05:30	0	0	0	0		17:30	8	1	0	0	9
05:45	2	4	0	0	2 4	17:45	13	29	2	9	38
06:00	1	0	0	0	1	18:00	8	3	0	0	11
06:15	1	0	0	0	1	18:15	5	6	0	0	11
06:30	2	0	0	0	2	18:30	3	2	0	0	5
06:45	1	5	0	0	1 5	18:45	9	25	0	11	36
07:00	4	0	0	0	4	19:00	5	3	0	0	8
07:15	2	0	0	0	2	19:15	6	2	0	0	8
07:30	8	1	0	0	9	19:30	6	1	0	0	7
07:45	5	19	2	3	7 22	19:45	3	20	0	6	26
08:00	8	2	0	0	10	20:00	6	2	0	0	8
08:15	4	1	0	0	5	20:15	2	1	0	0	3
08:30	4	1	0	0	5	20:30	3	0	0	0	3
08:45	2	18	2	6	4 24	20:45	6	17	1	4	21
09:00	1	3	0	0	4	21:00	1	0	0	0	1
09:15	3	2	0	0	5	21:15	1	1	0	0	2
09:30	5	1	0	0	6	21:30	1	0	0	0	1
09:45	6	15	1	7	7 22	21:45	1	4	0	1	5
10:00	4	0	0	0	4	22:00	3	0	0	0	3
10:15	5	2	0	0	7	22:15	2	0	0	0	2
10:30	6	0	0	0	6	22:30	2	0	0	0	2
10:45	0	15	1	3	1 18	22:45	0	7	0	0	7
11:00	1	2	0	0	3	23:00	0	0	0	0	
11:15	0	1	0	0	1	23:15	0	0	0	0	
11:30	5	1	0	0	6	23:30	2	0	0	0	2
11:45	3	9	0	4	3 13	23:45	0	2	0	0	2
TOTALS	87	23			110	TOTALS	219	65			284
SPLIT %	79.1%	20.9%			27.9%	SPLIT %	77.1%	22.9%			72.1%

DAILY TOTALS					NB	SB	EB	WB	Total	
					306	88	0	0	394	
AM Peak Hour	07:30	08:30		07:30	PM Peak Hour	14:45	14:45		14:45	
AM Pk Volume	25	8		31	PM Pk Volume	37	20		57	
Pk Hr Factor	0.781	0.667		0.775	Pk Hr Factor	0.617	0.357		0.594	
7 - 9 Volume	37	9	0	0	4 - 6 Volume	63	12	0	0	75
7 - 9 Peak Hour	07:30	07:30		07:30	4 - 6 Peak Hour	16:00	17:00		17:00	
7 - 9 Pk Volume	25	6	0	0	4 - 6 Pk Volume	34	9	0	0	38
Pk Hr Factor	0.781	0.750	0.000	0.000	Pk Hr Factor	0.654	0.563	0.000	0.000	0.633



SPEED

Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St

Day: Wednesday

Date: 9/14/2022

City: Surfside

Project #: FL22_140404_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	4	0	0	0	0	0	0	0	0	0	4
06:00	0	1	2	3	1	0	0	0	0	0	0	0	0	7
07:00	5	7	7	3	1	0	0	0	0	0	0	0	0	23
08:00	6	5	5	2	2	0	0	0	0	0	0	0	0	20
09:00	7	9	4	6	1	0	0	0	0	0	0	0	0	27
10:00	7	5	2	0	0	0	0	0	0	0	0	0	0	14
11:00	6	4	3	3	0	0	0	0	0	0	0	0	0	16
12:00 PM	8	7	1	1	0	0	0	0	0	0	0	0	0	17
13:00	7	5	8	3	1	0	0	0	0	0	0	0	0	24
14:00	9	11	13	3	1	0	0	0	0	0	0	0	0	37
15:00	2	3	5	0	0	0	0	0	0	0	0	0	0	10
16:00	6	4	3	5	0	0	0	0	0	0	0	0	0	18
17:00	6	6	7	4	0	0	0	0	0	0	0	0	0	23
18:00	11	10	7	0	1	0	0	0	0	0	0	0	0	29
19:00	1	4	6	7	0	0	0	0	0	0	0	0	0	18
20:00	5	4	2	3	0	0	0	0	0	0	0	0	0	14
21:00	1	1	3	0	0	0	0	0	0	0	0	0	0	5
22:00	3	0	0	0	1	0	0	0	0	0	0	0	0	4
23:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
Totals	92	89	81	47	9									318
% of Totals	29%	28%	25%	15%	3%									100%

AM Volumes	33	33	24	21	5	0	0	0	0	0	0	0	0	116
% AM	10%	10%	8%	7%	2%									36%
AM Peak Hour	09:00	09:00	07:00	09:00	08:00									09:00
Volume	7	9	7	6	2									27
PM Volumes	59	56	57	26	4	0	0	0	0	0	0	0	0	202
% PM	19%	18%	18%	8%	1%									64%
PM Peak Hour	18:00	14:00	14:00	19:00	13:00									14:00
Volume	11	11	13	7	1									37

Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	43	↔ 14%	41	↔ 13%	41	↔ 13%	193	↔ 61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Bay Dr	Summary	10	19	19	26	29	318

VOLUME

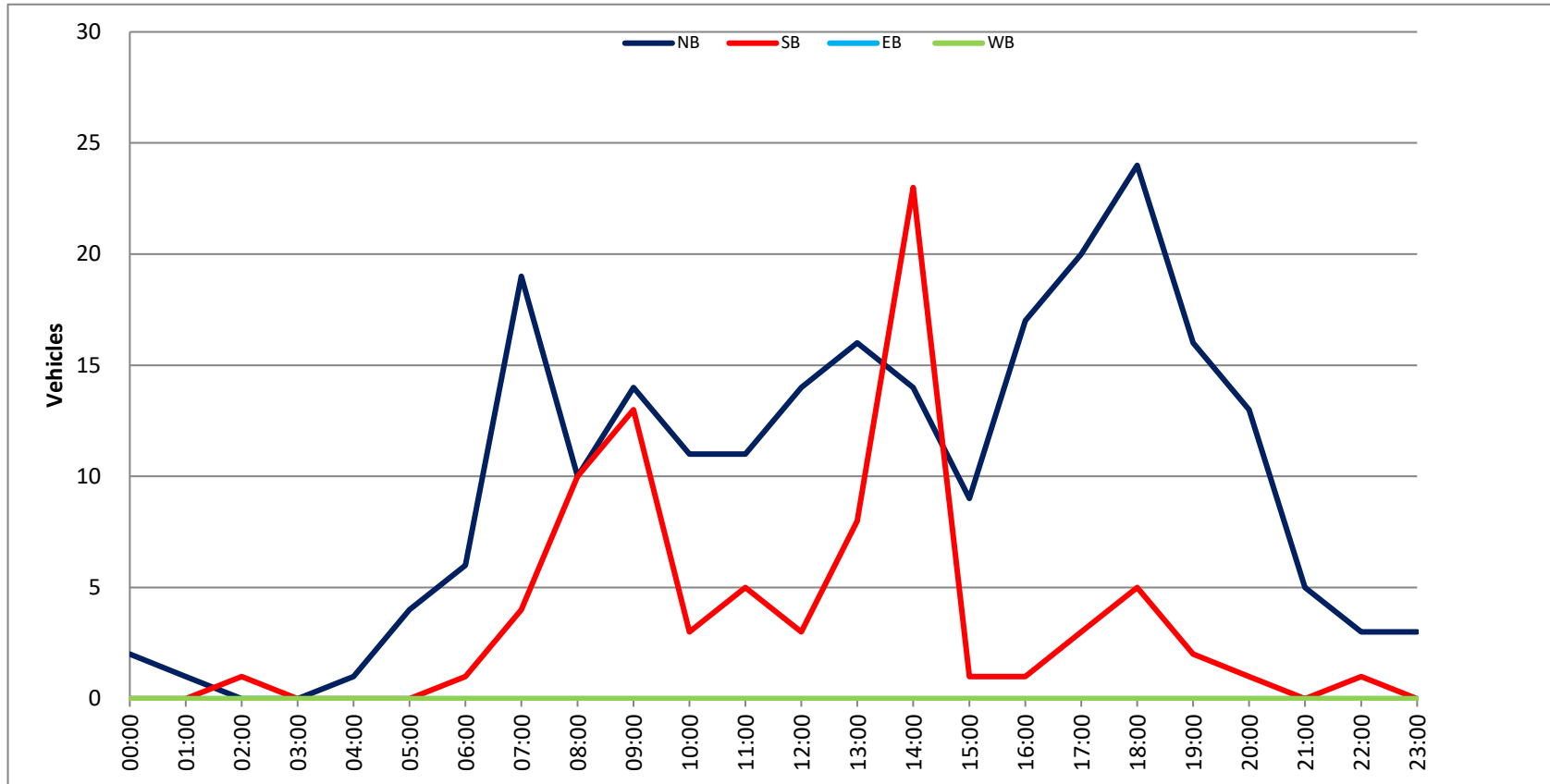
Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St

Day: Wednesday
 Date: 9/14/2022

City: Surfside
 Project #: FL22_140404_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					233	85	0	0	318		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	3	1	0	0	4
00:15	2	0	0	0	2	12:15	1	1	0	0	2
00:30	0	0	0	0		12:30	4	0	0	0	4
00:45	0	2	0	0	2	12:45	6	14	1	3	24
01:00	0	0	0	0		13:00	4	2	0	0	6
01:15	0	0	0	0		13:15	2	1	0	0	3
01:30	1	0	0	0	1	13:30	3	3	0	0	6
01:45	0	1	0	0	1	13:45	7	16	2	8	33
02:00	0	0	0	0		14:00	5	13	0	0	18
02:15	0	0	0	0		14:15	3	9	0	0	12
02:30	0	0	0	0		14:30	5	1	0	0	6
02:45	0	1	1	0	1	14:45	1	14	0	23	38
03:00	0	0	0	0		15:00	3	0	0	0	3
03:15	0	0	0	0		15:15	1	0	0	0	1
03:30	0	0	0	0		15:30	2	1	0	0	3
03:45	0	0	0	0		15:45	3	9	0	1	13
04:00	0	0	0	0		16:00	5	1	0	0	6
04:15	0	0	0	0		16:15	2	0	0	0	2
04:30	0	0	0	0		16:30	3	0	0	0	3
04:45	1	1	0	0	1	16:45	7	17	0	1	25
05:00	0	0	0	0		17:00	3	1	0	0	4
05:15	1	0	0	0	1	17:15	3	0	0	0	3
05:30	3	0	0	0	3	17:30	7	0	0	0	7
05:45	0	4	0	0	4	17:45	7	20	2	3	32
06:00	1	0	0	0	1	18:00	6	1	0	0	7
06:15	0	1	0	0	1	18:15	8	2	0	0	10
06:30	2	0	0	0	2	18:30	5	2	0	0	7
06:45	3	6	0	1	3	18:45	5	24	0	5	34
07:00	1	0	0	0	1	19:00	3	0	0	0	3
07:15	7	1	0	0	8	19:15	3	0	0	0	3
07:30	7	1	0	0	8	19:30	8	2	0	0	10
07:45	4	19	2	4	6	19:45	2	16	0	2	20
08:00	6	4	0	0	10	20:00	3	0	0	0	3
08:15	2	2	0	0	4	20:15	3	1	0	0	4
08:30	2	4	0	0	6	20:30	4	0	0	0	4
08:45	0	10	0	10	0	20:45	3	13	0	1	17
09:00	5	3	0	0	8	21:00	1	0	0	0	1
09:15	3	0	0	0	3	21:15	1	0	0	0	1
09:30	1	5	0	0	6	21:30	1	0	0	0	1
09:45	5	14	5	13	10	21:45	2	5	0	0	7
10:00	4	0	0	0	4	22:00	0	0	0	0	0
10:15	0	0	0	0		22:15	2	1	0	0	3
10:30	3	2	0	0	5	22:30	1	0	0	0	1
10:45	4	11	1	3	5	22:45	0	3	0	1	4
11:00	4	1	0	0	5	23:00	2	0	0	0	2
11:15	0	1	0	0	1	23:15	0	0	0	0	0
11:30	2	2	0	0	4	23:30	0	0	0	0	0
11:45	5	11	1	5	6	23:45	1	3	0	0	4
TOTALS	79	37			116	TOTALS	154	48			202
SPLIT %	68.1%	31.9%			36.5%	SPLIT %	76.2%	23.8%			63.5%

DAILY TOTALS					NB	SB	EB	WB	Total		
					233	85	0	0	318		
AM Peak Hour	07:15	09:00		07:15	PM Peak Hour	17:30	13:30		13:30		
AM Pk Volume	24	13		32	PM Pk Volume	28	27		45		
Pk Hr Factor	0.857	0.650		0.800	Pk Hr Factor	0.875	0.519		0.625		
7 - 9 Volume	29	14	0	0	43	4 - 6 Volume	37	4	0	0	41
7 - 9 Peak Hour	07:15	07:45		07:15	4 - 6 Peak Hour	16:45	17:00		07:15		17:00
7 - 9 Pk Volume	24	12	0	0	32	4 - 6 Pk Volume	20	3	0	0	23
Pk Hr Factor	0.857	0.750	0.000	0.000	0.800	Pk Hr Factor	0.714	0.375	0.000	0.000	0.639



SPEED

Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St

Day: Thursday

Date: 9/15/2022

City: Surfside

Project #: FL22_140404_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	1	5	3	3	0	0	0	0	0	0	0	0	0	12
07:00	6	5	5	2	0	0	0	0	0	0	0	0	0	18
08:00	13	11	10	3	1	0	0	0	0	0	0	0	0	38
09:00	7	3	1	0	0	0	0	0	0	0	0	0	0	11
10:00	5	4	4	1	0	0	0	0	0	0	0	0	0	14
11:00	9	3	8	1	0	0	0	0	0	0	0	0	0	21
12:00 PM	8	5	4	2	1	0	0	0	0	0	0	0	0	20
13:00	5	5	5	0	0	0	0	0	0	0	0	0	0	15
14:00	9	8	6	1	0	0	0	0	0	0	0	0	0	24
15:00	27	16	12	5	2	0	0	0	0	0	0	0	0	62
16:00	13	13	9	0	0	0	0	0	0	0	0	0	0	35
17:00	6	4	6	1	0	0	0	0	0	0	0	0	0	17
18:00	3	2	4	2	0	0	0	0	0	0	0	0	0	11
19:00	5	5	6	3	1	0	0	0	0	0	0	0	0	20
20:00	6	7	2	5	1	0	0	0	0	0	0	0	0	21
21:00	3	2	2	3	1	0	0	0	0	0	0	0	0	11
22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
23:00	2	2	1	0	0	0	0	0	0	0	0	0	0	5
Totals	132	101	91	32	7									363
% of Totals	36%	28%	25%	9%	2%									100%

AM Volumes	44	31	34	10	1	0	0	0	0	0	0	0	0	120
% AM	12%	9%	9%	3%	0%									33%
AM Peak Hour	08:00	08:00	08:00	06:00	08:00									08:00
Volume	13	11	10	3	1									38
PM Volumes	88	70	57	22	6	0	0	0	0	0	0	0	0	243
% PM	24%	19%	16%	6%	2%									67%
PM Peak Hour	15:00	15:00	15:00	15:00	15:00									15:00
Volume	27	16	12	5	2									62
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			56	↔	15%	35	↔	10%	52	↔	14%	220	↔	61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Bay Dr	Summary	9	17	17	24	28	363

VOLUME

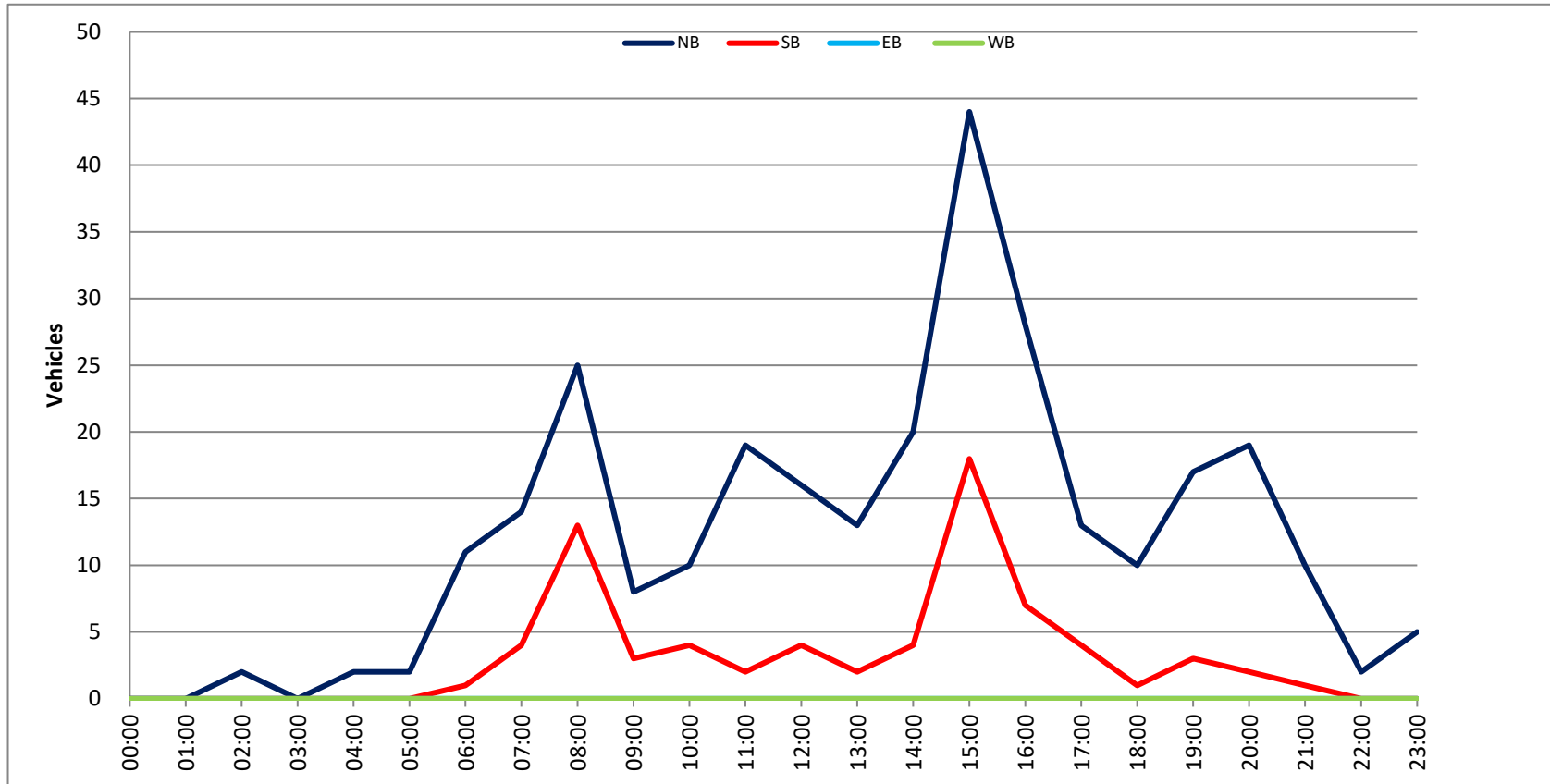
Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St

Day: Thursday
 Date: 9/15/2022

City: Surfside
 Project #: FL22_140404_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					290	73	0	0	363		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	5	1	0	0	6
00:15	0	0	0	0		12:15	4	3	0	0	7
00:30	0	0	0	0		12:30	4	0	0	0	4
00:45	0	0	0	0		12:45	3	16	0	4	20
01:00	0	0	0	0		13:00	1	0	0	0	1
01:15	0	0	0	0		13:15	4	1	0	0	5
01:30	0	0	0	0		13:30	4	1	0	0	5
01:45	0	0	0	0		13:45	4	13	0	2	15
02:00	1	0	0	0	1	14:00	4	1	0	0	5
02:15	0	0	0	0		14:15	8	1	0	0	9
02:30	1	0	0	0	1	14:30	3	2	0	0	5
02:45	0	2	0	0	2	14:45	5	20	0	4	24
03:00	0	0	0	0		15:00	17	2	0	0	19
03:15	0	0	0	0		15:15	9	12	0	0	21
03:30	0	0	0	0		15:30	8	3	0	0	11
03:45	0	0	0	0		15:45	10	44	1	18	62
04:00	1	0	0	0	1	16:00	12	2	0	0	14
04:15	0	0	0	0		16:15	4	0	0	0	4
04:30	0	0	0	0		16:30	5	4	0	0	9
04:45	1	2	0	0	2	16:45	7	28	1	7	35
05:00	1	0	0	0	1	17:00	4	2	0	0	6
05:15	0	0	0	0		17:15	2	2	0	0	4
05:30	1	0	0	0	1	17:30	7	0	0	0	7
05:45	0	2	0	0	2	17:45	0	13	0	4	17
06:00	3	0	0	0	3	18:00	5	0	0	0	5
06:15	3	0	0	0	3	18:15	2	0	0	0	2
06:30	2	1	0	0	3	18:30	1	1	0	0	2
06:45	3	11	0	1	12	18:45	2	10	0	1	11
07:00	4	0	0	0	4	19:00	5	1	0	0	6
07:15	1	0	0	0	1	19:15	6	0	0	0	6
07:30	5	1	0	0	6	19:30	3	2	0	0	5
07:45	4	14	3	4	18	19:45	3	17	0	3	20
08:00	8	4	0	0	12	20:00	6	0	0	0	6
08:15	8	1	0	0	9	20:15	7	1	0	0	8
08:30	7	5	0	0	12	20:30	2	1	0	0	3
08:45	2	25	3	13	38	20:45	4	19	0	2	21
09:00	3	0	0	0	3	21:00	4	0	0	0	4
09:15	1	1	0	0	2	21:15	1	0	0	0	1
09:30	1	1	0	0	2	21:30	5	1	0	0	6
09:45	3	8	1	3	11	21:45	0	10	0	1	11
10:00	2	2	0	0	4	22:00	0	0	0	0	
10:15	3	1	0	0	4	22:15	1	0	0	0	1
10:30	2	0	0	0	2	22:30	1	0	0	0	1
10:45	3	10	1	4	14	22:45	0	2	0	0	2
11:00	6	1	0	0	7	23:00	1	0	0	0	1
11:15	6	0	0	0	6	23:15	3	0	0	0	3
11:30	2	1	0	0	3	23:30	1	0	0	0	1
11:45	5	19	0	2	21	23:45	0	5	0	0	5
TOTALS	93	27			120	TOTALS	197	46			243
SPLIT %	77.5%	22.5%			33.1%	SPLIT %	81.1%	18.9%			66.9%

DAILY TOTALS					NB	SB	EB	WB	Total		
					290	73	0	0	363		
AM Peak Hour	07:45	07:45		07:45	PM Peak Hour	15:00	15:00		15:00		
AM Pk Volume	27	13		40	PM Pk Volume	44	18		62		
Pk Hr Factor	0.844	0.650		0.833	Pk Hr Factor	0.647	0.375		0.738		
7 - 9 Volume	39	17	0	0	56	4 - 6 Volume	41	11	0	0	52
7 - 9 Peak Hour	07:45	07:45		07:45	4 - 6 Peak Hour	16:00	16:30		16:00		
7 - 9 Pk Volume	27	13	0	0	40	4 - 6 Pk Volume	28	9	0	0	35
Pk Hr Factor	0.844	0.650	0.000	0.000	0.833	Pk Hr Factor	0.583	0.563	0.000	0.000	0.625



SPEED

Byron Ave Bet. 95th & 94th St

Day: Tuesday
Date: 9/13/2022City: Surfside
Project #: FL22_140404_002**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	2	4	0	0	0	0	0	0	0	0	0	0	8
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	1	1	0	0	0	0	0	0	0	0	0	0	4
04:00	2	0	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	2	4	2	0	0	0	0	0	0	0	0	0	8
06:00	0	10	20	5	1	0	0	0	0	0	0	0	0	36
07:00	22	47	36	9	0	0	0	0	0	0	0	0	0	114
08:00	23	73	61	12	5	1	0	0	0	0	0	0	0	175
09:00	9	28	44	15	0	0	0	0	0	0	0	0	0	96
10:00	6	25	44	13	1	1	0	0	0	0	0	0	0	90
11:00	12	39	43	9	1	1	0	0	0	0	0	0	0	105
12:00 PM	3	30	47	7	0	0	0	0	0	0	0	0	0	87
13:00	27	41	42	18	2	0	0	0	0	0	0	0	0	130
14:00	27	48	55	9	1	0	0	0	0	0	0	0	0	140
15:00	12	59	58	11	3	0	0	0	0	0	0	0	0	143
16:00	10	52	62	24	3	0	0	0	0	0	0	0	0	151
17:00	8	59	54	5	0	1	0	0	0	0	0	0	0	127
18:00	17	56	52	7	0	0	0	0	0	0	0	0	0	132
19:00	7	42	35	14	1	0	0	0	0	0	0	0	0	99
20:00	5	20	24	3	2	0	0	0	0	0	0	0	0	54
21:00	3	7	15	1	0	0	0	0	0	0	0	0	0	26
22:00	3	12	6	2	0	0	0	0	0	0	0	0	0	23
23:00	1	4	4	3	0	0	0	0	0	0	0	0	0	12
Totals	201	657	713	169	20	4								1764
% of Totals	11%	37%	40%	10%	1%	0%								100%

AM Volumes	78	227	259	65	8	3	0	0	0	0	0	0	0	640
% AM	4%	13%	15%	4%	0%	0%								36%
AM Peak Hour	08:00	08:00	08:00	09:00	08:00	08:00								08:00
Volume	23	73	61	15	5	1								175
PM Volumes	123	430	454	104	12	1	0	0	0	0	0	0	0	1124
% PM	7%	24%	26%	6%	1%	0%								64%
PM Peak Hour	13:00	15:00	16:00	16:00	15:00	17:00								16:00
Volume	27	59	62	24	3	1								151

Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	289	↔ 16%	217	↔ 12%	278	↔ 16%	980	↔ 56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Byron Ave	Summary	15	20	20	24	28	1764

VOLUME

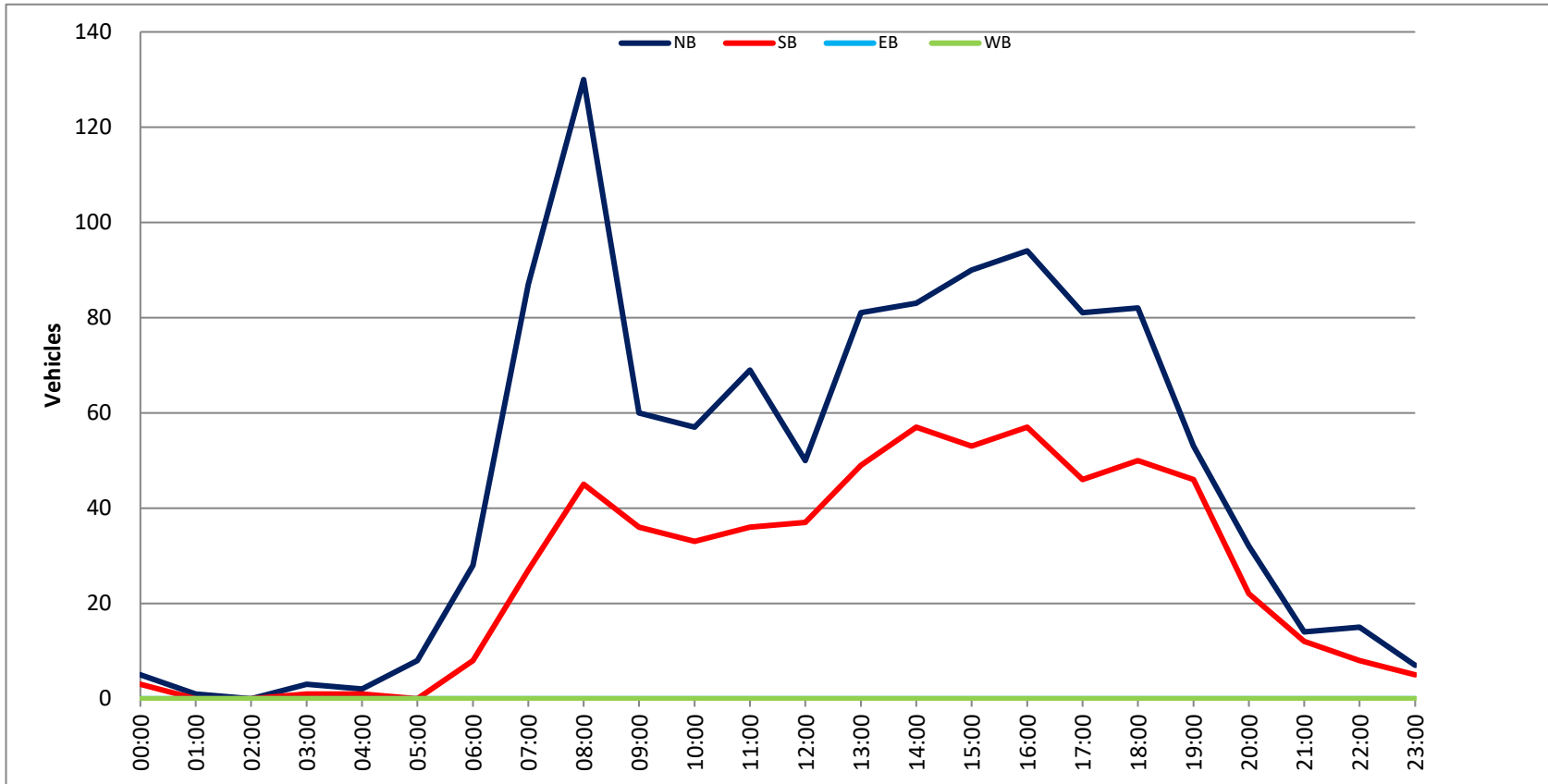
Byron Ave Bet. 95th & 94th St

Day: Tuesday
 Date: 9/13/2022

City: Surfside
 Project #: FL22_140404_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,132	632	0	0	1,764		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	2	0	0	4	12:00	16	11	0	0	27
00:15	2	0	0	0	2	12:15	7	11	0	0	18
00:30	0	1	0	0	1	12:30	11	8	0	0	19
00:45	1	5	0	3	1	12:45	16	50	7	37	23
01:00	0	0	0	0	8	13:00	16	9	0	0	87
01:15	0	0	0	0		13:15	26	11	0	0	25
01:30	0	0	0	0		13:30	26	11	0	0	37
01:45	1	1	0	0	1	13:45	13	81	18	49	31
02:00	0	0	0	0	1	14:00	17	16	0	0	130
02:15	0	0	0	0		14:15	19	17	0	0	33
02:30	0	0	0	0		14:30	21	13	0	0	36
02:45	0	0	0	0		14:45	26	83	11	57	34
03:00	1	0	0	0	1	15:00	21	12	0	0	37
03:15	2	0	0	0	2	15:15	23	13	0	0	33
03:30	0	1	0	0	1	15:30	20	13	0	0	36
03:45	0	3	0	1	4	15:45	26	90	15	53	33
04:00	0	0	0	0		16:00	24	8	0	0	41
04:15	0	0	0	0		16:15	26	14	0	0	143
04:30	2	0	0	0	2	16:30	19	15	0	0	32
04:45	0	2	1	1	1	16:45	25	94	20	57	40
05:00	1	0	0	0	1	17:00	16	10	0	0	34
05:15	2	0	0	0	2	17:15	24	12	0	0	45
05:30	1	0	0	0	1	17:30	25	14	0	0	151
05:45	4	8	0	0	4	17:45	16	81	10	46	26
06:00	1	0	0	0	1	18:00	32	13	0	0	26
06:15	4	1	0	0	5	18:15	21	10	0	0	36
06:30	11	2	0	0	13	18:30	18	15	0	0	39
06:45	12	28	5	8	17	18:45	11	82	12	50	26
07:00	6	1	0	0	7	19:00	21	9	0	0	127
07:15	12	6	0	0	18	19:15	11	11	0	0	45
07:30	20	9	0	0	29	19:30	12	14	0	0	31
07:45	49	87	11	27	60	19:45	9	53	12	46	33
08:00	58	12	0	0	70	20:00	13	5	0	0	23
08:15	36	14	0	0	50	20:15	9	6	0	0	132
08:30	20	13	0	0	33	20:30	3	7	0	0	30
08:45	16	130	6	45	22	20:45	7	32	4	22	22
09:00	16	14	0	0	30	21:00	3	3	0	0	54
09:15	18	8	0	0	26	21:15	6	3	0	0	6
09:30	16	7	0	0	23	21:30	3	5	0	0	9
09:45	10	60	7	36	17	21:45	2	14	1	12	8
10:00	15	9	0	0	24	22:00	1	0	0	0	3
10:15	13	8	0	0	21	22:15	6	6	0	0	4
10:30	14	7	0	0	21	22:30	6	2	0	0	12
10:45	15	57	9	33	24	22:45	2	15	0	8	8
11:00	16	13	0	0	29	23:00	0	0	0	0	2
11:15	19	5	0	0	24	23:15	1	2	0	0	23
11:30	16	6	0	0	22	23:30	2	2	0	0	1
11:45	18	69	12	36	30	23:45	4	7	1	5	4
TOTALS	450	190			640	TOTALS	682	442			1124
SPLIT %	70.3%	29.7%			36.3%	SPLIT %	60.7%	39.3%			63.7%

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,132	632	0	0	1,764		
AM Peak Hour	07:30	07:45		07:45	PM Peak Hour	17:15	13:45		16:00		
AM Pk Volume	163	50		213	PM Pk Volume	97	64		151		
Pk Hr Factor	0.703	0.893		0.761	Pk Hr Factor	0.758	0.889		0.839		
7 - 9 Volume	217	72	0	0	289	4 - 6 Volume	175	103	0	0	278
7 - 9 Peak Hour	07:30	07:45		07:45	4 - 6 Peak Hour	16:00	16:15		16:00		
7 - 9 Pk Volume	163	50	0	0	213	4 - 6 Pk Volume	94	59	0	0	151
Pk Hr Factor	0.703	0.893	0.000	0.000	0.761	Pk Hr Factor	0.904	0.738	0.000	0.000	0.839



SPEED

Byron Ave Bet. 95th & 94th St

Day: Wednesday

Date: 9/14/2022

City: Surfside

Project #: FL22_140404_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	1	2	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	1	0	2	1	0	0	0	0	0	0	0	0	0	4
05:00	1	2	3	0	0	0	0	0	0	0	0	0	0	6
06:00	3	8	22	2	0	1	0	0	0	0	0	0	0	36
07:00	13	46	37	17	0	1	0	0	0	0	0	0	0	114
08:00	25	128	80	12	1	0	0	0	0	0	0	0	0	246
09:00	18	48	33	14	1	0	0	0	0	0	0	0	0	114
10:00	10	39	47	6	1	0	0	0	0	0	0	0	0	103
11:00	8	57	35	7	0	0	0	0	0	0	0	0	0	107
12:00 PM	9	52	49	8	1	1	0	0	0	0	0	0	0	120
13:00	29	89	70	21	6	0	0	0	0	0	0	0	0	215
14:00	17	66	88	27	3	1	0	0	0	0	0	0	0	202
15:00	12	46	57	20	0	1	0	0	0	0	0	0	0	136
16:00	8	52	69	7	0	0	0	0	0	0	0	0	0	136
17:00	20	79	88	15	1	0	0	0	0	0	0	0	0	203
18:00	2	50	52	13	0	0	0	0	0	0	0	0	0	117
19:00	10	51	43	13	1	1	0	0	0	0	0	0	0	119
20:00	4	26	22	2	0	0	0	0	0	0	0	0	0	54
21:00	3	14	19	7	0	0	0	0	0	0	0	0	0	43
22:00	2	8	8	3	0	0	0	0	0	0	0	0	0	21
23:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
Totals	196	869	829	197	15	6								2112
% of Totals	9%	41%	39%	9%	1%	0%								100%

AM Volumes	80	331	260	61	3	2	0	0	0	0	0	0	0	737
% AM	4%	16%	12%	3%	0%	0%								35%
AM Peak Hour	08:00	08:00	08:00	07:00	08:00	06:00								08:00
Volume	25	128	80	17	1	1								246
PM Volumes	116	538	569	136	12	4	0	0	0	0	0	0	0	1375
% PM	5%	25%	27%	6%	1%	0%								65%
PM Peak Hour	13:00	13:00	14:00	14:00	13:00	12:00								13:00
Volume	29	89	88	27	6	1								215

Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	360	↔ 17%	335	↔ 16%	339	↔ 16%	1078	↔ 51%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Byron Ave	Summary	16	20	20	24	28	2112

VOLUME

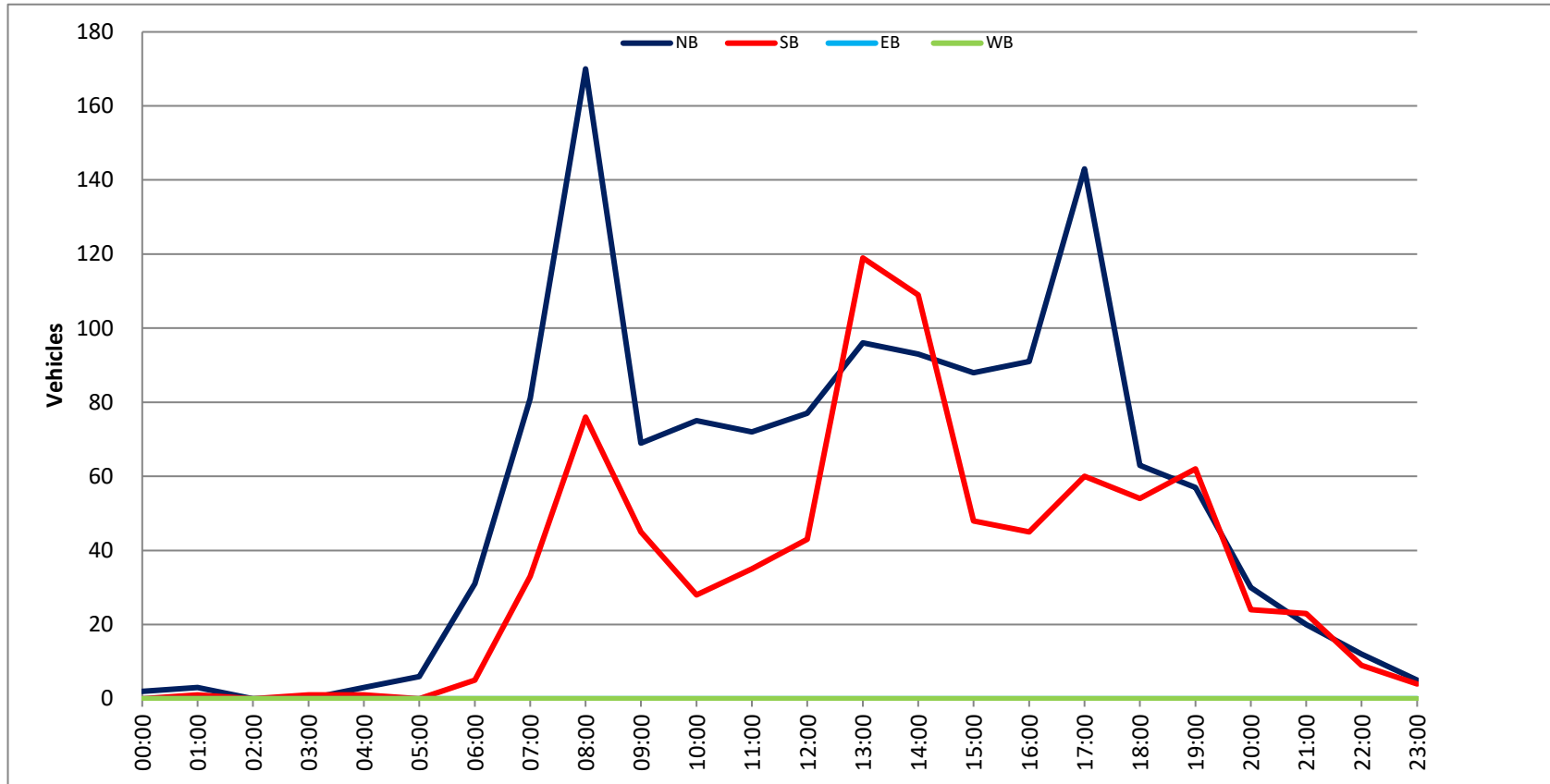
Byron Ave Bet. 95th & 94th St

Day: Wednesday
 Date: 9/14/2022

City: Surfside
 Project #: FL22_140404_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,287	825	0	0	2,112		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	22	12	0	0	34
00:15	2	0	0	0	2	12:15	15	12	0	0	27
00:30	0	0	0	0		12:30	24	8	0	0	32
00:45	0	2	0	0	2	12:45	16	77	11	43	120
01:00	0	0	0	0		13:00	12	10	0	0	22
01:15	0	1	0	0	1	13:15	31	13	0	0	44
01:30	0	0	0	0		13:30	32	40	0	0	72
01:45	3	3	0	1	3	13:45	21	96	56	119	215
02:00	0	0	0	0		14:00	25	46	0	0	71
02:15	0	0	0	0		14:15	20	33	0	0	53
02:30	0	0	0	0		14:30	18	19	0	0	37
02:45	0	0	0	0		14:45	30	93	11	109	202
03:00	0	0	0	0		15:00	25	16	0	0	41
03:15	0	0	0	0		15:15	25	15	0	0	40
03:30	0	0	0	0		15:30	24	9	0	0	33
03:45	0	1	1	0	1	15:45	14	88	8	48	136
04:00	0	0	0	0		16:00	24	11	0	0	35
04:15	0	1	0	0	1	16:15	25	9	0	0	34
04:30	0	0	0	0		16:30	24	11	0	0	35
04:45	3	3	0	1	3	16:45	18	91	14	45	136
05:00	0	0	0	0		17:00	41	19	0	0	60
05:15	1	0	0	0	1	17:15	42	18	0	0	60
05:30	2	0	0	0	2	17:30	37	12	0	0	49
05:45	3	6	0	0	3	17:45	23	143	11	60	203
06:00	2	0	0	0	2	18:00	20	8	0	0	28
06:15	7	1	0	0	8	18:15	18	15	0	0	33
06:30	11	1	0	0	12	18:30	13	14	0	0	27
06:45	11	31	3	5	14	18:45	12	63	17	54	117
07:00	7	4	0	0	11	19:00	18	14	0	0	32
07:15	9	8	0	0	17	19:15	11	9	0	0	20
07:30	17	10	0	0	27	19:30	11	22	0	0	33
07:45	48	81	11	33	59	19:45	17	57	17	62	119
08:00	50	23	0	0	73	20:00	7	9	0	0	16
08:15	50	25	0	0	75	20:15	9	4	0	0	13
08:30	36	17	0	0	53	20:30	7	3	0	0	10
08:45	34	170	11	76	45	20:45	7	30	8	24	54
09:00	15	12	0	0	27	21:00	5	12	0	0	17
09:15	25	6	0	0	31	21:15	5	4	0	0	9
09:30	8	11	0	0	19	21:30	5	6	0	0	11
09:45	21	69	16	45	37	21:45	5	20	1	23	43
10:00	13	7	0	0	20	22:00	3	0	0	0	3
10:15	24	4	0	0	28	22:15	4	3	0	0	7
10:30	19	10	0	0	29	22:30	3	2	0	0	5
10:45	19	75	7	28	26	22:45	2	12	4	9	21
11:00	13	6	0	0	19	23:00	1	1	0	0	2
11:15	26	7	0	0	33	23:15	3	1	0	0	4
11:30	12	10	0	0	22	23:30	0	0	0	0	
11:45	21	72	12	35	33	23:45	1	5	2	4	9
TOTALS	512	225			737	TOTALS	775	600			1375
SPLIT %	69.5%	30.5%			34.9%	SPLIT %	56.4%	43.6%			65.1%

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,287	825	0	0	2,112		
AM Peak Hour	07:45	07:45		07:45	PM Peak Hour	17:00	13:30		13:30		
AM Pk Volume	184	76		260	PM Pk Volume	143	175		273		
Pk Hr Factor	0.920	0.760		0.867	Pk Hr Factor	0.851	0.781		0.886		
7 - 9 Volume	251	109	0	0	360	4 - 6 Volume	234	105	0	0	339
7 - 9 Peak Hour	07:45	07:45		07:45	4 - 6 Peak Hour	17:00	16:45		17:00		
7 - 9 Pk Volume	184	76	0	0	260	4 - 6 Pk Volume	143	63	0	0	203
Pk Hr Factor	0.920	0.760	0.000	0.000	0.867	Pk Hr Factor	0.851	0.829	0.000	0.000	0.846



SPEED

Byron Ave Bet. 95th & 94th St

Day: Thursday
Date: 9/15/2022

City: Surfside
Project #: FL22_140404_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	1	2	1	0	0	0	0	0	0	0	0	0	5
01:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	1	2	3	1	0	0	0	0	0	0	0	0	0	7
06:00	5	17	17	2	0	1	0	0	0	0	0	0	0	42
07:00	12	46	41	8	1	0	0	0	0	0	0	0	0	108
08:00	23	87	85	13	1	1	0	0	0	0	0	0	0	210
09:00	9	36	43	14	1	0	0	0	0	0	0	0	0	103
10:00	10	38	43	13	0	0	0	0	0	0	0	0	0	104
11:00	9	36	44	8	1	0	0	0	0	0	0	0	0	98
12:00 PM	20	50	41	8	1	1	0	0	0	0	0	0	0	121
13:00	12	32	47	12	0	0	0	0	0	0	0	0	0	103
14:00	13	59	47	11	1	0	0	0	0	0	0	0	0	131
15:00	18	67	54	14	1	1	0	0	0	0	0	0	0	155
16:00	19	55	61	17	0	1	0	0	0	0	0	0	0	153
17:00	16	69	80	15	0	1	0	0	0	0	0	0	0	181
18:00	11	38	68	10	1	0	0	0	0	0	0	0	0	128
19:00	8	38	40	13	0	0	0	0	0	0	0	0	0	99
20:00	8	28	27	2	0	0	0	0	0	0	0	0	0	65
21:00	6	11	13	4	1	0	0	0	0	0	0	0	0	35
22:00	3	10	9	2	0	0	0	0	0	0	0	0	0	24
23:00	1	7	5	1	0	0	0	0	0	0	0	0	0	14
Totals	206	729	773	169	9	6								1892
% of Totals	11%	39%	41%	9%	0%	0%								100%

AM Volumes	71	265	281	60	4	2	0	0	0	0	0	0	0	683
% AM	4%	14%	15%	3%	0%	0%								36%
AM Peak Hour	08:00	08:00	08:00	09:00	07:00	06:00								08:00
Volume	23	87	85	14	1	1								210
PM Volumes	135	464	492	109	5	4	0	0	0	0	0	0	0	1209
% PM	7%	25%	26%	6%	0%	0%								64%
PM Peak Hour	12:00	17:00	17:00	16:00	12:00	12:00								17:00
Volume	20	69	80	17	1	1								181

Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	318	↔ 17%	224	↔ 12%	334	↔ 18%	1016	↔ 54%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Byron Ave	Summary	16	20	20	24	28	1892

VOLUME

Byron Ave Bet. 95th & 94th St

Day: Thursday
 Date: 9/15/2022

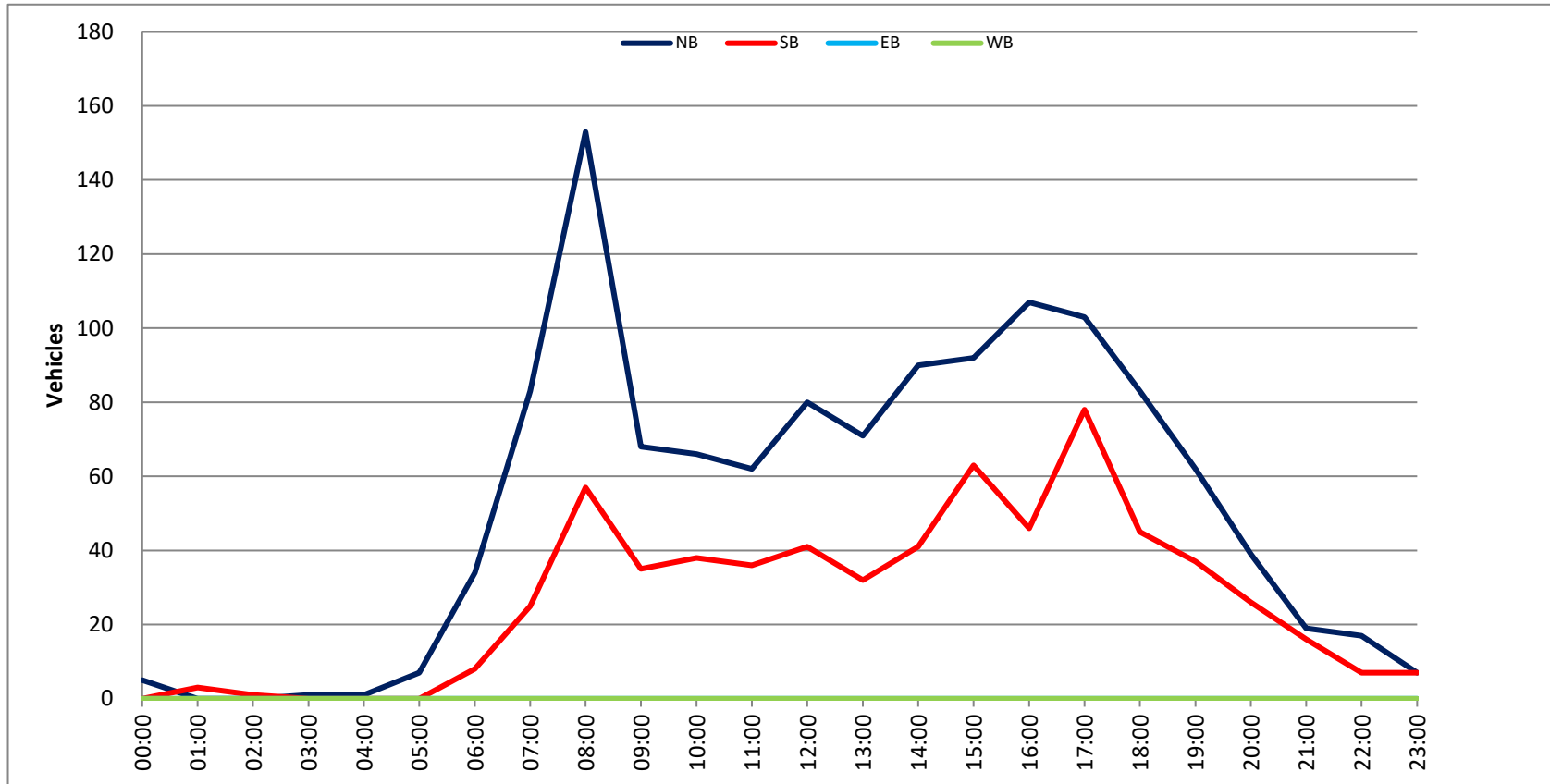
City: Surfside
 Project #: FL22_140404_002

DAILY TOTALS					NB	SB	EB	WB	Total
					1,250	642	0	0	1,892

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	0	0	0	1	12:00	21	10	0	0	31
00:15	1	0	0	0	1	12:15	20	7	0	0	27
00:30	2	0	0	0	2	12:30	19	12	0	0	31
00:45	1	5	0	0	1 5	12:45	20	80	12	41	32 121
01:00	0	2	0	0	2	13:00	12	10	0	0	22
01:15	0	0	0	0		13:15	23	4	0	0	27
01:30	0	1	0	0	1	13:30	18	5	0	0	23
01:45	0	0	3	0	3	13:45	18	71	13	32	31 103
02:00	0	0	0	0		14:00	15	16	0	0	31
02:15	0	0	0	0		14:15	18	8	0	0	26
02:30	0	0	0	0		14:30	24	8	0	0	32
02:45	0	1	1	0	1 1	14:45	33	90	9	41	42 131
03:00	1	0	0	0	1	15:00	29	8	0	0	37
03:15	0	0	0	0		15:15	24	21	0	0	45
03:30	0	0	0	0		15:30	24	14	0	0	38
03:45	0	1	0	0	1	15:45	15	92	20	63	35 155
04:00	0	0	0	0		16:00	24	9	0	0	33
04:15	0	0	0	0		16:15	23	15	0	0	38
04:30	1	0	0	0	1	16:30	34	9	0	0	43
04:45	0	1	0	0	1	16:45	26	107	13	46	39 153
05:00	1	0	0	0	1	17:00	26	15	0	0	41
05:15	2	0	0	0	2	17:15	24	22	0	0	46
05:30	0	0	0	0		17:30	28	21	0	0	49
05:45	4	7	0	0	4 7	17:45	25	103	20	78	45 181
06:00	6	4	0	0	10	18:00	26	14	0	0	40
06:15	4	0	0	0	4	18:15	17	10	0	0	27
06:30	10	0	0	0	10	18:30	23	14	0	0	37
06:45	14	34	4	8	18 42	18:45	17	83	7	45	24 128
07:00	9	4	0	0	13	19:00	27	8	0	0	35
07:15	8	6	0	0	14	19:15	7	11	0	0	18
07:30	20	6	0	0	26	19:30	12	12	0	0	24
07:45	46	83	9	25	55 108	19:45	16	62	6	37	22 99
08:00	52	10	0	0	62	20:00	12	8	0	0	20
08:15	43	18	0	0	61	20:15	8	8	0	0	16
08:30	33	13	0	0	46	20:30	9	1	0	0	10
08:45	25	153	16	57	41 210	20:45	10	39	9	26	19 65
09:00	19	12	0	0	31	21:00	6	5	0	0	11
09:15	18	10	0	0	28	21:15	3	6	0	0	9
09:30	16	7	0	0	23	21:30	5	2	0	0	7
09:45	15	68	6	35	21 103	21:45	5	19	3	16	8 35
10:00	21	8	0	0	29	22:00	2	1	0	0	3
10:15	14	11	0	0	25	22:15	4	3	0	0	7
10:30	17	8	0	0	25	22:30	6	1	0	0	7
10:45	14	66	11	38	25 104	22:45	5	17	2	7	7 24
11:00	16	11	0	0	27	23:00	1	4	0	0	5
11:15	18	8	0	0	26	23:15	0	2	0	0	2
11:30	11	7	0	0	18	23:30	3	1	0	0	4
11:45	17	62	10	36	27 98	23:45	3	7	0	7	3 14
TOTALS	480	203			683	TOTALS	770	439			1209
SPLIT %	70.3%	29.7%			36.1%	SPLIT %	63.7%	36.3%			63.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					1,250	642	0	0	1,892

AM Peak Hour	07:45	08:15		07:45	PM Peak Hour	14:30	17:00		17:00
AM Pk Volume	174	59		224	PM Pk Volume	110	78		181
Pk Hr Factor	0.837	0.819		0.903	Pk Hr Factor	0.833	0.886		0.923
7 - 9 Volume	236	82	0	318	4 - 6 Volume	210	124	0	334
7 - 9 Peak Hour	07:45	08:00		07:45	4 - 6 Peak Hour	16:30	17:00		17:00
7 - 9 Pk Volume	174	57	0	224	4 - 6 Pk Volume	110	78	0	181
Pk Hr Factor	0.837	0.792	0.000	0.903	Pk Hr Factor	0.809	0.886	0.000	0.923



SPEED

Carlyle Ave Bet. 94th St & 93rd St

Day: Tuesday
Date: 9/13/2022City: Surfside
Project #: FL22_140404_003**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
04:00	2	1	0	0	2	0	0	0	0	0	0	0	0	5
05:00	0	4	4	4	1	0	0	0	0	0	0	0	0	13
06:00	2	3	7	2	1	0	0	0	0	0	0	0	0	15
07:00	13	11	27	8	0	0	0	0	0	0	0	0	0	59
08:00	8	24	57	24	0	0	0	0	0	0	0	0	0	113
09:00	10	11	30	9	0	0	0	0	0	0	0	0	0	60
10:00	3	14	20	14	1	0	0	0	0	0	0	0	0	52
11:00	4	11	21	9	3	0	0	0	0	0	0	0	0	48
12:00 PM	6	8	28	19	3	1	0	0	0	0	0	0	0	65
13:00	8	13	26	13	5	0	0	0	0	0	0	0	0	65
14:00	7	9	19	16	5	0	0	0	0	0	0	0	0	56
15:00	1	13	44	31	1	1	0	0	0	0	0	0	0	91
16:00	4	9	21	26	15	2	0	0	0	0	0	0	0	77
17:00	2	13	43	23	6	0	0	0	0	0	0	0	0	87
18:00	10	15	25	7	6	0	0	0	0	0	0	0	0	63
19:00	10	20	18	15	2	0	0	0	0	0	0	0	0	65
20:00	8	7	12	7	2	1	0	0	0	0	0	0	0	37
21:00	4	3	8	4	0	0	0	0	0	0	0	0	0	19
22:00	0	2	8	1	1	0	0	0	0	0	0	0	0	12
23:00	1	1	1	1	2	0	0	0	0	0	0	0	0	6
Totals	105	192	421	233	56	5								1012
% of Totals	10%	19%	42%	23%	6%	0%								100%

AM Volumes	44	79	168	70	8	0	0	0	0	0	0	0	0	369		
% AM	4%	8%	17%	7%	1%									36%		
AM Peak Hour	07:00	08:00	08:00	08:00	11:00									08:00		
Volume	13	24	57	24	3									113		
PM Volumes	61	113	253	163	48	5	0	0	0	0	0	0	0	643		
% PM	6%	11%	25%	16%	5%	0%								64%		
PM Peak Hour	18:00	19:00	15:00	15:00	16:00	16:00								15:00		
Volume	10	20	44	31	15	2								91		
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes				
All Speeds	Volume		%		Volume		%		Volume		%		Volume		%	
	172		↔ 17%		130		↔ 13%		164		↔ 16%		546		↔ 54%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Carlyle Ave	Summary	16	22	22	28	31	1012

VOLUME

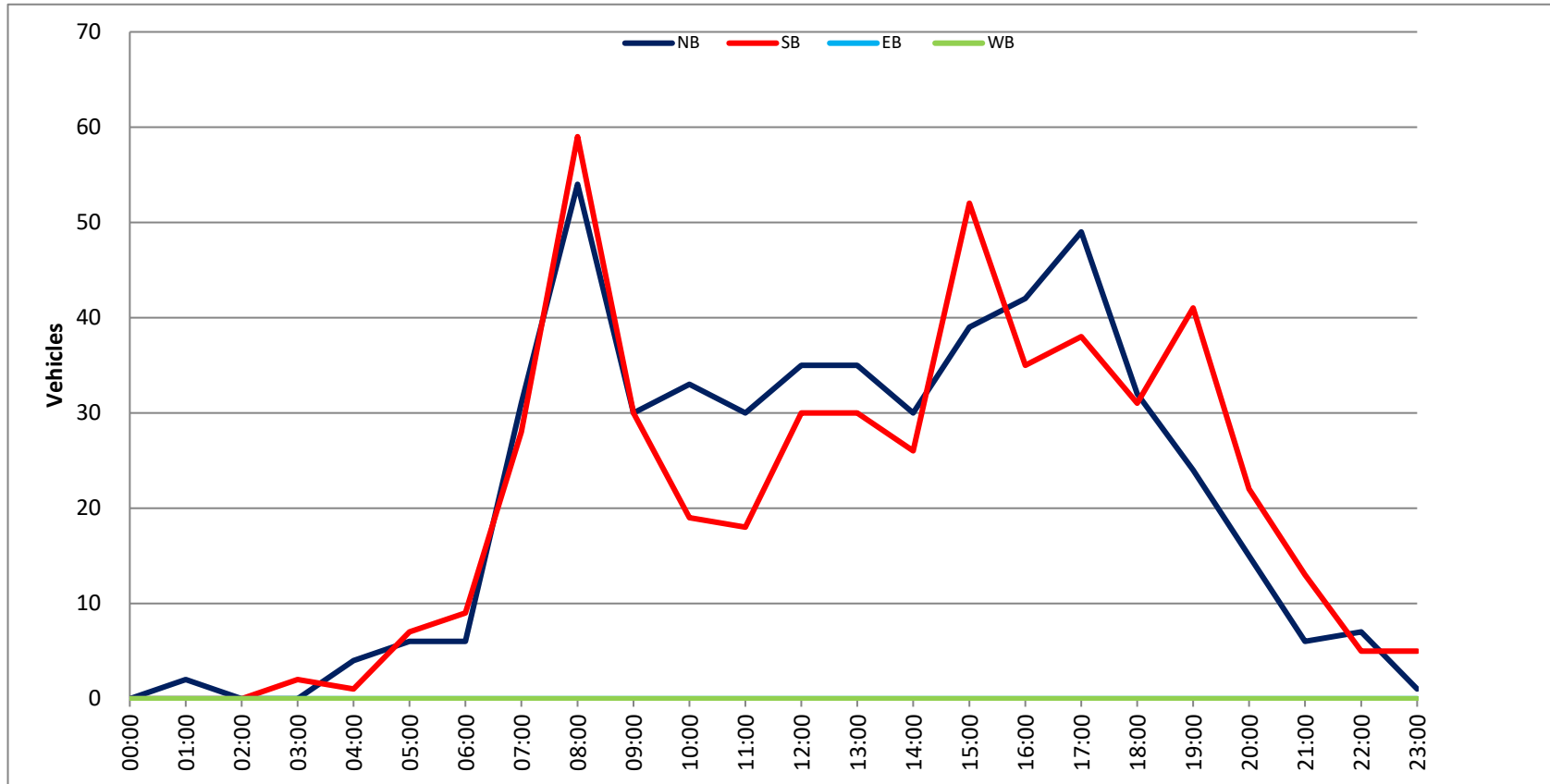
Carlyle Ave Bet. 94th St & 93rd St

Day: Tuesday
 Date: 9/13/2022

City: Surfside
 Project #: FL22_140404_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					511	501	0	0	1,012		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	5	8	0	0	13
00:15	0	0	0	0		12:15	6	8	0	0	14
00:30	0	0	0	0		12:30	7	7	0	0	14
00:45	0	0	0	0		12:45	17	35	7	30	65
01:00	0	0	0	0		13:00	7	4	0	0	11
01:15	0	0	0	0		13:15	11	9	0	0	20
01:30	1	0	0	0	1	13:30	10	6	0	0	16
01:45	1	2	0	0	1 2	13:45	7	35	11	30	65
02:00	0	0	0	0		14:00	11	10	0	0	21
02:15	0	0	0	0		14:15	6	7	0	0	13
02:30	0	0	0	0		14:30	5	4	0	0	9
02:45	0	0	0	0		14:45	8	30	5	26	56
03:00	0	1	0	0	1	15:00	14	9	0	0	23
03:15	0	0	0	0		15:15	5	20	0	0	25
03:30	0	0	0	0		15:30	9	15	0	0	24
03:45	0	1	2	0	1 2	15:45	11	39	8	52	91
04:00	0	0	0	0		16:00	14	5	0	0	19
04:15	0	0	0	0		16:15	9	7	0	0	16
04:30	1	1	0	0	2	16:30	12	14	0	0	26
04:45	3	4	0	1	3 5	16:45	7	42	9	35	77
05:00	1	2	0	0	3	17:00	11	7	0	0	18
05:15	0	0	0	0		17:15	15	14	0	0	29
05:30	2	3	0	0	5	17:30	15	10	0	0	25
05:45	3	6	2	7	5 13	17:45	8	49	7	38	87
06:00	0	1	0	0	1	18:00	10	4	0	0	14
06:15	3	1	0	0	4	18:15	8	8	0	0	16
06:30	2	1	0	0	3	18:30	10	11	0	0	21
06:45	1	6	6	9	7 15	18:45	4	32	8	31	63
07:00	2	5	0	0	7	19:00	7	15	0	0	22
07:15	6	7	0	0	13	19:15	11	9	0	0	20
07:30	7	3	0	0	10	19:30	2	8	0	0	10
07:45	16	31	13	28	29 59	19:45	4	24	9	41	65
08:00	12	22	0	0	34	20:00	4	9	0	0	13
08:15	15	20	0	0	35	20:15	4	7	0	0	11
08:30	17	10	0	0	27	20:30	4	3	0	0	7
08:45	10	54	7	59	17 113	20:45	3	15	3	22	37
09:00	6	10	0	0	16	21:00	0	4	0	0	4
09:15	6	5	0	0	11	21:15	3	7	0	0	10
09:30	7	7	0	0	14	21:30	1	1	0	0	2
09:45	11	30	8	30	19 60	21:45	2	6	1	13	19
10:00	9	6	0	0	15	22:00	2	2	0	0	4
10:15	11	6	0	0	17	22:15	2	0	0	0	2
10:30	6	4	0	0	10	22:30	1	2	0	0	3
10:45	7	33	3	19	10 52	22:45	2	7	1	5	12
11:00	4	7	0	0	11	23:00	0	0	0	0	
11:15	7	3	0	0	10	23:15	0	1	0	0	1
11:30	14	5	0	0	19	23:30	0	2	0	0	2
11:45	5	30	3	18	8 48	23:45	1	1	2	5	6
TOTALS	196	173			369	TOTALS	315	328			643
SPLIT %	53.1%	46.9%			36.5%	SPLIT %	49.0%	51.0%			63.5%

DAILY TOTALS					NB	SB	EB	WB	Total		
					511	501	0	0	1,012		
AM Peak Hour	07:45	07:45		07:45	PM Peak Hour	17:00	15:00		15:00		
AM Pk Volume	60	65		125	PM Pk Volume	49	52		91		
Pk Hr Factor	0.882	0.739		0.893	Pk Hr Factor	0.817	0.650		0.910		
7 - 9 Volume	85	87	0	0	172	4 - 6 Volume	91	73	0	0	164
7 - 9 Peak Hour	07:45	07:45		07:45	4 - 6 Peak Hour	17:00	16:30		16:30		
7 - 9 Pk Volume	60	65	0	0	125	4 - 6 Pk Volume	49	44	0	0	89
Pk Hr Factor	0.882	0.739	0.000	0.000	0.893	Pk Hr Factor	0.817	0.786	0.000	0.000	0.767



SPEED

Carlyle Ave Bet. 94th St & 93rd St

Day: Wednesday
Date: 9/14/2022

City: Surfside
Project #: FL22_140404_003

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	1	3	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	0	0	1	0	0	0	0	0	0	0	0	4
05:00	1	1	3	0	1	0	0	0	0	0	0	0	0	6
06:00	2	1	7	4	0	0	0	0	0	0	0	0	0	14
07:00	7	11	17	10	2	1	0	0	0	0	0	0	0	48
08:00	13	18	66	35	2	0	0	0	0	0	0	0	0	134
09:00	7	11	35	14	6	0	0	0	0	0	0	0	0	73
10:00	8	21	14	6	1	1	0	0	0	0	0	0	0	51
11:00	8	8	25	8	1	1	0	0	0	0	0	0	0	51
12:00 PM	13	17	21	15	3	1	0	0	0	0	0	0	0	70
13:00	4	10	21	13	3	0	0	0	0	0	0	0	0	51
14:00	8	11	30	16	1	0	0	0	0	0	0	0	0	66
15:00	7	18	33	11	1	0	0	0	0	0	0	0	0	70
16:00	9	17	38	17	1	0	0	0	0	0	0	0	0	82
17:00	5	15	37	16	6	0	1	0	0	0	0	0	0	80
18:00	7	18	33	16	3	0	0	0	0	0	0	0	0	77
19:00	3	14	24	14	0	0	0	0	0	0	0	0	0	55
20:00	4	13	12	6	0	0	0	0	0	0	0	0	0	35
21:00	1	5	8	4	1	0	0	0	0	0	0	0	0	19
22:00	1	2	9	4	0	1	0	0	0	0	0	0	0	17
23:00	0	3	1	3	1	0	0	0	0	0	0	0	0	8
Totals	112	216	437	212	34	5	1							1017
% of Totals	11%	21%	43%	21%	3%	0%	0%							100%

AM Volumes	50	73	170	77	14	3	0	0	0	0	0	0	0	387
% AM	5%	7%	17%	8%	1%	0%								38%
AM Peak Hour	08:00	10:00	08:00	08:00	09:00	07:00								08:00
Volume	13	21	66	35	6	1								134
PM Volumes	62	143	267	135	20	2	1	0	0	0	0	0	0	630
% PM	6%	14%	26%	13%	2%	0%	0%							62%
PM Peak Hour	12:00	15:00	16:00	16:00	17:00	12:00	17:00							16:00
Volume	13	18	38	17	6	1	1							82

Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	182	↔ 18%	121	↔ 12%	162	↔ 16%	552	↔ 54%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Carlyle Ave	Summary	16	22	22	27	30	1017

VOLUME

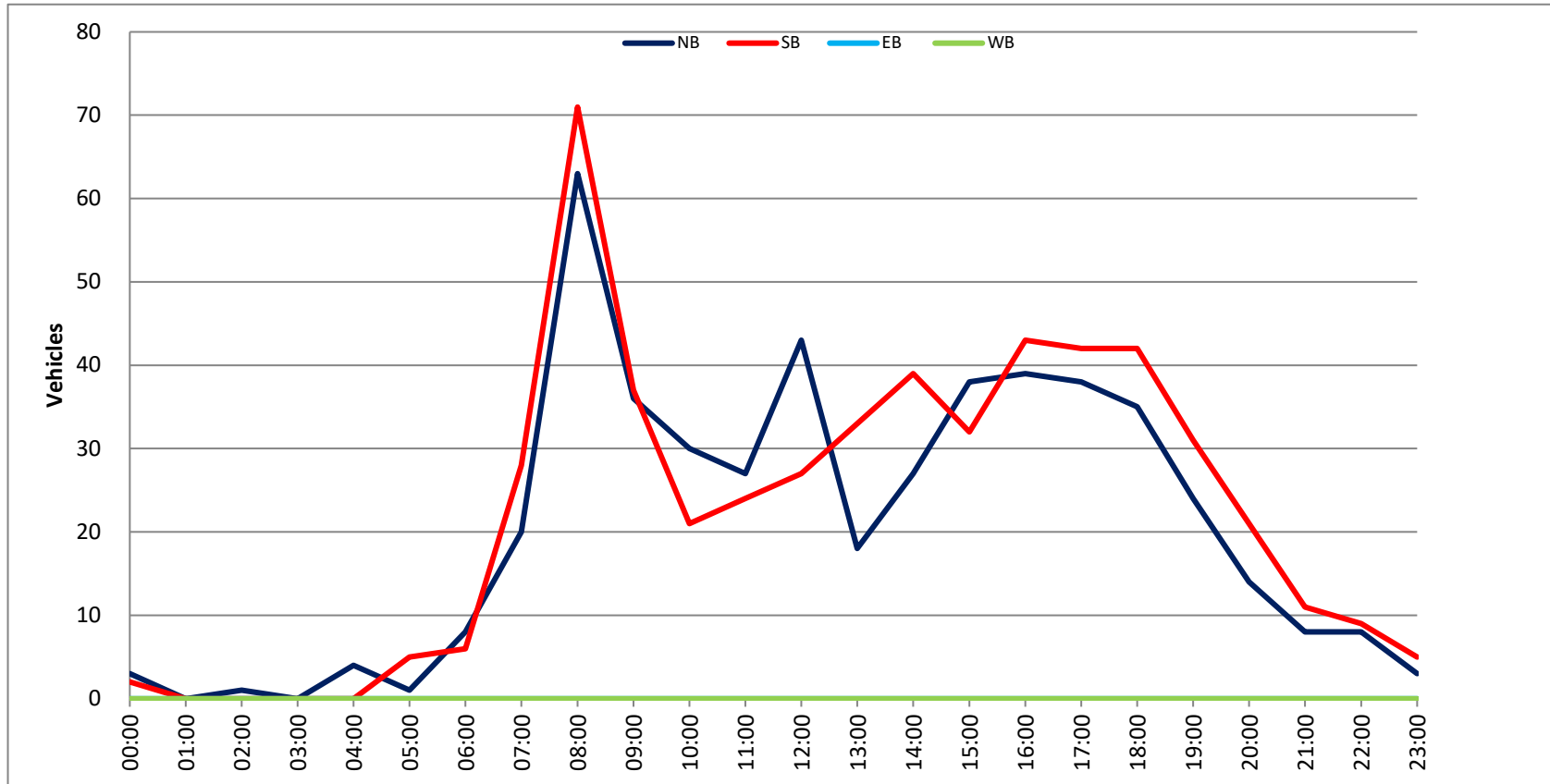
Carlyle Ave Bet. 94th St & 93rd St

Day: Wednesday
 Date: 9/14/2022

City: Surfside
 Project #: FL22_140404_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					488	529	0	0	1,017		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	0	0	0	1	12:00	13	10	0	0	23
00:15	0	1	0	0	1	12:15	11	4	0	0	15
00:30	1	1	0	0	2	12:30	8	6	0	0	14
00:45	1	3	0	2	1	12:45	11	43	7	27	18
01:00	0	0	0	0	0	13:00	0	2	0	0	2
01:15	0	0	0	0	0	13:15	2	2	0	0	4
01:30	0	0	0	0	0	13:30	8	18	0	0	26
01:45	0	0	0	0	0	13:45	8	18	11	33	19
02:00	1	0	0	0	1	14:00	9	14	0	0	23
02:15	0	0	0	0	0	14:15	6	14	0	0	20
02:30	0	0	0	0	0	14:30	5	6	0	0	11
02:45	0	1	0	0	1	14:45	7	27	5	39	12
03:00	0	0	0	0	0	15:00	11	9	0	0	20
03:15	0	0	0	0	0	15:15	10	7	0	0	17
03:30	0	0	0	0	0	15:30	6	5	0	0	11
03:45	0	0	0	0	0	15:45	11	38	11	32	22
04:00	0	0	0	0	0	16:00	9	7	0	0	16
04:15	1	0	0	0	1	16:15	9	11	0	0	20
04:30	1	0	0	0	1	16:30	11	16	0	0	27
04:45	2	4	0	0	2	16:45	10	39	9	43	19
05:00	0	0	0	0	0	17:00	10	16	0	0	26
05:15	0	3	0	0	3	17:15	8	12	0	0	20
05:30	1	2	0	0	3	17:30	13	7	0	0	20
05:45	0	1	0	5	6	17:45	7	38	7	42	14
06:00	0	1	0	0	1	18:00	21	7	0	0	28
06:15	3	0	0	0	3	18:15	8	11	0	0	19
06:30	2	0	0	0	2	18:30	1	9	0	0	10
06:45	3	8	5	6	8	18:45	5	35	15	42	20
07:00	4	3	0	0	7	19:00	9	9	0	0	18
07:15	2	10	0	0	12	19:15	7	5	0	0	12
07:30	5	5	0	0	10	19:30	2	7	0	0	9
07:45	9	20	10	28	19	19:45	6	24	10	31	16
08:00	17	15	0	0	32	20:00	4	8	0	0	12
08:15	22	24	0	0	46	20:15	3	3	0	0	6
08:30	11	16	0	0	27	20:30	4	9	0	0	13
08:45	13	63	16	71	29	20:45	3	14	1	21	4
09:00	16	11	0	0	27	21:00	3	6	0	0	9
09:15	4	7	0	0	11	21:15	3	3	0	0	6
09:30	7	14	0	0	21	21:30	1	1	0	0	2
09:45	9	36	5	37	14	21:45	1	8	1	11	2
10:00	8	3	0	0	11	22:00	3	7	0	0	10
10:15	8	5	0	0	13	22:15	3	0	0	0	3
10:30	7	6	0	0	13	22:30	0	0	0	0	0
10:45	7	30	7	21	14	22:45	2	8	2	9	4
11:00	7	7	0	0	14	23:00	1	0	0	0	1
11:15	4	1	0	0	5	23:15	0	2	0	0	2
11:30	6	9	0	0	15	23:30	2	2	0	0	4
11:45	10	27	7	24	17	23:45	0	3	1	5	1
TOTALS	193	194			387	TOTALS	295	335			630
SPLIT %	49.9%	50.1%			38.1%	SPLIT %	46.8%	53.2%			61.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					488	529	0	0	1,017
AM Peak Hour	08:00	08:00	08:00	PM Peak Hour	17:15	13:30	16:15		
AM Pk Volume	63	71	134	PM Pk Volume	49	57	92		
Pk Hr Factor	0.716	0.740	0.728	Pk Hr Factor	0.583	0.792	0.852		
7 - 9 Volume	83	99	182	4 - 6 Volume	77	85	162		
7 - 9 Peak Hour	08:00	08:00	08:00	4 - 6 Peak Hour	16:45	16:30	16:15		
7 - 9 Pk Volume	63	71	134	4 - 6 Pk Volume	41	53	92		
Pk Hr Factor	0.716	0.740	0.728	Pk Hr Factor	0.788	0.828	0.852		



SPEED

Carlyle Ave Bet. 94th St & 93rd St

Day: Thursday
Date: 9/15/2022

City: Surfside
Project #: FL22_140404_003

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	3	1	6	3	2	0	0	0	0	0	0	0	0	15
07:00	11	13	19	8	3	0	0	0	0	0	0	0	0	54
08:00	16	47	41	15	5	1	0	0	0	0	0	0	0	125
09:00	13	14	25	10	5	0	0	0	0	0	0	0	0	67
10:00	8	9	19	5	1	0	0	0	0	0	0	0	0	42
11:00	8	11	12	7	1	0	0	0	0	0	0	0	0	39
12:00 PM	11	16	23	11	1	0	0	0	0	0	0	0	0	62
13:00	9	22	22	15	2	1	0	0	0	0	0	0	0	71
14:00	10	14	34	9	1	1	0	0	0	0	0	0	0	69
15:00	18	27	48	15	3	0	0	0	0	0	0	0	0	111
16:00	10	28	38	22	2	0	0	0	0	0	0	0	0	100
17:00	10	19	49	13	2	0	0	0	0	0	0	0	0	93
18:00	7	17	30	13	2	1	0	0	0	0	0	0	0	70
19:00	6	19	16	4	2	0	0	0	0	0	0	0	0	47
20:00	3	9	6	6	1	0	0	0	0	0	0	0	0	25
21:00	2	4	4	4	1	0	0	0	0	0	0	0	0	15
22:00	2	6	5	5	1	0	0	0	0	0	0	0	0	19
23:00	1	1	2	3	0	0	0	0	0	0	0	0	0	7
Totals	149	278	402	168	35	4								1036
% of Totals	14%	27%	39%	16%	3%	0%								100%

AM Volumes	60	96	125	48	17	1	0	0	0	0	0	0	0	347
% AM	6%	9%	12%	5%	2%	0%								33%
AM Peak Hour	08:00	08:00	08:00	08:00	08:00	08:00								08:00
Volume	16	47	41	15	5	1								125
PM Volumes	89	182	277	120	18	3	0	0	0	0	0	0	0	689
% PM	9%	18%	27%	12%	2%	0%								67%
PM Peak Hour	15:00	16:00	17:00	16:00	15:00	13:00								15:00
Volume	18	28	49	22	3	1								111

Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	179	↔ 17%	133	↔ 13%	193	↔ 19%	531	↔ 51%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Carlyle Ave	Summary	15	21	21	27	30	1036

VOLUME

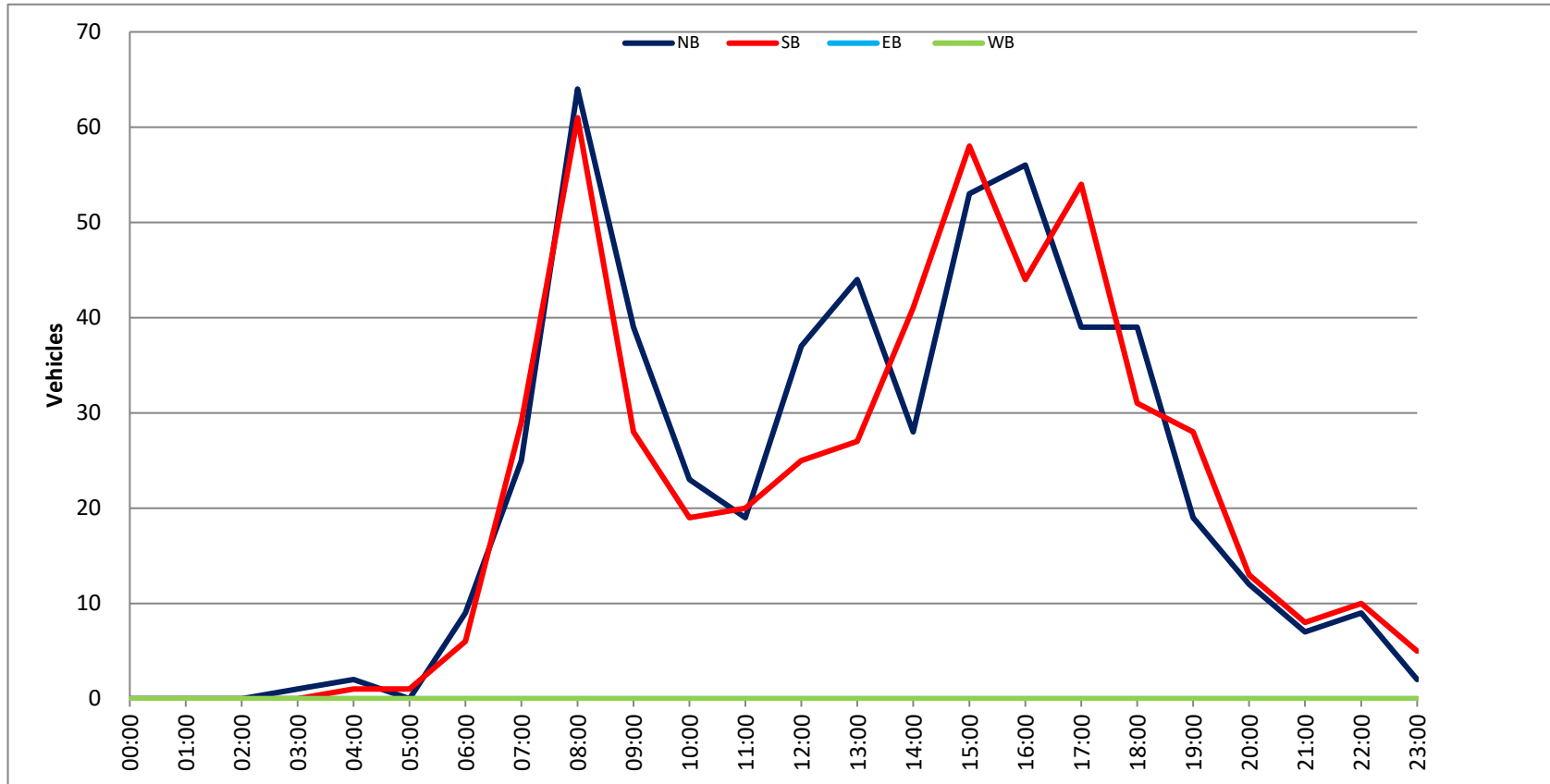
Carlyle Ave Bet. 94th St & 93rd St

Day: Thursday
 Date: 9/15/2022

City: Surfside
 Project #: FL22_140404_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					527	509	0	0	1,036		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	6	6	0	0	12
00:15	0	0	0	0		12:15	16	7	0	0	23
00:30	0	0	0	0		12:30	9	6	0	0	15
00:45	0	0	0	0		12:45	6	37	6	25	74
01:00	0	0	0	0		13:00	17	6	0	0	23
01:15	0	0	0	0		13:15	7	4	0	0	11
01:30	0	0	0	0		13:30	7	9	0	0	16
01:45	0	0	0	0		13:45	13	44	8	27	92
02:00	0	0	0	0		14:00	8	16	0	0	24
02:15	0	0	0	0		14:15	1	6	0	0	7
02:30	0	0	0	0		14:30	6	10	0	0	16
02:45	0	0	0	0		14:45	13	28	9	41	91
03:00	0	0	0	0		15:00	13	9	0	0	22
03:15	1	0	0	0	1	15:15	13	23	0	0	36
03:30	0	0	0	0		15:30	15	12	0	0	27
03:45	0	1	0	0	1	15:45	12	53	14	58	137
04:00	0	0	0	0		16:00	17	11	0	0	28
04:15	0	0	0	0		16:15	12	10	0	0	22
04:30	1	1	0	0	2	16:30	13	12	0	0	25
04:45	1	2	0	1	4	16:45	14	56	11	44	125
05:00	0	0	0	0		17:00	10	14	0	0	24
05:15	0	0	0	0		17:15	8	14	0	0	22
05:30	0	1	0	0	1	17:30	9	15	0	0	24
05:45	0	0	1	0	1	17:45	12	39	11	54	116
06:00	1	0	0	0	1	18:00	11	5	0	0	16
06:15	2	0	0	0	2	18:15	11	11	0	0	22
06:30	4	0	0	0	4	18:30	10	9	0	0	19
06:45	2	9	6	6	23	18:45	7	39	6	31	83
07:00	4	9	0	0	13	19:00	8	11	0	0	19
07:15	5	5	0	0	10	19:15	2	10	0	0	12
07:30	8	7	0	0	15	19:30	6	5	0	0	11
07:45	8	25	8	29	70	19:45	3	19	2	28	52
08:00	21	13	0	0	34	20:00	6	1	0	0	7
08:15	13	23	0	0	36	20:15	1	4	0	0	5
08:30	16	16	0	0	32	20:30	1	4	0	0	5
08:45	14	64	9	61	148	20:45	4	12	4	13	33
09:00	15	7	0	0	22	21:00	1	2	0	0	3
09:15	7	9	0	0	16	21:15	4	1	0	0	5
09:30	5	6	0	0	11	21:30	1	3	0	0	4
09:45	12	39	6	28	85	21:45	1	7	2	8	18
10:00	4	5	0	0	9	22:00	3	3	0	0	6
10:15	4	1	0	0	5	22:15	3	1	0	0	4
10:30	8	9	0	0	17	22:30	1	4	0	0	5
10:45	7	23	4	19	53	22:45	2	9	2	10	23
11:00	3	7	0	0	10	23:00	0	1	0	0	1
11:15	6	3	0	0	9	23:15	1	3	0	0	4
11:30	2	4	0	0	6	23:30	0	0	0	0	0
11:45	8	19	6	20	53	23:45	1	2	1	5	9
TOTALS	182	165			347	TOTALS	345	344			689
SPLIT %	52.4%	47.6%			33.5%	SPLIT %	50.1%	49.9%			66.5%

DAILY TOTALS					NB	SB	EB	WB	Total
					527	509	0	0	1,036
AM Peak Hour	08:00	08:00			08:00	PM Peak Hour	15:15	15:15	15:15
AM Pk Volume	64	61			125	PM Pk Volume	57	60	117
Pk Hr Factor	0.762	0.663			0.868	Pk Hr Factor	0.838	0.652	0.813
7 - 9 Volume	89	90	0	0	179	4 - 6 Volume	95	98	193
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	16:45	16:00
7 - 9 Pk Volume	64	61	0	0	125	4 - 6 Pk Volume	56	54	110
Pk Hr Factor	0.762	0.663	0.000	0.000	0.868	Pk Hr Factor	0.824	0.900	0.893



SPEED

Abbott Ave Bet. 93rd St & 92nd St

Day: Tuesday
Date: 9/13/2022

City: Surfside
Project #: FL22_140404_004

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	3	0	0	1	0	0	0	0	0	0	0	0	0	4
06:00	3	2	1	0	0	0	0	0	0	0	0	0	0	6
07:00	6	5	4	2	0	0	0	0	0	0	0	0	0	17
08:00	5	6	11	3	2	0	0	0	0	0	0	0	0	27
09:00	4	8	11	2	0	0	0	0	0	0	0	0	0	25
10:00	3	4	14	5	0	0	0	0	0	0	0	0	0	26
11:00	5	7	8	3	0	0	0	0	0	0	0	0	0	23
12:00 PM	5	5	9	6	1	0	0	0	0	0	0	0	0	26
13:00	5	8	9	4	0	0	0	0	0	0	0	0	0	26
14:00	5	8	9	3	1	0	0	0	0	0	0	0	0	26
15:00	3	9	15	6	1	0	0	0	0	0	0	0	0	34
16:00	5	9	10	3	0	0	0	0	0	0	0	0	0	27
17:00	2	9	5	4	1	0	0	0	0	0	0	0	0	21
18:00	6	5	11	3	1	0	0	0	0	0	0	0	0	26
19:00	1	5	5	1	0	0	0	0	0	0	0	0	0	12
20:00	2	4	3	0	0	0	0	0	0	0	0	0	0	9
21:00	3	2	3	1	0	0	0	0	0	0	0	0	0	9
22:00	3	3	0	3	0	0	0	0	0	0	0	0	0	9
23:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
Totals	71	101	128	50	7									357
% of Totals	20%	28%	36%	14%	2%									100%

AM Volumes	29	33	49	16	2	0	0	0	0	0	0	0	0	129
% AM	8%	9%	14%	4%	1%									36%
AM Peak Hour	07:00	09:00	10:00	10:00	08:00									08:00
Volume	6	8	14	5	2									27
PM Volumes	42	68	79	34	5	0	0	0	0	0	0	0	0	228
% PM	12%	19%	22%	10%	1%									64%
PM Peak Hour	18:00	15:00	15:00	12:00	12:00									15:00
Volume	6	9	15	6	1									34

Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	44	↔ 12%	52	↔ 15%	48	↔ 13%	213	↔ 60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Abbott Ave	Summary	13	20	19	25	29	357

VOLUME

Abbott Ave Bet. 93rd St & 92nd St

Day: Tuesday
 Date: 9/13/2022

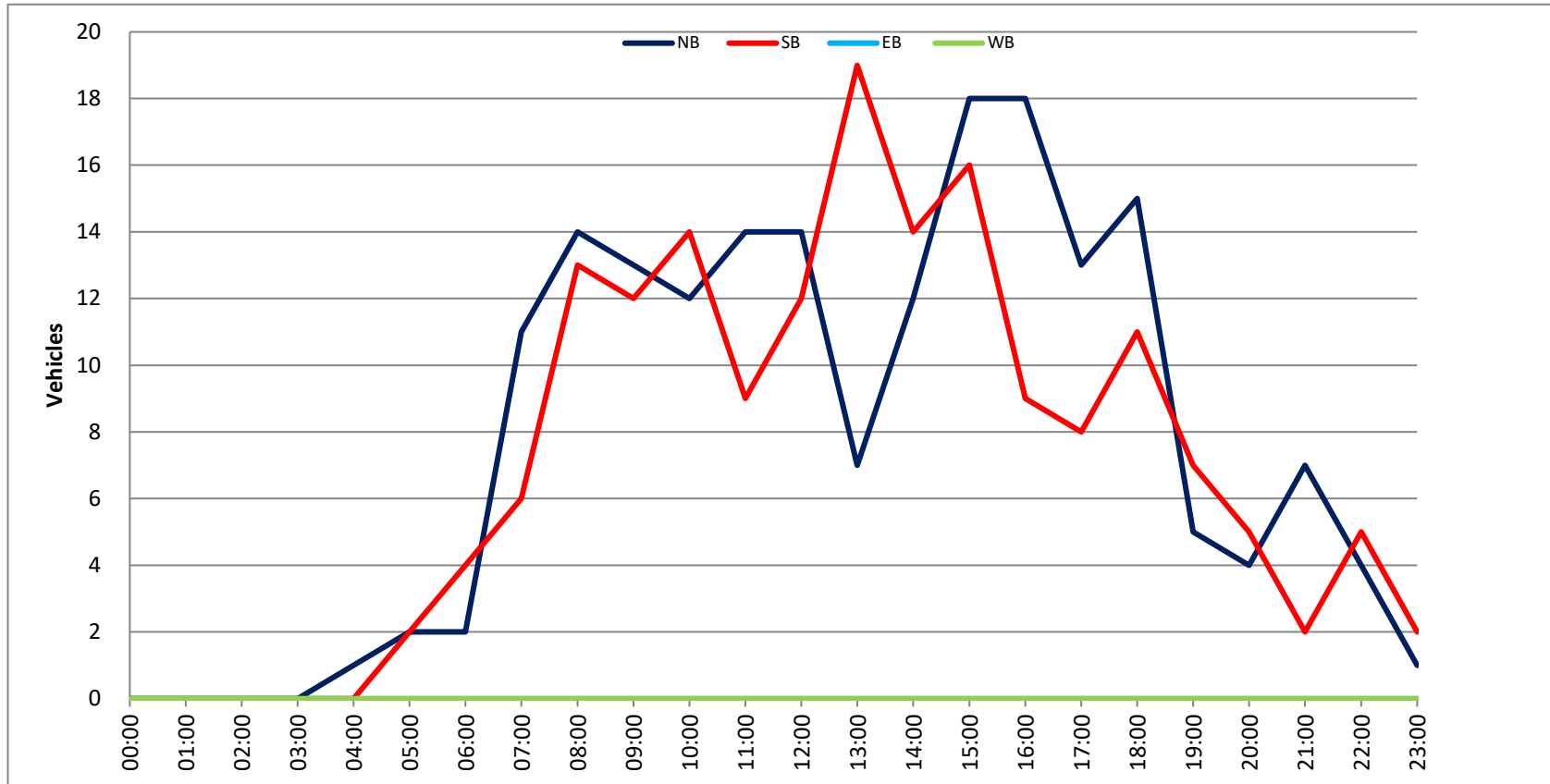
City: Surfside
 Project #: FL22_140404_004

DAILY TOTALS					NB	SB	EB	WB	Total
					187	170	0	0	357

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	1	3	0	0	4
00:15	0	0	0	0		12:15	1	2	0	0	3
00:30	0	0	0	0		12:30	6	5	0	0	11
00:45	0	0	0	0		12:45	6	14	2	12	26
01:00	0	0	0	0		13:00	1	4	0	0	5
01:15	0	0	0	0		13:15	1	3	0	0	4
01:30	0	0	0	0		13:30	3	2	0	0	5
01:45	0	0	0	0		13:45	2	7	10	19	26
02:00	0	0	0	0		14:00	4	6	0	0	10
02:15	0	0	0	0		14:15	0	3	0	0	3
02:30	0	0	0	0		14:30	3	2	0	0	5
02:45	0	0	0	0		14:45	5	12	3	14	26
03:00	0	0	0	0		15:00	7	5	0	0	12
03:15	0	0	0	0		15:15	3	7	0	0	10
03:30	0	0	0	0		15:30	5	2	0	0	7
03:45	0	0	0	0		15:45	3	18	2	16	34
04:00	0	0	0	0		16:00	5	1	0	0	6
04:15	0	0	0	0		16:15	5	3	0	0	8
04:30	0	0	0	0		16:30	2	1	0	0	3
04:45	1	1	0	0	1	16:45	6	18	4	9	27
05:00	1	0	0	0	1	17:00	1	2	0	0	3
05:15	0	1	0	0	1	17:15	2	1	0	0	3
05:30	1	0	0	0	1	17:30	4	4	0	0	8
05:45	0	2	1	2	1	17:45	6	13	1	8	21
06:00	1	0	0	0	1	18:00	3	4	0	0	7
06:15	0	0	0	0		18:15	4	4	0	0	8
06:30	1	2	0	0	3	18:30	6	3	0	0	9
06:45	0	2	2	4	2	18:45	2	15	0	11	26
07:00	1	0	0	0	1	19:00	1	3	0	0	4
07:15	2	0	0	0	2	19:15	1	0	0	0	1
07:30	3	5	0	0	8	19:30	1	1	0	0	2
07:45	5	11	1	6	6	19:45	2	5	3	7	12
08:00	4	5	0	0	9	20:00	2	2	0	0	4
08:15	1	4	0	0	5	20:15	1	1	0	0	2
08:30	5	2	0	0	7	20:30	0	2	0	0	2
08:45	4	14	2	13	6	20:45	1	4	0	5	9
09:00	3	2	0	0	5	21:00	0	0	0	0	0
09:15	3	4	0	0	7	21:15	4	1	0	0	5
09:30	3	3	0	0	6	21:30	1	1	0	0	2
09:45	4	13	3	12	7	21:45	2	7	0	2	9
10:00	1	7	0	0	8	22:00	1	3	0	0	4
10:15	2	1	0	0	3	22:15	1	1	0	0	2
10:30	3	4	0	0	7	22:30	2	1	0	0	3
10:45	6	12	2	14	8	22:45	0	4	0	5	9
11:00	2	3	0	0	5	23:00	0	2	0	0	2
11:15	5	1	0	0	6	23:15	1	0	0	0	1
11:30	6	1	0	0	7	23:30	0	0	0	0	0
11:45	1	14	4	9	5	23:45	0	1	0	2	3
TOTALS	69	60			129	TOTALS	118	110			228
SPLIT %	53.5%	46.5%			36.1%	SPLIT %	51.8%	48.2%			63.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					187	170	0	0	357

AM Peak Hour	10:45	09:15		07:30	PM Peak Hour	14:45	13:15		14:45
AM Pk Volume	19	17		28	PM Pk Volume	20	21		37
Pk Hr Factor	0.792	0.607		0.778	Pk Hr Factor	0.714	0.525		0.771
7 - 9 Volume	25	19	0	0	4 - 6 Volume	31	17	0	0
7 - 9 Peak Hour	07:45	07:30		07:30	4 - 6 Peak Hour	16:00	16:45		16:00
7 - 9 Pk Volume	15	15	0	0	4 - 6 Pk Volume	18	11	0	0
Pk Hr Factor	0.750	0.750	0.000	0.000	Pk Hr Factor	0.750	0.688	0.000	0.000



SPEED

Abbott Ave Bet. 93rd St & 92nd St

Day: Wednesday

Date: 9/14/2022

City: Surfside

Project #: FL22_140404_004

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	3	0	2	0	0	0	0	0	0	0	0	0	0	5
07:00	3	5	4	1	2	0	0	0	0	0	0	0	0	15
08:00	1	3	12	9	4	0	0	0	0	0	0	0	0	29
09:00	4	11	10	0	0	0	0	0	0	0	0	0	0	25
10:00	4	15	7	2	0	0	0	0	0	0	0	0	0	28
11:00	2	10	9	3	1	0	0	0	0	0	0	0	0	25
12:00 PM	6	14	7	2	0	0	0	0	0	0	0	0	0	29
13:00	2	11	14	2	0	0	0	0	0	0	0	0	0	29
14:00	6	7	14	5	3	0	0	0	0	0	0	0	0	35
15:00	10	7	8	5	4	0	0	0	0	0	0	0	0	34
16:00	4	5	13	3	1	0	0	0	0	0	0	0	0	26
17:00	3	6	9	4	1	0	0	0	0	0	0	0	0	23
18:00	6	5	2	1	0	0	0	0	0	0	0	0	0	14
19:00	1	9	5	1	1	0	0	0	0	0	0	0	0	17
20:00	0	6	2	1	0	0	0	0	0	0	0	0	0	9
21:00	2	5	3	1	0	0	0	0	0	0	0	0	0	11
22:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	2	1	0	0	0	0	0	0	0	0	0	3
Totals	60	119	126	41	17									363
% of Totals	17%	33%	35%	11%	5%									100%

AM Volumes	20	44	45	15	7	0	0	0	0	0	0	0	0	131
% AM	6%	12%	12%	4%	2%									36%
AM Peak Hour	09:00	10:00	08:00	08:00	08:00									08:00
Volume	4	15	12	9	4									29
PM Volumes	40	75	81	26	10	0	0	0	0	0	0	0	0	232
% PM	11%	21%	22%	7%	3%									64%
PM Peak Hour	15:00	12:00	13:00	14:00	15:00									14:00
Volume	10	14	14	5	4									35

Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	44	↔ 12%	58	↔ 16%	49	↔ 13%	212	↔ 58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Abbott Ave	Summary	14	20	20	25	30	363

VOLUME

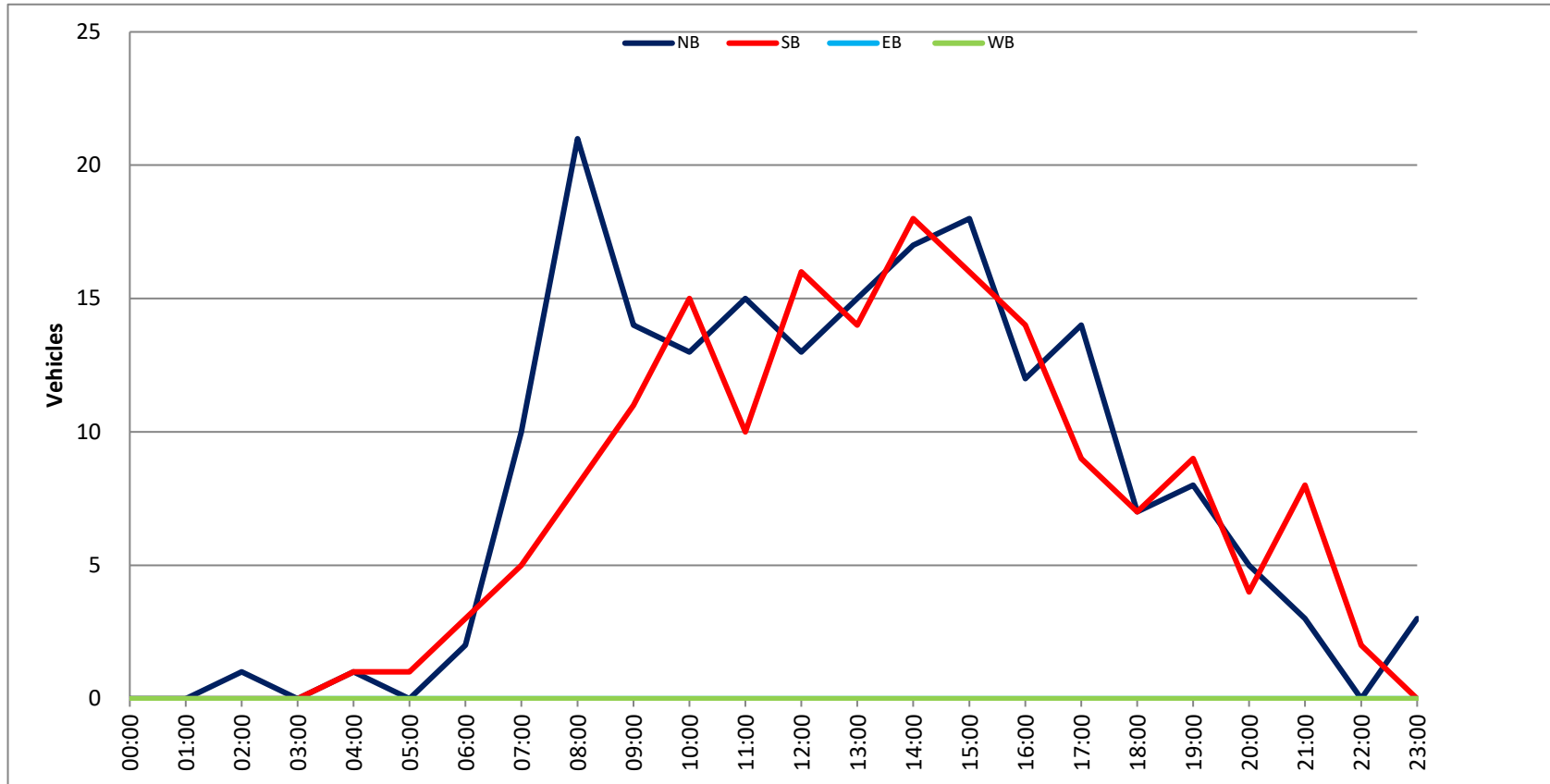
Abbott Ave Bet. 93rd St & 92nd St

Day: Wednesday
 Date: 9/14/2022

City: Surfside
 Project #: FL22_140404_004

DAILY TOTALS					NB	SB	EB	WB	Total		
					192	171	0	0	363		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	5	3	0	0	8
00:15	0	0	0	0		12:15	1	5	0	0	6
00:30	0	0	0	0		12:30	3	3	0	0	6
00:45	0	0	0	0		12:45	4	13	5	16	9
01:00	0	0	0	0		13:00	4	2	0	0	6
01:15	0	0	0	0		13:15	4	7	0	0	11
01:30	0	0	0	0		13:30	3	3	0	0	6
01:45	0	0	0	0		13:45	4	15	2	14	6
02:00	0	0	0	0		14:00	3	9	0	0	12
02:15	0	0	0	0		14:15	7	1	0	0	8
02:30	0	0	0	0		14:30	1	3	0	0	4
02:45	1	1	0	0	1	1	6	17	5	18	0
03:00	0	0	0	0		14:45	6	17	5	18	0
03:15	0	0	0	0		15:00	4	2	0	0	6
03:30	0	0	0	0		15:15	4	4	0	0	8
03:45	0	0	0	0		15:30	6	5	0	0	11
04:00	0	0	0	0		15:45	4	18	5	16	0
04:15	0	0	0	0		16:00	5	5	0	0	10
04:30	1	0	0	0	1	1	4	3	0	0	7
04:45	0	1	1	0	0	1	2	5	0	0	7
05:00	0	1	0	0	1	1	1	12	1	14	0
05:15	0	0	0	0		16:00	5	5	0	0	10
05:30	0	0	0	0		16:15	4	3	0	0	7
05:45	0	0	1	0	1	1	4	3	0	0	7
06:00	1	1	0	0	2	2	5	2	0	0	7
06:15	0	1	0	0	1	1	2	4	0	0	6
06:30	1	0	0	0	1	1	5	2	0	0	7
06:45	0	2	1	3	0	0	3	14	0	9	0
07:00	1	1	0	0	2	2	3	0	0	0	5
07:15	4	1	0	0	5	2	0	0	0	0	4
07:30	1	2	0	0	3	2	2	0	0	0	4
07:45	4	10	1	5	0	0	3	3	0	0	6
08:00	3	2	0	0	5	1	8	2	9	0	3
08:15	11	4	0	0	15	1	0	0	0	0	1
08:30	3	2	0	0	5	2	2	0	0	0	4
08:45	4	21	0	8	0	0	0	1	0	0	1
09:00	2	8	0	0	10	2	5	1	4	0	3
09:15	3	0	0	0	3	2	0	0	0	0	6
09:30	6	2	0	0	8	0	6	0	0	0	1
09:45	3	14	1	11	0	0	3	1	8	0	3
10:00	6	4	0	0	10	0	3	1	8	0	1
10:15	3	5	0	0	8	0	0	0	0	0	1
10:30	0	3	0	0	3	0	1	0	0	0	1
10:45	4	13	3	15	0	0	0	1	2	0	1
11:00	3	2	0	0	5	0	0	0	0	0	2
11:15	4	1	0	0	5	1	0	0	0	0	1
11:30	5	5	0	0	10	1	0	0	0	0	1
11:45	3	15	2	10	0	0	3	0	0	0	3
TOTALS	77	54			131	TOTALS	115	117			232
SPLIT %	58.8%	41.2%			36.1%	SPLIT %	49.6%	50.4%			63.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					192	171	0	0	363
AM Peak Hour	07:45	10:00	08:15	PM Peak Hour	14:45	13:15	15:15		
AM Pk Volume	21	15	34	PM Pk Volume	20	21	38		
Pk Hr Factor	0.477	0.750	0.567	Pk Hr Factor	0.833	0.583	0.864		
7 - 9 Volume	31	13	44	4 - 6 Volume	26	23	49		
7 - 9 Peak Hour	07:45	07:30	07:45	4 - 6 Peak Hour	17:00	16:00	16:00		
7 - 9 Pk Volume	21	9	30	4 - 6 Pk Volume	14	14	26		
Pk Hr Factor	0.477	0.563	0.500	Pk Hr Factor	0.700	0.700	0.650		



SPEED

Abbott Ave Bet. 93rd St & 92nd St

Day: Thursday
Date: 9/15/2022

City: Surfside
Project #: FL22_140404_004

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
06:00	2	1	2	0	1	0	0	0	0	0	0	0	0	6
07:00	4	4	6	1	1	0	0	0	0	0	0	0	0	16
08:00	5	4	12	9	1	0	0	0	0	0	0	0	0	31
09:00	4	7	3	4	1	0	0	0	0	0	0	0	0	19
10:00	0	7	3	4	1	0	0	0	0	0	0	0	0	15
11:00	5	3	8	4	0	0	0	0	0	0	0	0	0	20
12:00 PM	9	4	3	4	0	0	0	0	0	0	0	0	0	20
13:00	5	3	3	6	0	0	0	0	0	0	0	0	0	17
14:00	4	6	7	4	0	0	0	0	0	0	0	0	0	21
15:00	7	9	10	3	1	0	0	0	0	0	0	0	0	30
16:00	6	8	14	4	1	0	0	0	0	0	0	0	0	33
17:00	9	5	8	3	0	0	0	0	0	0	0	0	0	25
18:00	10	8	10	1	1	0	0	0	0	0	0	0	0	30
19:00	1	2	4	1	0	0	0	0	0	0	0	0	0	8
20:00	1	6	7	4	0	0	0	0	0	0	0	0	0	18
21:00	0	4	3	1	0	0	0	0	0	0	0	0	0	8
22:00	4	6	4	5	0	0	0	0	0	0	0	0	0	19
23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Totals	77	88	110	59	8									342
% of Totals	23%	26%	32%	17%	2%									100%

AM Volumes	21	27	36	22	5	0	0	0	0	0	0	0	0	111
% AM	6%	8%	11%	6%	1%									32%
AM Peak Hour	08:00	09:00	08:00	08:00	06:00									08:00
Volume	5	7	12	9	1									31
PM Volumes	56	61	74	37	3	0	0	0	0	0	0	0	0	231
% PM	16%	18%	22%	11%	1%									68%
PM Peak Hour	18:00	15:00	16:00	13:00	15:00									16:00
Volume	10	9	14	6	1									33

Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	47	↔ 14%	37	↔ 11%	58	↔ 17%	200	↔ 58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Abbott Ave	Summary	12	20	19	26	29	342

VOLUME

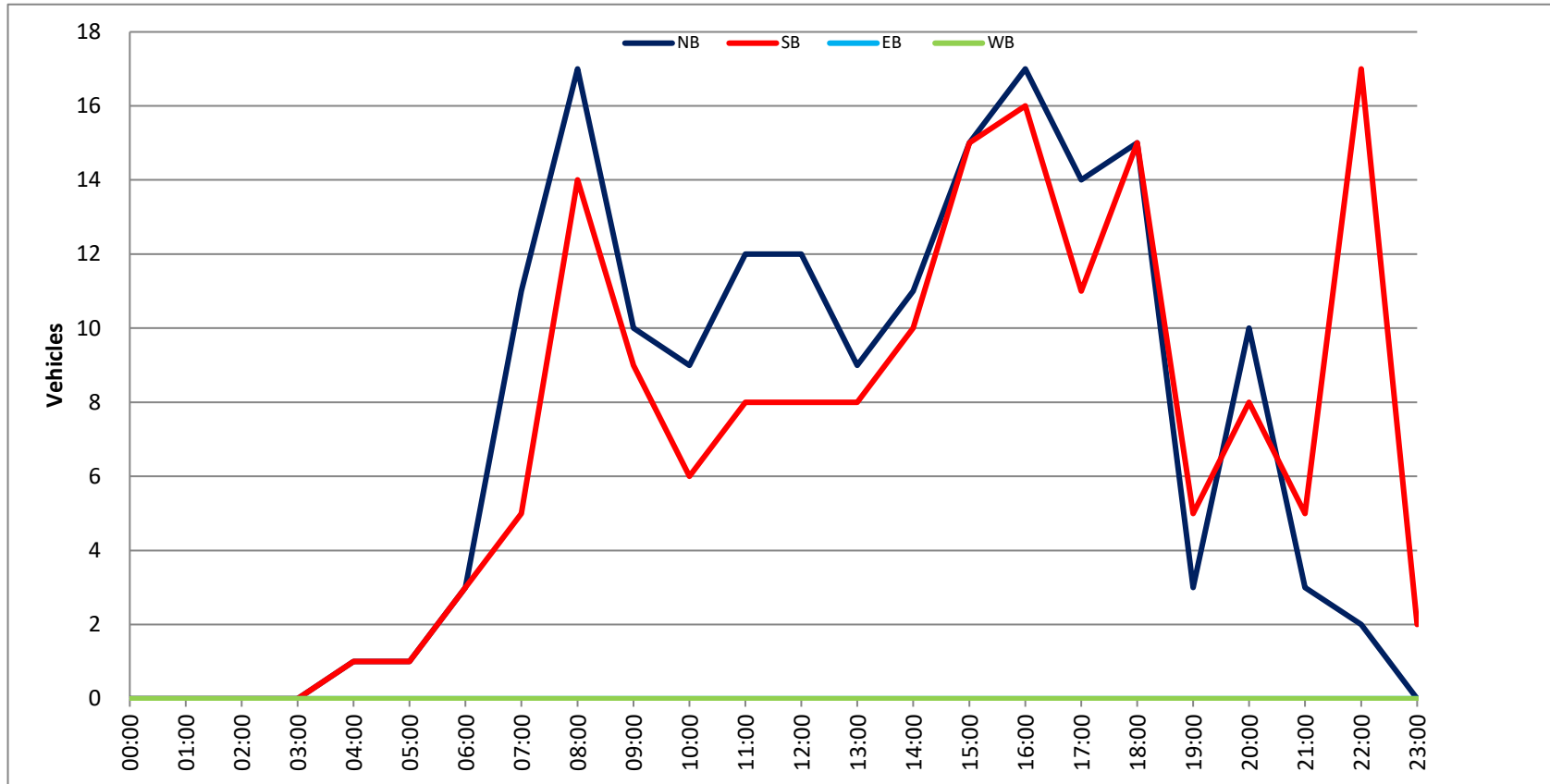
Abbott Ave Bet. 93rd St & 92nd St

Day: Thursday
 Date: 9/15/2022

City: Surfside
 Project #: FL22_140404_004

DAILY TOTALS					NB	SB	EB	WB	Total		
					175	167	0	0	342		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	3	1	0	0	4
00:15	0	0	0	0		12:15	2	2	0	0	4
00:30	0	0	0	0		12:30	2	5	0	0	7
00:45	0	0	0	0		12:45	5	12	8	0	25
01:00	0	0	0	0		13:00	3	1	0	0	4
01:15	0	0	0	0		13:15	3	3	0	0	6
01:30	0	0	0	0		13:30	0	3	0	0	3
01:45	0	0	0	0		13:45	3	9	1	8	21
02:00	0	0	0	0		14:00	4	2	0	0	6
02:15	0	0	0	0		14:15	0	1	0	0	1
02:30	0	0	0	0		14:30	4	5	0	0	9
02:45	0	0	0	0		14:45	3	11	2	10	26
03:00	0	0	0	0		15:00	5	3	0	0	8
03:15	0	0	0	0		15:15	2	4	0	0	6
03:30	0	0	0	0		15:30	2	3	0	0	5
03:45	0	0	0	0		15:45	6	15	5	15	41
04:00	0	0	0	0		16:00	6	2	0	0	8
04:15	0	0	0	0		16:15	7	2	0	0	9
04:30	0	0	0	0		16:30	2	6	0	0	8
04:45	1	1	1	0	2	16:45	2	17	6	16	41
05:00	1	1	0	0	2	17:00	2	2	0	0	4
05:15	0	0	0	0		17:15	6	4	0	0	10
05:30	0	0	0	0		17:30	4	1	0	0	5
05:45	0	1	0	1	2	17:45	2	14	4	11	31
06:00	1	0	0	0	1	18:00	2	5	0	0	7
06:15	0	0	0	0		18:15	8	1	0	0	9
06:30	1	2	0	0	3	18:30	3	5	0	0	8
06:45	1	3	1	3	2	18:45	2	15	4	15	36
07:00	0	1	0	0	1	19:00	3	0	0	0	3
07:15	2	1	0	0	3	19:15	0	1	0	0	1
07:30	0	3	0	0	3	19:30	0	0	0	0	0
07:45	9	11	0	5	9	19:45	0	3	4	5	12
08:00	3	6	0	0	9	20:00	6	2	0	0	8
08:15	5	4	0	0	9	20:15	2	3	0	0	5
08:30	6	4	0	0	10	20:30	1	1	0	0	2
08:45	3	17	0	14	3	20:45	1	10	2	8	21
09:00	2	3	0	0	5	21:00	0	1	0	0	1
09:15	0	1	0	0	1	21:15	2	1	0	0	3
09:30	5	3	0	0	8	21:30	1	2	0	0	3
09:45	3	10	2	9	5	21:45	0	3	1	5	9
10:00	5	2	0	0	7	22:00	0	0	0	0	0
10:15	1	3	0	0	4	22:15	1	4	0	0	5
10:30	2	1	0	0	3	22:30	1	12	0	0	13
10:45	1	9	0	6	1	22:45	0	2	1	17	20
11:00	5	0	0	0	5	23:00	0	0	0	0	0
11:15	3	1	0	0	4	23:15	0	1	0	0	1
11:30	1	4	0	0	5	23:30	0	1	0	0	1
11:45	3	12	3	8	6	23:45	0	0	2	0	2
TOTALS	64	47			111	TOTALS	111	120			231
SPLIT %	57.7%	42.3%			32.5%	SPLIT %	48.1%	51.9%			67.5%

DAILY TOTALS					NB	SB	EB	WB	Total
					175	167	0	0	342
AM Peak Hour	07:45	07:45			07:45	PM Peak Hour	15:30	16:30	15:45
AM Pk Volume	23	14			37	PM Pk Volume	21	18	36
Pk Hr Factor	0.639	0.583			0.925	Pk Hr Factor	0.750	0.750	0.818
7 - 9 Volume	28	19	0	0	47	4 - 6 Volume	31	27	58
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	16:00	16:30	16:00
7 - 9 Pk Volume	23	14	0	0	37	4 - 6 Pk Volume	17	18	33
Pk Hr Factor	0.639	0.583	0.000	0.000	0.925	Pk Hr Factor	0.607	0.750	0.917



SPEED

94th St Bet. Carlyle Ave & Byron Ave

Day: Tuesday
Date: 9/13/2022City: Surfside
Project #: FL22_140404_005**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
06:00	1	8	1	0	0	0	0	0	0	0	0	0	0	10
07:00	9	17	8	0	0	0	0	0	0	0	0	0	0	34
08:00	4	24	9	0	0	0	0	0	0	0	0	0	0	37
09:00	6	15	4	1	0	0	0	0	0	0	0	0	0	26
10:00	2	10	4	1	0	0	0	0	0	0	0	0	0	17
11:00	12	11	6	0	0	0	0	0	0	0	0	0	0	29
12:00 PM	2	20	8	1	0	0	0	0	0	0	0	0	0	31
13:00	8	19	13	0	0	0	0	0	0	0	0	0	0	40
14:00	2	19	9	0	0	0	0	0	0	0	0	0	0	30
15:00	7	23	13	1	0	0	0	0	0	0	0	0	0	44
16:00	10	19	6	0	0	0	0	0	0	0	0	0	0	35
17:00	10	20	14	1	0	0	0	0	0	0	0	0	0	45
18:00	4	19	7	1	0	0	0	0	0	0	0	0	0	31
19:00	3	12	11	0	0	0	0	0	0	0	0	0	0	26
20:00	3	18	3	0	0	0	0	0	0	0	0	0	0	24
21:00	1	5	1	0	0	0	0	0	0	0	0	0	0	7
22:00	2	4	1	0	0	0	0	0	0	0	0	0	0	7
23:00	2	0	1	0	0	0	0	0	0	0	0	0	0	3
Totals	92	268	121	6										487
% of Totals	19%	55%	25%	1%										100%

AM Volumes	38	90	34	2	0	0	0	0	0	0	0	0	0	164	
% AM	8%	18%	7%	0%										34%	
AM Peak Hour	11:00	08:00	08:00	09:00										08:00	
Volume	12	24	9	1										37	
PM Volumes	54	178	87	4	0	0	0	0	0	0	0	0	0	323	
% PM	11%	37%	18%	1%										66%	
PM Peak Hour	16:00	15:00	17:00	12:00										17:00	
Volume	10	23	14	1										45	
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
All Speeds		Volume		%	Volume		%	Volume		%	Volume		%		
		71	↔	15%	71	↔	15%	80	↔	16%	265	↔	54%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
94th St	Summary	13	18	17	22	24	487

VOLUME

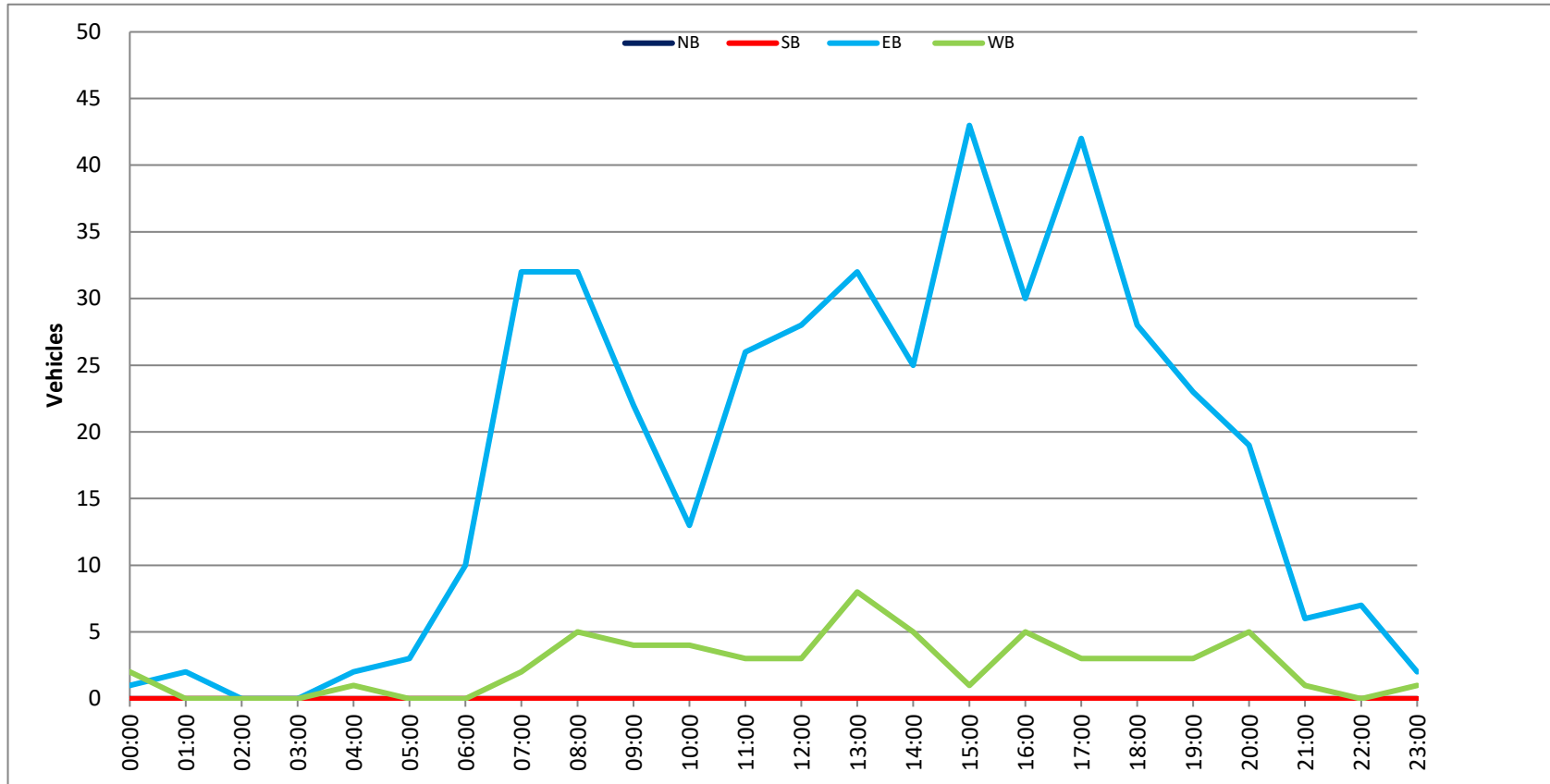
94th St Bet. Carlyle Ave & Byron Ave

Day: Tuesday
 Date: 9/13/2022

City: Surfside
 Project #: FL22_140404_005

DAILY TOTALS					NB	SB	EB	WB	Total						
					0	0	428	59	487						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
00:00	0	0	0	1	1	12:00	0	0	7	0	7				
00:15	0	0	1	1	2	12:15	0	0	4	0	4				
00:30	0	0	0	0		12:30	0	0	8	0	8				
00:45	0	0	0	1	2	12:45	0	0	9	28	3	3	12	31	
01:00	0	0	0	0		13:00	0	0	14	1	15				
01:15	0	0	0	0		13:15	0	0	7	5	12				
01:30	0	0	1	0	1	13:30	0	0	5	1	6				
01:45	0	0	1	2	2	13:45	0	0	6	32	1	8	7	40	
02:00	0	0	0	0		14:00	0	0	7	2	9				
02:15	0	0	0	0		14:15	0	0	5	1	6				
02:30	0	0	0	0		14:30	0	0	8	0	8				
02:45	0	0	0	0		14:45	0	0	5	25	2	5	7	30	
03:00	0	0	0	0		15:00	0	0	13	0	13				
03:15	0	0	0	0		15:15	0	0	7	0	7				
03:30	0	0	0	0		15:30	0	0	13	0	13				
03:45	0	0	0	0		15:45	0	0	10	43	1	1	11	44	
04:00	0	0	0	0		16:00	0	0	6	3	9				
04:15	0	0	0	0		16:15	0	0	9	0	9				
04:30	0	0	1	0	1	16:30	0	0	9	1	10				
04:45	0	0	1	2	2	16:45	0	0	6	30	1	5	7	35	
05:00	0	0	1	0	1	17:00	0	0	12	0	12				
05:15	0	0	1	0	1	17:15	0	0	11	0	11				
05:30	0	0	1	0	1	17:30	0	0	10	2	12				
05:45	0	0	0	3	3	17:45	0	0	9	42	1	3	10	45	
06:00	0	0	2	0	2	18:00	0	0	10	1	11				
06:15	0	0	2	0	2	18:15	0	0	5	1	6				
06:30	0	0	3	0	3	18:30	0	0	7	1	8				
06:45	0	0	3	10	3	18:45	0	0	6	28	0	3	6	31	
07:00	0	0	2	0	2	19:00	0	0	9	1	10				
07:15	0	0	6	0	6	19:15	0	0	9	2	11				
07:30	0	0	9	0	9	19:30	0	0	3	0	3				
07:45	0	0	15	32	2	19:45	0	0	2	23	0	3	2	26	
08:00	0	0	13	3	16	20:00	0	0	4	1	5				
08:15	0	0	11	1	12	20:15	0	0	4	1	5				
08:30	0	0	6	0	6	20:30	0	0	5	2	7				
08:45	0	0	2	32	1	20:45	0	0	6	19	1	5	7	24	
09:00	0	0	5	1	6	21:00	0	0	2	1	3				
09:15	0	0	6	0	6	21:15	0	0	1	0	1				
09:30	0	0	4	1	5	21:30	0	0	1	0	1				
09:45	0	0	7	22	2	21:45	0	0	2	6	0	1	2	7	
10:00	0	0	3	3	6	22:00	0	0	1	0	1				
10:15	0	0	3	1	4	22:15	0	0	3	0	3				
10:30	0	0	3	0	3	22:30	0	0	1	0	1				
10:45	0	0	4	13	4	22:45	0	0	2	7	0	2	7		
11:00	0	0	6	2	8	23:00	0	0	0	0					
11:15	0	0	5	1	6	23:15	0	0	0	0					
11:30	0	0	11	0	11	23:30	0	0	2	0	2				
11:45	0	0	4	26	4	23:45	0	0	0	2	1	1	1	3	
TOTALS					143	21	164	TOTALS					285	38	323
SPLIT %					87.2%	12.8%	33.7%	SPLIT %					88.2%	11.8%	66.3%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	428	59	487		
AM Peak Hour	07:30		09:30	07:30	PM Peak Hour	15:00		12:45	12:30		
AM Pk Volume	48		7	54	PM Pk Volume	43		10	47		
Pk Hr Factor	0.800		0.583	0.794	Pk Hr Factor	0.827		0.500	0.783		
7 - 9 Volume	0	0	64	7	71	4 - 6 Volume	0	0	72	8	80
7 - 9 Peak Hour	07:30		07:30	07:30	4 - 6 Peak Hour	17:00		16:00	17:00		
7 - 9 Pk Volume	0	0	48	6	54	4 - 6 Pk Volume	0	0	42	5	45
Pk Hr Factor	0.000	0.000	0.800	0.500	0.794	Pk Hr Factor	0.000	0.000	0.875	0.417	0.938



SPEED

94th St Bet. Carlyle Ave & Byron Ave

Day: Wednesday

Date: 9/14/2022

City: Surfside

Project #: FL22_140404_005

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	2	3	3	0	0	0	0	0	0	0	0	0	0	8
07:00	9	17	6	1	0	0	0	0	0	0	0	0	0	33
08:00	9	21	9	0	0	0	0	0	0	0	0	0	0	39
09:00	4	15	7	1	0	0	0	0	0	0	0	0	0	27
10:00	12	9	9	0	0	0	0	0	0	0	0	0	0	30
11:00	8	12	9	0	0	0	0	0	0	0	0	0	0	29
12:00 PM	6	23	8	0	0	0	0	0	0	0	0	0	0	37
13:00	7	21	12	1	0	0	0	0	0	0	0	0	0	41
14:00	10	19	10	2	0	0	0	0	0	0	0	0	0	41
15:00	5	16	12	0	0	0	0	0	0	0	0	0	0	33
16:00	1	22	7	0	0	0	0	0	0	0	0	0	0	30
17:00	4	24	15	0	0	0	0	0	0	0	0	0	0	43
18:00	3	24	10	0	0	0	0	0	0	0	0	0	0	37
19:00	6	13	3	2	0	0	0	0	0	0	0	0	0	24
20:00	5	8	3	0	0	0	0	0	0	0	0	0	0	16
21:00	3	8	2	0	0	0	0	0	0	0	0	0	0	13
22:00	2	4	0	0	0	0	0	0	0	0	0	0	0	6
23:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Totals	100	263	125	7										495
% of Totals	20%	53%	25%	1%										100%

AM Volumes	45	81	43	2	0	0	0	0	0	0	0	0	0	171	
% AM	9%	16%	9%	0%										35%	
AM Peak Hour	10:00	08:00	08:00	07:00										08:00	
Volume	12	21	9	1										39	
PM Volumes	55	182	82	5	0	0	0	0	0	0	0	0	0	324	
% PM	11%	37%	17%	1%										65%	
PM Peak Hour	14:00	17:00	17:00	14:00										17:00	
Volume	10	24	15	2										43	
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
All Speeds		Volume		%		Volume		%		Volume		%		Volume	
		72		↔ 15%		78		↔ 16%		73		↔ 15%		272	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
94th St	Summary	12	18	17	22	24	495

VOLUME

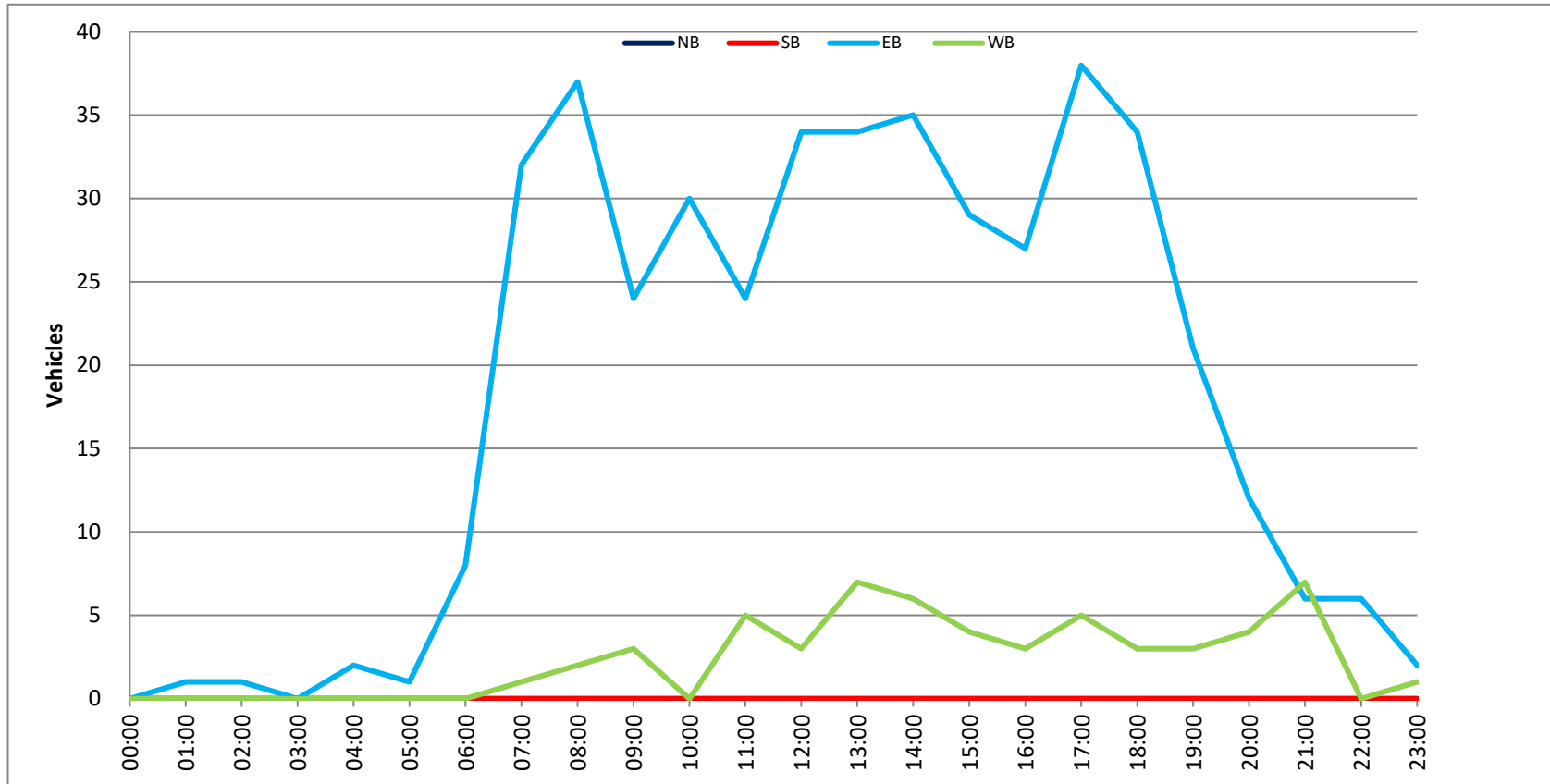
94th St Bet. Carlyle Ave & Byron Ave

Day: Wednesday
 Date: 9/14/2022

City: Surfside
 Project #: FL22_140404_005

DAILY TOTALS					NB	SB	EB	WB	Total						
					0	0	438	57	495						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
00:00	0	0	0	0		12:00	0	0	8	2	10				
00:15	0	0	0	0		12:15	0	0	12	1	13				
00:30	0	0	0	0		12:30	0	0	5	0	5				
00:45	0	0	0	0		12:45	0	0	9	34	0	3	9	37	
01:00	0	0	0	0		13:00	0	0	5	1	6				
01:15	0	0	1	0	1	13:15	0	0	6	1	7				
01:30	0	0	0	0		13:30	0	0	14	3	17				
01:45	0	0	0	1	1	13:45	0	0	9	34	2	7	11	41	
02:00	0	0	0	0		14:00	0	0	8	4	12				
02:15	0	0	0	0		14:15	0	0	12	1	13				
02:30	0	0	0	0		14:30	0	0	4	0	4				
02:45	0	0	1	1	1	14:45	0	0	11	35	1	6	12	41	
03:00	0	0	0	0		15:00	0	0	9	1	10				
03:15	0	0	0	0		15:15	0	0	8	1	9				
03:30	0	0	0	0		15:30	0	0	7	1	8				
03:45	0	0	0	0		15:45	0	0	5	29	1	4	6	33	
04:00	0	0	1	0	1	16:00	0	0	6	1	7				
04:15	0	0	0	0		16:15	0	0	6	0	6				
04:30	0	0	1	0	1	16:30	0	0	8	1	9				
04:45	0	0	0	2	2	16:45	0	0	7	27	1	3	8	30	
05:00	0	0	0	0		17:00	0	0	7	1	8				
05:15	0	0	1	0	1	17:15	0	0	10	2	12				
05:30	0	0	0	0		17:30	0	0	12	1	13				
05:45	0	0	0	1	1	17:45	0	0	9	38	1	5	10	43	
06:00	0	0	0	0		18:00	0	0	15	2	17				
06:15	0	0	3	0	3	18:15	0	0	7	1	8				
06:30	0	0	0	0		18:30	0	0	5	0	5				
06:45	0	0	5	8	5	18:45	0	0	7	34	0	3	7	37	
07:00	0	0	4	0	4	19:00	0	0	9	0	9				
07:15	0	0	3	0	3	19:15	0	0	2	0	2				
07:30	0	0	7	0	7	19:30	0	0	1	2	3				
07:45	0	0	18	32	1	1	19:45	0	0	9	21	1	3	10	24
08:00	0	0	12	0	12	20:00	0	0	4	1	5				
08:15	0	0	12	1	13	20:15	0	0	3	0	3				
08:30	0	0	8	0	8	20:30	0	0	2	1	3				
08:45	0	0	5	37	1	2	20:45	0	0	3	12	2	4	5	16
09:00	0	0	5	2	7	21:00	0	0	1	4	5				
09:15	0	0	4	0	4	21:15	0	0	0	1	1				
09:30	0	0	6	1	7	21:30	0	0	3	1	4				
09:45	0	0	9	24	0	3	21:45	0	0	2	6	1	7	3	13
10:00	0	0	6	0	6	22:00	0	0	0	0					
10:15	0	0	12	0	12	22:15	0	0	5	0	5				
10:30	0	0	8	0	8	22:30	0	0	0	0					
10:45	0	0	4	30	4	22:45	0	0	1	6	0	1	6		
11:00	0	0	4	0	4	23:00	0	0	1	0	1				
11:15	0	0	10	1	11	23:15	0	0	1	1	2				
11:30	0	0	5	1	6	23:30	0	0	0	0					
11:45	0	0	5	24	3	5	23:45	0	0	0	2	0	1	3	
TOTALS			160	11	171	TOTALS			278	46	324				
SPLIT %			93.6%	6.4%	34.5%	SPLIT %			85.8%	14.2%	65.5%				

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	438	57	495		
AM Peak Hour			07:45	11:15	07:45	PM Peak Hour			17:15	13:15	13:30
AM Pk Volume			50	7	52	PM Pk Volume			46	10	53
Pk Hr Factor			0.694	0.583	0.684	Pk Hr Factor			0.767	0.625	0.779
7 - 9 Volume	0	0	69	3	72	4 - 6 Volume	0	0	65	8	73
7 - 9 Peak Hour			07:45	07:30	07:45	4 - 6 Peak Hour			17:00	16:30	17:00
7 - 9 Pk Volume	0	0	50	2	52	4 - 6 Pk Volume	0	0	38	5	43
Pk Hr Factor	0.000	0.000	0.694	0.500	0.684	Pk Hr Factor	0.000	0.000	0.792	0.625	0.827



SPEED

94th St Bet. Carlyle Ave & Byron Ave

Day: Thursday
Date: 9/15/2022City: Surfside
Project #: FL22_140404_005**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	1	4	5	0	0	0	0	0	0	0	0	0	0	10
07:00	3	15	10	0	0	0	0	0	0	0	0	0	0	28
08:00	5	28	10	1	0	0	0	0	0	0	0	0	0	44
09:00	4	13	7	0	0	0	0	0	0	0	0	0	0	24
10:00	1	17	7	0	0	0	0	0	0	0	0	0	0	25
11:00	2	13	7	1	0	0	0	0	0	0	0	0	0	23
12:00 PM	8	16	5	1	0	0	0	0	0	0	0	0	0	30
13:00	11	17	6	0	0	0	0	0	0	0	0	0	0	34
14:00	11	15	5	0	0	0	0	0	0	0	0	0	0	31
15:00	13	29	9	1	0	0	0	0	0	0	0	0	0	52
16:00	5	26	10	0	0	0	0	0	0	0	0	0	0	41
17:00	3	19	7	1	0	0	0	0	0	0	0	0	0	30
18:00	4	21	13	0	0	0	0	0	0	0	0	0	0	38
19:00	4	21	4	0	0	0	0	0	0	0	0	0	0	29
20:00	10	6	3	0	0	0	0	0	0	0	0	0	0	19
21:00	1	3	1	1	0	0	0	0	0	0	0	0	0	6
22:00	2	7	1	0	0	0	0	0	0	0	0	0	0	10
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	88	272	112	6										478
% of Totals	18%	57%	23%	1%										100%

AM Volumes	16	91	48	2	0	0	0	0	0	0	0	0	0	157
% AM	3%	19%	10%	0%										33%
AM Peak Hour	08:00	08:00	07:00	08:00										08:00
Volume	5	28	10	1										44
PM Volumes	72	181	64	4	0	0	0	0	0	0	0	0	0	321
% PM	15%	38%	13%	1%										67%
PM Peak Hour	15:00	15:00	18:00	12:00										15:00
Volume	13	29	13	1										52
Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
All Speeds	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
	72	↔	15%	64	↔	13%	71	↔	15%	271	↔	57%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
94th St	Summary	13	18	17	22	24	478

VOLUME

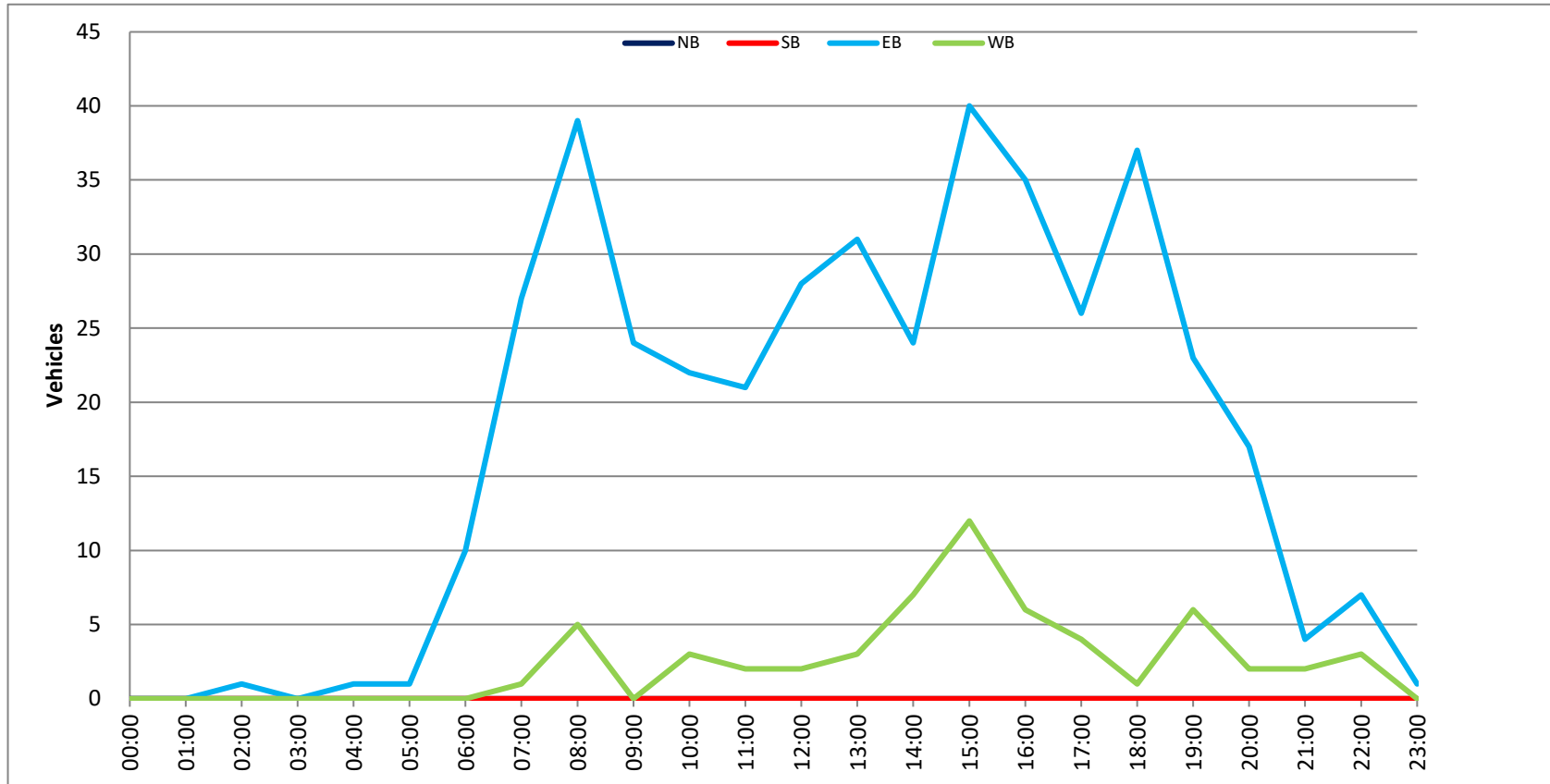
94th St Bet. Carlyle Ave & Byron Ave

Day: Thursday
 Date: 9/15/2022

City: Surfside
 Project #: FL22_140404_005

DAILY TOTALS					NB	SB	EB	WB	Total						
					0	0	419	59	478						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
00:00	0	0	0	0		12:00	0	0	9	0	9				
00:15	0	0	0	0		12:15	0	0	6	0	6				
00:30	0	0	0	0		12:30	0	0	11	1	12				
00:45	0	0	0	0		12:45	0	0	2	28	1	2	3	30	
01:00	0	0	0	0		13:00	0	0	5	0	5				
01:15	0	0	0	0		13:15	0	0	7	1	8				
01:30	0	0	0	0		13:30	0	0	12	1	13				
01:45	0	0	0	0		13:45	0	0	7	31	1	3	8	34	
02:00	0	0	0	0		14:00	0	0	7	1	8				
02:15	0	0	0	0		14:15	0	0	3	0	3				
02:30	0	0	1	0	1	14:30	0	0	6	4	10				
02:45	0	0	0	1	1	14:45	0	0	8	24	2	7	10	31	
03:00	0	0	0	0		15:00	0	0	11	2	13				
03:15	0	0	0	0		15:15	0	0	12	3	15				
03:30	0	0	0	0		15:30	0	0	12	1	13				
03:45	0	0	0	0		15:45	0	0	5	40	6	12	11	52	
04:00	0	0	0	0		16:00	0	0	9	0	9				
04:15	0	0	0	0		16:15	0	0	6	2	8				
04:30	0	0	1	0	1	16:30	0	0	9	1	10				
04:45	0	0	0	1	1	16:45	0	0	11	35	3	6	14	41	
05:00	0	0	1	0	1	17:00	0	0	5	0	5				
05:15	0	0	0	0		17:15	0	0	5	3	8				
05:30	0	0	0	0		17:30	0	0	9	1	10				
05:45	0	0	0	1	1	17:45	0	0	7	26	0	4	7	30	
06:00	0	0	1	0	1	18:00	0	0	10	0	10				
06:15	0	0	4	0	4	18:15	0	0	12	0	12				
06:30	0	0	1	0	1	18:30	0	0	7	1	8				
06:45	0	0	4	10	4	18:45	0	0	8	37	0	1	8	38	
07:00	0	0	2	0	2	19:00	0	0	8	1	9				
07:15	0	0	6	0	6	19:15	0	0	3	2	5				
07:30	0	0	9	0	9	19:30	0	0	5	3	8				
07:45	0	0	10	27	1	1	19:45	0	0	7	23	0	6	7	29
08:00	0	0	11	3	14	20:00	0	0	4	1	5				
08:15	0	0	11	0	11	20:15	0	0	5	0	5				
08:30	0	0	11	0	11	20:30	0	0	5	0	5				
08:45	0	0	6	39	2	5	20:45	0	0	3	17	1	2	4	19
09:00	0	0	5	0	5	21:00	0	0	0	1	1				
09:15	0	0	6	0	6	21:15	0	0	0	0					
09:30	0	0	5	0	5	21:30	0	0	2	1	3				
09:45	0	0	8	24	0	8	21:45	0	0	2	4	0	2	2	6
10:00	0	0	4	1	5	22:00	0	0	2	1	3				
10:15	0	0	6	1	7	22:15	0	0	1	1	2				
10:30	0	0	7	0	7	22:30	0	0	2	1	3				
10:45	0	0	5	22	1	3	22:45	0	0	2	7	0	3	2	10
11:00	0	0	6	1	7	23:00	0	0	0	0					
11:15	0	0	5	0	5	23:15	0	0	0	0					
11:30	0	0	3	1	4	23:30	0	0	1	0	1				
11:45	0	0	7	21	0	2	23:45	0	0	0	1	0	1	1	
TOTALS			146	11	157	TOTALS			273	48	321				
SPLIT %			93.0%	7.0%	32.8%	SPLIT %			85.0%	15.0%	67.2%				

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	419	59	478		
AM Peak Hour		07:45	08:00	07:45	PM Peak Hour		14:45	15:00	15:00		
AM Pk Volume		43	5	47	PM Pk Volume		43	12	52		
Pk Hr Factor		0.977	0.417	0.839	Pk Hr Factor		0.896	0.500	0.867		
7 - 9 Volume	0	0	66	6	72	4 - 6 Volume	0	0	61	10	71
7 - 9 Peak Hour		07:45	08:00	07:45	4 - 6 Peak Hour		16:00	16:30	16:00		
7 - 9 Pk Volume	0	0	43	5	47	4 - 6 Pk Volume	0	0	35	7	41
Pk Hr Factor	0.000	0.000	0.977	0.417	0.839	Pk Hr Factor	0.000	0.000	0.795	0.583	0.732



SPEED

93rd St Bet. Carlyle Ave & Byron Ave

Day: Tuesday
Date: 9/13/2022City: Surfside
Project #: FL22_140404_006**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	4	0	0	0	0	0	0	0	0	0	0	0	6
01:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	3	0	0	0	0	0	0	0	0	0	0	0	5
06:00	1	6	6	1	0	0	0	0	0	0	0	0	0	14
07:00	9	26	7	1	0	0	0	0	0	0	0	0	0	43
08:00	17	25	15	0	0	0	0	0	0	0	0	0	0	57
09:00	8	36	17	0	0	0	0	0	0	0	0	0	0	61
10:00	6	23	8	2	0	0	0	0	0	0	0	0	0	39
11:00	4	23	8	1	0	0	0	0	0	0	0	0	0	36
12:00 PM	3	16	12	2	0	0	0	0	0	0	0	0	0	33
13:00	10	25	22	0	0	0	0	0	0	0	0	0	0	57
14:00	6	21	21	0	0	0	0	0	0	0	0	0	0	48
15:00	8	26	13	0	0	0	0	0	0	0	0	0	0	47
16:00	10	22	23	0	0	0	0	0	0	0	0	0	0	55
17:00	21	33	14	0	0	0	0	0	0	0	0	0	0	68
18:00	14	18	10	0	0	0	0	0	0	0	0	0	0	42
19:00	7	18	7	0	0	0	0	0	0	0	0	0	0	32
20:00	6	13	7	0	0	0	0	0	0	0	0	0	0	26
21:00	4	11	2	0	0	0	0	0	0	0	0	0	0	17
22:00	3	2	1	0	0	0	0	0	0	0	0	0	0	6
23:00	3	3	2	0	0	0	0	0	0	0	0	0	0	8
Totals	146	357	195	7										705
% of Totals	21%	51%	28%	1%										100%

AM Volumes	51	149	61	5	0	0	0	0	0	0	0	0	0	266
% AM	7%	21%	9%	1%										38%
AM Peak Hour	08:00	09:00	09:00	10:00										09:00
Volume	17	36	17	2										61
PM Volumes	95	208	134	2	0	0	0	0	0	0	0	0	0	439
% PM	13%	30%	19%	0%										62%
PM Peak Hour	17:00	17:00	16:00	12:00										17:00
Volume	21	33	23	2										68
Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
All Speeds	Volume		%	Volume		%	Volume		%	Volume		%	Volume	
	100	↔	14%	90	↔	13%	123	↔	17%	392	↔	56%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
93rd St	Summary	12	18	17	22	24	705

VOLUME

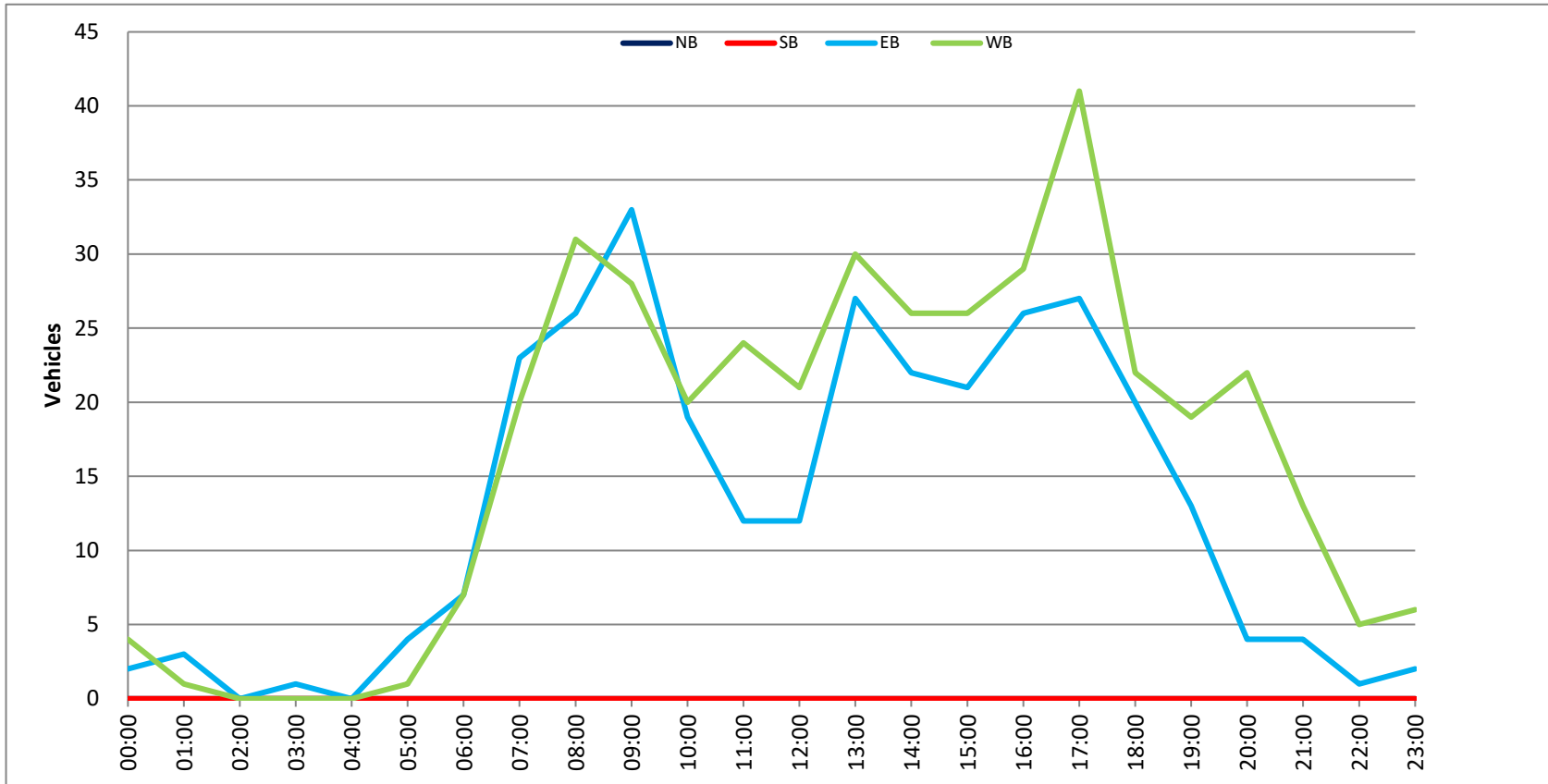
93rd St Bet. Carlyle Ave & Byron Ave

Day: Tuesday
 Date: 9/13/2022

City: Surfside
 Project #: FL22_140404_006

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	309	396	705		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	0	0	3	5	8
00:15	0	0	0	4	4	12:15	0	0	4	4	8
00:30	0	0	2	0	2	12:30	0	0	2	6	8
00:45	0	0	0	2	4	12:45	0	0	3	12	21
01:00	0	0	1	0	1	13:00	0	0	3	7	10
01:15	0	0	2	0	2	13:15	0	0	9	5	14
01:30	0	0	0	1	1	13:30	0	0	7	10	17
01:45	0	0	0	3	1	13:45	0	0	8	27	30
02:00	0	0	0	0		14:00	0	0	7	4	11
02:15	0	0	0	0		14:15	0	0	4	5	9
02:30	0	0	0	0		14:30	0	0	5	7	12
02:45	0	0	0	0		14:45	0	0	6	22	26
03:00	0	0	1	0	1	15:00	0	0	4	6	10
03:15	0	0	0	0		15:15	0	0	6	5	11
03:30	0	0	0	0		15:30	0	0	6	7	13
03:45	0	0	0	1	1	15:45	0	0	5	21	26
04:00	0	0	0	0		16:00	0	0	2	5	7
04:15	0	0	0	0		16:15	0	0	6	12	18
04:30	0	0	0	0		16:30	0	0	13	8	21
04:45	0	0	0	0		16:45	0	0	5	26	29
05:00	0	0	0	0		17:00	0	0	8	9	17
05:15	0	0	1	1	2	17:15	0	0	7	12	19
05:30	0	0	1	0	1	17:30	0	0	6	10	16
05:45	0	0	2	4	1	17:45	0	0	6	27	41
06:00	0	0	1	1	2	18:00	0	0	5	7	12
06:15	0	0	0	0		18:15	0	0	6	5	11
06:30	0	0	0	1	1	18:30	0	0	6	7	13
06:45	0	0	6	7	5	18:45	0	0	3	20	22
07:00	0	0	2	2	4	19:00	0	0	1	4	5
07:15	0	0	4	3	7	19:15	0	0	5	6	11
07:30	0	0	9	8	17	19:30	0	0	4	6	10
07:45	0	0	8	23	7	19:45	0	0	3	13	19
08:00	0	0	8	11	19	20:00	0	0	0	6	6
08:15	0	0	5	6	11	20:15	0	0	3	6	9
08:30	0	0	7	3	10	20:30	0	0	0	3	3
08:45	0	0	6	26	11	20:45	0	0	1	4	7
09:00	0	0	11	7	18	21:00	0	0	2	2	4
09:15	0	0	8	8	16	21:15	0	0	2	6	8
09:30	0	0	8	6	14	21:30	0	0	0	3	3
09:45	0	0	6	33	7	21:45	0	0	0	4	2
10:00	0	0	4	6	10	22:00	0	0	0	2	2
10:15	0	0	6	6	12	22:15	0	0	1	1	2
10:30	0	0	7	3	10	22:30	0	0	0	2	2
10:45	0	0	2	19	5	22:45	0	0	0	1	0
11:00	0	0	3	2	5	23:00	0	0	0	1	1
11:15	0	0	5	4	9	23:15	0	0	0	2	2
11:30	0	0	2	8	10	23:30	0	0	1	3	4
11:45	0	0	2	12	10	23:45	0	0	1	2	0
TOTALS			130	136	266	TOTALS			179	260	439
SPLIT %			48.9%	51.1%	37.7%	SPLIT %			40.8%	59.2%	62.3%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	309	396	705		
AM Peak Hour			08:45	07:30	08:45	PM Peak Hour			16:30	17:00	17:00
AM Pk Volume			33	32	65	PM Pk Volume			33	41	68
Pk Hr Factor			0.750	0.727	0.903	Pk Hr Factor			0.635	0.854	0.895
7 - 9 Volume	0	0	49	51	100	4 - 6 Volume	0	0	53	70	123
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:30	17:00	17:00
7 - 9 Pk Volume	0	0	30	32	62	4 - 6 Pk Volume	0	0	33	41	68
Pk Hr Factor	0.000	0.000	0.833	0.727	0.816	Pk Hr Factor	0.000	0.000	0.635	0.854	0.895



SPEED

93rd St Bet. Carlyle Ave & Byron Ave

Day: Wednesday

Date: 9/14/2022

City: Surfside

Project #: FL22_140404_006

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	4
01:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
02:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4
06:00	1	3	3	0	0	0	0	0	0	0	0	0	0	7
07:00	10	23	8	0	0	0	0	0	0	0	0	0	0	41
08:00	10	37	15	1	0	0	0	0	0	0	0	0	0	63
09:00	5	29	17	0	0	0	0	0	0	0	0	0	0	51
10:00	12	23	3	0	0	0	0	0	0	0	0	0	0	38
11:00	9	26	13	0	0	0	0	0	0	0	0	0	0	48
12:00 PM	12	23	6	0	0	0	0	0	0	0	0	0	0	41
13:00	7	17	10	0	0	0	0	0	0	0	0	0	0	34
14:00	9	25	11	1	0	0	0	0	0	0	0	0	0	46
15:00	5	26	14	1	0	0	0	0	0	0	0	0	0	46
16:00	4	27	21	0	0	0	0	0	0	0	0	0	0	52
17:00	17	28	14	0	0	0	0	0	0	0	0	0	0	59
18:00	4	18	12	1	0	0	0	0	0	0	0	0	0	35
19:00	3	16	10	0	0	0	0	0	0	0	0	0	0	29
20:00	6	13	3	1	0	0	0	0	0	0	0	0	0	23
21:00	4	12	5	0	0	0	0	0	0	0	0	0	0	21
22:00	2	5	3	0	0	0	0	0	0	0	0	0	0	10
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	125	362	168	5										660
% of Totals	19%	55%	25%	1%										100%

AM Volumes	52	152	59	1	0	0	0	0	0	0	0	0	0	264
% AM	8%	23%	9%	0%										40%
AM Peak Hour	10:00	08:00	09:00	08:00										08:00
Volume	12	37	17	1										63
PM Volumes	73	210	109	4	0	0	0	0	0	0	0	0	0	396
% PM	11%	32%	17%	1%										60%
PM Peak Hour	17:00	17:00	16:00	14:00										17:00
Volume	17	28	21	1										59
Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
All Speeds	Volume		%	Volume		%	Volume		%	Volume		%	Volume	
	104	↔	16%	75	↔	11%	111	↔	17%	370	↔	56%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
93rd St	Summary	13	18	17	22	24	660

VOLUME

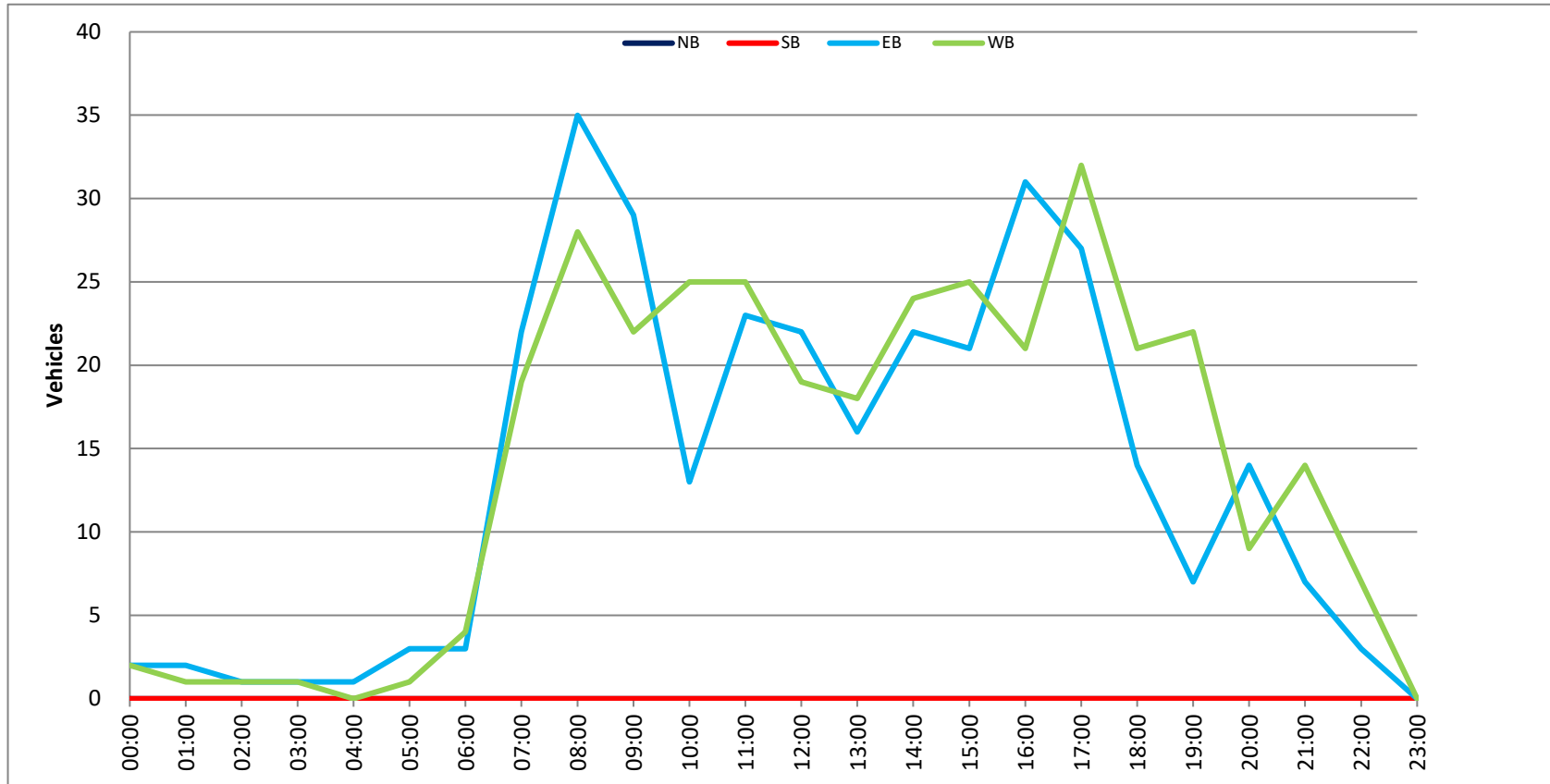
93rd St Bet. Carlyle Ave & Byron Ave

Day: Wednesday
 Date: 9/14/2022

City: Surfside
 Project #: FL22_140404_006

DAILY TOTALS					NB	SB	EB	WB	Total						
					0	0	319	341	660						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
00:00	0	0	0	0		12:00	0	0	7	4	11				
00:15	0	0	1	0	1	12:15	0	0	3	4	7				
00:30	0	0	1	1	2	12:30	0	0	8	7	15				
00:45	0	0	0	2	1	2	12:45	0	0	4	22	4	19	8	41
01:00	0	0	0	0		13:00	0	0	4	6	10				
01:15	0	0	2	1	3	13:15	0	0	7	5	12				
01:30	0	0	0	0		13:30	0	0	2	4	6				
01:45	0	0	0	2	0	1	13:45	0	0	3	16	3	18	6	34
02:00	0	0	1	1	2	14:00	0	0	10	8	18				
02:15	0	0	0	0		14:15	0	0	6	4	10				
02:30	0	0	0	0		14:30	0	0	3	6	9				
02:45	0	0	0	1	0	1	14:45	0	0	3	22	6	24	9	46
03:00	0	0	0	0		15:00	0	0	8	7	15				
03:15	0	0	0	0		15:15	0	0	2	7	9				
03:30	0	0	0	0		15:30	0	0	3	4	7				
03:45	0	0	1	1	1	1	15:45	0	0	8	21	7	25	15	46
04:00	0	0	0	0		16:00	0	0	9	5	14				
04:15	0	0	0	0		16:15	0	0	6	6	12				
04:30	0	0	0	0		16:30	0	0	10	4	14				
04:45	0	0	1	1	0	1	16:45	0	0	6	31	6	21	12	52
05:00	0	0	1	0	1	17:00	0	0	9	9	18				
05:15	0	0	1	0	1	17:15	0	0	6	6	12				
05:30	0	0	0	1	1	17:30	0	0	5	10	15				
05:45	0	0	1	3	0	1	17:45	0	0	7	27	7	32	14	59
06:00	0	0	0	0		18:00	0	0	5	10	15				
06:15	0	0	1	0	1	18:15	0	0	2	3	5				
06:30	0	0	1	2	3	18:30	0	0	6	3	9				
06:45	0	0	1	3	2	4	18:45	0	0	1	14	5	21	6	35
07:00	0	0	2	2	4	19:00	0	0	1	7	8				
07:15	0	0	4	3	7	19:15	0	0	0	6	6				
07:30	0	0	7	7	14	19:30	0	0	4	4	8				
07:45	0	0	9	22	7	19	19:45	0	0	2	7	5	22	7	29
08:00	0	0	10	11	21	20:00	0	0	0	0					
08:15	0	0	10	7	17	20:15	0	0	4	1	5				
08:30	0	0	6	3	9	20:30	0	0	2	5	7				
08:45	0	0	9	35	7	28	20:45	0	0	8	14	3	9	11	23
09:00	0	0	9	6	15	21:00	0	0	2	3	5				
09:15	0	0	9	3	12	21:15	0	0	2	4	6				
09:30	0	0	3	9	12	21:30	0	0	1	6	7				
09:45	0	0	8	29	4	22	21:45	0	0	2	7	1	14	3	21
10:00	0	0	2	10	12	22:00	0	0	1	2	3				
10:15	0	0	2	5	7	22:15	0	0	1	3	4				
10:30	0	0	3	2	5	22:30	0	0	1	1	2				
10:45	0	0	6	13	8	25	22:45	0	0	0	3	1	7	1	10
11:00	0	0	7	4	11	23:00	0	0	0	0					
11:15	0	0	3	4	7	23:15	0	0	0	0					
11:30	0	0	8	8	16	23:30	0	0	0	0					
11:45	0	0	5	23	9	25	23:45	0	0	0	0				
TOTALS			135	129	264	TOTALS			184	212	396				
SPLIT %			51.1%	48.9%	40.0%	SPLIT %			46.5%	53.5%	60.0%				

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	319	341	660		
AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			15:45	17:15	17:00
AM Pk Volume			36	32	68	PM Pk Volume			33	33	59
Pk Hr Factor			0.900	0.727	0.810	Pk Hr Factor			0.825	0.825	0.819
7 - 9 Volume	0	0	57	47	104	4 - 6 Volume	0	0	58	53	111
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:00	17:00	17:00
7 - 9 Pk Volume	0	0	36	32	68	4 - 6 Pk Volume	0	0	31	32	59
Pk Hr Factor	0.000	0.000	0.900	0.727	0.810	Pk Hr Factor	0.000	0.000	0.775	0.800	0.819



SPEED

93rd St Bet. Carlyle Ave & Byron Ave

Day: Thursday
Date: 9/15/2022City: Surfside
Project #: FL22_140404_006**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
06:00	3	8	6	1	0	0	0	0	0	0	0	0	0	18
07:00	5	25	7	1	0	0	0	0	0	0	0	0	0	38
08:00	5	30	16	0	0	0	0	0	0	0	0	0	0	51
09:00	8	26	9	0	0	0	0	0	0	0	0	0	0	43
10:00	7	13	11	1	0	0	0	0	0	0	0	0	0	32
11:00	5	25	5	0	0	0	0	0	0	0	0	0	0	35
12:00 PM	10	31	11	1	0	0	0	0	0	0	0	0	0	53
13:00	13	22	12	0	0	0	0	0	0	0	0	0	0	47
14:00	8	27	7	1	0	0	0	0	0	0	0	0	0	43
15:00	7	25	16	1	0	0	0	0	0	0	0	0	0	49
16:00	8	16	26	0	0	0	0	0	0	0	0	0	0	50
17:00	7	27	24	1	0	0	0	0	0	0	0	0	0	59
18:00	4	24	14	1	0	0	0	0	0	0	0	0	0	43
19:00	5	18	7	0	0	0	0	0	0	0	0	0	0	30
20:00	3	7	5	0	0	0	0	0	0	0	0	0	0	15
21:00	5	4	4	0	0	0	0	0	0	0	0	0	0	13
22:00	2	14	4	0	0	0	0	0	0	0	0	0	0	20
23:00	1	4	5	0	0	0	0	0	0	0	0	0	0	10
Totals	107	346	192	8										653
% of Totals	16%	53%	29%	1%										100%

AM Volumes	34	127	57	3	0	0	0	0	0	0	0	0	0	221
% AM	5%	19%	9%	0%										34%
AM Peak Hour	09:00	08:00	08:00	06:00										08:00
Volume	8	30	16	1										51
PM Volumes	73	219	135	5	0	0	0	0	0	0	0	0	0	432
% PM	11%	34%	21%	1%										66%
PM Peak Hour	13:00	12:00	16:00	12:00										17:00
Volume	13	31	26	1										59
Directional Peak Periods All Speeds	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
	Volume		%		Volume		%		Volume		%	Volume		%
	89	↔	14%	100	↔	15%	109	↔	17%	355	↔	54%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
93rd St	Summary	14	18	18	23	24	653

VOLUME

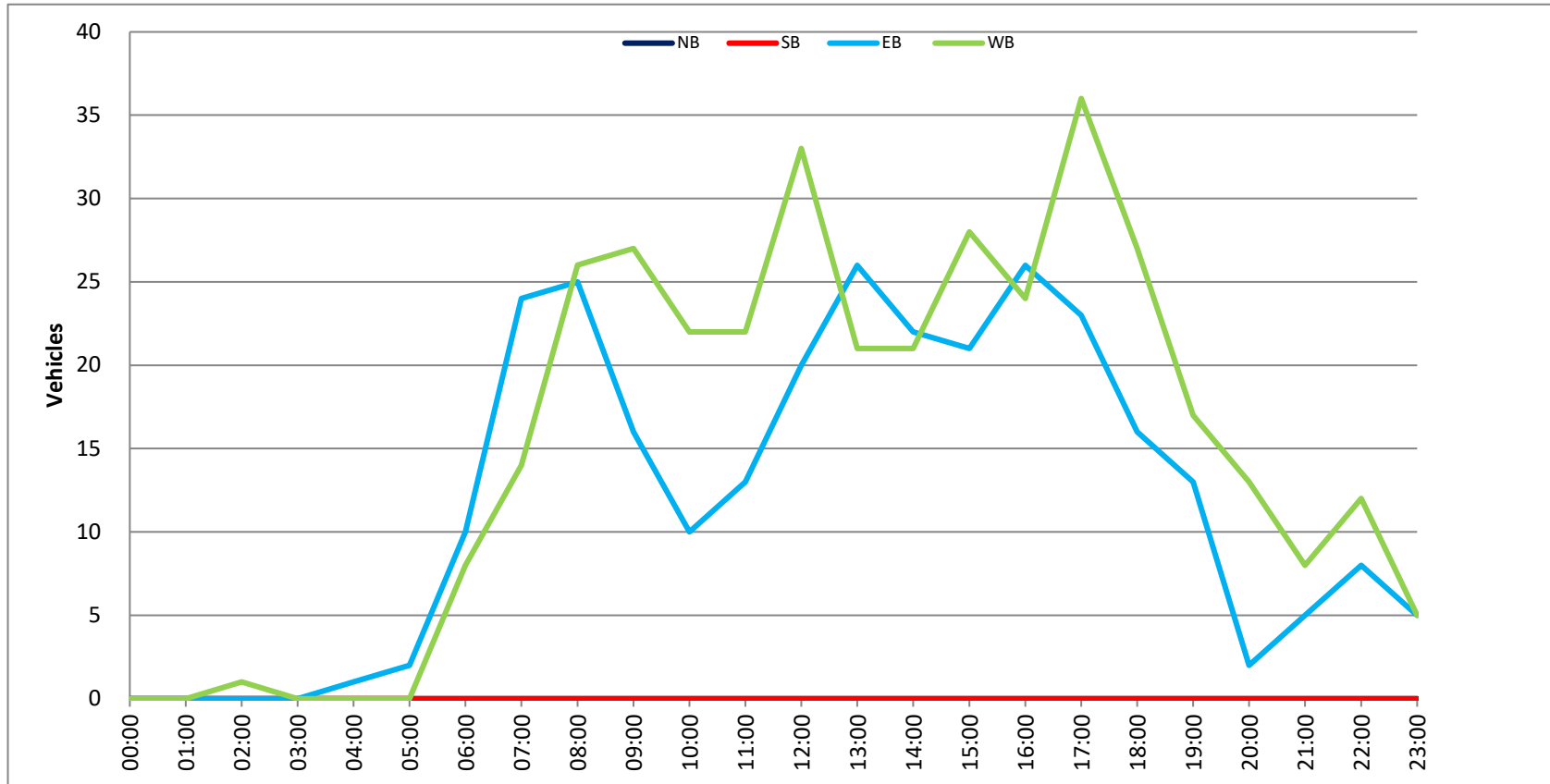
93rd St Bet. Carlyle Ave & Byron Ave

Day: Thursday
 Date: 9/15/2022

City: Surfside
 Project #: FL22_140404_006

DAILY TOTALS					NB	SB	EB	WB	Total						
					0	0	288	365	653						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
00:00	0	0	0	0		12:00	0	0	3	13	16				
00:15	0	0	0	0		12:15	0	0	9	7	16				
00:30	0	0	0	0		12:30	0	0	5	6	11				
00:45	0	0	0	0		12:45	0	0	3	20	7	33	10	53	
01:00	0	0	0	0		13:00	0	0	8	8	16				
01:15	0	0	0	0		13:15	0	0	5	7	12				
01:30	0	0	0	0		13:30	0	0	8	2	10				
01:45	0	0	0	0		13:45	0	0	5	26	4	21	9	47	
02:00	0	0	0	0		14:00	0	0	5	6	11				
02:15	0	0	0	0		14:15	0	0	2	4	6				
02:30	0	0	0	1	1	14:30	0	0	11	2	13				
02:45	0	0	0	0	1	14:45	0	0	4	22	9	21	13	43	
03:00	0	0	0	0		15:00	0	0	6	7	13				
03:15	0	0	0	0		15:15	0	0	5	5	10				
03:30	0	0	0	0		15:30	0	0	7	7	14				
03:45	0	0	0	0		15:45	0	0	3	21	9	28	12	49	
04:00	0	0	0	0		16:00	0	0	6	4	10				
04:15	0	0	0	0		16:15	0	0	7	7	14				
04:30	0	0	0	0		16:30	0	0	10	8	18				
04:45	0	0	1	1	0	16:45	0	0	3	26	5	24	8	50	
05:00	0	0	0	0		17:00	0	0	3	8	11				
05:15	0	0	0	0		17:15	0	0	7	7	14				
05:30	0	0	1	0	1	17:30	0	0	6	7	13				
05:45	0	0	1	2	0	17:45	0	0	7	23	14	36	21	59	
06:00	0	0	0	0		18:00	0	0	5	2	7				
06:15	0	0	1	0	1	18:15	0	0	2	14	16				
06:30	0	0	1	3	4	18:30	0	0	3	5	8				
06:45	0	0	8	10	5	18:45	0	0	6	16	6	27	12	43	
07:00	0	0	1	1	2	19:00	0	0	2	2	4				
07:15	0	0	6	3	9	19:15	0	0	3	3	6				
07:30	0	0	6	5	11	19:30	0	0	5	7	12				
07:45	0	0	11	24	5	19:45	0	0	3	13	5	17	8	30	
08:00	0	0	8	15	23	20:00	0	0	0	3	3				
08:15	0	0	5	2	7	20:15	0	0	1	3	4				
08:30	0	0	8	4	12	20:30	0	0	0	4	4				
08:45	0	0	4	25	5	20:45	0	0	1	2	3	13	4	15	
09:00	0	0	3	10	13	21:00	0	0	1	1	2				
09:15	0	0	4	7	11	21:15	0	0	1	1	2				
09:30	0	0	5	3	8	21:30	0	0	1	3	4				
09:45	0	0	4	16	7	21:45	0	0	2	5	3	8	5	13	
10:00	0	0	1	6	7	22:00	0	0	2	3	5				
10:15	0	0	2	5	7	22:15	0	0	3	5	8				
10:30	0	0	3	6	9	22:30	0	0	1	4	5				
10:45	0	0	4	10	5	22:45	0	0	2	8	0	12	2	20	
11:00	0	0	4	6	10	23:00	0	0	1	1	2				
11:15	0	0	4	3	7	23:15	0	0	1	2	3				
11:30	0	0	2	8	10	23:30	0	0	1	1	2				
11:45	0	0	3	13	5	23:45	0	0	2	5	1	5	3	10	
TOTALS					101	120	221	TOTALS					187	245	432
SPLIT %					45.7%	54.3%	33.8%	SPLIT %					43.3%	56.7%	66.2%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	288	365	653		
AM Peak Hour	07:45		11:30	07:15	PM Peak Hour	13:00		17:30	17:00		
AM Pk Volume	32		33	59	PM Pk Volume	26		37	59		
Pk Hr Factor	0.727		0.635	0.641	Pk Hr Factor	0.813		0.661	0.702		
7 - 9 Volume	0	0	49	40	89	4 - 6 Volume	0	0	49	60	109
7 - 9 Peak Hour	07:45		07:15	07:15	4 - 6 Peak Hour	16:00		17:00	17:00		
7 - 9 Pk Volume	0	0	32	28	59	4 - 6 Pk Volume	0	0	26	36	59
Pk Hr Factor	0.000	0.000	0.727	0.467	0.641	Pk Hr Factor	0.000	0.000	0.650	0.643	0.702



SPEED

92nd St Bet. Dickens Ave & Carlyle Ave

Day: Tuesday
Date: 9/13/2022City: Surfside
Project #: FL22_140404_007**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	9	1	1	0	0	0	0	0	0	0	0	0	13
01:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4
05:00	2	7	2	0	0	0	0	0	0	0	0	0	0	11
06:00	5	21	5	3	0	0	0	0	0	0	0	0	0	34
07:00	20	41	14	0	0	0	0	0	0	0	0	0	0	75
08:00	15	31	12	3	0	0	0	0	0	0	0	0	0	61
09:00	13	23	14	2	0	0	0	0	0	0	0	0	0	52
10:00	6	16	19	0	0	0	0	0	0	0	0	0	0	41
11:00	1	17	13	3	0	0	0	0	0	0	0	0	0	34
12:00 PM	4	22	17	3	0	0	0	0	0	0	0	0	0	46
13:00	11	21	8	1	0	0	0	0	0	0	0	0	0	41
14:00	3	25	13	0	0	0	0	0	0	0	0	0	0	41
15:00	6	33	22	1	0	0	0	0	0	0	0	0	0	62
16:00	4	24	17	1	0	0	0	0	0	0	0	0	0	46
17:00	6	25	17	0	0	0	0	0	0	0	0	0	0	48
18:00	8	27	15	1	0	0	0	0	0	0	0	0	0	51
19:00	8	24	5	2	0	0	0	0	0	0	0	0	0	39
20:00	7	24	8	0	0	0	0	0	0	0	0	0	0	39
21:00	3	13	2	0	0	0	0	0	0	0	0	0	0	18
22:00	4	4	5	0	0	0	0	0	0	0	0	0	0	13
23:00	2	5	1	0	0	0	0	0	0	0	0	0	0	8
Totals	132	421	212	21										786
% of Totals	17%	54%	27%	3%										100%

AM Volumes	66	174	82	12	0	0	0	0	0	0	0	0	0	334		
% AM	8%	22%	10%	2%										42%		
AM Peak Hour	07:00	07:00	10:00	06:00										07:00		
Volume	20	41	19	3										75		
PM Volumes	66	247	130	9	0	0	0	0	0	0	0	0	0	452		
% PM	8%	31%	17%	1%										58%		
PM Peak Hour	13:00	15:00	15:00	12:00										15:00		
Volume	11	33	22	3										62		
Directional Peak Periods			AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
All Speeds	Volume		%		Volume		%		Volume		%		Volume		%	
	136		↔ 17%		87		↔ 11%		94		↔ 12%		469		↔ 60%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
92nd St	Summary	14	18	18	23	25	786

VOLUME

92nd St Bet. Dickens Ave & Carlyle Ave

Day: Tuesday
 Date: 9/13/2022

City: Surfside
 Project #: FL22_140404_007

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	346	440	786					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	2	2	4	12:00	0	0	8	9	17			
00:15	0	0	1	1	2	12:15	0	0	4	5	9			
00:30	0	0	2	1	3	12:30	0	0	3	3	6			
00:45	0	0	0	5	4	12:45	0	0	8	23	6	23	14	46
01:00	0	0	0	3	3	13:00	0	0	2	2	4			
01:15	0	0	0	0	0	13:15	0	0	4	7	11			
01:30	0	0	0	0	0	13:30	0	0	4	7	11			
01:45	0	0	0	1	4	13:45	0	0	8	18	7	23	15	41
02:00	0	0	0	0	0	14:00	0	0	8	5	13			
02:15	0	0	1	0	1	14:15	0	0	1	6	7			
02:30	0	0	0	0	0	14:30	0	0	3	4	7			
02:45	0	0	0	1	1	14:45	0	0	4	16	10	25	14	41
03:00	0	0	0	0	0	15:00	0	0	7	6	13			
03:15	0	0	0	2	2	15:15	0	0	10	6	16			
03:30	0	0	0	0	0	15:30	0	0	5	7	12			
03:45	0	0	0	1	3	15:45	0	0	8	30	13	32	21	62
04:00	0	0	1	0	1	16:00	0	0	4	6	10			
04:15	0	0	0	0	0	16:15	0	0	8	3	11			
04:30	0	0	0	1	1	16:30	0	0	6	3	9			
04:45	0	0	0	1	2	16:45	0	0	7	25	9	21	16	46
05:00	0	0	1	1	2	17:00	0	0	7	10	17			
05:15	0	0	1	0	1	17:15	0	0	4	7	11			
05:30	0	0	4	2	6	17:30	0	0	2	9	11			
05:45	0	0	1	7	1	17:45	0	0	3	16	6	32	9	48
06:00	0	0	3	4	7	18:00	0	0	3	14	17			
06:15	0	0	1	1	2	18:15	0	0	4	9	13			
06:30	0	0	6	7	13	18:30	0	0	6	4	10			
06:45	0	0	7	17	5	18:45	0	0	5	18	6	33	11	51
07:00	0	0	6	6	12	19:00	0	0	0	6	6			
07:15	0	0	9	7	16	19:15	0	0	4	3	7			
07:30	0	0	13	10	23	19:30	0	0	8	9	17			
07:45	0	0	7	35	17	19:45	0	0	4	16	5	23	9	39
08:00	0	0	6	12	18	20:00	0	0	6	4	10			
08:15	0	0	10	5	15	20:15	0	0	3	7	10			
08:30	0	0	11	8	19	20:30	0	0	1	8	9			
08:45	0	0	4	31	5	20:45	0	0	2	12	8	27	10	39
09:00	0	0	7	5	12	21:00	0	0	2	0	2			
09:15	0	0	8	5	13	21:15	0	0	2	4	6			
09:30	0	0	3	5	8	21:30	0	0	3	2	5			
09:45	0	0	10	28	9	21:45	0	0	3	10	2	8	5	18
10:00	0	0	5	9	14	22:00	0	0	2	1	3			
10:15	0	0	4	3	7	22:15	0	0	0	5	5			
10:30	0	0	2	5	7	22:30	0	0	2	2	4			
10:45	0	0	8	19	5	22:45	0	0	0	4	1	9	1	13
11:00	0	0	5	4	9	23:00	0	0	0	2	2			
11:15	0	0	1	3	4	23:15	0	0	0	3	3			
11:30	0	0	2	5	7	23:30	0	0	0	3	3			
11:45	0	0	6	14	8	23:45	0	0	0	0	8	8		
TOTALS			158	176	334	TOTALS			188	264	452			
SPLIT %			47.3%	52.7%	42.5%	SPLIT %			41.6%	58.4%	57.5%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	346	440	786		
AM Peak Hour			07:30	07:15	07:15	PM Peak Hour			15:00	17:30	15:00
AM Pk Volume			36	46	81	PM Pk Volume			30	38	62
Pk Hr Factor			0.692	0.676	0.844	Pk Hr Factor			0.750	0.679	0.738
7 - 9 Volume	0	0	66	70	136	4 - 6 Volume	0	0	41	53	94
7 - 9 Peak Hour			07:30	07:15	07:15	4 - 6 Peak Hour			16:15	16:45	16:45
7 - 9 Pk Volume	0	0	36	46	81	4 - 6 Pk Volume	0	0	28	35	55
Pk Hr Factor	0.000	0.000	0.692	0.676	0.844	Pk Hr Factor	0.000	0.000	0.875	0.875	0.809



SPEED

92nd St Bet. Dickens Ave & Carlyle Ave

Day: Wednesday
Date: 9/14/2022

City: Surfside
Project #: FL22_140404_007

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	2	1	2	0	0	0	0	0	0	0	0	0	0	5
05:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
06:00	6	17	3	0	0	0	0	0	0	0	0	0	0	26
07:00	15	34	22	1	0	0	0	0	0	0	0	0	0	72
08:00	10	39	21	1	0	0	0	0	0	0	0	0	0	71
09:00	11	29	15	2	0	0	0	0	0	0	0	0	0	57
10:00	9	16	9	1	0	0	0	0	0	0	0	0	0	35
11:00	11	30	14	1	0	0	0	0	0	0	0	0	0	56
12:00 PM	4	21	13	0	0	0	0	0	0	0	0	0	0	38
13:00	12	18	3	0	0	0	0	0	0	0	0	0	0	33
14:00	2	29	18	2	0	0	0	0	0	0	0	0	0	51
15:00	4	19	21	2	0	0	0	0	0	0	0	0	0	46
16:00	4	29	19	0	0	0	0	0	0	0	0	0	0	52
17:00	7	24	17	0	0	0	0	0	0	0	0	0	0	48
18:00	6	18	19	0	0	0	0	0	0	0	0	0	0	43
19:00	6	22	12	0	0	0	0	0	0	0	0	0	0	40
20:00	4	11	7	0	0	0	0	0	0	0	0	0	0	22
21:00	4	11	1	1	0	0	0	0	0	0	0	0	0	17
22:00	1	9	3	0	0	0	0	0	0	0	0	0	0	13
23:00	1	4	0	0	0	0	0	0	0	0	0	0	0	5
Totals	119	390	226	11										746
% of Totals	16%	52%	30%	1%										100%

AM Volumes	64	175	93	6	0	0	0	0	0	0	0	0	0	338
% AM	9%	23%	12%	1%										45%
AM Peak Hour	07:00	08:00	07:00	09:00										07:00
Volume	15	39	22	2										72
PM Volumes	55	215	133	5	0	0	0	0	0	0	0	0	0	408
% PM	7%	29%	18%	1%										55%
PM Peak Hour	13:00	14:00	15:00	14:00										16:00
Volume	12	29	21	2										52

Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	143	↔ 19%	71	↔ 10%	100	↔ 13%	432	↔ 58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
92nd St	Summary	14	18	18	23	24	746

VOLUME

92nd St Bet. Dickens Ave & Carlyle Ave

Day: Wednesday
 Date: 9/14/2022

City: Surfside
 Project #: FL22_140404_007

DAILY TOTALS					NB	SB	EB	WB	Total						
					0	0	320	426	746						
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	0	0			12:00	0	0	4	4		8		
00:15	0	0	0	0			12:15	0	0	3	8		11		
00:30	0	0	0	1	1		12:30	0	0	2	6		8		
00:45	0	0	0	0	1	1	12:45	0	0	5	14	6	24	11	38
01:00	0	0	0	0			13:00	0	0	5	7		12		
01:15	0	0	0	2	2		13:15	0	0	2	3		5		
01:30	0	0	0	1	1		13:30	0	0	4	2		6		
01:45	0	0	0	2	5	5	13:45	0	0	8	19	2	14	10	33
02:00	0	0	0	0			14:00	0	0	8	6		14		
02:15	0	0	0	0			14:15	0	0	9	4		13		
02:30	0	0	0	0			14:30	0	0	4	7		11		
02:45	0	0	0	0			14:45	0	0	4	25	9	26	13	51
03:00	0	0	0	0			15:00	0	0	7	4		11		
03:15	0	0	0	0			15:15	0	0	7	4		11		
03:30	0	0	0	1	1		15:30	0	0	2	6		8		
03:45	0	0	1	1	0	1	15:45	0	0	4	20	12	26	16	46
04:00	0	0	0	0			16:00	0	0	8	11		19		
04:15	0	0	1	2	3		16:15	0	0	4	10		14		
04:30	0	0	0	0			16:30	0	0	4	5		9		
04:45	0	0	0	1	2	4	16:45	0	0	0	16	10	36	10	52
05:00	0	0	1	0	1		17:00	0	0	3	13		16		
05:15	0	0	0	2	2		17:15	0	0	4	6		10		
05:30	0	0	1	2	3		17:30	0	0	7	5		12		
05:45	0	0	1	3	1	5	17:45	0	0	6	20	4	28	10	48
06:00	0	0	1	4	5		18:00	0	0	2	4		6		
06:15	0	0	2	0	2		18:15	0	0	4	7		11		
06:30	0	0	5	4	9		18:30	0	0	2	7		9		
06:45	0	0	7	15	3	11	18:45	0	0	10	18	7	25	17	43
07:00	0	0	9	3	12		19:00	0	0	5	4		9		
07:15	0	0	13	8	21		19:15	0	0	3	5		8		
07:30	0	0	11	9	20		19:30	0	0	2	11		13		
07:45	0	0	6	39	13	33	19:45	0	0	4	14	6	26	10	40
08:00	0	0	7	13	20		20:00	0	0	0	4		4		
08:15	0	0	5	11	16		20:15	0	0	3	7		10		
08:30	0	0	10	6	16		20:30	0	0	1	4		5		
08:45	0	0	12	34	7	37	20:45	0	0	1	5	2	17	3	22
09:00	0	0	8	13	21		21:00	0	0	1	7		8		
09:15	0	0	4	8	12		21:15	0	0	1	2		3		
09:30	0	0	3	7	10		21:30	0	0	0	2		2		
09:45	0	0	5	20	9	37	21:45	0	0	2	4	2	13	4	17
10:00	0	0	7	3	10		22:00	0	0	1	2		3		
10:15	0	0	3	5	8		22:15	0	0	2	4		6		
10:30	0	0	4	5	9		22:30	0	0	1	2		3		
10:45	0	0	4	18	4	17	22:45	0	0	0	4	1	9	1	13
11:00	0	0	9	5	14		23:00	0	0	1	1		2		
11:15	0	0	7	6	13		23:15	0	0	0	1		1		
11:30	0	0	6	11	17		23:30	0	0	0	0		0		
11:45	0	0	5	27	7	29	23:45	0	0	2	3	0	2	2	5
TOTALS			158	180	338		TOTALS			162	246		408		
SPLIT %			46.7%	53.3%	45.3%		SPLIT %			39.7%	60.3%		54.7%		

DAILY TOTALS					NB	SB	EB	WB	Total				
					0	0	320	426	746				
AM Peak Hour			06:45	07:30	07:15			PM Peak Hour			13:30	15:30	15:45
AM Pk Volume			40	46	80			PM Pk Volume			29	39	58
Pk Hr Factor			0.769	0.885	0.952			Pk Hr Factor			0.806	0.813	0.763
7 - 9 Volume	0	0	73	70	143			4 - 6 Volume	0	0	36	64	100
7 - 9 Peak Hour			07:00	07:30	07:15			4 - 6 Peak Hour			17:00	16:15	16:00
7 - 9 Pk Volume	0	0	39	46	80			4 - 6 Pk Volume	0	0	20	38	52
Pk Hr Factor	0.000	0.000	0.750	0.885	0.952			Pk Hr Factor	0.000	0.000	0.714	0.731	0.684



SPEED

92nd St Bet. Dickens Ave & Carlyle Ave

Day: Thursday
Date: 9/15/2022

City: Surfside
Project #: FL22_140404_007

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	1	4	3	0	0	0	0	0	0	0	0	0	0	8
06:00	4	10	9	0	0	0	0	0	0	0	0	0	0	23
07:00	8	30	21	1	0	0	0	0	0	0	0	0	0	60
08:00	7	38	25	2	0	0	0	0	0	0	0	0	0	72
09:00	4	27	14	0	0	0	0	0	0	0	0	0	0	45
10:00	0	20	13	1	0	0	0	0	0	0	0	0	0	34
11:00	4	22	15	0	1	0	0	0	0	0	0	0	0	42
12:00 PM	5	21	11	1	0	0	0	0	0	0	0	0	0	38
13:00	6	18	15	1	0	0	0	0	0	0	0	0	0	40
14:00	4	25	17	1	0	0	0	0	0	0	0	0	0	47
15:00	4	26	15	1	0	0	0	0	0	0	0	0	0	46
16:00	10	27	13	0	0	0	0	0	0	0	0	0	0	50
17:00	5	24	18	2	0	0	0	0	0	0	0	0	0	49
18:00	3	21	15	3	0	0	0	0	0	0	0	0	0	42
19:00	6	20	15	1	0	0	0	0	0	0	0	0	0	42
20:00	0	11	12	0	0	0	0	0	0	0	0	0	0	23
21:00	2	2	10	0	0	0	0	0	0	0	0	0	0	14
22:00	9	9	2	0	0	0	0	0	0	0	0	0	0	20
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Totals	84	364	246	14	1									709
% of Totals	12%	51%	35%	2%	0%									100%

AM Volumes	30	154	102	4	1	0	0	0	0	0	0	0	0	291
% AM	4%	22%	14%	1%	0%									41%
AM Peak Hour	07:00	08:00	08:00	08:00	11:00									08:00
Volume	8	38	25	2	1									72
PM Volumes	54	210	144	10	0	0	0	0	0	0	0	0	0	418
% PM	8%	30%	20%	1%										59%
PM Peak Hour	16:00	16:00	17:00	18:00										16:00
Volume	10	27	18	3										50

Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	132	↔ 19%	78	↔ 11%	99	↔ 14%	400	↔ 56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
92nd St	Summary	15	19	19	23	25	709

VOLUME

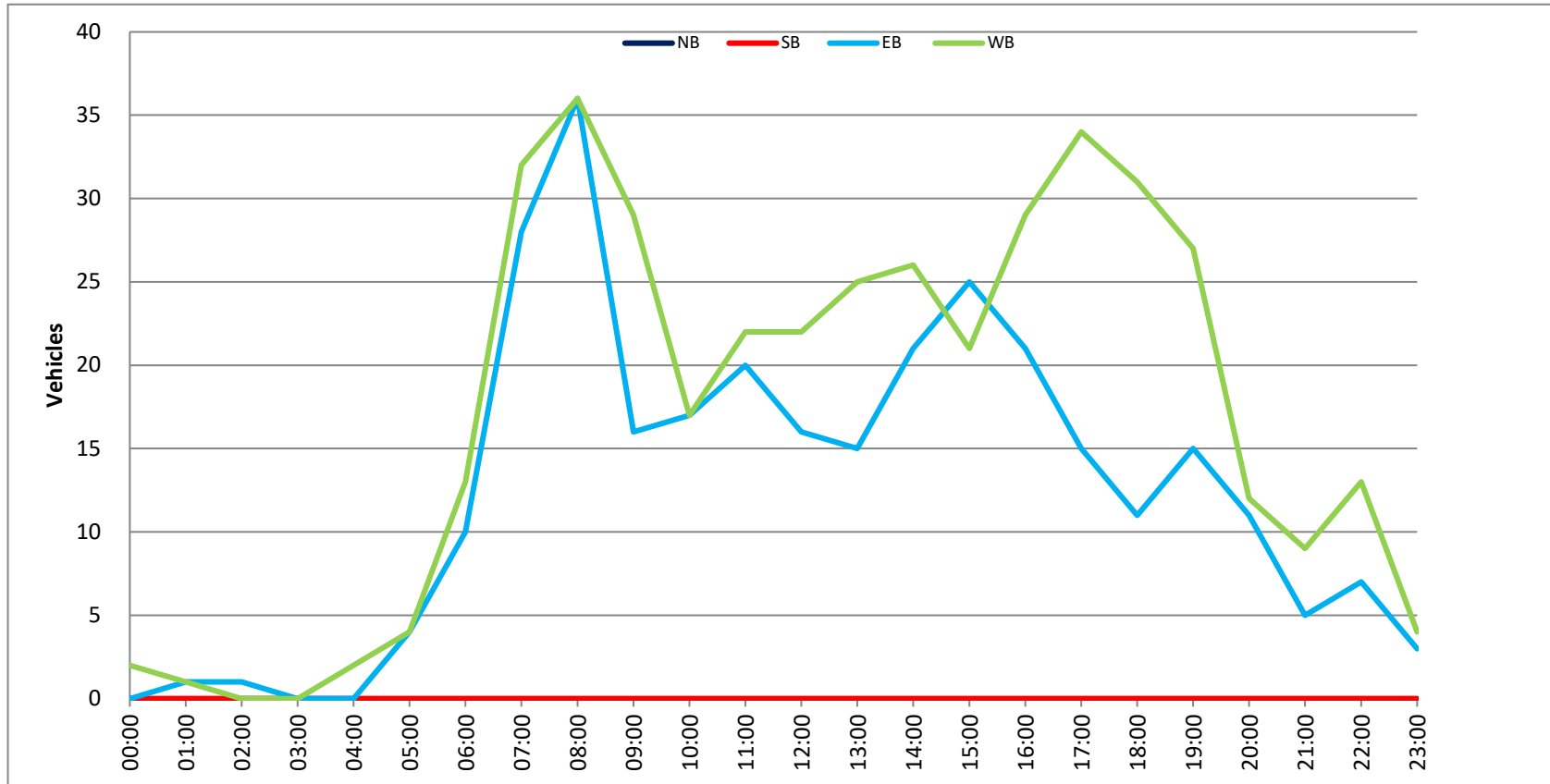
92nd St Bet. Dickens Ave & Carlyle Ave

Day: Thursday
 Date: 9/15/2022

City: Surfside
 Project #: FL22_140404_007

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	298	411	709		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	0	0	4	2	6
00:15	0	0	0	1	1	12:15	0	0	4	7	11
00:30	0	0	0	0		12:30	0	0	2	8	10
00:45	0	0	0	1	2	12:45	0	0	6	16	22
01:00	0	0	0	0		13:00	0	0	5	8	13
01:15	0	0	0	0		13:15	0	0	4	4	8
01:30	0	0	0	1	1	13:30	0	0	3	8	11
01:45	0	0	1	1	2	13:45	0	0	3	15	18
02:00	0	0	0	0		14:00	0	0	5	7	12
02:15	0	0	0	0		14:15	0	0	4	4	8
02:30	0	0	1	0	1	14:30	0	0	8	4	12
02:45	0	0	0	1	1	14:45	0	0	4	21	25
03:00	0	0	0	0		15:00	0	0	3	4	7
03:15	0	0	0	0		15:15	0	0	4	5	9
03:30	0	0	0	0		15:30	0	0	11	9	20
03:45	0	0	0	0		15:45	0	0	7	25	32
04:00	0	0	0	0		16:00	0	0	3	8	11
04:15	0	0	0	1	1	16:15	0	0	7	7	14
04:30	0	0	0	0		16:30	0	0	9	8	17
04:45	0	0	0	1	2	16:45	0	0	2	21	23
05:00	0	0	1	1	2	17:00	0	0	1	9	10
05:15	0	0	1	0	1	17:15	0	0	6	9	15
05:30	0	0	1	1	2	17:30	0	0	2	7	9
05:45	0	0	1	4	5	17:45	0	0	6	15	21
06:00	0	0	2	2	4	18:00	0	0	4	9	13
06:15	0	0	2	2	4	18:15	0	0	1	8	9
06:30	0	0	2	6	8	18:30	0	0	4	6	10
06:45	0	0	4	10	14	18:45	0	0	2	11	13
07:00	0	0	4	2	6	19:00	0	0	0	7	7
07:15	0	0	9	10	19	19:15	0	0	4	5	9
07:30	0	0	11	6	17	19:30	0	0	6	9	15
07:45	0	0	4	28	32	19:45	0	0	5	15	20
08:00	0	0	9	9	18	20:00	0	0	3	2	5
08:15	0	0	9	9	18	20:15	0	0	2	4	6
08:30	0	0	11	4	15	20:30	0	0	1	4	5
08:45	0	0	7	36	43	20:45	0	0	5	11	16
09:00	0	0	3	7	10	21:00	0	0	2	5	7
09:15	0	0	5	10	15	21:15	0	0	2	1	3
09:30	0	0	6	6	12	21:30	0	0	1	1	2
09:45	0	0	2	16	18	21:45	0	0	0	5	5
10:00	0	0	3	3	6	22:00	0	0	1	2	3
10:15	0	0	4	6	10	22:15	0	0	5	4	9
10:30	0	0	6	6	12	22:30	0	0	0	4	4
10:45	0	0	4	17	21	22:45	0	0	1	7	8
11:00	0	0	3	4	7	23:00	0	0	3	0	3
11:15	0	0	5	9	14	23:15	0	0	0	2	2
11:30	0	0	6	6	12	23:30	0	0	0	2	2
11:45	0	0	6	20	26	23:45	0	0	0	3	3
TOTALS			133	158	291	TOTALS			165	253	418
SPLIT %			45.7%	54.3%	41.0%	SPLIT %			39.5%	60.5%	59.0%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	298	411	709		
AM Peak Hour			08:00	07:15	07:15	PM Peak Hour			15:30	17:00	15:30
AM Pk Volume			36	39	72	PM Pk Volume			28	34	55
Pk Hr Factor			0.818	0.696	0.947	Pk Hr Factor			0.636	0.944	0.688
7 - 9 Volume	0	0	64	68	132	4 - 6 Volume	0	0	36	63	99
7 - 9 Peak Hour			08:00	07:15	07:15	4 - 6 Peak Hour			16:00	17:00	16:00
7 - 9 Pk Volume	0	0	36	39	72	4 - 6 Pk Volume	0	0	21	34	50
Pk Hr Factor	0.000	0.000	0.818	0.696	0.947	Pk Hr Factor	0.000	0.000	0.583	0.944	0.735



SPEED

91st St Bet. Carlyle Ave & Byron Ave

Day: Tuesday
Date: 10/11/2022

City: Surfside
Project #: FL22_140404_008

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00	1	1	2	0	0	0	0	0	0	0	0	0	0	4
5:00	1	5	3	2	0	0	0	0	0	0	0	0	0	11
6:00	4	17	10	0	1	0	0	0	0	0	0	0	0	32
7:00	28	36	16	0	0	0	0	0	0	0	0	0	0	80
8:00	21	45	12	1	0	0	0	0	0	0	0	0	0	79
9:00	28	49	17	2	0	0	0	0	0	0	0	0	0	96
10:00	37	34	15	1	0	0	0	0	0	0	0	0	0	87
11:00	18	37	15	0	0	0	0	0	0	0	0	0	0	70
12:00 PM	36	28	22	0	0	0	0	0	0	0	0	0	0	86
13:00	12	36	15	2	0	0	0	0	0	0	0	0	0	65
14:00	13	43	32	3	0	0	0	0	0	0	0	0	0	91
15:00	24	47	19	0	0	0	0	0	0	0	0	0	0	90
16:00	13	42	17	1	0	0	0	0	0	0	0	0	0	73
17:00	17	56	30	0	0	0	0	0	0	0	0	0	0	103
18:00	10	23	16	1	0	0	0	0	0	0	0	0	0	50
19:00	7	26	18	1	0	0	0	0	0	0	0	0	0	52
20:00	2	16	18	3	0	0	0	0	0	0	0	0	0	39
21:00	5	14	5	0	0	0	0	0	0	0	0	0	0	24
22:00	2	17	2	2	0	0	0	0	0	0	0	0	0	23
23:00	1	1	3	1	0	0	0	0	0	0	0	0	0	6
Totals	280	577	292	20	1									1170
% of Totals	24%	49%	25%	2%	0%									100%

AM Volumes	138	228	95	6	1	0	0	0	0	0	0	0	0	468
% AM	12%	19%	8%	1%	0%									40%
AM Peak Hour	10:00	9:00	9:00	5:00	6:00									9:00
Volume	37	49	17	2	1									96
PM Volumes	142	349	197	14	0	0	0	0	0	0	0	0	0	702
% PM	12%	30%	17%	1%										60%
PM Peak Hour	12:00	17:00	14:00	14:00										17:00
Volume	36	56	32	3										103
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume	%	Volume	%	Volume	%	Volume	%						
	159	↔ 14%	151	↔ 13%	176	↔ 15%	684	↔ 58%						

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
91st St	Summary	11	18	17	22	24	1170

VOLUME

91st St Bet. Carlyle Ave & Byron Ave

Day: Tuesday
 Date: 10/11/2022

City: Surfside
 Project #: FL22_140404_008

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	569	601	1,170		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00	0	0	1	0	1	12:00	0	0	10	11	21	
0:15	0	0	1	1	2	12:15	0	0	16	9	25	
0:30	0	0	0	0	0	12:30	0	0	13	11	24	
0:45	0	0	0	2	2	12:45	0	0	10	49	6	37
1:00	0	0	0	0	0	13:00	0	0	10	7	17	
1:15	0	0	1	1	2	13:15	0	0	10	6	16	
1:30	0	0	0	0	0	13:30	0	0	5	12	17	
1:45	0	0	1	2	3	13:45	0	0	9	34	6	31
2:00	0	0	0	0	0	14:00	0	0	9	14	23	
2:15	0	0	0	0	0	14:15	0	0	17	10	27	
2:30	0	0	0	0	0	14:30	0	0	12	10	22	
2:45	0	0	0	0	0	14:45	0	0	11	49	8	42
3:00	0	0	0	0	0	15:00	0	0	13	10	23	
3:15	0	0	0	0	0	15:15	0	0	14	10	24	
3:30	0	0	0	1	1	15:30	0	0	11	10	21	
3:45	0	0	0	0	0	15:45	0	0	15	53	7	37
4:00	0	0	0	0	0	16:00	0	0	19	11	30	
4:15	0	0	0	2	2	16:15	0	0	10	2	12	
4:30	0	0	2	0	2	16:30	0	0	12	9	21	
4:45	0	0	0	2	2	16:45	0	0	5	46	5	27
5:00	0	0	0	0	0	17:00	0	0	23	9	32	
5:15	0	0	1	1	2	17:15	0	0	18	10	28	
5:30	0	0	4	2	6	17:30	0	0	19	10	29	
5:45	0	0	1	6	7	17:45	0	0	5	65	9	38
6:00	0	0	1	1	2	18:00	0	0	4	5	9	
6:15	0	0	3	2	5	18:15	0	0	6	7	13	
6:30	0	0	2	8	10	18:30	0	0	10	8	18	
6:45	0	0	4	10	14	18:45	0	0	8	28	2	22
7:00	0	0	3	7	10	19:00	0	0	6	8	14	
7:15	0	0	7	12	19	19:15	0	0	6	12	18	
7:30	0	0	6	19	25	19:30	0	0	4	7	11	
7:45	0	0	9	25	34	19:45	0	0	5	21	4	31
8:00	0	0	8	13	21	20:00	0	0	8	2	10	
8:15	0	0	11	16	27	20:15	0	0	1	7	8	
8:30	0	0	6	9	15	20:30	0	0	4	9	13	
8:45	0	0	4	29	33	20:45	0	0	2	15	6	24
9:00	0	0	8	18	26	21:00	0	0	2	7	9	
9:15	0	0	8	12	20	21:15	0	0	6	2	8	
9:30	0	0	7	7	14	21:30	0	0	1	3	4	
9:45	0	0	12	35	47	21:45	0	0	0	9	3	15
10:00	0	0	6	12	18	22:00	0	0	4	3	7	
10:15	0	0	8	14	22	22:15	0	0	2	7	9	
10:30	0	0	6	14	20	22:30	0	0	1	3	4	
10:45	0	0	18	38	56	22:45	0	0	2	9	1	14
11:00	0	0	6	9	15	23:00	0	0	1	1	2	
11:15	0	0	10	7	17	23:15	0	0	1	3	4	
11:30	0	0	11	5	16	23:30	0	0	0	0	0	
11:45	0	0	13	40	53	23:45	0	0	0	2	0	4
TOTALS			189	279	468	TOTALS			380	322	702	
SPLIT %			40.4%	59.6%	40.0%	SPLIT %			54.1%	45.9%	60.0%	

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	569	601	1,170	
AM Peak Hour			11:45	7:30	7:30	PM Peak Hour			16:45	13:30	17:00
AM Pk Volume			52	65	99	PM Pk Volume			65	42	103
Pk Hr Factor			0.813	0.855	0.917	Pk Hr Factor			0.707	0.750	0.805
7 - 9 Volume	0	0	54	105	159	4 - 6 Volume	0	0	111	65	176
7 - 9 Peak Hour			7:30	7:30	7:30	4 - 6 Peak Hour			16:45	17:00	17:00
7 - 9 Pk Volume	0	0	34	65	99	4 - 6 Pk Volume	0	0	65	38	103
Pk Hr Factor	0.000	0.000	0.773	0.855	0.917	Pk Hr Factor	0.000	0.000	0.707	0.950	0.805



SPEED

91st St Bet. Carlyle Ave & Byron Ave

Day: Wednesday

Date: 10/12/2022

City: Surfside

Project #: FL22_140404_008

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00	2	3	6	0	0	0	0	0	0	0	0	0	0	11
6:00	6	20	13	0	0	0	0	0	0	0	0	0	0	39
7:00	19	40	20	0	0	0	0	0	0	0	0	0	0	79
8:00	18	52	23	1	0	0	0	0	0	0	0	0	0	94
9:00	19	36	38	1	0	0	0	0	0	0	0	0	0	94
10:00	26	40	16	0	0	0	0	0	0	0	0	0	0	82
11:00	19	43	33	2	0	0	0	0	0	0	0	0	0	97
12:00 PM	10	51	29	4	1	0	0	0	0	0	0	0	0	95
13:00	12	34	29	1	0	0	0	0	0	0	0	0	0	76
14:00	19	49	29	2	0	0	0	0	0	0	0	0	0	99
15:00	21	51	23	2	0	0	0	0	0	0	0	0	0	97
16:00	10	55	34	2	0	0	0	0	0	0	0	0	0	101
17:00	17	58	27	1	0	0	0	0	0	0	0	0	0	103
18:00	13	35	18	2	0	0	0	0	0	0	0	0	0	68
19:00	9	27	17	3	0	0	0	0	0	0	0	0	0	56
20:00	9	15	12	2	0	0	0	0	0	0	0	0	0	38
21:00	2	17	5	1	0	0	0	0	0	0	0	0	0	25
22:00	1	15	7	1	0	0	0	0	0	0	0	0	0	24
23:00	2	4	5	1	0	0	0	0	0	0	0	0	0	12
Totals	236	646	387	26	1									1296
% of Totals	18%	50%	30%	2%	0%									100%

AM Volumes	111	235	152	4	0	0	0	0	0	0	0	0	0	502
% AM	9%	18%	12%	0%										39%
AM Peak Hour	10:00	8:00	9:00	11:00										11:00
Volume	26	52	38	2										97
PM Volumes	125	411	235	22	1	0	0	0	0	0	0	0	0	794
% PM	10%	32%	18%	2%	0%									61%
PM Peak Hour	15:00	17:00	16:00	12:00	12:00									17:00
Volume	21	58	34	4	1									103
Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
All Speeds	Volume		%	Volume		%	Volume		%	Volume		%		
	173	↔	13%	171	↔	13%	204	↔	16%	748	↔	58%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
91st St	Summary	13	18	18	23	25	1296

VOLUME

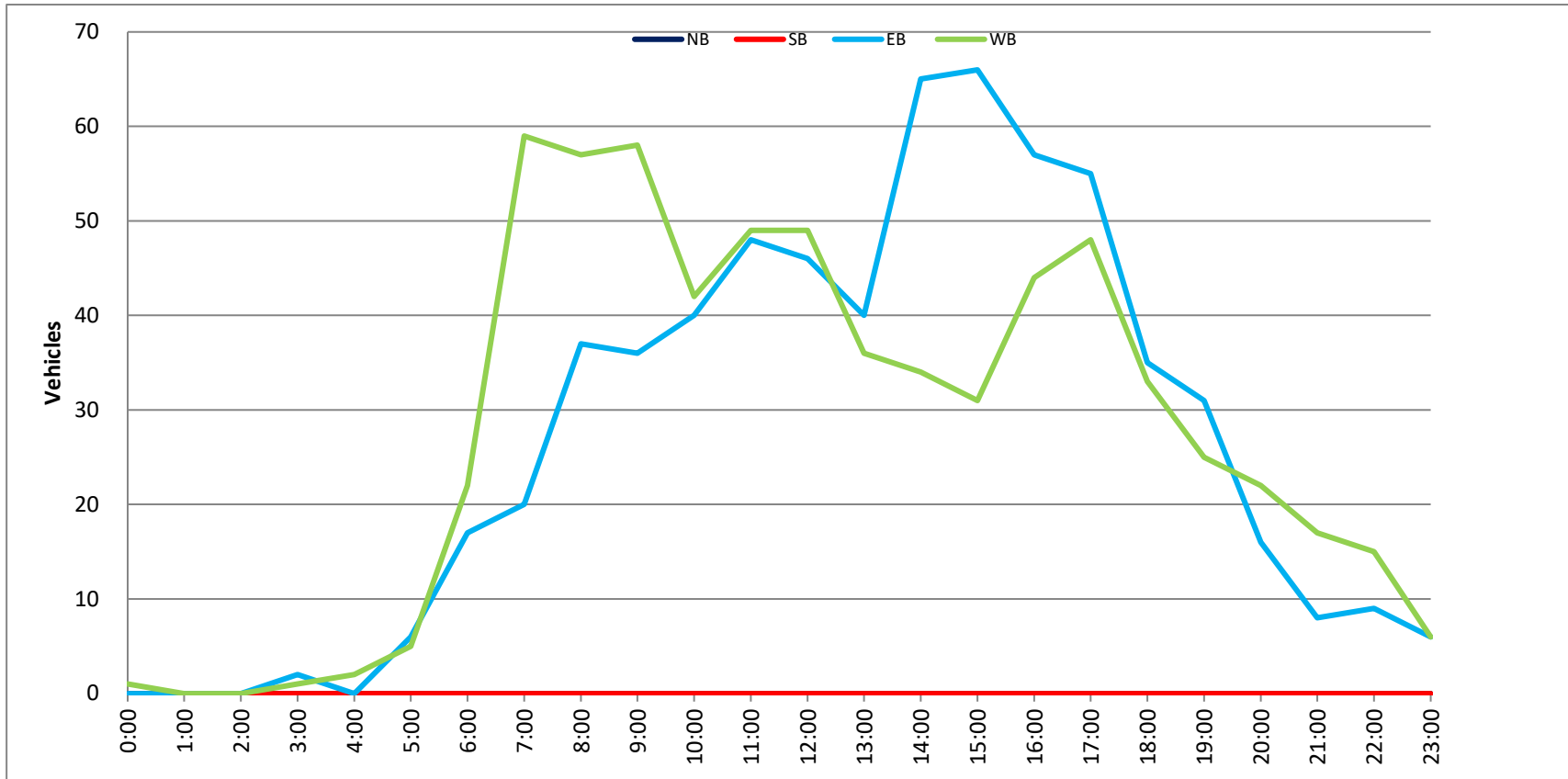
91st St Bet. Carlyle Ave & Byron Ave

Day: Wednesday
 Date: 10/12/2022

City: Surfside
 Project #: FL22_140404_008

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	640	656	1,296		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	0	0	0		12:00	0	0	8	4	12
0:15	0	0	0	0		12:15	0	0	10	15	25
0:30	0	0	0	1	1	12:30	0	0	15	16	31
0:45	0	0	0	0	1	12:45	0	0	13	46	49
1:00	0	0	0	0		13:00	0	0	11	8	19
1:15	0	0	0	0		13:15	0	0	9	12	21
1:30	0	0	0	0		13:30	0	0	10	7	17
1:45	0	0	0	0		13:45	0	0	10	40	36
2:00	0	0	0	0		14:00	0	0	14	11	25
2:15	0	0	0	0		14:15	0	0	19	6	25
2:30	0	0	0	0		14:30	0	0	20	11	31
2:45	0	0	0	0		14:45	0	0	12	65	34
3:00	0	0	1	0	1	15:00	0	0	23	6	29
3:15	0	0	1	0	1	15:15	0	0	15	4	19
3:30	0	0	0	1	1	15:30	0	0	12	10	22
3:45	0	0	0	2	1	15:45	0	0	16	66	31
4:00	0	0	0	1	1	16:00	0	0	20	10	30
4:15	0	0	0	1	1	16:15	0	0	13	12	25
4:30	0	0	0	0		16:30	0	0	13	13	26
4:45	0	0	0	0	2	16:45	0	0	11	57	44
5:00	0	0	0	1	1	17:00	0	0	19	22	41
5:15	0	0	1	1	2	17:15	0	0	12	9	21
5:30	0	0	1	2	3	17:30	0	0	14	11	25
5:45	0	0	4	6	1	17:45	0	0	10	55	48
6:00	0	0	2	0	2	18:00	0	0	10	10	20
6:15	0	0	2	3	5	18:15	0	0	6	12	18
6:30	0	0	8	11	19	18:30	0	0	7	5	12
6:45	0	0	5	17	8	18:45	0	0	12	35	33
7:00	0	0	3	6	9	19:00	0	0	8	8	16
7:15	0	0	7	19	26	19:15	0	0	10	6	16
7:30	0	0	5	18	23	19:30	0	0	6	7	13
7:45	0	0	5	20	16	19:45	0	0	7	31	25
8:00	0	0	10	16	26	20:00	0	0	5	7	12
8:15	0	0	5	9	14	20:15	0	0	7	6	13
8:30	0	0	9	15	24	20:30	0	0	2	7	9
8:45	0	0	13	37	17	20:45	0	0	2	16	22
9:00	0	0	6	16	22	21:00	0	0	2	5	7
9:15	0	0	13	7	20	21:15	0	0	2	3	5
9:30	0	0	7	19	26	21:30	0	0	1	3	4
9:45	0	0	10	36	16	21:45	0	0	3	8	9
10:00	0	0	6	10	16	22:00	0	0	3	7	10
10:15	0	0	7	11	18	22:15	0	0	0	4	4
10:30	0	0	14	11	25	22:30	0	0	3	0	3
10:45	0	0	13	40	10	22:45	0	0	3	9	15
11:00	0	0	6	13	19	23:00	0	0	2	0	2
11:15	0	0	14	11	25	23:15	0	0	1	1	2
11:30	0	0	13	9	22	23:30	0	0	3	3	6
11:45	0	0	15	48	16	23:45	0	0	0	6	2
TOTALS			206	296	502	TOTALS			434	360	794
SPLIT %			41.0%	59.0%	38.7%	SPLIT %			54.7%	45.3%	61.3%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	640	656	1,296		
AM Peak Hour			11:15	7:15	11:45	PM Peak Hour			14:15	16:15	16:15
AM Pk Volume			50	69	99	PM Pk Volume			74	56	112
Pk Hr Factor			0.833	0.908	0.798	Pk Hr Factor			0.804	0.636	0.683
7 - 9 Volume	0	0	57	116	173	4 - 6 Volume	0	0	112	92	204
7 - 9 Peak Hour			8:00	7:15	7:15	4 - 6 Peak Hour			16:00	16:15	16:15
7 - 9 Pk Volume	0	0	37	69	96	4 - 6 Pk Volume	0	0	57	56	112
Pk Hr Factor	0.000	0.000	0.712	0.908	0.923	Pk Hr Factor	0.000	0.000	0.713	0.636	0.683



SPEED

91st St Bet. Carlyle Ave & Byron Ave

Day: Thursday
Date: 10/13/2022City: Surfside
Project #: FL22_140404_008**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	1	1	3	1	0	0	0	0	0	0	0	0	0	6
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
3:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
4:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00	2	6	6	0	0	0	0	0	0	0	0	0	0	14
6:00	5	24	8	0	0	0	0	0	0	0	0	0	0	37
7:00	31	43	21	1	0	0	0	0	0	0	0	0	0	96
8:00	35	49	23	2	0	0	0	0	0	0	0	0	0	109
9:00	22	40	32	0	0	0	0	0	0	0	0	0	0	94
10:00	23	53	19	2	0	0	0	0	0	0	0	0	0	97
11:00	21	44	30	4	0	0	0	0	0	0	0	0	0	99
12:00 PM	22	53	29	4	0	0	0	0	0	0	0	0	0	108
13:00	24	63	24	1	0	0	0	0	0	0	0	0	0	112
14:00	23	52	9	0	0	0	0	0	0	0	0	0	0	84
15:00	47	18	2	0	0	0	0	0	0	0	0	0	0	67
16:00	32	30	7	0	0	0	0	0	0	0	0	0	0	69
17:00	10	29	19	1	0	0	0	0	0	0	0	0	0	59
18:00	5	28	21	1	0	0	0	0	0	0	0	0	0	55
19:00	16	25	19	0	0	0	0	0	0	0	0	0	0	60
20:00	7	18	14	0	0	0	0	0	0	0	0	0	0	39
21:00	5	6	7	1	0	0	0	0	0	0	0	0	0	19
22:00	5	17	5	0	0	0	0	0	0	0	0	0	0	27
23:00	1	5	5	0	0	0	0	0	0	0	0	0	0	11
Totals	338	606	306	19										1269
% of Totals	27%	48%	24%	1%										100%

AM Volumes	141	262	145	11	0	0	0	0	0	0	0	0	0	559
% AM	11%	21%	11%	1%										44%
AM Peak Hour	8:00	10:00	9:00	11:00										8:00
Volume	35	53	32	4										109
PM Volumes	197	344	161	8	0	0	0	0	0	0	0	0	0	710
% PM	16%	27%	13%	1%										56%
PM Peak Hour	15:00	13:00	12:00	12:00										13:00
Volume	47	63	29	4										112
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume		Volume		Volume		Volume		Volume		Volume		Volume	
	205	↔	16%	220	↔	17%	128	↔	10%	716	↔	56%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
91st St	Summary	11	17	17	22	24	1269

VOLUME

91st St Bet. Carlyle Ave & Byron Ave

Day: Thursday
 Date: 10/13/2022

City: Surfside
 Project #: FL22_140404_008

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	631	638	1,269	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	0	0	0		12:00	0	0	20	10	30
0:15	0	0	1	1	2	12:15	0	0	13	15	28
0:30	0	0	3	1	4	12:30	0	0	15	12	27
0:45	0	0	0	4	4	12:45	0	0	9	57	14
1:00	0	0	0	0	6	13:00	0	0	18	12	51
1:15	0	0	0	1	1	13:15	0	0	23	14	30
1:30	0	0	0	0	1	13:30	0	0	13	6	37
1:45	0	0	0	0	1	13:45	0	0	17	71	19
2:00	0	0	1	0	1	14:00	0	0	18	8	26
2:15	0	0	1	0	1	14:15	0	0	17	2	19
2:30	0	0	0	0	1	14:30	0	0	15	5	20
2:45	0	0	0	2	2	14:45	0	0	16	66	3
3:00	0	0	0	0	2	15:00	0	0	14	9	18
3:15	0	0	1	0	1	15:15	0	0	10	8	23
3:30	0	0	1	1	2	15:30	0	0	8	6	18
3:45	0	0	0	2	3	15:45	0	0	6	38	6
4:00	0	0	0	0	3	16:00	0	0	12	2	14
4:15	0	0	1	0	1	16:15	0	0	8	8	16
4:30	0	0	0	0	1	16:30	0	0	13	8	21
4:45	0	0	0	1	1	16:45	0	0	11	44	7
5:00	0	0	1	0	1	17:00	0	0	11	12	18
5:15	0	0	2	2	4	17:15	0	0	13	2	23
5:30	0	0	3	2	5	17:30	0	0	5	7	15
5:45	0	0	3	9	4	17:45	0	0	4	33	12
6:00	0	0	2	1	3	18:00	0	0	7	1	9
6:15	0	0	0	4	4	18:15	0	0	2	8	8
6:30	0	0	4	9	13	18:30	0	0	10	10	10
6:45	0	0	5	11	17	18:45	0	0	9	28	8
7:00	0	0	8	10	18	19:00	0	0	6	10	17
7:15	0	0	5	17	22	19:15	0	0	10	8	16
7:30	0	0	7	17	24	19:30	0	0	6	11	18
7:45	0	0	6	26	32	19:45	0	0	4	26	17
8:00	0	0	7	14	21	20:00	0	0	7	3	9
8:15	0	0	10	16	26	20:15	0	0	7	5	10
8:30	0	0	7	26	33	20:30	0	0	4	4	12
8:45	0	0	8	32	29	20:45	0	0	4	22	8
9:00	0	0	12	13	25	21:00	0	0	1	0	9
9:15	0	0	6	13	19	21:15	0	0	3	2	39
9:30	0	0	8	13	21	21:30	0	0	2	2	1
9:45	0	0	10	36	29	21:45	0	0	3	9	5
10:00	0	0	7	11	18	22:00	0	0	3	3	4
10:15	0	0	7	20	27	22:15	0	0	2	1	9
10:30	0	0	10	22	32	22:30	0	0	3	6	9
10:45	0	0	9	33	20	22:45	0	0	6	14	27
11:00	0	0	21	11	32	23:00	0	0	2	3	5
11:15	0	0	12	13	25	23:15	0	0	2	0	2
11:30	0	0	15	7	22	23:30	0	0	0	2	2
11:45	0	0	14	62	20	23:45	0	0	1	5	11
TOTALS			218	341	559	TOTALS			413	297	710
SPLIT %			39.0%	61.0%	44.1%	SPLIT %			58.2%	41.8%	55.9%

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	631	638	1,269	
AM Peak Hour			11:00	7:45	8:15	PM Peak Hour			13:00	12:15	12:30
AM Pk Volume			62	82	113	PM Pk Volume			71	53	117
Pk Hr Factor			0.738	0.788	0.856	Pk Hr Factor			0.772	0.883	0.791
7 - 9 Volume	0	0	58	147	205	4 - 6 Volume	0	0	77	51	128
7 - 9 Peak Hour			8:00	7:45	7:45	4 - 6 Peak Hour			16:30	16:15	16:15
7 - 9 Pk Volume	0	0	32	82	112	4 - 6 Pk Volume	0	0	48	35	78
Pk Hr Factor	0.000	0.000	0.800	0.788	0.848	Pk Hr Factor	0.000	0.000	0.923	0.729	0.848



SPEED

90th St Bet. Carlyle Ave & Byron Ave

Day: Tuesday
Date: 9/13/2022City: Surfside
Project #: FL22_140404_009**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
06:00	3	11	8	2	0	0	0	0	0	0	0	0	0	24
07:00	13	21	10	0	0	0	0	0	0	0	0	0	0	44
08:00	27	48	10	0	0	0	0	0	0	0	0	0	0	85
09:00	15	29	8	0	0	0	0	0	0	0	0	0	0	52
10:00	11	28	8	0	0	0	0	0	0	0	0	0	0	47
11:00	18	22	15	1	0	0	0	0	0	0	0	0	0	56
12:00 PM	17	25	13	0	0	0	0	0	0	0	0	0	0	55
13:00	7	31	13	1	0	0	0	0	0	0	0	0	0	52
14:00	12	31	17	0	0	0	0	0	0	0	0	0	0	60
15:00	10	37	13	0	0	0	0	0	0	0	0	0	0	60
16:00	17	50	11	0	0	0	0	0	0	0	0	0	0	78
17:00	23	44	10	0	0	0	0	0	0	0	0	0	0	77
18:00	10	41	14	0	0	0	0	0	0	0	0	0	0	65
19:00	10	23	7	0	0	0	0	0	0	0	0	0	0	40
20:00	14	15	3	0	0	0	0	0	0	0	0	0	0	32
21:00	5	8	2	0	0	0	0	0	0	0	0	0	0	15
22:00	5	4	1	0	0	0	0	0	0	0	0	0	0	10
23:00	2	8	0	0	0	0	0	0	0	0	0	0	0	10
Totals	223	481	165	4										873
% of Totals	26%	55%	19%	0%										100%

AM Volumes	91	164	61	3	0	0	0	0	0	0	0	0	0	319
% AM	10%	19%	7%	0%										37%
AM Peak Hour	08:00	08:00	11:00	06:00										08:00
Volume	27	48	15	2										85
PM Volumes	132	317	104	1	0	0	0	0	0	0	0	0	0	554
% PM	15%	36%	12%	0%										63%
PM Peak Hour	17:00	16:00	14:00	13:00										16:00
Volume	23	50	17	1										78
Directional Peak Periods All Speeds	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
	Volume		%		Volume		%	Volume		%	Volume		%	
	129	↔	15%		107	↔	12%	155	↔	18%	482	↔	55%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
90th St	Summary	11	17	17	21	24	873

VOLUME

90th St Bet. Carlyle Ave & Byron Ave

Day: Tuesday
 Date: 9/13/2022

City: Surfside
 Project #: FL22_140404_009

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	619	254	873			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	0	0		12:00	0	0	10	4	14	
00:15	0	0	0	1	1	12:15	0	0	7	3	10	
00:30	0	0	0	0		12:30	0	0	6	14	20	
00:45	0	0	0	0	1	12:45	0	0	5	28	6	27
01:00	0	0	1	1	2	13:00	0	0	8	3	11	
01:15	0	0	1	0	1	13:15	0	0	11	5	16	
01:30	0	0	0	0		13:30	0	0	12	2	14	
01:45	0	0	0	2	0	13:45	0	0	10	41	1	11
02:00	0	0	0	0		14:00	0	0	9	5	14	
02:15	0	0	0	0		14:15	0	0	11	3	14	
02:30	0	0	0	0		14:30	0	0	10	6	16	
02:45	0	0	1	1	0	14:45	0	0	12	42	4	18
03:00	0	0	1	0	1	15:00	0	0	11	5	16	
03:15	0	0	0	0		15:15	0	0	6	5	11	
03:30	0	0	0	1	1	15:30	0	0	10	1	11	
03:45	0	0	0	1	0	15:45	0	0	18	45	4	15
04:00	0	0	0	0		16:00	0	0	16	8	24	
04:15	0	0	0	0		16:15	0	0	13	4	17	
04:30	0	0	0	0		16:30	0	0	17	3	20	
04:45	0	0	0	0		16:45	0	0	11	57	6	21
05:00	0	0	0	0		17:00	0	0	13	5	18	
05:15	0	0	0	0		17:15	0	0	19	7	26	
05:30	0	0	0	0		17:30	0	0	10	1	11	
05:45	0	0	3	3	1	17:45	0	0	15	57	7	20
06:00	0	0	2	1	3	18:00	0	0	12	5	17	
06:15	0	0	2	0	2	18:15	0	0	12	5	17	
06:30	0	0	4	3	7	18:30	0	0	17	1	18	
06:45	0	0	10	18	2	18:45	0	0	9	50	4	15
07:00	0	0	8	1	9	19:00	0	0	10	5	15	
07:15	0	0	8	1	9	19:15	0	0	7	2	9	
07:30	0	0	9	3	12	19:30	0	0	8	1	9	
07:45	0	0	8	33	6	19:45	0	0	4	29	3	11
08:00	0	0	22	4	26	20:00	0	0	9	3	12	
08:15	0	0	17	9	26	20:15	0	0	8	3	11	
08:30	0	0	9	3	12	20:30	0	0	2	1	3	
08:45	0	0	18	66	3	20:45	0	0	3	22	3	10
09:00	0	0	9	5	14	21:00	0	0	1	1	2	
09:15	0	0	10	4	14	21:15	0	0	4	2	6	
09:30	0	0	8	5	13	21:30	0	0	3	3	6	
09:45	0	0	6	33	5	21:45	0	0	1	9	0	6
10:00	0	0	4	8	12	22:00	0	0	1	2	3	
10:15	0	0	10	2	12	22:15	0	0	2	0	2	
10:30	0	0	4	2	6	22:30	0	0	0	2	2	
10:45	0	0	13	31	4	22:45	0	0	2	5	1	5
11:00	0	0	8	5	13	23:00	0	0	1	0	1	
11:15	0	0	6	5	11	23:15	0	0	0	3	3	
11:30	0	0	11	2	13	23:30	0	0	4	0	4	
11:45	0	0	14	39	5	23:45	0	0	2	7	0	3
TOTALS			227	92	319	TOTALS			392	162	554	
SPLIT %			71.2%	28.8%	36.5%	SPLIT %			70.8%	29.2%	63.5%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	619	254	873		
AM Peak Hour			08:00	11:45	08:00	PM Peak Hour			15:45	12:30	15:45
AM Pk Volume			66	26	85	PM Pk Volume			64	28	83
Pk Hr Factor			0.750	0.464	0.817	Pk Hr Factor			0.889	0.500	0.865
7 - 9 Volume	0	0	99	30	129	4 - 6 Volume	0	0	114	41	155
7 - 9 Peak Hour			08:00	07:30	08:00	4 - 6 Peak Hour			16:30	16:00	16:30
7 - 9 Pk Volume	0	0	66	22	85	4 - 6 Pk Volume	0	0	60	21	81
Pk Hr Factor	0.000	0.000	0.750	0.611	0.817	Pk Hr Factor	0.000	0.000	0.789	0.656	0.779



SPEED

90th St Bet. Carlyle Ave & Byron Ave

Day: Wednesday

Date: 9/14/2022

City: Surfside

Project #: FL22_140404_009

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6
06:00	4	20	9	0	0	0	0	0	0	0	0	0	0	33
07:00	10	26	9	0	0	0	0	0	0	0	0	0	0	45
08:00	18	62	16	0	0	0	0	0	0	0	0	0	0	96
09:00	12	32	9	0	0	0	0	0	0	0	0	0	0	53
10:00	18	40	8	3	0	0	0	0	0	0	0	0	0	69
11:00	9	36	11	0	0	0	0	0	0	0	0	0	0	56
12:00 PM	13	42	10	0	0	0	0	0	0	0	0	0	0	65
13:00	6	22	15	1	0	0	0	0	0	0	0	0	0	44
14:00	16	44	13	1	0	0	0	0	0	0	0	0	0	74
15:00	11	35	11	0	0	0	0	0	0	0	0	0	0	57
16:00	6	28	14	0	0	0	0	0	0	0	0	0	0	48
17:00	17	40	10	0	0	0	0	0	0	0	0	0	0	67
18:00	13	27	13	0	0	0	0	0	0	0	0	0	0	53
19:00	9	20	7	1	0	0	0	0	0	0	0	0	0	37
20:00	6	16	5	0	0	0	0	0	0	0	0	0	0	27
21:00	3	9	3	1	0	0	0	0	0	0	0	0	0	16
22:00	1	9	2	0	0	0	0	0	0	0	0	0	0	12
23:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6
Totals	176	519	167	7										869
% of Totals	20%	60%	19%	1%										100%

AM Volumes	74	223	63	3	0	0	0	0	0	0	0	0	0	363
% AM	9%	26%	7%	0%										42%
AM Peak Hour	08:00	08:00	08:00	10:00										08:00
Volume	18	62	16	3										96
PM Volumes	102	296	104	4	0	0	0	0	0	0	0	0	0	506
% PM	12%	34%	12%	0%										58%
PM Peak Hour	17:00	14:00	13:00	13:00										14:00
Volume	17	44	15	1										74
Directional Peak Periods All Speeds	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
	Volume		%		Volume		%	Volume		%	Volume		%	
	141	↔	16%		109	↔	13%	115	↔	13%	504	↔	58%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
90th St	Summary	12	17	17	21	24	869

VOLUME

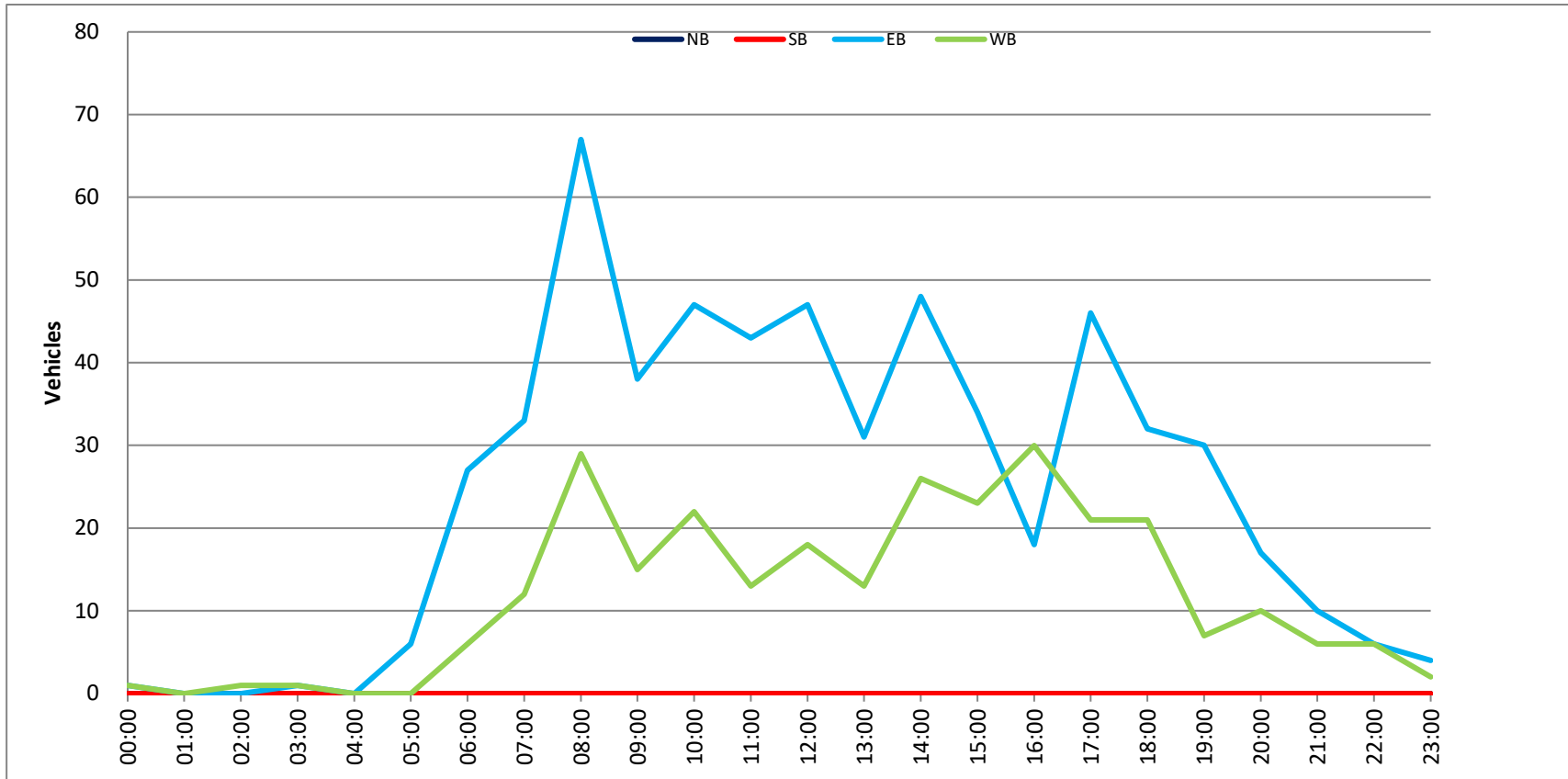
90th St Bet. Carlyle Ave & Byron Ave

Day: Wednesday
 Date: 9/14/2022

City: Surfside
 Project #: FL22_140404_009

DAILY TOTALS					NB	SB	EB	WB	Total						
					0	0	586	283	869						
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	0	0			12:00	0	0	18	9	27			
00:15	0	0	1	0	1		12:15	0	0	8	1	9			
00:30	0	0	0	0			12:30	0	0	9	4	13			
00:45	0	0	0	1	1	1	12:45	0	0	12	47	4	18	16	65
01:00	0	0	0	0			13:00	0	0	4	4	8			
01:15	0	0	0	0			13:15	0	0	10	4	14			
01:30	0	0	0	0			13:30	0	0	5	1	6			
01:45	0	0	0	0			13:45	0	0	12	31	4	13	16	44
02:00	0	0	0	0			14:00	0	0	15	7	22			
02:15	0	0	0	0			14:15	0	0	7	8	15			
02:30	0	0	0	0			14:30	0	0	13	7	20			
02:45	0	0	0	1	1	1	14:45	0	0	13	48	4	26	17	74
03:00	0	0	0	0			15:00	0	0	9	8	17			
03:15	0	0	1	1	2		15:15	0	0	13	3	16			
03:30	0	0	0	0			15:30	0	0	4	6	10			
03:45	0	0	0	1	0	1	15:45	0	0	8	34	6	23	14	57
04:00	0	0	0	0			16:00	0	0	4	10	14			
04:15	0	0	0	0			16:15	0	0	6	6	12			
04:30	0	0	0	0			16:30	0	0	1	10	11			
04:45	0	0	0	0			16:45	0	0	7	18	4	30	11	48
05:00	0	0	1	0	1		17:00	0	0	17	6	23			
05:15	0	0	2	0	2		17:15	0	0	12	4	16			
05:30	0	0	1	0	1		17:30	0	0	4	7	11			
05:45	0	0	2	6	0	2	17:45	0	0	13	46	4	21	17	67
06:00	0	0	2	1	3		18:00	0	0	6	8	14			
06:15	0	0	2	0	2		18:15	0	0	12	5	17			
06:30	0	0	3	2	5		18:30	0	0	10	5	15			
06:45	0	0	20	27	3	6	18:45	0	0	4	32	3	21	7	53
07:00	0	0	8	3	11		19:00	0	0	7	2	9			
07:15	0	0	6	2	8		19:15	0	0	8	2	10			
07:30	0	0	9	1	10		19:30	0	0	7	1	8			
07:45	0	0	10	33	6	12	19:45	0	0	8	30	2	7	10	37
08:00	0	0	13	10	23		20:00	0	0	3	2	5			
08:15	0	0	19	11	30		20:15	0	0	9	0	9			
08:30	0	0	20	5	25		20:30	0	0	5	6	11			
08:45	0	0	15	67	3	29	20:45	0	0	0	17	2	10	2	27
09:00	0	0	10	4	14		21:00	0	0	4	3	7			
09:15	0	0	7	1	8		21:15	0	0	4	2	6			
09:30	0	0	8	6	14		21:30	0	0	1	1	2			
09:45	0	0	13	38	4	15	21:45	0	0	1	10	0	6	1	16
10:00	0	0	14	7	21		22:00	0	0	1	2	3			
10:15	0	0	14	5	19		22:15	0	0	4	2	6			
10:30	0	0	10	4	14		22:30	0	0	0	2	2			
10:45	0	0	9	47	6	22	22:45	0	0	1	6	0	6	1	12
11:00	0	0	8	2	10		23:00	0	0	0	1	1			
11:15	0	0	9	4	13		23:15	0	0	2	0	2			
11:30	0	0	11	6	17		23:30	0	0	1	1	2			
11:45	0	0	15	43	1	13	23:45	0	0	1	4	0	2	1	6
TOTALS			263	100	363		TOTALS			323	183	506			
SPLIT %			72.5%	27.5%	41.8%		SPLIT %			63.8%	36.2%	58.2%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	586	283	869		
AM Peak Hour			08:00	07:45	08:00	PM Peak Hour			14:00	15:45	14:00
AM Pk Volume			67	32	96	PM Pk Volume			48	32	74
Pk Hr Factor			0.838	0.727	0.800	Pk Hr Factor			0.800	0.800	0.841
7 - 9 Volume	0	0	100	41	141	4 - 6 Volume	0	0	64	51	115
7 - 9 Peak Hour			08:00	07:45	08:00	4 - 6 Peak Hour			17:00	16:00	17:00
7 - 9 Pk Volume	0	0	67	32	96	4 - 6 Pk Volume	0	0	46	30	67
Pk Hr Factor	0.000	0.000	0.838	0.727	0.800	Pk Hr Factor	0.000	0.000	0.676	0.750	0.728



SPEED

90th St Bet. Carlyle Ave & Byron Ave

Day: Thursday
Date: 9/15/2022

City: Surfside
Project #: FL22_140404_009

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	3	2	2	0	0	0	0	0	0	0	0	0	0	7
06:00	4	15	11	0	0	0	0	0	0	0	0	0	0	30
07:00	7	31	8	0	0	0	0	0	0	0	0	0	0	46
08:00	29	50	13	0	0	0	0	0	0	0	0	0	0	92
09:00	13	40	13	0	0	0	0	0	0	0	0	0	0	66
10:00	9	28	11	0	0	0	0	0	0	0	0	0	0	48
11:00	19	30	10	0	0	0	0	0	0	0	0	0	0	59
12:00 PM	10	33	8	0	0	0	0	0	0	0	0	0	0	51
13:00	13	33	13	0	0	0	0	0	0	0	0	0	0	59
14:00	8	40	9	2	0	0	0	0	0	0	0	0	0	59
15:00	14	46	16	2	0	0	0	0	0	0	0	0	0	78
16:00	21	53	10	0	0	0	0	0	0	0	0	0	0	84
17:00	15	40	11	2	0	0	0	0	0	0	0	0	0	68
18:00	14	32	9	2	0	0	0	0	0	0	0	0	0	57
19:00	13	25	8	0	0	0	0	0	0	0	0	0	0	46
20:00	6	25	3	0	0	0	0	0	0	0	0	0	0	34
21:00	5	13	3	0	0	0	0	0	0	0	0	0	0	21
22:00	7	8	0	0	0	0	0	0	0	0	0	0	0	15
23:00	3	9	2	0	0	0	0	0	0	0	0	0	0	14
Totals	216	556	163	8										943
% of Totals	23%	59%	17%	1%										100%

AM Volumes	87	199	71	0	0	0	0	0	0	0	0	0	0	357
% AM	9%	21%	8%											38%
AM Peak Hour	08:00	08:00	08:00											08:00
Volume	29	50	13											92
PM Volumes	129	357	92	8	0	0	0	0	0	0	0	0	0	586
% PM	14%	38%	10%	1%										62%
PM Peak Hour	16:00	16:00	15:00	14:00										16:00
Volume	21	53	16	2										84
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
	138	↔	15%	110	↔	12%	152	↔	16%	543	↔	58%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
90th St	Summary	12	17	17	21	24	943

VOLUME

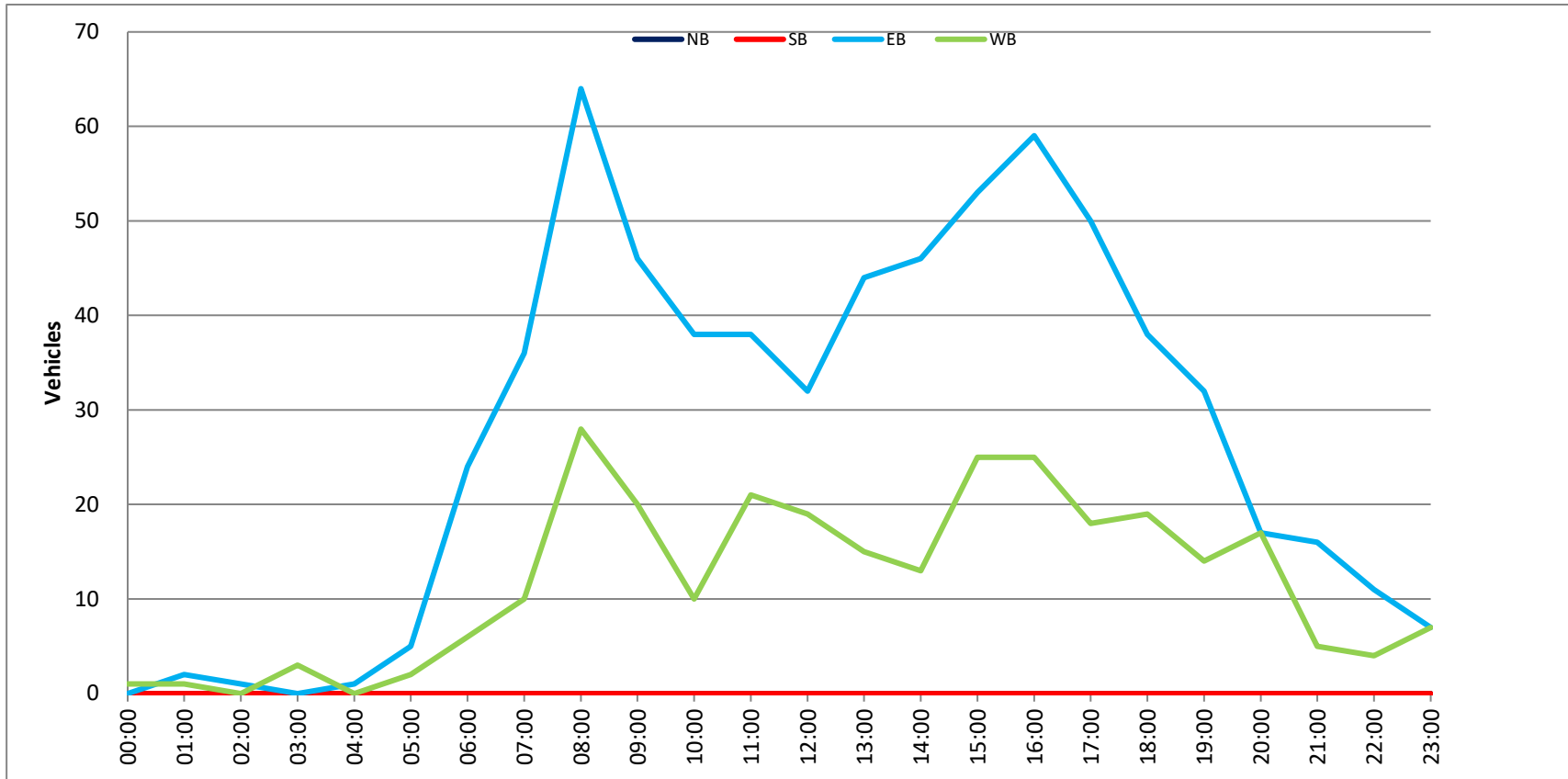
90th St Bet. Carlyle Ave & Byron Ave

Day: Thursday
 Date: 9/15/2022

City: Surfside
 Project #: FL22_140404_009

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	660	283	943		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	0	0		12:00	0	0	8	5	13	
00:15	0	0	0	0		12:15	0	0	6	4	10	
00:30	0	0	0	0		12:30	0	0	8	5	13	
00:45	0	0	0	1	1	12:45	0	0	10	32	5	19
01:00	0	0	1	0	1	13:00	0	0	10	3	13	
01:15	0	0	1	1	2	13:15	0	0	11	4	15	
01:30	0	0	0	0		13:30	0	0	12	5	17	
01:45	0	0	0	2	1	13:45	0	0	11	44	3	15
02:00	0	0	0	0		14:00	0	0	14	3	17	
02:15	0	0	0	0		14:15	0	0	13	1	14	
02:30	0	0	1	0	1	14:30	0	0	9	4	13	
02:45	0	0	0	1	1	14:45	0	0	10	46	5	13
03:00	0	0	0	1	1	15:00	0	0	14	6	20	
03:15	0	0	0	1	1	15:15	0	0	13	5	18	
03:30	0	0	0	0		15:30	0	0	10	10	20	
03:45	0	0	0	1	3	15:45	0	0	16	53	4	25
04:00	0	0	0	0		16:00	0	0	18	11	29	
04:15	0	0	0	0		16:15	0	0	13	7	20	
04:30	0	0	1	0	1	16:30	0	0	14	3	17	
04:45	0	0	0	1	1	16:45	0	0	14	59	4	25
05:00	0	0	0	0		17:00	0	0	10	5	15	
05:15	0	0	1	0	1	17:15	0	0	15	3	18	
05:30	0	0	1	1	2	17:30	0	0	10	8	18	
05:45	0	0	3	5	1	17:45	0	0	15	50	2	18
06:00	0	0	0	1	1	18:00	0	0	11	5	16	
06:15	0	0	1	0	1	18:15	0	0	11	4	15	
06:30	0	0	6	2	8	18:30	0	0	8	6	14	
06:45	0	0	17	24	3	18:45	0	0	8	38	4	19
07:00	0	0	6	3	9	19:00	0	0	11	4	15	
07:15	0	0	8	1	9	19:15	0	0	5	7	12	
07:30	0	0	10	2	12	19:30	0	0	9	3	12	
07:45	0	0	12	36	4	19:45	0	0	7	32	0	14
08:00	0	0	16	6	22	20:00	0	0	7	4	11	
08:15	0	0	15	10	25	20:15	0	0	3	4	7	
08:30	0	0	16	5	21	20:30	0	0	2	5	7	
08:45	0	0	17	64	7	20:45	0	0	5	17	4	17
09:00	0	0	11	4	15	21:00	0	0	8	1	9	
09:15	0	0	13	9	22	21:15	0	0	2	1	3	
09:30	0	0	17	3	20	21:30	0	0	4	2	6	
09:45	0	0	5	46	4	21:45	0	0	2	16	1	5
10:00	0	0	11	3	14	22:00	0	0	5	1	6	
10:15	0	0	8	1	9	22:15	0	0	3	1	4	
10:30	0	0	7	3	10	22:30	0	0	1	1	2	
10:45	0	0	12	38	3	22:45	0	0	2	11	1	4
11:00	0	0	10	4	14	23:00	0	0	1	1	2	
11:15	0	0	7	7	14	23:15	0	0	2	2	4	
11:30	0	0	11	3	14	23:30	0	0	3	1	4	
11:45	0	0	10	38	7	23:45	0	0	1	7	3	7
TOTALS			255	102	357	TOTALS			405	181	586	
SPLIT %			71.4%	28.6%	37.9%	SPLIT %			69.1%	30.9%	62.1%	

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	660	283	943	
AM Peak Hour			08:00	08:00	08:00	PM Peak Hour			15:45	15:30	15:30
AM Pk Volume			64	28	92	PM Pk Volume			61	32	89
Pk Hr Factor			0.941	0.700	0.920	Pk Hr Factor			0.847	0.727	0.767
7 - 9 Volume	0	0	100	38	138	4 - 6 Volume	0	0	109	43	152
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	64	28	92	4 - 6 Pk Volume	0	0	59	25	84
Pk Hr Factor	0.000	0.000	0.941	0.700	0.920	Pk Hr Factor	0.000	0.000	0.819	0.568	0.724



SPEED

Emerson Ave Bet. 91st St & 90th St

Day: Tuesday
Date: 9/13/2022

City: Surfside
Project #: FL22_140404_010

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:00	3	3	1	1	0	0	0	0	0	0	0	0	0	8
07:00	6	7	8	3	0	0	0	0	0	0	0	0	0	24
08:00	5	7	5	3	0	0	0	0	0	0	0	0	0	20
09:00	4	1	3	2	1	0	0	0	0	0	0	0	0	11
10:00	2	6	6	1	0	0	0	0	0	0	0	0	0	15
11:00	3	2	2	2	2	0	0	0	0	0	0	0	0	11
12:00 PM	4	2	3	3	0	0	0	0	0	0	0	0	0	12
13:00	3	3	4	0	0	0	0	0	0	0	0	0	0	10
14:00	2	4	3	1	0	0	0	0	0	0	0	0	0	10
15:00	3	6	5	9	0	0	0	0	0	0	0	0	0	23
16:00	2	7	6	6	2	0	0	0	0	0	0	0	0	23
17:00	4	2	5	7	1	0	0	0	0	0	0	0	0	19
18:00	8	5	6	2	0	0	0	0	0	0	0	0	0	21
19:00	2	3	3	1	0	0	0	0	0	0	0	0	0	9
20:00	2	1	3	0	0	0	0	0	0	0	0	0	0	6
21:00	1	0	3	1	1	0	0	0	0	0	0	0	0	6
22:00	2	1	1	0	0	0	0	0	0	0	0	0	0	4
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Totals	57	61	70	42	7									237
% of Totals	24%	26%	30%	18%	3%									100%

AM Volumes	23	27	28	12	3	0	0	0	0	0	0	0	0	93
% AM	10%	11%	12%	5%	1%									39%
AM Peak Hour	07:00	07:00	07:00	07:00	11:00									07:00
Volume	6	7	8	3	2									24
PM Volumes	34	34	42	30	4	0	0	0	0	0	0	0	0	144
% PM	14%	14%	18%	13%	2%									61%
PM Peak Hour	18:00	16:00	16:00	15:00	16:00									15:00
Volume	8	7	6	9	2									23
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
	44	19%	22	9%	42	18%	129	54%						

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Emerson Ave	Summary	11	20	19	27	29	237

VOLUME

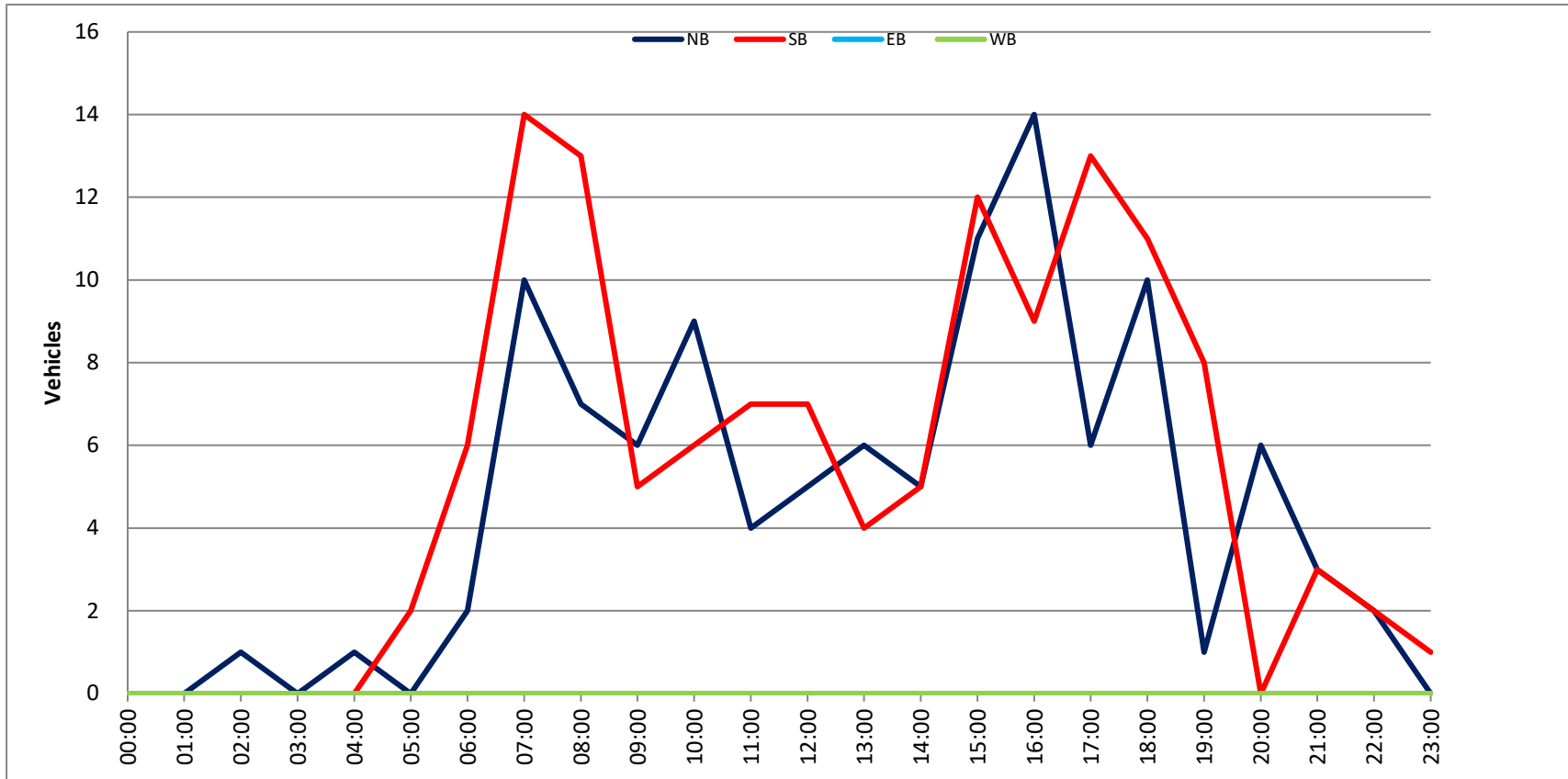
Emerson Ave Bet. 91st St & 90th St

Day: Tuesday
 Date: 9/13/2022

City: Surfside
 Project #: FL22_140404_010

DAILY TOTALS					NB	SB	EB	WB	Total		
					109	128	0	0	237		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	1	1	0	0	2
00:15	0	0	0	0		12:15	0	3	0	0	3
00:30	0	0	0	0		12:30	3	3	0	0	6
00:45	0	0	0	0		12:45	1	5	0	7	12
01:00	0	0	0	0		13:00	3	1	0	0	4
01:15	0	0	0	0		13:15	2	1	0	0	3
01:30	0	0	0	0		13:30	0	0	0	0	
01:45	0	0	0	0		13:45	1	6	2	4	10
02:00	0	0	0	0		14:00	1	3	0	0	4
02:15	1	0	0	0	1	14:15	0	1	0	0	1
02:30	0	0	0	0		14:30	2	1	0	0	3
02:45	0	1	0	0	1	14:45	2	5	0	5	10
03:00	0	0	0	0		15:00	3	1	0	0	4
03:15	0	0	0	0		15:15	2	4	0	0	6
03:30	0	0	0	0		15:30	3	3	0	0	6
03:45	0	0	0	0		15:45	3	11	4	12	23
04:00	0	0	0	0		16:00	3	3	0	0	6
04:15	0	0	0	0		16:15	5	1	0	0	6
04:30	1	0	0	0	1	16:30	3	2	0	0	5
04:45	0	1	0	0	1	16:45	3	14	3	9	23
05:00	0	1	0	0	1	17:00	2	4	0	0	6
05:15	0	1	0	0	1	17:15	1	4	0	0	5
05:30	0	0	0	0		17:30	2	1	0	0	3
05:45	0	0	2	0	2	17:45	1	6	4	13	19
06:00	0	2	0	0	2	18:00	3	3	0	0	6
06:15	2	0	0	0	2	18:15	2	3	0	0	5
06:30	0	0	0	0		18:30	4	3	0	0	7
06:45	0	2	4	6	8	18:45	1	10	2	11	21
07:00	1	2	0	0	3	19:00	0	1	0	0	1
07:15	1	3	0	0	4	19:15	0	3	0	0	3
07:30	2	5	0	0	7	19:30	1	2	0	0	3
07:45	6	10	4	14	24	19:45	0	1	2	8	9
08:00	3	5	0	0	8	20:00	2	0	0	0	2
08:15	0	1	0	0	1	20:15	1	0	0	0	1
08:30	2	3	0	0	5	20:30	1	0	0	0	1
08:45	2	7	4	13	20	20:45	2	6	0	0	6
09:00	0	2	0	0	2	21:00	2	1	0	0	3
09:15	1	1	0	0	2	21:15	0	1	0	0	1
09:30	3	0	0	0	3	21:30	0	1	0	0	1
09:45	2	6	2	5	11	21:45	1	3	0	3	6
10:00	3	2	0	0	5	22:00	2	1	0	0	3
10:15	1	1	0	0	2	22:15	0	0	0	0	
10:30	3	1	0	0	4	22:30	0	0	0	0	
10:45	2	9	2	6	15	22:45	0	2	1	2	4
11:00	0	1	0	0	1	23:00	0	0	0	0	
11:15	1	3	0	0	4	23:15	0	0	0	0	
11:30	2	1	0	0	3	23:30	0	1	0	0	1
11:45	1	4	2	7	11	23:45	0	0	1	0	1
TOTALS	40	53			93	TOTALS	69	75			144
SPLIT %	43.0%	57.0%			39.2%	SPLIT %	47.9%	52.1%			60.8%

DAILY TOTALS					NB	SB	EB	WB	Total	
					109	128	0	0	237	
AM Peak Hour	07:15	07:15		07:15	PM Peak Hour	15:30	15:15		15:15	
AM Pk Volume	12	17		29	PM Pk Volume	14	14		25	
Pk Hr Factor	0.500	0.850		0.725	Pk Hr Factor	0.700	0.875		0.893	
7 - 9 Volume	17	27	0	0	4 - 6 Volume	20	22	0	0	42
7 - 9 Peak Hour	07:15	07:15		07:15	4 - 6 Peak Hour	16:00	16:30		16:00	
7 - 9 Pk Volume	12	17	0	0	4 - 6 Pk Volume	14	13	0	0	23
Pk Hr Factor	0.500	0.850	0.000	0.000	Pk Hr Factor	0.700	0.813	0.000	0.000	0.958



SPEED

Emerson Ave Bet. 91st St & 90th St

Day: Wednesday

Date: 9/14/2022

City: Surfside

Project #: FL22_140404_010

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
06:00	3	2	2	0	0	0	0	0	0	0	0	0	0	7
07:00	5	2	3	3	0	0	0	0	0	0	0	0	0	13
08:00	5	2	8	5	2	0	0	0	0	0	0	0	0	22
09:00	7	0	11	4	0	0	0	0	0	0	0	0	0	22
10:00	0	4	4	5	0	0	0	0	0	0	0	0	0	13
11:00	1	1	5	1	0	0	0	0	0	0	0	0	0	8
12:00 PM	2	2	5	3	0	0	0	0	0	0	0	0	0	12
13:00	0	4	1	1	2	0	0	0	0	0	0	0	0	8
14:00	0	3	3	4	3	0	0	0	0	0	0	0	0	13
15:00	3	2	7	4	0	0	0	0	0	0	0	0	0	16
16:00	1	0	8	5	1	0	0	0	0	0	0	0	0	15
17:00	3	13	9	6	1	0	0	0	0	0	0	0	0	32
18:00	3	1	6	0	0	0	0	0	0	0	0	0	0	10
19:00	1	1	6	1	0	0	0	0	0	0	0	0	0	9
20:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
21:00	5	2	0	2	0	0	0	0	0	0	0	0	0	9
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Totals	42	42	80	45	9									218
% of Totals	19%	19%	37%	21%	4%									100%

AM Volumes	23	12	34	18	2	0	0	0	0	0	0	0	0	89
% AM	11%	6%	16%	8%	1%									41%
AM Peak Hour	09:00	10:00	09:00	08:00	08:00									08:00
Volume	7	4	11	5	2									22
PM Volumes	19	30	46	27	7	0	0	0	0	0	0	0	0	129
% PM	9%	14%	21%	12%	3%									59%
PM Peak Hour	21:00	17:00	17:00	17:00	14:00									17:00
Volume	5	13	9	6	3									32
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume		%	Volume		%	Volume		%	Volume		%		
	35	↔	16%	20	↔	9%	47	↔	22%	116	↔	53%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Emerson Ave	Summary	13	22	21	27	30	218

VOLUME

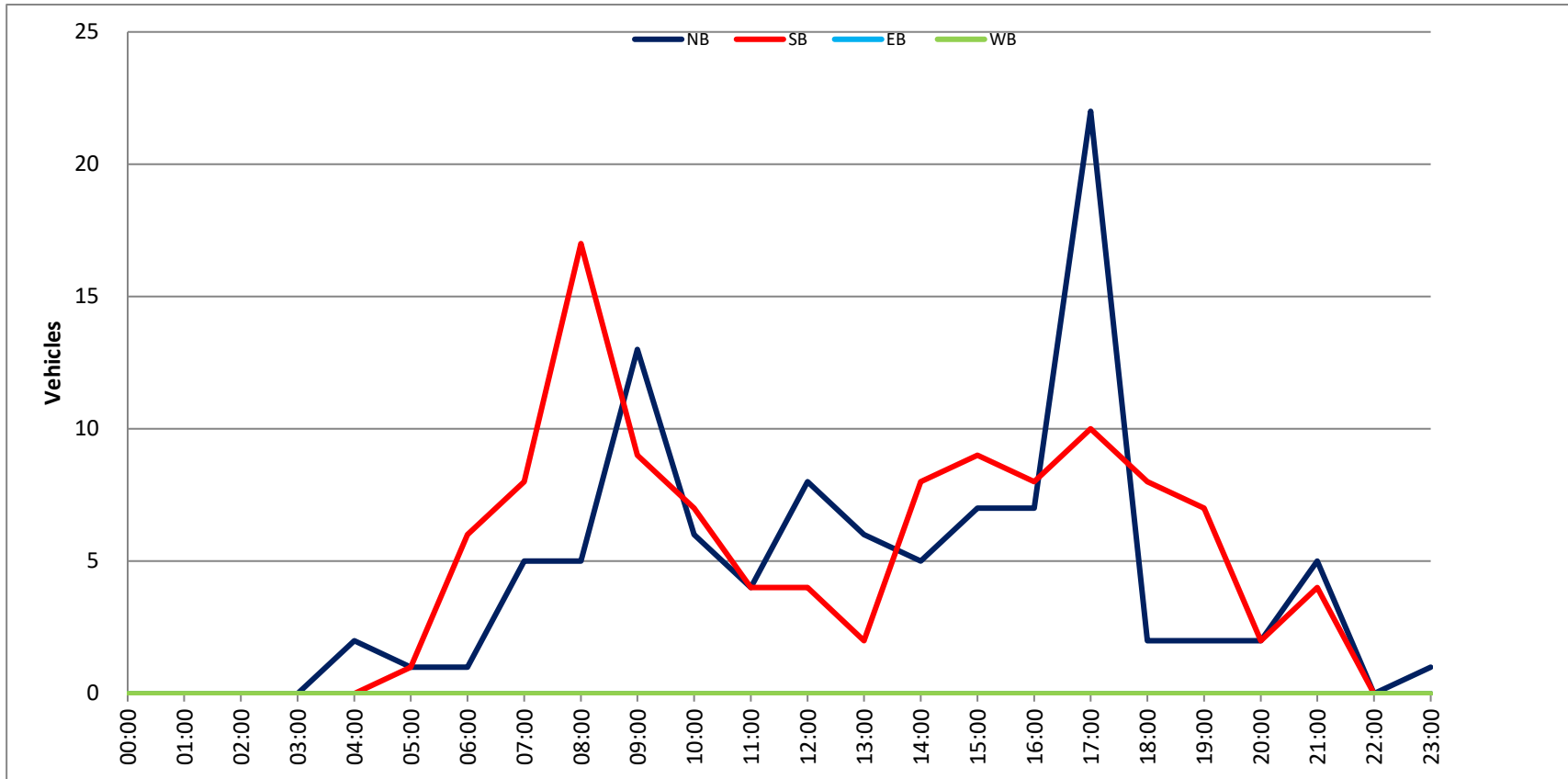
Emerson Ave Bet. 91st St & 90th St

Day: Wednesday
 Date: 9/14/2022

City: Surfside
 Project #: FL22_140404_010

DAILY TOTALS					NB	SB	EB	WB	Total		
					104	114	0	0	218		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	2	2	0	0	4
00:15	0	0	0	0		12:15	2	0	0	0	2
00:30	0	0	0	0		12:30	2	2	0	0	4
00:45	0	0	0	0		12:45	2	8	0	4	14
01:00	0	0	0	0		13:00	1	0	0	0	1
01:15	0	0	0	0		13:15	0	0	0	0	
01:30	0	0	0	0		13:30	1	0	0	0	1
01:45	0	0	0	0		13:45	4	6	2	2	14
02:00	0	0	0	0		14:00	3	3	0	0	6
02:15	0	0	0	0		14:15	0	4	0	0	4
02:30	0	0	0	0		14:30	1	1	0	0	2
02:45	0	0	0	0		14:45	1	5	0	8	14
03:00	0	0	0	0		15:00	3	5	0	0	8
03:15	0	0	0	0		15:15	0	1	0	0	1
03:30	0	0	0	0		15:30	1	1	0	0	2
03:45	0	0	0	0		15:45	3	7	2	9	21
04:00	0	0	0	0		16:00	1	2	0	0	3
04:15	0	0	0	0		16:15	1	0	0	0	1
04:30	1	0	0	0	1	16:30	2	5	0	0	7
04:45	1	2	0	0	3	16:45	3	7	1	8	19
05:00	0	0	0	0		17:00	3	4	0	0	7
05:15	0	0	0	0		17:15	6	2	0	0	8
05:30	0	0	0	0		17:30	5	2	0	0	7
05:45	1	1	1	1	4	17:45	8	22	2	10	42
06:00	0	1	0	0	1	18:00	1	3	0	0	4
06:15	1	0	0	0	1	18:15	0	3	0	0	3
06:30	0	2	0	0	2	18:30	1	1	0	0	2
06:45	0	1	3	6	4	18:45	0	2	1	8	11
07:00	0	3	0	0	3	19:00	0	1	0	0	1
07:15	1	3	0	0	4	19:15	1	1	0	0	2
07:30	1	2	0	0	3	19:30	0	4	0	0	4
07:45	3	5	0	8	16	19:45	1	2	1	7	11
08:00	1	4	0	0	5	20:00	0	1	0	0	1
08:15	2	4	0	0	6	20:15	0	1	0	0	1
08:30	2	4	0	0	6	20:30	0	0	0	0	
08:45	0	5	5	17	27	20:45	2	2	0	2	6
09:00	5	1	0	0	6	21:00	1	2	0	0	3
09:15	2	5	0	0	7	21:15	3	1	0	0	4
09:30	4	1	0	0	5	21:30	1	0	0	0	1
09:45	2	13	2	9	26	21:45	0	5	1	4	10
10:00	0	0	0	0		22:00	0	0	0	0	
10:15	2	3	0	0	5	22:15	0	0	0	0	
10:30	2	2	0	0	4	22:30	0	0	0	0	
10:45	2	6	2	7	17	22:45	0	0	0	0	
11:00	1	1	0	0	2	23:00	0	0	0	0	
11:15	0	1	0	0	1	23:15	0	0	0	0	
11:30	2	0	0	0	2	23:30	1	0	0	0	1
11:45	1	4	2	4	11	23:45	0	1	0	0	1
TOTALS	37	52	0	0	89	TOTALS	67	62	0	0	129
SPLIT %	41.6%	58.4%	0.0%	0.0%	40.8%	SPLIT %	51.9%	48.1%	0.0%	0.0%	59.2%

DAILY TOTALS					NB	SB	EB	WB	Total		
					104	114	0	0	218		
AM Peak Hour	09:00	08:00		08:30	PM Peak Hour	17:00	16:30		17:00		
AM Pk Volume	13	17		24	PM Pk Volume	22	12		32		
Pk Hr Factor	0.650	0.850		0.857	Pk Hr Factor	0.688	0.600		0.800		
7 - 9 Volume	10	25	0	0	35	4 - 6 Volume	29	18	0	0	47
7 - 9 Peak Hour	07:45	08:00		08:00	4 - 6 Peak Hour	17:00	16:30		17:00		
7 - 9 Pk Volume	8	17	0	0	22	4 - 6 Pk Volume	22	12	0	0	32
Pk Hr Factor	0.667	0.850	0.000	0.000	0.917	Pk Hr Factor	0.688	0.600	0.000	0.000	0.800



SPEED

Emerson Ave Bet. 91st St & 90th St

Day: Thursday
Date: 9/15/2022City: Surfside
Project #: FL22_140404_010**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	3	4	0	0	0	0	0	0	0	0	0	0	10
07:00	3	1	4	1	0	0	0	0	0	0	0	0	0	9
08:00	7	3	12	5	1	0	0	0	0	0	0	0	0	28
09:00	0	1	6	1	0	0	0	0	0	0	0	0	0	8
10:00	4	4	4	2	2	0	0	0	0	0	0	0	0	16
11:00	1	0	3	1	0	0	0	0	0	0	0	0	0	5
12:00 PM	2	3	6	3	0	0	0	0	0	0	0	0	0	14
13:00	2	3	4	8	0	1	0	0	0	0	0	0	0	18
14:00	2	4	15	2	1	0	0	0	0	0	0	0	0	24
15:00	7	5	9	3	0	0	0	0	0	0	0	0	0	24
16:00	4	3	11	5	0	0	0	0	0	0	0	0	0	23
17:00	2	2	8	1	1	0	0	0	0	0	0	0	0	14
18:00	1	3	6	4	0	0	0	0	0	0	0	0	0	14
19:00	2	4	2	3	1	0	0	0	0	0	0	0	0	12
20:00	0	1	3	1	0	0	0	0	0	0	0	0	0	5
21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
22:00	2	7	2	0	0	0	0	0	0	0	0	0	0	11
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Totals	43	50	101	40	6	1								241
% of Totals	18%	21%	42%	17%	2%	0%								100%

AM Volumes	18	14	34	10	3	0	0	0	0	0	0	0	0	79
% AM	7%	6%	14%	4%	1%									33%
AM Peak Hour	08:00	10:00	08:00	08:00	10:00									08:00
Volume	7	4	12	5	2									28
PM Volumes	25	36	67	30	3	1	0	0	0	0	0	0	0	162
% PM	10%	15%	28%	12%	1%	0%								67%
PM Peak Hour	15:00	22:00	14:00	13:00	14:00	13:00								14:00
Volume	7	7	15	8	1	1								24
Directional Peak Periods All Speeds	AM 7-9				NOON 12-2			PM 4-6			Off Peak Volumes			
	Volume		%	Volume		%	Volume		%	Volume		%		
	37	↔	15%	32	↔	13%	37	↔	15%	135	↔	56%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Emerson Ave	Summary	13	21	20	26	29	241

VOLUME

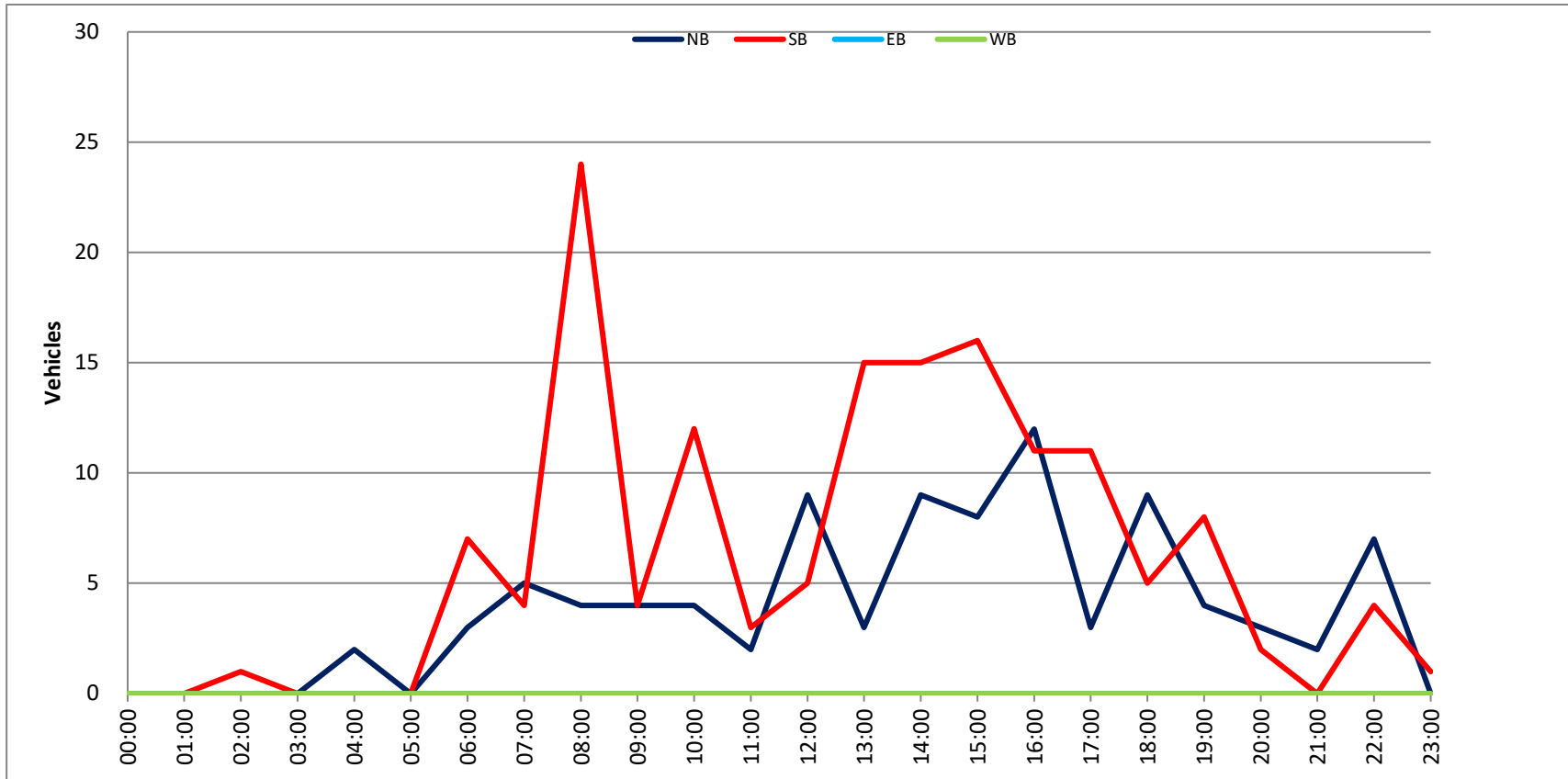
Emerson Ave Bet. 91st St & 90th St

Day: Thursday
 Date: 9/15/2022

City: Surfside
 Project #: FL22_140404_010

DAILY TOTALS					NB	SB	EB	WB	Total		
					93	148	0	0	241		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	1	1	0	0	2
00:15	0	0	0	0		12:15	5	1	0	0	6
00:30	0	0	0	0		12:30	2	2	0	0	4
00:45	0	0	0	0		12:45	1	9	1	5	16
01:00	0	0	0	0		13:00	1	7	0	0	8
01:15	0	0	0	0		13:15	1	2	0	0	3
01:30	0	0	0	0		13:30	1	3	0	0	4
01:45	0	0	0	0		13:45	0	3	3	15	18
02:00	0	1	0	0	1	14:00	1	6	0	0	7
02:15	0	0	0	0		14:15	2	2	0	0	4
02:30	0	0	0	0		14:30	2	5	0	0	7
02:45	0	0	1	0	1	14:45	4	9	2	15	24
03:00	0	0	0	0		15:00	1	3	0	0	4
03:15	0	0	0	0		15:15	5	8	0	0	13
03:30	0	0	0	0		15:30	1	1	0	0	2
03:45	0	0	0	0		15:45	1	8	4	16	24
04:00	0	0	0	0		16:00	1	3	0	0	4
04:15	1	0	0	0	1	16:15	3	1	0	0	4
04:30	1	0	0	0	1	16:30	4	4	0	0	8
04:45	0	2	0	0	2	16:45	4	12	3	11	23
05:00	0	0	0	0		17:00	0	1	0	0	1
05:15	0	0	0	0		17:15	2	4	0	0	6
05:30	0	0	0	0		17:30	1	2	0	0	3
05:45	0	0	0	0		17:45	0	3	4	11	14
06:00	0	1	0	0	1	18:00	0	2	0	0	2
06:15	1	1	0	0	2	18:15	3	1	0	0	4
06:30	0	3	0	0	3	18:30	5	1	0	0	6
06:45	2	3	2	7	10	18:45	1	9	1	5	14
07:00	0	1	0	0	1	19:00	2	2	0	0	4
07:15	1	2	0	0	3	19:15	1	3	0	0	4
07:30	1	0	0	0	1	19:30	0	1	0	0	1
07:45	3	5	1	4	9	19:45	1	4	2	8	12
08:00	1	7	0	0	8	20:00	1	0	0	0	1
08:15	3	5	0	0	8	20:15	1	1	0	0	2
08:30	0	2	0	0	2	20:30	0	1	0	0	1
08:45	0	4	10	24	28	20:45	1	3	0	2	5
09:00	1	1	0	0	2	21:00	2	0	0	0	2
09:15	1	0	0	0	1	21:15	0	0	0	0	
09:30	1	2	0	0	3	21:30	0	0	0	0	
09:45	1	4	1	4	8	21:45	0	2	0	0	2
10:00	0	2	0	0	2	22:00	0	3	0	0	3
10:15	0	1	0	0	1	22:15	0	0	0	0	
10:30	2	6	0	0	8	22:30	6	1	0	0	7
10:45	2	4	3	12	16	22:45	1	7	0	4	11
11:00	1	0	0	0	1	23:00	0	0	0	0	
11:15	0	2	0	0	2	23:15	0	1	0	0	1
11:30	0	0	0	0		23:30	0	0	0	0	
11:45	1	2	1	3	5	23:45	0	0	1	0	1
TOTALS	24	55			79	TOTALS	69	93			162
SPLIT %	30.4%	69.6%			32.8%	SPLIT %	42.6%	57.4%			67.2%

DAILY TOTALS					NB	SB	EB	WB	Total		
					93	148	0	0	241		
AM Peak Hour	11:45	08:00		08:00	PM Peak Hour	14:30	14:30		14:30		
AM Pk Volume	9	24		28	PM Pk Volume	12	18		30		
Pk Hr Factor	0.450	0.600		0.700	Pk Hr Factor	0.600	0.563		0.577		
7 - 9 Volume	9	28	0	0	37	4 - 6 Volume	15	22	0	0	37
7 - 9 Peak Hour	07:30	08:00		08:00	4 - 6 Peak Hour	16:00	16:30		16:00		
7 - 9 Pk Volume	8	24	0	0	28	4 - 6 Pk Volume	12	12	0	0	23
Pk Hr Factor	0.667	0.600	0.000	0.000	0.700	Pk Hr Factor	0.750	0.750	0.000	0.000	0.719



SPEED

89th St Bet. Carlyle Ave & Byron Ave

Day: Tuesday
Date: 9/13/2022City: Surfside
Project #: FL22_140404_011**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
05:00	2	3	2	0	0	0	0	0	0	0	0	0	0	7
06:00	5	5	8	0	0	0	0	0	0	0	0	0	0	18
07:00	5	19	11	2	0	0	0	0	0	0	0	0	0	37
08:00	8	39	26	0	0	0	0	0	0	0	0	0	0	73
09:00	3	23	16	1	0	0	0	0	0	0	0	0	0	43
10:00	3	21	17	3	0	0	0	0	0	0	0	0	0	44
11:00	4	13	18	2	0	0	0	0	0	0	0	0	0	37
12:00 PM	11	21	27	8	0	0	0	0	0	0	0	0	0	67
13:00	1	21	12	1	0	0	0	0	0	0	0	0	0	35
14:00	1	20	22	2	0	0	0	0	0	0	0	0	0	45
15:00	11	25	16	2	0	0	0	0	0	0	0	0	0	54
16:00	1	14	19	4	0	0	0	0	0	0	0	0	0	38
17:00	5	18	22	2	0	0	0	0	0	0	0	0	0	47
18:00	6	31	16	2	0	0	0	0	0	0	0	0	0	55
19:00	12	21	10	1	0	0	0	0	0	0	0	0	0	44
20:00	1	14	11	1	0	0	0	0	0	0	0	0	0	27
21:00	6	11	6	1	0	0	0	0	0	0	0	0	0	24
22:00	1	4	8	1	0	0	0	0	0	0	0	0	0	14
23:00	2	4	5	0	0	0	0	0	0	0	0	0	0	11
Totals	89	332	274	33										728
% of Totals	12%	46%	38%	5%										100%

AM Volumes	31	128	100	8	0	0	0	0	0	0	0	0	0	267
% AM	4%	18%	14%	1%										37%
AM Peak Hour	08:00	08:00	08:00	10:00										08:00
Volume	8	39	26	3										73
PM Volumes	58	204	174	25	0	0	0	0	0	0	0	0	0	461
% PM	8%	28%	24%	3%										63%
PM Peak Hour	19:00	18:00	12:00	12:00										12:00
Volume	12	31	27	8										67
Directional Peak Periods All Speeds	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
	Volume		%		Volume		%	Volume		%	Volume		%	
	110	↔	15%		102	↔	14%	85	↔	12%	431	↔	59%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
89th St	Summary	15	19	19	24	25	728

VOLUME

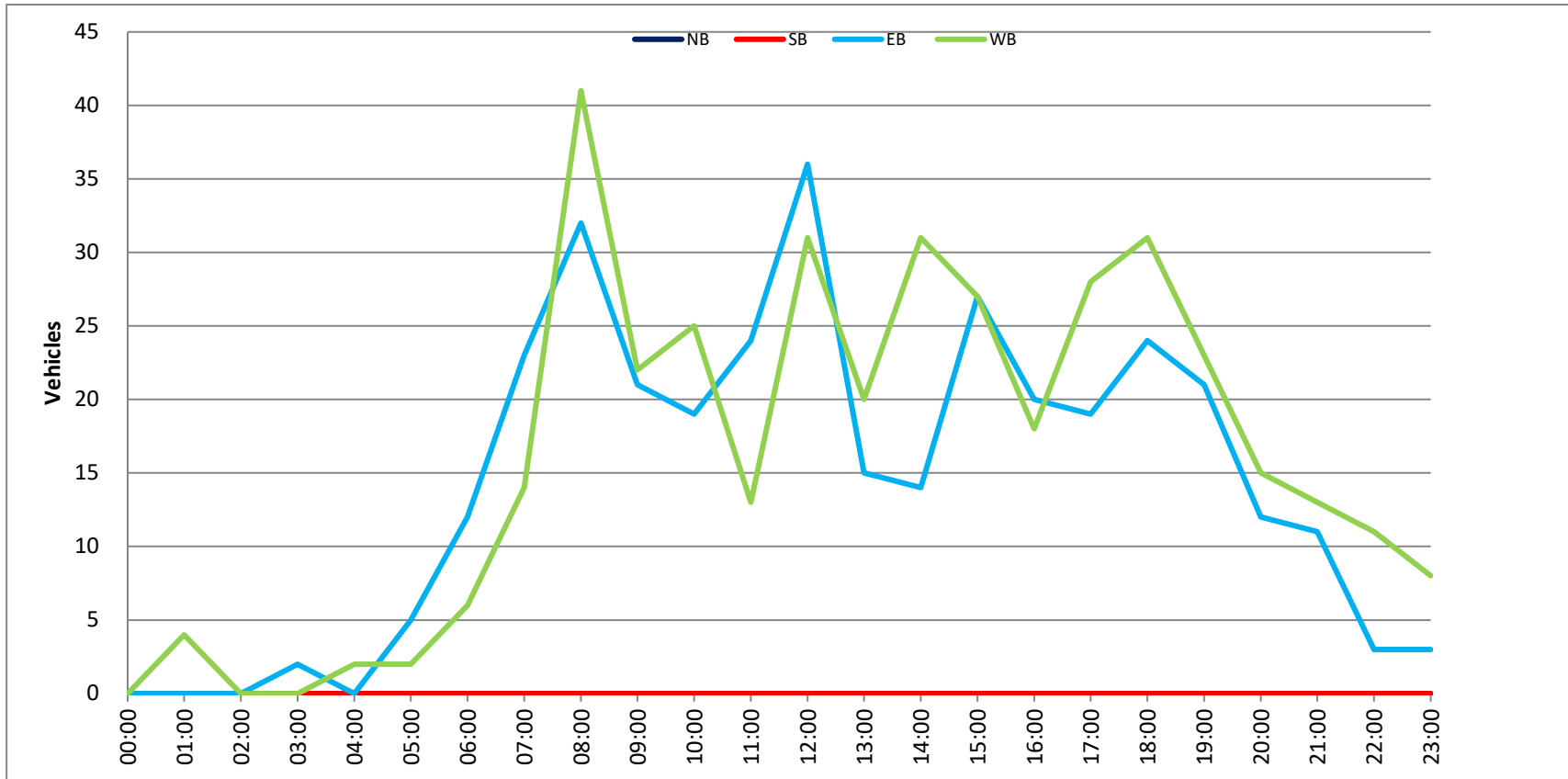
89th St Bet. Carlyle Ave & Byron Ave

Day: Tuesday
 Date: 9/13/2022

City: Surfside
 Project #: FL22_140404_011

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	343	385	728					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	0	0		12:00	0	0	5	13	18			
00:15	0	0	0	0		12:15	0	0	7	7	14			
00:30	0	0	0	0		12:30	0	0	14	6	20			
00:45	0	0	0	0		12:45	0	0	10	36	5	31	15	67
01:00	0	0	0	1	1	13:00	0	0	4	6	10			
01:15	0	0	0	1	1	13:15	0	0	3	6	9			
01:30	0	0	0	2	2	13:30	0	0	5	4	9			
01:45	0	0	0	0	4	13:45	0	0	3	15	4	20	7	35
02:00	0	0	0	0		14:00	0	0	4	6	10			
02:15	0	0	0	0		14:15	0	0	4	6	10			
02:30	0	0	0	0		14:30	0	0	5	8	13			
02:45	0	0	0	0		14:45	0	0	1	14	11	31	12	45
03:00	0	0	0	0		15:00	0	0	8	10	18			
03:15	0	0	2	0	2	15:15	0	0	7	7	14			
03:30	0	0	0	0		15:30	0	0	6	7	13			
03:45	0	0	0	2	2	15:45	0	0	6	27	3	27	9	54
04:00	0	0	0	0		16:00	0	0	5	8	13			
04:15	0	0	0	2	2	16:15	0	0	10	6	16			
04:30	0	0	0	0		16:30	0	0	1	1	2			
04:45	0	0	0	0	2	16:45	0	0	4	20	3	18	7	38
05:00	0	0	1	0	1	17:00	0	0	2	6	8			
05:15	0	0	2	0	2	17:15	0	0	4	6	10			
05:30	0	0	1	1	2	17:30	0	0	4	9	13			
05:45	0	0	1	5	1	17:45	0	0	9	19	7	28	16	47
06:00	0	0	2	1	3	18:00	0	0	4	7	11			
06:15	0	0	0	2	2	18:15	0	0	6	15	21			
06:30	0	0	7	0	7	18:30	0	0	10	5	15			
06:45	0	0	3	12	3	18:45	0	0	4	24	4	31	8	55
07:00	0	0	2	1	3	19:00	0	0	7	3	10			
07:15	0	0	6	1	7	19:15	0	0	5	9	14			
07:30	0	0	3	8	11	19:30	0	0	7	10	17			
07:45	0	0	12	23	4	19:45	0	0	2	21	1	23	3	44
08:00	0	0	10	11	21	20:00	0	0	1	5	6			
08:15	0	0	7	17	24	20:15	0	0	4	7	11			
08:30	0	0	6	6	12	20:30	0	0	3	1	4			
08:45	0	0	9	32	7	20:45	0	0	4	12	2	15	6	27
09:00	0	0	7	5	12	21:00	0	0	3	3	6			
09:15	0	0	4	2	6	21:15	0	0	4	2	6			
09:30	0	0	4	8	12	21:30	0	0	3	5	8			
09:45	0	0	6	21	7	21:45	0	0	1	11	3	13	4	24
10:00	0	0	6	6	12	22:00	0	0	0	4	4			
10:15	0	0	5	9	14	22:15	0	0	2	5	7			
10:30	0	0	3	6	9	22:30	0	0	1	1	2			
10:45	0	0	5	19	4	22:45	0	0	0	3	1	11	1	14
11:00	0	0	5	2	7	23:00	0	0	1	1	2			
11:15	0	0	8	4	12	23:15	0	0	0	2	2			
11:30	0	0	8	4	12	23:30	0	0	0	3	3			
11:45	0	0	3	24	3	23:45	0	0	2	3	2	8	4	11
TOTALS			138	129	267	TOTALS			205	256	461			
SPLIT %			51.7%	48.3%	36.7%	SPLIT %			44.5%	55.5%	63.3%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	343	385	728		
AM Peak Hour			07:45	08:00	07:45	PM Peak Hour			12:00	17:30	12:00
AM Pk Volume			35	41	73	PM Pk Volume			36	38	67
Pk Hr Factor			0.729	0.603	0.760	Pk Hr Factor			0.643	0.633	0.838
7 - 9 Volume	0	0	55	55	110	4 - 6 Volume	0	0	39	46	85
7 - 9 Peak Hour			07:45	08:00	07:45	4 - 6 Peak Hour			16:00	17:00	17:00
7 - 9 Pk Volume	0	0	35	41	73	4 - 6 Pk Volume	0	0	20	28	47
Pk Hr Factor	0.000	0.000	0.729	0.603	0.760	Pk Hr Factor	0.000	0.000	0.500	0.778	0.734



SPEED

89th St Bet. Carlyle Ave & Byron Ave

Day: Wednesday

Date: 9/14/2022

City: Surfside

Project #: FL22_140404_011

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
06:00	5	9	6	0	0	0	0	0	0	0	0	0	0	20
07:00	10	14	13	0	0	0	0	0	0	0	0	0	0	37
08:00	15	32	27	2	0	0	0	0	0	0	0	0	0	76
09:00	8	20	26	0	0	0	0	0	0	0	0	0	0	54
10:00	9	29	12	0	0	0	0	0	0	0	0	0	0	50
11:00	5	22	11	0	0	0	0	0	0	0	0	0	0	38
12:00 PM	10	23	7	0	0	0	0	0	0	0	0	0	0	40
13:00	13	33	21	0	0	0	0	0	0	0	0	0	0	67
14:00	9	28	23	2	0	0	0	0	0	0	0	0	0	62
15:00	4	32	12	3	0	0	0	0	0	0	0	0	0	51
16:00	4	21	27	1	0	0	0	0	0	0	0	0	0	53
17:00	3	25	20	0	0	0	0	0	0	0	0	0	0	48
18:00	4	21	17	1	0	0	0	0	0	0	0	0	0	43
19:00	2	28	16	2	0	0	0	0	0	0	0	0	0	48
20:00	3	18	18	0	0	0	0	0	0	0	0	0	0	39
21:00	2	6	6	0	0	0	0	0	0	0	0	0	0	14
22:00	0	3	5	1	0	0	0	0	0	0	0	0	0	9
23:00	1	4	0	1	0	0	0	0	0	0	0	0	0	6
Totals	109	377	269	13										768
% of Totals	14%	49%	35%	2%										100%

AM Volumes	54	135	97	2	0	0	0	0	0	0	0	0	0	288
% AM	7%	18%	13%	0%										38%
AM Peak Hour	08:00	08:00	08:00	08:00										08:00
Volume	15	32	27	2										76
PM Volumes	55	242	172	11	0	0	0	0	0	0	0	0	0	480
% PM	7%	32%	22%	1%										63%
PM Peak Hour	13:00	13:00	16:00	15:00										13:00
Volume	13	33	27	3										67
Directional Peak Periods All Speeds	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
	Volume		%		Volume		%	Volume		%	Volume		%	
	113	↔	15%		107	↔	14%	101	↔	13%	447	↔	58%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
89th St	Summary	15	19	18	23	25	768

VOLUME

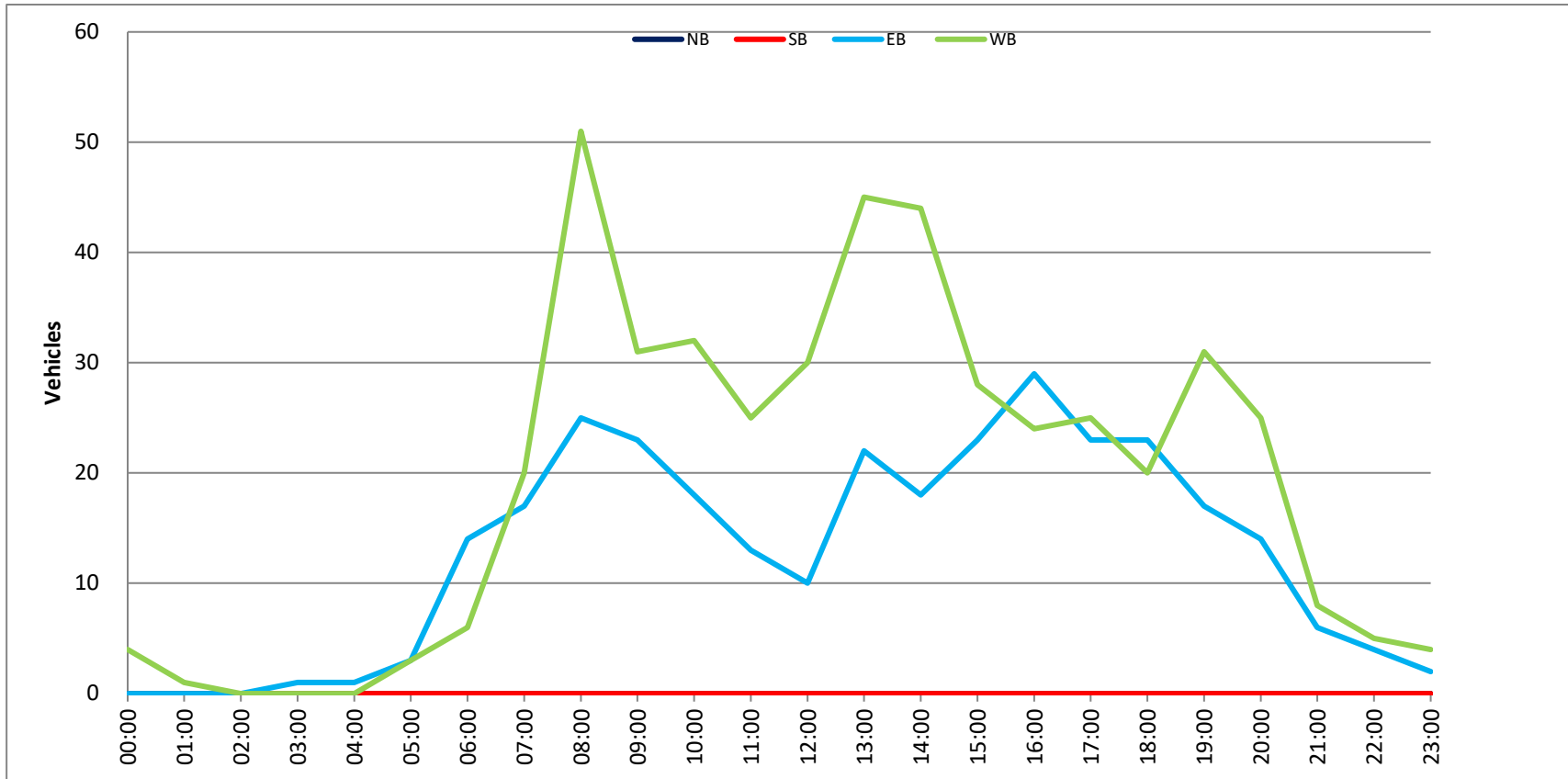
89th St Bet. Carlyle Ave & Byron Ave

Day: Wednesday
 Date: 9/14/2022

City: Surfside
 Project #: FL22_140404_011

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	306	462	768	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	2	2	12:00	0	0	3	6	9
00:15	0	0	0	2	2	12:15	0	0	1	9	10
00:30	0	0	0	0		12:30	0	0	2	6	8
00:45	0	0	0	4	4	12:45	0	0	4	10	13
01:00	0	0	0	0		13:00	0	0	2	5	7
01:15	0	0	0	0		13:15	0	0	8	13	21
01:30	0	0	0	0		13:30	0	0	7	18	25
01:45	0	0	0	1	1	13:45	0	0	5	22	14
02:00	0	0	0	0		14:00	0	0	4	18	22
02:15	0	0	0	0		14:15	0	0	4	7	11
02:30	0	0	0	0		14:30	0	0	9	12	21
02:45	0	0	0	0		14:45	0	0	1	18	8
03:00	0	0	0	0		15:00	0	0	8	5	13
03:15	0	0	1	0	1	15:15	0	0	5	8	13
03:30	0	0	0	0		15:30	0	0	6	9	15
03:45	0	0	0	1	1	15:45	0	0	4	23	10
04:00	0	0	0	0		16:00	0	0	6	6	12
04:15	0	0	1	0	1	16:15	0	0	7	4	11
04:30	0	0	0	0		16:30	0	0	8	4	12
04:45	0	0	0	1	1	16:45	0	0	8	29	18
05:00	0	0	0	0		17:00	0	0	6	5	11
05:15	0	0	0	1	1	17:15	0	0	4	7	11
05:30	0	0	3	1	4	17:30	0	0	5	6	11
05:45	0	0	0	3	1	17:45	0	0	8	23	15
06:00	0	0	0	1	1	18:00	0	0	7	8	15
06:15	0	0	1	1	2	18:15	0	0	2	4	6
06:30	0	0	9	0	9	18:30	0	0	6	4	10
06:45	0	0	4	14	4	18:45	0	0	8	23	12
07:00	0	0	5	7	12	19:00	0	0	8	4	12
07:15	0	0	4	4	8	19:15	0	0	3	6	9
07:30	0	0	0	2	2	19:30	0	0	3	11	14
07:45	0	0	8	17	7	19:45	0	0	3	17	13
08:00	0	0	8	17	25	20:00	0	0	4	2	6
08:15	0	0	8	16	24	20:15	0	0	4	10	14
08:30	0	0	4	5	9	20:30	0	0	4	6	10
08:45	0	0	5	25	13	20:45	0	0	2	14	9
09:00	0	0	7	9	16	21:00	0	0	4	0	4
09:15	0	0	5	11	16	21:15	0	0	0	1	1
09:30	0	0	7	9	16	21:30	0	0	2	4	6
09:45	0	0	4	23	2	21:45	0	0	0	6	3
10:00	0	0	6	9	15	22:00	0	0	2	2	4
10:15	0	0	2	6	8	22:15	0	0	1	1	2
10:30	0	0	5	7	12	22:30	0	0	0	1	1
10:45	0	0	5	18	10	22:45	0	0	1	4	2
11:00	0	0	2	3	5	23:00	0	0	1	1	2
11:15	0	0	6	11	17	23:15	0	0	1	2	3
11:30	0	0	2	4	6	23:30	0	0	0	1	1
11:45	0	0	3	13	7	23:45	0	0	0	2	0
TOTALS			115	173	288	TOTALS			191	289	480
SPLIT %			39.9%	60.1%	37.5%	SPLIT %			39.8%	60.2%	62.5%

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	306	462	768	
AM Peak Hour			07:45	08:00	08:00	PM Peak Hour			16:00	13:15	13:15
AM Pk Volume			28	51	76	PM Pk Volume			29	58	82
Pk Hr Factor			0.875	0.750	0.760	Pk Hr Factor			0.906	0.806	0.820
7 - 9 Volume	0	0	42	71	113	4 - 6 Volume	0	0	52	49	101
7 - 9 Peak Hour			07:45	08:00	08:00	4 - 6 Peak Hour			16:00	16:45	16:00
7 - 9 Pk Volume	0	0	28	51	76	4 - 6 Pk Volume	0	0	29	28	53
Pk Hr Factor	0.000	0.000	0.875	0.750	0.760	Pk Hr Factor	0.000	0.000	0.906	0.700	0.736



SPEED

89th St Bet. Carlyle Ave & Byron Ave

Day: Thursday
Date: 9/15/2022City: Surfside
Project #: FL22_140404_011**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	0	4	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
02:00	1	3	1	0	0	0	0	0	0	0	0	0	0	5
03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	3	3	2	0	0	0	0	0	0	0	0	0	0	8
06:00	1	11	6	0	0	0	0	0	0	0	0	0	0	18
07:00	4	21	19	2	0	0	0	0	0	0	0	0	0	46
08:00	11	30	44	9	0	0	0	0	0	0	0	0	0	94
09:00	4	23	8	1	0	0	0	0	0	0	0	0	0	36
10:00	6	25	7	1	0	0	0	0	0	0	0	0	0	39
11:00	5	16	15	1	0	0	0	0	0	0	0	0	0	37
12:00 PM	4	20	25	0	0	0	0	0	0	0	0	0	0	49
13:00	2	18	16	4	0	0	0	0	0	0	0	0	0	40
14:00	2	32	16	0	0	0	0	0	0	0	0	0	0	50
15:00	8	23	17	1	0	0	0	0	0	0	0	0	0	49
16:00	2	30	17	0	0	0	0	0	0	0	0	0	0	49
17:00	3	23	17	2	0	0	0	0	0	0	0	0	0	45
18:00	6	22	24	1	0	0	0	0	0	0	0	0	0	53
19:00	3	25	20	1	0	0	0	0	0	0	0	0	0	49
20:00	3	15	17	1	0	0	0	0	0	0	0	0	0	36
21:00	4	10	9	0	0	0	0	0	0	0	0	0	0	23
22:00	3	4	5	2	0	0	0	0	0	0	0	0	0	14
23:00	2	3	4	0	0	0	0	0	0	0	0	0	0	9
Totals	79	362	294	27										762
% of Totals	10%	48%	39%	4%										100%

AM Volumes	37	137	107	15	0	0	0	0	0	0	0	0	0	296
% AM	5%	18%	14%	2%										39%
AM Peak Hour	08:00	08:00	08:00	08:00										08:00
Volume	11	30	44	9										94
PM Volumes	42	225	187	12	0	0	0	0	0	0	0	0	0	466
% PM	6%	30%	25%	2%										61%
PM Peak Hour	15:00	14:00	12:00	13:00										18:00
Volume	8	32	25	4										53
Directional Peak Periods All Speeds	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
	Volume		%	Volume		%	Volume		%	Volume		%		
	140	↔	18%	89	↔	12%	94	↔	12%	439	↔	58%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
89th St	Summary	15	19	19	24	25	762

VOLUME

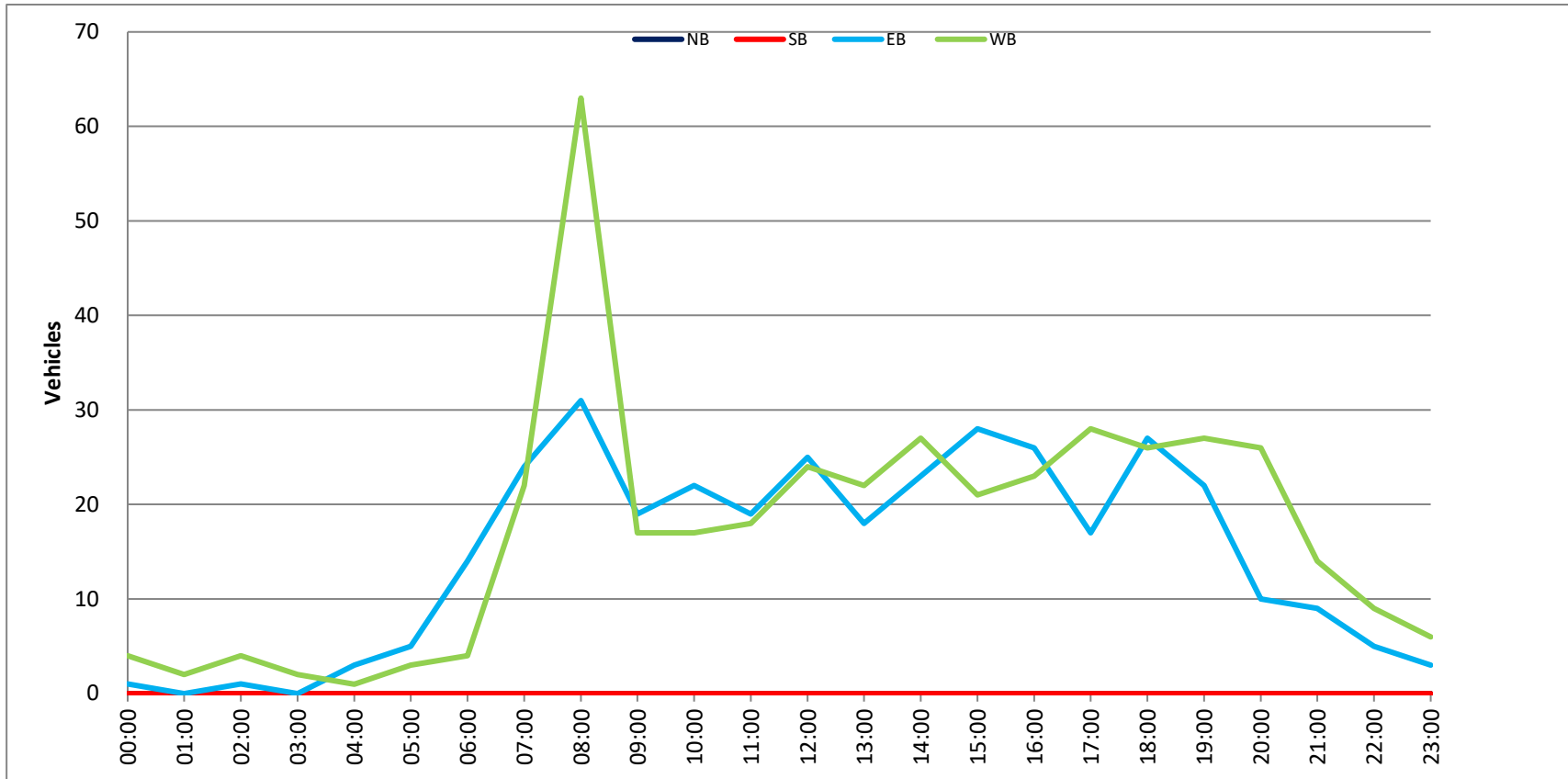
89th St Bet. Carlyle Ave & Byron Ave

Day: Thursday
 Date: 9/15/2022

City: Surfside
 Project #: FL22_140404_011

DAILY TOTALS						NB	SB	EB	WB	Total				
						0	0	352	410	762				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	0	1	1	12:00	0	0	6	2	8			
00:15	0	0	1	2	3	12:15	0	0	7	6	13			
00:30	0	0	0	0		12:30	0	0	5	10	15			
00:45	0	0	0	1	4	12:45	0	0	7	25	6	24	13	49
01:00	0	0	0	2	2	13:00	0	0	4	5	9			
01:15	0	0	0	0		13:15	0	0	4	6	10			
01:30	0	0	0	0		13:30	0	0	3	7	10			
01:45	0	0	0	0	2	13:45	0	0	7	18	4	22	11	40
02:00	0	0	0	0		14:00	0	0	7	7	14			
02:15	0	0	1	2	3	14:15	0	0	8	5	13			
02:30	0	0	0	1	1	14:30	0	0	6	5	11			
02:45	0	0	0	1	4	14:45	0	0	2	23	10	27	12	50
03:00	0	0	0	0		15:00	0	0	5	7	12			
03:15	0	0	0	0		15:15	0	0	8	8	16			
03:30	0	0	0	0		15:30	0	0	9	4	13			
03:45	0	0	0	2	2	15:45	0	0	6	28	2	21	8	49
04:00	0	0	0	0		16:00	0	0	8	4	12			
04:15	0	0	2	1	3	16:15	0	0	3	7	10			
04:30	0	0	1	0	1	16:30	0	0	10	5	15			
04:45	0	0	0	3	1	16:45	0	0	5	26	7	23	12	49
05:00	0	0	0	0		17:00	0	0	4	7	11			
05:15	0	0	2	1	3	17:15	0	0	2	3	5			
05:30	0	0	0	1	1	17:30	0	0	6	6	12			
05:45	0	0	3	5	1	17:45	0	0	5	17	12	28	17	45
06:00	0	0	2	0	2	18:00	0	0	7	7	14			
06:15	0	0	2	2	4	18:15	0	0	6	6	12			
06:30	0	0	5	0	5	18:30	0	0	9	7	16			
06:45	0	0	5	14	2	18:45	0	0	5	27	6	26	11	53
07:00	0	0	3	5	8	19:00	0	0	4	7	11			
07:15	0	0	6	4	10	19:15	0	0	10	8	18			
07:30	0	0	8	4	12	19:30	0	0	4	5	9			
07:45	0	0	7	24	9	19:45	0	0	4	22	7	27	11	49
08:00	0	0	12	8	20	20:00	0	0	3	6	9			
08:15	0	0	6	16	22	20:15	0	0	4	4	8			
08:30	0	0	8	25	33	20:30	0	0	2	5	7			
08:45	0	0	5	31	14	20:45	0	0	1	10	11	26	12	36
09:00	0	0	7	5	12	21:00	0	0	3	6	9			
09:15	0	0	5	3	8	21:15	0	0	4	4	8			
09:30	0	0	3	5	8	21:30	0	0	0	3	3			
09:45	0	0	4	19	4	21:45	0	0	2	9	1	14	3	23
10:00	0	0	6	5	11	22:00	0	0	2	1	3			
10:15	0	0	6	6	12	22:15	0	0	1	0	1			
10:30	0	0	7	4	11	22:30	0	0	0	5	5			
10:45	0	0	3	22	2	22:45	0	0	2	5	3	9	5	14
11:00	0	0	4	7	11	23:00	0	0	1	2	3			
11:15	0	0	1	5	6	23:15	0	0	0	3	3			
11:30	0	0	6	4	10	23:30	0	0	1	0	1			
11:45	0	0	8	19	2	23:45	0	0	1	3	1	6	2	9
TOTALS			139	157	296	TOTALS			213	253	466			
SPLIT %			47.0%	53.0%	38.8%	SPLIT %			45.7%	54.3%	61.2%			

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	352	410	762	
AM Peak Hour			07:15	08:00	08:00	PM Peak Hour			15:15	17:45	17:45
AM Pk Volume			33	63	94	PM Pk Volume			31	32	59
Pk Hr Factor			0.688	0.630	0.712	Pk Hr Factor			0.861	0.667	0.868
7 - 9 Volume	0	0	55	85	140	4 - 6 Volume	0	0	43	51	94
7 - 9 Peak Hour			07:15	08:00	08:00	4 - 6 Peak Hour			16:00	17:00	16:00
7 - 9 Pk Volume	0	0	33	63	94	4 - 6 Pk Volume	0	0	26	28	49
Pk Hr Factor	0.000	0.000	0.688	0.630	0.712	Pk Hr Factor	0.000	0.000	0.650	0.583	0.817



SPEED

Byron Ave Bet. 88th St & 86th St

Day: Tuesday
Date: 9/13/2022

City: Surfside
Project #: FL22_140404_012

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	1	2	2	1	0	0	0	0	0	0	0	0	8
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	3	2	0	0	0	0	0	0	0	0	0	5
03:00	1	0	2	0	0	0	0	0	0	0	0	0	0	3
04:00	1	0	2	5	0	0	0	0	0	0	0	0	0	8
05:00	2	3	6	7	6	1	0	0	0	0	0	0	0	25
06:00	8	10	25	17	10	1	0	0	0	0	0	0	0	71
07:00	93	67	31	11	0	0	0	0	0	0	0	0	0	202
08:00	329	115	31	17	5	1	0	0	0	0	0	0	0	498
09:00	17	35	62	34	8	0	0	0	0	0	0	0	0	156
10:00	7	17	36	42	19	0	0	0	0	0	0	0	0	121
11:00	5	11	41	39	9	2	0	0	0	0	0	0	0	107
12:00 PM	18	25	43	33	6	1	0	0	0	0	0	0	0	126
13:00	54	37	39	20	8	1	0	0	0	0	0	0	0	159
14:00	90	42	31	21	4	0	0	0	0	0	0	0	0	188
15:00	83	78	52	17	5	2	0	0	0	0	0	0	0	237
16:00	45	80	86	51	13	3	0	0	0	0	0	0	0	278
17:00	21	64	59	60	20	0	0	0	0	0	0	0	0	224
18:00	53	34	47	50	16	0	0	0	0	0	0	0	0	200
19:00	42	35	31	33	11	1	0	0	0	0	0	0	0	153
20:00	12	8	29	22	1	1	0	0	0	0	0	0	0	73
21:00	11	12	23	7	3	0	0	0	0	0	0	0	0	56
22:00	4	6	9	15	1	0	0	0	0	0	0	0	0	35
23:00	5	3	9	8	1	0	1	0	0	0	0	0	0	27
Totals	904	684	699	513	147	14	1							2962
% of Totals	31%	23%	24%	17%	5%	0%	0%							100%

AM Volumes	466	260	241	176	58	5	0	0	0	0	0	0	0	1206
% AM	16%	9%	8%	6%	2%	0%								41%
AM Peak Hour	08:00	08:00	09:00	10:00	10:00	11:00								08:00
Volume	329	115	62	42	19	2								498
PM Volumes	438	424	458	337	89	9	1	0	0	0	0	0	0	1756
% PM	15%	14%	15%	11%	3%	0%	0%							59%
PM Peak Hour	14:00	16:00	16:00	17:00	17:00	16:00	23:00							16:00
Volume	90	80	86	60	20	3	1							278
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume		%	Volume		%	Volume		%	Volume		%		
	700	↔	24%	285	↔	10%	502	↔	17%	1475	↔	50%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Byron Ave	Summary	10	19	19	27	30	2962

VOLUME

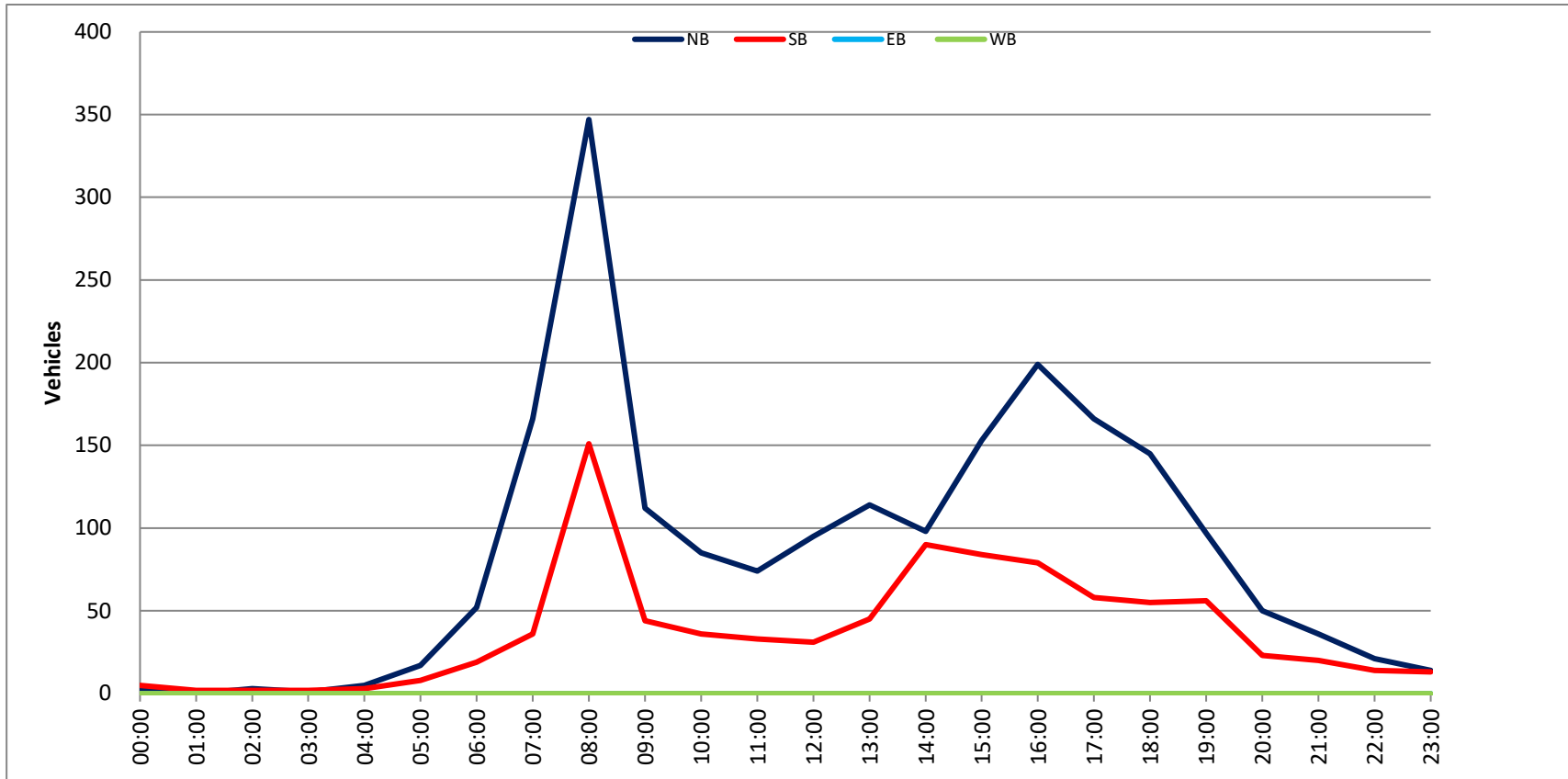
Byron Ave Bet. 88th St & 86th St

Day: Tuesday
 Date: 9/13/2022

City: Surfside
 Project #: FL22_140404_012

DAILY TOTALS						NB	SB	EB	WB	Total	
						2,053	909	0	0	2,962	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	4	0	0	5	12:00	26	14	0	0	40
00:15	1	1	0	0	2	12:15	17	8	0	0	25
00:30	0	0	0	0	0	12:30	29	5	0	0	34
00:45	1	3	0	5	1 8	12:45	23	95	4	31	27 126
01:00	0	0	0	0	0	13:00	19	9	0	0	28
01:15	0	0	0	0	0	13:15	27	7	0	0	34
01:30	0	1	0	0	1	13:30	25	17	0	0	42
01:45	0	1	2	0	1 2	13:45	43	114	12	45	55 159
02:00	1	1	0	0	2	14:00	39	21	0	0	60
02:15	2	0	0	0	2	14:15	27	16	0	0	43
02:30	0	0	0	0	0	14:30	7	24	0	0	31
02:45	0	3	1	2	1 5	14:45	25	98	29	90	54 188
03:00	0	1	0	0	1	15:00	52	27	0	0	79
03:15	0	0	0	0	0	15:15	42	23	0	0	65
03:30	0	1	0	0	1	15:30	28	21	0	0	49
03:45	1	1	0	2	1 3	15:45	31	153	13	84	44 237
04:00	1	0	0	0	1	16:00	47	7	0	0	54
04:15	0	0	0	0	0	16:15	54	19	0	0	73
04:30	1	3	0	0	4	16:30	54	26	0	0	80
04:45	3	5	0	3	3 8	16:45	44	199	27	79	71 278
05:00	4	0	0	0	4	17:00	32	15	0	0	47
05:15	2	3	0	0	5	17:15	58	14	0	0	72
05:30	3	4	0	0	7	17:30	34	18	0	0	52
05:45	8	17	1	8	9 25	17:45	42	166	11	58	53 224
06:00	5	2	0	0	7	18:00	34	12	0	0	46
06:15	11	2	0	0	13	18:15	20	18	0	0	38
06:30	15	4	0	0	19	18:30	51	14	0	0	65
06:45	21	52	11	19	32 71	18:45	40	145	11	55	51 200
07:00	33	7	0	0	40	19:00	30	10	0	0	40
07:15	30	6	0	0	36	19:15	26	7	0	0	33
07:30	44	6	0	0	50	19:30	18	20	0	0	38
07:45	59	166	17	36	76 202	19:45	23	97	19	56	42 153
08:00	116	41	0	0	157	20:00	14	10	0	0	24
08:15	131	41	0	0	172	20:15	12	4	0	0	16
08:30	61	61	0	0	122	20:30	19	2	0	0	21
08:45	39	347	8	151	47 498	20:45	5	50	7	23	12 73
09:00	33	16	0	0	49	21:00	12	8	0	0	20
09:15	32	11	0	0	43	21:15	14	5	0	0	19
09:30	24	10	0	0	34	21:30	9	1	0	0	10
09:45	23	112	7	44	30 156	21:45	1	36	6	20	7 56
10:00	21	13	0	0	34	22:00	8	4	0	0	12
10:15	25	10	0	0	35	22:15	6	4	0	0	10
10:30	18	6	0	0	24	22:30	2	3	0	0	5
10:45	21	85	7	36	28 121	22:45	5	21	3	14	8 35
11:00	16	8	0	0	24	23:00	4	1	0	0	5
11:15	15	10	0	0	25	23:15	3	4	0	0	7
11:30	21	10	0	0	31	23:30	2	6	0	0	8
11:45	22	74	5	33	27 107	23:45	5	14	2	13	7 27
TOTALS	865	341			1206	TOTALS	1188	568			1756
SPLIT %	71.7%	28.3%			40.7%	SPLIT %	67.7%	32.3%			59.3%

DAILY TOTALS						NB	SB	EB	WB	Total	
						2,053	909	0	0	2,962	
AM Peak Hour	07:45	07:45			07:45	PM Peak Hour	16:00	14:30		16:00	
AM Pk Volume	367	160			527	PM Pk Volume	199	103		278	
Pk Hr Factor	0.700	0.656			0.766	Pk Hr Factor	0.921	0.888		0.869	
7 - 9 Volume	513	187	0	0	700	4 - 6 Volume	365	137	0	0	502
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	16:00	16:15			16:00
7 - 9 Pk Volume	367	160	0	0	527	4 - 6 Pk Volume	199	87	0	0	278
Pk Hr Factor	0.700	0.656	0.000	0.000	0.766	Pk Hr Factor	0.921	0.806	0.000	0.000	0.869



SPEED

Byron Ave Bet. 88th St & 86th St

Day: Wednesday

Date: 9/14/2022

City: Surfside

Project #: FL22_140404_012

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	3	2	4	4	0	0	0	0	0	0	0	0	0	13
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	2	2	1	0	0	0	0	0	0	0	6
05:00	3	3	4	5	4	0	0	0	0	0	0	0	0	19
06:00	3	17	17	22	7	1	0	0	0	0	0	0	0	67
07:00	80	73	34	6	1	1	0	0	0	0	0	0	0	195
08:00	300	130	54	38	8	0	0	0	0	0	0	0	0	530
09:00	19	27	48	59	7	1	0	0	0	0	0	0	0	161
10:00	11	27	28	41	8	1	0	0	0	0	0	0	0	116
11:00	15	23	46	37	8	1	0	0	0	0	0	0	0	130
12:00 PM	22	28	49	51	8	2	0	0	0	0	0	0	0	160
13:00	60	51	51	41	3	0	0	0	0	0	0	0	0	206
14:00	78	64	62	33	5	0	0	0	0	0	0	0	0	242
15:00	38	66	48	25	2	0	0	0	0	0	0	0	0	179
16:00	25	64	56	48	19	0	0	0	0	0	0	0	0	212
17:00	32	68	54	50	9	0	0	0	0	0	0	0	0	213
18:00	36	32	57	42	10	1	0	0	0	0	0	0	0	178
19:00	14	26	38	37	6	1	0	0	0	0	0	0	0	122
20:00	23	20	20	14	2	1	0	0	0	0	0	0	0	80
21:00	6	1	20	16	5	0	0	0	0	0	0	0	0	48
22:00	0	4	4	8	5	0	0	0	0	0	0	0	0	21
23:00	0	4	3	7	3	0	0	0	0	0	0	0	0	17
Totals	768	732	700	586	122	11								2919
% of Totals	26%	25%	24%	20%	4%	0%								100%

AM Volumes	434	304	238	214	45	6	0	0	0	0	0	0	0	1241
% AM	15%	10%	8%	7%	2%	0%								43%
AM Peak Hour	08:00	08:00	08:00	09:00	08:00	04:00								08:00
Volume	300	130	54	59	8	1								530
PM Volumes	334	428	462	372	77	5	0	0	0	0	0	0	0	1678
% PM	11%	15%	16%	13%	3%	0%								57%
PM Peak Hour	14:00	17:00	14:00	12:00	16:00	12:00								14:00
Volume	78	68	62	51	19	2								242
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%		
	725		25%	366		13%	425		15%	1403		48%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Byron Ave	Summary	11	20	19	27	30	2919

VOLUME

Byron Ave Bet. 88th St & 86th St

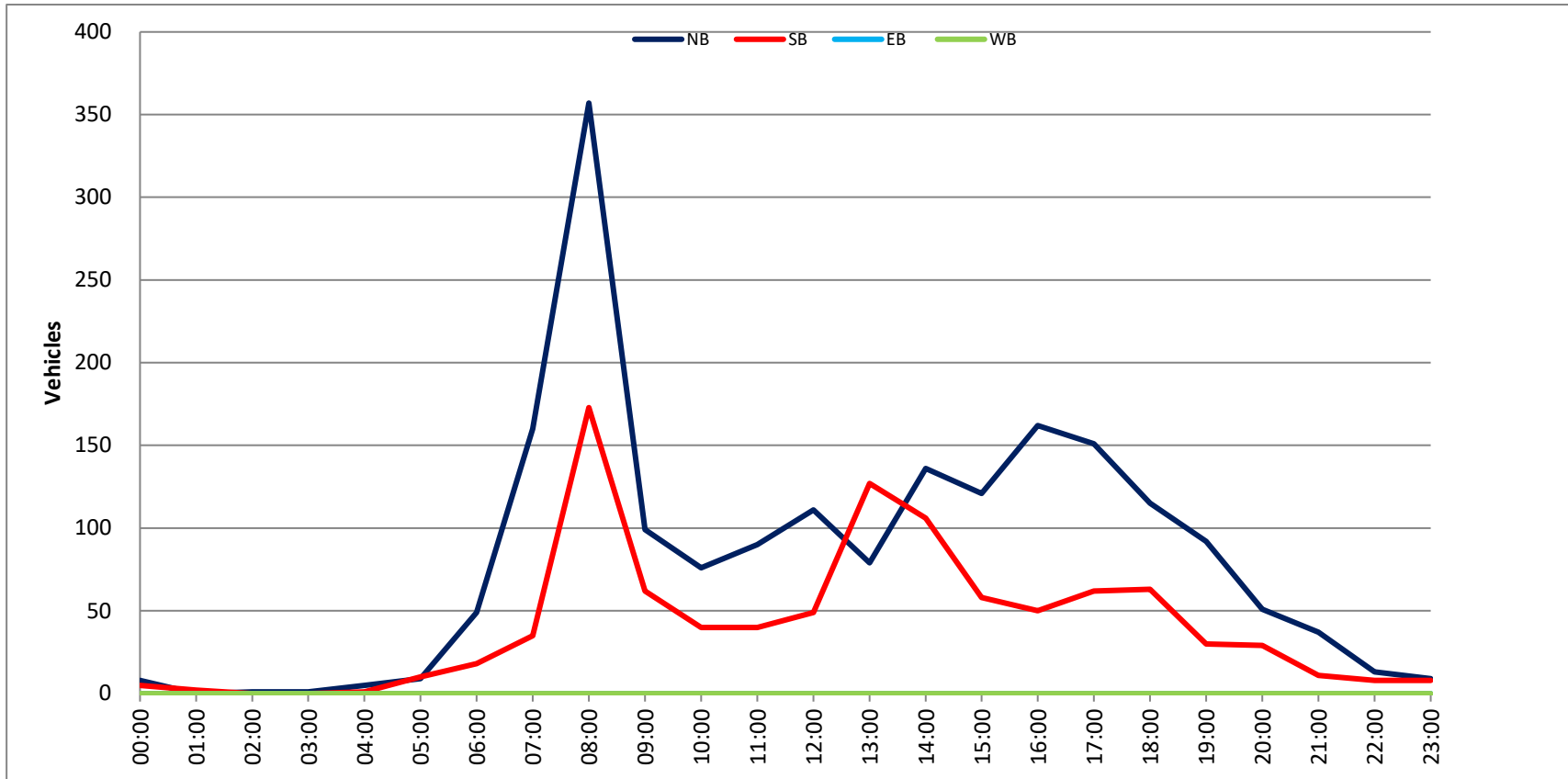
Day: Wednesday
 Date: 9/14/2022

City: Surfside
 Project #: FL22_140404_012

DAILY TOTALS						NB	SB	EB	WB	Total	
						1,932	987	0	0	2,919	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	1	0	0	2	12:00	32	13	0	0	45
00:15	3	1	0	0	4	12:15	22	11	0	0	33
00:30	2	2	0	0	4	12:30	33	13	0	0	46
00:45	2	8	1	5	3	12:45	24	111	12	49	36
01:00	0	0	0	0	13	13:00	21	11	0	0	32
01:15	0	0	0	0		13:15	33	27	0	0	60
01:30	0	0	0	0		13:30	4	43	0	0	47
01:45	0	2	2	0	2	13:45	21	79	46	127	67
02:00	0	0	0	0	2	14:00	24	39	0	0	63
02:15	0	0	0	0		14:15	57	35	0	0	92
02:30	1	0	0	0	1	14:30	22	20	0	0	42
02:45	0	1	0	0	1	14:45	33	136	12	106	45
03:00	0	0	0	0		15:00	17	14	0	0	31
03:15	1	0	0	0	1	15:15	36	14	0	0	50
03:30	0	0	0	0		15:30	36	19	0	0	55
03:45	0	1	0	0	1	15:45	32	121	11	58	43
04:00	0	0	0	0		16:00	43	10	0	0	53
04:15	0	0	0	0		16:15	33	12	0	0	45
04:30	0	0	0	0		16:30	40	12	0	0	52
04:45	5	5	1	1	6	16:45	46	162	16	50	62
05:00	1	2	0	0	3	17:00	38	18	0	0	56
05:15	1	1	0	0	2	17:15	47	15	0	0	62
05:30	3	6	0	0	9	17:30	35	15	0	0	50
05:45	4	9	1	10	5	17:45	31	151	14	62	45
06:00	7	2	0	0	9	18:00	30	20	0	0	50
06:15	12	1	0	0	13	18:15	21	13	0	0	34
06:30	9	2	0	0	11	18:30	36	11	0	0	47
06:45	21	49	13	18	34	18:45	28	115	19	63	47
07:00	28	4	0	0	32	19:00	25	11	0	0	36
07:15	25	11	0	0	36	19:15	27	8	0	0	35
07:30	43	9	0	0	52	19:30	23	4	0	0	27
07:45	64	160	11	35	75	19:45	17	92	7	30	24
08:00	103	32	0	0	135	20:00	16	11	0	0	27
08:15	137	72	0	0	209	20:15	15	6	0	0	21
08:30	66	41	0	0	107	20:30	4	4	0	0	8
08:45	51	357	28	173	79	20:45	16	51	8	29	24
09:00	47	14	0	0	61	21:00	10	1	0	0	11
09:15	22	22	0	0	44	21:15	15	6	0	0	21
09:30	14	13	0	0	27	21:30	3	2	0	0	5
09:45	16	99	13	62	29	21:45	9	37	2	11	11
10:00	19	11	0	0	30	22:00	3	2	0	0	5
10:15	20	12	0	0	32	22:15	4	3	0	0	7
10:30	18	9	0	0	27	22:30	2	2	0	0	4
10:45	19	76	8	40	27	22:45	4	13	1	8	5
11:00	19	9	0	0	28	23:00	3	1	0	0	4
11:15	29	11	0	0	40	23:15	1	2	0	0	3
11:30	19	11	0	0	30	23:30	4	2	0	0	6
11:45	23	90	9	40	32	23:45	1	9	3	8	4
TOTALS	855	386			1241	TOTALS	1077	601			1678
SPLIT %	68.9%	31.1%			42.5%	SPLIT %	64.2%	35.8%			57.5%

DAILY TOTALS						NB	SB	EB	WB	Total
						1,932	987	0	0	2,919

AM Peak Hour	07:45	08:00			08:00	PM Peak Hour	16:30	13:30			13:30
AM Pk Volume	370	173			530	PM Pk Volume	171	163			269
Pk Hr Factor	0.675	0.601			0.634	Pk Hr Factor	0.910	0.886			0.731
7 - 9 Volume	517	208	0	0	725	4 - 6 Volume	313	112	0	0	425
7 - 9 Peak Hour	07:45	08:00			08:00	4 - 6 Peak Hour	16:30	16:45			16:30
7 - 9 Pk Volume	370	173	0	0	530	4 - 6 Pk Volume	171	64	0	0	232
Pk Hr Factor	0.675	0.601	0.000	0.000	0.634	Pk Hr Factor	0.910	0.889	0.000	0.000	0.935



SPEED

Byron Ave Bet. 88th St & 86th St

Day: Thursday
Date: 9/15/2022City: Surfside
Project #: FL22_140404_012**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	1	4	3	1	0	0	0	0	0	0	0	0	11
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	2	1	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	1	0	2	0	1	1	0	0	0	0	0	0	0	5
05:00	0	2	1	5	2	0	0	0	0	0	0	0	0	10
06:00	6	15	18	17	5	1	0	0	0	0	0	0	0	62
07:00	85	75	36	6	1	0	0	0	0	0	0	0	0	203
08:00	313	128	61	57	7	0	0	0	0	0	0	0	0	566
09:00	14	21	64	53	12	0	0	0	0	0	0	0	0	164
10:00	4	11	48	37	14	0	0	0	0	0	0	0	0	114
11:00	24	33	49	35	11	1	0	0	0	0	0	0	0	153
12:00 PM	8	23	47	32	12	0	0	0	0	0	0	0	0	122
13:00	49	59	34	22	6	0	0	0	0	0	0	0	0	170
14:00	60	58	42	22	3	0	0	0	0	0	0	0	0	185
15:00	80	90	69	19	2	1	0	0	0	0	0	0	0	261
16:00	30	87	84	40	11	1	0	0	0	0	0	0	0	253
17:00	33	54	68	56	7	1	0	0	0	0	0	0	0	219
18:00	15	19	66	46	12	0	0	0	0	0	0	0	0	158
19:00	10	32	37	19	6	0	0	0	0	0	0	0	0	104
20:00	10	15	31	8	5	0	0	0	0	0	0	0	0	69
21:00	4	9	23	11	5	0	0	0	0	0	0	0	0	52
22:00	2	9	25	16	5	0	0	0	0	0	0	0	0	57
23:00	0	3	7	3	3	0	0	0	0	0	0	0	0	16
Totals	750	744	818	508	133	6								2959
% of Totals	25%	25%	28%	17%	4%	0%								100%

AM Volumes	449	286	285	214	56	3	0	0	0	0	0	0	0	1293
% AM	15%	10%	10%	7%	2%	0%								44%
AM Peak Hour	08:00	08:00	09:00	08:00	10:00	04:00								08:00
Volume	313	128	64	57	14	1								566
PM Volumes	301	458	533	294	77	3	0	0	0	0	0	0	0	1666
% PM	10%	15%	18%	10%	3%	0%								56%
PM Peak Hour	15:00	15:00	16:00	17:00	12:00	15:00								15:00
Volume	80	90	84	56	12	1								261
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
	769	↔ 26%	292	↔ 10%	472	↔ 16%	1426	↔ 48%						

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Byron Ave	Summary	11	20	19	27	30	2959

VOLUME

Byron Ave Bet. 88th St & 86th St

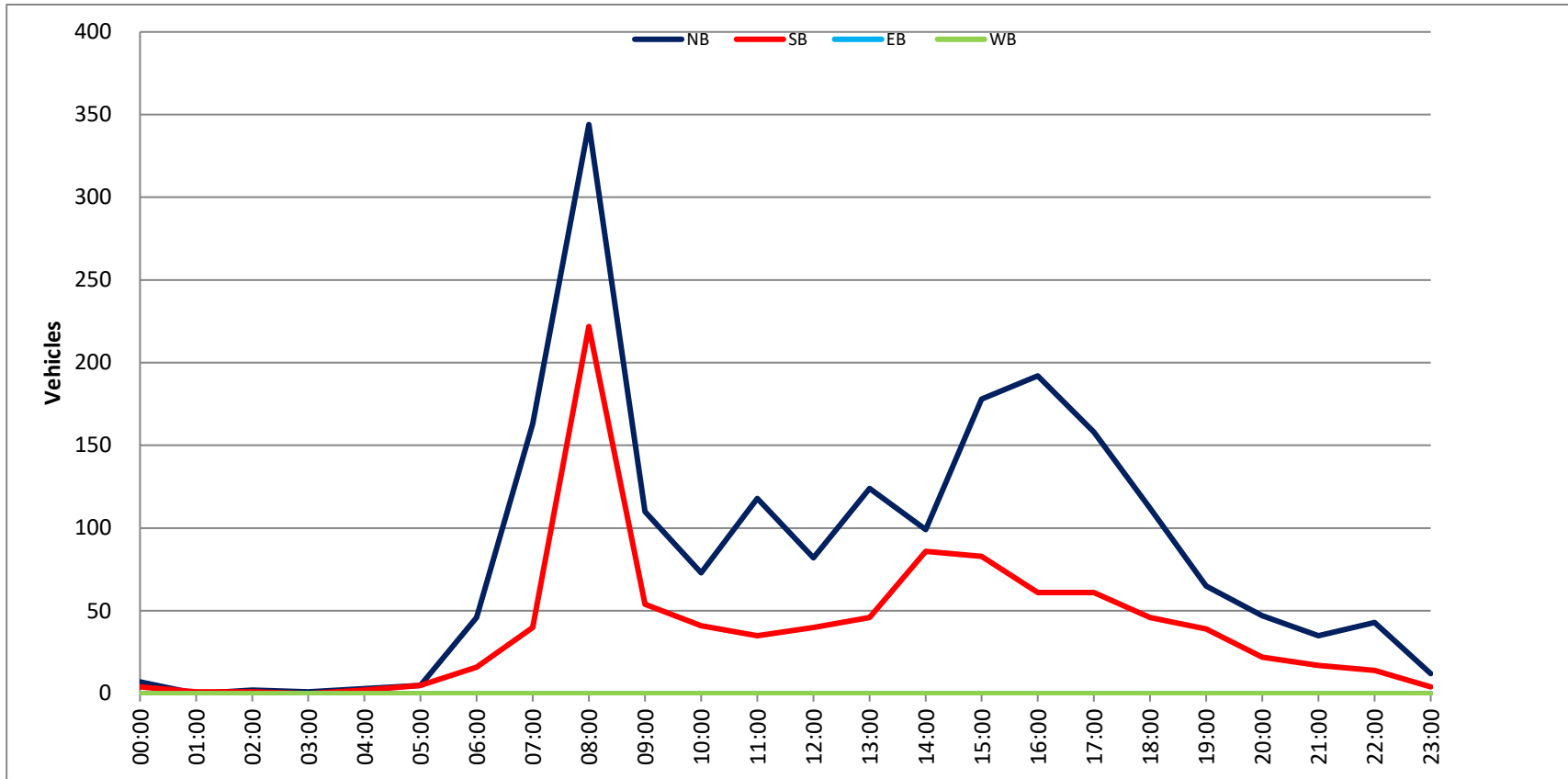
Day: Thursday
 Date: 9/15/2022

City: Surfside
 Project #: FL22_140404_012

DAILY TOTALS					NB	SB	EB	WB	Total		
					2,019	940	0	0	2,959		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	2	0	0	3	12:00	24	11	0	0	35
00:15	4	1	0	0	5	12:15	15	11	0	0	26
00:30	1	1	0	0	2	12:30	23	10	0	0	33
00:45	1	7	0	4	11	12:45	20	82	8	40	122
01:00	0	0	0	0		13:00	27	7	0	0	34
01:15	0	0	0	0		13:15	30	7	0	0	37
01:30	0	1	0	0	1	13:30	33	8	0	0	41
01:45	0	0	1	0	1	13:45	34	124	24	46	170
02:00	1	0	0	0	1	14:00	30	13	0	0	43
02:15	1	0	0	0	1	14:15	36	12	0	0	48
02:30	0	0	0	0		14:30	20	26	0	0	46
02:45	0	2	1	1	3	14:45	13	99	35	86	185
03:00	0	0	0	0		15:00	58	28	0	0	86
03:15	1	0	0	0	1	15:15	47	22	0	0	69
03:30	0	0	0	0		15:30	41	16	0	0	57
03:45	0	1	0	0	1	15:45	32	178	17	83	261
04:00	1	1	0	0	2	16:00	45	0	0	0	45
04:15	0	0	0	0		16:15	43	8	0	0	51
04:30	0	0	0	0		16:30	71	27	0	0	98
04:45	2	3	1	2	5	16:45	33	192	26	61	253
05:00	0	0	0	0		17:00	38	12	0	0	50
05:15	0	1	0	0	1	17:15	30	20	0	0	50
05:30	3	3	0	0	6	17:30	50	19	0	0	69
05:45	2	5	1	5	10	17:45	40	158	10	61	219
06:00	7	2	0	0	9	18:00	25	13	0	0	38
06:15	9	3	0	0	12	18:15	23	11	0	0	34
06:30	10	3	0	0	13	18:30	30	9	0	0	39
06:45	20	46	8	16	62	18:45	34	112	13	46	158
07:00	29	12	0	0	41	19:00	21	10	0	0	31
07:15	27	6	0	0	33	19:15	20	10	0	0	30
07:30	48	12	0	0	60	19:30	12	4	0	0	16
07:45	59	163	10	40	203	19:45	12	65	15	39	104
08:00	121	42	0	0	163	20:00	18	13	0	0	31
08:15	118	65	0	0	183	20:15	7	2	0	0	9
08:30	69	78	0	0	147	20:30	12	4	0	0	16
08:45	36	344	37	222	566	20:45	10	47	3	22	69
09:00	42	16	0	0	58	21:00	10	8	0	0	18
09:15	20	16	0	0	36	21:15	11	1	0	0	12
09:30	23	13	0	0	36	21:30	4	2	0	0	6
09:45	25	110	9	54	164	21:45	10	35	6	17	52
10:00	19	13	0	0	32	22:00	7	2	0	0	9
10:15	15	9	0	0	24	22:15	12	4	0	0	16
10:30	26	13	0	0	39	22:30	12	5	0	0	17
10:45	13	73	6	41	114	22:45	12	43	3	14	57
11:00	34	6	0	0	40	23:00	3	1	0	0	4
11:15	22	5	0	0	27	23:15	4	1	0	0	5
11:30	33	12	0	0	45	23:30	4	1	0	0	5
11:45	29	118	12	35	153	23:45	1	12	1	4	16
TOTALS	872	421			1293	TOTALS	1147	519			1666
SPLIT %	67.4%	32.6%			43.7%	SPLIT %	68.8%	31.2%			56.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					2,019	940	0	0	2,959

AM Peak Hour	07:45	08:00		08:00	PM Peak Hour	16:00	14:30		15:00		
AM Pk Volume	367	222		566	PM Pk Volume	192	111		261		
Pk Hr Factor	0.758	0.712		0.773	Pk Hr Factor	0.676	0.793		0.759		
7 - 9 Volume	507	262	0	0	769	4 - 6 Volume	350	122	0	0	472
7 - 9 Peak Hour	07:45	08:00		08:00	4 - 6 Peak Hour	16:00	16:30			16:15	
7 - 9 Pk Volume	367	222	0	0	566	4 - 6 Pk Volume	192	85	0	0	258
Pk Hr Factor	0.758	0.712	0.000	0.000	0.773	Pk Hr Factor	0.676	0.787	0.000	0.000	0.658



SPEED

SR A1A/Collins Ave Bet. 92nd St & 91st St

Day: Tuesday
Date: 9/13/2022City: Surfside
Project #: FL22_140404_013**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	10	40	75	48	11	2	0	0	0	0	0	187
01:00	0	0	5	17	36	29	4	0	0	0	0	0	0	91
02:00	0	0	2	11	15	7	2	0	0	0	0	0	0	37
03:00	1	0	0	8	17	9	0	0	0	0	0	0	0	35
04:00	0	0	2	15	38	18	3	0	0	0	0	0	0	76
05:00	1	3	11	33	74	82	11	6	0	1	0	0	0	222
06:00	10	22	43	154	272	244	69	13	1	0	0	0	0	828
07:00	123	153	221	398	549	340	74	10	2	0	0	0	0	1870
08:00	152	202	332	558	603	221	34	4	1	0	0	0	0	2107
09:00	65	115	215	406	535	243	48	9	0	0	0	0	0	1636
10:00	5	22	108	401	513	239	43	5	2	0	0	0	0	1338
11:00	5	27	92	410	513	223	48	6	0	0	0	0	0	1324
12:00 PM	10	21	158	466	489	198	38	7	2	0	0	0	0	1389
13:00	13	35	139	419	445	209	29	6	0	0	0	0	0	1295
14:00	4	20	138	528	567	188	41	5	4	0	0	0	0	1495
15:00	172	165	226	302	356	167	41	11	2	0	0	0	0	1442
16:00	179	151	222	323	407	195	51	7	1	0	0	0	0	1536
17:00	172	145	192	376	408	198	39	6	2	1	0	0	0	1539
18:00	169	159	199	331	397	192	37	9	1	0	0	0	0	1494
19:00	23	60	133	316	380	191	45	4	1	0	0	0	0	1153
20:00	11	38	89	276	381	185	39	6	0	0	0	0	0	1025
21:00	3	10	49	276	308	95	20	1	0	0	0	0	0	762
22:00	7	14	46	180	259	100	24	5	0	0	0	0	0	635
23:00	41	66	101	110	79	31	6	1	0	0	0	0	0	435
Totals	1166	1429	2733	6354	7716	3652	757	123	19	2				23951
% of Totals	5%	6%	11%	27%	32%	15%	3%	1%	0%	0%				100%

AM Volumes	362	545	1041	2451	3240	1703	347	55	6	1	0	0	0	9751
% AM	2%	2%	4%	10%	14%	7%	1%	0%	0%	0%				41%
AM Peak Hour	08:00	08:00	08:00	08:00	08:00	07:00	07:00	06:00	07:00	05:00				08:00
Volume	152	202	332	558	603	340	74	13	2	1				2107
PM Volumes	804	884	1692	3903	4476	1949	410	68	13	1	0	0	0	14200
% PM	3%	4%	7%	16%	19%	8%	2%	0%	0%	0%				59%
PM Peak Hour	16:00	15:00	15:00	14:00	14:00	13:00	16:00	15:00	14:00	17:00				17:00
Volume	179	165	226	528	567	209	51	11	4	1				1539
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume	%	Volume	%	Volume	%	Volume	%						
	3977	↔ 17%	2684	↔ 11%	3075	↔ 13%	14215	↔ 59%						

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
SR A1A/Collins Ave	Summary	22	30	29	36	40	23951

VOLUME

SR A1A/Collins Ave Bet. 92nd St & 91st St

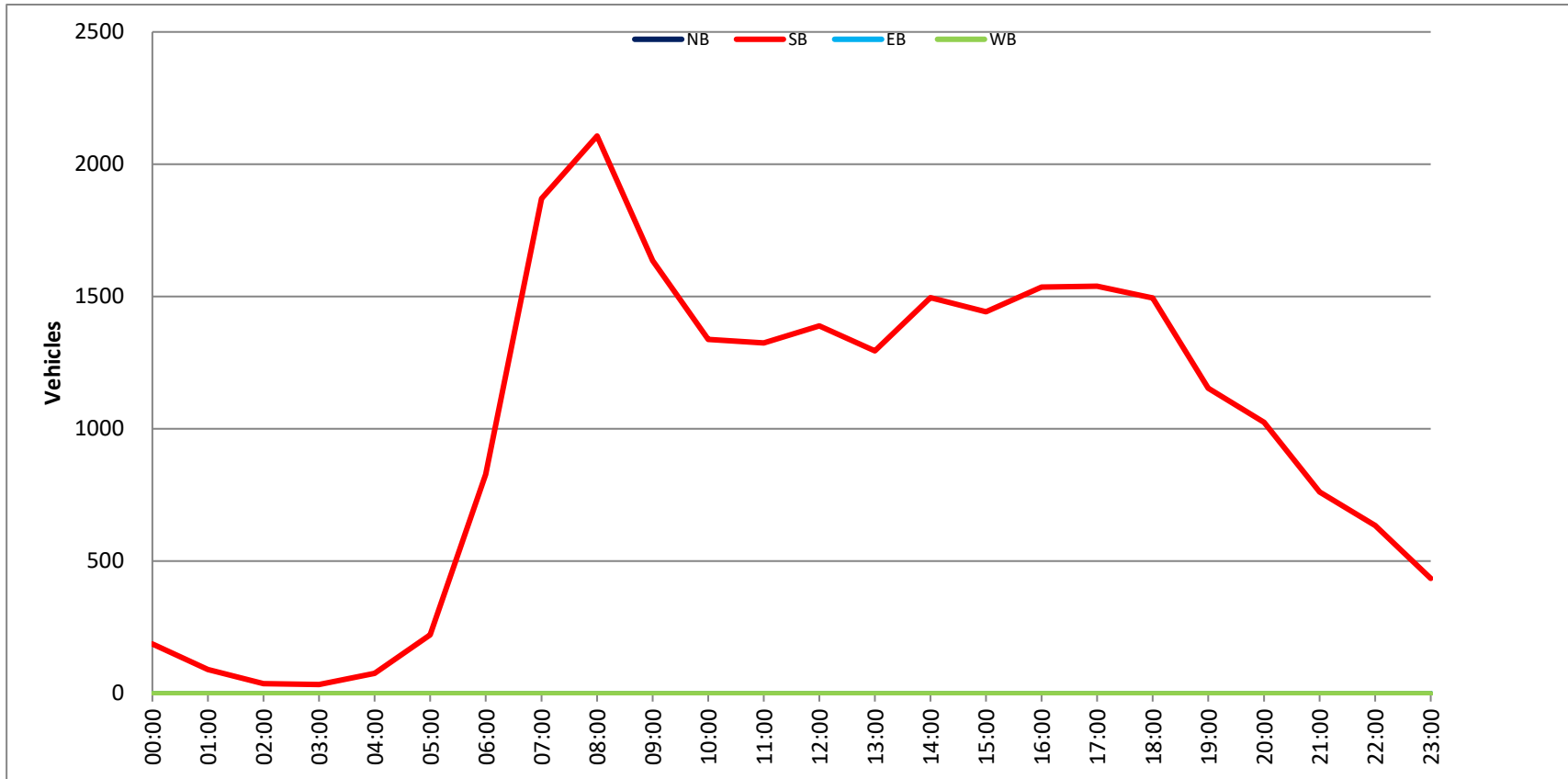
Day: Tuesday
 Date: 9/13/2022

City: Surfside
 Project #: FL22_140404_013

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	23,951	0	0	23,951		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	68	0	0	68	12:00	0	377	0	0	377
00:15	0	44	0	0	44	12:15	0	352	0	0	352
00:30	0	41	0	0	41	12:30	0	345	0	0	345
00:45	0	34	187	0	34 187	12:45	0	315	1389	0	315 1389
01:00	0	31	0	0	31	13:00	0	334	0	0	334
01:15	0	19	0	0	19	13:15	0	315	0	0	315
01:30	0	20	0	0	20	13:30	0	317	0	0	317
01:45	0	21	91	0	21 91	13:45	0	329	1295	0	329 1295
02:00	0	9	0	0	9	14:00	0	351	0	0	351
02:15	0	10	0	0	10	14:15	0	379	0	0	379
02:30	0	10	0	0	10	14:30	0	373	0	0	373
02:45	0	8	37	0	8 37	14:45	0	392	1495	0	392 1495
03:00	0	8	0	0	8	15:00	0	353	0	0	353
03:15	0	12	0	0	12	15:15	0	330	0	0	330
03:30	0	7	0	0	7	15:30	0	387	0	0	387
03:45	0	8	35	0	8 35	15:45	0	372	1442	0	372 1442
04:00	0	11	0	0	11	16:00	0	416	0	0	416
04:15	0	12	0	0	12	16:15	0	382	0	0	382
04:30	0	20	0	0	20	16:30	0	384	0	0	384
04:45	0	33	76	0	33 76	16:45	0	354	1536	0	354 1536
05:00	0	41	0	0	41	17:00	0	397	0	0	397
05:15	0	40	0	0	40	17:15	0	393	0	0	393
05:30	0	79	0	0	79	17:30	0	367	0	0	367
05:45	0	62	222	0	62 222	17:45	0	382	1539	0	382 1539
06:00	0	101	0	0	101	18:00	0	352	0	0	352
06:15	0	147	0	0	147	18:15	0	414	0	0	414
06:30	0	239	0	0	239	18:30	0	363	0	0	363
06:45	0	341	828	0	341 828	18:45	0	365	1494	0	365 1494
07:00	0	315	0	0	315	19:00	0	308	0	0	308
07:15	0	480	0	0	480	19:15	0	309	0	0	309
07:30	0	543	0	0	543	19:30	0	275	0	0	275
07:45	0	532	1870	0	532 1870	19:45	0	261	1153	0	261 1153
08:00	0	579	0	0	579	20:00	0	283	0	0	283
08:15	0	560	0	0	560	20:15	0	268	0	0	268
08:30	0	505	0	0	505	20:30	0	242	0	0	242
08:45	0	463	2107	0	463 2107	20:45	0	232	1025	0	232 1025
09:00	0	419	0	0	419	21:00	0	222	0	0	222
09:15	0	407	0	0	407	21:15	0	208	0	0	208
09:30	0	409	0	0	409	21:30	0	165	0	0	165
09:45	0	401	1636	0	401 1636	21:45	0	167	762	0	167 762
10:00	0	371	0	0	371	22:00	0	183	0	0	183
10:15	0	325	0	0	325	22:15	0	179	0	0	179
10:30	0	352	0	0	352	22:30	0	147	0	0	147
10:45	0	290	1338	0	290 1338	22:45	0	126	635	0	126 635
11:00	0	326	0	0	326	23:00	0	135	0	0	135
11:15	0	341	0	0	341	23:15	0	117	0	0	117
11:30	0	323	0	0	323	23:30	0	120	0	0	120
11:45	0	334	1324	0	334 1324	23:45	0	63	435	0	63 435
TOTALS		9751			9751	TOTALS		14200			14200
SPLIT %		100.0%			40.7%	SPLIT %		100.0%			59.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	23,951	0	0	23,951

AM Peak Hour	07:30	07:30	PM Peak Hour	15:30	15:30
AM Pk Volume	2214	2214	PM Pk Volume	1557	1557
Pk Hr Factor	0.956	0.956	Pk Hr Factor	0.936	0.936
7 - 9 Volume	0	3977	0	0	3977
7 - 9 Peak Hour	07:30	07:30	4 - 6 Volume	0	3075
7 - 9 Pk Volume	2214	2214	4 - 6 Peak Hour	17:00	17:00
Pk Hr Factor	0.000	0.956	0.000	0.000	0.956
			4 - 6 Pk Volume	1539	1539
			Pk Hr Factor	0.000	0.969
				0.000	0.000



SPEED

SR A1A/Collins Ave Bet. 92nd St & 91st St

Day: Wednesday

Date: 9/14/2022

City: Surfside

Project #: FL22_140404_013

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	3	10	45	84	41	7	0	1	0	0	0	0	193
01:00	0	1	8	22	52	20	7	0	0	0	0	0	0	110
02:00	0	2	2	15	20	17	2	1	1	0	0	0	0	60
03:00	0	0	2	9	24	13	3	0	0	0	0	0	0	51
04:00	0	1	4	17	17	18	7	3	0	2	0	0	0	69
05:00	2	4	15	40	74	81	13	5	1	0	0	0	0	235
06:00	10	22	56	165	241	244	75	15	6	1	0	0	0	835
07:00	190	194	288	369	485	261	70	12	4	1	0	0	0	1874
08:00	181	252	326	457	540	240	55	6	2	0	0	0	0	2059
09:00	113	140	251	367	436	216	44	2	0	0	0	0	0	1569
10:00	63	133	268	426	315	119	16	3	1	0	0	0	0	1344
11:00	14	31	143	448	405	172	20	4	2	0	0	0	0	1239
12:00 PM	11	24	164	480	424	137	35	3	1	0	0	0	0	1279
13:00	447	114	75	106	97	38	7	2	0	0	0	0	0	886
14:00	205	71	166	394	416	128	34	3	1	0	0	0	0	1418
15:00	187	162	213	352	399	172	44	9	1	0	0	0	0	1539
16:00	171	161	230	301	358	188	32	6	2	1	0	0	0	1450
17:00	180	163	238	359	415	164	35	3	0	0	0	0	0	1557
18:00	150	154	203	336	369	200	38	5	1	0	0	0	0	1456
19:00	60	92	241	415	364	122	13	3	0	0	0	0	0	1310
20:00	18	52	134	288	318	131	24	4	1	0	0	0	0	970
21:00	8	8	38	213	324	154	33	1	0	0	0	0	0	779
22:00	6	11	39	153	259	137	27	6	0	1	0	0	0	639
23:00	2	4	17	107	185	100	18	4	1	0	0	0	0	438
Totals	2020	1799	3131	5884	6621	3113	659	100	26	6				23359
% of Totals	9%	8%	13%	25%	28%	13%	3%	0%	0%	0%				100%

AM Volumes	575	783	1373	2380	2693	1442	319	51	18	4	0	0	0	9638
% AM	2%	3%	6%	10%	12%	6%	1%	0%	0%	0%				41%
AM Peak Hour	07:00	08:00	08:00	08:00	08:00	07:00	06:00	06:00	06:00	04:00				08:00
Volume	190	252	326	457	540	261	75	15	6	2				2059
PM Volumes	1445	1016	1758	3504	3928	1671	340	49	8	2	0	0	0	13721
% PM	6%	4%	8%	15%	17%	7%	1%	0%	0%	0%				59%
PM Peak Hour	13:00	17:00	19:00	12:00	12:00	18:00	15:00	15:00	16:00	16:00				17:00
Volume	447	163	241	480	424	200	44	9	2	1				1557
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume	%	Volume	%	Volume	%	Volume	%						
	3933	17%	2165	9%	3007	13%	14254	61%						

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
SR A1A/Collins Ave	Summary	19	29	28	36	39	23359

VOLUME

SR A1A/Collins Ave Bet. 92nd St & 91st St

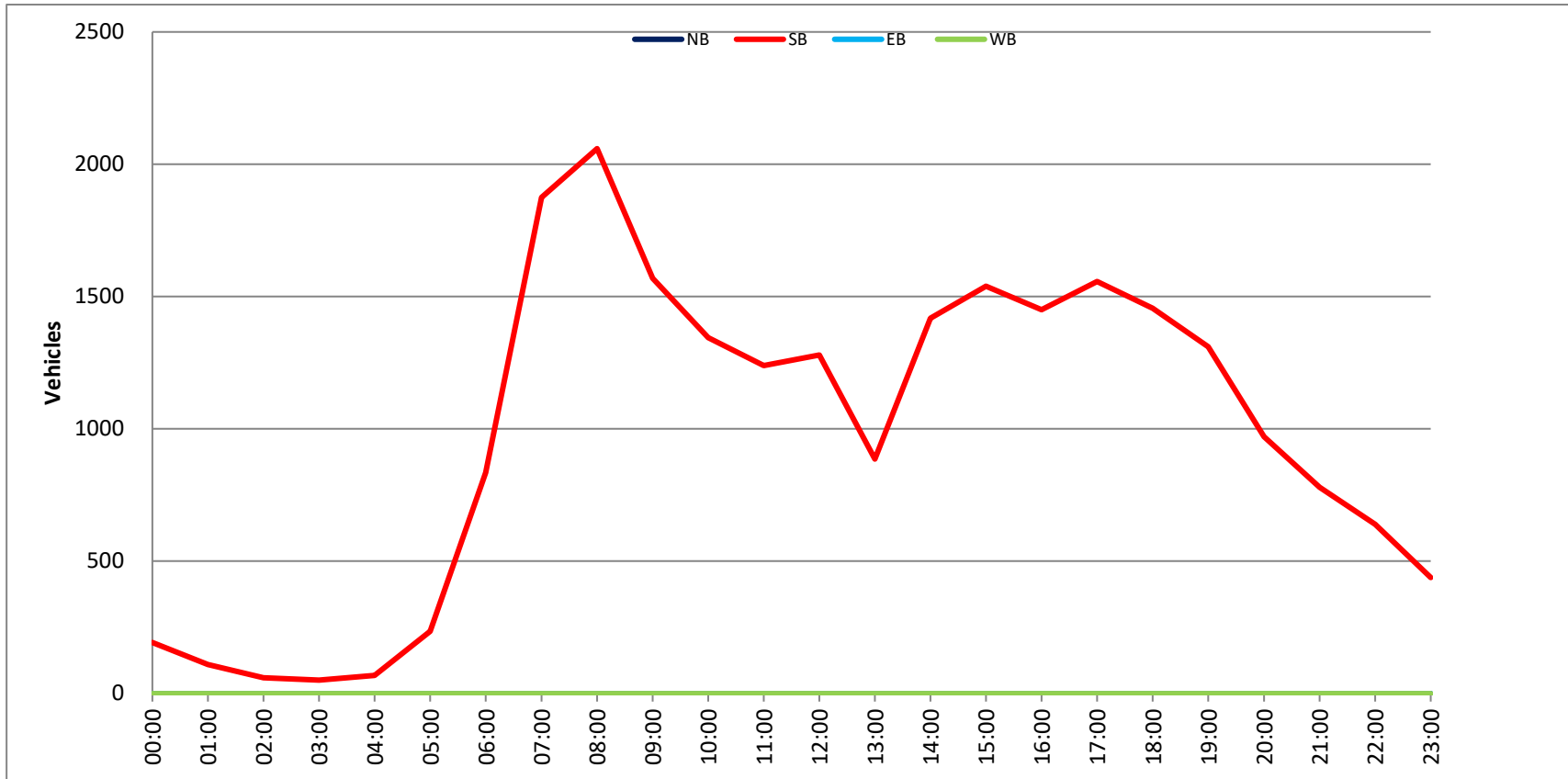
Day: Wednesday
 Date: 9/14/2022

City: Surfside
 Project #: FL22_140404_013

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	23,359	0	0	23,359		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	63	0	0	63	12:00	0	317	0	0	317
00:15	0	51	0	0	51	12:15	0	314	0	0	314
00:30	0	46	0	0	46	12:30	0	322	0	0	322
00:45	0	33	193	0	33 193	12:45	0	326	1279	0	326 1279
01:00	0	23	0	0	23	13:00	0	230	0	0	230
01:15	0	38	0	0	38	13:15	0	176	0	0	176
01:30	0	24	0	0	24	13:30	0	198	0	0	198
01:45	0	25	110	0	25 110	13:45	0	282	886	0	282 886
02:00	0	20	0	0	20	14:00	0	403	0	0	403
02:15	0	14	0	0	14	14:15	0	313	0	0	313
02:30	0	17	0	0	17	14:30	0	346	0	0	346
02:45	0	9	60	0	9 60	14:45	0	356	1418	0	356 1418
03:00	0	14	0	0	14	15:00	0	409	0	0	409
03:15	0	6	0	0	6	15:15	0	386	0	0	386
03:30	0	10	0	0	10	15:30	0	386	0	0	386
03:45	0	21	51	0	21 51	15:45	0	358	1539	0	358 1539
04:00	0	12	0	0	12	16:00	0	356	0	0	356
04:15	0	9	0	0	9	16:15	0	358	0	0	358
04:30	0	27	0	0	27	16:30	0	372	0	0	372
04:45	0	21	69	0	21 69	16:45	0	364	1450	0	364 1450
05:00	0	41	0	0	41	17:00	0	370	0	0	370
05:15	0	45	0	0	45	17:15	0	386	0	0	386
05:30	0	82	0	0	82	17:30	0	392	0	0	392
05:45	0	67	235	0	67 235	17:45	0	409	1557	0	409 1557
06:00	0	87	0	0	87	18:00	0	362	0	0	362
06:15	0	167	0	0	167	18:15	0	385	0	0	385
06:30	0	224	0	0	224	18:30	0	369	0	0	369
06:45	0	357	835	0	357 835	18:45	0	340	1456	0	340 1456
07:00	0	355	0	0	355	19:00	0	354	0	0	354
07:15	0	452	0	0	452	19:15	0	323	0	0	323
07:30	0	525	0	0	525	19:30	0	322	0	0	322
07:45	0	542	1874	0	542 1874	19:45	0	311	1310	0	311 1310
08:00	0	583	0	0	583	20:00	0	261	0	0	261
08:15	0	558	0	0	558	20:15	0	257	0	0	257
08:30	0	476	0	0	476	20:30	0	211	0	0	211
08:45	0	442	2059	0	442 2059	20:45	0	241	970	0	241 970
09:00	0	396	0	0	396	21:00	0	188	0	0	188
09:15	0	385	0	0	385	21:15	0	203	0	0	203
09:30	0	435	0	0	435	21:30	0	230	0	0	230
09:45	0	353	1569	0	353 1569	21:45	0	158	779	0	158 779
10:00	0	320	0	0	320	22:00	0	189	0	0	189
10:15	0	367	0	0	367	22:15	0	180	0	0	180
10:30	0	335	0	0	335	22:30	0	128	0	0	128
10:45	0	322	1344	0	322 1344	22:45	0	142	639	0	142 639
11:00	0	333	0	0	333	23:00	0	125	0	0	125
11:15	0	300	0	0	300	23:15	0	113	0	0	113
11:30	0	315	0	0	315	23:30	0	105	0	0	105
11:45	0	291	1239	0	291 1239	23:45	0	95	438	0	95 438
TOTALS		9638			9638	TOTALS		13721			13721
SPLIT %		100.0%			41.3%	SPLIT %		100.0%			58.7%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	23,359	0	0	23,359

AM Peak Hour	07:30	07:30	PM Peak Hour	17:00	17:00
AM Pk Volume	2208	2208	PM Pk Volume	1557	1557
Pk Hr Factor	0.947	0.947	Pk Hr Factor	0.952	0.952
7 - 9 Volume	0	3933	0	0	3933
7 - 9 Peak Hour	07:30	07:30	4 - 6 Volume	0	3007
7 - 9 Pk Volume	0	2208	4 - 6 Peak Hour	17:00	17:00
Pk Hr Factor	0.000	0.947	0.000	0.000	0.947
			4 - 6 Pk Volume	0	1557
			Pk Hr Factor	0.000	0.952
				0.000	0.000
				0.000	0.952



SPEED

SR A1A/Collins Ave Bet. 92nd St & 91st St

Day: Thursday
Date: 9/15/2022City: Surfside
Project #: FL22_140404_013**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	2	8	36	66	53	15	2	0	0	0	0	0	182
01:00	0	1	4	27	37	20	5	0	0	0	0	0	0	94
02:00	0	0	3	12	26	10	4	0	0	0	0	0	0	55
03:00	0	1	5	17	13	9	1	0	0	0	0	0	0	46
04:00	0	0	3	19	44	22	0	0	0	0	0	0	0	88
05:00	1	3	10	30	80	63	10	1	1	1	0	0	0	200
06:00	7	21	64	170	304	188	40	3	1	0	0	0	0	798
07:00	91	100	202	401	552	282	58	12	0	0	0	0	0	1698
08:00	118	161	242	494	501	291	60	8	1	1	0	0	0	1877
09:00	64	106	202	401	492	214	48	6	3	1	0	0	0	1537
10:00	13	18	119	473	473	152	33	4	2	0	0	0	0	1287
11:00	6	29	123	449	461	175	29	2	3	0	0	0	0	1277
12:00 PM	15	30	144	501	420	172	32	2	1	0	0	0	0	1317
13:00	5	26	185	601	388	101	12	2	0	0	0	0	0	1320
14:00	9	14	126	508	553	198	34	7	1	0	0	0	0	1450
15:00	164	176	264	300	348	156	28	6	0	0	0	0	0	1442
16:00	253	232	242	351	314	121	17	2	0	0	0	0	0	1532
17:00	229	291	339	345	270	107	19	1	0	0	0	0	0	1601
18:00	147	144	191	349	348	195	36	3	1	0	0	0	0	1414
19:00	44	70	181	414	358	130	24	3	0	0	0	0	0	1224
20:00	20	64	119	326	326	151	29	3	1	0	0	0	0	1039
21:00	4	14	73	289	291	124	28	3	2	0	0	0	0	828
22:00	133	130	90	118	98	43	6	0	0	0	0	0	0	618
23:00	0	6	41	142	184	97	11	2	0	0	0	0	0	483
Totals	1323	1639	2980	6773	6947	3074	579	72	17	3				23407
% of Totals	6%	7%	13%	29%	30%	13%	2%	0%	0%	0%				100%

AM Volumes	300	442	985	2529	3049	1479	303	38	11	3	0	0	0	9139
% AM	1%	2%	4%	11%	13%	6%	1%	0%	0%	0%				39%
AM Peak Hour	08:00	08:00	08:00	08:00	07:00	08:00	08:00	07:00	09:00	05:00				08:00
Volume	118	161	242	494	552	291	60	12	3	1				1877
PM Volumes	1023	1197	1995	4244	3898	1595	276	34	6	0	0	0	0	14268
% PM	4%	5%	9%	18%	17%	7%	1%	0%	0%					61%
PM Peak Hour	16:00	17:00	17:00	13:00	14:00	14:00	18:00	14:00	21:00					17:00
Volume	253	291	339	601	553	198	36	7	2					1601
Directional Peak Periods All Speeds	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
	Volume		%		Volume		%		Volume		%	Volume		%
	3575	↔	15%		2637	↔	11%		3133	↔	13%	14062	↔	60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
SR A1A/Collins Ave	Summary	21	29	28	35	39	23407

VOLUME

SR A1A/Collins Ave Bet. 92nd St & 91st St

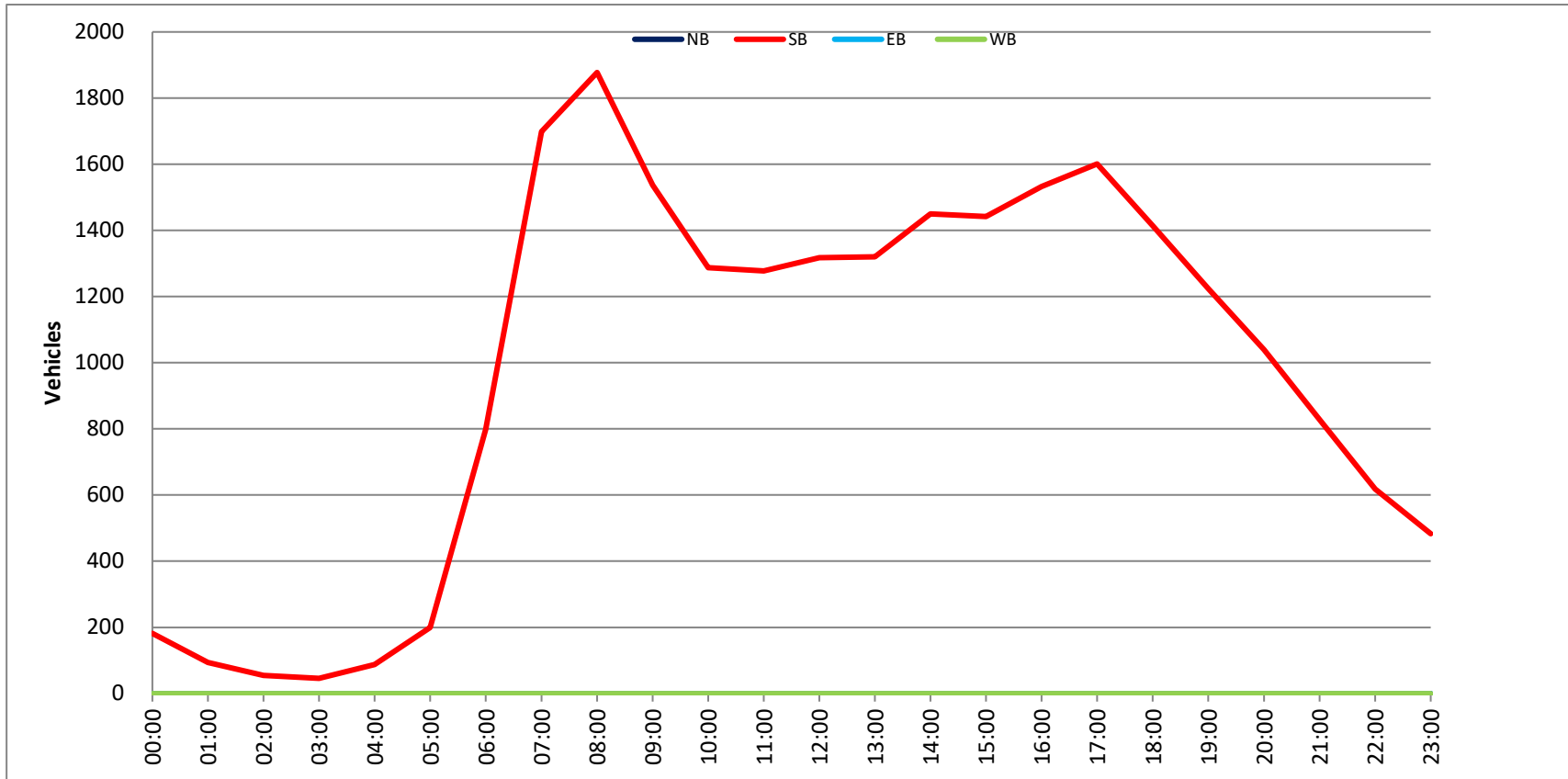
Day: Thursday
 Date: 9/15/2022

City: Surfside
 Project #: FL22_140404_013

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	23,407	0	0	23,407	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	53	0	0	53	12:00	0	329	0	0	329
00:15	0	50	0	0	50	12:15	0	329	0	0	329
00:30	0	43	0	0	43	12:30	0	350	0	0	350
00:45	0	36	182	0	36 182	12:45	0	309	1317	0	309 1317
01:00	0	34	0	0	34	13:00	0	306	0	0	306
01:15	0	30	0	0	30	13:15	0	332	0	0	332
01:30	0	19	0	0	19	13:30	0	312	0	0	312
01:45	0	11	94	0	11 94	13:45	0	370	1320	0	370 1320
02:00	0	23	0	0	23	14:00	0	348	0	0	348
02:15	0	12	0	0	12	14:15	0	324	0	0	324
02:30	0	5	0	0	5	14:30	0	391	0	0	391
02:45	0	15	55	0	15 55	14:45	0	387	1450	0	387 1450
03:00	0	13	0	0	13	15:00	0	355	0	0	355
03:15	0	8	0	0	8	15:15	0	351	0	0	351
03:30	0	10	0	0	10	15:30	0	386	0	0	386
03:45	0	15	46	0	15 46	15:45	0	350	1442	0	350 1442
04:00	0	19	0	0	19	16:00	0	359	0	0	359
04:15	0	11	0	0	11	16:15	0	391	0	0	391
04:30	0	30	0	0	30	16:30	0	390	0	0	390
04:45	0	28	88	0	28 88	16:45	0	392	1532	0	392 1532
05:00	0	36	0	0	36	17:00	0	394	0	0	394
05:15	0	34	0	0	34	17:15	0	449	0	0	449
05:30	0	78	0	0	78	17:30	0	372	0	0	372
05:45	0	52	200	0	52 200	17:45	0	386	1601	0	386 1601
06:00	0	102	0	0	102	18:00	0	372	0	0	372
06:15	0	129	0	0	129	18:15	0	345	0	0	345
06:30	0	234	0	0	234	18:30	0	383	0	0	383
06:45	0	333	798	0	333 798	18:45	0	314	1414	0	314 1414
07:00	0	316	0	0	316	19:00	0	334	0	0	334
07:15	0	441	0	0	441	19:15	0	326	0	0	326
07:30	0	467	0	0	467	19:30	0	291	0	0	291
07:45	0	474	1698	0	474 1698	19:45	0	273	1224	0	273 1224
08:00	0	464	0	0	464	20:00	0	278	0	0	278
08:15	0	529	0	0	529	20:15	0	273	0	0	273
08:30	0	486	0	0	486	20:30	0	255	0	0	255
08:45	0	398	1877	0	398 1877	20:45	0	233	1039	0	233 1039
09:00	0	417	0	0	417	21:00	0	233	0	0	233
09:15	0	369	0	0	369	21:15	0	217	0	0	217
09:30	0	403	0	0	403	21:30	0	208	0	0	208
09:45	0	348	1537	0	348 1537	21:45	0	170	828	0	170 828
10:00	0	313	0	0	313	22:00	0	136	0	0	136
10:15	0	328	0	0	328	22:15	0	141	0	0	141
10:30	0	330	0	0	330	22:30	0	176	0	0	176
10:45	0	316	1287	0	316 1287	22:45	0	165	618	0	165 618
11:00	0	284	0	0	284	23:00	0	149	0	0	149
11:15	0	330	0	0	330	23:15	0	138	0	0	138
11:30	0	342	0	0	342	23:30	0	98	0	0	98
11:45	0	321	1277	0	321 1277	23:45	0	98	483	0	98 483
TOTALS		9139			9139	TOTALS		14268			14268
SPLIT %		100.0%			39.0%	SPLIT %		100.0%			61.0%

DAILY TOTALS						NB	SB	EB	WB	Total
						0	23,407	0	0	23,407

AM Peak Hour		07:45			07:45	PM Peak Hour		16:30			16:30
AM Pk Volume		1953			1953	PM Pk Volume		1625			1625
Pk Hr Factor		0.923			0.923	Pk Hr Factor		0.905			0.905
7 - 9 Volume	0	3575	0	0	3575	4 - 6 Volume	0	3133	0	0	3133
7 - 9 Peak Hour		07:45			07:45	4 - 6 Peak Hour		16:30			16:30
7 - 9 Pk Volume	0	1953	0	0	1953	4 - 6 Pk Volume	0	1625	0	0	1625
Pk Hr Factor	0.000	0.923	0.000	0.000	0.923	Pk Hr Factor	0.000	0.905	0.000	0.000	0.905



SPEED

SR A1A/Collins Ave Bet. 88th St & 87th Terrace

Day: Tuesday
Date: 9/13/2022City: Surfside
Project #: FL22_140404_014**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	3	9	23	68	58	41	6	3	3	1	0	0	216
01:00	1	1	5	13	29	40	19	12	2	2	0	0	0	124
02:00	0	2	3	8	10	20	7	5	1	0	1	0	0	57
03:00	0	2	3	9	15	19	12	2	3	0	0	0	0	65
04:00	0	0	3	12	20	19	10	2	1	3	0	0	0	70
05:00	0	3	11	48	67	29	3	1	0	0	0	0	0	162
06:00	1	6	52	102	152	143	52	17	7	0	1	0	0	533
07:00	12	46	212	298	283	137	33	17	3	0	0	0	0	1041
08:00	33	109	381	454	340	150	28	11	3	0	0	0	0	1509
09:00	29	63	267	388	292	161	35	11	0	0	0	0	0	1246
10:00	10	39	223	558	386	122	22	3	1	0	0	0	0	1364
11:00	11	26	208	548	401	100	20	5	0	0	0	0	0	1319
12:00 PM	15	49	183	513	397	105	18	3	0	0	0	0	0	1283
13:00	13	42	194	500	396	125	25	3	0	0	0	0	0	1298
14:00	44	76	248	476	393	127	15	5	0	0	2	0	0	1386
15:00	164	130	218	418	342	140	55	8	2	0	1	0	0	1478
16:00	520	236	235	382	283	128	30	9	0	0	0	0	0	1823
17:00	575	290	300	337	233	87	28	6	0	0	0	0	0	1856
18:00	232	212	375	573	282	84	11	8	0	0	1	0	0	1778
19:00	63	94	273	424	279	69	20	6	1	0	0	0	0	1229
20:00	9	23	152	351	306	108	31	4	1	0	0	0	0	985
21:00	6	7	86	222	234	101	25	11	0	1	0	0	0	693
22:00	4	3	32	109	205	154	41	8	5	0	0	0	0	561
23:00	0	0	12	66	171	116	62	17	3	0	0	0	0	447
Totals	1743	1462	3685	6832	5584	2342	643	180	36	9	7			22523
% of Totals	8%	6%	16%	30%	25%	10%	3%	1%	0%	0%	0%			100%

AM Volumes	98	300	1377	2461	2063	998	282	92	24	8	3	0	0	7706
% AM	0%	1%	6%	11%	9%	4%	1%	0%	0%	0%	0%			34%
AM Peak Hour	08:00	08:00	08:00	10:00	11:00	09:00	06:00	06:00	06:00					08:00
Volume	33	109	381	558	401	161	52	17	7	3	1			1509
PM Volumes	1645	1162	2308	4371	3521	1344	361	88	12	1	4	0	0	14817
% PM	7%	5%	10%	19%	16%	6%	2%	0%	0%	0%	0%			66%
PM Peak Hour	17:00	17:00	18:00	18:00	12:00	22:00	23:00	23:00	22:00	21:00	14:00			17:00
Volume	575	290	375	573	397	154	62	17	5	1	2			1856
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume			%	Volume		%	Volume		%	Volume		%	
	2550	↔		11%	2581	↔	11%	3679	↔	16%	13713	↔	61%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
SR A1A/Collins Ave	Summary	20	28	28	35	39	22523

VOLUME

SR A1A/Collins Ave Bet. 88th St & 87th Terrace

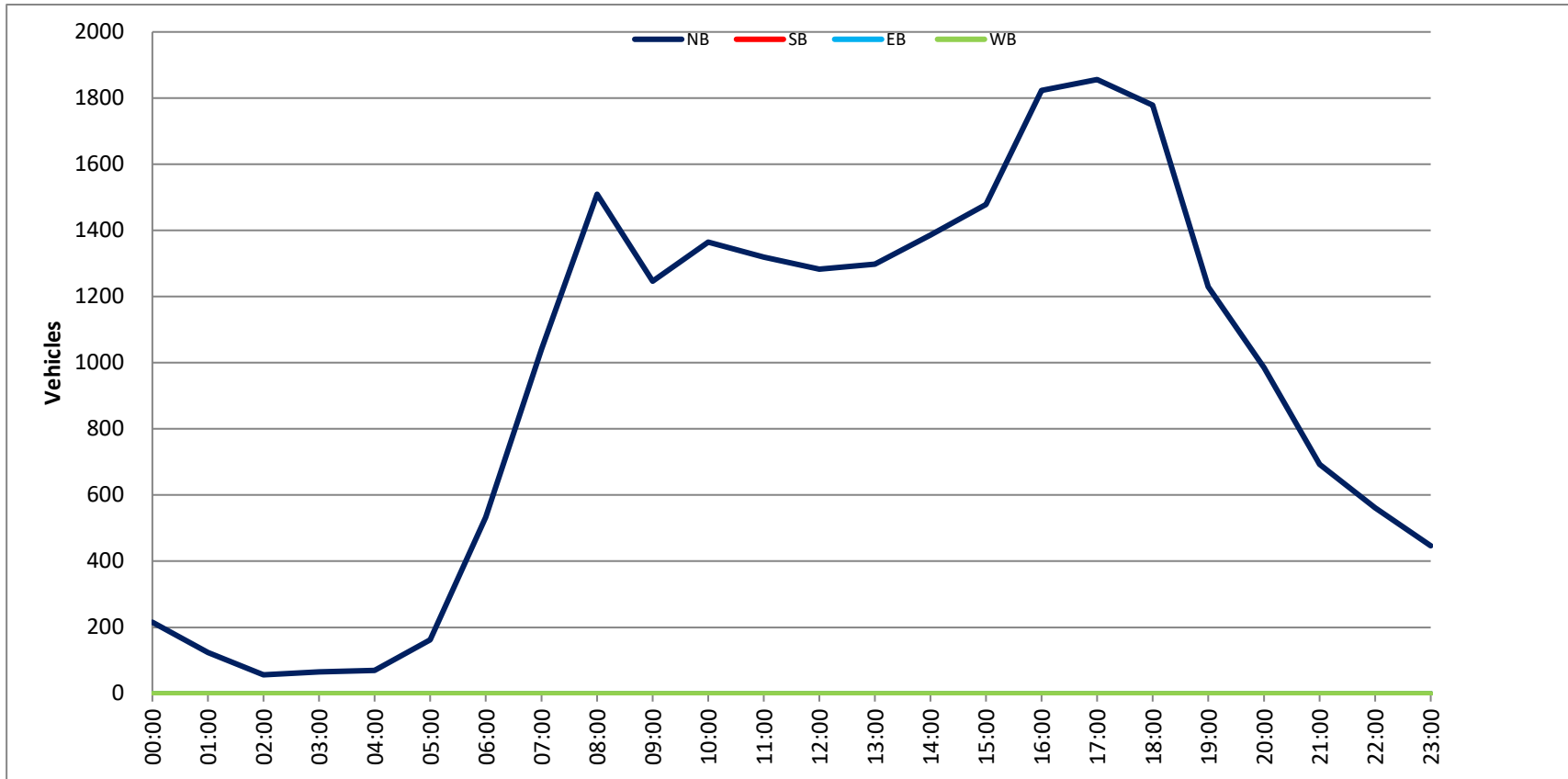
Day: Tuesday
 Date: 9/13/2022

City: Surfside
 Project #: FL22_140404_014

DAILY TOTALS					NB	SB	EB	WB	Total		
					22,523	0	0	0	22,523		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	69	0	0	0	69	12:00	254	0	0	0	254
00:15	64	0	0	0	64	12:15	389	0	0	0	389
00:30	47	0	0	0	47	12:30	316	0	0	0	316
00:45	36	216	0	0	36 216	12:45	324	1283	0	0	324 1283
01:00	37	0	0	0	37	13:00	285	0	0	0	285
01:15	38	0	0	0	38	13:15	352	0	0	0	352
01:30	24	0	0	0	24	13:30	280	0	0	0	280
01:45	25	124	0	0	25 124	13:45	381	1298	0	0	381 1298
02:00	19	0	0	0	19	14:00	296	0	0	0	296
02:15	12	0	0	0	12	14:15	341	0	0	0	341
02:30	15	0	0	0	15	14:30	301	0	0	0	301
02:45	11	57	0	0	11 57	14:45	448	1386	0	0	448 1386
03:00	17	0	0	0	17	15:00	312	0	0	0	312
03:15	20	0	0	0	20	15:15	424	0	0	0	424
03:30	16	0	0	0	16	15:30	350	0	0	0	350
03:45	12	65	0	0	12 65	15:45	392	1478	0	0	392 1478
04:00	14	0	0	0	14	16:00	426	0	0	0	426
04:15	18	0	0	0	18	16:15	459	0	0	0	459
04:30	17	0	0	0	17	16:30	476	0	0	0	476
04:45	21	70	0	0	21 70	16:45	462	1823	0	0	462 1823
05:00	23	0	0	0	23	17:00	454	0	0	0	454
05:15	32	0	0	0	32	17:15	466	0	0	0	466
05:30	38	0	0	0	38	17:30	465	0	0	0	465
05:45	69	162	0	0	69 162	17:45	471	1856	0	0	471 1856
06:00	65	0	0	0	65	18:00	467	0	0	0	467
06:15	110	0	0	0	110	18:15	433	0	0	0	433
06:30	163	0	0	0	163	18:30	467	0	0	0	467
06:45	195	533	0	0	195 533	18:45	411	1778	0	0	411 1778
07:00	157	0	0	0	157	19:00	346	0	0	0	346
07:15	233	0	0	0	233	19:15	392	0	0	0	392
07:30	292	0	0	0	292	19:30	245	0	0	0	245
07:45	359	1041	0	0	359 1041	19:45	246	1229	0	0	246 1229
08:00	372	0	0	0	372	20:00	309	0	0	0	309
08:15	392	0	0	0	392	20:15	225	0	0	0	225
08:30	389	0	0	0	389	20:30	237	0	0	0	237
08:45	356	1509	0	0	356 1509	20:45	214	985	0	0	214 985
09:00	316	0	0	0	316	21:00	197	0	0	0	197
09:15	313	0	0	0	313	21:15	176	0	0	0	176
09:30	299	0	0	0	299	21:30	173	0	0	0	173
09:45	318	1246	0	0	318 1246	21:45	147	693	0	0	147 693
10:00	341	0	0	0	341	22:00	153	0	0	0	153
10:15	354	0	0	0	354	22:15	139	0	0	0	139
10:30	348	0	0	0	348	22:30	146	0	0	0	146
10:45	321	1364	0	0	321 1364	22:45	123	561	0	0	123 561
11:00	251	0	0	0	251	23:00	121	0	0	0	121
11:15	366	0	0	0	366	23:15	132	0	0	0	132
11:30	369	0	0	0	369	23:30	92	0	0	0	92
11:45	333	1319	0	0	333 1319	23:45	102	447	0	0	102 447
TOTALS	7706				7706	TOTALS	14817				14817
SPLIT %	100.0%				34.2%	SPLIT %	100.0%				65.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					22,523	0	0	0	22,523

AM Peak Hour	07:45				07:45	PM Peak Hour	17:15				17:15
AM Pk Volume	1512				1512	PM Pk Volume	1869				1869
Pk Hr Factor	0.964				0.964	Pk Hr Factor	0.992				0.992
7 - 9 Volume	2550	0	0	0	2550	4 - 6 Volume	3679	0	0	0	3679
7 - 9 Peak Hour	07:45				07:45	4 - 6 Peak Hour	16:30				16:30
7 - 9 Pk Volume	1512				1512	4 - 6 Pk Volume	1858				1858
Pk Hr Factor	0.964	0.000	0.000	0.000	0.964	Pk Hr Factor	0.976	0.000	0.000	0.000	0.976



SPEED

SR A1A/Collins Ave Bet. 88th St & 87th Terrace

Day: Wednesday

Date: 9/14/2022

City: Surfside

Project #: FL22_140404_014

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	2	6	39	101	76	24	13	3	1	1	0	0	268
01:00	0	1	9	16	40	43	22	12	2	2	0	0	0	147
02:00	0	1	2	9	19	26	13	9	0	1	0	0	0	80
03:00	0	1	5	9	18	13	14	4	0	2	0	0	0	66
04:00	0	0	4	4	18	17	10	3	3	1	0	0	0	60
05:00	1	1	13	40	65	24	8	4	0	1	0	0	0	157
06:00	2	10	45	107	140	138	70	20	6	0	0	0	0	538
07:00	18	35	183	282	281	156	69	16	7	2	2	0	0	1051
08:00	31	63	372	550	287	176	55	5	2	0	0	0	0	1541
09:00	16	45	282	440	292	184	38	9	0	0	0	0	0	1306
10:00	54	139	317	420	301	70	19	0	1	0	0	0	0	1321
11:00	18	25	130	427	396	117	22	0	1	0	0	0	0	1136
12:00 PM	14	34	227	578	379	83	14	2	1	0	0	0	0	1332
13:00	21	46	210	504	429	145	23	5	0	1	0	0	0	1384
14:00	23	77	267	529	373	118	25	5	0	0	0	0	0	1417
15:00	473	174	231	305	215	95	30	5	3	0	1	0	0	1532
16:00	819	165	160	251	205	89	26	7	0	0	1	0	0	1723
17:00	877	241	167	261	212	92	27	7	0	0	1	0	0	1885
18:00	313	269	362	441	276	110	24	6	2	0	0	0	0	1803
19:00	47	53	225	420	279	65	20	5	1	0	0	0	0	1115
20:00	9	36	101	316	317	134	25	4	0	1	0	0	0	943
21:00	3	2	58	196	276	134	30	7	1	0	1	0	0	708
22:00	2	3	42	168	237	134	34	8	1	0	0	0	0	629
23:00	2	2	43	120	171	106	39	2	1	0	0	0	0	486
Totals	2745	1425	3461	6432	5327	2345	681	158	35	12	7			22628
% of Totals	12%	6%	15%	28%	24%	10%	3%	1%	0%	0%	0%			100%

AM Volumes	142	323	1368	2343	1958	1040	364	95	25	10	3	0	0	7671
% AM	1%	1%	6%	10%	9%	5%	2%	0%	0%	0%	0%	0	0	34%
AM Peak Hour	10:00	10:00	08:00	08:00	11:00	09:00	06:00	06:00	07:00	01:00	07:00			08:00
Volume	54	139	372	550	396	184	70	20	7	2	2			1541
PM Volumes	2603	1102	2093	4089	3369	1305	317	63	10	2	4	0	0	14957
% PM	12%	5%	9%	18%	15%	6%	1%	0%	0%	0%	0%	0	0	66%
PM Peak Hour	17:00	18:00	18:00	12:00	13:00	13:00	23:00	22:00	15:00	13:00	15:00			17:00
Volume	877	269	362	578	429	145	39	8	3	1	1			1885
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume	%	Volume	%	Volume	%	Volume	%						
	2592	↔ 11%	2716	↔ 12%	3608	↔ 16%	13712	↔ 61%						

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
SR A1A/Collins Ave	Summary	17	28	27	35	39	22628

VOLUME

SR A1A/Collins Ave Bet. 88th St & 87th Terrace

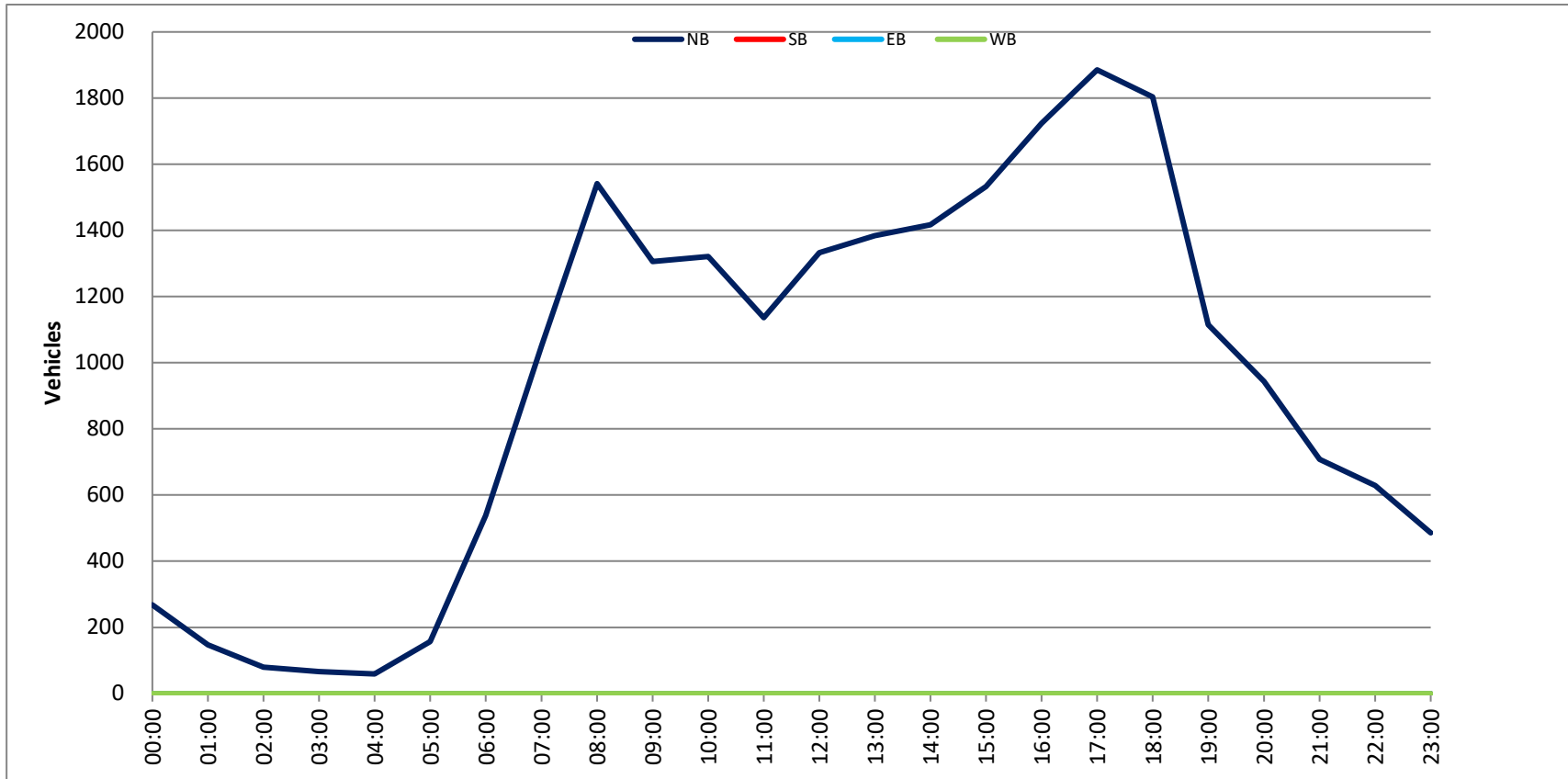
Day: Wednesday
 Date: 9/14/2022

City: Surfside
 Project #: FL22_140404_014

DAILY TOTALS					NB	SB	EB	WB	Total		
					22,628	0	0	0	22,628		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	83	0	0	0	83	12:00	314	0	0	0	314
00:15	73	0	0	0	73	12:15	299	0	0	0	299
00:30	63	0	0	0	63	12:30	355	0	0	0	355
00:45	49	268	0	0	49 268	12:45	364	1332	0	0	364 1332
01:00	47	0	0	0	47	13:00	303	0	0	0	303
01:15	37	0	0	0	37	13:15	351	0	0	0	351
01:30	30	0	0	0	30	13:30	355	0	0	0	355
01:45	33	147	0	0	33 147	13:45	375	1384	0	0	375 1384
02:00	27	0	0	0	27	14:00	324	0	0	0	324
02:15	21	0	0	0	21	14:15	321	0	0	0	321
02:30	22	0	0	0	22	14:30	373	0	0	0	373
02:45	10	80	0	0	10 80	14:45	399	1417	0	0	399 1417
03:00	20	0	0	0	20	15:00	359	0	0	0	359
03:15	11	0	0	0	11	15:15	425	0	0	0	425
03:30	16	0	0	0	16	15:30	389	0	0	0	389
03:45	19	66	0	0	19 66	15:45	359	1532	0	0	359 1532
04:00	7	0	0	0	7	16:00	439	0	0	0	439
04:15	10	0	0	0	10	16:15	422	0	0	0	422
04:30	20	0	0	0	20	16:30	417	0	0	0	417
04:45	23	60	0	0	23 60	16:45	445	1723	0	0	445 1723
05:00	16	0	0	0	16	17:00	444	0	0	0	444
05:15	28	0	0	0	28	17:15	481	0	0	0	481
05:30	56	0	0	0	56	17:30	478	0	0	0	478
05:45	57	157	0	0	57 157	17:45	482	1885	0	0	482 1885
06:00	77	0	0	0	77	18:00	467	0	0	0	467
06:15	117	0	0	0	117	18:15	467	0	0	0	467
06:30	165	0	0	0	165	18:30	445	0	0	0	445
06:45	179	538	0	0	179 538	18:45	424	1803	0	0	424 1803
07:00	192	0	0	0	192	19:00	295	0	0	0	295
07:15	243	0	0	0	243	19:15	356	0	0	0	356
07:30	277	0	0	0	277	19:30	224	0	0	0	224
07:45	339	1051	0	0	339 1051	19:45	240	1115	0	0	240 1115
08:00	367	0	0	0	367	20:00	299	0	0	0	299
08:15	420	0	0	0	420	20:15	224	0	0	0	224
08:30	370	0	0	0	370	20:30	217	0	0	0	217
08:45	384	1541	0	0	384 1541	20:45	203	943	0	0	203 943
09:00	357	0	0	0	357	21:00	209	0	0	0	209
09:15	319	0	0	0	319	21:15	176	0	0	0	176
09:30	288	0	0	0	288	21:30	170	0	0	0	170
09:45	342	1306	0	0	342 1306	21:45	153	708	0	0	153 708
10:00	264	0	0	0	264	22:00	161	0	0	0	161
10:15	338	0	0	0	338	22:15	157	0	0	0	157
10:30	358	0	0	0	358	22:30	170	0	0	0	170
10:45	361	1321	0	0	361 1321	22:45	141	629	0	0	141 629
11:00	229	0	0	0	229	23:00	136	0	0	0	136
11:15	359	0	0	0	359	23:15	124	0	0	0	124
11:30	264	0	0	0	264	23:30	128	0	0	0	128
11:45	284	1136	0	0	284 1136	23:45	98	486	0	0	98 486
TOTALS	7671				7671	TOTALS	14957				14957
SPLIT %	100.0%				33.9%	SPLIT %	100.0%				66.1%

DAILY TOTALS					NB	SB	EB	WB	Total
					22,628	0	0	0	22,628

AM Peak Hour	08:00				08:00	PM Peak Hour	17:15				17:15
AM Pk Volume	1541				1541	PM Pk Volume	1908				1908
Pk Hr Factor	0.917				0.917	Pk Hr Factor	0.990				0.990
7 - 9 Volume	2592	0	0	0	2592	4 - 6 Volume	3608	0	0	0	3608
7 - 9 Peak Hour	08:00				08:00	4 - 6 Peak Hour	17:00				17:00
7 - 9 Pk Volume	1541	0	0	0	1541	4 - 6 Pk Volume	1885	0	0	0	1885
Pk Hr Factor	0.917	0.000	0.000	0.000	0.917	Pk Hr Factor	0.978	0.000	0.000	0.000	0.978



SPEED

SR A1A/Collins Ave Bet. 88th St & 87th Terrace

Day: Thursday
Date: 9/15/2022City: Surfside
Project #: FL22_140404_014**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	3	1	10	20	94	106	35	7	4	0	0	0	0	280
01:00	0	1	4	14	39	53	19	11	0	1	0	0	0	142
02:00	0	0	7	7	27	24	12	6	2	1	0	0	0	86
03:00	1	2	2	7	13	11	13	2	1	0	0	0	0	52
04:00	0	0	1	15	14	21	8	0	0	0	0	0	0	59
05:00	2	1	13	31	68	27	21	5	0	1	0	0	0	169
06:00	3	12	71	129	124	109	74	30	3	1	0	0	0	556
07:00	17	42	176	338	241	158	55	16	5	0	0	0	0	1048
08:00	86	161	413	458	269	149	37	5	0	0	0	0	0	1578
09:00	41	77	282	370	284	128	30	7	1	0	0	0	0	1220
10:00	28	63	205	418	346	101	26	6	0	0	0	0	0	1193
11:00	16	36	169	478	381	114	19	2	0	0	0	0	0	1215
12:00 PM	134	73	245	420	271	102	13	2	0	0	0	0	0	1260
13:00	74	115	182	436	350	110	24	2	1	0	0	0	0	1294
14:00	21	66	255	580	353	113	16	4	2	0	0	0	0	1410
15:00	673	173	168	229	180	92	27	8	1	0	0	0	0	1551
16:00	810	285	242	234	151	70	19	4	0	0	0	0	0	1815
17:00	792	231	182	245	195	92	30	8	0	0	0	0	0	1775
18:00	756	252	188	247	201	90	29	6	0	0	0	0	0	1769
19:00	103	106	252	472	343	102	27	5	4	0	0	0	0	1414
20:00	11	34	178	388	303	105	29	5	1	0	0	0	0	1054
21:00	6	5	42	182	275	134	43	4	2	0	0	0	0	693
22:00	4	6	25	114	260	158	53	12	4	2	0	0	0	638
23:00	1	0	17	70	183	160	68	21	3	1	0	0	0	524
Totals	3582	1742	3329	5902	4965	2329	727	178	34	7				22795
% of Totals	16%	8%	15%	26%	22%	10%	3%	1%	0%	0%				100%

AM Volumes	197	396	1353	2285	1900	1001	349	97	16	4	0	0	0	7598
% AM	1%	2%	6%	10%	8%	4%	2%	0%	0%	0%				33%
AM Peak Hour	08:00	08:00	08:00	11:00	11:00	07:00	06:00	06:00	07:00	01:00				08:00
Volume	86	161	413	478	381	158	74	30	5	1				1578
PM Volumes	3385	1346	1976	3617	3065	1328	378	81	18	3	0	0	0	15197
% PM	15%	6%	9%	16%	13%	6%	2%	0%	0%	0%				67%
PM Peak Hour	16:00	16:00	14:00	14:00	14:00	23:00	23:00	23:00	19:00	22:00				16:00
Volume	810	285	255	580	353	160	68	21	4	2				1815
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume	%	Volume	%	Volume	%	Volume	%						
	2626	↔ 12%	2554	↔ 11%	3590	↔ 16%	14025	↔ 62%						

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
SR A1A/Collins Ave	Summary	15	27	26	35	40	22795

VOLUME

SR A1A/Collins Ave Bet. 88th St & 87th Terrace

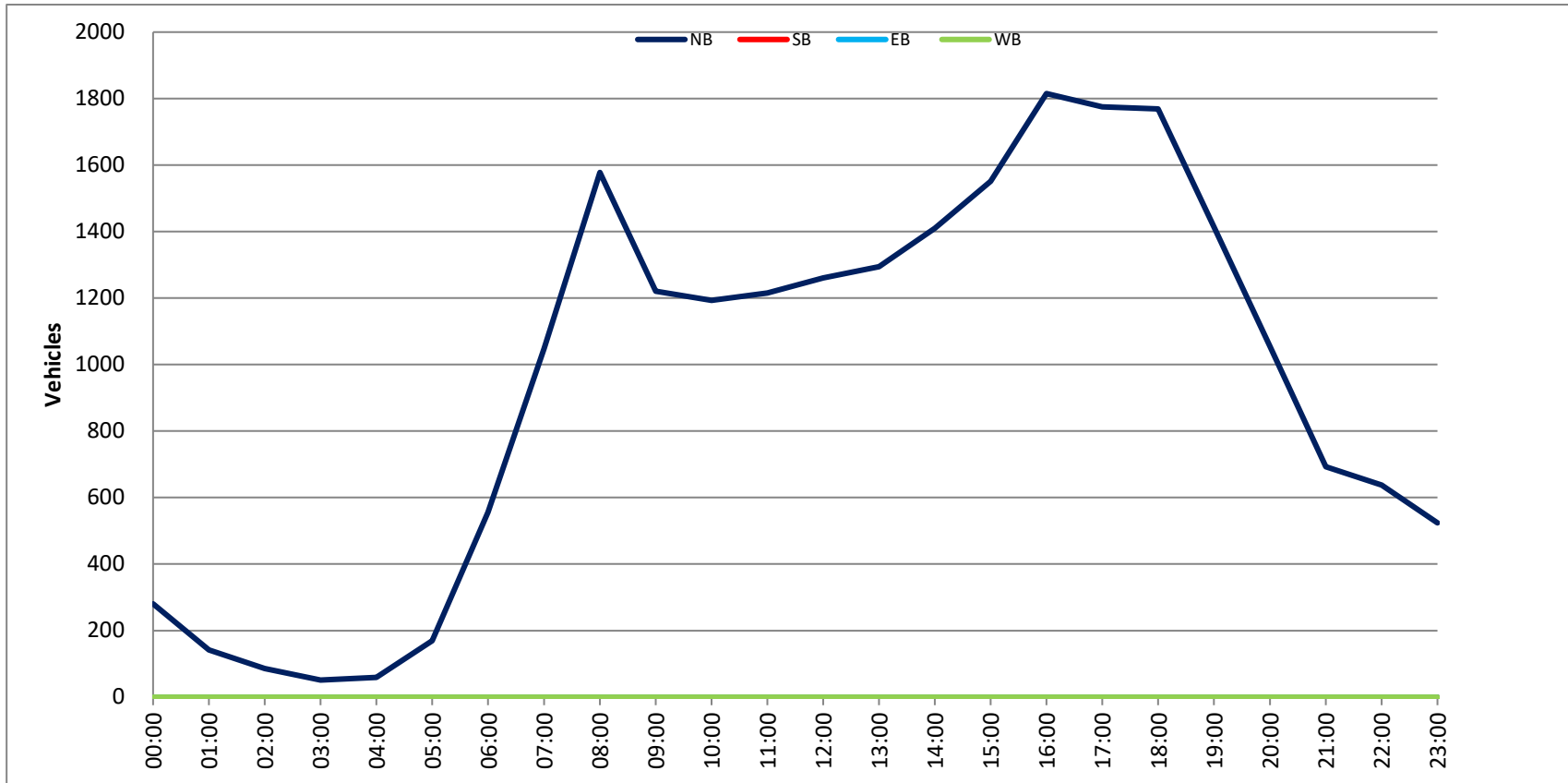
Day: Thursday
 Date: 9/15/2022

City: Surfside
 Project #: FL22_140404_014

DAILY TOTALS					NB	SB	EB	WB	Total		
					22,795	0	0	0	22,795		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	92	0	0	0	92	12:00	245	0	0	0	245
00:15	66	0	0	0	66	12:15	289	0	0	0	289
00:30	71	0	0	0	71	12:30	389	0	0	0	389
00:45	51	280	0	0	51 280	12:45	337	1260	0	0	337 1260
01:00	52	0	0	0	52	13:00	311	0	0	0	311
01:15	37	0	0	0	37	13:15	308	0	0	0	308
01:30	25	0	0	0	25	13:30	329	0	0	0	329
01:45	28	142	0	0	28 142	13:45	346	1294	0	0	346 1294
02:00	26	0	0	0	26	14:00	304	0	0	0	304
02:15	17	0	0	0	17	14:15	351	0	0	0	351
02:30	18	0	0	0	18	14:30	340	0	0	0	340
02:45	25	86	0	0	25 86	14:45	415	1410	0	0	415 1410
03:00	12	0	0	0	12	15:00	369	0	0	0	369
03:15	8	0	0	0	8	15:15	416	0	0	0	416
03:30	16	0	0	0	16	15:30	404	0	0	0	404
03:45	16	52	0	0	16 52	15:45	362	1551	0	0	362 1551
04:00	16	0	0	0	16	16:00	422	0	0	0	422
04:15	7	0	0	0	7	16:15	456	0	0	0	456
04:30	14	0	0	0	14	16:30	490	0	0	0	490
04:45	22	59	0	0	22 59	16:45	447	1815	0	0	447 1815
05:00	24	0	0	0	24	17:00	463	0	0	0	463
05:15	29	0	0	0	29	17:15	442	0	0	0	442
05:30	47	0	0	0	47	17:30	448	0	0	0	448
05:45	69	169	0	0	69 169	17:45	422	1775	0	0	422 1775
06:00	84	0	0	0	84	18:00	453	0	0	0	453
06:15	124	0	0	0	124	18:15	448	0	0	0	448
06:30	172	0	0	0	172	18:30	461	0	0	0	461
06:45	176	556	0	0	176 556	18:45	407	1769	0	0	407 1769
07:00	184	0	0	0	184	19:00	435	0	0	0	435
07:15	214	0	0	0	214	19:15	373	0	0	0	373
07:30	280	0	0	0	280	19:30	279	0	0	0	279
07:45	370	1048	0	0	370 1048	19:45	327	1414	0	0	327 1414
08:00	390	0	0	0	390	20:00	259	0	0	0	259
08:15	405	0	0	0	405	20:15	293	0	0	0	293
08:30	388	0	0	0	388	20:30	284	0	0	0	284
08:45	395	1578	0	0	395 1578	20:45	218	1054	0	0	218 1054
09:00	324	0	0	0	324	21:00	209	0	0	0	209
09:15	300	0	0	0	300	21:15	170	0	0	0	170
09:30	300	0	0	0	300	21:30	154	0	0	0	154
09:45	296	1220	0	0	296 1220	21:45	160	693	0	0	160 693
10:00	276	0	0	0	276	22:00	187	0	0	0	187
10:15	309	0	0	0	309	22:15	140	0	0	0	140
10:30	260	0	0	0	260	22:30	170	0	0	0	170
10:45	348	1193	0	0	348 1193	22:45	141	638	0	0	141 638
11:00	257	0	0	0	257	23:00	146	0	0	0	146
11:15	343	0	0	0	343	23:15	139	0	0	0	139
11:30	316	0	0	0	316	23:30	118	0	0	0	118
11:45	299	1215	0	0	299 1215	23:45	121	524	0	0	121 524
TOTALS	7598				7598	TOTALS	15197				15197
SPLIT %	100.0%				33.3%	SPLIT %	100.0%				66.7%

DAILY TOTALS					NB	SB	EB	WB	Total
					22,795	0	0	0	22,795

AM Peak Hour	08:00	08:00	PM Peak Hour	16:15	16:15
AM Pk Volume	1578	1578	PM Pk Volume	1856	1856
Pk Hr Factor	0.974	0.974	Pk Hr Factor	0.947	0.947
7 - 9 Volume	2626	0	4 - 6 Volume	3590	3590
7 - 9 Peak Hour	08:00	08:00	4 - 6 Peak Hour	16:15	16:15
7 - 9 Pk Volume	1578	1578	4 - 6 Pk Volume	1856	1856
Pk Hr Factor	0.974	0.974	Pk Hr Factor	0.947	0.947



TRAFFIC DATA COLLECTION

72-HOUR SPEED/VOLUME TUBE COUNTS
(2021)

SPEED

88th St W/O Hawthorne Ave

Day: Tuesday

Date: 11/30/2021

City: Surfside

Project #: FL21_140290_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	3	2	1	0	0	0	0	0	0	0	0	0	0	6
01:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	6	2	0	0	0	0	0	0	0	0	0	0	0	8
07:00	11	7	1	0	0	0	0	0	0	0	0	0	0	19
08:00	13	8	2	0	0	0	0	0	0	0	0	0	0	23
09:00	22	8	1	0	0	0	0	0	0	0	0	0	0	31
10:00	18	6	0	0	0	0	0	0	0	0	0	0	0	24
11:00	16	5	1	0	0	0	0	0	0	0	0	0	0	22
12:00 PM	16	9	0	0	0	0	0	0	0	0	0	0	0	25
13:00	20	4	0	0	0	0	0	0	0	0	0	0	0	24
14:00	22	5	0	0	0	0	0	0	0	0	0	0	0	27
15:00	15	5	0	0	0	0	0	0	0	0	0	0	0	20
16:00	21	9	2	0	0	0	0	0	0	0	0	0	0	32
17:00	17	5	0	0	0	0	0	0	0	0	0	0	0	22
18:00	15	6	2	0	0	0	0	0	0	0	0	0	0	23
19:00	8	1	2	0	0	0	0	0	0	0	0	0	0	11
20:00	7	4	0	0	0	0	0	0	0	0	0	0	0	11
21:00	6	1	0	0	0	0	0	0	0	0	0	0	0	7
22:00	2	3	0	0	0	0	0	0	0	0	0	0	0	5
23:00	4	2	1	0	0	0	0	0	0	0	0	0	0	7
Totals	243	92	13											353
% of Totals	70%	26%	4%											100%

AM Volumes	95	38	6	0	0	0	0	0	0	0	0	0	0	139
% AM	27%	11%	2%											39%
AM Peak Hour	09:00	08:00	08:00											09:00
Volume	22	8	2											31
PM Volumes	153	54	7	0	0	0	0	0	0	0	0	0	0	214
% PM	43%	15%	2%											61%
PM Peak Hour	14:00	12:00	16:00											16:00
Volume	22	9	2											32
Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
All Speeds	Volume		%	Volume		%	Volume		%	Volume		%		
	42	↔	12%	49	↔	14%	54	↔	15%	208	↔	59%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	7	12	12	18	20	353

VOLUME

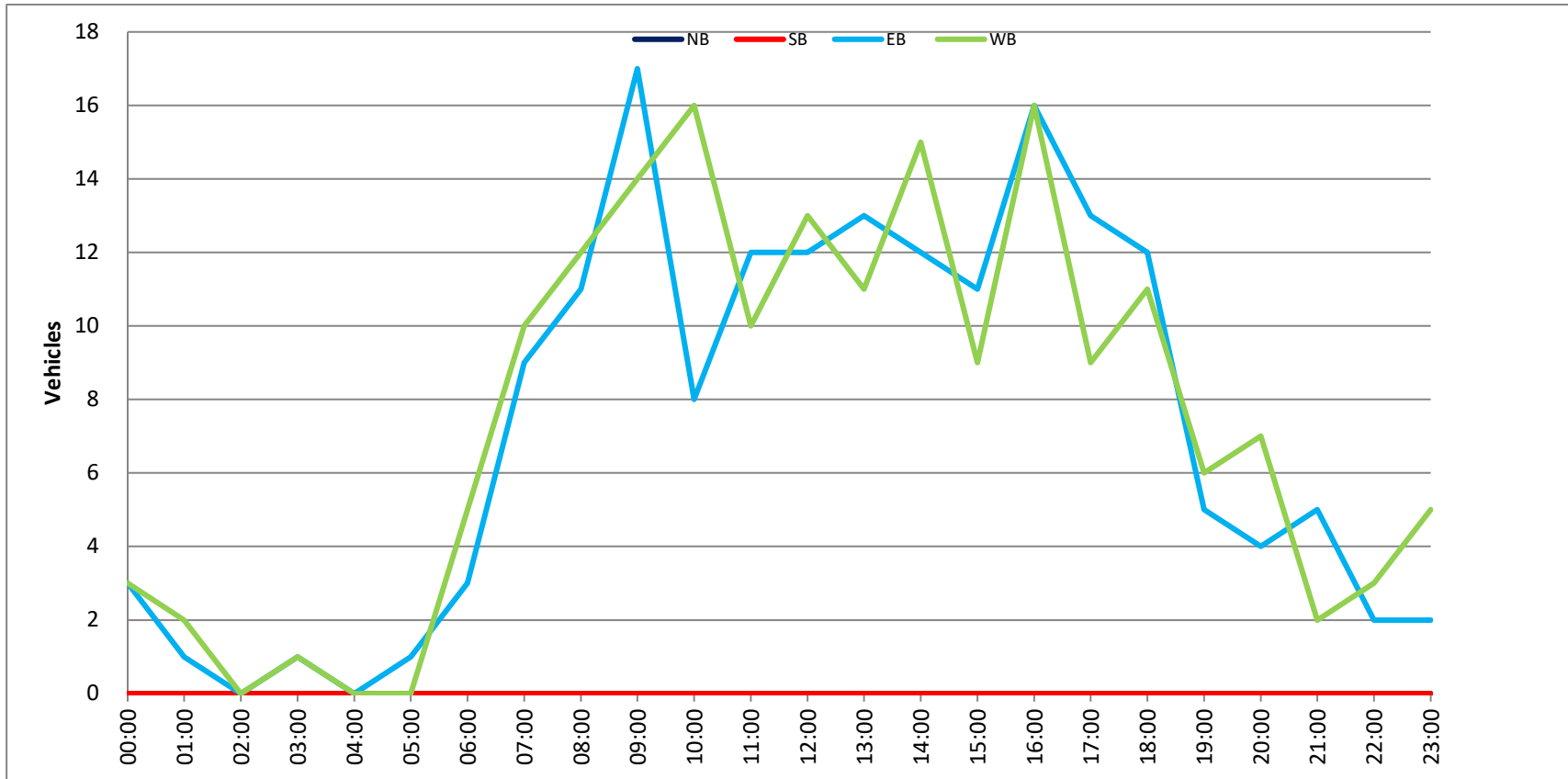
88th St W/O Hawthorne Ave

Day: Tuesday
 Date: 11/30/2021

City: Surfside
 Project #: FL21_140290_001

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	173	180	353	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	1	1	2	12:00	0	0	2	1	3
00:15	0	0	0	0		12:15	0	0	5	6	11
00:30	0	0	0	0		12:30	0	0	3	1	4
00:45	0	0	2	3	2 3	12:45	0	0	2	12	5 13
01:00	0	0	0	0		13:00	0	0	2	5	7
01:15	0	0	0	0		13:15	0	0	5	1	6
01:30	0	0	0	1	1	13:30	0	0	2	2	4
01:45	0	0	1	1	1 2	13:45	0	0	4	13	3 11
02:00	0	0	0	0		14:00	0	0	7	1	8
02:15	0	0	0	0		14:15	0	0	1	5	6
02:30	0	0	0	0		14:30	0	0	1	2	3
02:45	0	0	0	0		14:45	0	0	3	12	7 15
03:00	0	0	0	0		15:00	0	0	1	3	4
03:15	0	0	0	0		15:15	0	0	3	1	4
03:30	0	0	1	1	2	15:30	0	0	3	2	5
03:45	0	0	0	1	0 1	15:45	0	0	4	11	3 9
04:00	0	0	0	0		16:00	0	0	6	2	8
04:15	0	0	0	0		16:15	0	0	3	8	11
04:30	0	0	0	0		16:30	0	0	3	5	8
04:45	0	0	0	0		16:45	0	0	4	16	1 16
05:00	0	0	0	0		17:00	0	0	1	2	3
05:15	0	0	0	0		17:15	0	0	4	2	6
05:30	0	0	1	0	1	17:30	0	0	3	3	6
05:45	0	0	0	1	0 1	17:45	0	0	5	13	2 9
06:00	0	0	0	2	2	18:00	0	0	2	2	4
06:15	0	0	2	1	3	18:15	0	0	0	3	3
06:30	0	0	0	0		18:30	0	0	4	4	8
06:45	0	0	1	3	2 5	18:45	0	0	6	12	2 11
07:00	0	0	3	3	6	19:00	0	0	3	1	4
07:15	0	0	3	4	7	19:15	0	0	0	2	2
07:30	0	0	0	1	1	19:30	0	0	0	0	
07:45	0	0	3	9	2 10	19:45	0	0	2	5	3 6
08:00	0	0	1	1	2	20:00	0	0	1	1	2
08:15	0	0	3	2	5	20:15	0	0	0	2	2
08:30	0	0	4	4	8	20:30	0	0	2	3	5
08:45	0	0	3	11	5 12	20:45	0	0	1	4	1 7
09:00	0	0	5	3	8	21:00	0	0	3	2	5
09:15	0	0	3	7	10	21:15	0	0	1	0	1
09:30	0	0	4	2	6	21:30	0	0	0	0	
09:45	0	0	5	17	2 14	21:45	0	0	1	5	0 2
10:00	0	0	1	6	7	22:00	0	0	0	0	
10:15	0	0	3	1	4	22:15	0	0	0	1	1
10:30	0	0	3	4	7	22:30	0	0	0	0	
10:45	0	0	1	8	5 16	22:45	0	0	2	2	2 3
11:00	0	0	3	2	5	23:00	0	0	0	0	
11:15	0	0	3	5	8	23:15	0	0	1	3	4
11:30	0	0	4	0	4	23:30	0	0	1	1	2
11:45	0	0	2	12	3 10	23:45	0	0	0	2	1 5
TOTALS			66	73	139	TOTALS			107	107	214
SPLIT %			47.5%	52.5%	39.4%	SPLIT %			50.0%	50.0%	60.6%

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	173	180	353	
AM Peak Hour			09:00	08:30	08:30	PM Peak Hour			13:15	15:45	15:45
AM Pk Volume			17	19	34	PM Pk Volume			18	18	34
Pk Hr Factor			0.850	0.679	0.850	Pk Hr Factor			0.643	0.563	0.773
7 - 9 Volume	0	0	20	22	42	4 - 6 Volume	0	0	29	25	54
7 - 9 Peak Hour			07:45	08:00	08:00	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	11	12	23	4 - 6 Pk Volume	0	0	16	16	32
Pk Hr Factor	0.000	0.000	0.688	0.600	0.719	Pk Hr Factor	0.000	0.000	0.667	0.500	0.727



SPEED

88th St W/O Hawthorne Ave

Day: Wednesday

Date: 12/1/2021

City: Surfside

Project #: FL21_140290_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	4	0	2	0	0	0	0	0	0	0	0	0	0	6
01:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	1	1	0	0	0	0	0	0	0	0	0	0	4
07:00	13	6	1	0	0	0	0	0	0	0	0	0	0	20
08:00	22	9	1	0	0	0	0	0	0	0	0	0	0	32
09:00	18	12	0	0	0	0	0	0	0	0	0	0	0	30
10:00	24	10	1	1	0	0	0	0	0	0	0	0	0	36
11:00	17	9	2	0	0	0	0	0	0	0	0	0	0	28
12:00 PM	19	5	0	0	0	0	0	0	0	0	0	0	0	24
13:00	20	9	0	0	0	0	0	0	0	0	0	0	0	29
14:00	28	3	0	0	0	0	0	0	0	0	0	0	0	31
15:00	26	13	1	1	0	0	0	0	0	0	0	0	0	41
16:00	16	9	0	0	0	0	0	0	0	0	0	0	0	25
17:00	20	4	0	1	0	0	0	0	0	0	0	0	0	25
18:00	11	11	2	0	0	0	0	0	0	0	0	0	0	24
19:00	8	1	2	1	0	0	0	0	0	0	0	0	0	12
20:00	11	4	1	1	0	0	0	0	0	0	0	0	0	17
21:00	8	1	0	0	0	0	0	0	0	0	0	0	0	9
22:00	13	0	1	0	0	0	0	0	0	0	0	0	0	14
23:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
Totals	285	109	15	5										414
% of Totals	69%	26%	4%	1%										100%

AM Volumes	103	48	8	1	0	0	0	0	0	0	0	0	0	160
% AM	25%	12%	2%	0%										39%
AM Peak Hour	10:00	09:00		10:00										10:00
Volume	24	12	2	1										36
PM Volumes	182	61	7	4	0	0	0	0	0	0	0	0	0	254
% PM	44%	15%	2%	1%										61%
PM Peak Hour	14:00	15:00	18:00	15:00										15:00
Volume	28	13	2	1										41
Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
All Speeds	Volume		%	Volume		%	Volume		%	Volume		%		
	52	↔	13%	53	↔	13%	50	↔	12%	259	↔	63%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	7	12	13	18	20	414

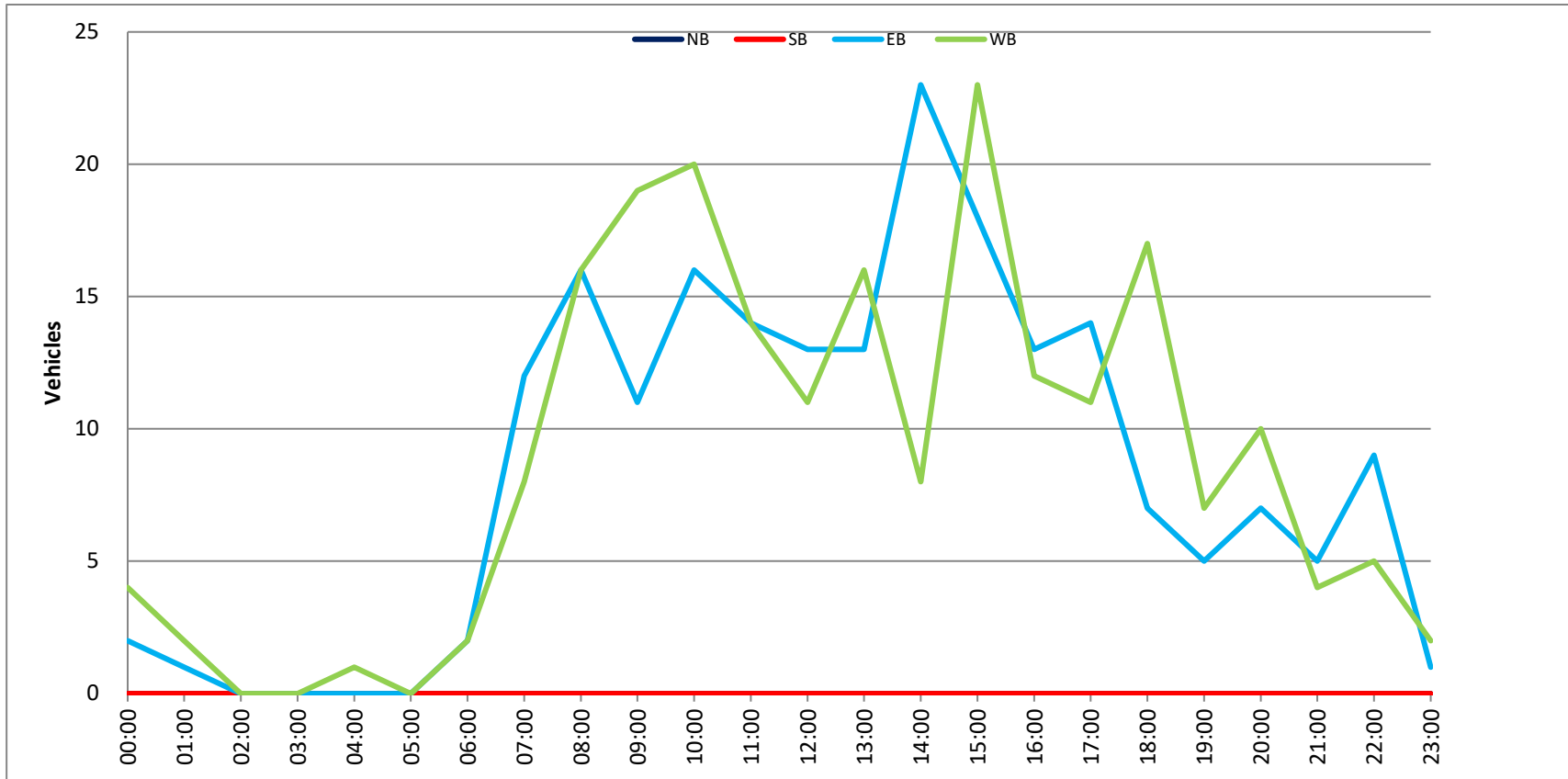
VOLUME
 88th St W/O Hawthorne Ave

Day: Wednesday
 Date: 12/1/2021

City: Surfside
 Project #: FL21_140290_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	202	212	414		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	0	0	5	4	9
00:15	0	0	0	1	1	12:15	0	0	2	1	3
00:30	0	0	2	1	3	12:30	0	0	6	1	7
00:45	0	0	0	2	2	12:45	0	0	0	13	5
01:00	0	0	1	0	1	13:00	0	0	2	5	7
01:15	0	0	0	0		13:15	0	0	3	2	5
01:30	0	0	0	2	2	13:30	0	0	3	4	7
01:45	0	0	0	1	0	13:45	0	0	5	13	5
02:00	0	0	0	0		14:00	0	0	4	5	9
02:15	0	0	0	0		14:15	0	0	7	0	7
02:30	0	0	0	0		14:30	0	0	7	2	9
02:45	0	0	0	0		14:45	0	0	5	23	1
03:00	0	0	0	0		15:00	0	0	4	7	11
03:15	0	0	0	0		15:15	0	0	6	8	14
03:30	0	0	0	0		15:30	0	0	5	3	8
03:45	0	0	0	0		15:45	0	0	3	18	5
04:00	0	0	0	0		16:00	0	0	4	1	5
04:15	0	0	0	1	1	16:15	0	0	3	3	6
04:30	0	0	0	0		16:30	0	0	4	5	9
04:45	0	0	0	0	1	16:45	0	0	2	13	3
05:00	0	0	0	0		17:00	0	0	3	5	8
05:15	0	0	0	0		17:15	0	0	4	1	5
05:30	0	0	0	0		17:30	0	0	5	3	8
05:45	0	0	0	0		17:45	0	0	2	14	2
06:00	0	0	0	0		18:00	0	0	0	3	3
06:15	0	0	0	0		18:15	0	0	4	4	8
06:30	0	0	0	0		18:30	0	0	2	4	6
06:45	0	0	2	2	2	18:45	0	0	1	7	6
07:00	0	0	1	0	1	19:00	0	0	2	4	6
07:15	0	0	3	2	5	19:15	0	0	1	1	2
07:30	0	0	5	2	7	19:30	0	0	1	1	2
07:45	0	0	3	12	4	19:45	0	0	1	5	1
08:00	0	0	5	5	10	20:00	0	0	1	2	3
08:15	0	0	1	2	3	20:15	0	0	0	1	1
08:30	0	0	5	3	8	20:30	0	0	4	4	8
08:45	0	0	5	16	6	20:45	0	0	2	7	3
09:00	0	0	4	5	9	21:00	0	0	3	2	5
09:15	0	0	2	4	6	21:15	0	0	2	2	4
09:30	0	0	2	4	6	21:30	0	0	0	0	
09:45	0	0	3	11	6	21:45	0	0	0	5	0
10:00	0	0	6	7	13	22:00	0	0	1	1	2
10:15	0	0	2	7	9	22:15	0	0	4	1	5
10:30	0	0	5	2	7	22:30	0	0	2	2	4
10:45	0	0	3	16	4	22:45	0	0	2	9	1
11:00	0	0	2	0	2	23:00	0	0	1	0	1
11:15	0	0	2	5	7	23:15	0	0	0	0	
11:30	0	0	3	5	8	23:30	0	0	0	1	1
11:45	0	0	7	14	4	23:45	0	0	0	1	1
TOTALS			74	86	160	TOTALS			128	126	254
SPLIT %			46.3%	53.8%	38.6%	SPLIT %			50.4%	49.6%	61.4%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	202	212	414		
AM Peak Hour			11:45	09:30	09:45	PM Peak Hour			13:45	15:00	15:00
AM Pk Volume			20	24	38	PM Pk Volume			23	23	41
Pk Hr Factor			0.714	0.857	0.731	Pk Hr Factor			0.821	0.719	0.732
7 - 9 Volume	0	0	28	24	52	4 - 6 Volume	0	0	27	23	50
7 - 9 Peak Hour			07:15	08:00	08:00	4 - 6 Peak Hour			16:45	16:15	16:15
7 - 9 Pk Volume	0	0	16	16	32	4 - 6 Pk Volume	0	0	14	16	28
Pk Hr Factor	0.000	0.000	0.800	0.667	0.727	Pk Hr Factor	0.000	0.000	0.700	0.800	0.778



SPEED

88th St W/O Hawthorne Ave

Day: Thursday
Date: 12/2/2021City: Surfside
Project #: FL21_140290_001**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	4
01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
06:00	2	2	0	0	0	0	0	0	0	0	0	0	0	4
07:00	9	1	0	0	0	0	0	0	0	0	0	0	0	10
08:00	20	9	0	0	0	0	0	0	0	0	0	0	0	29
09:00	20	8	0	0	0	0	0	0	0	0	0	0	0	28
10:00	23	10	1	0	0	0	0	0	0	0	0	0	0	34
11:00	32	15	1	0	0	0	0	0	0	0	0	0	0	48
12:00 PM	19	5	0	0	0	0	0	0	0	0	0	0	0	24
13:00	23	7	2	0	0	0	0	0	0	0	0	0	0	32
14:00	18	6	0	0	0	0	0	0	0	0	0	0	0	24
15:00	22	6	1	0	0	0	0	0	0	0	0	0	0	29
16:00	11	12	5	1	0	0	0	0	0	0	0	0	0	29
17:00	11	8	1	0	0	0	0	0	0	0	0	0	0	20
18:00	24	11	0	0	0	0	0	0	0	0	0	0	0	35
19:00	11	8	2	0	0	0	0	0	0	0	0	0	0	21
20:00	9	5	1	0	0	0	0	0	0	0	0	0	0	15
21:00	13	5	0	0	0	0	0	0	0	0	0	0	0	18
22:00	9	1	1	0	0	0	0	0	0	0	0	0	0	11
23:00	8	0	0	0	0	0	0	0	0	0	0	0	0	8
Totals	289	120	19	2										430
% of Totals	67%	28%	4%	0%										100%

AM Volumes	111	46	6	1	0	0	0	0	0	0	0	0	0	164
% AM	26%	11%	1%	0%										38%
AM Peak Hour	11:00	11:00		05:00										11:00
Volume	32	15	2	1										48
PM Volumes	178	74	13	1	0	0	0	0	0	0	0	0	0	266
% PM	41%	17%	3%	0%										62%
PM Peak Hour	18:00	16:00	16:00	16:00										18:00
Volume	24	12	5	1										35
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume			%	Volume		%	Volume		%	Volume		%	
	39	↔		9%	56	↔	13%	49	↔	11%	286	↔	67%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	7	12	13	18	20	430

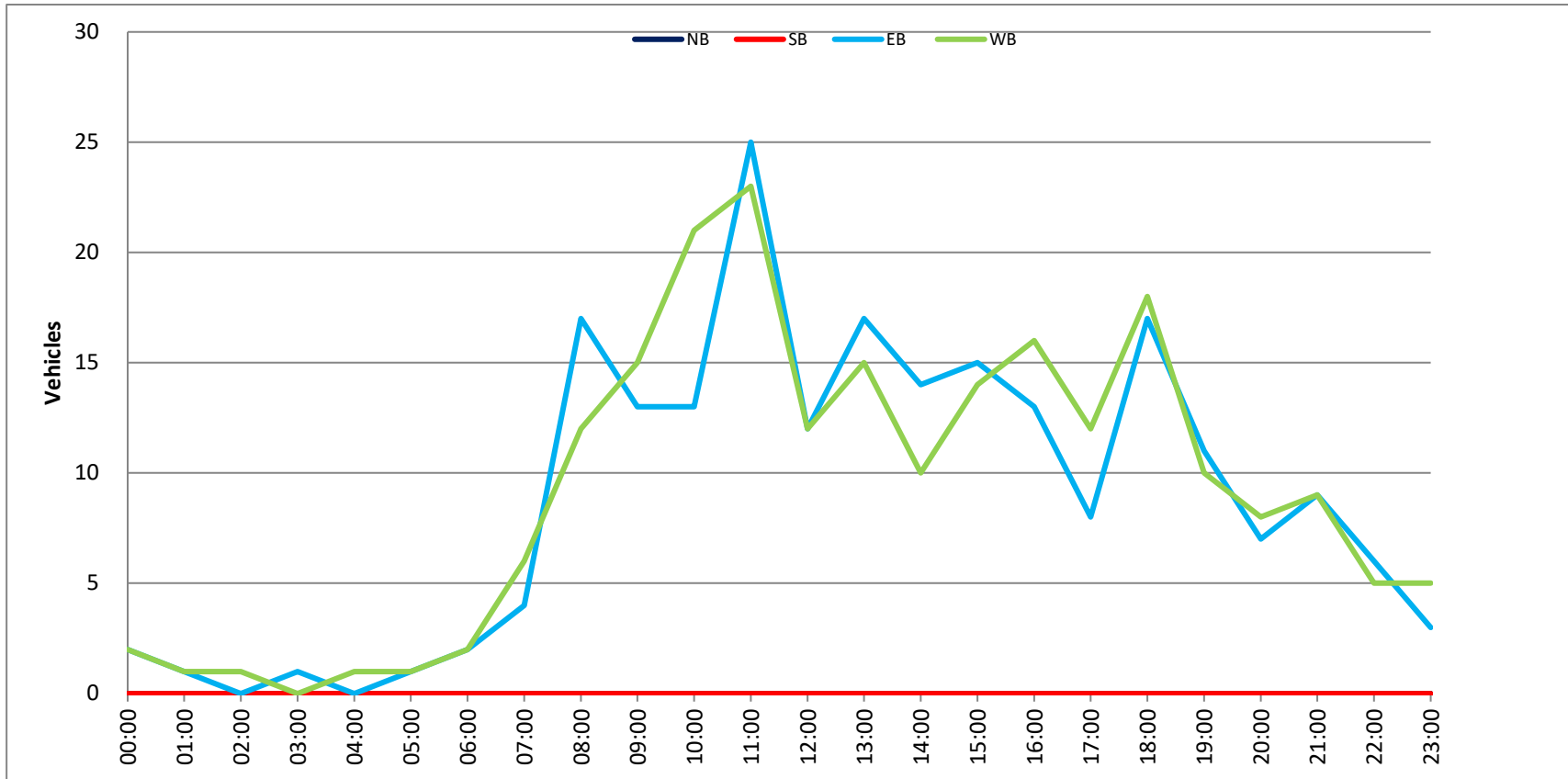
VOLUME
 88th St W/O Hawthorne Ave

Day: Thursday
 Date: 12/2/2021

City: Surfside
 Project #: FL21_140290_001

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	211	219	430	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	1	0	1	12:00	0	0	4	4	8
00:15	0	0	1	1	2	12:15	0	0	1	1	2
00:30	0	0	0	1	1	12:30	0	0	2	3	5
00:45	0	0	0	2	2	12:45	0	0	5	12	17
01:00	0	0	0	0	0	13:00	0	0	4	6	10
01:15	0	0	1	1	2	13:15	0	0	1	1	2
01:30	0	0	0	0	0	13:30	0	0	7	3	10
01:45	0	0	0	1	1	13:45	0	0	5	17	22
02:00	0	0	0	0	0	14:00	0	0	6	5	11
02:15	0	0	0	0	0	14:15	0	0	1	1	2
02:30	0	0	0	0	0	14:30	0	0	3	2	5
02:45	0	0	0	1	1	14:45	0	0	4	14	18
03:00	0	0	0	0	0	15:00	0	0	3	1	4
03:15	0	0	0	0	0	15:15	0	0	3	5	8
03:30	0	0	0	0	0	15:30	0	0	8	4	12
03:45	0	0	1	1	2	15:45	0	0	1	15	16
04:00	0	0	0	0	0	16:00	0	0	2	3	5
04:15	0	0	0	0	0	16:15	0	0	5	3	8
04:30	0	0	0	0	0	16:30	0	0	5	4	9
04:45	0	0	0	1	1	16:45	0	0	1	13	14
05:00	0	0	0	1	1	17:00	0	0	1	4	5
05:15	0	0	1	0	1	17:15	0	0	1	3	4
05:30	0	0	0	0	0	17:30	0	0	3	3	6
05:45	0	0	0	1	1	17:45	0	0	3	8	11
06:00	0	0	0	0	0	18:00	0	0	8	7	15
06:15	0	0	0	0	0	18:15	0	0	5	3	8
06:30	0	0	1	0	1	18:30	0	0	3	4	7
06:45	0	0	1	2	3	18:45	0	0	1	17	18
07:00	0	0	1	2	3	19:00	0	0	4	5	9
07:15	0	0	1	2	3	19:15	0	0	3	1	4
07:30	0	0	1	1	2	19:30	0	0	1	1	2
07:45	0	0	1	4	5	19:45	0	0	3	11	14
08:00	0	0	7	6	13	20:00	0	0	0	1	1
08:15	0	0	5	1	6	20:15	0	0	3	2	5
08:30	0	0	3	3	6	20:30	0	0	3	4	7
08:45	0	0	2	17	19	20:45	0	0	1	7	8
09:00	0	0	3	5	8	21:00	0	0	4	2	6
09:15	0	0	3	3	6	21:15	0	0	3	3	6
09:30	0	0	3	1	4	21:30	0	0	1	0	1
09:45	0	0	4	13	17	21:45	0	0	1	9	10
10:00	0	0	4	7	11	22:00	0	0	2	2	4
10:15	0	0	4	6	10	22:15	0	0	1	1	2
10:30	0	0	3	4	7	22:30	0	0	2	0	2
10:45	0	0	2	13	15	22:45	0	0	1	6	7
11:00	0	0	6	7	13	23:00	0	0	2	2	4
11:15	0	0	4	6	10	23:15	0	0	0	1	1
11:30	0	0	7	4	11	23:30	0	0	1	1	2
11:45	0	0	8	25	33	23:45	0	0	0	3	3
TOTALS			79	85	164	TOTALS			132	134	266
SPLIT %			48.2%	51.8%	38.1%	SPLIT %			49.6%	50.4%	61.9%

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	211	219	430	
AM Peak Hour			11:00	09:45	11:00	PM Peak Hour			13:15	18:00	17:45
AM Pk Volume			25	23	48	PM Pk Volume			19	18	35
Pk Hr Factor			0.781	0.821	0.857	Pk Hr Factor			0.679	0.643	0.583
7 - 9 Volume	0	0	21	18	39	4 - 6 Volume	0	0	21	28	49
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:00	16:15	16:00
7 - 9 Pk Volume	0	0	17	12	29	4 - 6 Pk Volume	0	0	13	17	29
Pk Hr Factor	0.000	0.000	0.607	0.500	0.558	Pk Hr Factor	0.000	0.000	0.650	0.708	0.806



SPEED

Hawthorne Ave N/O 88th St

Day: Tuesday
Date: 11/30/2021City: Surfside
Project #: FL21_140290_002**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	1	3	2	0	0	0	0	0	0	0	0	0	0	6
07:00	2	7	2	0	0	0	0	0	0	0	0	0	0	11
08:00	7	11	9	0	0	0	0	0	0	0	0	0	0	27
09:00	5	10	8	0	0	0	0	0	0	0	0	0	0	23
10:00	2	5	4	5	0	0	0	0	0	0	0	0	0	16
11:00	3	5	7	2	0	0	0	0	0	0	0	0	0	17
12:00 PM	1	9	6	2	0	0	0	0	0	0	0	0	0	18
13:00	2	7	3	2	0	0	0	0	0	0	0	0	0	14
14:00	7	11	6	1	0	0	0	0	0	0	0	0	0	25
15:00	9	7	5	0	0	0	0	0	0	0	0	0	0	21
16:00	0	5	4	3	0	0	0	0	0	0	0	0	0	12
17:00	0	7	9	3	0	0	0	0	0	0	0	0	0	19
18:00	1	7	2	0	1	0	0	0	0	0	0	0	0	11
19:00	1	4	3	0	0	0	0	0	0	0	0	0	0	8
20:00	1	0	2	2	0	0	0	0	0	0	0	0	0	5
21:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	1	2	3	1	0	0	0	0	0	0	0	0	0	7
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	47	102	77	21	1									248
% of Totals	19%	41%	31%	8%	0%									100%

AM Volumes	21	43	34	7	0	0	0	0	0	0	0	0	0	105
% AM	8%	17%	14%	3%										42%
AM Peak Hour	08:00	08:00	08:00	10:00										08:00
Volume	7	11	9	5										27
PM Volumes	26	59	43	14	1	0	0	0	0	0	0	0	0	143
% PM	10%	24%	17%	6%	0%									58%
PM Peak Hour	15:00	14:00	17:00	16:00	18:00									14:00
Volume	9	11	9	3	1									25
Directional Peak Periods All Speeds	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
	Volume		%	Volume		%	Volume		%	Volume		%		
	38	↔	15%	32	↔	13%	31	↔	13%	147	↔	59%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Hawthorne Ave	Summary	13	19	19	24	27	248

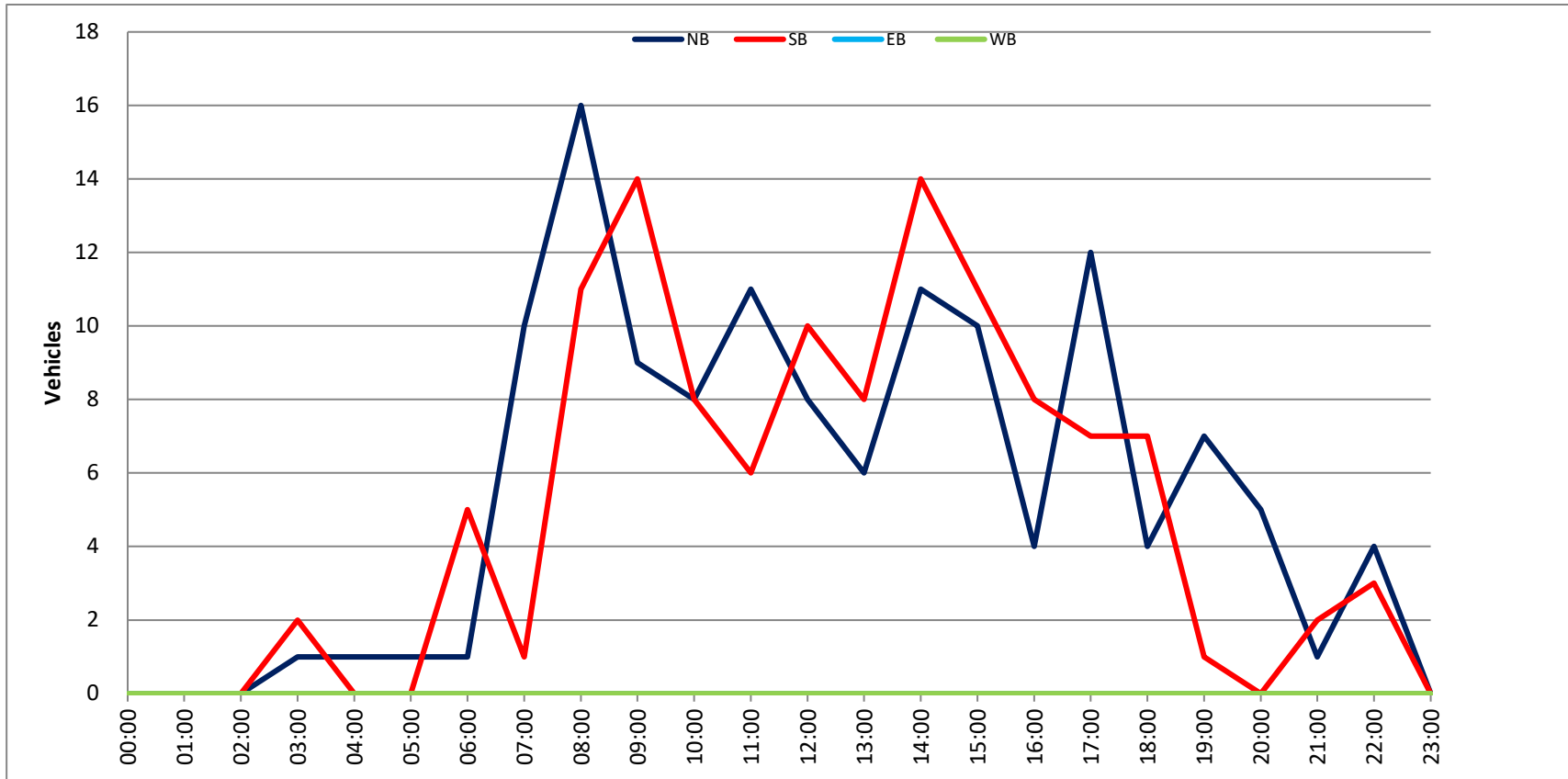
VOLUME
 Hawthorne Ave N/O 88th St

Day: Tuesday
 Date: 11/30/2021

City: Surfside
 Project #: FL21_140290_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					130	118	0	0	248		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	3	2	0	0	5
00:15	0	0	0	0		12:15	3	3	0	0	6
00:30	0	0	0	0		12:30	1	2	0	0	3
00:45	0	0	0	0		12:45	1	8	3	10	22
01:00	0	0	0	0		13:00	1	0	0	0	1
01:15	0	0	0	0		13:15	3	2	0	0	5
01:30	0	0	0	0		13:30	1	4	0	0	5
01:45	0	0	0	0		13:45	1	6	2	8	17
02:00	0	0	0	0		14:00	0	6	0	0	6
02:15	0	0	0	0		14:15	2	2	0	0	4
02:30	0	0	0	0		14:30	2	1	0	0	3
02:45	0	0	0	0		14:45	7	11	5	14	37
03:00	0	0	0	0		15:00	3	2	0	0	5
03:15	0	1	0	0	1	15:15	3	1	0	0	4
03:30	1	0	0	0	1	15:30	3	6	0	0	9
03:45	0	1	1	2	4	15:45	1	10	2	11	24
04:00	1	0	0	0	1	16:00	2	2	0	0	4
04:15	0	0	0	0		16:15	1	3	0	0	4
04:30	0	0	0	0		16:30	1	3	0	0	4
04:45	0	1	0	0	1	16:45	0	4	0	8	12
05:00	0	0	0	0		17:00	2	0	0	0	2
05:15	0	0	0	0		17:15	2	2	0	0	4
05:30	1	0	0	0	1	17:30	3	3	0	0	6
05:45	0	1	0	0	1	17:45	5	12	2	7	26
06:00	0	0	0	0		18:00	2	3	0	0	5
06:15	0	0	0	0		18:15	0	0	0	0	0
06:30	1	0	0	0	1	18:30	1	3	0	0	4
06:45	0	1	5	5	11	18:45	1	4	1	7	13
07:00	1	0	0	0	1	19:00	1	0	0	0	1
07:15	1	0	0	0	1	19:15	2	0	0	0	2
07:30	3	0	0	0	3	19:30	2	0	0	0	2
07:45	5	10	1	1	17	19:45	2	7	1	1	11
08:00	4	5	0	0	9	20:00	2	0	0	0	2
08:15	2	0	0	0	2	20:15	1	0	0	0	1
08:30	6	4	0	0	10	20:30	1	0	0	0	1
08:45	4	16	2	11	33	20:45	1	5	0	0	6
09:00	2	5	0	0	7	21:00	0	1	0	0	1
09:15	0	4	0	0	4	21:15	1	0	0	0	1
09:30	2	4	0	0	6	21:30	0	1	0	0	1
09:45	5	9	1	14	29	21:45	0	1	0	2	3
10:00	2	1	0	0	3	22:00	0	1	0	0	1
10:15	1	2	0	0	3	22:15	1	0	0	0	1
10:30	1	2	0	0	3	22:30	2	1	0	0	3
10:45	4	8	3	8	23	22:45	1	4	1	3	9
11:00	1	2	0	0	3	23:00	0	0	0	0	0
11:15	5	3	0	0	8	23:15	0	0	0	0	0
11:30	2	0	0	0	2	23:30	0	0	0	0	0
11:45	3	11	1	6	21	23:45	0	0	0	0	0
TOTALS	58	47			105	TOTALS	72	71			143
SPLIT %	55.2%	44.8%			42.3%	SPLIT %	50.3%	49.7%			57.7%

DAILY TOTALS					NB	SB	EB	WB	Total
					130	118	0	0	248
AM Peak Hour	07:45	08:30			07:45	PM Peak Hour	14:45	13:15	14:45
AM Pk Volume	17	15			27	PM Pk Volume	16	14	30
Pk Hr Factor	0.708	0.750			0.675	Pk Hr Factor	0.571	0.583	0.625
7 - 9 Volume	26	12	0	0	38	4 - 6 Volume	16	15	31
7 - 9 Peak Hour	07:45	08:00			07:45	4 - 6 Peak Hour	17:00	16:00	17:00
7 - 9 Pk Volume	17	11	0	0	27	4 - 6 Pk Volume	12	8	19
Pk Hr Factor	0.708	0.550	0.000	0.000	0.675	Pk Hr Factor	0.600	0.667	0.679



SPEED

Hawthorne Ave N/O 88th St

Day: Wednesday

Date: 12/1/2021

City: Surfside

Project #: FL21_140290_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	1	0	0	0	0	0	0	0	0	0	0	3
05:00	1	1	0	1	0	0	0	0	0	0	0	0	0	3
06:00	3	2	0	1	0	0	0	0	0	0	0	0	0	6
07:00	5	4	5	2	0	0	0	0	0	0	0	0	0	16
08:00	7	11	7	3	0	0	0	0	0	0	0	0	0	28
09:00	4	9	4	1	0	0	0	0	0	0	0	0	0	18
10:00	1	4	7	3	0	0	0	0	0	0	0	0	0	15
11:00	6	10	9	2	0	0	0	0	0	0	0	0	0	27
12:00 PM	1	4	3	0	0	0	0	0	0	0	0	0	0	8
13:00	1	7	4	1	1	0	0	0	0	0	0	0	0	14
14:00	8	5	7	2	0	0	0	0	0	0	0	0	0	22
15:00	5	13	10	4	1	0	0	0	0	0	0	0	0	33
16:00	6	6	6	2	0	0	0	0	0	0	0	0	0	20
17:00	3	8	6	0	0	0	0	0	0	0	0	0	0	17
18:00	4	6	4	1	0	0	0	0	0	0	0	0	0	15
19:00	0	5	3	1	0	0	0	0	0	0	0	0	0	9
20:00	6	4	2	1	0	0	0	0	0	0	0	0	0	13
21:00	2	2	2	2	0	0	0	0	0	0	0	0	0	8
22:00	2	0	3	0	0	0	0	0	0	0	0	0	0	5
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Totals	68	103	84	27	2									284
% of Totals	24%	36%	30%	10%	1%									100%

AM Volumes	30	42	33	13	0	0	0	0	0	0	0	0	0	118
% AM	11%	15%	12%	5%										42%
AM Peak Hour	08:00	08:00	11:00	08:00										08:00
Volume	7	11	9	3										28
PM Volumes	38	61	51	14	2	0	0	0	0	0	0	0	0	166
% PM	13%	21%	18%	5%	1%									58%
PM Peak Hour	14:00	15:00	15:00	15:00	13:00									15:00
Volume	8	13	10	4	1									33
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume		%	Volume		%	Volume		%	Volume		%		
	44	↔	15%	22	↔	8%	37	↔	13%	181	↔	64%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Hawthorne Ave	Summary	11	19	18	24	28	284

VOLUME

Hawthorne Ave N/O 88th St

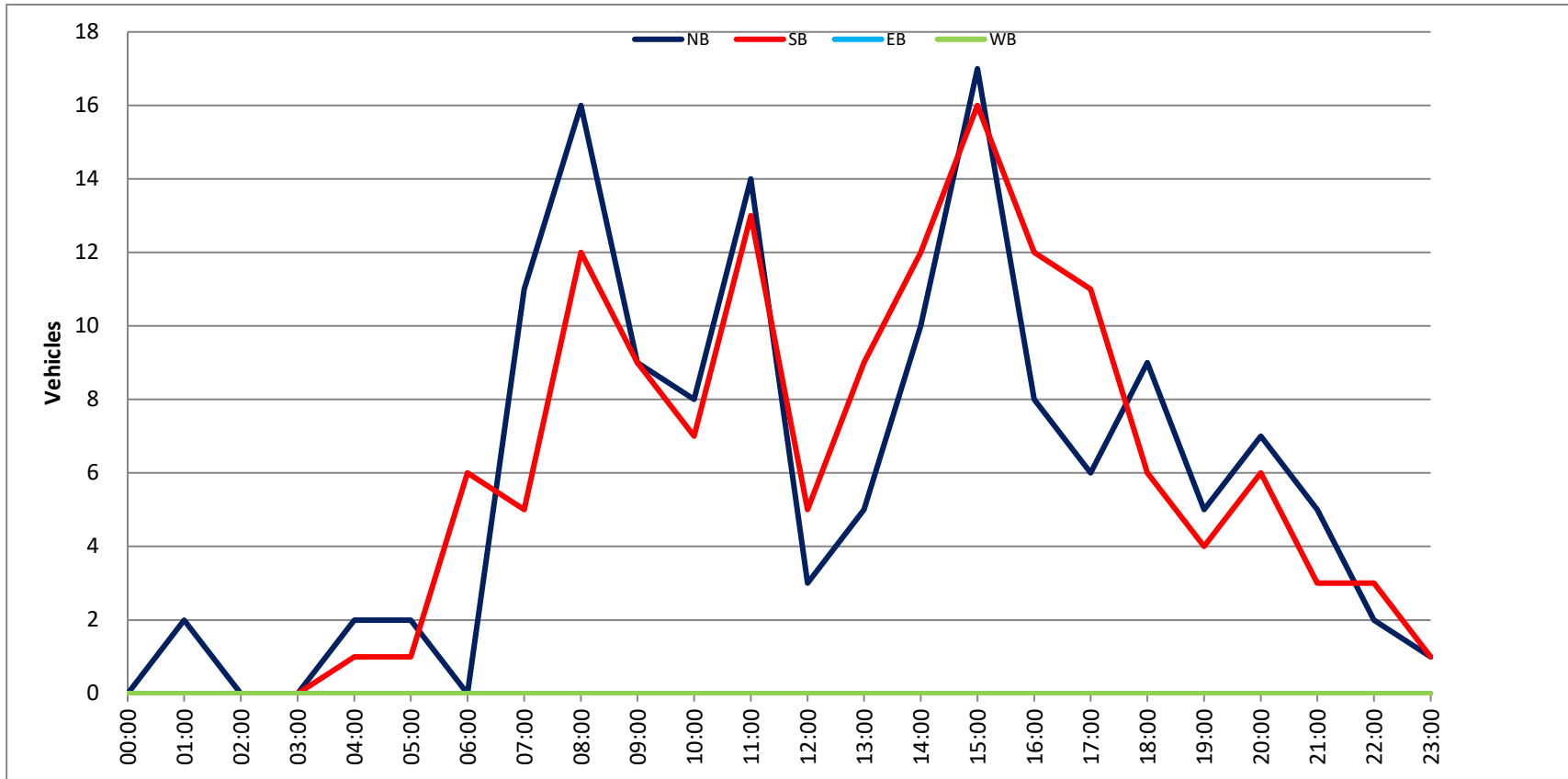
Day: Wednesday
 Date: 12/1/2021

City: Surfside
 Project #: FL21_140290_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					142	142	0	0	284		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	2	1	0	0	3
00:15	0	0	0	0		12:15	0	0	0	0	
00:30	0	0	0	0		12:30	0	4	0	0	4
00:45	0	0	0	0		12:45	1	3	0	5	1 8
01:00	1	0	0	0	1	13:00	2	1	0	0	3
01:15	0	0	0	0		13:15	1	3	0	0	4
01:30	1	0	0	0	1	13:30	2	1	0	0	3
01:45	0	2	0	0	2	13:45	0	5	4	9	4 14
02:00	0	0	0	0		14:00	3	4	0	0	7
02:15	0	0	0	0		14:15	0	3	0	0	3
02:30	0	0	0	0		14:30	3	4	0	0	7
02:45	0	0	0	0		14:45	4	10	1	12	5 22
03:00	0	0	0	0		15:00	6	3	0	0	9
03:15	0	0	0	0		15:15	6	3	0	0	9
03:30	0	0	0	0		15:30	4	5	0	0	9
03:45	0	0	0	0		15:45	1	17	5	16	6 33
04:00	1	1	0	0	2	16:00	2	4	0	0	6
04:15	1	0	0	0	1	16:15	3	0	0	0	3
04:30	0	0	0	0		16:30	1	2	0	0	3
04:45	0	2	0	1	3	16:45	2	8	6	12	8 20
05:00	0	0	0	0		17:00	2	4	0	0	6
05:15	0	1	0	0	1	17:15	2	0	0	0	2
05:30	1	0	0	0	1	17:30	1	4	0	0	5
05:45	1	2	0	1	3	17:45	1	6	3	11	4 17
06:00	0	0	0	0		18:00	3	1	0	0	4
06:15	0	0	0	0		18:15	4	0	0	0	4
06:30	0	3	0	0	3	18:30	1	1	0	0	2
06:45	0	3	6	0	6	18:45	1	9	4	6	5 15
07:00	2	1	0	0	3	19:00	0	2	0	0	2
07:15	1	0	0	0	1	19:15	2	0	0	0	2
07:30	3	2	0	0	5	19:30	2	1	0	0	3
07:45	5	11	2	5	16	19:45	1	5	1	4	2 9
08:00	2	4	0	0	6	20:00	3	1	0	0	4
08:15	2	4	0	0	6	20:15	1	1	0	0	2
08:30	5	3	0	0	8	20:30	2	3	0	0	5
08:45	7	16	1	12	28	20:45	1	7	1	6	2 13
09:00	0	1	0	0	1	21:00	1	1	0	0	2
09:15	1	2	0	0	3	21:15	2	2	0	0	4
09:30	5	4	0	0	9	21:30	2	0	0	0	2
09:45	3	9	2	9	18	21:45	0	5	0	3	8
10:00	0	2	0	0	2	22:00	0	2	0	0	2
10:15	4	0	0	0	4	22:15	2	0	0	0	2
10:30	1	3	0	0	4	22:30	0	0	0	0	
10:45	3	8	2	7	15	22:45	0	2	1	3	1 5
11:00	3	2	0	0	5	23:00	0	0	0	0	
11:15	4	5	0	0	9	23:15	0	0	0	0	
11:30	4	4	0	0	8	23:30	1	1	0	0	2
11:45	3	14	2	13	27	23:45	0	1	0	1	2
TOTALS	64	54			118	TOTALS	78	88			166
SPLIT %	54.2%	45.8%			41.5%	SPLIT %	47.0%	53.0%			58.5%

DAILY TOTALS					NB	SB	EB	WB	Total
					142	142	0	0	284

AM Peak Hour	08:00	07:45		08:00	PM Peak Hour	14:45	15:15		15:00		
AM Pk Volume	16	13		28	PM Pk Volume	20	17		33		
Pk Hr Factor	0.571	0.813		0.875	Pk Hr Factor	0.833	0.850		0.917		
7 - 9 Volume	27	17	0	0	44	4 - 6 Volume	14	23	0	0	37
7 - 9 Peak Hour	08:00	07:45		08:00	4 - 6 Peak Hour	16:00	16:45			16:45	
7 - 9 Pk Volume	16	13	0	0	28	4 - 6 Pk Volume	8	14	0	0	21
Pk Hr Factor	0.571	0.813	0.000	0.000	0.875	Pk Hr Factor	0.667	0.583	0.000	0.000	0.656



SPEED

Hawthorne Ave N/O 88th St

Day: Thursday
Date: 12/2/2021City: Surfside
Project #: FL21_140290_002**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
06:00	2	4	2	0	0	0	0	0	0	0	0	0	0	8
07:00	3	8	3	0	0	0	0	0	0	0	0	0	0	14
08:00	14	8	6	0	0	0	0	0	0	0	0	0	0	28
09:00	4	7	9	3	0	0	0	0	0	0	0	0	0	23
10:00	7	4	2	0	0	0	0	0	0	0	0	0	0	13
11:00	4	10	10	2	0	0	0	0	0	0	0	0	0	26
12:00 PM	4	5	5	0	0	0	0	0	0	0	0	0	0	14
13:00	5	6	4	3	0	0	0	0	0	0	0	0	0	18
14:00	12	9	5	1	0	0	0	0	0	0	0	0	0	27
15:00	6	8	5	2	0	0	0	0	0	0	0	0	0	21
16:00	8	11	4	2	0	0	0	0	0	0	0	0	0	25
17:00	4	7	3	1	0	0	0	0	0	0	0	0	0	15
18:00	9	5	3	1	0	0	0	0	0	0	0	0	0	18
19:00	4	0	3	1	0	0	0	0	0	0	0	0	0	8
20:00	3	2	6	1	0	0	0	0	0	0	0	0	0	12
21:00	6	4	2	1	0	0	0	0	0	0	0	0	0	13
22:00	2	2	2	2	0	0	0	0	0	0	0	0	0	8
23:00	1	0	1	1	0	0	0	0	0	0	0	0	0	3
Totals	100	101	80	21										302
% of Totals	33%	33%	26%	7%										100%

AM Volumes	36	42	37	5	0	0	0	0	0	0	0	0	0	120
% AM	12%	14%	12%	2%										40%
AM Peak Hour	08:00	11:00	11:00	09:00										08:00
Volume	14	10	10	3										28
PM Volumes	64	59	43	16	0	0	0	0	0	0	0	0	0	182
% PM	21%	20%	14%	5%										60%
PM Peak Hour	14:00	16:00	20:00	13:00										14:00
Volume	12	11	6	3										27
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume		%	Volume		%	Volume		%	Volume		%		
	42	↔	14%	32	↔	11%	40	↔	13%	188	↔	62%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Hawthorne Ave	Summary	10	18	17	23	26	302

VOLUME

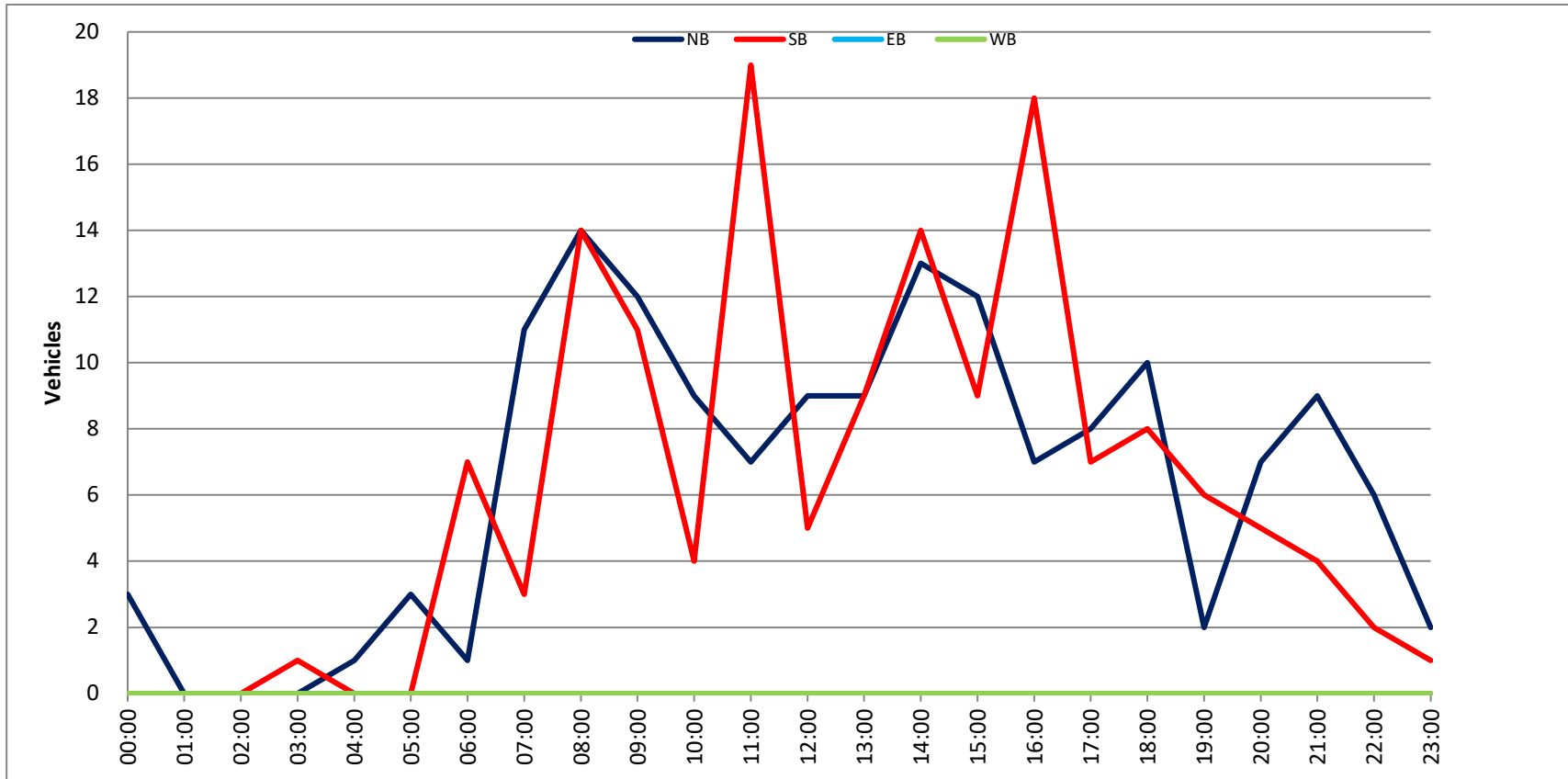
Hawthorne Ave N/O 88th St

Day: Thursday
 Date: 12/2/2021

City: Surfside
 Project #: FL21_140290_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					155	147	0	0	302		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	0	0	0	1	12:00	2	2	0	0	4
00:15	0	0	0	0		12:15	2	1	0	0	3
00:30	1	0	0	0	1	12:30	2	1	0	0	3
00:45	1	3	0	0	1	12:45	3	9	1	5	14
01:00	0	0	0	0		13:00	4	2	0	0	6
01:15	0	0	0	0		13:15	1	4	0	0	5
01:30	0	0	0	0		13:30	1	3	0	0	4
01:45	0	0	0	0		13:45	3	9	0	9	18
02:00	0	0	0	0		14:00	5	1	0	0	6
02:15	0	0	0	0		14:15	1	3	0	0	4
02:30	0	0	0	0		14:30	4	4	0	0	8
02:45	0	0	0	0		14:45	3	13	6	14	27
03:00	0	0	0	0		15:00	2	2	0	0	4
03:15	0	0	0	0		15:15	5	0	0	0	5
03:30	0	0	0	0		15:30	4	6	0	0	10
03:45	0	1	1	0	1	15:45	1	12	1	9	21
04:00	1	0	0	0	1	16:00	2	7	0	0	9
04:15	0	0	0	0		16:15	2	5	0	0	7
04:30	0	0	0	0		16:30	2	6	0	0	8
04:45	0	1	0	0	1	16:45	1	7	0	18	25
05:00	0	0	0	0		17:00	2	4	0	0	6
05:15	1	0	0	0	1	17:15	2	0	0	0	2
05:30	0	0	0	0		17:30	2	1	0	0	3
05:45	2	3	0	0	2	17:45	2	8	2	7	15
06:00	1	1	0	0	2	18:00	3	2	0	0	5
06:15	0	1	0	0	1	18:15	3	1	0	0	4
06:30	0	1	0	0	1	18:30	2	4	0	0	6
06:45	0	1	4	7	4	18:45	2	10	1	8	18
07:00	2	0	0	0	2	19:00	1	1	0	0	2
07:15	0	0	0	0		19:15	1	0	0	0	1
07:30	4	2	0	0	6	19:30	0	3	0	0	3
07:45	5	11	1	3	6	19:45	0	2	2	6	8
08:00	3	3	0	0	6	20:00	3	1	0	0	4
08:15	0	6	0	0	6	20:15	3	3	0	0	6
08:30	5	1	0	0	6	20:30	1	1	0	0	2
08:45	6	14	4	14	10	20:45	0	7	0	5	12
09:00	5	4	0	0	9	21:00	4	1	0	0	5
09:15	3	1	0	0	4	21:15	1	0	0	0	1
09:30	1	3	0	0	4	21:30	3	1	0	0	4
09:45	3	12	3	11	6	21:45	1	9	2	4	13
10:00	3	1	0	0	4	22:00	0	2	0	0	2
10:15	4	0	0	0	4	22:15	0	0	0	0	
10:30	2	2	0	0	4	22:30	3	0	0	0	3
10:45	0	9	1	4	1	22:45	3	6	0	2	8
11:00	3	9	0	0	12	23:00	0	0	0	0	
11:15	2	4	0	0	6	23:15	1	0	0	0	1
11:30	1	5	0	0	6	23:30	0	1	0	0	1
11:45	1	7	1	19	2	23:45	1	2	0	1	3
TOTALS	61	59			120	TOTALS	94	88			182
SPLIT %	50.8%	49.2%			39.7%	SPLIT %	51.6%	48.4%			60.3%

DAILY TOTALS					NB	SB	EB	WB	Total	
					155	147	0	0	302	
AM Peak Hour	08:30	10:45		08:15	PM Peak Hour	14:30	15:30		14:45	
AM Pk Volume	19	19		31	PM Pk Volume	14	19		28	
Pk Hr Factor	0.792	0.528		0.775	Pk Hr Factor	0.700	0.679		0.700	
7 - 9 Volume	25	17	0	0	4 - 6 Volume	15	25	0	0	40
7 - 9 Peak Hour	08:00	08:00		08:00	4 - 6 Peak Hour	17:00	16:00			16:00
7 - 9 Pk Volume	14	14	0	0	4 - 6 Pk Volume	8	18	0	0	25
Pk Hr Factor	0.583	0.583	0.000	0.000	Pk Hr Factor	1.000	0.643	0.000	0.000	0.694



SPEED

88th St E/O Hawthorne Ave

Day: Tuesday
Date: 11/30/2021City: Surfside
Project #: FL21_140290_003**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
05:00	4	0	1	0	0	0	0	0	0	0	0	0	0	5
06:00	3	11	0	0	0	0	0	0	0	0	0	0	0	14
07:00	15	10	1	0	0	0	0	0	0	0	0	0	0	26
08:00	39	16	4	0	0	0	0	0	0	0	0	0	0	59
09:00	23	19	2	0	0	0	0	0	0	0	0	0	0	44
10:00	19	20	1	0	0	0	0	0	0	0	0	0	0	40
11:00	29	9	1	0	0	0	0	0	0	0	0	0	0	39
12:00 PM	21	5	1	0	0	0	0	0	0	0	0	0	0	27
13:00	33	14	1	0	0	0	0	0	0	0	0	0	0	48
14:00	29	19	1	0	0	0	0	0	0	0	0	0	0	49
15:00	36	15	3	0	0	0	0	0	0	0	0	0	0	54
16:00	35	21	0	0	0	0	0	0	0	0	0	0	0	56
17:00	32	17	1	0	0	0	0	0	0	0	0	0	0	50
18:00	27	18	1	0	0	0	0	0	0	0	0	0	0	46
19:00	12	10	1	0	0	0	0	0	0	0	0	0	0	23
20:00	8	14	1	0	0	0	0	0	0	0	0	0	0	23
21:00	7	6	1	0	0	0	0	0	0	0	0	0	0	14
22:00	7	2	1	0	0	0	0	0	0	0	0	0	0	10
23:00	3	0	1	0	0	0	0	0	0	0	0	0	0	4
Totals	384	228	25											637
% of Totals	60%	36%	4%											100%

AM Volumes	134	87	12	0	0	0	0	0	0	0	0	0	0	233
% AM	21%	14%	2%											37%
AM Peak Hour	08:00	10:00	08:00											08:00
Volume	39	20	4											59
PM Volumes	250	141	13	0	0	0	0	0	0	0	0	0	0	404
% PM	39%	22%	2%											63%
PM Peak Hour	15:00	16:00	15:00											16:00
Volume	36	21	3											56
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume	%	Volume	%	Volume	%	Volume	%						
	85	↔ 13%	75	↔ 12%	106	↔ 17%	371	↔ 58%						

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	7	13	13	18	20	637

VOLUME
 88th St E/O Hawthorne Ave

Day: Tuesday
 Date: 11/30/2021

City: Surfside
 Project #: FL21_140290_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	318	319	637		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	0	0	2	4	6
00:15	0	0	1	0	1	12:15	0	0	5	3	8
00:30	0	0	0	0		12:30	0	0	4	5	9
00:45	0	0	0	1	1	12:45	0	0	3	14	13
01:00	0	0	0	0		13:00	0	0	6	4	10
01:15	0	0	0	0		13:15	0	0	7	6	13
01:30	0	0	1	0	1	13:30	0	0	6	7	13
01:45	0	0	0	1	1	13:45	0	0	4	23	25
02:00	0	0	0	0		14:00	0	0	6	6	12
02:15	0	0	0	0		14:15	0	0	7	6	13
02:30	0	0	0	0		14:30	0	0	5	7	12
02:45	0	0	0	0		14:45	0	0	6	24	25
03:00	0	0	0	1	1	15:00	0	0	9	5	14
03:15	0	0	0	0		15:15	0	0	8	6	14
03:30	0	0	0	0		15:30	0	0	7	4	11
03:45	0	0	0	0	1	15:45	0	0	8	32	22
04:00	0	0	0	0		16:00	0	0	9	7	16
04:15	0	0	0	0		16:15	0	0	4	6	10
04:30	0	0	1	1	2	16:30	0	0	8	10	18
04:45	0	0	0	1	1	16:45	0	0	7	28	28
05:00	0	0	2	0	2	17:00	0	0	3	10	13
05:15	0	0	0	0		17:15	0	0	9	6	15
05:30	0	0	1	1	2	17:30	0	0	9	6	15
05:45	0	0	1	4	1	17:45	0	0	3	24	26
06:00	0	0	1	0	1	18:00	0	0	7	6	13
06:15	0	0	2	1	3	18:15	0	0	5	5	10
06:30	0	0	1	1	2	18:30	0	0	4	8	12
06:45	0	0	4	8	4	18:45	0	0	4	20	26
07:00	0	0	4	1	5	19:00	0	0	6	1	7
07:15	0	0	2	2	4	19:15	0	0	2	4	6
07:30	0	0	2	2	4	19:30	0	0	4	3	7
07:45	0	0	5	13	8	19:45	0	0	2	14	9
08:00	0	0	7	1	8	20:00	0	0	3	3	6
08:15	0	0	7	9	16	20:15	0	0	1	5	6
08:30	0	0	6	7	13	20:30	0	0	1	4	5
08:45	0	0	12	32	10	20:45	0	0	4	9	14
09:00	0	0	3	4	7	21:00	0	0	1	3	4
09:15	0	0	3	6	9	21:15	0	0	2	2	4
09:30	0	0	4	8	12	21:30	0	0	1	2	3
09:45	0	0	9	19	7	21:45	0	0	1	5	9
10:00	0	0	3	5	8	22:00	0	0	2	1	3
10:15	0	0	4	5	9	22:15	0	0	2	2	4
10:30	0	0	6	6	12	22:30	0	0	0	1	1
10:45	0	0	7	20	4	22:45	0	0	1	5	2
11:00	0	0	4	3	7	23:00	0	0	0	0	2
11:15	0	0	4	7	11	23:15	0	0	0	2	2
11:30	0	0	4	4	8	23:30	0	0	0	0	2
11:45	0	0	8	20	5	23:45	0	0	1	1	3
TOTALS			119	114	233	TOTALS			199	205	404
SPLIT %			51.1%	48.9%	36.6%	SPLIT %			49.3%	50.7%	63.4%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	318	319	637		
AM Peak Hour			08:00	08:15	08:00	PM Peak Hour			15:00	16:15	15:45
AM Pk Volume			32	30	59	PM Pk Volume			32	31	59
Pk Hr Factor			0.667	0.750	0.670	Pk Hr Factor			0.889	0.775	0.819
7 - 9 Volume	0	0	45	40	85	4 - 6 Volume	0	0	52	54	106
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:00	16:15	16:30
7 - 9 Pk Volume	0	0	32	27	59	4 - 6 Pk Volume	0	0	28	31	58
Pk Hr Factor	0.000	0.000	0.667	0.675	0.670	Pk Hr Factor	0.000	0.000	0.778	0.775	0.806



SPEED

88th St E/O Hawthorne Ave

Day: Wednesday

Date: 12/1/2021

City: Surfside

Project #: FL21_140290_003

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	3	2	0	0	0	0	0	0	0	0	0	0	0	5
06:00	3	7	3	0	0	0	0	0	0	0	0	0	0	13
07:00	17	11	1	0	0	0	0	0	0	0	0	0	0	29
08:00	29	10	4	0	0	0	0	0	0	0	0	0	0	43
09:00	30	22	1	0	0	0	0	0	0	0	0	0	0	53
10:00	36	17	3	0	0	0	0	0	0	0	0	0	0	56
11:00	28	12	1	0	0	0	0	0	0	0	0	0	0	41
12:00 PM	28	15	6	0	0	0	0	0	0	0	0	0	0	49
13:00	33	11	2	0	0	0	0	0	0	0	0	0	0	46
14:00	27	20	3	0	0	0	0	0	0	0	0	0	0	50
15:00	34	16	2	0	0	0	0	0	0	0	0	0	0	52
16:00	30	18	3	0	0	0	0	0	0	0	0	0	0	51
17:00	15	22	2	0	0	0	0	0	0	0	0	0	0	39
18:00	14	17	1	0	0	0	0	0	0	0	0	0	0	32
19:00	11	16	2	0	0	0	0	0	0	0	0	0	0	29
20:00	15	10	3	0	0	0	0	0	0	0	0	0	0	28
21:00	3	12	0	0	0	0	0	0	0	0	0	0	0	15
22:00	2	5	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Totals	362	245	38											645
% of Totals	56%	38%	6%											100%

AM Volumes	150	81	13	0	0	0	0	0	0	0	0	0	0	244
% AM	23%	13%	2%											38%
AM Peak Hour	10:00	09:00	08:00											10:00
Volume	36	22	4											56
PM Volumes	212	164	25	0	0	0	0	0	0	0	0	0	0	401
% PM	33%	25%	4%											62%
PM Peak Hour	15:00	17:00	12:00											15:00
Volume	34	22	6											52
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
	72	↔	11%	95	↔	15%	90	↔	14%	388	↔	60%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	8	14	14	19	21	645

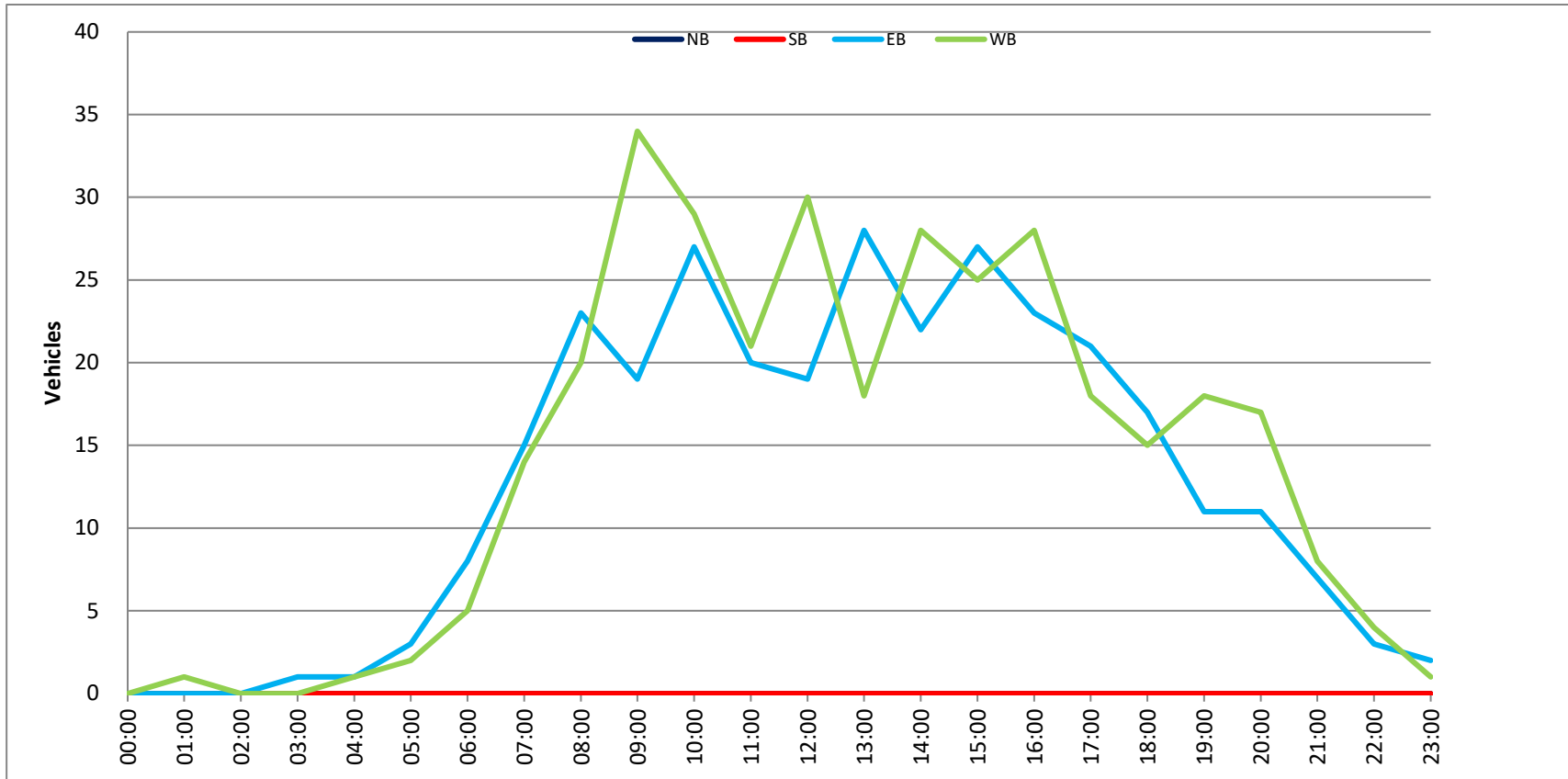
VOLUME
 88th St E/O Hawthorne Ave

Day: Wednesday
 Date: 12/1/2021

City: Surfside
 Project #: FL21_140290_003

DAILY TOTALS					NB	SB	EB	WB	Total						
					0	0	308	337	645						
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	0	0			12:00	0	0	7	11	18			
00:15	0	0	0	0			12:15	0	0	5	8	13			
00:30	0	0	0	0			12:30	0	0	3	4	7			
00:45	0	0	0	0			12:45	0	0	4	19	7	30	11	49
01:00	0	0	0	0			13:00	0	0	11	4	15			
01:15	0	0	0	1	1		13:15	0	0	4	4	8			
01:30	0	0	0	0			13:30	0	0	9	6	15			
01:45	0	0	0	0	1	1	13:45	0	0	4	28	4	18	8	46
02:00	0	0	0	0			14:00	0	0	4	5	9			
02:15	0	0	0	0			14:15	0	0	7	4	11			
02:30	0	0	0	0			14:30	0	0	5	9	14			
02:45	0	0	0	0			14:45	0	0	6	22	10	28	16	50
03:00	0	0	0	0			15:00	0	0	6	5	11			
03:15	0	0	0	0			15:15	0	0	7	8	15			
03:30	0	0	0	0			15:30	0	0	8	9	17			
03:45	0	0	1	1	0	1	15:45	0	0	6	27	3	25	9	52
04:00	0	0	0	0			16:00	0	0	6	8	14			
04:15	0	0	0	1	1		16:15	0	0	4	7	11			
04:30	0	0	0	0			16:30	0	0	5	8	13			
04:45	0	0	1	1	0	1	16:45	0	0	8	23	5	28	13	51
05:00	0	0	0	0			17:00	0	0	6	7	13			
05:15	0	0	1	0	1		17:15	0	0	6	3	9			
05:30	0	0	2	1	3		17:30	0	0	4	5	9			
05:45	0	0	0	3	1	2	17:45	0	0	5	21	3	18	8	39
06:00	0	0	0	0			18:00	0	0	6	3	9			
06:15	0	0	2	1	3		18:15	0	0	2	4	6			
06:30	0	0	1	1	2		18:30	0	0	4	6	10			
06:45	0	0	5	8	3	5	18:45	0	0	5	17	2	15	7	32
07:00	0	0	5	2	7		19:00	0	0	5	6	11			
07:15	0	0	3	2	5		19:15	0	0	2	6	8			
07:30	0	0	1	5	6		19:30	0	0	4	4	8			
07:45	0	0	6	15	5	14	19:45	0	0	0	11	2	18	2	29
08:00	0	0	5	5	10		20:00	0	0	3	6	9			
08:15	0	0	6	4	10		20:15	0	0	2	5	7			
08:30	0	0	5	7	12		20:30	0	0	5	4	9			
08:45	0	0	7	23	4	20	20:45	0	0	1	11	2	17	3	28
09:00	0	0	0	10	10		21:00	0	0	4	3	7			
09:15	0	0	4	10	14		21:15	0	0	1	1	2			
09:30	0	0	9	8	17		21:30	0	0	1	4	5			
09:45	0	0	6	19	6	34	21:45	0	0	1	7	0	8	1	15
10:00	0	0	8	11	19		22:00	0	0	0	3	3			
10:15	0	0	4	10	14		22:15	0	0	2	1	3			
10:30	0	0	9	6	15		22:30	0	0	1	0	1			
10:45	0	0	6	27	2	29	22:45	0	0	0	3	0	4		7
11:00	0	0	4	4	8		23:00	0	0	0	0				
11:15	0	0	4	8	12		23:15	0	0	0	0				
11:30	0	0	4	4	8		23:30	0	0	1	1	2			
11:45	0	0	8	20	5	21	23:45	0	0	1	2	0	1	1	3
TOTALS					117	127	244	TOTALS					191	210	401
SPLIT %					48.0%	52.0%	37.8%	SPLIT %					47.6%	52.4%	62.2%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	308	337	645		
AM Peak Hour	09:15		09:15	09:15	PM Peak Hour	12:45		14:30	14:45		
AM Pk Volume	27		35	62	PM Pk Volume	28		32	59		
Pk Hr Factor	0.750		0.795	0.816	Pk Hr Factor	0.636		0.800	0.868		
7 - 9 Volume	0	0	38	34	72	4 - 6 Volume	0	0	44	46	90
7 - 9 Peak Hour	08:00		07:45	07:45	4 - 6 Peak Hour	16:30		16:00	16:00		
7 - 9 Pk Volume	0		23	21	43	4 - 6 Pk Volume	25		28	51	
Pk Hr Factor	0.000	0.000	0.821	0.750	0.896	Pk Hr Factor	0.000	0.000	0.781	0.875	0.911



SPEED

88th St E/O Hawthorne Ave

Day: Thursday
Date: 12/2/2021City: Surfside
Project #: FL21_140290_003**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	6	1	0	0	0	0	0	0	0	0	0	0	0	7
06:00	7	7	2	0	0	0	0	0	0	0	0	0	0	16
07:00	13	12	0	0	0	0	0	0	0	0	0	0	0	25
08:00	29	15	0	0	0	0	0	0	0	0	0	0	0	44
09:00	26	18	2	0	0	0	0	0	0	0	0	0	0	46
10:00	28	17	6	0	0	0	0	0	0	0	0	0	0	51
11:00	20	9	3	0	0	0	0	0	0	0	0	0	0	32
12:00 PM	22	16	5	0	0	0	0	0	0	0	0	0	0	43
13:00	25	15	2	0	0	0	0	0	0	0	0	0	0	42
14:00	18	16	2	0	0	0	0	0	0	0	0	0	0	36
15:00	26	11	2	0	0	0	0	0	0	0	0	0	0	39
16:00	17	22	7	0	1	0	0	0	0	0	0	0	0	47
17:00	16	18	0	0	0	0	0	0	0	0	0	0	0	34
18:00	8	20	1	0	0	0	0	0	0	0	0	0	0	29
19:00	13	10	4	0	0	0	0	0	0	0	0	0	0	27
20:00	12	6	3	0	0	0	0	0	0	0	0	0	0	21
21:00	9	8	5	0	0	0	0	0	0	0	0	0	0	22
22:00	3	10	2	0	0	0	0	0	0	0	0	0	0	15
23:00	4	3	5	0	0	0	0	0	0	0	0	0	0	12
Totals	303	236	53		1									593
% of Totals	51%	40%	9%		0%									100%

AM Volumes	130	81	15	0	0	0	0	0	0	0	0	0	0	226
% AM	22%	14%	3%											38%
AM Peak Hour	08:00	09:00	10:00											10:00
Volume	29	18	6											51
PM Volumes	173	155	38	0	1	0	0	0	0	0	0	0	0	367
% PM	29%	26%	6%		0%									62%
PM Peak Hour	15:00	16:00	16:00		16:00									16:00
Volume	26	22	7		1									47
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume		%	Volume	%	Volume	%	Volume	%					
	69	↔	12%	85	↔	14%	81	↔	14%	358	↔	60%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	8	15	14	19	22	593

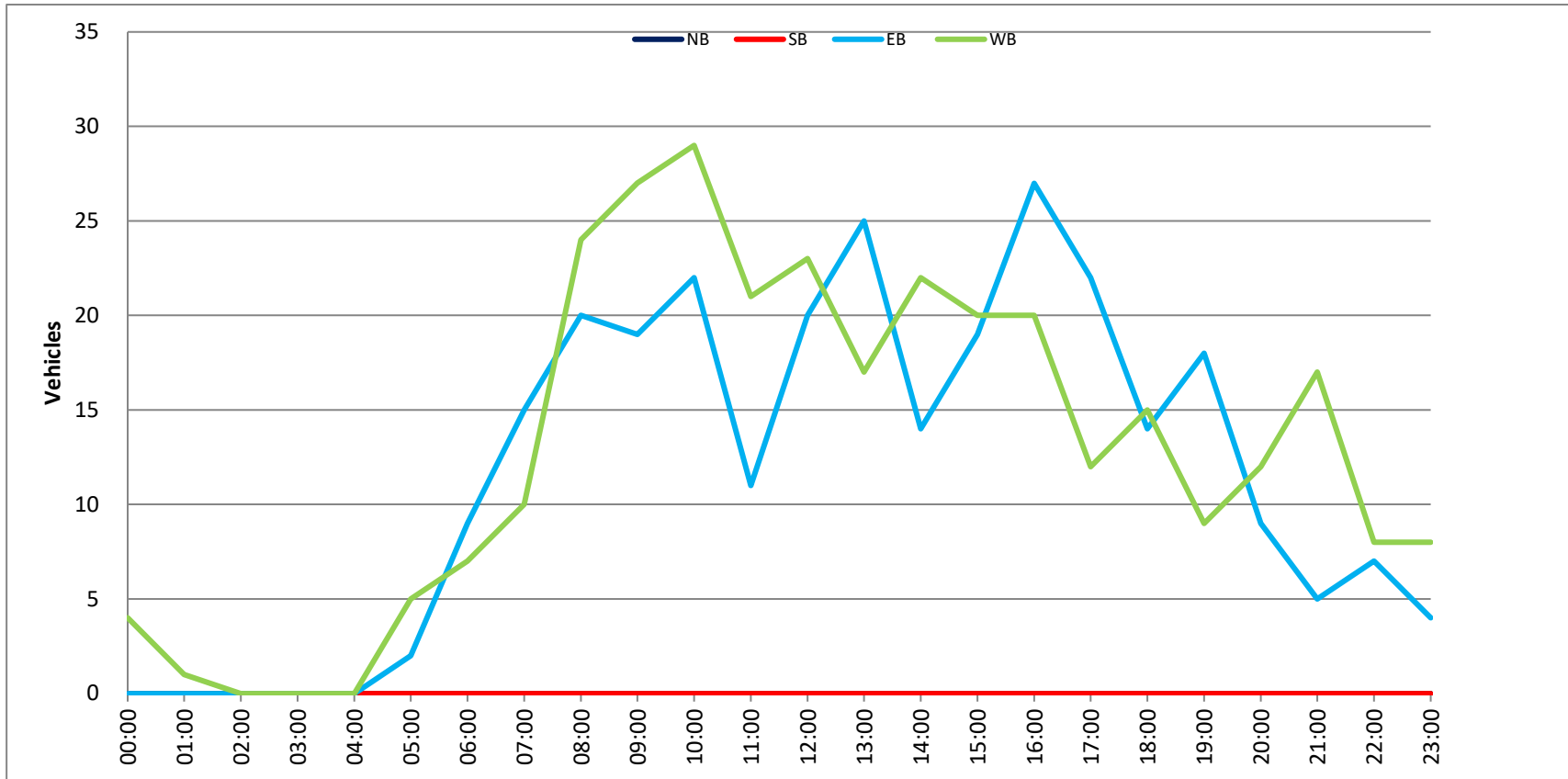
VOLUME
 88th St E/O Hawthorne Ave

Day: Thursday
 Date: 12/2/2021

City: Surfside
 Project #: FL21_140290_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	282	311	593		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	2	2	12:00	0	0	7	7	14
00:15	0	0	0	0		12:15	0	0	2	5	7
00:30	0	0	0	2	2	12:30	0	0	5	4	9
00:45	0	0	0	0	4	12:45	0	0	6	20	23
01:00	0	0	0	0		13:00	0	0	8	5	13
01:15	0	0	0	1	1	13:15	0	0	5	5	10
01:30	0	0	0	0		13:30	0	0	8	4	12
01:45	0	0	0	0	1	13:45	0	0	4	25	29
02:00	0	0	0	0		14:00	0	0	3	6	9
02:15	0	0	0	0		14:15	0	0	2	5	7
02:30	0	0	0	0		14:30	0	0	4	5	9
02:45	0	0	0	0		14:45	0	0	5	14	19
03:00	0	0	0	0		15:00	0	0	4	5	9
03:15	0	0	0	0		15:15	0	0	8	6	14
03:30	0	0	0	0		15:30	0	0	3	5	8
03:45	0	0	0	0		15:45	0	0	4	19	23
04:00	0	0	0	0		16:00	0	0	8	6	14
04:15	0	0	0	0		16:15	0	0	5	5	10
04:30	0	0	0	0		16:30	0	0	8	6	14
04:45	0	0	0	0		16:45	0	0	6	27	33
05:00	0	0	1	1	2	17:00	0	0	5	3	8
05:15	0	0	0	0		17:15	0	0	6	5	11
05:30	0	0	1	2	3	17:30	0	0	5	2	7
05:45	0	0	0	2	5	17:45	0	0	6	22	28
06:00	0	0	0	0		18:00	0	0	6	3	9
06:15	0	0	1	1	2	18:15	0	0	3	4	7
06:30	0	0	2	0	2	18:30	0	0	3	1	4
06:45	0	0	6	9	15	18:45	0	0	2	14	16
07:00	0	0	2	2	4	19:00	0	0	7	3	10
07:15	0	0	3	5	8	19:15	0	0	2	2	4
07:30	0	0	7	1	8	19:30	0	0	3	3	6
07:45	0	0	3	15	18	19:45	0	0	6	18	24
08:00	0	0	6	7	13	20:00	0	0	4	3	7
08:15	0	0	6	7	13	20:15	0	0	3	6	9
08:30	0	0	3	6	9	20:30	0	0	2	2	4
08:45	0	0	5	20	25	20:45	0	0	0	9	9
09:00	0	0	3	8	11	21:00	0	0	1	4	5
09:15	0	0	4	7	11	21:15	0	0	2	2	4
09:30	0	0	6	7	13	21:30	0	0	0	6	6
09:45	0	0	6	19	25	21:45	0	0	2	5	7
10:00	0	0	4	8	12	22:00	0	0	2	2	4
10:15	0	0	8	9	17	22:15	0	0	2	4	6
10:30	0	0	6	8	14	22:30	0	0	3	2	5
10:45	0	0	4	22	26	22:45	0	0	0	7	7
11:00	0	0	2	4	6	23:00	0	0	2	4	6
11:15	0	0	3	6	9	23:15	0	0	0	2	2
11:30	0	0	3	6	9	23:30	0	0	2	1	3
11:45	0	0	3	11	14	23:45	0	0	0	4	4
TOTALS			98	128	226	TOTALS			184	183	367
SPLIT %			43.4%	56.6%	38.1%	SPLIT %			50.1%	49.9%	61.9%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	282	311	593		
AM Peak Hour			09:30	09:45	09:45	PM Peak Hour			12:45	12:00	12:45
AM Pk Volume			24	30	54	PM Pk Volume			27	23	48
Pk Hr Factor			0.750	0.833	0.794	Pk Hr Factor			0.844	0.821	0.923
7 - 9 Volume	0	0	35	34	69	4 - 6 Volume	0	0	49	32	81
7 - 9 Peak Hour			07:30	08:00	08:00	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	22	24	44	4 - 6 Pk Volume	0	0	27	20	47
Pk Hr Factor	0.000	0.000	0.786	0.857	0.846	Pk Hr Factor	0.000	0.000	0.844	0.833	0.839



SPEED

Garland Ave N/O 88th St

Day: Tuesday

Date: 11/30/2021

City: Surfside

Project #: FL21_140290_004

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
07:00	3	1	3	0	0	0	0	0	0	0	0	0	0	7
08:00	1	5	1	0	0	0	0	0	0	0	0	0	0	7
09:00	2	5	2	1	0	0	0	0	0	0	0	0	0	10
10:00	3	2	2	1	0	0	0	0	0	0	0	0	0	8
11:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6
12:00 PM	4	1	0	0	0	0	0	0	0	0	0	0	0	5
13:00	1	3	1	0	0	0	0	0	0	0	0	0	0	5
14:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
15:00	2	7	4	0	0	0	0	0	0	0	0	0	0	13
16:00	2	6	4	0	0	0	0	0	0	0	0	0	0	12
17:00	3	2	2	0	0	0	0	0	0	0	0	0	0	7
18:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
19:00	2	4	2	0	0	0	0	0	0	0	0	0	0	8
20:00	2	5	2	0	0	0	0	0	0	0	0	0	0	9
21:00	1	3	1	0	0	0	0	0	0	0	0	0	0	5
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	29	60	27	2										118
% of Totals	25%	51%	23%	2%										100%

AM Volumes	11	20	11	2	0	0	0	0	0	0	0	0	0	44
% AM	9%	17%	9%	2%										37%
AM Peak Hour	07:00	08:00	07:00	09:00										09:00
Volume	3	5	3	1										10
PM Volumes	18	40	16	0	0	0	0	0	0	0	0	0	0	74
% PM	15%	34%	14%											63%
PM Peak Hour	12:00	15:00	15:00											15:00
Volume	4	7	4											13
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume		%	Volume		%	Volume		%	Volume		%		
	14	↔	12%	10	↔	8%	19	↔	16%	75	↔	64%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Garland Ave	Summary	11	18	17	22	24	118

VOLUME
 Garland Ave N/O 88th St

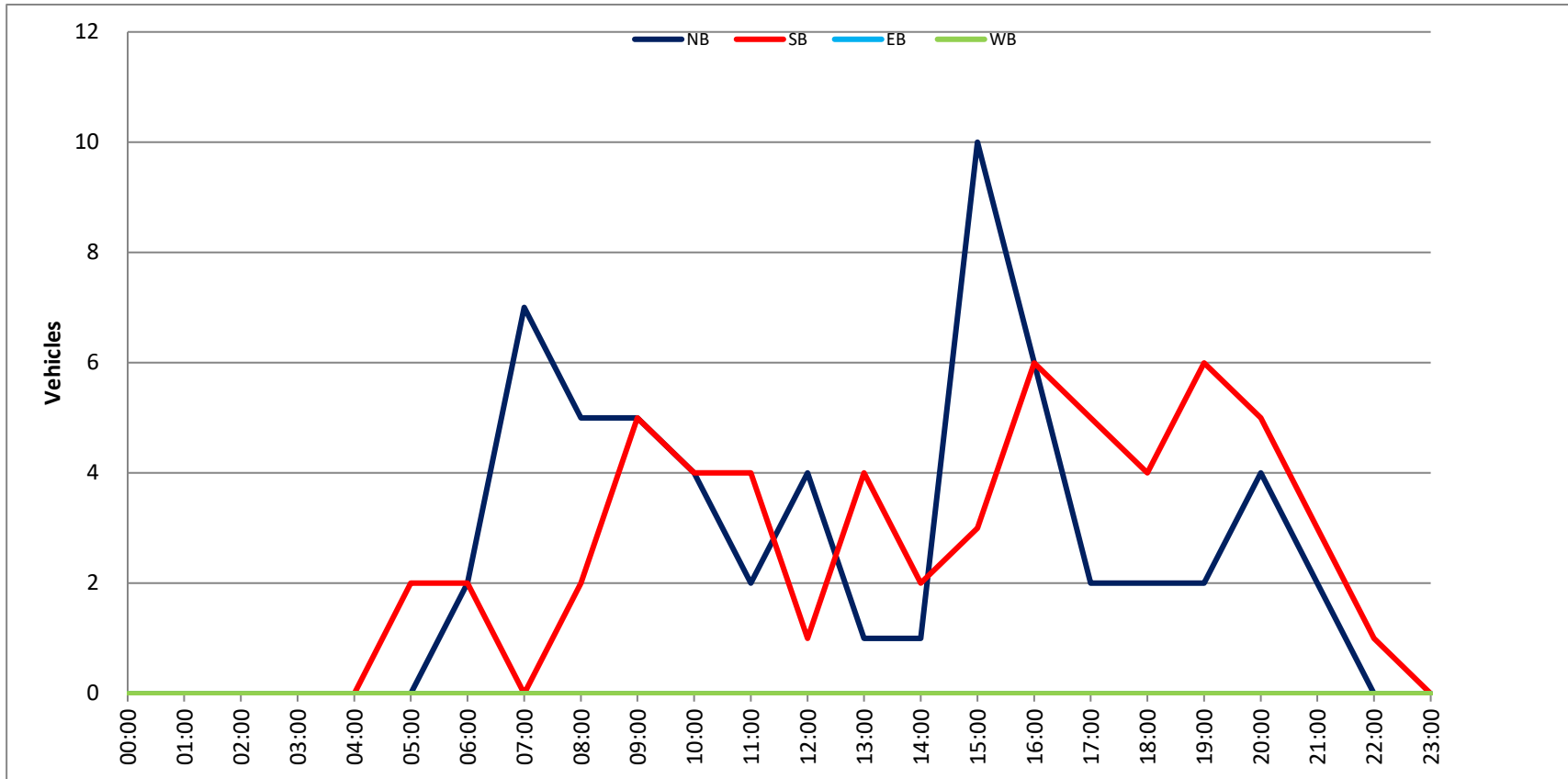
Day: Tuesday
 Date: 11/30/2021

City: Surfside
 Project #: FL21_140290_004

DAILY TOTALS					NB	SB	EB	WB	Total		
					59	59	0	0	118		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	2	0	0	0	2
00:15	0	0	0	0		12:15	1	0	0	0	1
00:30	0	0	0	0		12:30	0	0	0	0	
00:45	0	0	0	0		12:45	1	4	1	1	2
01:00	0	0	0	0		13:00	0	1	0	0	1
01:15	0	0	0	0		13:15	0	2	0	0	2
01:30	0	0	0	0		13:30	1	1	0	0	2
01:45	0	0	0	0		13:45	0	1	0	4	5
02:00	0	0	0	0		14:00	0	0	0	0	
02:15	0	0	0	0		14:15	0	0	0	0	
02:30	0	0	0	0		14:30	0	1	0	0	1
02:45	0	0	0	0		14:45	1	1	1	2	3
03:00	0	0	0	0		15:00	5	1	0	0	6
03:15	0	0	0	0		15:15	0	0	0	0	
03:30	0	0	0	0		15:30	2	2	0	0	4
03:45	0	0	0	0		15:45	3	10	0	3	3
04:00	0	0	0	0		16:00	2	1	0	0	3
04:15	0	0	0	0		16:15	2	3	0	0	5
04:30	0	0	0	0		16:30	2	0	0	0	2
04:45	0	0	0	0		16:45	0	6	2	6	2
05:00	0	0	0	0		17:00	0	0	0	0	
05:15	0	1	0	0	1	17:15	1	1	0	0	2
05:30	0	1	0	0	1	17:30	1	2	0	0	3
05:45	0	0	2	0	2	17:45	0	2	2	5	2
06:00	0	0	0	0		18:00	0	1	0	0	1
06:15	1	0	0	0	1	18:15	1	0	0	0	1
06:30	1	1	0	0	2	18:30	0	2	0	0	2
06:45	0	2	1	2	1	18:45	1	2	1	4	2
07:00	2	0	0	0	2	19:00	0	2	0	0	2
07:15	2	0	0	0	2	19:15	0	1	0	0	1
07:30	3	0	0	0	3	19:30	1	1	0	0	2
07:45	0	7	0	0	7	19:45	1	2	2	6	3
08:00	1	1	0	0	2	20:00	2	1	0	0	3
08:15	1	0	0	0	1	20:15	0	0	0	0	
08:30	1	0	0	0	1	20:30	1	3	0	0	4
08:45	2	5	1	2	3	20:45	1	4	1	5	2
09:00	1	3	0	0	4	21:00	0	2	0	0	2
09:15	3	0	0	0	3	21:15	1	1	0	0	2
09:30	1	2	0	0	3	21:30	1	0	0	0	1
09:45	0	5	0	5	10	21:45	0	2	0	3	5
10:00	2	2	0	0	4	22:00	0	0	0	0	
10:15	1	1	0	0	2	22:15	0	0	0	0	
10:30	0	0	0	0		22:30	0	0	0	0	
10:45	1	4	1	4	2	22:45	0	1	1	0	1
11:00	0	0	0	0		23:00	0	0	0	0	
11:15	1	3	0	0	4	23:15	0	0	0	0	
11:30	1	1	0	0	2	23:30	0	0	0	0	
11:45	0	2	0	4	6	23:45	0	0	0	0	
TOTALS	25	19			44	TOTALS	34	40			74
SPLIT %	56.8%	43.2%			37.3%	SPLIT %	45.9%	54.1%			62.7%

DAILY TOTALS					NB	SB	EB	WB	Total
					59	59	0	0	118

AM Peak Hour	06:45	08:45		08:45	PM Peak Hour	15:00	20:30		15:30		
AM Pk Volume	7	6		13	PM Pk Volume	10	7		15		
Pk Hr Factor	0.583	0.500		0.813	Pk Hr Factor	0.500	0.583		0.750		
7 - 9 Volume	12	2	0	0	14	4 - 6 Volume	8	11	0	0	19
7 - 9 Peak Hour	07:00	08:00		07:00	4 - 6 Peak Hour	16:00	16:00				16:00
7 - 9 Pk Volume	7	2	0	0	7	4 - 6 Pk Volume	6	6	0	0	12
Pk Hr Factor	0.583	0.500	0.000	0.000	0.583	Pk Hr Factor	0.750	0.500	0.000	0.000	0.600



SPEED

Garland Ave N/O 88th St

Day: Wednesday

Date: 12/1/2021

City: Surfside

Project #: FL21_140290_004

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	2	0	1	0	0	0	0	0	0	0	0	0	0	3
06:00	1	1	2	0	0	0	0	0	0	0	0	0	0	4
07:00	7	4	2	0	0	0	0	0	0	0	0	0	0	13
08:00	1	7	3	1	0	0	0	0	0	0	0	0	0	12
09:00	4	6	2	0	0	0	0	0	0	0	0	0	0	12
10:00	2	4	0	0	0	0	0	0	0	0	0	0	0	6
11:00	9	4	2	1	0	0	0	0	0	0	0	0	0	16
12:00 PM	4	2	4	0	0	0	0	0	0	0	0	0	0	10
13:00	1	4	4	0	0	0	0	0	0	0	0	0	0	9
14:00	7	8	1	0	0	0	0	0	0	0	0	0	0	16
15:00	2	6	1	0	0	0	0	0	0	0	0	0	0	9
16:00	5	6	2	1	0	0	0	0	0	0	0	0	0	14
17:00	5	6	4	0	0	0	0	0	0	0	0	0	0	15
18:00	2	6	2	1	0	0	0	0	0	0	0	0	0	11
19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:00	2	3	5	0	0	0	0	0	0	0	0	0	0	10
21:00	5	1	0	0	0	0	0	0	0	0	0	0	0	6
22:00	2	6	1	0	0	0	0	0	0	0	0	0	0	9
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	63	77	36	4										180
% of Totals	35%	43%	20%	2%										100%

AM Volumes	28	26	12	2	0	0	0	0	0	0	0	0	0	68
% AM	16%	14%	7%	1%										38%
AM Peak Hour	11:00	08:00	08:00	08:00										11:00
Volume	9	7	3	1										16
PM Volumes	35	51	24	2	0	0	0	0	0	0	0	0	0	112
% PM	19%	28%	13%	1%										62%
PM Peak Hour	14:00	14:00	20:00	16:00										14:00
Volume	7	8	5	1										16
Directional Peak Periods All Speeds	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
	Volume		%		Volume		%	Volume		%	Volume		%	
	25	↔	14%	19	↔	11%	29	↔	16%	107	↔	59%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Garland Ave	Summary	9	17	16	22	24	180

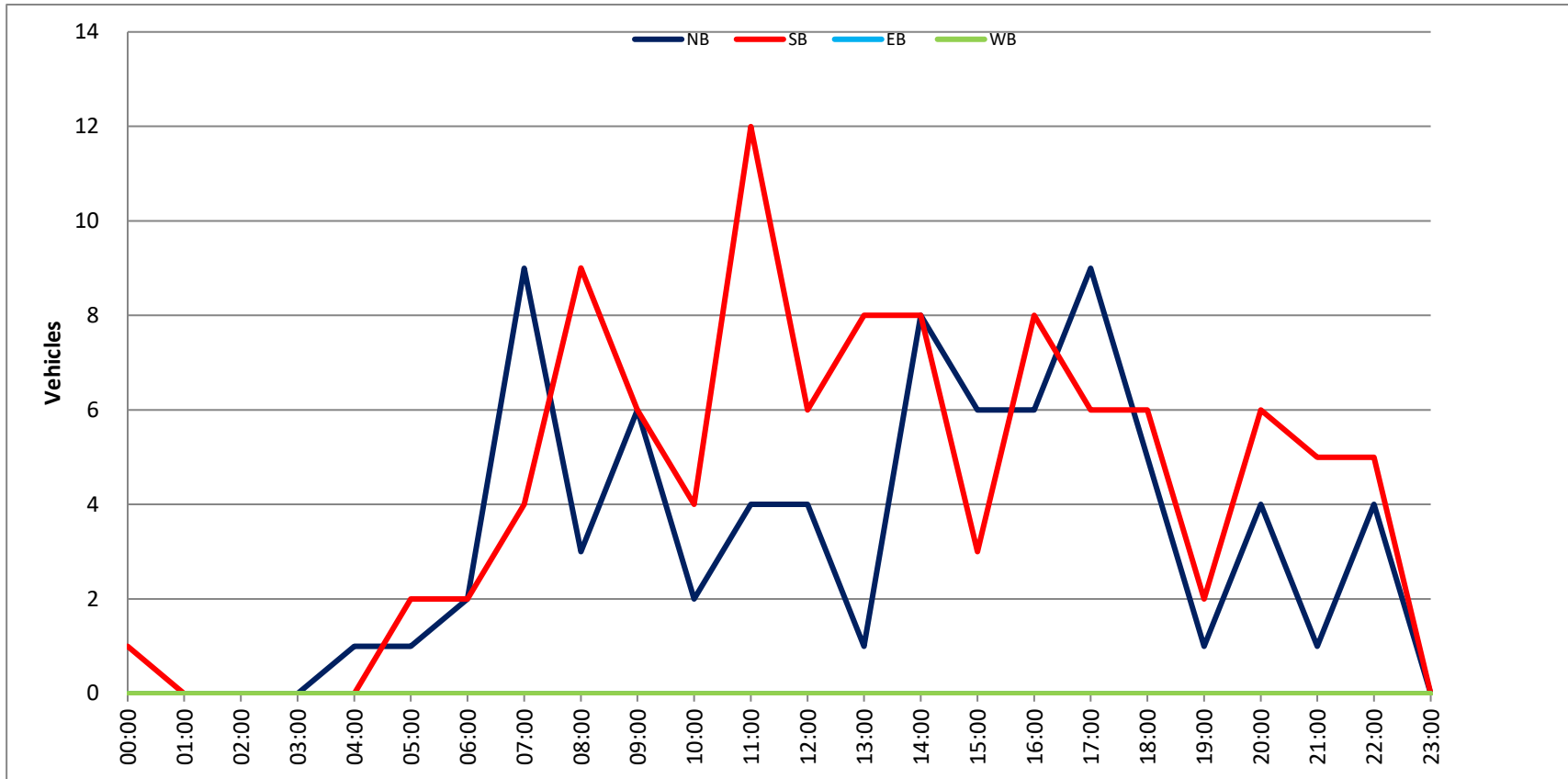
VOLUME
 Garland Ave N/O 88th St

Day: Wednesday
 Date: 12/1/2021

City: Surfside
 Project #: FL21_140290_004

DAILY TOTALS					NB	SB	EB	WB	Total		
					77	103	0	0	180		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	1	2	0	0	3
00:15	0	0	0	0		12:15	1	1	0	0	2
00:30	0	1	0	0	1	12:30	1	1	0	0	2
00:45	0	0	1	0	1	12:45	1	4	2	6	10
01:00	0	0	0	0		13:00	0	2	0	0	2
01:15	0	0	0	0		13:15	1	0	0	0	1
01:30	0	0	0	0		13:30	0	4	0	0	4
01:45	0	0	0	0		13:45	0	1	2	8	9
02:00	0	0	0	0		14:00	2	1	0	0	3
02:15	0	0	0	0		14:15	2	2	0	0	4
02:30	0	0	0	0		14:30	2	4	0	0	6
02:45	0	0	0	0		14:45	2	8	1	8	16
03:00	0	0	0	0		15:00	0	0	0	0	
03:15	0	0	0	0		15:15	2	0	0	0	2
03:30	0	0	0	0		15:30	2	3	0	0	5
03:45	0	0	0	0		15:45	2	6	0	3	9
04:00	1	0	0	0	1	16:00	0	3	0	0	3
04:15	0	0	0	0		16:15	1	1	0	0	2
04:30	0	0	0	0		16:30	2	2	0	0	4
04:45	0	1	0	0	1	16:45	3	6	2	8	14
05:00	0	0	0	0		17:00	2	2	0	0	4
05:15	0	1	0	0	1	17:15	3	2	0	0	5
05:30	0	1	0	0	1	17:30	1	1	0	0	2
05:45	1	1	0	2	3	17:45	3	9	1	6	15
06:00	0	0	0	0		18:00	3	2	0	0	5
06:15	0	0	0	0		18:15	1	2	0	0	3
06:30	2	0	0	0	2	18:30	0	2	0	0	2
06:45	0	2	2	2	4	18:45	1	5	0	6	11
07:00	3	0	0	0	3	19:00	1	1	0	0	2
07:15	1	1	0	0	2	19:15	0	0	0	0	
07:30	2	1	0	0	3	19:30	0	0	0	0	
07:45	3	9	2	4	13	19:45	0	1	1	2	3
08:00	1	2	0	0	3	20:00	1	4	0	0	5
08:15	0	1	0	0	1	20:15	0	1	0	0	1
08:30	0	4	0	0	4	20:30	3	1	0	0	4
08:45	2	3	2	9	12	20:45	0	4	0	6	10
09:00	2	2	0	0	4	21:00	0	0	0	0	
09:15	0	3	0	0	3	21:15	0	1	0	0	1
09:30	1	0	0	0	1	21:30	1	2	0	0	3
09:45	3	6	1	6	12	21:45	0	1	2	5	6
10:00	0	2	0	0	2	22:00	1	0	0	0	1
10:15	0	0	0	0		22:15	2	1	0	0	3
10:30	2	1	0	0	3	22:30	1	3	0	0	4
10:45	0	2	1	4	6	22:45	0	4	1	5	9
11:00	0	2	0	0	2	23:00	0	0	0	0	
11:15	2	4	0	0	6	23:15	0	0	0	0	
11:30	2	3	0	0	5	23:30	0	0	0	0	
11:45	0	4	3	12	16	23:45	0	0	0	0	
TOTALS	28	40			68	TOTALS	49	63			112
SPLIT %	41.2%	58.8%			37.8%	SPLIT %	43.8%	56.3%			62.2%

DAILY TOTALS					NB	SB	EB	WB	Total		
					77	103	0	0	180		
AM Peak Hour	07:00	11:00		11:15	PM Peak Hour	16:30	13:30		16:30		
AM Pk Volume	9	12		17	PM Pk Volume	10	9		18		
Pk Hr Factor	0.750	0.750		0.708	Pk Hr Factor	0.833	0.563		0.900		
7 - 9 Volume	12	13	0	0	25	4 - 6 Volume	15	14	0	0	29
7 - 9 Peak Hour	07:00	07:45		07:00	4 - 6 Peak Hour	16:30	16:00			16:30	
7 - 9 Pk Volume	9	9	0	0	13	4 - 6 Pk Volume	10	8	0	0	18
Pk Hr Factor	0.750	0.563	0.000	0.000	0.650	Pk Hr Factor	0.833	0.667	0.000	0.000	0.900



SPEED

Garland Ave N/O 88th St

Day: Thursday
Date: 12/2/2021City: Surfside
Project #: FL21_140290_004**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
06:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
07:00	4	6	3	0	0	0	0	0	0	0	0	0	0	13
08:00	5	5	1	0	0	0	0	0	0	0	0	0	0	11
09:00	3	1	3	0	0	0	0	0	0	0	0	0	0	7
10:00	1	5	1	1	0	0	0	0	0	0	0	0	0	8
11:00	4	7	6	2	0	0	0	0	0	0	0	0	0	19
12:00 PM	4	9	0	0	0	0	0	0	0	0	0	0	0	13
13:00	3	6	4	0	0	0	0	0	0	0	0	0	0	13
14:00	4	9	3	0	0	0	0	0	0	0	0	0	0	16
15:00	2	4	4	2	0	0	0	0	0	0	0	0	0	12
16:00	2	7	6	0	0	0	0	0	0	0	0	0	0	15
17:00	6	9	2	0	0	0	0	0	0	0	0	0	0	17
18:00	1	5	5	0	0	0	0	0	0	0	0	0	0	11
19:00	7	5	3	0	0	0	0	0	0	0	0	0	0	15
20:00	11	3	0	0	0	0	0	0	0	0	0	0	0	14
21:00	10	4	2	0	0	0	0	0	0	0	0	0	0	16
22:00	5	5	1	0	0	0	0	0	0	0	0	0	0	11
23:00	2	4	1	0	0	0	0	0	0	0	0	0	0	7
Totals	75	98	48	5										226
% of Totals	33%	43%	21%	2%										100%

AM Volumes	18	28	17	3	0	0	0	0	0	0	0	0	0	66
% AM	8%	12%	8%	1%										29%
AM Peak Hour	08:00	11:00	11:00	11:00										11:00
Volume	5	7	6	2										19
PM Volumes	57	70	31	2	0	0	0	0	0	0	0	0	0	160
% PM	25%	31%	14%	1%										71%
PM Peak Hour	20:00	12:00	16:00	15:00										17:00
Volume	11	9	6	2										17
Directional Peak Periods All Speeds	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
	Volume		%		Volume		%	Volume		%	Volume		%	
	24	↔	11%		26	↔	12%	32	↔	14%	144	↔	64%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Garland Ave	Summary	10	17	16	22	24	226

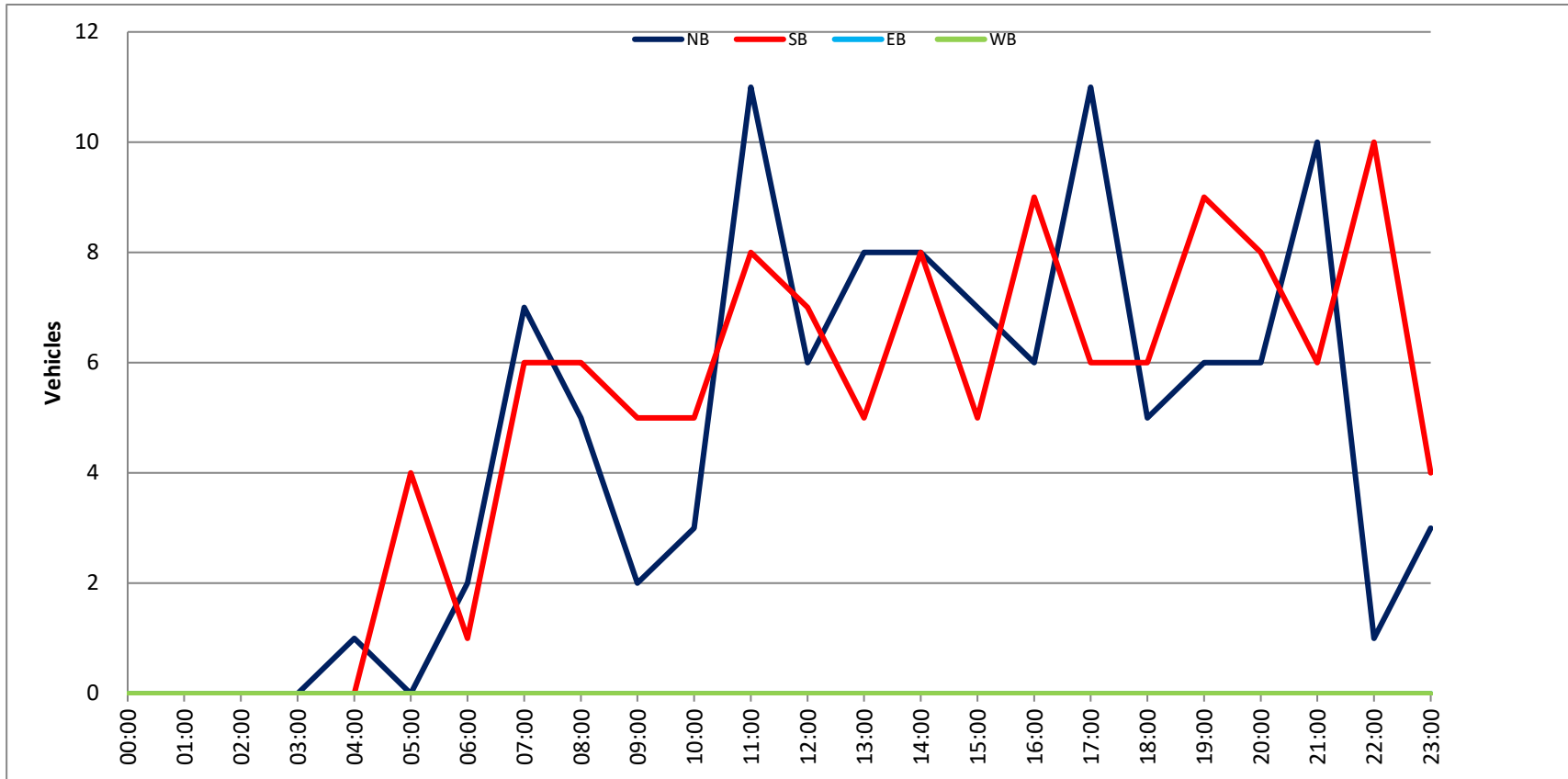
VOLUME
 Garland Ave N/O 88th St

Day: Thursday
 Date: 12/2/2021

City: Surfside
 Project #: FL21_140290_004

DAILY TOTALS					NB	SB	EB	WB	Total		
					108	118	0	0	226		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	2	2	0	0	4
00:15	0	0	0	0		12:15	2	2	0	0	4
00:30	0	0	0	0		12:30	1	1	0	0	2
00:45	0	0	0	0		12:45	1	6	2	7	3
01:00	0	0	0	0		13:00	4	2	0	0	6
01:15	0	0	0	0		13:15	0	0	0	0	
01:30	0	0	0	0		13:30	3	1	0	0	4
01:45	0	0	0	0		13:45	1	8	2	5	3
02:00	0	0	0	0		14:00	4	3	0	0	7
02:15	0	0	0	0		14:15	2	1	0	0	3
02:30	0	0	0	0		14:30	1	2	0	0	3
02:45	0	0	0	0		14:45	1	8	2	8	3
03:00	0	0	0	0		15:00	0	1	0	0	1
03:15	0	0	0	0		15:15	2	0	0	0	2
03:30	0	0	0	0		15:30	2	2	0	0	4
03:45	0	0	0	0		15:45	3	7	2	5	5
04:00	1	0	0	0	1	16:00	2	2	0	0	4
04:15	0	0	0	0		16:15	2	2	0	0	4
04:30	0	0	0	0		16:30	0	3	0	0	3
04:45	0	1	0	0	1	16:45	2	6	2	9	4
05:00	0	0	0	0		17:00	4	1	0	0	5
05:15	0	3	0	0	3	17:15	5	2	0	0	7
05:30	0	0	0	0		17:30	2	1	0	0	3
05:45	0	1	4	0	1	17:45	0	11	2	6	2
06:00	0	0	0	0		18:00	2	3	0	0	5
06:15	0	0	0	0		18:15	2	0	0	0	2
06:30	0	1	0	0	1	18:30	1	2	0	0	3
06:45	2	2	0	1	2	18:45	0	5	1	6	1
07:00	4	3	0	0	7	19:00	2	2	0	0	4
07:15	1	1	0	0	2	19:15	1	0	0	0	1
07:30	2	1	0	0	3	19:30	2	3	0	0	5
07:45	0	7	1	6	1	19:45	1	6	4	9	5
08:00	4	2	0	0	6	20:00	0	4	0	0	4
08:15	1	2	0	0	3	20:15	2	2	0	0	4
08:30	0	1	0	0	1	20:30	3	0	0	0	3
08:45	0	5	1	6	1	20:45	1	6	2	8	3
09:00	0	2	0	0	2	21:00	3	2	0	0	5
09:15	1	0	0	0	1	21:15	2	3	0	0	5
09:30	0	1	0	0	1	21:30	1	0	0	0	1
09:45	1	2	2	5	3	21:45	4	10	1	6	5
10:00	1	1	0	0	2	22:00	0	3	0	0	3
10:15	1	1	0	0	2	22:15	1	3	0	0	4
10:30	0	0	0	0		22:30	0	3	0	0	3
10:45	1	3	3	5	4	22:45	0	1	1	10	1
11:00	3	1	0	0	4	23:00	2	0	0	0	2
11:15	3	2	0	0	5	23:15	0	2	0	0	2
11:30	2	4	0	0	6	23:30	1	0	0	0	1
11:45	3	11	1	8	4	23:45	0	3	2	4	2
TOTALS	31	35			66	TOTALS	77	83			160
SPLIT %	47.0%	53.0%			29.2%	SPLIT %	48.1%	51.9%			70.8%

DAILY TOTALS					NB	SB	EB	WB	Total		
					108	118	0	0	226		
AM Peak Hour	11:00	10:45		10:45	PM Peak Hour	16:45	19:30		16:30		
AM Pk Volume	11	10		19	PM Pk Volume	13	13		19		
Pk Hr Factor	0.917	0.625		0.792	Pk Hr Factor	0.650	0.813		0.679		
7 - 9 Volume	12	12	0	0	24	4 - 6 Volume	17	15	0	0	32
7 - 9 Peak Hour	07:00	07:00		07:00	4 - 6 Peak Hour	16:45	16:00		16:30		
7 - 9 Pk Volume	7	6	0	0	13	4 - 6 Pk Volume	13	9	0	0	19
Pk Hr Factor	0.438	0.500	0.000	0.000	0.464	Pk Hr Factor	0.650	0.750	0.000	0.000	0.679



SPEED

88th St E/O Garland Ave

Day: Tuesday
Date: 11/30/2021City: Surfside
Project #: FL21_140290_005**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	7	0	0	0	0	0	0	0	0	0	0	0	9
01:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	5	1	1	0	0	0	0	0	0	0	0	0	0	7
06:00	5	14	0	0	0	0	0	0	0	0	0	0	0	19
07:00	21	14	2	0	0	0	0	0	0	0	0	0	0	37
08:00	19	20	7	0	0	0	0	0	0	0	0	0	0	46
09:00	17	19	12	0	0	0	0	0	0	0	0	0	0	48
10:00	21	26	6	0	0	0	0	0	0	0	0	0	0	53
11:00	17	21	5	0	0	0	0	0	0	0	0	0	0	43
12:00 PM	18	25	5	0	0	0	0	0	0	0	0	0	0	48
13:00	22	17	4	0	0	0	0	0	0	0	0	0	0	43
14:00	22	23	2	0	0	0	0	0	0	0	0	0	0	47
15:00	27	21	1	0	0	0	0	0	0	0	0	0	0	49
16:00	30	23	2	0	0	0	0	0	0	0	0	0	0	55
17:00	23	22	6	0	0	0	0	0	0	0	0	0	0	51
18:00	14	16	3	0	0	0	0	0	0	0	0	0	0	33
19:00	11	7	5	0	0	0	0	0	0	0	0	0	0	23
20:00	13	9	6	0	0	0	0	0	0	0	0	0	0	28
21:00	4	6	2	0	0	0	0	0	0	0	0	0	0	12
22:00	2	5	1	0	0	0	0	0	0	0	0	0	0	8
23:00	2	3	4	0	0	0	0	0	0	0	0	0	0	9
Totals	300	299	75											674
% of Totals	45%	44%	11%											100%

AM Volumes	112	122	34	0	0	0	0	0	0	0	0	0	0	268
% AM	17%	18%	5%											40%
AM Peak Hour	07:00	10:00	09:00											10:00
Volume	21	26	12											53
PM Volumes	188	177	41	0	0	0	0	0	0	0	0	0	0	406
% PM	28%	26%	6%											60%
PM Peak Hour	16:00	12:00	17:00											16:00
Volume	30	25	6											55
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume	%	Volume	%	Volume	%	Volume	%						
	83	↔	12%	91	↔	14%	106	↔	16%	394	↔	58%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	8	16	15	20	23	674

VOLUME
 88th St E/O Garland Ave

Day: Tuesday
 Date: 11/30/2021

City: Surfside
 Project #: FL21_140290_005

DAILY TOTALS						NB	SB	EB	WB	Total				
						0	0	333	341	674				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	2	2	4	12:00	0	0	12	4	16			
00:15	0	0	0	0		12:15	0	0	5	6	11			
00:30	0	0	0	0		12:30	0	0	5	3	8			
00:45	0	0	2	4	3	12:45	0	0	6	28	7	20	13	48
01:00	0	0	0	0		13:00	0	0	5	6	11			
01:15	0	0	0	0		13:15	0	0	5	5	10			
01:30	0	0	0	1	1	13:30	0	0	10	4	14			
01:45	0	0	1	1	1	13:45	0	0	6	26	2	17	8	43
02:00	0	0	0	0		14:00	0	0	9	4	13			
02:15	0	0	0	0		14:15	0	0	7	6	13			
02:30	0	0	0	0		14:30	0	0	3	4	7			
02:45	0	0	0	0		14:45	0	0	4	23	10	24	14	47
03:00	0	0	0	0		15:00	0	0	7	5	12			
03:15	0	0	1	0	1	15:15	0	0	6	5	11			
03:30	0	0	0	1	1	15:30	0	0	13	4	17			
03:45	0	0	0	1	0	15:45	0	0	7	33	2	16	9	49
04:00	0	0	0	1	1	16:00	0	0	11	5	16			
04:15	0	0	0	0		16:15	0	0	6	9	15			
04:30	0	0	0	0		16:30	0	0	6	8	14			
04:45	0	0	0	0	1	16:45	0	0	6	29	4	26	10	55
05:00	0	0	0	0		17:00	0	0	1	3	4			
05:15	0	0	1	2	3	17:15	0	0	4	5	9			
05:30	0	0	2	2	4	17:30	0	0	10	10	20			
05:45	0	0	0	3	0	17:45	0	0	8	23	10	28	18	51
06:00	0	0	0	2	2	18:00	0	0	3	3	6			
06:15	0	0	3	1	4	18:15	0	0	1	4	5			
06:30	0	0	2	2	4	18:30	0	0	5	6	11			
06:45	0	0	6	11	3	18:45	0	0	8	17	3	16	11	33
07:00	0	0	5	3	8	19:00	0	0	4	4	8			
07:15	0	0	7	5	12	19:15	0	0	0	6	6			
07:30	0	0	2	5	7	19:30	0	0	1	2	3			
07:45	0	0	4	18	6	19:45	0	0	0	5	6	18	6	23
08:00	0	0	4	6	10	20:00	0	0	5	3	8			
08:15	0	0	6	6	12	20:15	0	0	3	2	5			
08:30	0	0	5	6	11	20:30	0	0	1	6	7			
08:45	0	0	5	20	8	20:45	0	0	4	13	4	15	8	28
09:00	0	0	7	7	14	21:00	0	0	2	2	4			
09:15	0	0	5	5	10	21:15	0	0	2	1	3			
09:30	0	0	5	6	11	21:30	0	0	1	1	2			
09:45	0	0	5	22	8	21:45	0	0	2	7	1	5	3	12
10:00	0	0	4	10	14	22:00	0	0	0	0				
10:15	0	0	7	4	11	22:15	0	0	0	1	1			
10:30	0	0	4	6	10	22:30	0	0	1	2	3			
10:45	0	0	9	24	9	22:45	0	0	1	2	3	6	4	8
11:00	0	0	5	3	8	23:00	0	0	1	0	1			
11:15	0	0	9	9	18	23:15	0	0	0	4	4			
11:30	0	0	4	5	9	23:30	0	0	1	1	2			
11:45	0	0	2	20	6	23:45	0	0	1	3	1	6	2	9
TOTALS			124	144	268	TOTALS			209	197	406			
SPLIT %			46.3%	53.7%	39.8%	SPLIT %			51.5%	48.5%	60.2%			

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	333	341	674	
AM Peak Hour			10:30	09:15	10:30	PM Peak Hour			15:15	17:00	15:30
AM Pk Volume			27	29	54	PM Pk Volume			37	28	57
Pk Hr Factor			0.750	0.725	0.750	Pk Hr Factor			0.712	0.700	0.838
7 - 9 Volume	0	0	38	45	83	4 - 6 Volume	0	0	52	54	106
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:00	17:00	16:00
7 - 9 Pk Volume	0	0	20	26	46	4 - 6 Pk Volume	0	0	29	28	55
Pk Hr Factor	0.000	0.000	0.833	0.813	0.885	Pk Hr Factor	0.000	0.000	0.659	0.700	0.859

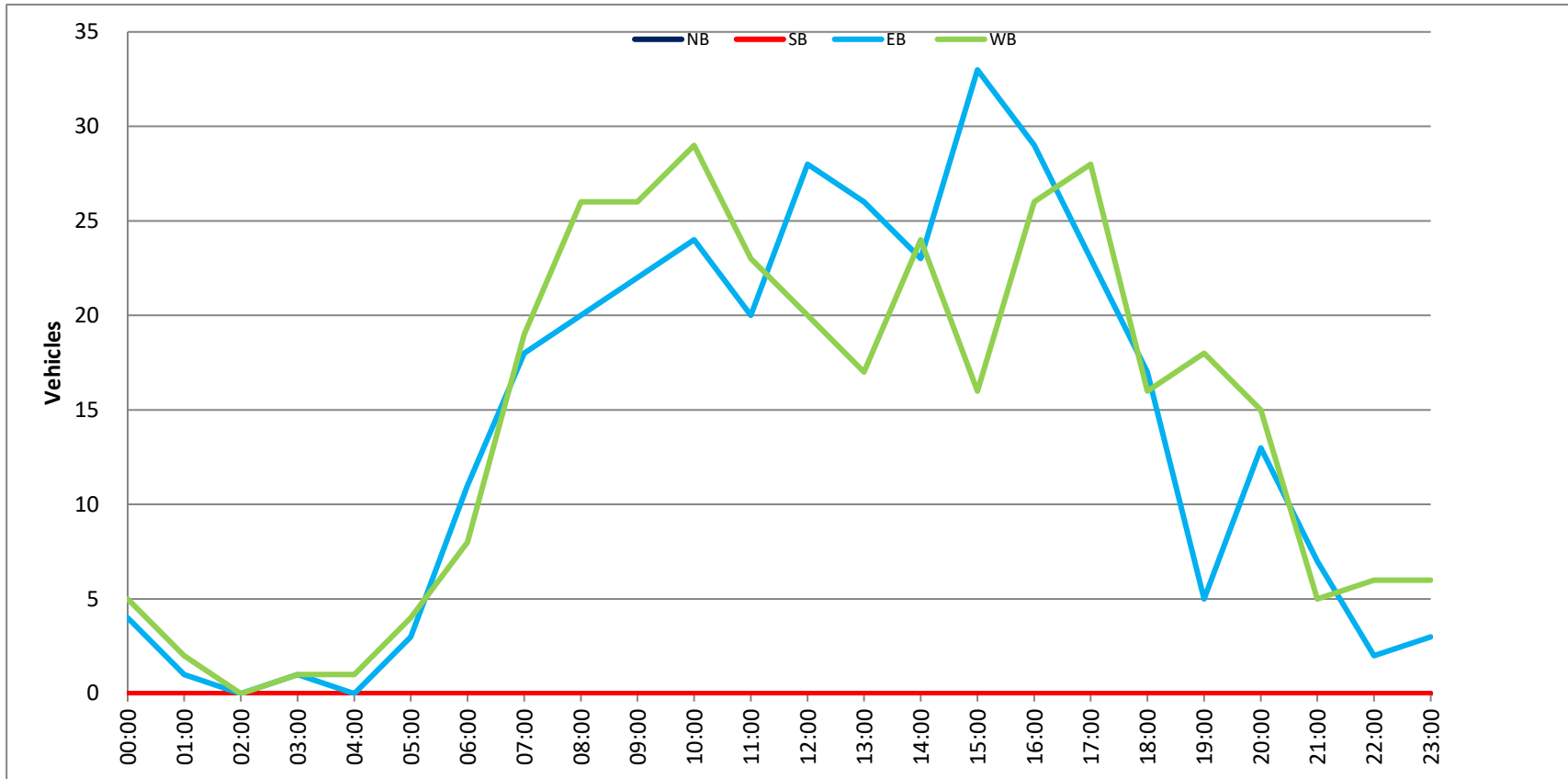
Prepared by NDS/ATD

Project #: FL21_140290_005

City: Surfside

Location: 88th St E/O Garland Ave

Date: 11/30/2021



SPEED

88th St E/O Garland Ave

Day: Wednesday

Date: 12/1/2021

City: Surfside

Project #: FL21_140290_005

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	4	0	1	1	0	0	0	0	0	0	0	0	0	6
01:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	4	0	2	0	0	0	0	0	0	0	0	0	0	6
06:00	7	9	1	0	0	0	0	0	0	0	0	0	0	17
07:00	24	15	4	0	0	0	0	0	0	0	0	0	0	43
08:00	24	30	3	0	0	0	0	0	0	0	0	0	0	57
09:00	34	17	0	1	0	0	0	0	0	0	0	0	0	52
10:00	33	18	0	0	0	0	0	0	0	0	0	0	0	51
11:00	32	25	2	0	0	0	0	0	0	0	0	0	0	59
12:00 PM	29	21	1	0	0	0	0	0	0	0	0	0	0	51
13:00	23	24	4	0	0	0	0	0	0	0	0	0	0	51
14:00	41	16	0	0	0	0	0	0	0	0	0	0	0	57
15:00	45	21	2	0	0	0	0	0	0	0	0	0	0	68
16:00	35	18	3	0	0	0	0	0	0	0	0	0	0	56
17:00	29	22	2	0	0	0	0	0	0	0	0	0	0	53
18:00	18	24	5	1	0	0	0	0	0	0	0	0	0	48
19:00	11	11	3	0	0	0	0	0	0	0	0	0	0	25
20:00	10	21	4	0	0	0	0	0	0	0	0	0	0	35
21:00	11	11	3	0	0	0	0	0	0	0	0	0	0	25
22:00	18	8	3	0	0	0	0	0	0	0	0	0	0	29
23:00	4	4	1	0	0	0	0	0	0	0	0	0	0	9
Totals	441	316	44	3										804
% of Totals	55%	39%	5%	0%										100%

AM Volumes	167	115	13	2	0	0	0	0	0	0	0	0	0	297
% AM	21%	14%	2%	0%										37%
AM Peak Hour	09:00	08:00	07:00											11:00
Volume	34	30	4	1										59
PM Volumes	274	201	31	1	0	0	0	0	0	0	0	0	0	507
% PM	34%	25%	4%	0%										63%
PM Peak Hour	15:00	13:00	18:00	18:00										15:00
Volume	45	24	5	1										68
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume			%	Volume		%	Volume		%	Volume		%	
	100	↔		12%	102	↔	13%	109	↔	14%	493	↔	61%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	8	14	14	19	21	804

VOLUME
 88th St E/O Garland Ave

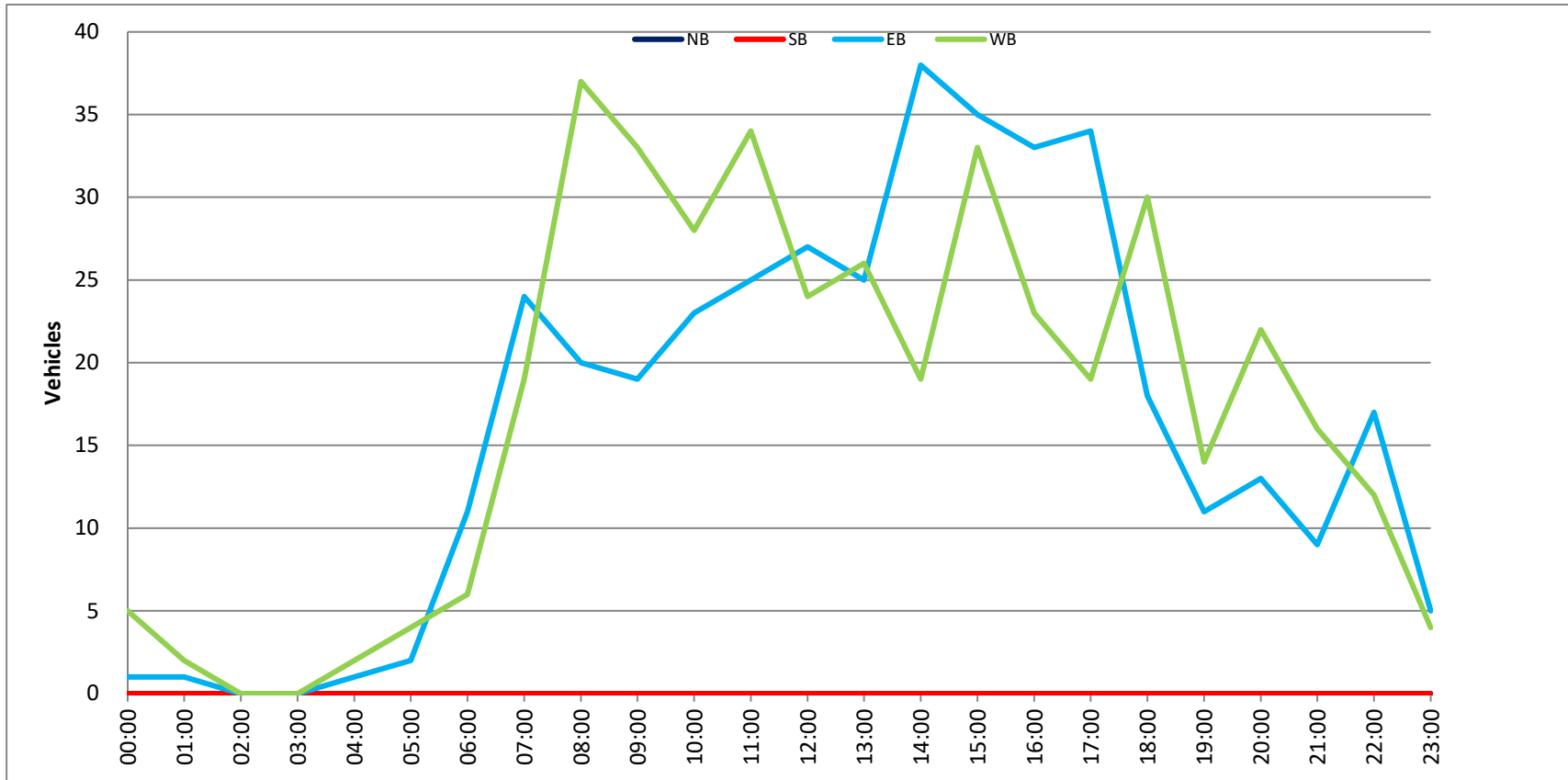
Day: Wednesday
 Date: 12/1/2021

City: Surfside
 Project #: FL21_140290_005

DAILY TOTALS						NB	SB	EB	WB	Total							
						0	0	392	412	804							
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL						
00:00	0	0	0	1	1	12:00	0	0	10	9	19						
00:15	0	0	0	1	1	12:15	0	0	3	4	7						
00:30	0	0	1	1	2	12:30	0	0	10	1	11						
00:45	0	0	0	1	2	12:45	0	0	4	27	10	24	14	51			
01:00	0	0	0	0		13:00	0	0	3	7	10						
01:15	0	0	0	0		13:15	0	0	9	3	12						
01:30	0	0	1	2	3	13:30	0	0	6	8	14						
01:45	0	0	0	1	2	13:45	0	0	7	25	8	26	15	51			
02:00	0	0	0	0		14:00	0	0	12	6	18						
02:15	0	0	0	0		14:15	0	0	10	3	13						
02:30	0	0	0	0		14:30	0	0	10	4	14						
02:45	0	0	0	0		14:45	0	0	6	38	6	19	12	57			
03:00	0	0	0	0		15:00	0	0	8	10	18						
03:15	0	0	0	0		15:15	0	0	9	11	20						
03:30	0	0	0	0		15:30	0	0	8	8	16						
03:45	0	0	0	0		15:45	0	0	10	35	4	33	14	68			
04:00	0	0	1	1	2	16:00	0	0	11	5	16						
04:15	0	0	0	1	1	16:15	0	0	5	6	11						
04:30	0	0	0	0		16:30	0	0	7	9	16						
04:45	0	0	0	1	2	16:45	0	0	10	33	3	23	13	56			
05:00	0	0	0	0		17:00	0	0	9	7	16						
05:15	0	0	1	1	2	17:15	0	0	8	3	11						
05:30	0	0	0	2	2	17:30	0	0	10	4	14						
05:45	0	0	1	2	4	17:45	0	0	7	34	5	19	12	53			
06:00	0	0	0	0		18:00	0	0	1	7	8						
06:15	0	0	1	1	2	18:15	0	0	6	8	14						
06:30	0	0	4	0	4	18:30	0	0	4	9	13						
06:45	0	0	6	11	5	6	11	17	18:45	0	0	7	18	6	30	13	48
07:00	0	0	7	2	9	19:00	0	0	4	2	6						
07:15	0	0	3	4	7	19:15	0	0	3	6	9						
07:30	0	0	6	7	13	19:30	0	0	2	5	7						
07:45	0	0	8	24	6	19	14	43	19:45	0	0	2	11	1	14	3	25
08:00	0	0	6	8	14	20:00	0	0	3	11	14						
08:15	0	0	5	4	9	20:15	0	0	2	5	7						
08:30	0	0	4	9	13	20:30	0	0	6	3	9						
08:45	0	0	5	20	16	37	21	57	20:45	0	0	2	13	3	22	5	35
09:00	0	0	6	10	16	21:00	0	0	4	5	9						
09:15	0	0	4	10	14	21:15	0	0	4	4	8						
09:30	0	0	3	5	8	21:30	0	0	0	5	5						
09:45	0	0	6	19	8	33	14	52	21:45	0	0	1	9	2	16	3	25
10:00	0	0	9	10	19	22:00	0	0	4	1	5						
10:15	0	0	1	8	9	22:15	0	0	9	8	17						
10:30	0	0	9	4	13	22:30	0	0	0	2	2						
10:45	0	0	4	23	6	28	10	51	22:45	0	0	4	17	1	12	5	29
11:00	0	0	4	8	12	23:00	0	0	3	1	4						
11:15	0	0	10	9	19	23:15	0	0	0	0							
11:30	0	0	6	10	16	23:30	0	0	1	2	3						
11:45	0	0	5	25	7	34	12	59	23:45	0	0	1	5	1	4	2	9
TOTALS			127	170	297	TOTALS			265	242	507						
SPLIT %			42.8%	57.2%	36.9%	SPLIT %			52.3%	47.7%	63.1%						

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	392	412	804

AM Peak Hour		11:15	08:30	11:15	PM Peak Hour		13:45	14:45	15:00		
AM Pk Volume		31	45	66	PM Pk Volume		39	35	68		
Pk Hr Factor		0.775	0.703	0.868	Pk Hr Factor		0.813	0.795	0.850		
7 - 9 Volume	0	0	44	56	100	4 - 6 Volume	0	0	67	42	109
7 - 9 Peak Hour			07:30	08:00	08:00	4 - 6 Peak Hour			16:45	16:15	16:00
7 - 9 Pk Volume	0	0	25	37	57	4 - 6 Pk Volume	0	0	37	25	56
Pk Hr Factor	0.000	0.000	0.781	0.578	0.679	Pk Hr Factor	0.000	0.000	0.925	0.694	0.875



SPEED

88th St E/O Garland Ave

Day: Thursday
Date: 12/2/2021City: Surfside
Project #: FL21_140290_005**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	3	1	0	0	0	0	0	0	0	0	0	0	6
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	2	7	1	1	0	0	0	0	0	0	0	0	0	11
06:00	6	14	0	0	0	0	0	0	0	0	0	0	0	20
07:00	20	7	1	0	0	0	0	0	0	0	0	0	0	28
08:00	31	20	3	0	0	0	0	0	0	0	0	0	0	54
09:00	16	26	5	0	0	0	0	0	0	0	0	0	0	47
10:00	27	19	4	0	0	0	0	0	0	0	0	0	0	50
11:00	53	18	1	0	0	0	0	0	0	0	0	0	0	72
12:00 PM	31	6	0	0	0	0	0	0	0	0	0	0	0	37
13:00	39	7	0	0	0	0	0	0	0	0	0	0	0	46
14:00	33	16	0	0	0	0	0	0	0	0	0	0	0	49
15:00	33	20	2	0	0	0	0	0	0	0	0	0	0	55
16:00	36	27	5	1	0	0	0	0	0	0	0	0	0	69
17:00	26	18	4	0	0	0	0	0	0	0	0	0	0	48
18:00	19	27	1	0	0	0	0	0	0	0	0	0	0	47
19:00	19	7	0	0	0	0	0	0	0	0	0	0	0	26
20:00	22	3	0	0	0	0	0	0	0	0	0	0	0	25
21:00	25	9	0	0	0	0	0	0	0	0	0	0	0	34
22:00	19	7	0	0	0	0	0	0	0	0	0	0	0	26
23:00	13	4	1	0	0	0	0	0	0	0	0	0	0	18
Totals	473	266	30	3										772
% of Totals	61%	34%	4%	0%										100%

AM Volumes	158	115	17	2	0	0	0	0	0	0	0	0	0	292
% AM	20%	15%	2%	0%										38%
AM Peak Hour	11:00	09:00	09:00	04:00										11:00
Volume	53	26	5	1										72
PM Volumes	315	151	13	1	0	0	0	0	0	0	0	0	0	480
% PM	41%	20%	2%	0%										62%
PM Peak Hour	13:00	16:00	16:00	16:00										16:00
Volume	39	27	5	1										69
Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
All Speeds	Volume		%	Volume		%	Volume		%	Volume		%		
	82	↔	11%	83	↔	11%	117	↔	15%	490	↔	63%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	7	13	13	18	20	772

VOLUME
 88th St E/O Garland Ave

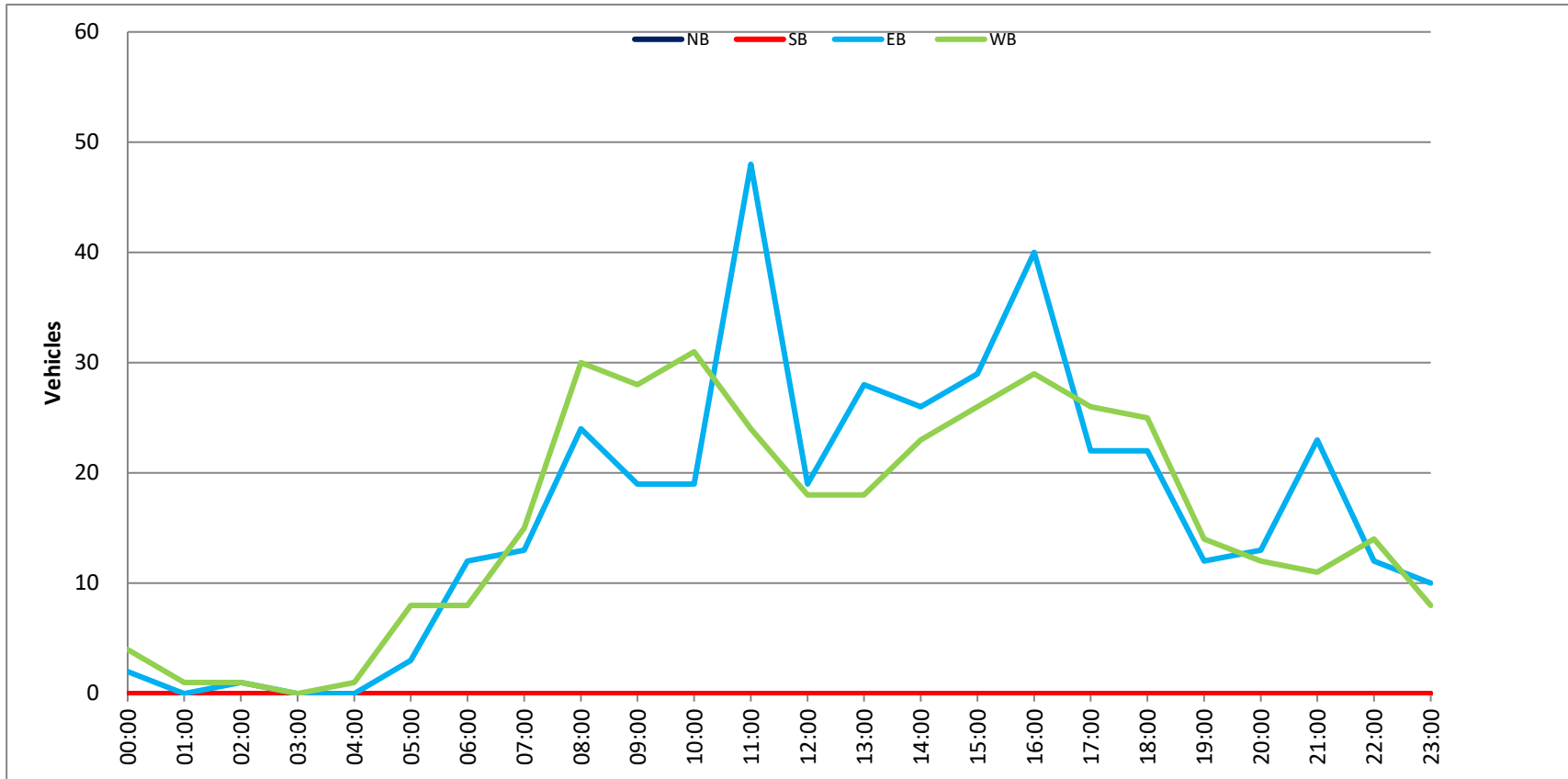
Day: Thursday
 Date: 12/2/2021

City: Surfside
 Project #: FL21_140290_005

DAILY TOTALS						NB	SB					Total	
						0	0	EB	WB			772	
								397	375				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0	1	1	2	12:00	0	0	9	7	16		
00:15	0	0	1	1	2	12:15	0	0	3	3	6		
00:30	0	0	0	1	1	12:30	0	0	4	3	7		
00:45	0	0	0	2	4	12:45	0	0	3	19	5	18	
01:00	0	0	0	0	0	13:00	0	0	9	6	15		
01:15	0	0	0	1	1	13:15	0	0	3	1	4		
01:30	0	0	0	0	0	13:30	0	0	10	4	14		
01:45	0	0	0	0	1	13:45	0	0	6	28	7	18	
02:00	0	0	1	0	1	14:00	0	0	4	8	12		
02:15	0	0	0	0	0	14:15	0	0	8	3	11		
02:30	0	0	0	0	0	14:30	0	0	6	9	15		
02:45	0	0	0	1	1	14:45	0	0	8	26	3	23	
03:00	0	0	0	0	0	15:00	0	0	8	5	13		
03:15	0	0	0	0	0	15:15	0	0	7	7	14		
03:30	0	0	0	0	0	15:30	0	0	9	5	14		
03:45	0	0	0	0	0	15:45	0	0	5	29	9	26	
04:00	0	0	0	0	0	16:00	0	0	9	6	15		
04:15	0	0	0	0	0	16:15	0	0	15	7	22		
04:30	0	0	0	0	0	16:30	0	0	8	8	16		
04:45	0	0	0	1	1	16:45	0	0	8	40	8	29	
05:00	0	0	0	1	1	17:00	0	0	8	6	14		
05:15	0	0	2	3	5	17:15	0	0	7	9	16		
05:30	0	0	1	1	2	17:30	0	0	6	4	10		
05:45	0	0	0	3	3	17:45	0	0	1	22	7	26	
06:00	0	0	1	1	2	18:00	0	0	7	5	12		
06:15	0	0	1	2	3	18:15	0	0	5	4	9		
06:30	0	0	1	1	2	18:30	0	0	7	7	14		
06:45	0	0	9	12	4	8	18:45	0	0	3	22	9	25
07:00	0	0	4	2	6	19:00	0	0	2	3	5		
07:15	0	0	2	3	5	19:15	0	0	5	4	9		
07:30	0	0	4	5	9	19:30	0	0	2	5	7		
07:45	0	0	3	13	5	15	19:45	0	0	3	12	2	14
08:00	0	0	8	7	15	20:00	0	0	1	4	5		
08:15	0	0	11	9	20	20:15	0	0	3	2	5		
08:30	0	0	1	6	7	20:30	0	0	5	3	8		
08:45	0	0	4	24	8	30	20:45	0	0	4	13	3	12
09:00	0	0	1	8	9	21:00	0	0	9	3	12		
09:15	0	0	5	5	10	21:15	0	0	5	3	8		
09:30	0	0	3	4	7	21:30	0	0	4	1	5		
09:45	0	0	10	19	11	28	21:45	0	0	5	23	4	11
10:00	0	0	6	11	17	22:00	0	0	5	3	8		
10:15	0	0	5	10	15	22:15	0	0	1	1	2		
10:30	0	0	3	4	7	22:30	0	0	5	4	9		
10:45	0	0	5	19	6	31	22:45	0	0	1	12	6	14
11:00	0	0	18	6	24	23:00	0	0	6	0	6		
11:15	0	0	7	7	14	23:15	0	0	0	3	3		
11:30	0	0	12	3	15	23:30	0	0	3	2	5		
11:45	0	0	11	48	8	24	23:45	0	0	1	10	3	8
TOTALS			141	151	292	TOTALS			256	224	480		
SPLIT %			48.3%	51.7%	37.8%	SPLIT %			53.3%	46.7%	62.2%		

DAILY TOTALS						NB	SB					Total
						0	0	EB	WB			772
								397	375			

AM Peak Hour		11:00	09:30	11:00	PM Peak Hour		16:00	16:30	16:00		
AM Pk Volume		48	36	72	PM Pk Volume		40	31	69		
Pk Hr Factor		0.667	0.818	0.750	Pk Hr Factor		0.667	0.861	0.784		
7 - 9 Volume	0	0	37	45	82	4 - 6 Volume	0	0	62	55	117
7 - 9 Peak Hour			07:30	08:00	08:00	4 - 6 Peak Hour			16:00	16:30	16:00
7 - 9 Pk Volume	0	0	26	30	54	4 - 6 Pk Volume	0	0	40	31	69
Pk Hr Factor	0.000	0.000	0.591	0.833	0.675	Pk Hr Factor	0.000	0.000	0.667	0.861	0.784



SPEED

Froude Ave N/O 88th St

Day: Tuesday
Date: 11/30/2021City: Surfside
Project #: FL21_140290_006**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	6	10	0	0	0	0	0	0	0	0	0	0	0	16
08:00	6	6	7	0	0	0	0	0	0	0	0	0	0	19
09:00	7	4	3	0	0	0	0	0	0	0	0	0	0	14
10:00	2	6	2	0	0	0	0	0	0	0	0	0	0	10
11:00	2	5	5	1	0	0	0	0	0	0	0	0	0	13
12:00 PM	2	6	3	1	0	0	0	0	0	0	0	0	0	12
13:00	4	10	1	0	0	0	0	0	0	0	0	0	0	15
14:00	6	8	2	0	0	0	0	0	0	0	0	0	0	16
15:00	5	9	3	0	0	0	0	0	0	0	0	0	0	17
16:00	4	14	4	0	0	0	0	0	0	0	0	0	0	22
17:00	6	7	1	0	0	0	0	0	0	0	0	0	0	14
18:00	2	2	3	0	0	0	0	0	0	0	0	0	0	7
19:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	53	104	37	2										196
% of Totals	27%	53%	19%	1%										100%

AM Volumes	24	35	18	1	0	0	0	0	0	0	0	0	0	78
% AM	12%	18%	9%	1%										40%
AM Peak Hour	09:00	07:00	08:00	11:00										08:00
Volume	7	10	7	1										19
PM Volumes	29	69	19	1	0	0	0	0	0	0	0	0	0	118
% PM	15%	35%	10%	1%										60%
PM Peak Hour	14:00	16:00	16:00	12:00										16:00
Volume	6	14	4	1										22
Directional Peak Periods All Speeds	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
	Volume		%		Volume		%		Volume		%	Volume		%
	35	↔	18%		27	↔	14%		36	↔	18%	98	↔	50%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Froude Ave	Summary	11	17	17	21	24	196

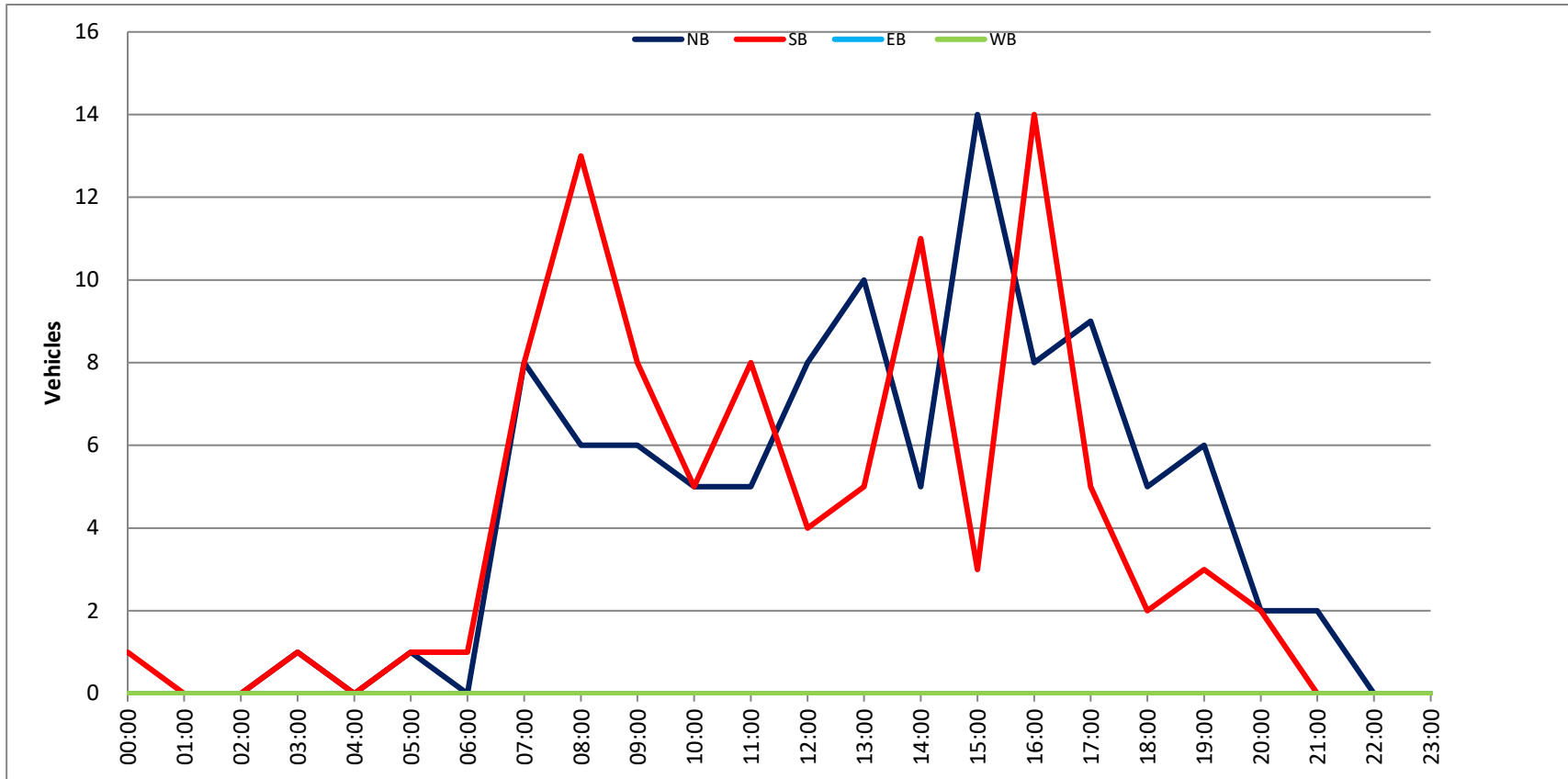
VOLUME
 Froude Ave N/O 88th St

Day: Tuesday
 Date: 11/30/2021

City: Surfside
 Project #: FL21_140290_006

DAILY TOTALS					NB	SB	EB	WB	Total		
					101	95	0	0	196		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	1	2	0	0	3
00:15	0	1	0	0	1	12:15	2	2	0	0	4
00:30	0	0	0	0		12:30	2	0	0	0	2
00:45	0	0	1	0	1	12:45	3	8	0	4	15
01:00	0	0	0	0		13:00	1	2	0	0	3
01:15	0	0	0	0		13:15	2	0	0	0	2
01:30	0	0	0	0		13:30	3	1	0	0	4
01:45	0	0	0	0		13:45	4	10	2	5	21
02:00	0	0	0	0		14:00	1	6	0	0	7
02:15	0	0	0	0		14:15	3	2	0	0	5
02:30	0	0	0	0		14:30	0	1	0	0	1
02:45	0	0	0	0		14:45	1	5	2	11	19
03:00	0	0	0	0		15:00	1	0	0	0	1
03:15	0	0	0	0		15:15	2	1	0	0	3
03:30	0	0	0	0		15:30	5	0	0	0	5
03:45	1	1	1	0	2	15:45	6	14	2	3	25
04:00	0	0	0	0		16:00	1	3	0	0	4
04:15	0	0	0	0		16:15	4	5	0	0	9
04:30	0	0	0	0		16:30	2	3	0	0	5
04:45	0	0	0	0		16:45	1	8	3	14	26
05:00	0	0	0	0		17:00	3	2	0	0	5
05:15	0	1	0	0	1	17:15	4	2	0	0	6
05:30	1	0	0	0	1	17:30	1	1	0	0	2
05:45	0	1	0	1	2	17:45	1	9	0	5	15
06:00	0	0	0	0		18:00	4	1	0	0	5
06:15	0	0	0	0		18:15	1	1	0	0	2
06:30	0	1	0	0	1	18:30	0	0	0	0	0
06:45	0	0	1	0	1	18:45	0	5	0	2	7
07:00	1	2	0	0	3	19:00	0	1	0	0	1
07:15	5	3	0	0	8	19:15	1	1	0	0	2
07:30	0	1	0	0	1	19:30	4	1	0	0	5
07:45	2	8	2	8	12	19:45	1	6	0	3	10
08:00	1	7	0	0	8	20:00	0	1	0	0	1
08:15	1	3	0	0	4	20:15	2	0	0	0	2
08:30	2	1	0	0	3	20:30	0	0	0	0	0
08:45	2	6	2	13	13	20:45	0	2	1	2	5
09:00	2	2	0	0	4	21:00	0	0	0	0	0
09:15	0	2	0	0	2	21:15	1	0	0	0	1
09:30	2	1	0	0	3	21:30	1	0	0	0	1
09:45	2	6	3	8	19	21:45	0	2	0	0	2
10:00	0	0	0	0		22:00	0	0	0	0	0
10:15	2	0	0	0	2	22:15	0	0	0	0	0
10:30	2	2	0	0	4	22:30	0	0	0	0	0
10:45	1	5	3	5	14	22:45	0	0	0	0	0
11:00	2	1	0	0	3	23:00	0	0	0	0	0
11:15	0	1	0	0	1	23:15	0	0	0	0	0
11:30	1	4	0	0	5	23:30	0	0	0	0	0
11:45	2	5	2	8	17	23:45	0	0	0	0	0
TOTALS	32	46	0	0	78	TOTALS	69	49	0	0	118
SPLIT %	41.0%	59.0%	0.0%	0.0%	39.8%	SPLIT %	58.5%	41.5%	0.0%	0.0%	60.2%

DAILY TOTALS					NB	SB	EB	WB	Total		
					101	95	0	0	196		
AM Peak Hour	07:00	07:15		07:15	PM Peak Hour	15:30	16:00		15:30		
AM Pk Volume	8	13		21	PM Pk Volume	16	14		26		
Pk Hr Factor	0.400	0.464		0.656	Pk Hr Factor	0.667	0.700		0.722		
7 - 9 Volume	14	21	0	0	35	4 - 6 Volume	17	19	0	0	36
7 - 9 Peak Hour	07:00	07:15		07:15	4 - 6 Peak Hour	16:15	16:00		0	0	16:15
7 - 9 Pk Volume	8	13	0	0	21	4 - 6 Pk Volume	10	14	0	0	23
Pk Hr Factor	0.400	0.464	0.000	0.000	0.656	Pk Hr Factor	0.625	0.700	0.000	0.000	0.639



SPEED

Froude Ave N/O 88th St

Day: Wednesday

Date: 12/1/2021

City: Surfside

Project #: FL21_140290_006

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00	1	11	1	0	0	0	0	0	0	0	0	0	0	13
09:00	4	4	2	1	0	0	0	0	0	0	0	0	0	11
10:00	5	11	6	0	0	0	0	0	0	0	0	0	0	22
11:00	3	5	1	0	0	0	0	0	0	0	0	0	0	9
12:00 PM	5	8	3	2	0	0	0	0	0	0	0	0	0	18
13:00	3	1	5	0	0	0	0	0	0	0	0	0	0	9
14:00	3	5	6	1	0	0	0	0	0	0	0	0	0	15
15:00	3	4	2	0	0	0	0	0	0	0	0	0	0	9
16:00	4	11	2	0	0	0	0	0	0	0	0	0	0	17
17:00	10	8	1	0	0	0	0	0	0	0	0	0	0	19
18:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4
19:00	6	4	2	0	0	0	0	0	0	0	0	0	0	12
20:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	53	77	33	4										167
% of Totals	32%	46%	20%	2%										100%

AM Volumes	16	31	10	1	0	0	0	0	0	0	0	0	0	58
% AM	10%	19%	6%	1%										35%
AM Peak Hour	10:00	08:00	10:00	09:00										10:00
Volume	5	11	6	1										22
PM Volumes	37	46	23	3	0	0	0	0	0	0	0	0	0	109
% PM	22%	28%	14%	2%										65%
PM Peak Hour	17:00	16:00	14:00	12:00										17:00
Volume	10	11	6	2										19
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume		%	Volume		%	Volume		%	Volume		%		
	16	↔	10%	27	↔	16%	36	↔	22%	88	↔	53%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Froude Ave	Summary	10	17	16	22	24	167

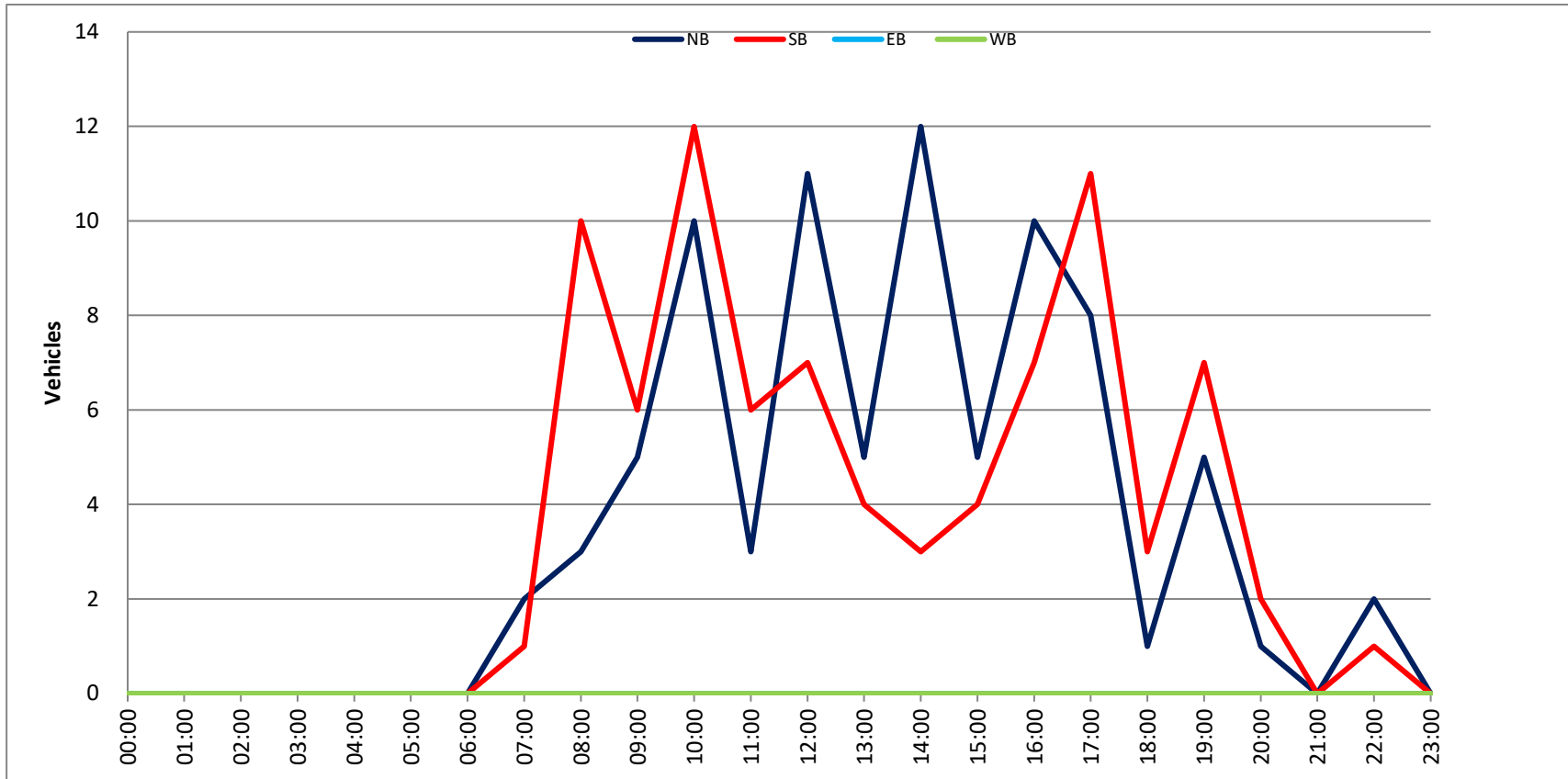
VOLUME
 Froude Ave N/O 88th St

Day: Wednesday
 Date: 12/1/2021

City: Surfside
 Project #: FL21_140290_006

DAILY TOTALS					NB	SB	EB	WB	Total		
					83	84	0	0	167		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	5	2	0	0	7
00:15	0	0	0	0		12:15	0	3	0	0	3
00:30	0	0	0	0		12:30	2	1	0	0	3
00:45	0	0	0	0		12:45	4	11	1	7	18
01:00	0	0	0	0		13:00	1	0	0	0	1
01:15	0	0	0	0		13:15	3	0	0	0	3
01:30	0	0	0	0		13:30	0	3	0	0	3
01:45	0	0	0	0		13:45	1	5	1	4	9
02:00	0	0	0	0		14:00	2	1	0	0	3
02:15	0	0	0	0		14:15	1	1	0	0	2
02:30	0	0	0	0		14:30	1	1	0	0	2
02:45	0	0	0	0		14:45	8	12	0	3	15
03:00	0	0	0	0		15:00	4	2	0	0	6
03:15	0	0	0	0		15:15	0	2	0	0	2
03:30	0	0	0	0		15:30	1	0	0	0	1
03:45	0	0	0	0		15:45	0	5	0	4	9
04:00	0	0	0	0		16:00	3	2	0	0	5
04:15	0	0	0	0		16:15	4	1	0	0	5
04:30	0	0	0	0		16:30	1	1	0	0	2
04:45	0	0	0	0		16:45	2	10	3	7	17
05:00	0	0	0	0		17:00	1	5	0	0	6
05:15	0	0	0	0		17:15	3	1	0	0	4
05:30	0	0	0	0		17:30	3	3	0	0	6
05:45	0	0	0	0		17:45	1	8	2	11	19
06:00	0	0	0	0		18:00	0	2	0	0	2
06:15	0	0	0	0		18:15	1	0	0	0	1
06:30	0	0	0	0		18:30	0	0	0	0	0
06:45	0	0	0	0		18:45	0	1	1	3	4
07:00	0	0	0	0		19:00	3	2	0	0	5
07:15	0	0	0	0		19:15	1	3	0	0	4
07:30	1	0	0	0	1	19:30	0	1	0	0	1
07:45	1	2	1	1	2	19:45	1	5	1	7	12
08:00	0	1	0	0	1	20:00	0	1	0	0	1
08:15	1	3	0	0	4	20:15	0	0	0	0	0
08:30	1	3	0	0	4	20:30	0	1	0	0	1
08:45	1	3	3	10	4	20:45	1	1	0	2	3
09:00	4	2	0	0	6	21:00	0	0	0	0	0
09:15	1	1	0	0	2	21:15	0	0	0	0	0
09:30	0	2	0	0	2	21:30	0	0	0	0	0
09:45	0	5	1	6	1	21:45	0	0	0	0	0
10:00	6	6	0	0	12	22:00	1	0	0	0	1
10:15	2	2	0	0	4	22:15	0	0	0	0	0
10:30	2	2	0	0	4	22:30	0	1	0	0	1
10:45	0	10	2	12	2	22:45	1	2	0	1	3
11:00	1	1	0	0	2	23:00	0	0	0	0	0
11:15	0	3	0	0	3	23:15	0	0	0	0	0
11:30	0	0	0	0	0	23:30	0	0	0	0	0
11:45	2	3	2	6	4	23:45	0	0	0	0	0
TOTALS	23	35			58	TOTALS	60	49			109
SPLIT %	39.7%	60.3%			34.7%	SPLIT %	55.0%	45.0%			65.3%

DAILY TOTALS					NB	SB	EB	WB	Total		
					83	84	0	0	167		
AM Peak Hour	09:45	10:00		10:00	PM Peak Hour	14:15	16:45		16:45		
AM Pk Volume	10	12		22	PM Pk Volume	14	12		21		
Pk Hr Factor	0.417	0.500		0.458	Pk Hr Factor	0.438	0.600		0.875		
7 - 9 Volume	5	11	0	0	16	4 - 6 Volume	18	18	0	0	36
7 - 9 Peak Hour	07:30	08:00		08:00	4 - 6 Peak Hour	16:00	16:45		16:45		
7 - 9 Pk Volume	3	10	0	0	13	4 - 6 Pk Volume	10	12	0	0	21
Pk Hr Factor	0.750	0.833	0.000	0.000	0.813	Pk Hr Factor	0.625	0.600	0.000	0.000	0.875



SPEED

Froude Ave N/O 88th St

Day: Thursday
Date: 12/2/2021City: Surfside
Project #: FL21_140290_006**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	4	9	2	0	0	0	0	0	0	0	0	0	0	15
08:00	4	9	2	0	0	0	0	0	0	0	0	0	0	15
09:00	3	8	3	0	0	0	0	0	0	0	0	0	0	14
10:00	3	4	3	0	0	0	0	0	0	0	0	0	0	10
11:00	7	6	2	0	0	0	0	0	0	0	0	0	0	15
12:00 PM	0	10	6	1	0	0	0	0	0	0	0	0	0	17
13:00	2	7	1	1	0	0	0	0	0	0	0	0	0	11
14:00	5	4	3	0	0	0	0	0	0	0	0	0	0	12
15:00	5	6	2	0	0	0	0	0	0	0	0	0	0	13
16:00	2	7	6	0	0	0	0	0	0	0	0	0	0	15
17:00	9	7	1	0	0	0	0	0	0	0	0	0	0	17
18:00	5	8	1	1	0	0	0	0	0	0	0	0	0	15
19:00	1	5	2	0	0	0	0	0	0	0	0	0	0	8
20:00	1	3	1	0	0	0	0	0	0	0	0	0	0	5
21:00	2	2	0	0	0	0	0	0	0	0	0	0	0	4
22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
23:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
Totals	56	100	36	3										195
% of Totals	29%	51%	18%	2%										100%

AM Volumes	21	39	13	0	0	0	0	0	0	0	0	0	0	73
% AM	11%	20%	7%											37%
AM Peak Hour	11:00	07:00	09:00											07:00
Volume	7	9	3											15
PM Volumes	35	61	23	3	0	0	0	0	0	0	0	0	0	122
% PM	18%	31%	12%	2%										63%
PM Peak Hour	17:00	12:00	12:00	12:00										12:00
Volume	9	10	6	1										17
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume		%	Volume		%	Volume		%	Volume		%		
	30	↔	15%	28	↔	14%	32	↔	16%	105	↔	54%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Froude Ave	Summary	10	17	16	21	24	195

VOLUME
 Froude Ave N/O 88th St

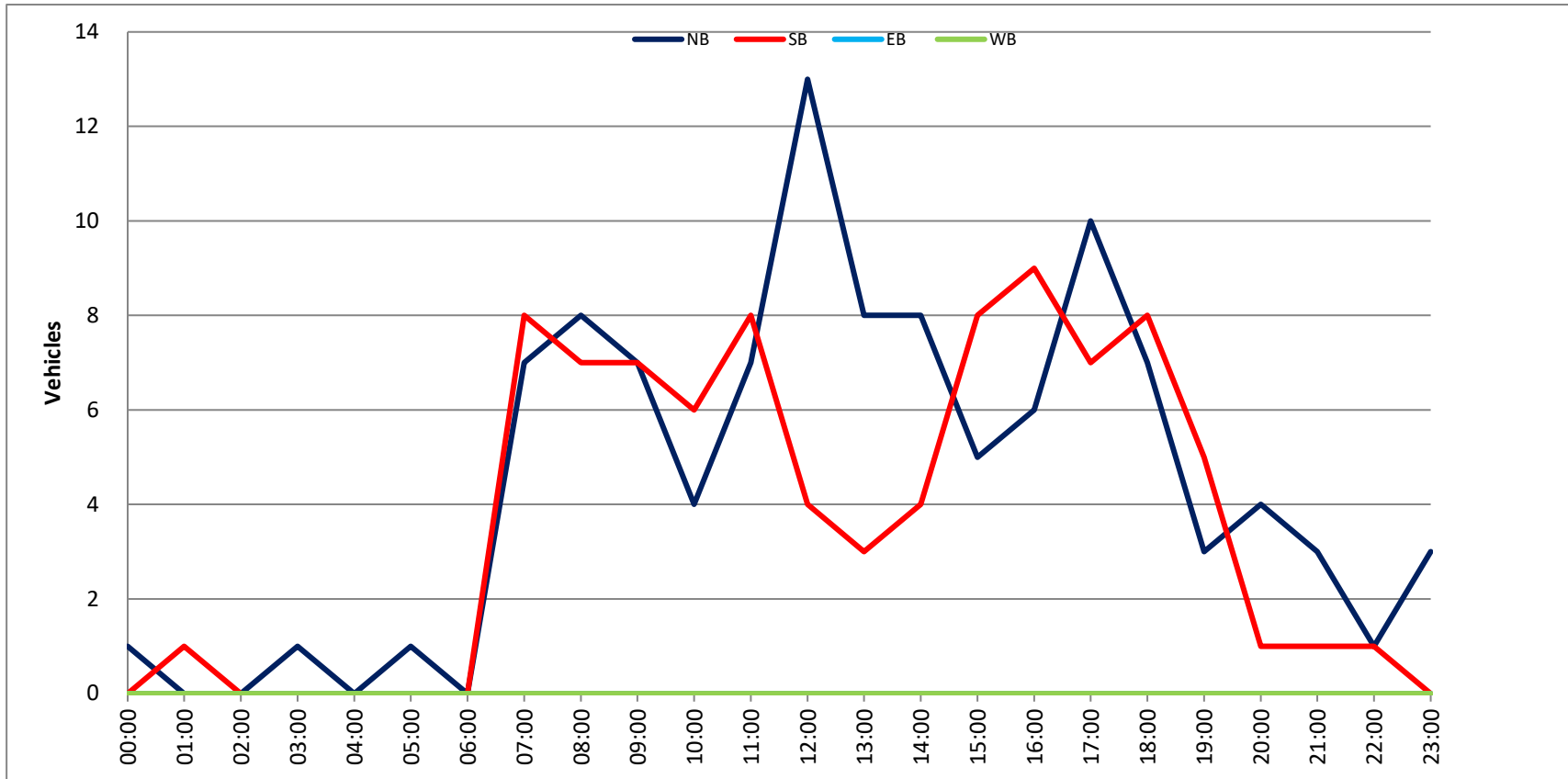
Day: Thursday
 Date: 12/2/2021

City: Surfside
 Project #: FL21_140290_006

DAILY TOTALS					NB	SB	EB	WB	Total		
					107	88	0	0	195		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	0	0	0	1	12:00	1	1	0	0	2
00:15	0	0	0	0		12:15	5	2	0	0	7
00:30	0	0	0	0		12:30	2	1	0	0	3
00:45	0	1	0	0	1	12:45	5	13	0	4	17
01:00	0	0	0	0		13:00	4	1	0	0	5
01:15	0	0	0	0		13:15	0	1	0	0	1
01:30	0	0	0	0		13:30	3	0	0	0	3
01:45	0	1	1	0	1	13:45	1	8	1	3	11
02:00	0	0	0	0		14:00	2	1	0	0	3
02:15	0	0	0	0		14:15	3	1	0	0	4
02:30	0	0	0	0		14:30	1	1	0	0	2
02:45	0	0	0	0		14:45	2	8	1	4	12
03:00	0	0	0	0		15:00	0	2	0	0	2
03:15	0	0	0	0		15:15	1	1	0	0	2
03:30	1	0	0	0	1	15:30	1	4	0	0	5
03:45	0	1	0	0	1	15:45	3	5	1	8	13
04:00	0	0	0	0		16:00	0	5	0	0	5
04:15	0	0	0	0		16:15	2	2	0	0	4
04:30	0	0	0	0		16:30	2	0	0	0	2
04:45	0	0	0	0		16:45	2	6	2	9	15
05:00	0	0	0	0		17:00	6	2	0	0	8
05:15	1	0	0	0	1	17:15	2	0	0	0	2
05:30	0	0	0	0		17:30	2	3	0	0	5
05:45	0	1	0	0	1	17:45	0	10	2	7	17
06:00	0	0	0	0		18:00	3	0	0	0	3
06:15	0	0	0	0		18:15	0	3	0	0	3
06:30	0	0	0	0		18:30	4	2	0	0	6
06:45	0	0	0	0		18:45	0	7	3	8	15
07:00	0	2	0	0	2	19:00	1	2	0	0	3
07:15	2	1	0	0	3	19:15	0	3	0	0	3
07:30	3	1	0	0	4	19:30	2	0	0	0	2
07:45	2	7	4	8	6	19:45	0	3	0	5	8
08:00	4	2	0	0	6	20:00	1	0	0	0	1
08:15	1	2	0	0	3	20:15	2	1	0	0	3
08:30	2	1	0	0	3	20:30	0	0	0	0	0
08:45	1	8	2	7	3	20:45	1	4	0	1	5
09:00	2	1	0	0	3	21:00	0	0	0	0	0
09:15	2	2	0	0	4	21:15	1	1	0	0	2
09:30	2	2	0	0	4	21:30	2	0	0	0	2
09:45	1	7	2	7	3	21:45	0	3	0	1	4
10:00	1	1	0	0	2	22:00	1	0	0	0	1
10:15	1	2	0	0	3	22:15	0	0	0	0	0
10:30	1	2	0	0	3	22:30	0	0	0	0	0
10:45	1	4	1	6	2	22:45	0	1	1	1	2
11:00	1	2	0	0	3	23:00	0	0	0	0	0
11:15	2	5	0	0	7	23:15	1	0	0	0	1
11:30	1	1	0	0	2	23:30	0	0	0	0	0
11:45	3	7	0	8	3	23:45	2	3	0	0	3
TOTALS	36	37			73	TOTALS	71	51			122
SPLIT %	49.3%	50.7%			37.4%	SPLIT %	58.2%	41.8%			62.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					107	88	0	0	195

AM Peak Hour	07:15	10:30		07:15	PM Peak Hour	12:15	15:30		12:15		
AM Pk Volume	11	10		19	PM Pk Volume	16	12		20		
Pk Hr Factor	0.688	0.500		0.792	Pk Hr Factor	0.800	0.600		0.714		
7 - 9 Volume	15	15	0	0	30	4 - 6 Volume	16	16	0	0	32
7 - 9 Peak Hour	07:15	07:30		07:15	4 - 6 Peak Hour	16:15	16:00		16:45		
7 - 9 Pk Volume	11	9	0	0	19	4 - 6 Pk Volume	12	9	0	0	19
Pk Hr Factor	0.688	0.563	0.000	0.000	0.792	Pk Hr Factor	0.500	0.450	0.000	0.000	0.594



SPEED

88th St E/O Froude Ave

Day: Tuesday
Date: 11/30/2021City: Surfside
Project #: FL21_140290_007**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	1	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
05:00	3	3	2	0	0	0	0	0	0	0	0	0	0	8
06:00	3	13	3	0	0	0	0	0	0	0	0	0	0	19
07:00	11	22	5	2	0	0	0	0	0	0	0	0	0	40
08:00	27	43	19	1	0	0	0	0	0	0	0	0	0	90
09:00	9	35	23	1	0	0	0	0	0	0	0	0	0	68
10:00	11	28	20	0	0	0	0	0	0	0	0	0	0	59
11:00	12	31	21	1	0	0	0	0	0	0	0	0	0	65
12:00 PM	18	26	12	1	0	0	0	0	0	0	0	0	0	57
13:00	15	35	13	2	0	0	0	0	0	0	0	0	0	65
14:00	17	29	9	1	0	0	0	0	0	0	0	0	0	56
15:00	13	34	19	1	0	0	0	0	0	0	0	0	0	67
16:00	20	55	13	2	0	0	0	0	0	0	0	0	0	90
17:00	24	41	8	1	0	0	0	0	0	0	0	0	0	74
18:00	12	36	11	0	0	0	0	0	0	0	0	0	0	59
19:00	6	24	8	0	0	0	0	0	0	0	0	0	0	38
20:00	7	22	4	0	0	0	0	0	0	0	0	0	0	33
21:00	3	15	2	0	0	0	0	0	0	0	0	0	0	20
22:00	2	9	0	1	0	0	0	0	0	0	0	0	0	12
23:00	2	4	3	0	0	0	0	0	0	0	0	0	0	9
Totals	217	509	199	14										939
% of Totals	23%	54%	21%	1%										100%

AM Volumes	78	179	97	5	0	0	0	0	0	0	0	0	0	359
% AM	8%	19%	10%	1%										38%
AM Peak Hour	08:00	08:00	09:00	07:00										08:00
Volume	27	43	23	2										90
PM Volumes	139	330	102	9	0	0	0	0	0	0	0	0	0	580
% PM	15%	35%	11%	1%										62%
PM Peak Hour	17:00	16:00	15:00	13:00										16:00
Volume	24	55	19	2										90
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume		%	Volume		%	Volume		%	Volume		%		
	130	↔	14%	122	↔	13%	164	↔	17%	523	↔	56%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	11	17	17	22	24	939

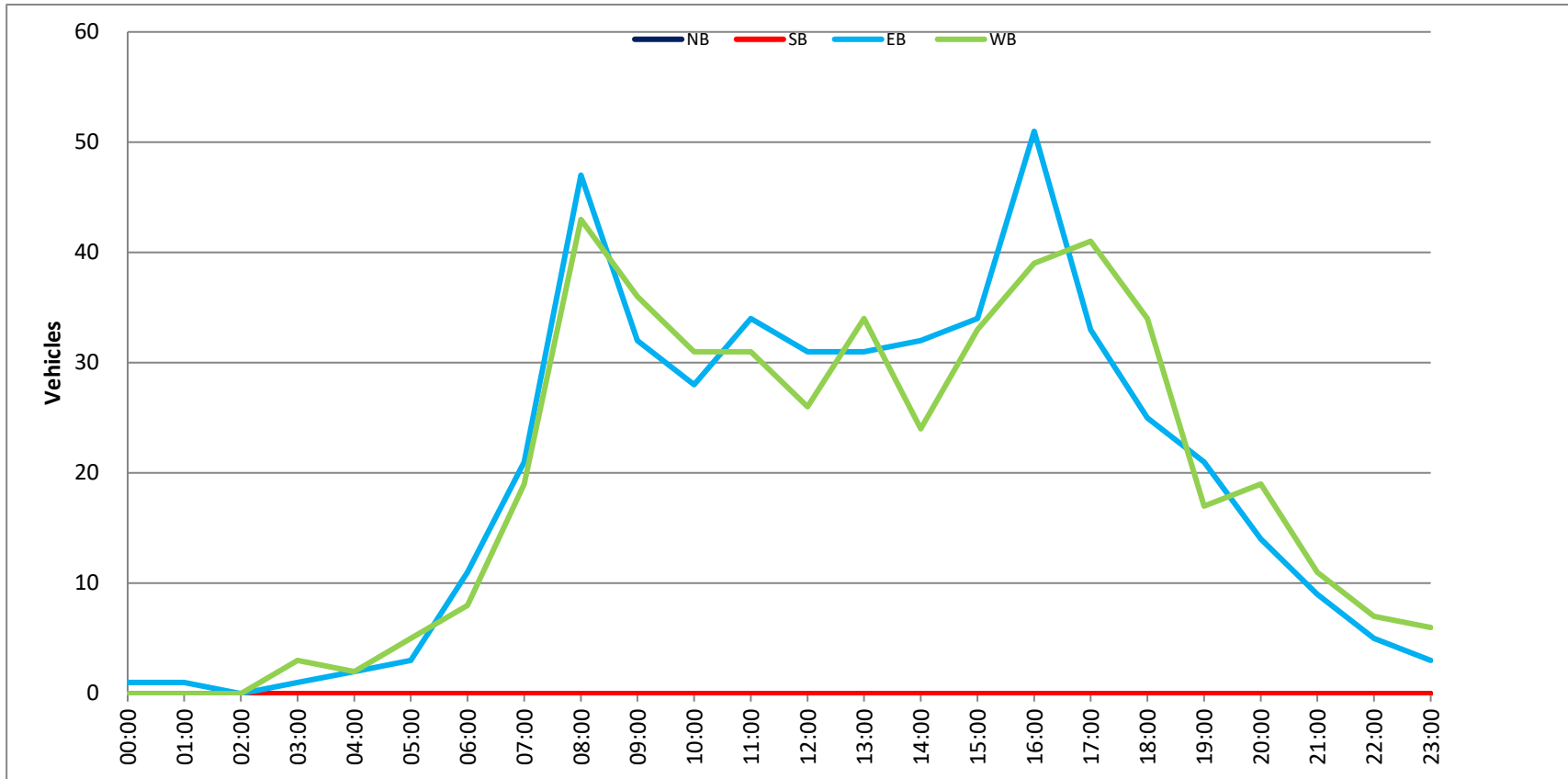
VOLUME
 88th St E/O Froude Ave

Day: Tuesday
 Date: 11/30/2021

City: Surfside
 Project #: FL21_140290_007

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	470	469	939		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	0	0	5	7	12
00:15	0	0	1	0	1	12:15	0	0	10	4	14
00:30	0	0	0	0		12:30	0	0	9	10	19
00:45	0	0	0	1	1	12:45	0	0	7	31	26
01:00	0	0	0	0		13:00	0	0	4	3	7
01:15	0	0	0	0		13:15	0	0	11	11	22
01:30	0	0	1	0	1	13:30	0	0	9	10	19
01:45	0	0	0	1	1	13:45	0	0	7	31	34
02:00	0	0	0	0		14:00	0	0	10	6	16
02:15	0	0	0	0		14:15	0	0	9	7	16
02:30	0	0	0	0		14:30	0	0	5	5	10
02:45	0	0	0	0		14:45	0	0	8	32	24
03:00	0	0	0	1	1	15:00	0	0	9	8	17
03:15	0	0	0	0		15:15	0	0	12	7	19
03:30	0	0	0	1	1	15:30	0	0	5	10	15
03:45	0	0	1	1	2	15:45	0	0	8	34	33
04:00	0	0	0	0		16:00	0	0	11	6	17
04:15	0	0	0	0		16:15	0	0	12	11	23
04:30	0	0	2	1	3	16:30	0	0	14	17	31
04:45	0	0	0	2	2	16:45	0	0	14	51	39
05:00	0	0	2	0	2	17:00	0	0	10	17	27
05:15	0	0	0	2	2	17:15	0	0	10	10	20
05:30	0	0	1	2	3	17:30	0	0	8	8	16
05:45	0	0	0	3	3	17:45	0	0	5	33	21
06:00	0	0	3	0	3	18:00	0	0	8	8	16
06:15	0	0	2	1	3	18:15	0	0	6	8	14
06:30	0	0	2	1	3	18:30	0	0	5	11	16
06:45	0	0	4	11	10	18:45	0	0	6	25	13
07:00	0	0	8	1	9	19:00	0	0	10	1	11
07:15	0	0	4	1	5	19:15	0	0	3	7	10
07:30	0	0	3	5	8	19:30	0	0	5	7	12
07:45	0	0	6	21	18	19:45	0	0	3	21	5
08:00	0	0	14	5	19	20:00	0	0	2	3	5
08:15	0	0	10	10	20	20:15	0	0	5	7	12
08:30	0	0	7	12	19	20:30	0	0	2	5	7
08:45	0	0	16	47	32	20:45	0	0	5	14	9
09:00	0	0	4	7	11	21:00	0	0	5	4	9
09:15	0	0	9	8	17	21:15	0	0	1	2	3
09:30	0	0	6	9	15	21:30	0	0	1	2	3
09:45	0	0	13	32	25	21:45	0	0	2	9	5
10:00	0	0	3	6	9	22:00	0	0	2	2	4
10:15	0	0	8	9	17	22:15	0	0	2	2	4
10:30	0	0	8	11	19	22:30	0	0	0	1	1
10:45	0	0	9	28	14	22:45	0	0	1	5	3
11:00	0	0	7	5	12	23:00	0	0	2	0	2
11:15	0	0	6	10	16	23:15	0	0	0	2	2
11:30	0	0	10	6	16	23:30	0	0	0	3	3
11:45	0	0	11	34	21	23:45	0	0	1	3	2
TOTALS			181	178	359	TOTALS			289	291	580
SPLIT %			50.4%	49.6%	38.2%	SPLIT %			49.8%	50.2%	61.8%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	470	469	939		
AM Peak Hour			08:00	08:15	08:00	PM Peak Hour			16:00	16:15	16:15
AM Pk Volume			47	45	90	PM Pk Volume			51	50	100
Pk Hr Factor			0.734	0.703	0.703	Pk Hr Factor			0.911	0.735	0.806
7 - 9 Volume	0	0	68	62	130	4 - 6 Volume	0	0	84	80	164
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:00	16:15	16:15
7 - 9 Pk Volume	0	0	47	43	90	4 - 6 Pk Volume	0	0	51	50	100
Pk Hr Factor	0.000	0.000	0.734	0.672	0.703	Pk Hr Factor	0.000	0.000	0.911	0.735	0.806



SPEED

88th St E/O Froude Ave

Day: Wednesday

Date: 12/1/2021

City: Surfside

Project #: FL21_140290_007

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	3	3	2	0	0	0	0	0	0	0	0	0	0	8
06:00	0	6	9	1	0	0	0	0	0	0	0	0	0	16
07:00	10	21	15	0	0	0	0	0	0	0	0	0	0	46
08:00	14	41	13	0	0	0	0	0	0	0	0	0	0	68
09:00	18	34	16	0	0	0	0	0	0	0	0	0	0	68
10:00	19	46	12	2	0	0	0	0	0	0	0	0	0	79
11:00	14	29	13	1	0	0	0	0	0	0	0	0	0	57
12:00 PM	19	32	18	1	0	0	0	0	0	0	0	0	0	70
13:00	12	42	9	1	0	0	0	0	0	0	0	0	0	64
14:00	17	42	21	0	0	0	0	0	0	0	0	0	0	80
15:00	12	30	11	1	0	0	0	0	0	0	0	0	0	54
16:00	17	39	15	3	0	0	0	0	0	0	0	0	0	74
17:00	17	29	9	0	0	0	0	0	0	0	0	0	0	55
18:00	18	24	9	0	0	0	0	0	0	0	0	0	0	51
19:00	14	20	9	1	0	0	0	0	0	0	0	0	0	44
20:00	5	26	4	1	0	0	0	0	0	0	0	0	0	36
21:00	4	11	3	1	0	0	0	0	0	0	0	0	0	19
22:00	5	5	3	0	0	0	0	0	0	0	0	0	0	13
23:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6
Totals	223	486	192	14										915
% of Totals	24%	53%	21%	2%										100%

AM Volumes	82	182	80	5	0	0	0	0	0	0	0	0	0	349
% AM	9%	20%	9%	1%										38%
AM Peak Hour	10:00	10:00	09:00	10:00										10:00
Volume	19	46	16	2										79
PM Volumes	141	304	112	9	0	0	0	0	0	0	0	0	0	566
% PM	15%	33%	12%	1%										62%
PM Peak Hour	12:00	13:00	14:00	16:00										14:00
Volume	19	42	21	3										80
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume		%	Volume	%	Volume	%	Volume	%					
	114	↔	12%	134	↔	129	↔	14%	538	↔	59%			

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	11	17	17	22	24	915

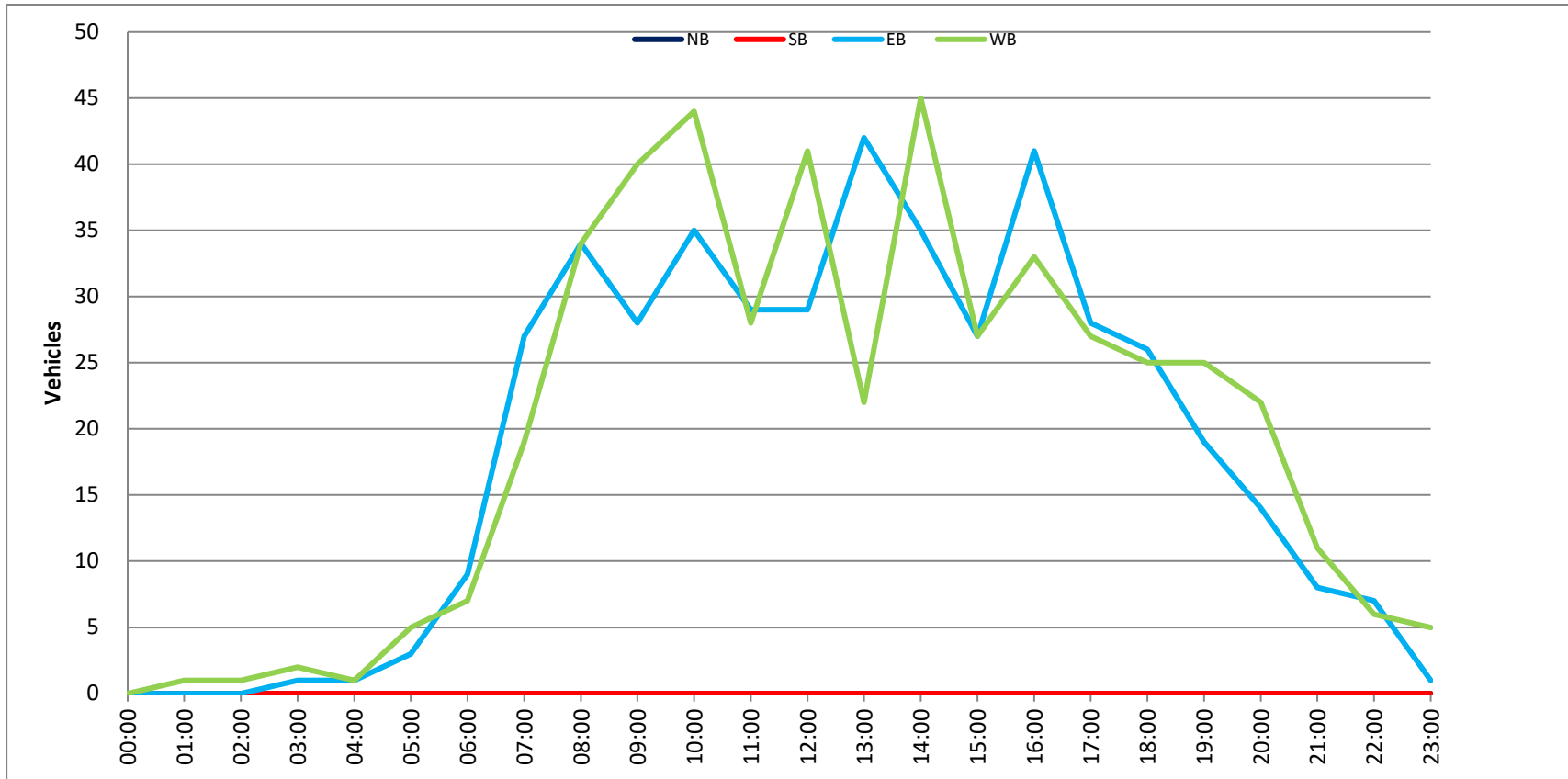
VOLUME
 88th St E/O Froude Ave

Day: Wednesday
 Date: 12/1/2021

City: Surfside
 Project #: FL21_140290_007

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	444	471	915			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	0	0		12:00	0	0	9	13	22	
00:15	0	0	0	0		12:15	0	0	9	10	19	
00:30	0	0	0	0		12:30	0	0	5	7	12	
00:45	0	0	0	0		12:45	0	0	6	29	11	41
01:00	0	0	0	1	1	13:00	0	0	12	5	17	
01:15	0	0	0	0		13:15	0	0	6	6	12	
01:30	0	0	0	0		13:30	0	0	14	5	19	
01:45	0	0	0	0	1	13:45	0	0	10	42	6	22
02:00	0	0	0	0		14:00	0	0	7	9	16	
02:15	0	0	0	0		14:15	0	0	9	6	15	
02:30	0	0	0	1	1	14:30	0	0	11	12	23	
02:45	0	0	0	0	1	14:45	0	0	8	35	18	45
03:00	0	0	0	0		15:00	0	0	6	8	14	
03:15	0	0	0	1	1	15:15	0	0	6	5	11	
03:30	0	0	0	0		15:30	0	0	7	7	14	
03:45	0	0	1	1	2	15:45	0	0	8	27	7	27
04:00	0	0	0	0		16:00	0	0	8	6	14	
04:15	0	0	0	1	1	16:15	0	0	10	9	19	
04:30	0	0	0	0		16:30	0	0	13	11	24	
04:45	0	0	1	1	0	16:45	0	0	10	41	7	33
05:00	0	0	0	0		17:00	0	0	9	9	18	
05:15	0	0	1	1	2	17:15	0	0	8	5	13	
05:30	0	0	2	3	5	17:30	0	0	6	7	13	
05:45	0	0	0	3	1	17:45	0	0	5	28	6	27
06:00	0	0	0	1	1	18:00	0	0	8	6	14	
06:15	0	0	3	1	4	18:15	0	0	5	6	11	
06:30	0	0	1	0	1	18:30	0	0	5	8	13	
06:45	0	0	5	9	5	18:45	0	0	8	26	5	25
07:00	0	0	6	1	7	19:00	0	0	9	10	19	
07:15	0	0	5	2	7	19:15	0	0	4	7	11	
07:30	0	0	4	9	13	19:30	0	0	5	5	10	
07:45	0	0	12	27	7	19:45	0	0	1	19	3	25
08:00	0	0	8	8	16	20:00	0	0	3	7	10	
08:15	0	0	7	5	12	20:15	0	0	2	7	9	
08:30	0	0	7	10	17	20:30	0	0	7	5	12	
08:45	0	0	12	34	11	20:45	0	0	2	14	3	22
09:00	0	0	4	14	18	21:00	0	0	5	4	9	
09:15	0	0	4	8	12	21:15	0	0	1	1	2	
09:30	0	0	12	9	21	21:30	0	0	1	4	5	
09:45	0	0	8	28	9	21:45	0	0	1	8	2	11
10:00	0	0	10	18	28	22:00	0	0	2	3	5	
10:15	0	0	6	11	17	22:15	0	0	3	2	5	
10:30	0	0	10	12	22	22:30	0	0	2	0	2	
10:45	0	0	9	35	3	22:45	0	0	0	7	1	6
11:00	0	0	4	6	10	23:00	0	0	0	2	2	
11:15	0	0	6	11	17	23:15	0	0	0	0	0	
11:30	0	0	8	6	14	23:30	0	0	1	2	3	
11:45	0	0	11	29	5	23:45	0	0	0	1	1	5
TOTALS			167	182	349	TOTALS			277	289	566	
SPLIT %			47.9%	52.1%	38.1%	SPLIT %			48.9%	51.1%	61.9%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	444	471	915		
AM Peak Hour			11:30	09:45	09:45	PM Peak Hour			13:00	14:00	14:00
AM Pk Volume			37	50	84	PM Pk Volume			42	45	80
Pk Hr Factor			0.841	0.694	0.750	Pk Hr Factor			0.750	0.625	0.769
7 - 9 Volume	0	0	61	53	114	4 - 6 Volume	0	0	69	60	129
7 - 9 Peak Hour			07:45	08:00	08:00	4 - 6 Peak Hour			16:15	16:15	16:15
7 - 9 Pk Volume	0	0	34	34	68	4 - 6 Pk Volume	0	0	42	36	78
Pk Hr Factor	0.000	0.000	0.708	0.773	0.739	Pk Hr Factor	0.000	0.000	0.808	0.818	0.813



SPEED

88th St E/O Froude Ave

Day: Thursday
Date: 12/2/2021City: Surfside
Project #: FL21_140290_007**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	6	3	0	1	0	0	0	0	0	0	0	0	0	10
06:00	1	10	7	0	0	0	0	0	0	0	0	0	0	18
07:00	7	25	5	1	0	0	0	0	0	0	0	0	0	38
08:00	25	35	15	0	0	0	0	0	0	0	0	0	0	75
09:00	18	22	8	1	0	0	0	0	0	0	0	0	0	49
10:00	17	30	9	0	0	0	0	0	0	0	0	0	0	56
11:00	23	22	14	0	0	0	0	0	0	0	0	0	0	59
12:00 PM	23	29	14	1	0	0	0	0	0	0	0	0	0	67
13:00	17	35	12	0	0	0	0	0	0	0	0	0	0	64
14:00	20	27	6	0	0	0	0	0	0	0	0	0	0	53
15:00	17	39	6	0	0	0	0	0	0	0	0	0	0	62
16:00	18	40	20	1	0	0	0	0	0	0	0	0	0	79
17:00	14	35	14	0	0	0	0	0	0	0	0	0	0	63
18:00	9	22	15	2	1	0	0	0	0	0	0	0	0	49
19:00	8	23	13	0	0	0	0	0	0	0	0	0	0	44
20:00	11	14	4	0	0	0	0	0	0	0	0	0	0	29
21:00	8	15	5	1	0	0	0	0	0	0	0	0	0	29
22:00	5	12	3	0	0	0	0	0	0	0	0	0	0	20
23:00	4	5	5	1	0	0	0	0	0	0	0	0	0	15
Totals	253	445	177	9	1									885
% of Totals	29%	50%	20%	1%	0%									100%

AM Volumes	99	149	60	3	0	0	0	0	0	0	0	0	0	311	
% AM	11%	17%	7%	0%										35%	
AM Peak Hour	08:00	08:00	08:00	05:00										08:00	
Volume	25	35	15	1										75	
PM Volumes	154	296	117	6	1	0	0	0	0	0	0	0	0	574	
% PM	17%	33%	13%	1%	0%									65%	
PM Peak Hour	12:00	16:00	16:00	18:00	18:00									16:00	
Volume	23	40	20	2	1									79	
Directional Peak Periods All Speeds	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes		
	Volume			%	Volume			%	Volume			%	Volume	%	
	113	↔		13%	131	↔		15%	142	↔		16%	499	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	10	17	16	22	24	885

VOLUME
 88th St E/O Froude Ave

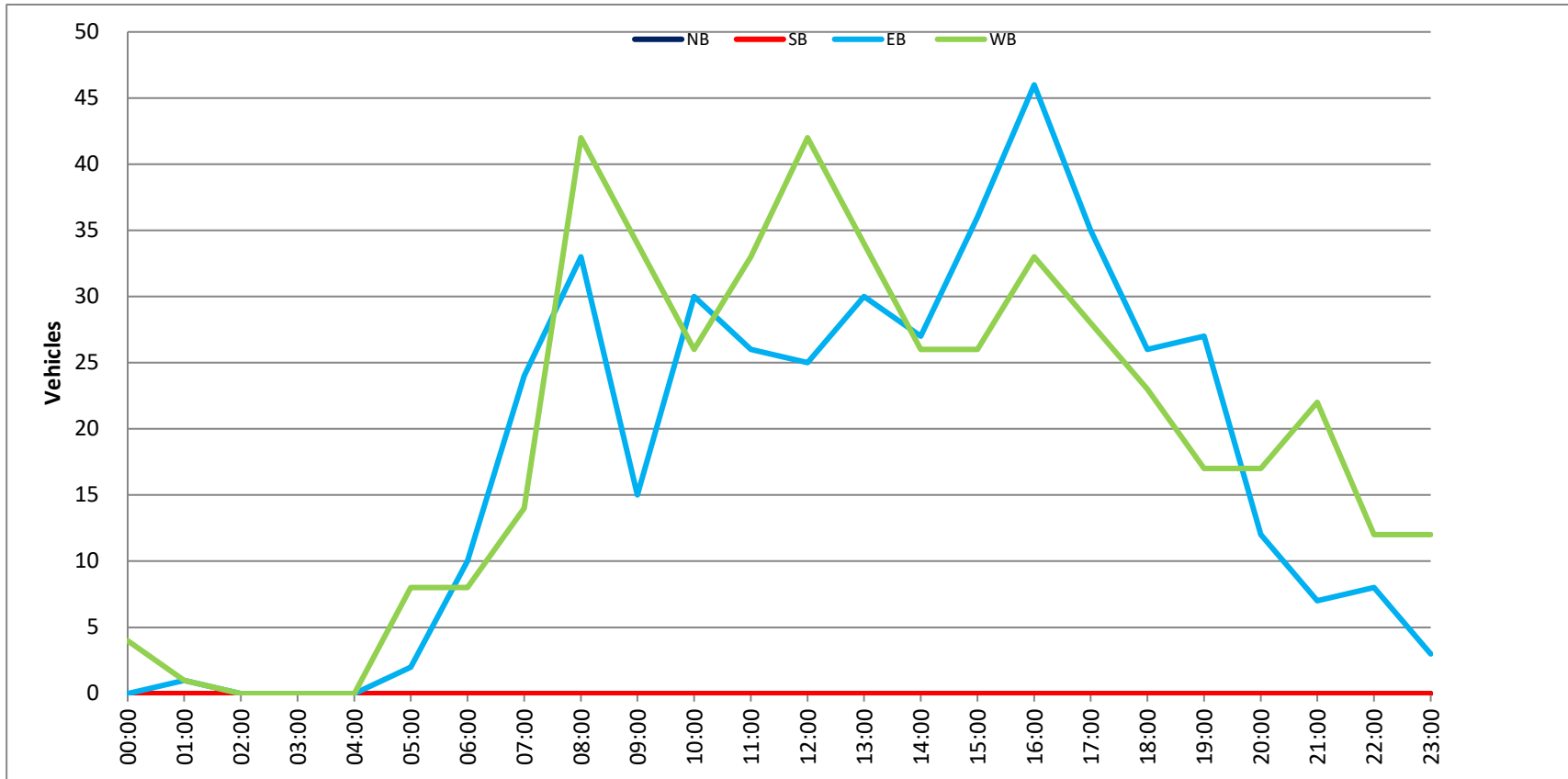
Day: Thursday
 Date: 12/2/2021

City: Surfside
 Project #: FL21_140290_007

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	423	462	885			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	0	2	2	12:00	0	0	4	10	14	
00:15	0	0	0	0		12:15	0	0	6	10	16	
00:30	0	0	0	2	2	12:30	0	0	9	6	15	
00:45	0	0	0	0	4	12:45	0	0	6	25	16	42
01:00	0	0	0	0		13:00	0	0	9	13	22	
01:15	0	0	0	1	1	13:15	0	0	8	9	17	
01:30	0	0	0	0		13:30	0	0	7	7	14	
01:45	0	0	1	1	0	13:45	0	0	6	30	5	34
02:00	0	0	0	0		14:00	0	0	12	5	17	
02:15	0	0	0	0		14:15	0	0	5	7	12	
02:30	0	0	0	0		14:30	0	0	6	6	12	
02:45	0	0	0	0		14:45	0	0	4	27	8	26
03:00	0	0	0	0		15:00	0	0	13	6	19	
03:15	0	0	0	0		15:15	0	0	8	10	18	
03:30	0	0	0	0		15:30	0	0	4	6	10	
03:45	0	0	0	0		15:45	0	0	11	36	4	26
04:00	0	0	0	0		16:00	0	0	15	8	23	
04:15	0	0	0	0		16:15	0	0	12	7	19	
04:30	0	0	0	0		16:30	0	0	8	12	20	
04:45	0	0	0	0		16:45	0	0	11	46	6	33
05:00	0	0	0	0		17:00	0	0	8	10	18	
05:15	0	0	1	4	5	17:15	0	0	6	8	14	
05:30	0	0	1	1	2	17:30	0	0	10	7	17	
05:45	0	0	0	2	3	17:45	0	0	11	35	3	28
06:00	0	0	0	0		18:00	0	0	7	7	14	
06:15	0	0	1	1	2	18:15	0	0	8	7	15	
06:30	0	0	2	1	3	18:30	0	0	6	3	9	
06:45	0	0	7	10	6	18:45	0	0	5	26	6	23
07:00	0	0	6	2	8	19:00	0	0	7	4	11	
07:15	0	0	3	5	8	19:15	0	0	8	5	13	
07:30	0	0	8	3	11	19:30	0	0	5	6	11	
07:45	0	0	7	24	4	19:45	0	0	7	27	2	17
08:00	0	0	9	12	21	20:00	0	0	4	5	9	
08:15	0	0	10	10	20	20:15	0	0	3	9	12	
08:30	0	0	7	12	19	20:30	0	0	4	1	5	
08:45	0	0	7	33	8	20:45	0	0	1	12	2	17
09:00	0	0	1	7	8	21:00	0	0	1	5	6	
09:15	0	0	4	10	14	21:15	0	0	3	3	6	
09:30	0	0	4	10	14	21:30	0	0	0	8	8	
09:45	0	0	6	15	7	21:45	0	0	3	7	6	22
10:00	0	0	10	8	18	22:00	0	0	2	4	6	
10:15	0	0	7	8	15	22:15	0	0	3	6	9	
10:30	0	0	6	5	11	22:30	0	0	2	1	3	
10:45	0	0	7	30	5	22:45	0	0	1	8	1	12
11:00	0	0	3	8	11	23:00	0	0	0	5	5	
11:15	0	0	9	9	18	23:15	0	0	1	3	4	
11:30	0	0	8	7	15	23:30	0	0	2	1	3	
11:45	0	0	6	26	9	23:45	0	0	0	3	3	12
TOTALS			141	170	311	TOTALS			282	292	574	
SPLIT %			45.3%	54.7%	35.1%	SPLIT %			49.1%	50.9%	64.9%	

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	423	462	885

AM Peak Hour		07:30	08:00	08:00	PM Peak Hour		15:45	12:15	16:00		
AM Pk Volume		34	42	75	PM Pk Volume		46	45	79		
Pk Hr Factor		0.850	0.875	0.893	Pk Hr Factor		0.767	0.703	0.859		
7 - 9 Volume	0	0	57	56	113	4 - 6 Volume	0	0	81	61	142
7 - 9 Peak Hour		07:30	08:00	08:00	4 - 6 Peak Hour		16:00	16:30	16:00		
7 - 9 Pk Volume	0	0	34	42	75	4 - 6 Pk Volume	0	0	46	36	79
Pk Hr Factor	0.000	0.000	0.850	0.875	0.893	Pk Hr Factor	0.000	0.000	0.767	0.750	0.859



SPEED

88th St W/O Dickens Ave

Day: Tuesday
Date: 11/30/2021City: Surfside
Project #: FL21_140290_009**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	10	5	0	0	0	0	0	0	0	0	0	0	16
01:00	4	1	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	3	5	2	0	0	0	0	0	0	0	0	0	0	10
06:00	6	19	1	0	0	0	0	0	0	0	0	0	0	26
07:00	21	28	4	0	0	0	0	0	0	0	0	0	0	53
08:00	42	39	3	0	0	0	0	0	0	0	0	0	0	84
09:00	21	46	6	0	0	0	0	0	0	0	0	0	0	73
10:00	29	31	6	0	0	0	0	0	0	0	1	0	0	67
11:00	36	33	7	0	0	0	0	0	0	0	0	0	0	76
12:00 PM	19	30	8	0	0	0	0	0	0	0	0	0	0	57
13:00	34	28	1	0	0	0	0	0	0	0	0	0	0	63
14:00	42	33	3	0	0	0	0	0	0	0	0	0	0	78
15:00	40	34	2	0	0	0	0	0	0	0	0	0	0	76
16:00	26	36	4	1	0	0	0	0	0	0	0	0	0	67
17:00	46	37	1	0	0	0	0	0	0	0	0	0	0	84
18:00	31	32	3	0	0	0	0	0	0	0	0	0	0	66
19:00	14	24	2	0	0	0	0	0	0	0	0	0	0	40
20:00	13	26	3	0	0	0	0	0	0	0	0	0	0	42
21:00	7	11	2	1	0	0	0	0	0	0	0	0	0	21
22:00	4	9	1	0	0	0	0	0	0	0	0	0	0	14
23:00	7	9	2	0	0	0	0	0	0	0	0	0	0	18
Totals	447	521	67	2							1			1038
% of Totals	43%	50%	6%	0%							0%			100%

AM Volumes	164	212	35	0	0	0	0	0	0	0	1	0	0	412
% AM	16%	20%	3%								0%			40%
AM Peak Hour	08:00	09:00	11:00								10:00			08:00
Volume	42	46	7								1			84
PM Volumes	283	309	32	2	0	0	0	0	0	0	0	0	0	626
% PM	27%	30%	3%	0%										60%
PM Peak Hour	17:00	17:00	12:00	16:00										17:00
Volume	46	37	8	1										84
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume		%	Volume	%	Volume	%	Volume	%					
	137	↔	13%	120	↔	151	↔	630	↔					

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	8	16	15	19	21	1038

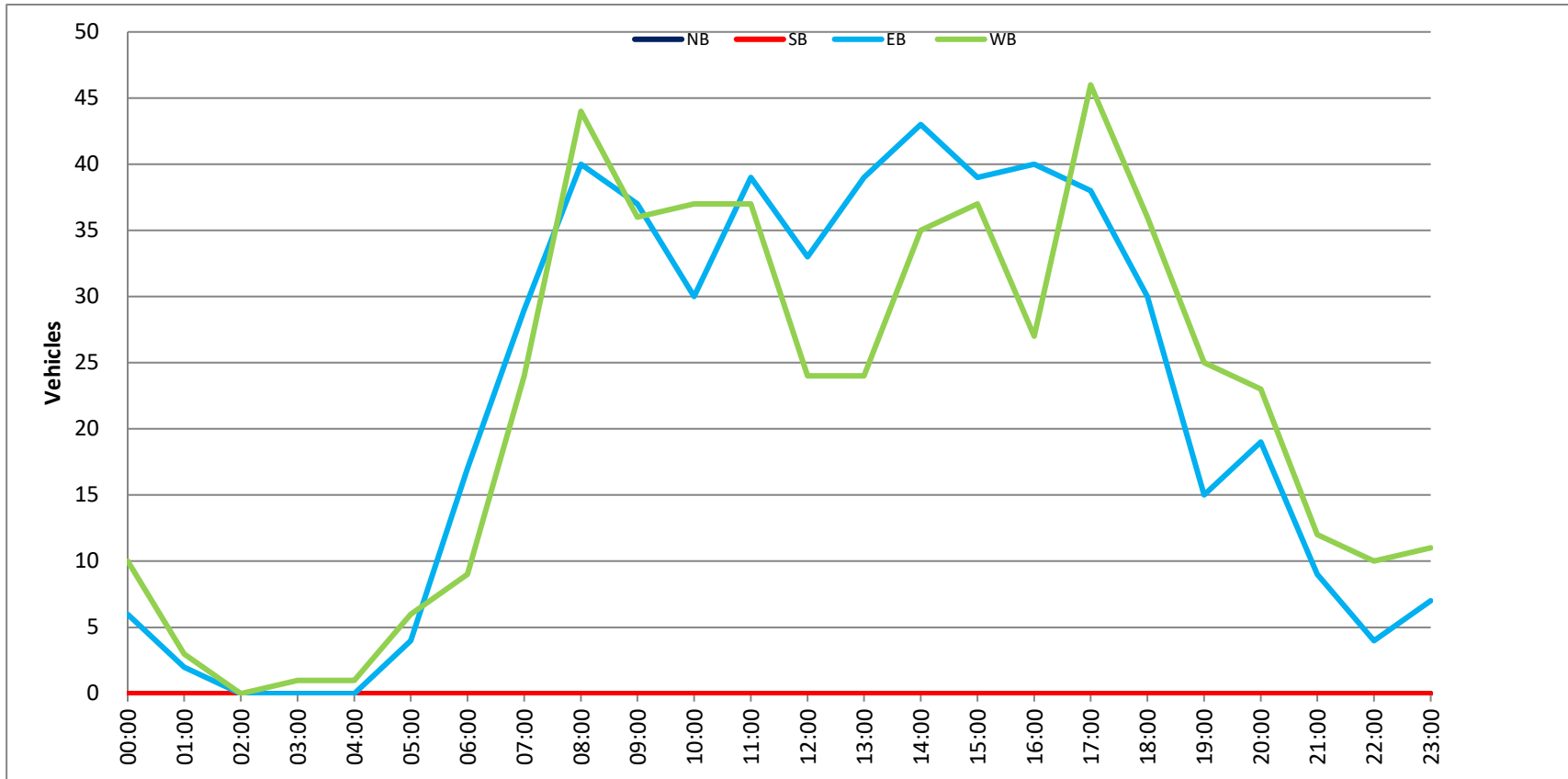
VOLUME
 88th St W/O Dickens Ave

Day: Tuesday
 Date: 11/30/2021

City: Surfside
 Project #: FL21_140290_009

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	520	518	1,038	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	3	3	6	12:00	0	0	10	4	14
00:15	0	0	0	0		12:15	0	0	7	7	14
00:30	0	0	0	0		12:30	0	0	11	6	17
00:45	0	0	3	6	10	12:45	0	0	5	33	24
01:00	0	0	1	1	2	13:00	0	0	10	6	16
01:15	0	0	0	0		13:15	0	0	6	6	12
01:30	0	0	0	1	1	13:30	0	0	10	7	17
01:45	0	0	1	2	3	13:45	0	0	13	39	24
02:00	0	0	0	0		14:00	0	0	15	4	19
02:15	0	0	0	0		14:15	0	0	13	10	23
02:30	0	0	0	0		14:30	0	0	6	7	13
02:45	0	0	0	0		14:45	0	0	9	43	35
03:00	0	0	0	0		15:00	0	0	10	8	18
03:15	0	0	0	0		15:15	0	0	7	7	14
03:30	0	0	0	1	1	15:30	0	0	14	14	28
03:45	0	0	0	0	1	15:45	0	0	8	39	37
04:00	0	0	0	1	1	16:00	0	0	15	4	19
04:15	0	0	0	0		16:15	0	0	8	11	19
04:30	0	0	0	0		16:30	0	0	9	10	19
04:45	0	0	0	0	1	16:45	0	0	8	40	27
05:00	0	0	0	0		17:00	0	0	7	10	17
05:15	0	0	0	3	3	17:15	0	0	8	10	18
05:30	0	0	1	3	4	17:30	0	0	11	14	25
05:45	0	0	3	4	6	17:45	0	0	12	38	46
06:00	0	0	4	2	6	18:00	0	0	8	7	15
06:15	0	0	2	1	3	18:15	0	0	4	9	13
06:30	0	0	2	2	4	18:30	0	0	6	13	19
06:45	0	0	9	17	9	18:45	0	0	12	30	36
07:00	0	0	6	6	12	19:00	0	0	9	5	14
07:15	0	0	8	7	15	19:15	0	0	3	6	9
07:30	0	0	7	4	11	19:30	0	0	2	5	7
07:45	0	0	8	29	7	19:45	0	0	1	15	25
08:00	0	0	7	10	17	20:00	0	0	4	4	8
08:15	0	0	17	7	24	20:15	0	0	8	6	14
08:30	0	0	9	8	17	20:30	0	0	1	7	8
08:45	0	0	7	40	19	20:45	0	0	6	19	23
09:00	0	0	16	12	28	21:00	0	0	2	5	7
09:15	0	0	8	7	15	21:15	0	0	2	1	3
09:30	0	0	8	8	16	21:30	0	0	2	4	6
09:45	0	0	5	37	9	21:45	0	0	3	9	12
10:00	0	0	5	11	16	22:00	0	0	2	1	3
10:15	0	0	11	9	20	22:15	0	0	0	2	2
10:30	0	0	3	6	9	22:30	0	0	1	4	5
10:45	0	0	11	30	11	22:45	0	0	1	4	3
11:00	0	0	13	9	22	23:00	0	0	0	1	1
11:15	0	0	6	10	16	23:15	0	0	3	3	6
11:30	0	0	14	7	21	23:30	0	0	2	6	8
11:45	0	0	6	39	11	23:45	0	0	2	7	1
TOTALS			204	208	412	TOTALS			316	310	626
SPLIT %			49.5%	50.5%	39.7%	SPLIT %			50.5%	49.5%	60.3%

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	520	518	1,038	
AM Peak Hour			08:15	08:15	08:15	PM Peak Hour			13:30	17:00	17:00
AM Pk Volume			49	46	95	PM Pk Volume			51	46	84
Pk Hr Factor			0.721	0.605	0.848	Pk Hr Factor			0.850	0.821	0.840
7 - 9 Volume	0	0	69	68	137	4 - 6 Volume	0	0	78	73	151
7 - 9 Peak Hour			07:45	08:00	08:00	4 - 6 Peak Hour			16:00	17:00	17:00
7 - 9 Pk Volume	0	0	41	44	84	4 - 6 Pk Volume	0	0	40	46	84
Pk Hr Factor	0.000	0.000	0.603	0.579	0.808	Pk Hr Factor	0.000	0.000	0.667	0.821	0.840



SPEED

88th St W/O Dickens Ave

Day: Wednesday

Date: 12/1/2021

City: Surfside

Project #: FL21_140290_009

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	3	1	2	0	0	0	0	0	0	0	0	0	0	6
01:00	5	2	1	0	0	0	0	0	0	0	0	0	0	8
02:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	5	5	2	0	0	0	0	0	0	0	0	0	0	12
06:00	8	8	2	0	0	0	0	0	0	0	0	0	0	18
07:00	32	27	5	0	0	0	0	0	0	0	0	0	0	64
08:00	43	44	8	0	0	0	0	0	0	0	0	0	0	95
09:00	37	31	7	1	0	0	0	0	0	0	0	0	0	76
10:00	39	25	2	0	0	0	0	0	0	0	0	0	0	66
11:00	32	40	2	1	0	0	0	0	0	0	0	0	0	75
12:00 PM	37	46	3	0	0	0	0	0	0	0	0	0	0	86
13:00	31	41	9	1	0	0	0	0	0	0	0	0	0	82
14:00	35	43	7	0	0	0	0	0	0	0	0	0	0	85
15:00	38	45	8	0	0	0	0	0	0	0	0	0	0	91
16:00	33	49	11	0	0	0	0	0	0	0	0	0	0	93
17:00	47	46	4	0	0	0	0	0	0	0	0	0	0	97
18:00	30	51	4	0	0	0	0	0	0	0	0	0	0	85
19:00	17	21	3	0	0	0	0	0	0	0	0	0	0	41
20:00	21	37	2	0	0	0	0	0	0	0	0	0	0	60
21:00	16	16	6	0	0	0	0	0	0	0	0	0	0	38
22:00	13	23	2	0	0	0	0	0	0	0	0	0	0	38
23:00	4	6	1	1	0	0	0	0	0	0	0	0	0	12
Totals	528	609	91	4										1232
% of Totals	43%	49%	7%	0%										100%

AM Volumes	206	185	31	2	0	0	0	0	0	0	0	0	0	424
% AM	17%	15%	3%	0%										34%
AM Peak Hour	08:00	08:00	08:00	09:00										08:00
Volume	43	44	8	1										95
PM Volumes	322	424	60	2	0	0	0	0	0	0	0	0	0	808
% PM	26%	34%	5%	0%										66%
PM Peak Hour	17:00	18:00	16:00	13:00										17:00
Volume	47	51	11	1										97
Directional Peak Periods All Speeds	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
	Volume		%		Volume		%	Volume		%	Volume		%	
	159	↔	13%	168	↔	14%	190	↔	15%	715	↔	58%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	9	16	15	19	22	1232

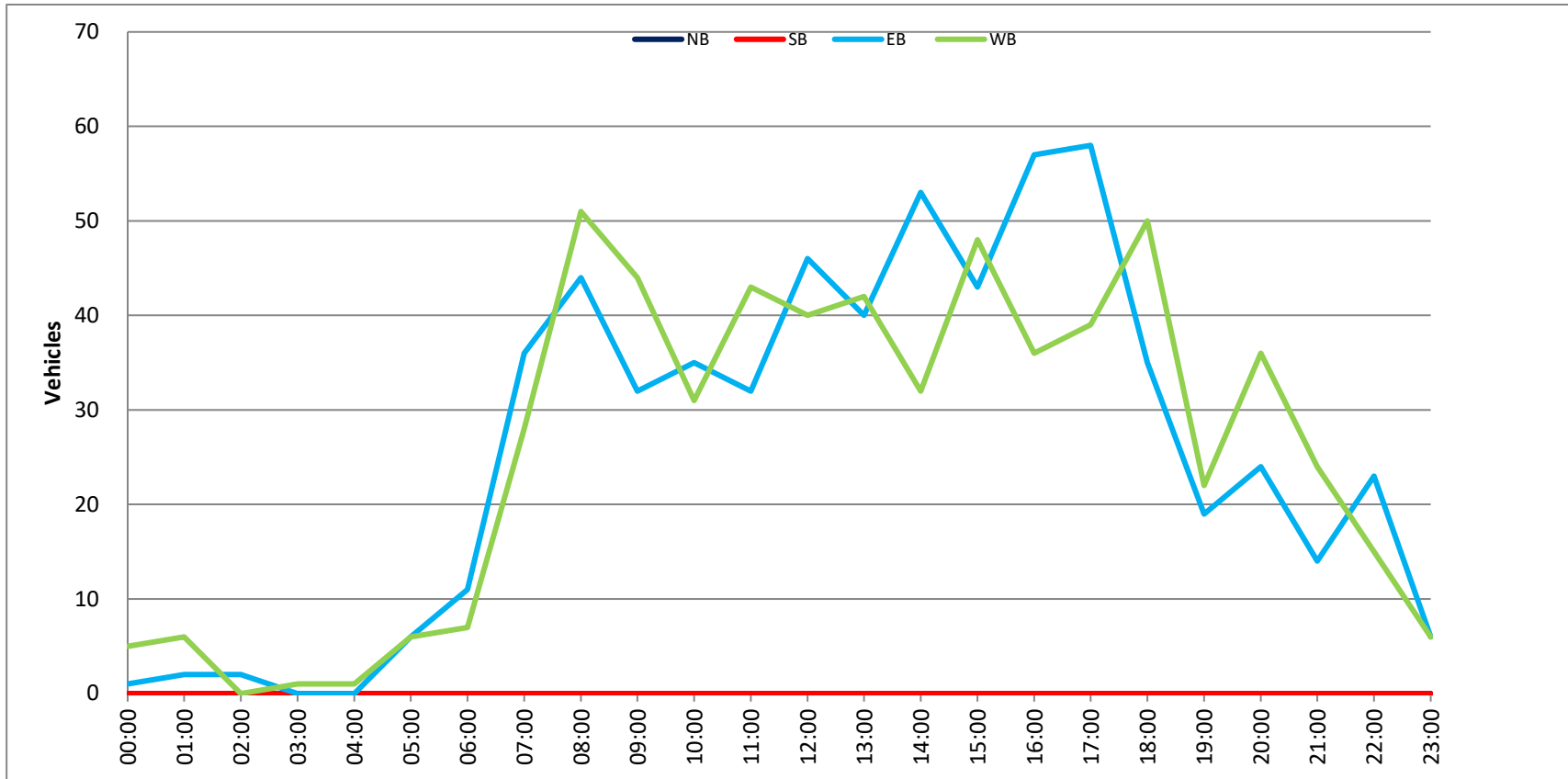
VOLUME
 88th St W/O Dickens Ave

Day: Wednesday
 Date: 12/1/2021

City: Surfside
 Project #: FL21_140290_009

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	619	613	1,232					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	0	1	1	12:00	0	0	9	11	20			
00:15	0	0	0	0		12:15	0	0	11	9	20			
00:30	0	0	0	2	2	12:30	0	0	14	9	23			
00:45	0	0	1	1	2	12:45	0	0	12	46	11	40	23	86
01:00	0	0	0	1	1	13:00	0	0	8	12	20			
01:15	0	0	0	1	1	13:15	0	0	8	6	14			
01:30	0	0	1	2	3	13:30	0	0	10	12	22			
01:45	0	0	1	2	2	13:45	0	0	14	40	12	42	26	82
02:00	0	0	1	0	1	14:00	0	0	14	9	23			
02:15	0	0	0	0		14:15	0	0	12	6	18			
02:30	0	0	0	0		14:30	0	0	15	11	26			
02:45	0	0	1	2	0	14:45	0	0	12	53	6	32	18	85
03:00	0	0	0	0		15:00	0	0	10	10	20			
03:15	0	0	0	0		15:15	0	0	14	15	29			
03:30	0	0	0	1	1	15:30	0	0	12	14	26			
03:45	0	0	0	0	1	15:45	0	0	7	43	9	48	16	91
04:00	0	0	0	0		16:00	0	0	18	7	25			
04:15	0	0	0	1	1	16:15	0	0	10	12	22			
04:30	0	0	0	0		16:30	0	0	18	12	30			
04:45	0	0	0	0	1	16:45	0	0	11	57	5	36	16	93
05:00	0	0	0	0		17:00	0	0	11	10	21			
05:15	0	0	1	1	2	17:15	0	0	16	9	25			
05:30	0	0	1	1	2	17:30	0	0	18	9	27			
05:45	0	0	4	6	4	17:45	0	0	13	58	11	39	24	97
06:00	0	0	0	0		18:00	0	0	6	10	16			
06:15	0	0	0	1	1	18:15	0	0	10	21	31			
06:30	0	0	4	1	5	18:30	0	0	9	12	21			
06:45	0	0	7	11	5	18:45	0	0	10	35	7	50	17	85
07:00	0	0	10	2	12	19:00	0	0	8	7	15			
07:15	0	0	6	8	14	19:15	0	0	6	4	10			
07:30	0	0	11	9	20	19:30	0	0	1	6	7			
07:45	0	0	9	36	9	19:45	0	0	4	19	5	22	9	41
08:00	0	0	12	10	22	20:00	0	0	5	13	18			
08:15	0	0	13	4	17	20:15	0	0	3	10	13			
08:30	0	0	7	13	20	20:30	0	0	8	7	15			
08:45	0	0	12	44	24	20:45	0	0	8	24	6	36	14	60
09:00	0	0	9	15	24	21:00	0	0	5	7	12			
09:15	0	0	6	12	18	21:15	0	0	3	7	10			
09:30	0	0	5	7	12	21:30	0	0	3	4	7			
09:45	0	0	12	32	10	21:45	0	0	3	14	6	24	9	38
10:00	0	0	10	12	22	22:00	0	0	4	1	5			
10:15	0	0	3	5	8	22:15	0	0	4	8	12			
10:30	0	0	12	7	19	22:30	0	0	11	4	15			
10:45	0	0	10	35	7	22:45	0	0	4	23	2	15	6	38
11:00	0	0	5	10	15	23:00	0	0	4	2	6			
11:15	0	0	9	10	19	23:15	0	0	0	1	1			
11:30	0	0	9	9	18	23:30	0	0	1	1	2			
11:45	0	0	9	32	14	23:45	0	0	1	6	2	6	3	12
TOTALS			201	223	424	TOTALS			418	390	808			
SPLIT %			47.4%	52.6%	34.4%	SPLIT %			51.7%	48.3%	65.6%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	619	613	1,232		
AM Peak Hour			07:30	08:30	08:30	PM Peak Hour			17:00	17:45	17:30
AM Pk Volume			45	64	98	PM Pk Volume			58	54	98
Pk Hr Factor			0.865	0.667	0.681	Pk Hr Factor			0.806	0.643	0.790
7 - 9 Volume	0	0	80	79	159	4 - 6 Volume	0	0	115	75	190
7 - 9 Peak Hour			07:30	08:00	08:00	4 - 6 Peak Hour			17:00	16:15	17:00
7 - 9 Pk Volume	0	0	45	51	95	4 - 6 Pk Volume	0	0	58	39	97
Pk Hr Factor	0.000	0.000	0.865	0.531	0.660	Pk Hr Factor	0.000	0.000	0.806	0.813	0.898



SPEED

88th St W/O Dickens Ave

Day: Thursday
Date: 12/2/2021City: Surfside
Project #: FL21_140290_009**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	6	1	0	0	0	0	0	0	0	0	0	0	8
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	2	3	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:00	6	5	2	0	0	0	0	0	0	0	0	0	0	13
06:00	5	14	4	0	0	0	0	0	0	0	0	0	0	23
07:00	28	22	8	0	0	0	0	0	0	0	0	0	0	58
08:00	55	43	4	0	0	0	0	0	0	0	0	0	0	102
09:00	31	34	9	0	0	0	0	0	0	0	0	0	0	74
10:00	35	46	5	0	0	0	0	0	0	0	0	0	0	86
11:00	40	52	12	0	0	0	0	0	0	0	0	0	0	104
12:00 PM	25	34	4	0	0	0	0	0	0	0	0	0	0	63
13:00	56	26	1	0	0	0	0	0	0	0	0	0	0	83
14:00	50	27	2	0	0	0	0	0	0	0	0	0	0	79
15:00	38	32	3	0	0	0	0	0	0	0	0	0	0	73
16:00	40	37	2	0	0	0	0	0	0	0	0	0	0	79
17:00	48	40	3	0	0	0	0	0	0	0	0	0	0	91
18:00	31	39	5	0	0	0	0	0	0	0	0	0	0	75
19:00	25	44	2	1	0	0	0	0	0	0	0	0	0	72
20:00	20	41	6	0	0	0	0	0	0	0	0	0	0	67
21:00	21	21	9	1	0	0	0	0	0	0	0	0	0	52
22:00	17	23	3	0	1	0	0	0	0	0	0	0	0	44
23:00	12	20	0	0	0	0	0	0	0	0	0	0	0	32
Totals	586	612	89	2	1									1290
% of Totals	45%	47%	7%	0%	0%									100%

AM Volumes	203	228	49	0	0	0	0	0	0	0	0	0	0	480
% AM	16%	18%	4%											37%
AM Peak Hour	08:00	11:00	11:00											11:00
Volume	55	52	12											104
PM Volumes	383	384	40	2	1	0	0	0	0	0	0	0	0	810
% PM	30%	30%	3%	0%	0%									63%
PM Peak Hour	13:00	19:00	21:00	19:00	22:00									17:00
Volume	56	44	9	1	1									91
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume			%	Volume		%	Volume		%	Volume		%	
	160	↔	12%	146	↔	11%	170	↔	13%	814	↔	63%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	8	15	14	19	22	1290

VOLUME
 88th St W/O Dickens Ave

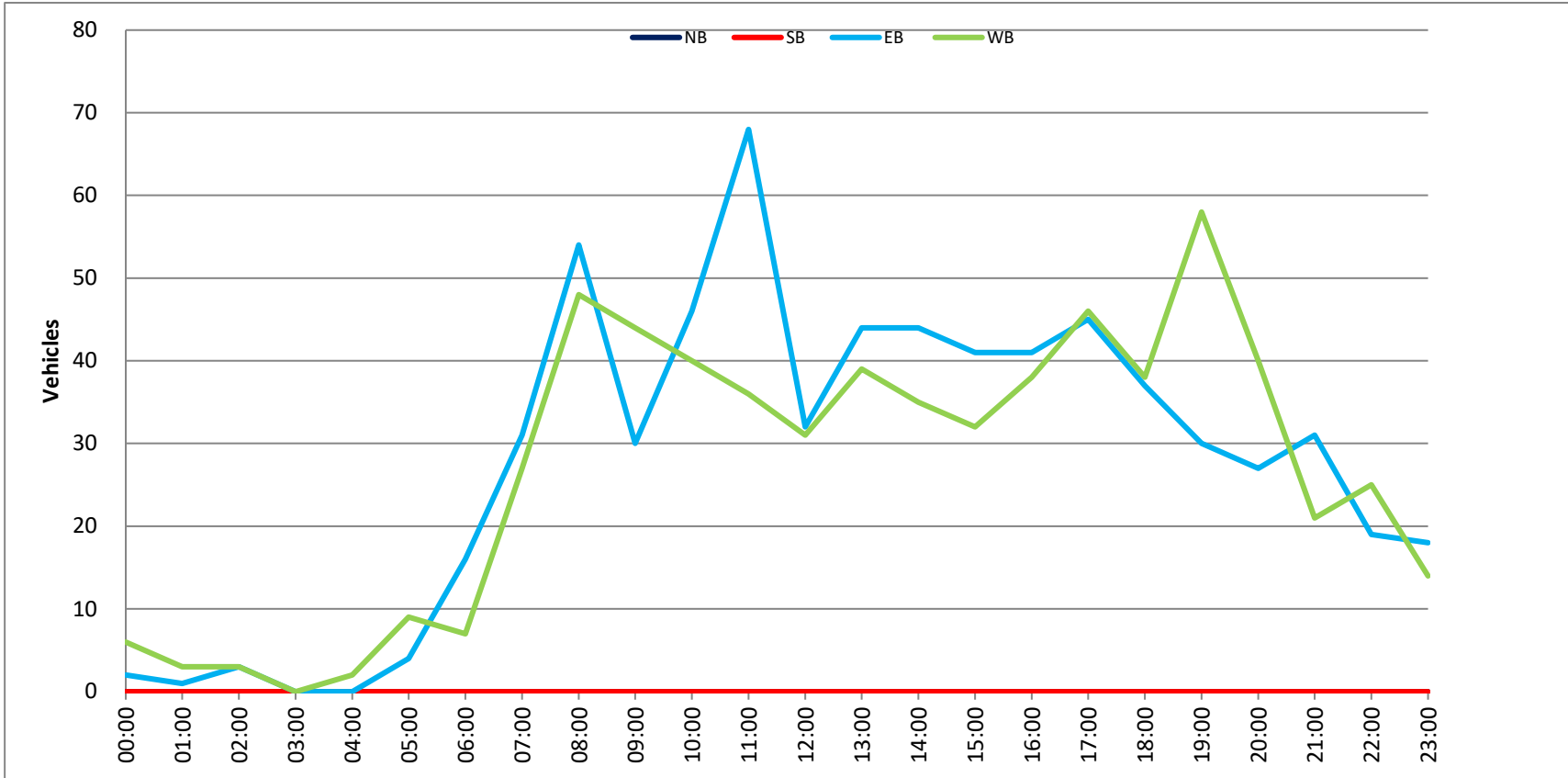
Day: Thursday
 Date: 12/2/2021

City: Surfside
 Project #: FL21_140290_009

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	664	642	1,306	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	1	1	2	12:00	0	0	10	10	20
00:15	0	0	0	2	2	12:15	0	0	7	5	12
00:30	0	0	1	1	2	12:30	0	0	4	8	12
00:45	0	0	0	2	2	12:45	0	0	11	32	19
01:00	0	0	0	0	0	13:00	0	0	10	17	27
01:15	0	0	0	1	1	13:15	0	0	12	3	15
01:30	0	0	0	2	2	13:30	0	0	17	6	23
01:45	0	0	1	1	2	13:45	0	0	5	44	18
02:00	0	0	2	1	3	14:00	0	0	13	11	24
02:15	0	0	1	1	2	14:15	0	0	10	5	15
02:30	0	0	0	0	0	14:30	0	0	11	11	22
02:45	0	0	0	3	3	14:45	0	0	10	44	18
03:00	0	0	0	0	0	15:00	0	0	11	2	13
03:15	0	0	0	0	0	15:15	0	0	9	12	21
03:30	0	0	0	0	0	15:30	0	0	14	9	23
03:45	0	0	0	0	0	15:45	0	0	7	41	16
04:00	0	0	0	0	0	16:00	0	0	7	10	17
04:15	0	0	0	0	0	16:15	0	0	8	7	15
04:30	0	0	0	0	0	16:30	0	0	15	9	24
04:45	0	0	0	2	2	16:45	0	0	11	41	23
05:00	0	0	1	0	1	17:00	0	0	12	9	21
05:15	0	0	2	4	6	17:15	0	0	16	16	32
05:30	0	0	0	2	2	17:30	0	0	5	14	19
05:45	0	0	1	4	5	17:45	0	0	12	45	19
06:00	0	0	2	1	3	18:00	0	0	11	12	23
06:15	0	0	0	2	2	18:15	0	0	10	6	16
06:30	0	0	3	1	4	18:30	0	0	9	12	21
06:45	0	0	11	16	27	18:45	0	0	7	37	15
07:00	0	0	9	6	15	19:00	0	0	9	17	26
07:15	0	0	8	6	14	19:15	0	0	5	10	15
07:30	0	0	5	6	11	19:30	0	0	11	17	28
07:45	0	0	9	31	40	19:45	0	0	5	30	19
08:00	0	0	15	9	24	20:00	0	0	7	13	20
08:15	0	0	18	11	29	20:15	0	0	3	12	15
08:30	0	0	7	12	19	20:30	0	0	10	12	22
08:45	0	0	14	54	68	20:45	0	0	7	27	10
09:00	0	0	5	16	21	21:00	0	0	7	9	16
09:15	0	0	9	7	16	21:15	0	0	9	7	16
09:30	0	0	5	10	15	21:30	0	0	8	2	10
09:45	0	0	11	30	41	21:45	0	0	7	31	10
10:00	0	0	12	11	23	22:00	0	0	6	6	12
10:15	0	0	16	10	26	22:15	0	0	2	3	5
10:30	0	0	5	8	13	22:30	0	0	6	8	14
10:45	0	0	13	46	59	22:45	0	0	5	19	13
11:00	0	0	19	10	29	23:00	0	0	8	1	9
11:15	0	0	13	12	25	23:15	0	0	5	4	9
11:30	0	0	15	6	21	23:30	0	0	1	3	4
11:45	0	0	21	68	89	23:45	0	0	4	18	10
TOTALS			255	225	480	TOTALS			409	417	826
SPLIT %			53.1%	46.9%	36.8%	SPLIT %			49.5%	50.5%	63.2%

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	664	642	1,306

AM Peak Hour		11:00	08:15	11:00	PM Peak Hour		16:30	19:00	16:30		
AM Pk Volume		68	55	104	PM Pk Volume		54	58	100		
Pk Hr Factor		0.810	0.859	0.897	Pk Hr Factor		0.844	0.853	0.781		
7 - 9 Volume	0	0	85	75	160	4 - 6 Volume	0	0	86	84	170
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:30	16:45	16:30
7 - 9 Pk Volume	0	0	54	48	102	4 - 6 Pk Volume	0	0	54	51	100
Pk Hr Factor	0.000	0.000	0.750	0.750	0.850	Pk Hr Factor	0.000	0.000	0.844	0.797	0.781



SPEED

Dickens Ave N/O 88th St

Day: Tuesday
Date: 11/30/2021City: Surfside
Project #: FL21_140290_010**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	3
01:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
06:00	1	5	1	0	0	0	0	0	0	0	0	0	0	7
07:00	7	1	6	1	0	0	0	0	0	0	0	0	0	15
08:00	10	13	5	0	0	0	0	0	0	0	0	0	0	28
09:00	8	8	6	2	0	0	0	0	0	0	0	0	0	24
10:00	6	8	7	2	0	0	0	0	0	0	0	0	0	23
11:00	5	9	1	1	0	0	0	0	0	0	0	0	0	16
12:00 PM	6	8	8	1	0	0	0	0	0	0	0	0	0	23
13:00	6	6	3	1	0	0	0	0	0	0	0	0	0	16
14:00	5	13	5	0	0	0	0	0	0	0	0	0	0	23
15:00	3	10	9	4	0	0	0	0	0	0	0	0	0	26
16:00	6	7	8	1	0	0	0	0	0	0	0	0	0	22
17:00	13	12	3	1	0	0	0	0	0	0	0	0	0	29
18:00	4	8	8	1	0	0	0	0	0	0	0	0	0	21
19:00	4	6	2	1	0	0	0	0	0	0	0	0	0	13
20:00	9	2	3	0	0	0	0	0	0	0	0	0	0	14
21:00	5	2	2	1	0	0	0	0	0	0	0	0	0	10
22:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6
23:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
Totals	105	127	82	17										331
% of Totals	32%	38%	25%	5%										100%

AM Volumes	42	47	29	6	0	0	0	0	0	0	0	0	0	124
% AM	13%	14%	9%	2%										37%
AM Peak Hour	08:00	08:00	10:00	09:00										08:00
Volume	10	13	7	2										28
PM Volumes	63	80	53	11	0	0	0	0	0	0	0	0	0	207
% PM	19%	24%	16%	3%										63%
PM Peak Hour	17:00	14:00	15:00	15:00										17:00
Volume	13	13	9	4										29
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume		%	Volume	%	Volume	%	Volume	%					
	43	↔	13%	39	↔	12%	51	↔	15%	198	↔	60%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Dickens Ave	Summary	10	17	17	23	25	331

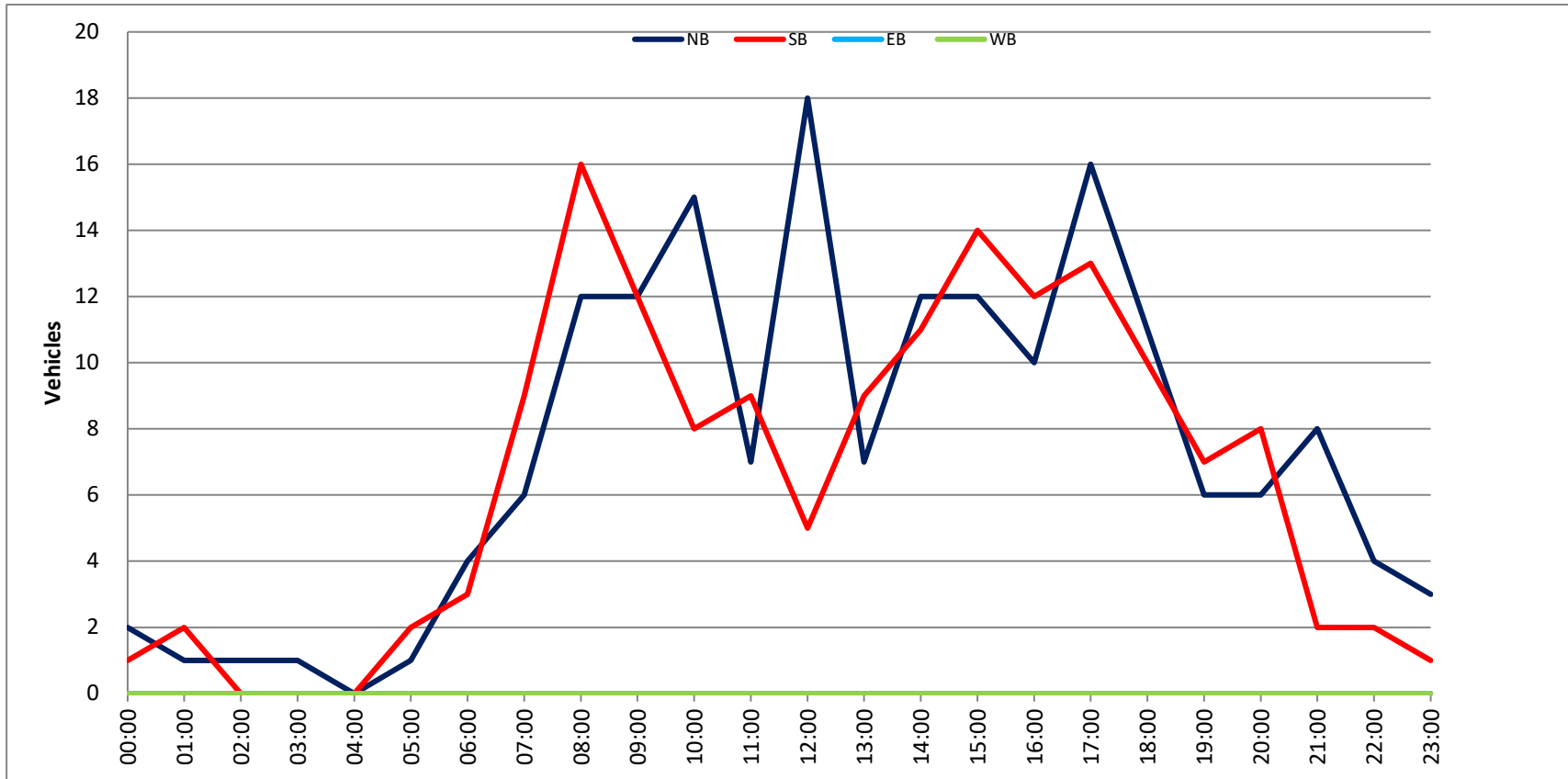
VOLUME
 Dickens Ave N/O 88th St

Day: Tuesday
 Date: 11/30/2021

City: Surfside
 Project #: FL21_140290_010

DAILY TOTALS					NB	SB	EB	WB	Total		
					175	156	0	0	331		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	3	0	0	0	3
00:15	0	1	0	0	1	12:15	6	2	0	0	8
00:30	2	0	0	0	2	12:30	8	0	0	0	8
00:45	0	2	0	1	3	12:45	1	18	3	5	27
01:00	1	0	0	0	1	13:00	3	3	0	0	6
01:15	0	0	0	0		13:15	0	3	0	0	3
01:30	0	1	0	0	1	13:30	2	2	0	0	4
01:45	0	1	1	2	3	13:45	2	7	1	9	19
02:00	1	0	0	0	1	14:00	3	1	0	0	4
02:15	0	0	0	0		14:15	1	2	0	0	3
02:30	0	0	0	0		14:30	6	4	0	0	10
02:45	0	1	0	0	1	14:45	2	12	4	11	29
03:00	0	0	0	0		15:00	2	4	0	0	6
03:15	0	0	0	0		15:15	3	3	0	0	6
03:30	0	0	0	0		15:30	3	2	0	0	5
03:45	1	1	0	0	2	15:45	4	12	5	14	35
04:00	0	0	0	0		16:00	1	1	0	0	2
04:15	0	0	0	0		16:15	4	2	0	0	6
04:30	0	0	0	0		16:30	2	1	0	0	3
04:45	0	0	0	0		16:45	3	10	8	12	33
05:00	0	0	0	0		17:00	4	4	0	0	8
05:15	0	0	0	0		17:15	3	2	0	0	5
05:30	1	2	0	0	3	17:30	4	4	0	0	8
05:45	0	1	0	2	3	17:45	5	16	3	13	37
06:00	0	1	0	0	1	18:00	6	2	0	0	8
06:15	0	0	0	0		18:15	1	3	0	0	4
06:30	2	1	0	0	3	18:30	2	3	0	0	5
06:45	2	4	1	3	7	18:45	2	11	2	10	25
07:00	1	2	0	0	3	19:00	1	3	0	0	4
07:15	1	3	0	0	4	19:15	0	0	0	0	0
07:30	1	2	0	0	3	19:30	2	2	0	0	4
07:45	3	6	2	9	15	19:45	3	6	2	7	18
08:00	4	2	0	0	6	20:00	2	0	0	0	2
08:15	2	4	0	0	6	20:15	3	2	0	0	5
08:30	2	7	0	0	9	20:30	0	4	0	0	4
08:45	4	12	3	16	28	20:45	1	6	2	8	17
09:00	3	4	0	0	7	21:00	0	1	0	0	1
09:15	3	2	0	0	5	21:15	1	0	0	0	1
09:30	3	1	0	0	4	21:30	4	1	0	0	5
09:45	3	12	5	12	24	21:45	3	8	0	2	13
10:00	5	3	0	0	8	22:00	1	0	0	0	1
10:15	3	3	0	0	6	22:15	2	1	0	0	3
10:30	1	0	0	0	1	22:30	0	0	0	0	0
10:45	6	15	2	8	23	22:45	1	4	1	2	8
11:00	0	3	0	0	3	23:00	0	1	0	0	1
11:15	2	2	0	0	4	23:15	1	0	0	0	1
11:30	3	2	0	0	5	23:30	2	0	0	0	2
11:45	2	7	2	9	16	23:45	0	3	0	1	4
TOTALS	62	62			124	TOTALS	113	94			207
SPLIT %	50.0%	50.0%			37.5%	SPLIT %	54.6%	45.4%			62.5%

DAILY TOTALS					NB	SB	EB	WB	Total		
					175	156	0	0	331		
AM Peak Hour	11:45	08:15		08:15	PM Peak Hour	12:00	16:45		16:45		
AM Pk Volume	19	18		29	PM Pk Volume	18	18		32		
Pk Hr Factor	0.594	0.643		0.806	Pk Hr Factor	0.563	0.563		0.727		
7 - 9 Volume	18	25	0	0	43	4 - 6 Volume	26	25	0	0	51
7 - 9 Peak Hour	08:00	08:00		08:00	4 - 6 Peak Hour	17:00	16:45			16:45	
7 - 9 Pk Volume	12	16	0	0	28	4 - 6 Pk Volume	16	18	0	0	32
Pk Hr Factor	0.750	0.571	0.000	0.000	0.778	Pk Hr Factor	0.800	0.563	0.000	0.000	0.727



SPEED

Dickens Ave N/O 88th St

Day: Wednesday

Date: 12/1/2021

City: Surfside

Project #: FL21_140290_010

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	2	1	0	0	0	0	0	0	0	0	0	0	7
06:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
07:00	5	5	5	1	0	0	0	0	0	0	0	0	0	16
08:00	8	8	7	4	0	0	0	0	0	0	0	0	0	27
09:00	2	8	6	0	0	0	0	0	0	0	0	0	0	16
10:00	9	6	5	0	0	0	0	0	0	0	0	0	0	20
11:00	4	6	3	0	0	0	0	0	0	0	0	0	0	13
12:00 PM	4	3	4	1	0	0	0	0	0	0	0	0	0	12
13:00	5	6	3	1	0	0	0	0	0	0	0	0	0	15
14:00	3	13	4	1	1	0	0	0	0	0	0	0	0	22
15:00	5	10	12	0	0	0	0	0	0	0	0	0	0	27
16:00	7	6	8	1	0	0	0	0	0	0	0	0	0	22
17:00	9	13	9	1	0	0	0	0	0	0	0	0	0	32
18:00	5	15	7	0	0	0	0	0	0	0	0	0	0	27
19:00	6	8	6	0	0	0	0	0	0	0	0	0	0	20
20:00	3	6	3	1	0	0	0	0	0	0	0	0	0	13
21:00	3	1	1	0	0	0	0	0	0	0	0	0	0	5
22:00	9	2	0	1	0	0	0	0	0	0	0	0	0	12
23:00	1	3	0	1	0	0	0	0	0	0	0	0	0	5
Totals	92	128	91	13	1									325
% of Totals	28%	39%	28%	4%	0%									100%

AM Volumes	32	42	34	5	0	0	0	0	0	0	0	0	0	113
% AM	10%	13%	10%	2%										35%
AM Peak Hour	10:00	08:00	08:00	08:00										08:00
Volume	9	8	7	4										27
PM Volumes	60	86	57	8	1	0	0	0	0	0	0	0	0	212
% PM	18%	26%	18%	2%	0%									65%
PM Peak Hour	17:00	18:00	15:00	12:00	14:00									17:00
Volume	9	15	12	1	1									32
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume		Volume		Volume		Volume		Volume		Volume		Volume	
	43	↔	27	↔	54	↔	201	↔						
		13%		8%		17%		62%						

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Dickens Ave	Summary	10	18	17	23	25	325

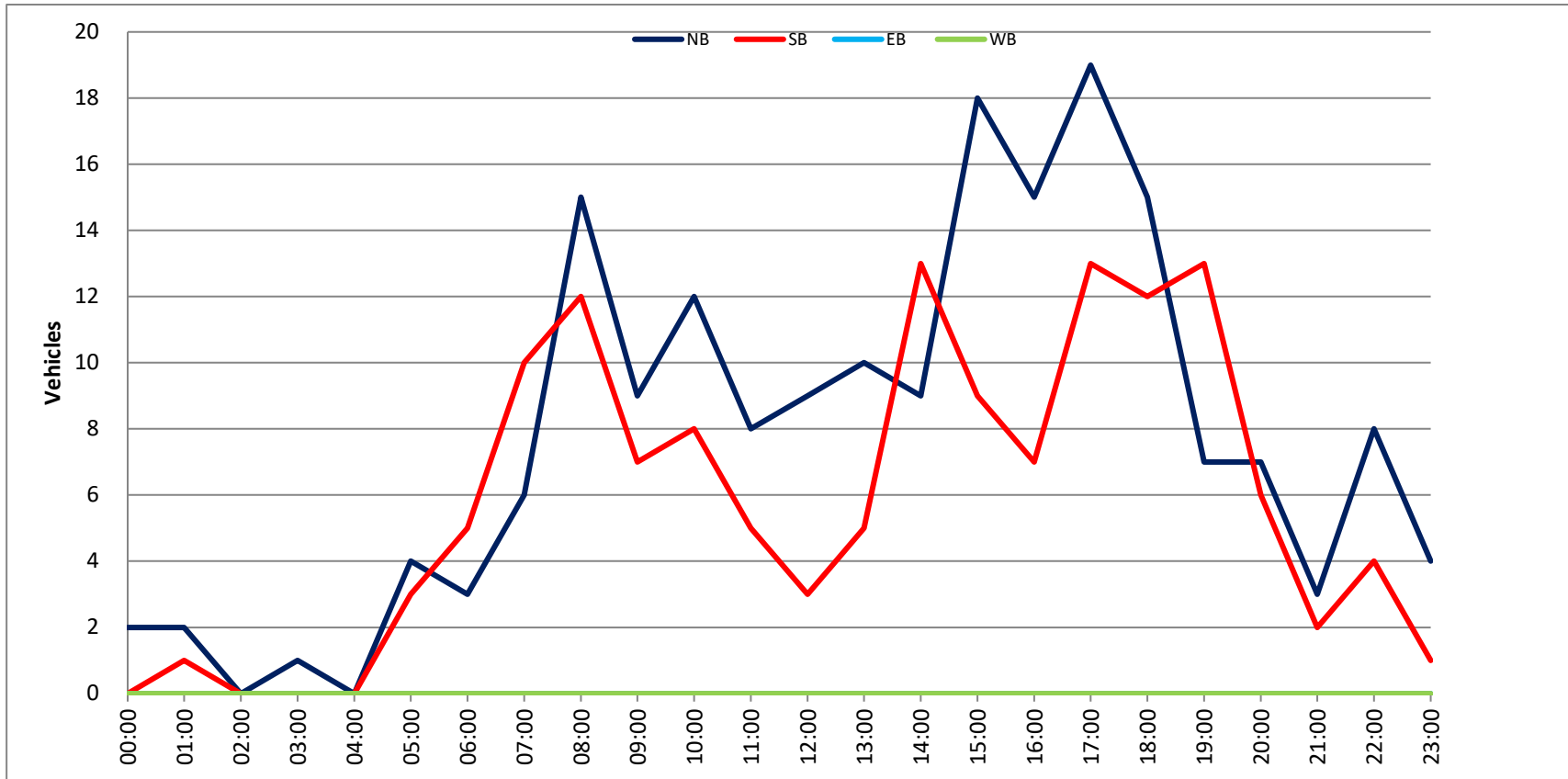
VOLUME
 Dickens Ave N/O 88th St

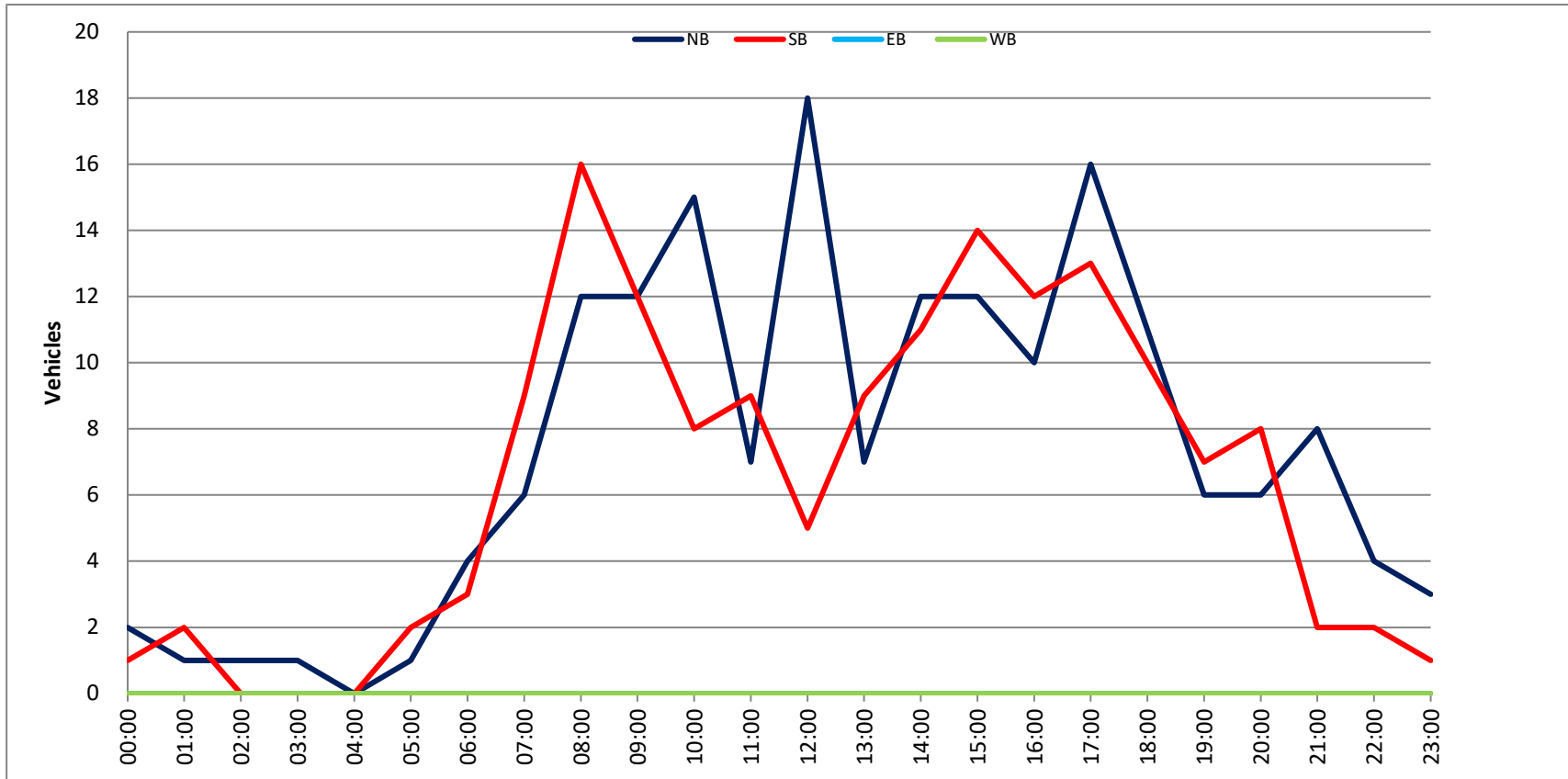
Day: Wednesday
 Date: 12/1/2021

City: Surfside
 Project #: FL21_140290_010

DAILY TOTALS					NB	SB	EB	WB	Total		
					186	139	0	0	325		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	0	1	0	0	1
00:15	1	0	0	0	1	12:15	3	0	0	0	3
00:30	0	0	0	0		12:30	3	0	0	0	3
00:45	1	2	0	0	1 2	12:45	3	9	2	3	5 12
01:00	0	0	0	0		13:00	1	3	0	0	4
01:15	1	0	0	0	1	13:15	2	0	0	0	2
01:30	1	1	0	0	2	13:30	3	2	0	0	5
01:45	0	2	0	1	3	13:45	4	10	0	5	4 15
02:00	0	0	0	0		14:00	2	1	0	0	3
02:15	0	0	0	0		14:15	4	7	0	0	11
02:30	0	0	0	0		14:30	2	4	0	0	6
02:45	0	0	0	0		14:45	1	9	1	13	2 22
03:00	0	0	0	0		15:00	2	1	0	0	3
03:15	0	0	0	0		15:15	3	3	0	0	6
03:30	0	0	0	0		15:30	7	4	0	0	11
03:45	1	1	0	0	1 1	15:45	6	18	1	9	7 27
04:00	0	0	0	0		16:00	4	2	0	0	6
04:15	0	0	0	0		16:15	6	1	0	0	7
04:30	0	0	0	0		16:30	1	0	0	0	1
04:45	0	0	0	0		16:45	4	15	4	7	8 22
05:00	0	0	0	0		17:00	5	0	0	0	5
05:15	2	1	0	0	3	17:15	4	6	0	0	10
05:30	1	1	0	0	2	17:30	2	4	0	0	6
05:45	1	4	1	3	2 7	17:45	8	19	3	13	11 32
06:00	0	1	0	0	1	18:00	5	2	0	0	7
06:15	0	1	0	0	1	18:15	3	6	0	0	9
06:30	2	0	0	0	2	18:30	3	2	0	0	5
06:45	1	3	3	5	4 8	18:45	4	15	2	12	6 27
07:00	1	0	0	0	1	19:00	4	2	0	0	6
07:15	2	5	0	0	7	19:15	0	7	0	0	7
07:30	1	2	0	0	3	19:30	0	2	0	0	2
07:45	2	6	3	10	5 16	19:45	3	7	2	13	5 20
08:00	6	0	0	0	6	20:00	1	0	0	0	1
08:15	5	3	0	0	8	20:15	3	4	0	0	7
08:30	1	4	0	0	5	20:30	3	1	0	0	4
08:45	3	15	5	12	8 27	20:45	0	7	1	6	1 13
09:00	4	1	0	0	5	21:00	1	0	0	0	1
09:15	2	1	0	0	3	21:15	1	0	0	0	1
09:30	0	1	0	0	1	21:30	1	1	0	0	2
09:45	3	9	4	7	7 16	21:45	0	3	1	2	1 5
10:00	1	3	0	0	4	22:00	3	0	0	0	3
10:15	4	4	0	0	8	22:15	0	2	0	0	2
10:30	4	1	0	0	5	22:30	2	0	0	0	2
10:45	3	12	0	8	3 20	22:45	3	8	2	4	5 12
11:00	0	0	0	0		23:00	0	0	0	0	
11:15	5	2	0	0	7	23:15	1	1	0	0	2
11:30	1	2	0	0	3	23:30	2	0	0	0	2
11:45	2	8	1	5	3 13	23:45	1	4	0	1	1 5
TOTALS	62	51			113	TOTALS	124	88			212
SPLIT %	54.9%	45.1%			34.8%	SPLIT %	58.5%	41.5%			65.2%

DAILY TOTALS					NB	SB	EB	WB	Total		
					186	139	0	0	325		
AM Peak Hour	08:00	08:15		08:00	PM Peak Hour	15:30	17:15		17:15		
AM Pk Volume	15	13		27	PM Pk Volume	23	15		34		
Pk Hr Factor	0.625	0.650		0.844	Pk Hr Factor	0.821	0.625		0.773		
7 - 9 Volume	21	22	0	0	43	4 - 6 Volume	34	20	0	0	54
7 - 9 Peak Hour	08:00	08:00		08:00	4 - 6 Peak Hour	17:00	16:45			17:00	
7 - 9 Pk Volume	15	12	0	0	27	4 - 6 Pk Volume	19	14	0	0	32
Pk Hr Factor	0.625	0.600	0.000	0.000	0.844	Pk Hr Factor	0.594	0.583	0.000	0.000	0.727





VOLUME
 Dickens Ave N/O 88th St

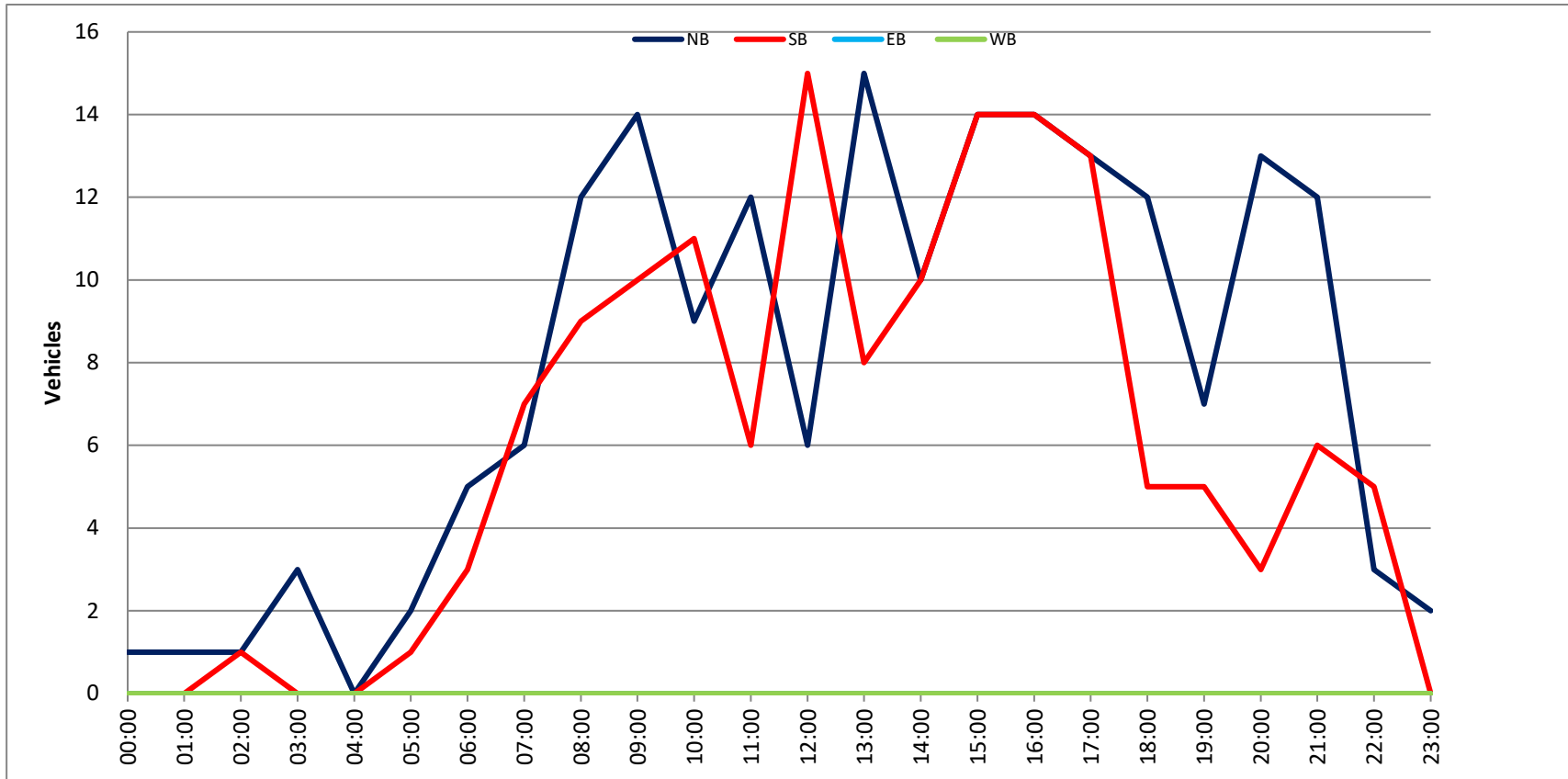
Day: Thursday
 Date: 12/2/2021

City: Surfside
 Project #: FL21_140290_010

DAILY TOTALS					NB	SB	EB	WB	Total		
					187	146	0	0	333		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	0	5	0	0	5
00:15	0	0	0	0		12:15	1	4	0	0	5
00:30	1	0	0	0	1	12:30	1	3	0	0	4
00:45	0	1	0	0	1	12:45	4	6	3	15	21
01:00	1	0	0	0	1	13:00	2	4	0	0	6
01:15	0	0	0	0		13:15	4	1	0	0	5
01:30	0	0	0	0		13:30	5	3	0	0	8
01:45	0	1	0	0	1	13:45	4	15	0	8	23
02:00	1	0	0	0	1	14:00	3	1	0	0	4
02:15	0	1	0	0	1	14:15	3	0	0	0	3
02:30	0	0	0	0		14:30	3	5	0	0	8
02:45	0	1	0	1	2	14:45	1	10	4	10	20
03:00	0	0	0	0		15:00	4	3	0	0	7
03:15	0	0	0	0		15:15	6	5	0	0	11
03:30	1	0	0	0	1	15:30	1	2	0	0	3
03:45	2	3	0	0	2	15:45	3	14	4	14	28
04:00	0	0	0	0		16:00	4	3	0	0	7
04:15	0	0	0	0		16:15	4	7	0	0	11
04:30	0	0	0	0		16:30	4	3	0	0	7
04:45	0	0	0	0		16:45	2	14	1	14	28
05:00	0	0	0	0		17:00	4	4	0	0	8
05:15	0	0	0	0		17:15	4	3	0	0	7
05:30	2	1	0	0	3	17:30	3	4	0	0	7
05:45	0	2	0	1	3	17:45	2	13	2	13	26
06:00	0	0	0	0		18:00	7	1	0	0	8
06:15	0	1	0	0	1	18:15	2	1	0	0	3
06:30	1	2	0	0	3	18:30	3	1	0	0	4
06:45	4	5	0	3	4	18:45	0	12	2	5	17
07:00	0	2	0	0	2	19:00	3	0	0	0	3
07:15	3	1	0	0	4	19:15	1	4	0	0	5
07:30	2	1	0	0	3	19:30	2	1	0	0	3
07:45	1	6	3	7	4	19:45	1	7	0	5	12
08:00	5	2	0	0	7	20:00	0	2	0	0	2
08:15	3	3	0	0	6	20:15	6	1	0	0	7
08:30	3	0	0	0	3	20:30	4	0	0	0	4
08:45	1	12	4	9	5	20:45	3	13	0	3	16
09:00	4	3	0	0	7	21:00	1	1	0	0	2
09:15	2	4	0	0	6	21:15	2	3	0	0	5
09:30	3	3	0	0	6	21:30	2	1	0	0	3
09:45	5	14	0	10	5	21:45	7	12	1	6	18
10:00	3	0	0	0	3	22:00	0	2	0	0	2
10:15	1	3	0	0	4	22:15	2	0	0	0	2
10:30	2	5	0	0	7	22:30	1	2	0	0	3
10:45	3	9	3	11	6	22:45	0	3	1	5	8
11:00	3	2	0	0	5	23:00	0	0	0	0	
11:15	3	1	0	0	4	23:15	0	0	0	0	
11:30	4	2	0	0	6	23:30	1	0	0	0	1
11:45	2	12	1	6	3	23:45	1	2	0	0	2
TOTALS	66	48			114	TOTALS	121	98			219
SPLIT %	57.9%	42.1%			34.2%	SPLIT %	55.3%	44.7%			65.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					187	146	0	0	333

AM Peak Hour	09:00	08:45		08:45	PM Peak Hour	13:15	14:30		15:45		
AM Pk Volume	14	14		24	PM Pk Volume	16	17		32		
Pk Hr Factor	0.700	0.875		0.857	Pk Hr Factor	0.800	0.850		0.727		
7 - 9 Volume	18	16	0	0	34	4 - 6 Volume	27	27	0	0	54
7 - 9 Peak Hour	07:45	07:30		08:00	4 - 6 Peak Hour	16:00	16:15			16:15	
7 - 9 Pk Volume	12	9	0	0	21	4 - 6 Pk Volume	14	15	0	0	29
Pk Hr Factor	0.600	0.750	0.000	0.000	0.750	Pk Hr Factor	0.875	0.536	0.000	0.000	0.659



SPEED

88th St W/O Carlyle Ave

Day: Tuesday
Date: 11/30/2021City: Surfside
Project #: FL21_140290_011**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	13	2	0	0	0	0	0	0	0	0	0	0	16
01:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
02:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	6	7	1	0	0	0	0	0	0	0	0	0	0	14
06:00	11	17	1	0	0	0	0	0	0	0	0	0	0	29
07:00	20	45	4	0	0	0	0	0	0	0	0	0	0	69
08:00	47	55	9	1	0	0	0	0	0	0	0	0	0	112
09:00	26	54	10	0	0	0	0	0	0	0	0	0	0	90
10:00	21	53	5	0	0	0	0	0	0	0	0	0	0	79
11:00	27	34	0	0	0	0	0	0	0	0	0	0	0	61
12:00 PM	38	37	11	0	0	0	0	0	0	0	0	0	0	86
13:00	34	33	4	0	0	0	0	0	0	0	0	0	0	71
14:00	39	50	6	0	0	0	0	0	0	0	0	0	0	95
15:00	34	57	12	0	0	0	0	0	0	0	0	0	0	103
16:00	34	46	8	0	0	0	0	0	0	0	0	0	0	88
17:00	46	52	4	1	0	0	0	0	0	0	0	0	0	103
18:00	34	47	9	0	0	0	0	0	0	0	0	0	0	90
19:00	21	22	5	0	0	0	0	0	0	0	0	0	0	48
20:00	16	25	11	0	0	0	0	0	0	0	0	0	0	52
21:00	9	14	4	0	0	0	0	0	0	0	0	0	0	27
22:00	5	11	5	0	0	0	0	0	0	0	0	0	0	21
23:00	5	10	3	0	0	0	0	0	0	0	0	0	0	18
Totals	479	685	116	2										1282
% of Totals	37%	53%	9%	0%										100%

AM Volumes	164	281	34	1	0	0	0	0	0	0	0	0	0	480
% AM	13%	22%	3%	0%										37%
AM Peak Hour	08:00	08:00	09:00	08:00										08:00
Volume	47	55	10	1										112
PM Volumes	315	404	82	1	0	0	0	0	0	0	0	0	0	802
% PM	25%	32%	6%	0%										63%
PM Peak Hour	17:00	15:00	15:00	17:00										15:00
Volume	46	57	12	1										103
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume		%	Volume	%	Volume	%	Volume	%					
	181	↔	14%	157	↔	12%	191	↔	15%	753	↔	59%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	9	16	15	19	22	1282

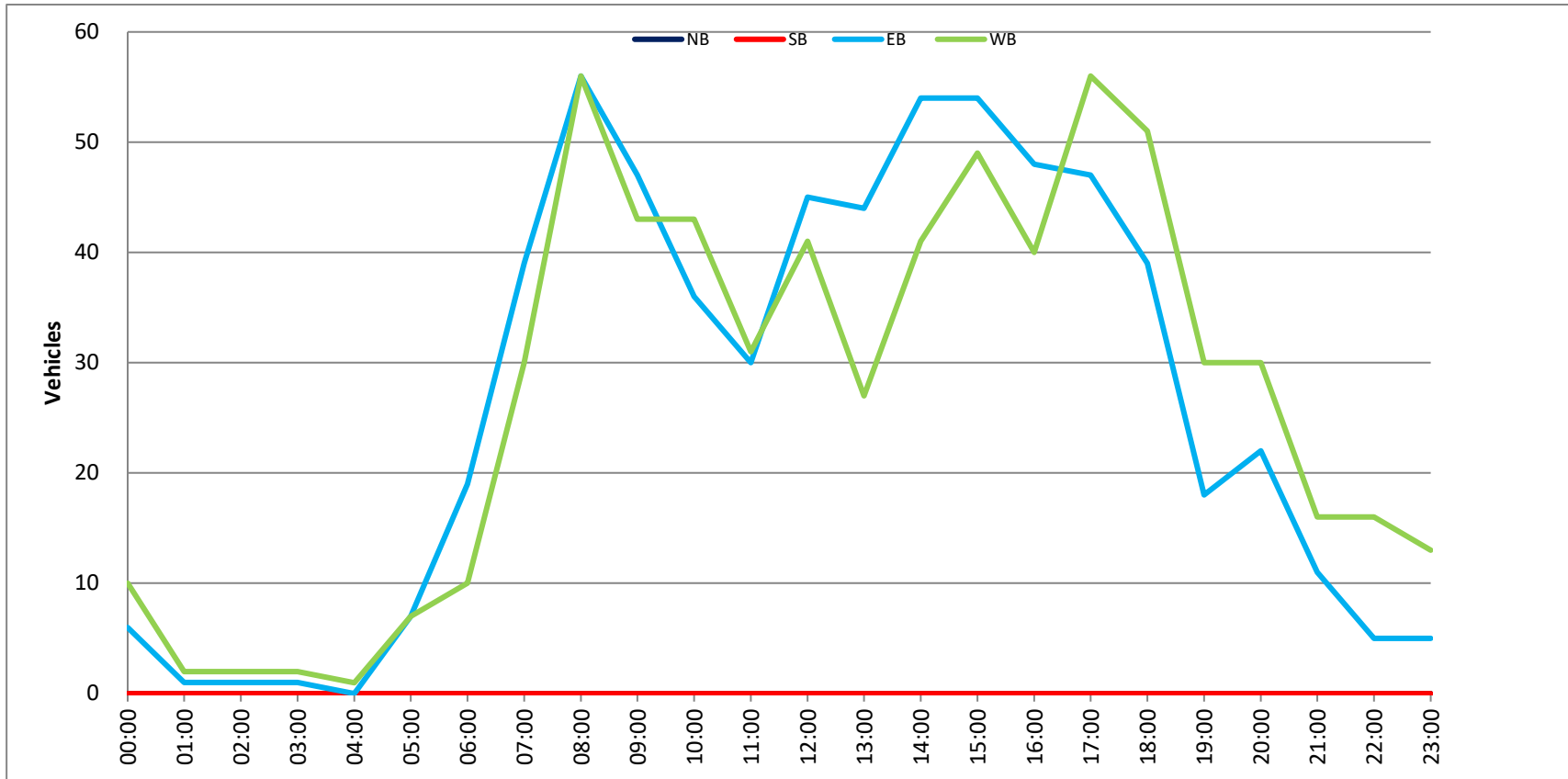
VOLUME
 88th St W/O Carlyle Ave

Day: Tuesday
 Date: 11/30/2021

City: Surfside
 Project #: FL21_140290_011

DAILY TOTALS						NB	SB	EB	WB	Total				
						0	0	635	647	1,282				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	3	3	6	12:00	0	0	15	10	25			
00:15	0	0	0	0		12:15	0	0	8	8	16			
00:30	0	0	0	2	2	12:30	0	0	12	15	27			
00:45	0	0	3	6	5	12:45	0	0	10	45	8	41	18	86
01:00	0	0	0	1	1	13:00	0	0	13	8	21			
01:15	0	0	0	0		13:15	0	0	7	6	13			
01:30	0	0	0	0		13:30	0	0	10	7	17			
01:45	0	0	1	1	1	13:45	0	0	14	44	6	27	20	71
02:00	0	0	1	1	2	14:00	0	0	15	4	19			
02:15	0	0	0	0		14:15	0	0	16	11	27			
02:30	0	0	0	1	1	14:30	0	0	8	13	21			
02:45	0	0	0	1	0	14:45	0	0	15	54	13	41	28	95
03:00	0	0	0	0		15:00	0	0	15	10	25			
03:15	0	0	0	0		15:15	0	0	10	12	22			
03:30	0	0	1	1	2	15:30	0	0	15	16	31			
03:45	0	0	0	1	1	15:45	0	0	14	54	11	49	25	103
04:00	0	0	0	1	1	16:00	0	0	19	10	29			
04:15	0	0	0	0		16:15	0	0	10	13	23			
04:30	0	0	0	0		16:30	0	0	9	16	25			
04:45	0	0	0	0	1	16:45	0	0	10	48	1	40	11	88
05:00	0	0	0	0		17:00	0	0	12	11	23			
05:15	0	0	0	3	3	17:15	0	0	7	15	22			
05:30	0	0	3	4	7	17:30	0	0	14	15	29			
05:45	0	0	4	7	0	17:45	0	0	14	47	15	56	29	103
06:00	0	0	4	2	6	18:00	0	0	8	12	20			
06:15	0	0	2	1	3	18:15	0	0	6	14	20			
06:30	0	0	6	4	10	18:30	0	0	12	15	27			
06:45	0	0	7	19	3	18:45	0	0	13	39	10	51	23	90
07:00	0	0	10	7	17	19:00	0	0	9	7	16			
07:15	0	0	11	9	20	19:15	0	0	2	6	8			
07:30	0	0	9	4	13	19:30	0	0	4	7	11			
07:45	0	0	9	39	10	19:45	0	0	3	18	10	30	13	48
08:00	0	0	11	13	24	20:00	0	0	2	6	8			
08:15	0	0	21	9	30	20:15	0	0	8	9	17			
08:30	0	0	13	13	26	20:30	0	0	4	7	11			
08:45	0	0	11	56	21	20:45	0	0	8	22	8	30	16	52
09:00	0	0	19	14	33	21:00	0	0	2	6	8			
09:15	0	0	10	9	19	21:15	0	0	3	2	5			
09:30	0	0	9	10	19	21:30	0	0	4	5	9			
09:45	0	0	9	47	10	21:45	0	0	2	11	3	16	5	27
10:00	0	0	9	15	24	22:00	0	0	1	3	4			
10:15	0	0	10	8	18	22:15	0	0	1	4	5			
10:30	0	0	5	8	13	22:30	0	0	1	4	5			
10:45	0	0	12	36	12	22:45	0	0	2	5	5	16	7	21
11:00	0	0	13	9	22	23:00	0	0	0	0				
11:15	0	0	1	6	7	23:15	0	0	2	4	6			
11:30	0	0	12	7	19	23:30	0	0	2	7	9			
11:45	0	0	4	30	9	23:45	0	0	1	5	2	13	3	18
TOTALS			243	237	480	TOTALS			392	410	802			
SPLIT %			50.6%	49.4%	37.4%	SPLIT %			48.9%	51.1%	62.6%			

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	635	647	1,282	
AM Peak Hour			08:15	08:15	08:15	PM Peak Hour			15:15	17:15	15:30
AM Pk Volume			64	57	121	PM Pk Volume			58	57	108
Pk Hr Factor			0.762	0.679	0.917	Pk Hr Factor			0.763	0.950	0.871
7 - 9 Volume	0	0	95	86	181	4 - 6 Volume	0	0	95	96	191
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:00	17:00	17:00
7 - 9 Pk Volume	0	0	56	56	112	4 - 6 Pk Volume	0	0	48	56	103
Pk Hr Factor	0.000	0.000	0.667	0.667	0.875	Pk Hr Factor	0.000	0.000	0.632	0.933	0.888



SPEED

88th St W/O Carlyle Ave

Day: Wednesday

Date: 12/1/2021

City: Surfside

Project #: FL21_140290_011

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	5	2	1	0	1	0	0	0	0	0	0	0	0	9
01:00	3	3	3	0	0	0	0	0	0	0	0	0	0	9
02:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	7	7	1	0	0	0	0	0	0	0	0	0	0	15
06:00	12	9	3	0	0	0	0	0	0	0	0	0	0	24
07:00	33	37	5	0	0	0	0	0	0	0	0	0	0	75
08:00	47	59	6	0	0	0	0	0	0	0	0	0	0	112
09:00	32	45	16	0	0	0	0	0	0	0	0	0	0	93
10:00	25	49	8	0	0	0	0	0	0	0	0	0	0	82
11:00	38	33	12	1	1	0	0	0	0	0	0	0	0	85
12:00 PM	33	44	12	0	0	0	0	0	0	0	0	0	0	89
13:00	26	43	19	2	0	0	0	0	0	0	0	0	0	90
14:00	46	41	9	0	0	0	0	0	0	0	0	0	0	96
15:00	34	55	17	0	0	0	0	0	0	0	0	0	0	106
16:00	37	54	11	0	0	0	0	0	0	0	0	0	0	102
17:00	51	53	13	0	0	0	0	0	0	0	0	0	0	117
18:00	39	54	9	3	0	0	0	0	0	0	0	0	0	105
19:00	24	26	6	0	0	0	0	0	0	0	0	0	0	56
20:00	22	36	8	0	0	0	0	0	0	0	0	0	0	66
21:00	12	17	10	2	0	0	0	0	0	0	0	0	0	41
22:00	14	21	10	0	0	0	0	0	0	0	0	0	0	45
23:00	6	7	4	0	0	0	0	0	0	0	0	0	0	17
Totals	549	696	184	8	2									1439
% of Totals	38%	48%	13%	1%	0%									100%

AM Volumes	205	245	56	1	2	0	0	0	0	0	0	0	0	509
% AM	14%	17%	4%	0%	0%									35%
AM Peak Hour	08:00	08:00	09:00	11:00										08:00
Volume	47	59	16	1	1									112
PM Volumes	344	451	128	7	0	0	0	0	0	0	0	0	0	930
% PM	24%	31%	9%	0%										65%
PM Peak Hour	17:00	15:00	13:00	18:00										17:00
Volume	51	55	19	3										117
Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
	Volume		%	Volume		%	Volume		%	Volume		%		
	187	↔	13%	179	↔	12%	219	↔	15%	854	↔	59%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	9	16	15	20	23	1439

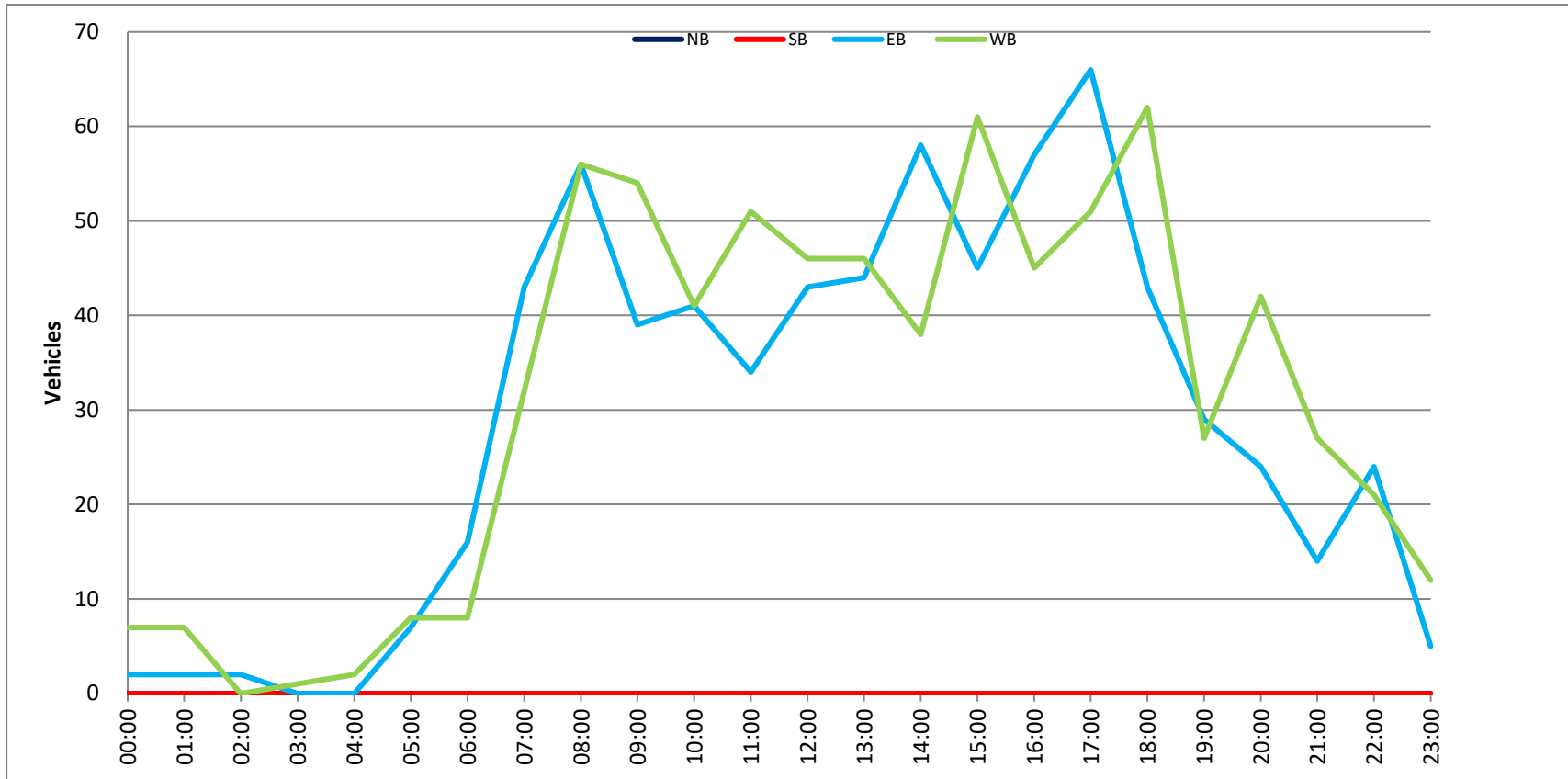
VOLUME
 88th St W/O Carlyle Ave

Day: Wednesday
 Date: 12/1/2021

City: Surfside
 Project #: FL21_140290_011

DAILY TOTALS						NB	SB					Total
						0	0	EB	WB			1,439
								694	745			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	1	1	2	12:00	0	0	8	12	20	
00:15	0	0	0	0		12:15	0	0	13	10	23	
00:30	0	0	0	3	3	12:30	0	0	11	11	22	
00:45	0	0	1	2	3	12:45	0	0	11	43	24	
				7	4				13	46	89	
01:00	0	0	0	1	1	13:00	0	0	7	11	18	
01:15	0	0	0	2	2	13:15	0	0	9	8	17	
01:30	0	0	1	1	2	13:30	0	0	12	14	26	
01:45	0	0	1	2	3	13:45	0	0	16	44	29	
				7	4				13	46	90	
02:00	0	0	1	0	1	14:00	0	0	12	10	22	
02:15	0	0	0	0		14:15	0	0	14	8	22	
02:30	0	0	0	0		14:30	0	0	20	14	34	
02:45	0	0	1	2	1	14:45	0	0	12	58	18	
				0	2				6	38	96	
03:00	0	0	0	0		15:00	0	0	13	10	23	
03:15	0	0	0	0		15:15	0	0	12	16	28	
03:30	0	0	0	1	1	15:30	0	0	12	20	32	
03:45	0	0	0	0	1	15:45	0	0	8	45	32	
				1	1				15	61	106	
04:00	0	0	0	1	1	16:00	0	0	22	10	23	
04:15	0	0	0	1	1	16:15	0	0	9	18	27	
04:30	0	0	0	0		16:30	0	0	14	10	24	
04:45	0	0	0	0	2	16:45	0	0	12	57	19	
				2	2				7	45	102	
05:00	0	0	0	0		17:00	0	0	15	14	29	
05:15	0	0	0	3	3	17:15	0	0	19	13	32	
05:30	0	0	4	2	6	17:30	0	0	18	9	27	
05:45	0	0	3	7	6	17:45	0	0	14	66	29	
				3	15				15	51	117	
06:00	0	0	2	1	3	18:00	0	0	9	12	21	
06:15	0	0	1	1	2	18:15	0	0	9	25	34	
06:30	0	0	6	2	8	18:30	0	0	14	13	27	
06:45	0	0	7	16	11	18:45	0	0	11	43	23	
				4	24				12	62	105	
07:00	0	0	12	5	17	19:00	0	0	9	8	17	
07:15	0	0	9	8	17	19:15	0	0	11	4	15	
07:30	0	0	13	5	18	19:30	0	0	2	6	8	
07:45	0	0	9	43	23	19:45	0	0	7	29	16	
				14	75				9	27	56	
08:00	0	0	14	14	28	20:00	0	0	5	13	18	
08:15	0	0	13	7	20	20:15	0	0	4	13	17	
08:30	0	0	11	15	26	20:30	0	0	8	10	18	
08:45	0	0	18	56	38	20:45	0	0	7	24	13	
				20	112				6	42	66	
09:00	0	0	8	19	27	21:00	0	0	5	9	14	
09:15	0	0	11	14	25	21:15	0	0	5	8	13	
09:30	0	0	4	10	14	21:30	0	0	3	6	9	
09:45	0	0	16	39	27	21:45	0	0	1	14	5	
				11	93				4	27	41	
10:00	0	0	11	14	25	22:00	0	0	3	4	7	
10:15	0	0	5	11	16	22:15	0	0	6	7	13	
10:30	0	0	14	7	21	22:30	0	0	11	6	17	
10:45	0	0	11	41	20	22:45	0	0	4	24	8	
				9	82				4	21	45	
11:00	0	0	4	8	12	23:00	0	0	3	4	7	
11:15	0	0	10	14	24	23:15	0	0	1	1	2	
11:30	0	0	11	15	26	23:30	0	0	0	3	3	
11:45	0	0	9	34	23	23:45	0	0	1	5	5	
				14	85				4	12	17	
TOTALS			242	267	509	TOTALS			452	478	930	
SPLIT %			47.5%	52.5%	35.4%	SPLIT %			48.6%	51.4%	64.6%	

DAILY TOTALS						NB	SB					Total
						0	0	EB	WB			1,439
								694	745			
AM Peak Hour			08:00	08:30	08:30	PM Peak Hour			17:00	17:45	17:00	
AM Pk Volume			56	68	116	PM Pk Volume			66	65	117	
Pk Hr Factor			0.778	0.850	0.763	Pk Hr Factor			0.868	0.650	0.914	
7 - 9 Volume	0	0	99	88	187	4 - 6 Volume	0	0	123	96	219	
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			17:00	17:00	17:00	
7 - 9 Pk Volume	0	0	56	56	112	4 - 6 Pk Volume	0	0	66	51	117	
Pk Hr Factor	0.000	0.000	0.778	0.700	0.737	Pk Hr Factor	0.000	0.000	0.868	0.850	0.914	



SPEED

88th St W/O Carlyle Ave

Day: Thursday
Date: 12/2/2021City: Surfside
Project #: FL21_140290_011**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	6	1	0	0	0	0	0	0	0	0	0	0	8
01:00	1	3	1	0	0	0	0	0	0	0	0	0	0	5
02:00	1	1	2	0	0	0	0	0	0	0	0	0	0	4
03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	1	0	1	0	1	0	0	0	0	0	0	0	0	3
05:00	2	9	1	0	0	0	0	0	0	0	0	0	0	12
06:00	8	15	3	0	0	0	0	0	0	0	0	0	0	26
07:00	31	34	5	0	0	0	0	0	0	0	0	0	0	70
08:00	57	52	5	0	0	1	0	0	0	0	0	0	0	115
09:00	35	45	10	0	0	0	0	0	0	0	0	0	0	90
10:00	37	45	11	0	1	0	0	0	0	0	0	0	0	94
11:00	55	50	4	0	0	0	0	0	0	0	0	0	0	109
12:00 PM	34	31	9	0	0	0	0	0	0	0	0	0	0	74
13:00	51	35	4	1	0	0	0	0	0	0	0	0	0	91
14:00	46	36	10	0	0	0	0	0	0	0	0	0	0	92
15:00	41	40	15	1	0	0	0	0	0	0	0	0	0	97
16:00	50	62	16	1	1	0	0	0	0	0	0	0	0	130
17:00	45	35	20	2	0	0	0	0	0	0	0	0	0	102
18:00	35	51	9	0	0	0	0	0	0	0	0	0	0	95
19:00	29	36	15	3	0	0	0	0	0	0	0	0	0	83
20:00	25	38	12	1	0	0	0	0	0	0	0	0	0	76
21:00	25	20	6	1	0	1	0	0	0	0	0	0	0	53
22:00	20	15	7	0	0	0	0	0	0	0	0	0	0	42
23:00	16	14	3	0	0	0	0	0	0	0	0	0	0	33
Totals	647	674	170	10	3	2								1506
% of Totals	43%	45%	11%	1%	0%	0%								100%

AM Volumes	230	261	44	0	2	1	0	0	0	0	0	0	0	538
% AM	15%	17%	3%		0%	0%								36%
AM Peak Hour	08:00	08:00	10:00		04:00	08:00								08:00
Volume	57	52	11		1	1								115
PM Volumes	417	413	126	10	1	1	0	0	0	0	0	0	0	968
% PM	28%	27%	8%	1%	0%	0%								64%
PM Peak Hour	13:00	16:00	17:00	19:00	16:00	21:00								16:00
Volume	51	62	20	3	1	1								130
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume			%	Volume		%	Volume		%	Volume		%	
	185	↔		12%	165	↔	11%	232	↔	15%	924	↔	61%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
88th St	Summary	8	16	15	20	23	1506

VOLUME
 88th St W/O Carlyle Ave

Day: Thursday
 Date: 12/2/2021

City: Surfside
 Project #: FL21_140290_011













DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	735	771	1,506	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	1	1	2	12:00	0	0	9	9	18
00:15	0	0	0	1	1	12:15	0	0	9	5	14
00:30	0	0	1	3	4	12:30	0	0	7	9	16
00:45	0	0	0	2	1	12:45	0	0	12	37	26
				6	8				14	37	74
01:00	0	0	0	2	2	13:00	0	0	13	12	25
01:15	0	0	0	1	1	13:15	0	0	16	7	23
01:30	0	0	0	1	1	13:30	0	0	17	8	25
01:45	0	0	1	1	0	13:45	0	0	6	52	18
				4	5				12	39	91
02:00	0	0	1	1	2	14:00	0	0	12	13	25
02:15	0	0	1	0	1	14:15	0	0	9	10	19
02:30	0	0	0	0	0	14:30	0	0	14	10	24
02:45	0	0	0	2	1	14:45	0	0	15	50	24
				2	4				9	42	92
03:00	0	0	0	0	0	15:00	0	0	14	11	25
03:15	0	0	0	0	0	15:15	0	0	9	14	23
03:30	0	0	0	1	1	15:30	0	0	17	12	29
03:45	0	0	0	1	2	15:45	0	0	11	51	20
				2	2				9	46	97
04:00	0	0	0	1	1	16:00	0	0	9	15	24
04:15	0	0	0	0	0	16:15	0	0	23	17	40
04:30	0	0	0	0	0	16:30	0	0	21	15	36
04:45	0	0	0	2	3	16:45	0	0	15	68	30
				3	3				15	62	130
05:00	0	0	1	0	1	17:00	0	0	12	9	21
05:15	0	0	1	2	3	17:15	0	0	14	20	34
05:30	0	0	1	3	4	17:30	0	0	7	19	26
05:45	0	0	0	3	4	17:45	0	0	12	45	21
				9	12				9	57	102
06:00	0	0	1	1	2	18:00	0	0	13	19	32
06:15	0	0	1	2	3	18:15	0	0	11	7	18
06:30	0	0	4	2	6	18:30	0	0	12	15	27
06:45	0	0	11	17	4	18:45	0	0	8	44	18
				9	15	26			10	51	95
07:00	0	0	14	8	22	19:00	0	0	4	16	20
07:15	0	0	7	5	12	19:15	0	0	6	13	19
07:30	0	0	5	8	13	19:30	0	0	5	18	23
07:45	0	0	11	37	12	19:45	0	0	3	18	21
				33	23	70			18	65	83
08:00	0	0	14	12	26	20:00	0	0	8	14	22
08:15	0	0	18	11	29	20:15	0	0	6	13	19
08:30	0	0	10	15	25	20:30	0	0	6	13	19
08:45	0	0	21	63	14	20:45	0	0	7	27	16
				52	35	115			9	49	76
09:00	0	0	9	18	27	21:00	0	0	6	6	12
09:15	0	0	12	12	24	21:15	0	0	10	6	16
09:30	0	0	8	10	18	21:30	0	0	10	4	14
09:45	0	0	11	40	10	21:45	0	0	5	31	11
				50	21	90			6	22	53
10:00	0	0	9	17	26	22:00	0	0	5	6	11
10:15	0	0	14	14	28	22:15	0	0	3	4	7
10:30	0	0	9	8	17	22:30	0	0	7	6	13
10:45	0	0	12	44	11	22:45	0	0	4	19	11
				50	23	94			7	23	42
11:00	0	0	16	11	27	23:00	0	0	7	3	10
11:15	0	0	16	12	28	23:15	0	0	5	4	9
11:30	0	0	15	8	23	23:30	0	0	1	5	6
11:45	0	0	21	68	10	23:45	0	0	3	16	8
				41	31	109			5	17	33
TOTALS			277	261	538	TOTALS			458	510	968
SPLIT %			51.5%	48.5%	35.7%	SPLIT %			47.3%	52.7%	64.3%













DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	735	771	1,506	
AM Peak Hour			11:00	08:30	08:15	PM Peak Hour			16:15	17:15	16:00
AM Pk Volume			68	59	116	PM Pk Volume			71	67	130
Pk Hr Factor			0.810	0.819	0.829	Pk Hr Factor			0.772	0.838	0.813
7 - 9 Volume	0	0	100	85	185	4 - 6 Volume	0	0	113	119	232
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:15	16:45	16:00
7 - 9 Pk Volume	0	0	63	52	115	4 - 6 Pk Volume	0	0	71	63	130
Pk Hr Factor	0.000	0.000	0.750	0.867	0.821	Pk Hr Factor	0.000	0.000	0.772	0.788	0.813



























TRAFFIC DATA COLLECTION













INTERSECTION VOLUME WORKSHEETS













TURNING MOVEMENT COUNTS (AM PEAK)													
COLLINS AVENUE/SR A1A AND 96TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	385	15	0	0	6	8	385	1027	12	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	427	17	0	0	7	9	427	1140	13	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	472	18	0	0	7	10	472	1259	15	0	0	0
	2032 FUTURE TRAFFIC	472	18	0	0	7	10	472	1259	15	0	0	0

TURNING MOVEMENT COUNTS (PM PEAK)													
COLLINS AVENUE/SR A1A AND 96TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	342	12	0	0	9	11	510	1587	7	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	380	13	0	0	10	12	566	1762	8	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	419	15	0	0	11	13	625	1946	9	0	0	0
	2032 FUTURE TRAFFIC	419	15	0	0	11	13	625	1946	9	0	0	0













TURNING MOVEMENT COUNTS (AM PEAK)													
HARDING AVENUE/SR A1A AND 96TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	409	624	0	369	0	0	0	0	89	1598	300
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	454	693	0	410	0	0	0	0	99	1774	333
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	501	765	0	452	0	0	0	0	109	1959	368
	2032 FUTURE TRAFFIC	0	501	765	0	452	0	0	0	0	109	1959	368













TURNING MOVEMENT COUNTS (PM PEAK)													
COLLINS AVENUE/SR A1A AND 96TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	312	445	0	496	0	0	0	0	46	1197	377
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	346	494	0	551	0	0	0	0	51	1329	418
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	383	546	0	608	0	0	0	0	56	1468	462
	2032 FUTURE TRAFFIC	0	383	546	0	608	0	0	0	0	56	1468	462

TURNING MOVEMENT COUNTS (AM PEAK)													
ABBOTT AVENUE AND 96TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	996	213	1	667	0	0	0	39	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	1106	236	1	740	0	0	0	43	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	1221	261	1	818	0	0	0	48	0	0	0
	2032 FUTURE TRAFFIC	0	1221	261	1	818	0	0	0	48	0	0	0

TURNING MOVEMENT COUNTS (PM PEAK)													
ABBOTT AVENUE AND 96TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	703	191	3	867	0	2	0	56	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	780	212	3	962	0	2	0	62	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	853	232	4	1053	0	2	0	68	0	0	0
	2032 FUTURE TRAFFIC	0	853	232	4	1053	0	2	0	68	0	0	0

BAY DRIVE CLOSED TRAFFIC COUNT (02/07/23)

TURNING MOVEMENT COUNTS (AM PEAK)													
ABBOTT AVENUE AND 96TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	0	966	214	0	675	0	0	0	49	0	0	0
	PSCF	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
	ADJUSTED EXISTING VOLUMES	0	976	216	0	682	0	0	0	49	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	1067	236	0	746	0	0	0	54	0	0	0
	2032 FUTURE TRAFFIC	0	1067	236	0	746	0	0	0	54	0	0	0

TURNING MOVEMENT COUNTS (PM PEAK)													
ABBOTT AVENUE AND 96TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	0	748	189	0	1001	0	0	0	70	0	0	0
	PSCF	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
	ADJUSTED EXISTING VOLUMES	0	755	191	0	1011	0	0	0	71	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	835	211	0	1117	0	0	0	78	0	0	0
	2032 FUTURE TRAFFIC	0	835	211	0	1117	0	0	0	78	0	0	0













TURNING MOVEMENT COUNTS (AM PEAK)													
BYRON AVENUE AND 96TH STREET		↘	↓	↙	↘	↓	↙	↘	↓	↙	↘	↓	↙
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	1190	0	0	678	0	265	0	23	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	1321	0	0	753	0	294	0	26	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	1459	0	0	831	0	325	0	28	0	0	0
	2032 FUTURE TRAFFIC	0	1459	0	0	831	0	325	0	28	0	0	0













TURNING MOVEMENT COUNTS (PM PEAK)													
BYRON AVENUE AND 96TH STREET		↘	↓	↙	↘	↓	↙	↘	↓	↙	↘	↓	↙
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	883	0	0	874	0	238	0	12	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	980	0	0	970	0	264	0	13	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	1083	0	0	1072	0	292	0	15	0	0	0
	2032 FUTURE TRAFFIC	0	1083	0	0	1072	0	292	0	15	0	0	0













BAY DRIVE CLOSED TRAFFIC COUNT (02/07/23)













TURNING MOVEMENT COUNTS (AM PEAK)													
BYRON AVENUE AND 96TH STREET		↘	↓	↙	↘	↓	↙	↘	↓	↙	↘	↓	↙
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	1148	0	0	672	0	277	0	25	0	0	0
	PSCF	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
	ADJUSTED EXISTING VOLUMES	0	1159	0	0	679	0	280	0	25	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	1268	0	0	742	0	306	0	28	0	0	0
	2032 FUTURE TRAFFIC	0	1268	0	0	742	0	306	0	28	0	0	0













TURNING MOVEMENT COUNTS (PM PEAK)													
BYRON AVENUE AND 96TH STREET		↘	↓	↙	↘	↓	↙	↘	↓	↙	↘	↓	↙
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	925	0	0	1007	0	313	0	20	0	0	0
	PSCF	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
	ADJUSTED EXISTING VOLUMES	0	934	0	0	1017	0	316	0	20	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	1022	0	0	1112	0	346	0	22	0	0	0
	2032 FUTURE TRAFFIC	0	1022	0	0	1112	0	346	0	22	0	0	0













TURNING MOVEMENT COUNTS (AM PEAK)													
BAY DRIVE AND 96TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	35	1130	0	0	919	25	5	0	11	34	0	28
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	39	1254	0	0	1020	28	6	0	12	38	0	31
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	43	1386	0	0	1127	31	6	0	13	42	0	34
	2032 FUTURE TRAFFIC	43	1386	0	0	1127	31	6	0	13	42	0	34













TURNING MOVEMENT COUNTS (PM PEAK)													
BAY DRIVE AND 96TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	24	853	0	0	1083	28	3	0	16	16	0	26
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	27	947	0	0	1202	31	3	0	18	18	0	29
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	29	1046	0	0	1328	34	4	0	20	20	0	32
	2032 FUTURE TRAFFIC	29	1046	0	0	1328	34	4	0	20	20	0	32













TURNING MOVEMENT COUNTS (AM PEAK)													
COLLINS AVENUE/SR A1A AND 95TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	99	3	0	0	5	3	70	1358	4	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	110	3	0	0	6	3	78	1507	4	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	121	4	0	0	6	4	86	1665	5	0	0	0
	2032 FUTURE TRAFFIC	121	4	0	0	6	4	86	1665	5	0	0	0













TURNING MOVEMENT COUNTS (PM PEAK)													
COLLINS AVENUE/SR A1A AND 95TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	94	7	0	0	4	10	109	2004	7	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	104	8	0	0	4	11	121	2224	8	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	115	9	0	0	5	12	134	2457	9	0	0	0
	2032 FUTURE TRAFFIC	115	9	0	0	5	12	134	2457	9	0	0	0













TURNING MOVEMENT COUNTS (AM PEAK)													
HARDING AVENUE/SR A1A AND 95TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	33	36	35	58	0	0	0	0	69	2171	42
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	37	40	39	64	0	0	0	0	77	2410	47
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	40	44	43	71	0	0	0	0	85	2662	51
	2032 FUTURE TRAFFIC	0	40	44	43	71	0	0	0	0	85	2662	51













TURNING MOVEMENT COUNTS (PM PEAK)													
HARDING AVENUE/SR A1A AND 95TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	46	93	76	62	0	0	0	0	82	1494	66
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	51	103	84	69	0	0	0	0	91	1658	73
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	56	114	93	76	0	0	0	0	101	1832	81
	2032 FUTURE TRAFFIC	0	56	114	93	76	0	0	0	0	101	1832	81













TURNING MOVEMENT COUNTS (AM PEAK)													
ABBOTT AVENUE AND 95TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	16	16	0	0	74	48	34	17	10	63	0	153
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	18	18	0	0	82	53	38	19	11	70	0	170
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	20	20	0	0	91	59	42	21	12	77	0	188
	2032 FUTURE TRAFFIC	20	20	0	0	91	59	42	21	12	77	0	188













TURNING MOVEMENT COUNTS (PM PEAK)													
ABBOTT AVENUE AND 95TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	10	15	0	0	67	55	69	25	21	69	0	177
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	11	17	0	0	74	61	77	28	23	77	0	196
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	12	18	0	0	82	67	85	31	26	85	0	217
	2032 FUTURE TRAFFIC	12	18	0	0	82	67	85	31	26	85	0	217













TURNING MOVEMENT COUNTS (AM PEAK)													
BYRON AVENUE AND 95TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	76	24	3	50	118	76	3	145	17	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	84	27	3	56	131	84	3	161	19	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	93	29	4	61	145	93	4	178	21	0	0	0
	2032 FUTURE TRAFFIC	93	29	4	61	145	93	4	178	21	0	0	0













TURNING MOVEMENT COUNTS (PM PEAK)													
BYRON AVENUE AND 95TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	46	15	3	57	119	138	1	82	10	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	51	17	3	63	132	153	1	91	11	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	56	18	4	70	146	169	1	101	12	0	0	0
	2032 FUTURE TRAFFIC	56	18	4	70	146	169	1	101	12	0	0	0













TURNING MOVEMENT COUNTS (AM PEAK)													
COLLINS AVENUE/SR A1A AND 94TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	37	5	0	0	8	7	85	1385	3	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	41	6	0	0	9	8	94	1537	3	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	45	6	0	0	10	9	104	1698	4	0	0	0
	2032 FUTURE TRAFFIC	45	6	0	0	10	9	104	1698	4	0	0	0













TURNING MOVEMENT COUNTS (PM PEAK)													
COLLINS AVENUE/SR A1A AND 94TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	92	3	0	0	15	18	60	1988	3	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	102	3	0	0	17	20	67	2207	3	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	113	4	0	0	18	22	74	2438	4	0	0	0
	2032 FUTURE TRAFFIC	113	4	0	0	18	22	74	2438	4	0	0	0













TURNING MOVEMENT COUNTS (AM PEAK)													
HARDING AVENUE/SR A1A AND 94TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	16	27	18	33	0	0	0	0	32	2158	63
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	18	30	20	37	0	0	0	0	36	2395	70
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	20	33	22	40	0	0	0	0	39	2646	77
	2032 FUTURE TRAFFIC	0	20	33	22	40	0	0	0	0	39	2646	77













TURNING MOVEMENT COUNTS (PM PEAK)													
HARDING AVENUE/SR A1A AND 94TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	28	68	41	49	0	0	0	0	68	1509	95
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	31	75	46	54	0	0	0	0	75	1675	105
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	34	83	50	60	0	0	0	0	83	1850	116
	2032 FUTURE TRAFFIC	0	34	83	50	60	0	0	0	0	83	1850	116













TURNING MOVEMENT COUNTS (AM PEAK)													
ABBOTT AVENUE AND 94TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	13	23	0	0	0	30	0	0	0	8	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	14	26	0	0	0	33	0	0	0	9	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	16	28	0	0	0	37	0	0	0	10	0	0
	2032 FUTURE TRAFFIC	16	28	0	0	0	37	0	0	0	10	0	0













TURNING MOVEMENT COUNTS (PM PEAK)													
ABBOTT AVENUE AND 94TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	13	44	0	0	0	43	0	0	0	28	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	14	49	0	0	0	48	0	0	0	31	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	16	54	0	0	0	53	0	0	0	34	0	0
	2032 FUTURE TRAFFIC	16	54	0	0	0	53	0	0	0	34	0	0













TURNING MOVEMENT COUNTS (AM PEAK)													
BAY DRIVE AND DICKENS AVENUE													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	2	0	0	0	0	22	0	58	1	4	39	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	2	0	0	0	0	24	0	64	1	4	43	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	2	0	0	0	0	27	0	71	1	5	48	0
	2032 FUTURE TRAFFIC	2	0	0	0	0	27	0	71	1	5	48	0













TURNING MOVEMENT COUNTS (PM PEAK)													
BAY DRIVE AND DICKENS AVENUE													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	1	1	1	1	25	0	49	0	3	37	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	1	1	1	1	28	0	54	0	3	41	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	1	1	1	1	31	0	60	0	4	45	0
	2032 FUTURE TRAFFIC	0	1	1	1	1	31	0	60	0	4	45	0













TURNING MOVEMENT COUNTS (AM PEAK)													
COLLINS AVENUE/SR A1A AND 93RD STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	38	0	0	0	0	0	46	1423	0	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	42	0	0	0	0	0	51	1580	0	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	47	0	0	0	0	0	56	1745	0	0	0	0
	2032 FUTURE TRAFFIC	47	0	0	0	0	0	56	1745	0	0	0	0













TURNING MOVEMENT COUNTS (PM PEAK)													
COLLINS AVENUE/SR A1A AND 93RD STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	46	0	0	0	0	0	45	1985	0	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	51	0	0	0	0	0	50	2203	0	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	56	0	0	0	0	0	55	2434	0	0	0	0
	2032 FUTURE TRAFFIC	56	0	0	0	0	0	55	2434	0	0	0	0













TURNING MOVEMENT COUNTS (AM PEAK)													
HARDING AVENUE/SR A1A AND 93RD STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	15	9	20	17	0	0	0	0	25	2168	20
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	17	10	22	19	0	0	0	0	28	2406	22
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	18	11	25	21	0	0	0	0	31	2658	25
	2032 FUTURE TRAFFIC	0	18	11	25	21	0	0	0	0	31	2658	25













TURNING MOVEMENT COUNTS (PM PEAK)													
HARDING AVENUE/SR A1A AND 93RD STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	26	17	22	26	0	0	0	0	24	1564	27
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	29	19	24	29	0	0	0	0	27	1736	30
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	32	21	27	32	0	0	0	0	29	1918	33
	2032 FUTURE TRAFFIC	0	32	21	27	32	0	0	0	0	29	1918	33













TURNING MOVEMENT COUNTS (AM PEAK)													
BAY DRIVE AND 93RD STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	2	0	9	0	2	0	39	4	0	32	1
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	2	0	10	0	2	0	43	4	0	36	1
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	2	0	11	0	2	0	48	5	0	39	1
	2032 FUTURE TRAFFIC	0	2	0	11	0	2	0	48	5	0	39	1













TURNING MOVEMENT COUNTS (PM PEAK)													
BAY DRIVE AND 93RD STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	1	0	5	1	1	0	32	4	2	27	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	1	0	6	1	1	0	36	4	2	30	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	1	0	6	1	1	0	39	5	2	33	0
	2032 FUTURE TRAFFIC	0	1	0	6	1	1	0	39	5	2	33	0













TURNING MOVEMENT COUNTS (AM PEAK)													
COLLINS AVENUE/SR A1A AND 92ND STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	35	5	0	0	4	12	28	1430	7	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	39	6	0	0	4	13	31	1587	8	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	43	6	0	0	5	15	34	1753	9	0	0	0
	2032 FUTURE TRAFFIC	43	6	0	0	5	15	34	1753	9	0	0	0













TURNING MOVEMENT COUNTS (PM PEAK)													
COLLINS AVENUE/SR A1A AND 92ND STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	39	10	0	0	2	14	29	1975	11	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	43	11	0	0	2	16	32	2192	12	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	48	12	0	0	2	17	36	2422	13	0	0	0
	2032 FUTURE TRAFFIC	48	12	0	0	2	17	36	2422	13	0	0	0













TURNING MOVEMENT COUNTS (AM PEAK)													
HARDING AVENUE/SR A1A AND 92ND STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	10	31	20	20	0	0	0	0	10	2190	21
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	11	34	22	22	0	0	0	0	11	2431	23
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	12	38	25	25	0	0	0	0	12	2685	26
	2032 FUTURE TRAFFIC	0	12	38	25	25	0	0	0	0	12	2685	26













TURNING MOVEMENT COUNTS (PM PEAK)													
HARDING AVENUE/SR A1A AND 92ND STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	13	6	30	19	0	0	0	0	39	1540	26
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	14	7	33	21	0	0	0	0	43	1709	29
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	16	7	37	23	0	0	0	0	48	1888	32
	2032 FUTURE TRAFFIC	0	16	7	37	23	0	0	0	0	48	1888	32













TURNING MOVEMENT COUNTS (AM PEAK)													
HARDING AVENUE/SR A1A AND 91ST STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	10	33	42	50	0	0	0	0	57	2160	26
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	11	37	47	56	0	0	0	0	63	2398	29
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	12	40	51	61	0	0	0	0	70	2648	32
	2032 FUTURE TRAFFIC	0	12	40	51	61	0	0	0	0	70	2648	32













TURNING MOVEMENT COUNTS (PM PEAK)													
HARDING AVENUE/SR A1A AND 91ST STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	29	37	72	43	0	0	0	0	29	1520	22
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	32	41	80	48	0	0	0	0	32	1687	24
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	36	45	88	53	0	0	0	0	36	1864	27
	2032 FUTURE TRAFFIC	0	36	45	88	53	0	0	0	0	36	1864	27













TURNING MOVEMENT COUNTS (AM PEAK)													
ABBOTT AVENUE AND 91ST STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	2	38	1	2	64	6	2	13	7	3	7	1
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	2	42	1	2	71	7	2	14	8	3	8	1
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	2	47	1	2	78	7	2	16	9	4	9	1
	2032 FUTURE TRAFFIC	2	47	1	2	78	7	2	16	9	4	9	1













TURNING MOVEMENT COUNTS (PM PEAK)													
ABBOTT AVENUE AND 91ST STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	3	54	5	4	56	5	3	10	7	2	3	5
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	3	60	6	4	62	6	3	11	8	2	3	6
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	4	66	6	5	69	6	4	12	9	2	4	6
	2032 FUTURE TRAFFIC	4	66	6	5	69	6	4	12	9	2	4	6













TURNING MOVEMENT COUNTS (AM PEAK)													
COLLINS AVENUE/SR A1A AND 90TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	35	4	0	0	0	7	0	1507	3	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	39	4	0	0	0	8	0	1673	3	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	43	5	0	0	0	9	0	1848	4	0	0	0
	2032 FUTURE TRAFFIC	43	5	0	0	0	9	0	1848	4	0	0	0













TURNING MOVEMENT COUNTS (PM PEAK)													
COLLINS AVENUE/SR A1A AND 90TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	36	2	0	0	0	5	0	1969	1	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	40	2	0	0	0	6	0	2186	1	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	44	2	0	0	0	6	0	2414	1	0	0	0
	2032 FUTURE TRAFFIC	44	2	0	0	0	6	0	2414	1	0	0	0













TURNING MOVEMENT COUNTS (AM PEAK)													
HARDING AVENUE/SR A1A AND 90TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	7	27	0	0	0	0	0	0	21	2201	12
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	8	30	0	0	0	0	0	0	23	2443	13
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	9	33	0	0	0	0	0	0	26	2699	15
	2032 FUTURE TRAFFIC	0	9	33	0	0	0	0	0	0	26	2699	15













TURNING MOVEMENT COUNTS (PM PEAK)													
HARDING AVENUE/SR A1A AND 90TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	6	21	0	0	0	0	0	0	37	1591	11
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	7	23	0	0	0	0	0	0	41	1766	12
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	7	26	0	0	0	0	0	0	45	1951	13
	2032 FUTURE TRAFFIC	0	7	26	0	0	0	0	0	0	45	1951	13













TURNING MOVEMENT COUNTS (AM PEAK)													
CARLYLYE AVENUE AND 90TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	7	31	2	14	13	2	1	50	30	3	30	8
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	8	34	2	16	14	2	1	56	33	3	33	9
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	9	38	2	17	16	2	1	61	37	4	37	10
	2032 FUTURE TRAFFIC	9	38	2	17	16	2	1	61	37	4	37	10













TURNING MOVEMENT COUNTS (PM PEAK)													
CARLYLYE AVENUE AND 90TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	2	24	2	9	12	1	7	37	30	3	21	5
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	2	27	2	10	13	1	8	41	33	3	23	6
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	2	29	2	11	15	1	9	45	37	4	26	6
	2032 FUTURE TRAFFIC	2	29	2	11	15	1	9	45	37	4	26	6













TURNING MOVEMENT COUNTS (AM PEAK)													
BAY DRIVE AND 90TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	0	0	0	0	5	0	6	3	2	1	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	0	0	0	0	6	0	7	3	2	1	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	0	6	0	7	4	2	1	0
	2032 FUTURE TRAFFIC	0	0	0	0	0	6	0	7	4	2	1	0













TURNING MOVEMENT COUNTS (PM PEAK)													
BAY DRIVE AND 90TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	0	0	3	0	0	0	3	1	3	6	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	0	0	3	0	0	0	3	1	3	7	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	4	0	0	0	4	1	4	7	0
	2032 FUTURE TRAFFIC	0	0	0	4	0	0	0	4	1	4	7	0













TURNING MOVEMENT COUNTS (AM PEAK)													
HAWTHORNE AVENUE AND 89TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	4	1	6	1	4	1	11	3	5	13	2
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	4	1	7	1	4	1	12	3	6	14	2
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	5	1	7	1	5	1	13	4	6	16	2
	2032 FUTURE TRAFFIC	0	5	1	7	1	5	1	13	4	6	16	2













TURNING MOVEMENT COUNTS (PM PEAK)													
HAWTHORNE AVENUE AND 89TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	5	1	2	3	2	0	2	11	4	1	9	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	6	1	2	3	2	0	2	12	4	1	10	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	6	1	2	4	2	0	2	13	5	1	11	0
	2032 FUTURE TRAFFIC	6	1	2	4	2	0	2	13	5	1	11	0













TURNING MOVEMENT COUNTS (AM PEAK)													
COLLINS AVENUE/SR A1A AND 88TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	86	2	0	0	0	2	30	1435	1	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	95	2	0	0	0	2	33	1593	1	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	105	2	0	0	0	2	37	1759	1	0	0	0
	2032 FUTURE TRAFFIC	105	2	0	0	0	2	37	1759	1	0	0	0













TURNING MOVEMENT COUNTS (PM PEAK)													
COLLINS AVENUE/SR A1A AND 88TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	85	1	0	0	3	2	26	1909	2	0	0	0
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	94	1	0	0	3	2	29	2119	2	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	104	1	0	0	4	2	32	2341	2	0	0	0
	2032 FUTURE TRAFFIC	104	1	0	0	4	2	32	2341	2	0	0	0













TURNING MOVEMENT COUNTS (AM PEAK)													
HARDING AVENUE/SR A1A AND 88TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	53	47	14	16	0	0	0	0	18	2206	10
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	59	52	16	18	0	0	0	0	20	2449	11
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	65	58	17	20	0	0	0	0	22	2705	12
	2032 FUTURE TRAFFIC	0	65	58	17	20	0	0	0	0	22	2705	12













TURNING MOVEMENT COUNTS (PM PEAK)													
HARDING AVENUE/SR A1A AND 88TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	70	19	13	17	0	0	0	0	26	1544	11
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	78	21	14	19	0	0	0	0	29	1714	12
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	86	23	16	21	0	0	0	0	32	1893	13
	2032 FUTURE TRAFFIC	0	86	23	16	21	0	0	0	0	32	1893	13













TURNING MOVEMENT COUNTS (AM PEAK)													
BYRON AVENUE AND 88TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	12	100	1	126	0	3	0	196	0	0	4
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	13	111	1	140	0	3	0	218	0	0	4
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	15	123	1	154	0	4	0	240	0	0	5
	2032 FUTURE TRAFFIC	0	15	123	1	154	0	4	0	240	0	0	5

TURNING MOVEMENT COUNTS (PM PEAK)													
BYRON AVENUE AND 88TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	0	14	65	0	107	1	1	0	159	0	0	7
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	0	16	72	0	119	1	1	0	176	0	0	8
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	17	80	0	131	1	1	0	195	0	0	9
	2032 FUTURE TRAFFIC	0	17	80	0	131	1	1	0	195	0	0	9

TURNING MOVEMENT COUNTS (AM PEAK)													
ABBOTT AVENUE AND 88TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	2	133	0	2	31	0	2	0	3	4	1	1
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	2	148	0	2	34	0	2	0	3	4	1	1
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	2	163	0	2	38	0	2	0	4	5	1	1
	2032 FUTURE TRAFFIC	2	163	0	2	38	0	2	0	4	5	1	1

TURNING MOVEMENT COUNTS (PM PEAK)													
ABBOTT AVENUE AND 88TH STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	2	83	3	2	18	0	0	0	4	2	0	2
	PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	ADJUSTED EXISTING VOLUMES	2	92	3	2	20	0	0	0	4	2	0	2
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	2	102	4	2	22	0	0	0	5	2	0	2
	2032 FUTURE TRAFFIC	2	102	4	2	22	0	0	0	5	2	0	2

TURNING MOVEMENT COUNTS (AM PEAK)													
COLLINS AVENUE/SR A1A AND 91ST STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	42	7	0	0	5	13	97	1467	12	0	0	0
	PSCF	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
	ADJUSTED EXISTING VOLUMES	43	7	0	0	5	13	99	1496	12	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	47	8	0	0	6	15	109	1653	14	0	0	0
	2032 FUTURE TRAFFIC	47	8	0	0	6	15	109	1653	14	0	0	0

TURNING MOVEMENT COUNTS (PM PEAK)													
COLLINS AVENUE/SR A1A AND 91ST STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2022	72	17	0	0	22	24	99	1968	35	0	0	0
	PSCF	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
	ADJUSTED EXISTING VOLUMES	73	17	0	0	22	24	101	2007	36	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	81	19	0	0	25	27	112	2217	39	0	0	0
	2032 FUTURE TRAFFIC	81	19	0	0	25	27	112	2217	39	0	0	0

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8700 MIAMI-DADE NORTH

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2021 - 01/02/2021	1.01	1.03
2	01/03/2021 - 01/09/2021	1.05	1.07
3	01/10/2021 - 01/16/2021	1.08	1.10
4	01/17/2021 - 01/23/2021	1.07	1.09
5	01/24/2021 - 01/30/2021	1.07	1.09
6	01/31/2021 - 02/06/2021	1.06	1.08
7	02/07/2021 - 02/13/2021	1.05	1.07
8	02/14/2021 - 02/20/2021	1.05	1.07
9	02/21/2021 - 02/27/2021	1.04	1.06
10	02/28/2021 - 03/06/2021	1.03	1.05
11	03/07/2021 - 03/13/2021	1.02	1.04
12	03/14/2021 - 03/20/2021	1.02	1.04
13	03/21/2021 - 03/27/2021	1.01	1.03
14	03/28/2021 - 04/03/2021	0.99	1.01
15	04/04/2021 - 04/10/2021	0.98	1.00
16	04/11/2021 - 04/17/2021	0.97	0.99
17	04/18/2021 - 04/24/2021	0.97	0.99
18	04/25/2021 - 05/01/2021	0.97	0.99
19	05/02/2021 - 05/08/2021	0.98	1.00
20	05/09/2021 - 05/15/2021	0.98	1.00
21	05/16/2021 - 05/22/2021	0.98	1.00
22	05/23/2021 - 05/29/2021	0.99	1.01
23	05/30/2021 - 06/05/2021	1.00	1.02
24	06/06/2021 - 06/12/2021	1.01	1.03
25	06/13/2021 - 06/19/2021	1.02	1.04
26	06/20/2021 - 06/26/2021	1.01	1.03
27	06/27/2021 - 07/03/2021	1.01	1.03
28	07/04/2021 - 07/10/2021	1.00	1.02
29	07/11/2021 - 07/17/2021	0.99	1.01
30	07/18/2021 - 07/24/2021	0.99	1.01
31	07/25/2021 - 07/31/2021	0.99	1.01
32	08/01/2021 - 08/07/2021	0.99	1.01
33	08/08/2021 - 08/14/2021	0.99	1.01
34	08/15/2021 - 08/21/2021	0.99	1.01
35	08/22/2021 - 08/28/2021	0.99	1.01
*36	08/29/2021 - 09/04/2021	0.99	1.01
*37	09/05/2021 - 09/11/2021	0.99	1.01
*38	09/12/2021 - 09/18/2021	0.99	1.01
*39	09/19/2021 - 09/25/2021	0.98	1.00
*40	09/26/2021 - 10/02/2021	0.98	1.00
*41	10/03/2021 - 10/09/2021	0.97	0.99
*42	10/10/2021 - 10/16/2021	0.96	0.98
*43	10/17/2021 - 10/23/2021	0.96	0.98
*44	10/24/2021 - 10/30/2021	0.97	0.99
*45	10/31/2021 - 11/06/2021	0.97	0.99
*46	11/07/2021 - 11/13/2021	0.98	1.00
*47	11/14/2021 - 11/20/2021	0.99	1.01
*48	11/21/2021 - 11/27/2021	0.99	1.01
49	11/28/2021 - 12/04/2021	1.00	1.02
50	12/05/2021 - 12/11/2021	1.01	1.03
51	12/12/2021 - 12/18/2021	1.01	1.03
52	12/19/2021 - 12/25/2021	1.05	1.07
53	12/26/2021 - 12/31/2021	1.08	1.10

* PEAK SEASON

08-MAR-2022 12:36:28

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2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8700 MIAMI-DADE NORTH

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2022 - 01/01/2022	1.06	1.10
2	01/02/2022 - 01/08/2022	1.04	1.08
3	01/09/2022 - 01/15/2022	1.02	1.06
4	01/16/2022 - 01/22/2022	1.01	1.05
5	01/23/2022 - 01/29/2022	1.00	1.04
6	01/30/2022 - 02/05/2022	0.98	1.02
7	02/06/2022 - 02/12/2022	0.97	1.01
* 8	02/13/2022 - 02/19/2022	0.96	1.00
* 9	02/20/2022 - 02/26/2022	0.96	1.00
*10	02/27/2022 - 03/05/2022	0.96	1.00
*11	03/06/2022 - 03/12/2022	0.96	1.00
*12	03/13/2022 - 03/19/2022	0.96	1.00
*13	03/20/2022 - 03/26/2022	0.96	1.00
*14	03/27/2022 - 04/02/2022	0.96	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.00
*16	04/10/2022 - 04/16/2022	0.95	0.99
*17	04/17/2022 - 04/23/2022	0.96	1.00
*18	04/24/2022 - 04/30/2022	0.96	1.00
*19	05/01/2022 - 05/07/2022	0.97	1.01
*20	05/08/2022 - 05/14/2022	0.97	1.01
21	05/15/2022 - 05/21/2022	0.98	1.02
22	05/22/2022 - 05/28/2022	0.99	1.03
23	05/29/2022 - 06/04/2022	0.99	1.03
24	06/05/2022 - 06/11/2022	1.00	1.04
25	06/12/2022 - 06/18/2022	1.01	1.05
26	06/19/2022 - 06/25/2022	1.01	1.05
27	06/26/2022 - 07/02/2022	1.01	1.05
28	07/03/2022 - 07/09/2022	1.02	1.06
29	07/10/2022 - 07/16/2022	1.02	1.06
30	07/17/2022 - 07/23/2022	1.02	1.06
31	07/24/2022 - 07/30/2022	1.02	1.06
32	07/31/2022 - 08/06/2022	1.01	1.05
33	08/07/2022 - 08/13/2022	1.01	1.05
34	08/14/2022 - 08/20/2022	1.01	1.05
35	08/21/2022 - 08/27/2022	1.03	1.07
36	08/28/2022 - 09/03/2022	1.04	1.08
37	09/04/2022 - 09/10/2022	1.05	1.09
38	09/11/2022 - 09/17/2022	1.07	1.11
39	09/18/2022 - 09/24/2022	1.05	1.09
40	09/25/2022 - 10/01/2022	1.03	1.07
41	10/02/2022 - 10/08/2022	1.01	1.05
42	10/09/2022 - 10/15/2022	0.99	1.03
43	10/16/2022 - 10/22/2022	1.00	1.04
44	10/23/2022 - 10/29/2022	1.01	1.05
45	10/30/2022 - 11/05/2022	1.01	1.05
46	11/06/2022 - 11/12/2022	1.02	1.06
47	11/13/2022 - 11/19/2022	1.03	1.07
48	11/20/2022 - 11/26/2022	1.04	1.08
49	11/27/2022 - 12/03/2022	1.05	1.09
50	12/04/2022 - 12/10/2022	1.05	1.09
51	12/11/2022 - 12/17/2022	1.06	1.10
52	12/18/2022 - 12/24/2022	1.04	1.08
53	12/25/2022 - 12/31/2022	1.02	1.06

* PEAK SEASON

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TAB 2 | TRAFFIC OPERATIONAL ANALYSIS



TRAFFIC OPERATIONAL ANALYSIS

SYNCHRO EXISTING CONDITIONS AM
PEAK HOUR ANALYSIS (2022)

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	14	26	0	33	9	0
Future Vol, veh/h	14	26	0	33	9	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	28	0	36	10	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.3	6.5	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	0%	100%
Vol Thru, %	65%	0%	0%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	40	33	9
LT Vol	14	0	9
Through Vol	26	0	0
RT Vol	0	33	0
Lane Flow Rate	43	36	10
Geometry Grp	1	1	1
Degree of Util (X)	0.049	0.034	0.012
Departure Headway (Hd)	4.049	3.384	4.272
Convergence, Y/N	Yes	Yes	Yes
Cap	888	1060	838
Service Time	2.056	1.398	2.295
HCM Lane V/C Ratio	0.048	0.034	0.012
HCM Control Delay, s/veh	7.3	6.5	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	18	0	0	82	53	38	19	11	70	0	170
Future Vol, veh/h	18	18	0	0	82	53	38	19	11	70	0	170
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	20	0	0	89	58	41	21	12	76	0	185
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.3	8.5	8.2	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	56%	50%	0%	29%
Vol Thru, %	28%	50%	61%	0%
Vol Right, %	16%	0%	39%	71%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	36	135	240
LT Vol	38	18	0	70
Through Vol	19	18	82	0
RT Vol	11	0	53	170
Lane Flow Rate	74	39	147	261
Geometry Grp	1	1	1	1
Degree of Util (X)	0.096	0.054	0.182	0.296
Departure Headway (Hd)	4.655	4.937	4.472	4.089
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	769	725	803	879
Service Time	2.685	2.971	2.501	2.112
HCM Lane V/C Ratio	0.096	0.054	0.183	0.297
HCM Control Delay, s/veh	8.2	8.3	8.5	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.7	1.2

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	0	0	0	0
HCM LOS	-	-	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay, s/veh	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations	Y			↑			↕		Y	
Traffic Vol, veh/h	10	2	0	43	4	0	36	1	0	0
Future Vol, veh/h	10	2	0	43	4	0	36	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	2	0	47	4	0	39	1	0	0
Number of Lanes	1	0	0	1	0	0	1	0	1	0

Approach	WB	NB	SB	NE
Opposing Approach		SB	NB	
Opposing Lanes	0	1	1	0
Conflicting Approach Left	NB	NE	WB	SB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	SB	WB	NE	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.2	7.2	0
HCM LOS	A	A	A	-

Lane	NELn1	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	83%	0%
Vol Thru, %	100%	91%	0%	97%
Vol Right, %	0%	9%	17%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	47	12	37
LT Vol	0	0	10	0
Through Vol	0	43	0	36
RT Vol	0	4	2	1
Lane Flow Rate	0	51	13	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.056	0.015	0.044
Departure Headway (Hd)	4.102	3.937	4.158	3.979
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	912	859	902
Service Time	2.142	1.949	2.194	1.994
HCM Lane V/C Ratio	0	0.056	0.015	0.044
HCM Control Delay, s/veh	7.1	7.2	7.3	7.2
HCM Lane LOS	N	A	A	A
HCM 95th-tile Q	0	0.2	0	0.1

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	42	1	2	71	7	2	14	8	3	8	1
Future Vol, veh/h	2	42	1	2	71	7	2	14	8	3	8	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	46	1	2	77	8	2	15	9	3	9	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.4	7.2	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	4%	3%	25%
Vol Thru, %	58%	93%	89%	67%
Vol Right, %	33%	2%	9%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	45	80	12
LT Vol	2	2	2	3
Through Vol	14	42	71	8
RT Vol	8	1	7	1
Lane Flow Rate	26	49	87	13
Geometry Grp	1	1	1	1
Degree of Util (X)	0.029	0.055	0.096	0.015
Departure Headway (Hd)	3.994	4.063	3.991	4.187
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	888	879	897	847
Service Time	2.056	2.097	2.019	2.253
HCM Lane V/C Ratio	0.029	0.056	0.097	0.015
HCM Control Delay, s/veh	7.2	7.3	7.4	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.3	0

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	0	0	0	0	0	6	0	7	3	2	1	0
Future Vol, veh/h	0	0	0	0	0	6	0	7	3	2	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	7	0	8	3	2	1	0
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	0	6.4	7.1	7.2
HCM LOS	-	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%	67%
Vol Thru, %	100%	0%	100%	0%	33%
Vol Right, %	0%	100%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	3	0	6	3
LT Vol	0	0	0	0	2
Through Vol	7	0	0	0	1
RT Vol	0	3	0	6	0
Lane Flow Rate	8	3	0	7	3
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.01	0.003	0	0.006	0.004
Departure Headway (Hd)	4.548	3.847	3.964	3.359	4.187
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	792	936	0	1069	859
Service Time	2.248	1.548	1.972	1.367	2.19
HCM Lane V/C Ratio	0.01	0.003	0	0.007	0.003
HCM Control Delay, s/veh	7.3	6.6	7	6.4	7.2
HCM Lane LOS	A	A	N	A	A
HCM 95th-tile Q	0	0	0	0	0

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	8	36	15	58	36	9
Future Vol, veh/h	8	36	15	58	36	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	39	16	63	39	10
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.4	6.9	7.5
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	0%	80%
Vol Thru, %	82%	21%	0%
Vol Right, %	0%	79%	20%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	44	73	45
LT Vol	8	0	36
Through Vol	36	15	0
RT Vol	0	58	9
Lane Flow Rate	48	79	49
Geometry Grp	1	1	1
Degree of Util (X)	0.055	0.079	0.057
Departure Headway (Hd)	4.116	3.578	4.195
Convergence, Y/N	Yes	Yes	Yes
Cap	868	997	851
Service Time	2.151	1.616	2.233
HCM Lane V/C Ratio	0.055	0.079	0.058
HCM Control Delay, s/veh	7.4	6.9	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.3	0.2

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	35	16	16	57	33
Future Vol, veh/h	37	35	16	16	57	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	38	17	17	62	36
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.2	7.5	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	63%	0%	50%
Vol Thru, %	0%	51%	50%
Vol Right, %	37%	49%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	90	72	32
LT Vol	57	0	16
Through Vol	0	37	16
RT Vol	33	35	0
Lane Flow Rate	98	78	35
Geometry Grp	1	1	1
Degree of Util (X)	0.11	0.083	0.041
Departure Headway (Hd)	4.036	3.84	4.267
Convergence, Y/N	Yes	Yes	Yes
Cap	883	926	833
Service Time	2.08	1.895	2.324
HCM Lane V/C Ratio	0.111	0.084	0.042
HCM Control Delay, s/veh	7.6	7.2	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.3	0.1

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↻		↻	↻	↻	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Number of Lanes	1	0	1	1	1	0

Approach	NB	SB	NW
Opposing Approach	SB	NB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NW	NB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NW		SB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	0	0	0
HCM LOS	-	-	-

Lane	NBLn1	NWLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	5	2	7	7
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	4.034	3.934	4.534	4.534
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	2.034	1.934	2.234	2.234
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay, s/veh	7	6.9	7.2	7.2
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER
Lane Configurations										
Traffic Vol, veh/h	7	1	1	12	3	6	14	2	4	1
Future Vol, veh/h	7	1	1	12	3	6	14	2	4	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	1	13	3	7	15	2	4	1
Number of Lanes	0	1	0	1	0	0	1	0	1	0

Approach	WB	NB	SB	SE
Opposing Approach		SB	NB	
Opposing Lanes	0	1	1	0
Conflicting Approach Left	NB	SE	WB	SB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	SE	WB	SE	NB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	6.9	7	7.1	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	WBLn1	SELn1	SBLn1
Vol Left, %	6%	58%	80%	27%
Vol Thru, %	75%	0%	0%	64%
Vol Right, %	19%	42%	20%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	12	5	22
LT Vol	1	7	4	6
Through Vol	12	0	0	14
RT Vol	3	5	1	2
Lane Flow Rate	17	13	5	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.019	0.014	0.006	0.026
Departure Headway (Hd)	3.885	3.875	4.055	3.98
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	925	925	884	903
Service Time	1.895	1.894	2.074	1.989
HCM Lane V/C Ratio	0.018	0.014	0.006	0.027
HCM Control Delay, s/veh	7	6.9	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1106	236	1	740	0	43
Future Vol, veh/h	1106	236	1	740	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1202	257	1	804	0	47

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1459	0	- 729
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	- 6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	- 3.32
Pot Cap-1 Maneuver	-	-	459	-	0 365
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	459	-	- 365
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.02	16.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	365	-	-	459	-
HCM Lane V/C Ratio	0.128	-	-	0.002	-
HCM Control Delay (s/veh)	16.3	-	-	12.9	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↗			↗	↙			↗		↙	
Traffic Vol, veh/h	39	1254	0	0	1020	28	6	0	12	38	0	31
Future Vol, veh/h	39	1254	0	0	1020	28	6	0	12	38	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	1363	0	0	1109	30	7	0	13	41	0	34

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1139	0	0	2002
Stage 1	-	-	-	1448
Stage 2	-	-	-	554
Critical Hdwy	4.14	-	-	7.54
Critical Hdwy Stg 1	-	-	-	6.54
Critical Hdwy Stg 2	-	-	-	6.54
Follow-up Hdwy	2.22	-	-	3.52
Pot Cap-1 Maneuver	609	0	0	35
Stage 1	-	0	0	138
Stage 2	-	0	0	484
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	609	-	-	30
Mov Cap-2 Maneuver	-	-	-	30
Stage 1	-	-	-	128
Stage 2	-	-	-	449

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.34	0	14.48	263.99
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	393	609	-	-	-	66
HCM Lane V/C Ratio	0.033	0.07	-	-	-	1.145
HCM Control Delay (s/veh)	14.5	11.4	-	-	-	264
HCM Lane LOS	B	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	0.2	-	-	-	5.9

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

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔↔↔					
Traffic Vol, veh/h	39	6	0	0	4	13	31	1587	8	0	0	0
Future Vol, veh/h	39	6	0	0	4	13	31	1587	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	7	0	0	4	14	34	1725	9	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	760	1801	-	1800	1797	867	0	0	0	
Stage 1	0	0	-	1797	1797	-	-	-	-	
Stage 2	760	1801	-	3	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	6.44	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	7.34	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	3.82	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	353	79	0	84	79	254	-	-	-	
Stage 1	-	-	0	54	131	-	-	-	-	
Stage 2	331	130	0	-	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	315	79	-	77	79	254	-	-	-	
Mov Cap-2 Maneuver	315	79	-	77	79	-	-	-	-	
Stage 1	-	-	-	54	131	-	-	-	-	
Stage 2	302	130	-	-	-	-	-	-	-	

Approach	EB	WB	NB
HCM Control Delay, s/v25.38		29.15	
HCM LOS	D	D	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	-	-	-	225 167
HCM Lane V/C Ratio	-	-	-	0.217 0.11
HCM Control Delay (s/veh)	-	-	-	25.4 29.1
HCM Lane LOS	-	-	-	D D
HCM 95th %tile Q(veh)	-	-	-	0.8 0.4

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔↔				
Traffic Vol, veh/h	43	7	0	0	5	13	99	1496	12	0	0	0
Future Vol, veh/h	43	7	0	0	5	13	99	1496	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	8	0	0	5	14	108	1626	13	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	868	1854	-	-	1848	820	0	0	0	
Stage 1	0	0	-	-	1848	-	-	-	-	
Stage 2	868	1854	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	305	73	0	0	74	273	-	-	-	
Stage 1	-	-	0	0	123	-	-	-	-	
Stage 2	284	122	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	268	73	-	-	74	273	-	-	-	
Mov Cap-2 Maneuver	268	73	-	-	74	-	-	-	-	
Stage 1	-	-	-	-	123	-	-	-	-	
Stage 2	257	122	-	-	-	-	-	-	-	

Approach	EB	WB	NB
HCM Control Delay, s/v30.42		31.36	
HCM LOS	D	D	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	-	-	-	195 156
HCM Lane V/C Ratio	-	-	-	0.279 0.125
HCM Control Delay (s/veh)	-	-	-	30.4 31.4
HCM Lane LOS	-	-	-	D D
HCM 95th %tile Q(veh)	-	-	-	1.1 0.4

Intersection												
Int Delay, s/veh	12.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔					↔↔↔		
Traffic Vol, veh/h	0	11	34	22	22	0	0	0	0	11	2431	23
Future Vol, veh/h	0	11	34	22	22	0	0	0	0	11	2431	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	37	24	24	0	0	0	0	12	2642	25

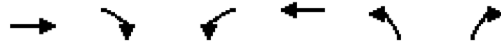
Major/Minor	Minor2		Minor1				Major2			
Conflicting Flow All	-	2679	1334	1087	2691	-	-	0	0	0
Stage 1	-	2679	-	0	0	-	-	-	-	-
Stage 2	-	0	-	1087	2691	-	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	22	124	227	~ 21	0	-	-	-	-
Stage 1	0	46	-	-	-	0	-	-	-	-
Stage 2	0	-	-	208	45	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	22	124	72	~ 21	-	-	-	-	-
Mov Cap-2 Maneuver	-	22	-	72	~ 21	-	-	-	-	-
Stage 1	-	46	-	-	-	-	-	-	-	-
Stage 2	-	-	-	107	45	-	-	-	-	-

Approach	EB		WB				SB		
HCM Control Delay, s/veh	91.92		\$ 504.08						
HCM LOS	F		F						

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	58	33	-	-	-
HCM Lane V/C Ratio	0.849	1.456	-	-	-
HCM Control Delay (s/veh)	191.9	\$ 504.1	-	-	-
HCM Lane LOS	F	F	-	-	-
HCM 95th %tile Q(veh)	3.8	5.3	-	-	-

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

HCM 7th Signalized Intersection Capacity Analysis
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Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑↑			↑↑	↘↘	↗			
Traffic Volume (veh/h)	1321	0	0	753	294	26			
Future Volume (veh/h)	1321	0	0	753	294	26			
Number	6	16	5	2	7	14			
Initial Q, veh	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj (A_pbT)		1.00	1.00		1.00	1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No	No				
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870			
Adj Flow Rate, veh/h	1436	0	0	818	320	28			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	0	0	2	2	2			
Opposing Right Turn Influence			No		Yes				
Cap, veh/h	2861	0	0	2861	386	177			
HCM Platoon Ratio	2.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	1.00	0.00	0.00	0.81	0.11	0.11			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	0.5	0.0	0.0	4.0	69.8	60.7			
Ln Grp LOS	A			A	E	E			
Approach Vol, veh/h	1436			818	348				
Approach Delay, s/veh	0.5			4.0	69.1				
Approach LOS	A			A	E				
Timer:		1	2	3	4	5	6	7	8
Assigned Phs			2		4		6		
Case No			8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s			127.3		22.7		127.3		
Change Period (Y+Rc), s			6.5		6.0		6.5		
Max Green (Gmax), s			102.5		35.0		102.5		
Max Allow Headway (MAH), s			5.2		3.8		5.2		
Max Q Clear (g_c+I1), s			10.7		15.6		2.0		
Green Ext Time (g_e), s			7.2		1.2		18.5		
Prob of Phs Call (p_c)			1.00		1.00		1.00		
Prob of Max Out (p_x)			0.00		0.00		0.00		
Left-Turn Movement Data									
Assigned Mvmt			5		7		1		
Mvmt Sat Flow, veh/h			0		3456		0		
Through Movement Data									
Assigned Mvmt			2		4		6		
Mvmt Sat Flow, veh/h			3741		0		3741		
Right-Turn Movement Data									
Assigned Mvmt			12		14		16		
Mvmt Sat Flow, veh/h			0		1585		0		
Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	0	

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Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	320	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1728	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.6	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.6	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1728	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	120.8	0.0	0.0	0.0	120.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	386	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	806	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	65.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	69.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment				T				
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	818	0	0	0	1436	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2861	0	0	0	2861	0	0
V/C Ratio (X)	0.00	0.29	0.00	0.00	0.00	0.50	0.00	0.00
Avail Cap (c_a), veh/h	0	2861	0	0	0	2861	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.81	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.0	0.0	0.0	0.0	0.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0

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2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.9	0.0	0.0	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.35	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	28	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1585	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	177	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	370	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	60.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	60.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	10.8
HCM 7th LOS	B

HCM 7th Edition methodology does not support turning movements with shared & exclusive lanes.

HCM 7th Edition methodology does not support exclusive ped or hold phases.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Volume (veh/h)	0	18	30	20	37	0	0	0	0	36	2395	70
Future Volume (veh/h)	0	18	30	20	37	0	0	0	0	36	2395	70
Number	3	8	18	7	4	14				5	2	12
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	20	33	22	40	0				39	2603	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	30	49	33	46	0				68	4524	131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Prop Arrive On Green	0.00	0.05	0.05	0.05	0.05	0.00				0.29	0.29	0.29
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	79.6	0.0	0.0	0.0				30.7	30.7	31.0
Ln Grp LOS			E							C	C	C
Approach Vol, veh/h		53			62						2718	
Approach Delay, s/veh		79.6			0.0						30.8	
Approach LOS		E			A						C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8			
Case No			12.0		14.0				8.0			
Phs Duration (G+Y+Rc), s			136.9		13.1				13.1			
Change Period (Y+Rc), s			6.0		6.0				* 6			
Max Green (Gmax), s			114.0		24.0				* 25			
Max Allow Headway (MAH), s			5.3		5.3				5.5			
Max Q Clear (g_c+I1), s			66.8		6.9				6.7			
Green Ext Time (g_e), s			36.7		0.2				0.2			
Prob of Phs Call (p_c)			1.00		0.99				0.99			
Prob of Max Out (p_x)			0.00		0.00				0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7				3			
Mvmt Sat Flow, veh/h			78		9				0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			5184		973				635			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			150		0				1047			
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	0	0	0	3			

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Lane Assignment		L+T		L+T				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	935	0	62	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1866	0	982	0	0	0	0
Q Serve Time (g_s), s	0.0	64.1	0.0	4.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	64.1	0.0	4.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1373	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	3.6	0.0	0.0	0.0	7.1
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.04	0.00	0.35	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1629	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1629	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.73	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.7	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	32.2	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	32.7	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.40	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	851	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1702	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	64.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	64.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1486	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1486	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.7	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	29.3	0.0	0.0	0.0	0.0	0.0	0.0

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2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	29.8	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.28	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	932	0	0	0	0	0	53
Grp Sat Flow (s), veh/h/ln	0	1843	0	0	0	0	0	1682
Q Serve Time (g_s), s	0.0	64.8	0.0	0.0	0.0	0.0	0.0	4.7
Cycle Q Clear Time (g_c), s	0.0	64.8	0.0	0.0	0.0	0.0	0.0	4.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.62
Lane Grp Cap (c), veh/h	0	1609	0	0	0	0	0	79
V/C Ratio (X)	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.67
Avail Cap (c_a), veh/h	0	1609	0	0	0	0	0	275
Upstream Filter (I)	0.00	0.73	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	29.9	0.0	0.0	0.0	0.0	0.0	70.3
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.0	0.0	9.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.0	0.0	0.0	0.0	0.0	0.0	79.6
1st-Term Q (Q1), veh/ln	0.0	32.1	0.0	0.0	0.0	0.0	0.0	2.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	32.6	0.0	0.0	0.0	0.0	0.0	2.2
%ile Storage Ratio (RQ%)	0.00	1.40	0.00	0.00	0.00	0.00	0.00	0.27
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0













Intersection Summary

HCM 7th Control Delay, s/veh	31.0
HCM 7th LOS	C

Notes

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Edition methodology does not support current ring-barrier structure.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↑↑↑	
Traffic Volume (veh/h)	0	37	40	39	64	0	0	0	0	77	2410	47
Future Volume (veh/h)	0	37	40	39	64	0	0	0	0	77	2410	47
Number	3	8	18	7	4	14				5	2	12
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	40	43	42	70	0				84	2620	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	126	107	110	126	0				141	4392	85
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Prop Arrive On Green	0.00	0.07	0.07	0.07	0.07	0.00				0.28	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	68.1	69.5	72.5	71.5	0.0				32.4	32.4	32.5
Ln Grp LOS		E	E	E	E					C	C	C
Approach Vol, veh/h		83			112						2755	
Approach Delay, s/veh		68.8			71.9						32.4	
Approach LOS		E			E						C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8			
Case No			12.0		6.0				7.0			
Phs Duration (G+Y+Rc), s			133.9		16.1				16.1			
Change Period (Y+Rc), s			6.0		6.0				6.0			
Max Green (Gmax), s			113.0		25.0				25.0			
Max Allow Headway (MAH), s			5.2		4.8				4.6			
Max Q Clear (g_c+I1), s			68.2		9.8				5.9			
Green Ext Time (g_e), s			35.8		0.3				0.2			
Prob of Phs Call (p_c)			1.00		1.00				1.00			
Prob of Max Out (p_x)			0.00		0.00				0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7						3	
Mvmt Sat Flow, veh/h			165		1315						0	
Through Movement Data												
Assigned Mvmt			2		4						8	
Mvmt Sat Flow, veh/h			5151		1870						1870	
Right-Turn Movement Data												
Assigned Mvmt			12		14						18	
Mvmt Sat Flow, veh/h			100		0						1585	
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	0	0	0	3			

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Lane Assignment	L+T		L					
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	947	0	42	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1862	0	1315	0	0	0	0
Q Serve Time (g_s), s	0.0	65.9	0.0	4.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	65.9	0.0	7.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1315	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	10.1	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.1
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.09	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1588	0	110	0	0	0	0
V/C Ratio (X)	0.00	0.60	0.00	0.38	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1588	0	240	0	0	0	0
Upstream Filter (I)	0.00	0.48	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	31.6	0.0	70.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	2.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.4	0.0	72.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	33.1	0.0	1.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	33.5	0.0	1.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.42	0.00	0.16	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment	T		T		T			
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	862	0	70	0	0	0	40
Grp Sat Flow (s), veh/h/ln	0	1702	0	1870	0	0	0	1870
Q Serve Time (g_s), s	0.0	65.6	0.0	5.4	0.0	0.0	0.0	3.1
Cycle Q Clear Time (g_c), s	0.0	65.6	0.0	5.4	0.0	0.0	0.0	3.1
Lane Grp Cap (c), veh/h	0	1451	0	126	0	0	0	126
V/C Ratio (X)	0.00	0.59	0.00	0.55	0.00	0.00	0.00	0.32
Avail Cap (c_a), veh/h	0	1451	0	312	0	0	0	312
Upstream Filter (I)	0.00	0.48	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	31.5	0.0	67.8	0.0	0.0	0.0	66.7
Incr Delay (d2), s/veh	0.0	0.9	0.0	3.8	0.0	0.0	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.4	0.0	71.5	0.0	0.0	0.0	68.1
1st-Term Q (Q1), veh/ln	0.0	30.1	0.0	2.6	0.0	0.0	0.0	1.5

HCM 7th Signalized Intersection Capacity Analysis
 19: Harding Avenue/Harding Avenue & 95th Street

2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	30.5	0.0	2.7	0.0	0.0	0.0	1.5
%ile Storage Ratio (RQ%)	0.00	1.29	0.00	0.26	0.00	0.00	0.00	0.20
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	T+R			R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	946	0	0	0	0	0	43
Grp Sat Flow (s), veh/h/ln	0	1852	0	0	0	0	0	1585
Q Serve Time (g_s), s	0.0	66.2	0.0	0.0	0.0	0.0	0.0	3.9
Cycle Q Clear Time (g_c), s	0.0	66.2	0.0	0.0	0.0	0.0	0.0	3.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.00	0.00	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1579	0	0	0	0	0	107
V/C Ratio (X)	0.00	0.60	0.00	0.00	0.00	0.00	0.00	0.40
Avail Cap (c_a), veh/h	0	1579	0	0	0	0	0	264
Upstream Filter (I)	0.00	0.48	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	31.7	0.0	0.0	0.0	0.0	0.0	67.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	0.0	0.0	2.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.5	0.0	0.0	0.0	0.0	0.0	69.5
1st-Term Q (Q1), veh/ln	0.0	33.1	0.0	0.0	0.0	0.0	0.0	1.6
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	33.5	0.0	0.0	0.0	0.0	0.0	1.7
%ile Storage Ratio (RQ%)	0.00	1.42	0.00	0.00	0.00	0.00	0.00	0.35
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	35.0
HCM 7th LOS	C

HCM 7th Edition methodology does not support current ring-barrier structure.

HCM 7th Edition methodology does not support custom phasing.

HCM 7th Edition methodology does not support clustered intersections.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Volume (veh/h)	0	17	10	22	19	0	0	0	0	28	2406	22
Future Volume (veh/h)	0	17	10	22	19	0	0	0	0	28	2406	22
Number	3	8	18	7	4	14				5	2	12
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	18	11	24	21	0				30	2615	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	52	32	64	36	0				53	4640	43
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Prop Arrive On Green	0.00	0.05	0.05	0.05	0.05	0.00				0.29	0.29	0.29
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	71.6	73.9	0.0	0.0				30.2	30.3	30.3
Ln Grp LOS			E	E						C	C	C
Approach Vol, veh/h		29			45						2669	
Approach Delay, s/veh		71.6			73.9						30.2	
Approach LOS		E			E						C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8			
Case No			12.0		8.0				8.0			
Phs Duration (G+Y+Rc), s			136.8		13.2				13.2			
Change Period (Y+Rc), s			6.0		6.0				6.0			
Max Green (Gmax), s			114.0		24.0				24.0			
Max Allow Headway (MAH), s			5.2		5.3				5.4			
Max Q Clear (g_c+I1), s			64.8		7.4				4.4			
Green Ext Time (g_e), s			37.0		0.1				0.1			
Prob of Phs Call (p_c)			1.00		0.95				0.95			
Prob of Max Out (p_x)			0.00		0.00				0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7						3	
Mvmt Sat Flow, veh/h			61		558						0	
Through Movement Data												
Assigned Mvmt			2		4						8	
Mvmt Sat Flow, veh/h			5321		759						1087	
Right-Turn Movement Data												
Assigned Mvmt			12		14						18	
Mvmt Sat Flow, veh/h			49		0						664	
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	0	0	0	3			

HCM 7th Signalized Intersection Capacity Analysis
 35: 93rd Street & Harding Avenue

Lane Assignment		L+T		L+T				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	917	0	45	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1867	0	1317	0	0	0	0
Q Serve Time (g_s), s	0.0	62.6	0.0	3.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	62.6	0.0	5.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1403	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	7.2	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.0	0.0	0.0	0.0	7.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.03	0.00	0.53	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1628	0	100	0	0	0	0
V/C Ratio (X)	0.00	0.56	0.00	0.45	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1628	0	276	0	0	0	0
Upstream Filter (I)	0.00	0.75	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	29.1	0.0	70.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	3.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.2	0.0	73.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	31.5	0.0	1.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	31.9	0.0	1.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.33	0.00	0.17	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	835	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1702	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	62.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	62.6	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1484	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.56	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1484	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	29.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.3	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
 35: 93rd Street & Harding Avenue


















2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	29.1	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.21	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	916	0	0	0	0	0	29
Grp Sat Flow (s), veh/h/ln	0	1862	0	0	0	0	0	1751
Q Serve Time (g_s), s	0.0	62.8	0.0	0.0	0.0	0.0	0.0	2.4
Cycle Q Clear Time (g_c), s	0.0	62.8	0.0	0.0	0.0	0.0	0.0	2.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.38
Lane Grp Cap (c), veh/h	0	1623	0	0	0	0	0	84
V/C Ratio (X)	0.00	0.56	0.00	0.00	0.00	0.00	0.00	0.35
Avail Cap (c_a), veh/h	0	1623	0	0	0	0	0	280
Upstream Filter (I)	0.00	0.75	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	29.2	0.0	0.0	0.0	0.0	0.0	69.1
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.0	0.0	2.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.3	0.0	0.0	0.0	0.0	0.0	71.6
1st-Term Q (Q1), veh/ln	0.0	31.4	0.0	0.0	0.0	0.0	0.0	1.1
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	31.9	0.0	0.0	0.0	0.0	0.0	1.1
%ile Storage Ratio (RQ%)	0.00	1.33	0.00	0.00	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	31.4
HCM 7th LOS	C

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (veh/h)	0	8	30	0	0	0	0	0	0	23	2443	13
Future Volume (veh/h)	0	8	30	0	0	0	0	0	0	23	2443	13
Number	7	4	14	3	8	18				1	6	16
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	9	33	0	0	0				25	2655	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	16	58	0	85	0				38	4042	21
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.05	0.05	0.00	0.00	0.00				0.75	0.75	0.75
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	27.6	0.0	0.0	0.0				5.1	5.3	5.1
Ln Grp LOS			C							A	A	A
Approach Vol, veh/h		42			0						2694	
Approach Delay, s/veh		27.6			0.0						5.2	
Approach LOS		C									A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		6			4				8			
Case No		12.0			8.0				8.0			
Phs Duration (G+Y+Rc), s		38.5			6.5				6.5			
Change Period (Y+Rc), s		4.5			4.5				4.5			
Max Green (Gmax), s		18.0			18.0				18.0			
Max Allow Headway (MAH), s		5.2			5.5				0.0			
Max Q Clear (g_c+I1), s		12.9			3.1				0.0			
Green Ext Time (g_e), s		4.9			0.1				0.0			
Prob of Phs Call (p_c)		1.00			0.41				0.00			
Prob of Max Out (p_x)		0.00			0.00				0.00			
Left-Turn Movement Data												
Assigned Mvmt		1			7				3			
Mvmt Sat Flow, veh/h		50			0				0			
Through Movement Data												
Assigned Mvmt		6			4				8			
Mvmt Sat Flow, veh/h		5356			351				1870			
Right-Turn Movement Data												
Assigned Mvmt		16			14				18			
Mvmt Sat Flow, veh/h		28			1287				0			
Left Lane Group Data												
Assigned Mvmt		1	0	0	7	0	0	0	3			

HCM 7th Signalized Intersection Capacity Analysis
 39: Harding Avenue & 90th Street

Lane Assignment	L+T							
Lanes in Grp	1	0	0	0	0	0	0	0
Grp Vol (v), veh/h	926	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1868	0	0	0	0	0	0	0
Q Serve Time (g_s), s	10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	1410	0	0	0	0	0	0	0
V/C Ratio (X)	0.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1410	0	0	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	6	0	0	4	0	0	0	8
Lane Assignment	T							T
Lanes in Grp	1	0	0	0	0	0	0	1
Grp Vol (v), veh/h	843	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1702	0	0	0	0	0	0	1870
Q Serve Time (g_s), s	10.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	10.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	1284	0	0	0	0	0	0	85
V/C Ratio (X)	0.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1284	0	0	0	0	0	0	748
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
 39: Harding Avenue & 90th Street

2nd-Term Q (Q2), veh/ln	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	16	0	0	14	0	0	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	925	0	0	42	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1865	0	0	1639	0	0	0	0
Q Serve Time (g_s), s	10.9	0.0	0.0	1.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	10.9	0.0	0.0	1.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.02	0.00	0.00	0.79	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	1408	0	0	74	0	0	0	0
V/C Ratio (X)	0.66	0.00	0.00	0.56	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1408	0	0	655	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	2.7	0.0	0.0	21.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	6.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	5.1	0.0	0.0	27.6	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.9	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.3	0.0	0.0	0.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.30	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	5.5
HCM 7th LOS	A

HCM 7th Edition methodology does not support current ring-barrier structure.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑						↑↑↑	
Traffic Volume (veh/h)	0	11	37	47	56	0	0	0	0	63	2398	29
Future Volume (veh/h)	0	11	37	47	56	0	0	0	0	63	2398	29
Number	3	8	18	7	4	14				5	2	12
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	12	40	51	61	0				68	2607	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	40	134	126	98	0				100	3834	47
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Prop Arrive On Green	0.00	0.11	0.11	0.11	0.11	0.00				0.24	0.24	0.24
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	31.6	34.0	0.0	0.0				23.2	23.4	23.2
Ln Grp LOS			C	C						C	C	C
Approach Vol, veh/h		52			112						2707	
Approach Delay, s/veh		31.6			34.0						23.3	
Approach LOS		C			C						C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8			
Case No			12.0		8.0				8.0			
Phs Duration (G+Y+Rc), s			61.0		14.0				14.0			
Change Period (Y+Rc), s			6.0		6.0				6.0			
Max Green (Gmax), s			37.0		26.0				26.0			
Max Allow Headway (MAH), s			3.2		4.8				5.0			
Max Q Clear (g_c+I1), s			36.0		7.8				4.2			
Green Ext Time (g_e), s			0.8		0.4				0.2			
Prob of Phs Call (p_c)			1.00		0.97				0.97			
Prob of Max Out (p_x)			0.00		0.00				0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7				3			
Mvmt Sat Flow, veh/h			136		526				0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			5224		924				379			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			64		0				1264			
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	0	0	0	3			

HCM 7th Signalized Intersection Capacity Analysis
46: 91st Street & Harding Avenue

Lane Assignment		L+T		L+T				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	930	0	112	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1864	0	1450	0	0	0	0
Q Serve Time (g_s), s	0.0	34.0	0.0	3.6	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	34.0	0.0	5.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1374	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	5.8	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.3	0.0	0.0	0.0	8.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.07	0.00	0.46	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1368	0	224	0	0	0	0
V/C Ratio (X)	0.00	0.68	0.00	0.50	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1368	0	607	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	20.4	0.0	32.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.7	0.0	1.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.2	0.0	34.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	16.5	0.0	1.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	17.6	0.0	2.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.73	0.00	0.19	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	847	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1702	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	33.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	33.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1249	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1249	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	20.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.4	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	15.1	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
46: 91st Street & Harding Avenue

2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	16.1	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	930	0	0	0	0	0	52
Grp Sat Flow (s), veh/h/ln	0	1859	0	0	0	0	0	1643
Q Serve Time (g_s), s	0.0	34.0	0.0	0.0	0.0	0.0	0.0	2.2
Cycle Q Clear Time (g_c), s	0.0	34.0	0.0	0.0	0.0	0.0	0.0	2.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.77
Lane Grp Cap (c), veh/h	0	1364	0	0	0	0	0	174
V/C Ratio (X)	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.30
Avail Cap (c_a), veh/h	0	1364	0	0	0	0	0	570
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	20.5	0.0	0.0	0.0	0.0	0.0	30.9
Incr Delay (d2), s/veh	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.2	0.0	0.0	0.0	0.0	0.0	31.6
1st-Term Q (Q1), veh/ln	0.0	16.5	0.0	0.0	0.0	0.0	0.0	0.8
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.9
%ile Storage Ratio (RQ%)	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	23.8
HCM 7th LOS	C

HCM 7th Edition methodology does not support current ring-barrier structure.

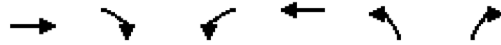
Min green cannot be less than 2 seconds, (Phase 8).

HCM 7th Edition methodology does not support current ring-barrier structure.

HCM 7th Edition methodology does not support turning movements with shared & exclusive lanes.

HCM 7th Edition methodology does not support clustered intersections.

HCM Signalized Intersection Capacity Analysis
 2: Byron Avenue & 96th Street /96th Street




















Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘↘	↗
Traffic Volume (vph)	1321	0	0	753	294	26
Future Volume (vph)	1321	0	0	753	294	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5			6.5	6.0	6.0
Lane Util. Factor	0.95			0.95	0.97	1.00
Frt	1.00			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3539			3539	3433	1583
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3539			3539	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1436	0	0	818	320	28
RTOR Reduction (vph)	0	0	0	0	0	24
Lane Group Flow (vph)	1436	0	0	818	320	4
Turn Type	NA			NA	Prot	Perm
Protected Phases	6			2	4	
Permitted Phases						4
Actuated Green, G (s)	118.2			118.2	19.3	19.3
Effective Green, g (s)	118.2			118.2	19.3	19.3
Actuated g/C Ratio	0.79			0.79	0.13	0.13
Clearance Time (s)	6.5			6.5	6.0	6.0
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Lane Grp Cap (vph)	2788			2788	441	203
v/s Ratio Prot	c0.41			0.23	c0.09	
v/s Ratio Perm						0.00
v/c Ratio	0.52			0.29	0.73	0.02
Uniform Delay, d1	5.7			4.4	62.8	57.1
Progression Factor	0.02			0.55	1.00	1.00
Incremental Delay, d2	0.6			0.3	5.9	0.0
Delay (s)	0.7			2.7	68.7	57.1
Level of Service	A			A	E	E
Approach Delay (s/veh)	0.7			2.7	67.7	
Approach LOS	A			A	E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		




















c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
6: Harding Avenue & 96th Street

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	0	454	693	0	410	0	0	0	0	99	1774	333		
Future Volume (vph)	0	454	693	0	410	0	0	0	0	99	1774	333		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		6.3	6.3		6.0						6.3	6.3		
Lane Util. Factor		0.95	0.95		0.95						0.91	1.00		
Frt		0.96	0.85		1.00						1.00	0.85		
Flt Protected		1.00	1.00		1.00						1.00	1.00		
Satd. Flow (prot)		1703	1504		3539						5072	1583		
Flt Permitted		1.00	1.00		1.00						1.00	1.00		
Satd. Flow (perm)		1703	1504		3539						5072	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)	0	493	753	0	446	0	0	0	0	108	1928	362		
RTOR Reduction (vph)	0	4	15	0	0	0	0	0	0	0	0	118		
Lane Group Flow (vph)	0	655	572	0	446	0	0	0	0	0	2036	244		
Turn Type		NA	Perm		NA					Perm	NA	Prot		
Protected Phases		8			4						2	2		
Permitted Phases			8							2				
Actuated Green, G (s)		58.7	58.7		59.0						78.7	78.7		
Effective Green, g (s)		58.7	58.7		59.0						78.7	78.7		
Actuated g/C Ratio		0.39	0.39		0.39						0.52	0.52		
Clearance Time (s)		6.3	6.3		6.0						6.3	6.3		
Vehicle Extension (s)		3.0	3.0		3.0						3.0	3.0		
Lane Grp Cap (vph)		666	588		1392						2661	830		
v/s Ratio Prot		c0.38			0.13							0.15		
v/s Ratio Perm			0.38								0.40			
v/c Ratio		0.98	0.97		0.32						0.77	0.29		
Uniform Delay, d1		45.2	44.9		31.6						28.3	20.0		
Progression Factor		0.78	0.77		2.00						1.00	1.00		
Incremental Delay, d2		28.5	28.2		0.1						2.2	0.9		
Delay (s)		63.6	62.8		63.4						30.5	20.9		
Level of Service		E	E		E						C	C		
Approach Delay (s/veh)		63.2			63.4			0.0			29.0			
Approach LOS		E			E			A			C			
Intersection Summary														
HCM 2000 Control Delay (s/veh)			43.2									HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio			0.86											
Actuated Cycle Length (s)			150.0								12.6			
Intersection Capacity Utilization			114.7%										ICU Level of Service	H
Analysis Period (min)			15											

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Collins Avenue & 96th Street


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	427	17	0	0	7	9	427	1140	13	0	0	0
Future Volume (vph)	427	17	0	0	7	9	427	1140	13	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.2			6.2		6.9	6.9				
Lane Util. Factor	0.95	0.95			1.00		1.00	0.91				
Frt	1.00	1.00			0.93		1.00	1.00				
Flt Protected	0.95	0.96			1.00		0.95	1.00				
Satd. Flow (prot)	1681	1691			1723		1770	5077				
Flt Permitted	0.95	0.00			1.00		0.95	1.00				
Satd. Flow (perm)	1681	0			1723		1770	5077				
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)	464	18	0	0	8	10	464	1239	14	0	0	0
RTOR Reduction (vph)	0	0	0	0	10	0	0	1	0	0	0	0
Lane Group Flow (vph)	241	241	0	0	8	0	464	1252	0	0	0	0
Turn Type	Prot	NA			NA		pm+pt	NA				
Protected Phases	3	8			4		1	6				
Permitted Phases							6					
Actuated Green, G (s)	56.8	56.8			4.4		69.5	69.5				
Effective Green, g (s)	56.8	56.8			4.4		69.5	69.5				
Actuated g/C Ratio	0.38	0.38			0.03		0.46	0.46				
Clearance Time (s)	6.2	6.2			6.2		6.9	6.9				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	636	640			50		820	2352				
v/s Ratio Prot	c0.14	0.14			c0.00		c0.26	0.25				
v/s Ratio Perm												
v/c Ratio	0.38	0.38			0.17		0.57	0.53				
Uniform Delay, d1	33.8	33.8			71.0		29.3	28.7				
Progression Factor	0.68	0.68			1.00		1.19	1.18				
Incremental Delay, d2	0.1	0.1			1.6		0.7	0.7				
Delay (s)	23.2	23.2			72.6		35.5	34.4				
Level of Service	C	C			E		D	C				
Approach Delay (s/veh)		23.2			72.6			34.7			0.0	
Approach LOS		C			E			C			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			32.5				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)		22.3			
Intersection Capacity Utilization			114.7%				ICU Level of Service		H			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Volume (vph)	0	18	30	20	37	0	0	0	0	36	2395	70
Future Volume (vph)	0	18	30	20	37	0	0	0	0	36	2395	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.92			1.00						1.00	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1706			1830						5060	
Flt Permitted		1.00			0.86						1.00	
Satd. Flow (perm)		1706			1604						5060	
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)	0	20	33	22	40	0	0	0	0	39	2603	76
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	44	0	0	62	0	0	0	0	0	2717	0
Turn Type		NA		D.Pm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				8						2		
Actuated Green, G (s)		10.2			9.7						128.3	
Effective Green, g (s)		10.2			9.7						128.3	
Actuated g/C Ratio		0.07			0.06						0.86	
Clearance Time (s)		5.5			6.0						6.0	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		116			103						4327	
v/s Ratio Prot		0.03										
v/s Ratio Perm					0.04						0.54	
v/c Ratio		0.38			0.60						0.63	
Uniform Delay, d1		66.9			68.3						3.4	
Progression Factor		1.00			0.96						0.19	
Incremental Delay, d2		2.0			9.0						0.5	
Delay (s)		68.9			74.7						1.2	
Level of Service		E			E						A	
Approach Delay (s/veh)		68.9			74.7			0.0			1.2	
Approach LOS		E			E			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			4.1								A	
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			150.0							12.0		
Intersection Capacity Utilization			68.3%								C	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 12: Collins Avenue & 94th Street/94th Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	41	6	0	0	9	8	94	1537	3	0	0	0
Future Volume (vph)	41	6	0	0	9	8	94	1537	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4			6.4			6.3				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.94			1.00				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1785			1744			5069				
Flt Permitted		0.74			1.00			1.00				
Satd. Flow (perm)		1381			1744			5069				
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)	45	7	0	0	10	9	102	1671	3	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	52	0	0	11	0	0	1776	0	0	0	0
Turn Type	D.Pm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	4						6					
Actuated Green, G (s)		5.4			5.4			56.9				
Effective Green, g (s)		5.4			5.4			56.9				
Actuated g/C Ratio		0.07			0.07			0.76				
Clearance Time (s)		6.4			6.4			6.3				
Vehicle Extension (s)		2.5			2.5			2.5				
Lane Grp Cap (vph)		99			125			3845				
v/s Ratio Prot					0.01							
v/s Ratio Perm		c0.04						0.35				
v/c Ratio		0.53			0.09			0.46				
Uniform Delay, d1		33.6			32.5			3.4				
Progression Factor		1.13			1.00			0.22				
Incremental Delay, d2		3.4			0.2			0.4				
Delay (s)		41.2			32.7			1.1				
Level of Service		D			C			A				
Approach Delay (s/veh)		41.2			32.7			1.1			0.0	
Approach LOS		D			C			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			2.6					HCM 2000 Level of Service		A		
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			75.0					Sum of lost time (s)		12.7		
Intersection Capacity Utilization			51.5%					ICU Level of Service		A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 19: Harding Avenue/Harding Avenue & 95th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↘	↑						↑↑↑	
Traffic Volume (vph)	0	37	40	39	64	0	0	0	0	77	2410	47
Future Volume (vph)	0	37	40	39	64	0	0	0	0	77	2410	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	
Frt		1.00	0.85	1.00	1.00						1.00	
Flt Protected		1.00	1.00	0.95	1.00						1.00	
Satd. Flow (prot)		1863	1583	1770	1863						5063	
Flt Permitted		1.00	1.00	0.73	1.00						1.00	
Satd. Flow (perm)		1863	1583	1362	1863						5063	
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)	0	40	43	42	70	0	0	0	0	84	2620	51
RTOR Reduction (vph)	0	0	20	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	40	23	42	70	0	0	0	0	0	2754	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		11.0	11.0	11.0	11.0						127.0	
Effective Green, g (s)		11.0	11.0	11.0	11.0						127.0	
Actuated g/C Ratio		0.07	0.07	0.07	0.07						0.85	
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	
Lane Grp Cap (vph)		136	116	99	136						4286	
v/s Ratio Prot		0.02			c0.04							
v/s Ratio Perm			0.01	0.03							0.54	
v/c Ratio		0.29	0.19	0.42	0.51						0.64	
Uniform Delay, d1		65.8	65.3	66.5	66.9						3.9	
Progression Factor		1.00	1.00	0.96	0.96						0.63	
Incremental Delay, d2		1.2	0.8	2.9	3.3						0.4	
Delay (s)		67.0	66.2	66.6	67.3						2.9	
Level of Service		E	E	E	E						A	
Approach Delay (s/veh)		66.6			67.0			0.0			2.9	
Approach LOS		E			E			A			A	

Intersection Summary		
HCM 2000 Control Delay (s/veh)	7.1	HCM 2000 Level of Service A
HCM 2000 Volume to Capacity ratio	0.63	
Actuated Cycle Length (s)	150.0	Sum of lost time (s) 12.0
Intersection Capacity Utilization	70.8%	ICU Level of Service C
Analysis Period (min)	15	

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↕				
Traffic Volume (vph)	110	3	0	0	6	3	78	1507	4	0	0	0
Future Volume (vph)	110	3	0	0	6	3	78	1507	4	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0				
Lane Util. Factor		1.00			1.00		1.00	0.95				
Frt		1.00			0.96		1.00	1.00				
Flt Protected		0.95			1.00		0.95	1.00				
Satd. Flow (prot)		1776			1787		1770	3538				
Flt Permitted		0.72			1.00		0.95	1.00				
Satd. Flow (perm)		1349			1787		1770	3538				
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)	120	3	0	0	7	3	85	1638	4	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	123	0	0	7	0	85	1642	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		10.7			10.7		52.3	52.3				
Effective Green, g (s)		10.7			10.7		52.3	52.3				
Actuated g/C Ratio		0.14			0.14		0.70	0.70				
Clearance Time (s)		6.0			6.0		6.0	6.0				
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)		192			254		1234	2467				
v/s Ratio Prot					0.00			c0.46				
v/s Ratio Perm		c0.09					0.05					
v/c Ratio		0.64			0.03		0.07	0.67				
Uniform Delay, d1		30.3			27.7		3.6	6.4				
Progression Factor		1.15			1.00		0.95	1.02				
Incremental Delay, d2		6.4			0.0		0.1	1.3				
Delay (s)		41.3			27.7		3.5	7.9				
Level of Service		D			C		A	A				
Approach Delay (s/veh)		41.3			27.7			7.7			0.0	
Approach LOS		D			C			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			10.0									B
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			75.0								12.0	
Intersection Capacity Utilization			64.7%									C
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵	↑↑	↑↑		↵↵	↵
Traffic Volume (vph)	0	1309	1038	1	0	1
Future Volume (vph)	0	1309	1038	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	6.0		6.0	
Lane Util. Factor		0.95	0.95		0.97	
Frt		1.00	1.00		0.85	
Flt Protected		1.00	1.00		1.00	
Satd. Flow (prot)		3539	3539		3072	
Flt Permitted		1.00	1.00		1.00	
Satd. Flow (perm)		3539	3539		3072	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1423	1128	1	0	1
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	1423	1129	0	0	0
Turn Type	custom	NA	NA		Prot	Prot
Protected Phases	1	16	2		8	8
Permitted Phases	6					
Actuated Green, G (s)		107.0	96.0		31.0	
Effective Green, g (s)		107.0	96.0		31.0	
Actuated g/C Ratio		0.71	0.64		0.21	
Clearance Time (s)			6.0		6.0	
Vehicle Extension (s)			3.0		3.0	
Lane Grp Cap (vph)		2524	2264		634	
v/s Ratio Prot		c0.40	0.32		c0.00	
v/s Ratio Perm						
v/c Ratio		0.56	0.50		0.00	
Uniform Delay, d1		10.3	14.3		47.2	
Progression Factor		1.00	1.01		1.00	
Incremental Delay, d2		0.3	0.8		0.0	
Delay (s)		10.6	15.2		47.2	
Level of Service		B	B		D	
Approach Delay (s/veh)		10.6	15.2		47.2	
Approach LOS		B	B		D	

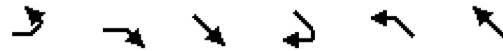
Intersection Summary

HCM 2000 Control Delay (s/veh)	12.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	17.7
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

34:

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















Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						↑↑↑
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type						
Protected Phases						6
Permitted Phases					2	
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s/veh)	0.0		0.0			0.0
Approach LOS	A		A			A
Intersection Summary						
HCM 2000 Control Delay (s/veh)			0.0		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.00			
Actuated Cycle Length (s)			150.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			24.2%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↕↕↕	
Traffic Volume (vph)	0	17	10	22	19	0	0	0	0	28	2406	22
Future Volume (vph)	0	17	10	22	19	0	0	0	0	28	2406	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.95			1.00						1.00	
Flt Protected		1.00			0.97						1.00	
Satd. Flow (prot)		1767			1814						5076	
Flt Permitted		1.00			0.82						1.00	
Satd. Flow (perm)		1767			1523						5076	
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)	0	18	11	24	21	0	0	0	0	30	2615	24
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	20	0	0	45	0	0	0	0	0	2669	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		8.5			8.5						129.5	
Effective Green, g (s)		8.5			8.5						129.5	
Actuated g/C Ratio		0.06			0.06						0.86	
Clearance Time (s)		6.0			6.0						6.0	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		100			86						4382	
v/s Ratio Prot		0.01										
v/s Ratio Perm					0.03						0.53	
v/c Ratio		0.20			0.52						0.61	
Uniform Delay, d1		67.5			68.8						3.0	
Progression Factor		1.00			0.95						0.19	
Incremental Delay, d2		1.0			5.2						0.5	
Delay (s)		68.4			70.3						1.1	
Level of Service		E			E						A	
Approach Delay (s/veh)		68.4			70.3			0.0			1.1	
Approach LOS		E			E			A			A	

Intersection Summary		
HCM 2000 Control Delay (s/veh)	2.9	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.60	A
Actuated Cycle Length (s)	150.0	Sum of lost time (s)
Intersection Capacity Utilization	66.4%	12.0
Analysis Period (min)	15	ICU Level of Service
		C

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	8	30	0	0	0	0	0	0	23	2443	13
Future Volume (vph)	0	8	30	0	0	0	0	0	0	23	2443	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5									4.5	
Lane Util. Factor		1.00									0.91	
Frt		0.89									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		1665									5079	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		1665									5079	
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)	0	9	33	0	0	0	0	0	0	25	2655	14
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	42	0	0	0	0	0	0	0	0	2693	0
Turn Type		NA								Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Actuated Green, G (s)		3.1									32.9	
Effective Green, g (s)		3.1									32.9	
Actuated g/C Ratio		0.07									0.73	
Clearance Time (s)		4.5									4.5	
Vehicle Extension (s)		3.0									3.0	
Lane Grp Cap (vph)		114									3713	
v/s Ratio Prot		c0.03										
v/s Ratio Perm											0.53	
v/c Ratio		0.37									0.73	
Uniform Delay, d1		20.0									3.5	
Progression Factor		1.00									1.00	
Incremental Delay, d2		2.0									1.3	
Delay (s)		22.0									4.7	
Level of Service		C									A	
Approach Delay (s/veh)		22.0			0.0			0.0			4.7	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			5.0								HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			45.0								Sum of lost time (s)	9.0
Intersection Capacity Utilization			59.6%								ICU Level of Service	B
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷↷↷		
Traffic Volume (vph)	42	0	51	1580	0	0
Future Volume (vph)	42	0	51	1580	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			6.0		
Lane Util. Factor	1.00			0.91		
Frt	1.00			1.00		
Flt Protected	0.95			1.00		
Satd. Flow (prot)	1770			5077		
Flt Permitted	0.95			1.00		
Satd. Flow (perm)	1770			5077		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	0	55	1717	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	46	0	0	1772	0	0
Turn Type	Prot		Perm	NA		
Protected Phases	8			6		
Permitted Phases			6			
Actuated Green, G (s)	5.1			57.9		
Effective Green, g (s)	5.1			57.9		
Actuated g/C Ratio	0.07			0.77		
Clearance Time (s)	6.0			6.0		
Vehicle Extension (s)	3.0			3.0		
Lane Grp Cap (vph)	120			3919		
v/s Ratio Prot	c0.03					
v/s Ratio Perm				0.35		
v/c Ratio	0.38			0.45		
Uniform Delay, d1	33.4			3.0		
Progression Factor	0.99			1.00		
Incremental Delay, d2	1.9			0.4		
Delay (s)	35.0			3.4		
Level of Service	D			A		
Approach Delay (s/veh)	35.0			3.4	0.0	
Approach LOS	D			A	A	

Intersection Summary


















HCM 2000 Control Delay (s/veh)	4.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑						↑↑↑	
Traffic Volume (vph)	0	11	37	47	56	0	0	0	0	63	2398	29
Future Volume (vph)	0	11	37	47	56	0	0	0	0	63	2398	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.90			1.00						1.00	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1669			1821						5070	
Flt Permitted		1.00			0.86						1.00	
Satd. Flow (perm)		1669			1601						5070	
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)	0	12	40	51	61	0	0	0	0	68	2607	32
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	51	0	0	112	0	0	0	0	0	2705	0
Turn Type		NA			NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases										2		
Actuated Green, G (s)		26.0			26.0						37.0	
Effective Green, g (s)		26.0			26.0						37.0	
Actuated g/C Ratio		0.35			0.35						0.49	
Clearance Time (s)		6.0			6.0						6.0	
Vehicle Extension (s)		2.5			2.5						1.0	
Lane Grp Cap (vph)		578			555						2501	
v/s Ratio Prot		0.03										
v/s Ratio Perm					0.07						0.53	
v/c Ratio		0.09			0.20						1.08	
Uniform Delay, d1		16.5			17.2						19.0	
Progression Factor		1.00			1.00						1.91	
Incremental Delay, d2		0.0			0.1						43.5	
Delay (s)		16.6			17.3						79.7	
Level of Service		B			B						E	
Approach Delay (s/veh)		16.6			17.3			0.0			79.7	
Approach LOS		B			B			A			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			76.2								HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			75.0							Sum of lost time (s)	12.0	
Intersection Capacity Utilization			70.5%								ICU Level of Service	C
Analysis Period (min)			15									

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	39	4	0	0	0	8	0	1673	3	0	0	0
Future Volume (vph)	39	4	0	0	0	8	0	1673	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.87			1.00				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1781			1611			5084				
Flt Permitted		0.74			1.00			1.00				
Satd. Flow (perm)		1375			1611			5084				
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)	42	4	0	0	0	9	0	1818	3	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	46	0	0	1	0	0	1821	0	0	0	0
Turn Type	Perm	NA			NA			NA				
Protected Phases		4			8			6				
Permitted Phases	4						6					
Actuated Green, G (s)		5.8			5.8			74.2				
Effective Green, g (s)		5.8			5.8			74.2				
Actuated g/C Ratio		0.06			0.06			0.82				
Clearance Time (s)		5.0			5.0			5.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		88			103			4191				
v/s Ratio Prot					0.00			c0.36				
v/s Ratio Perm		c0.03										
v/c Ratio		0.52			0.01			0.43				
Uniform Delay, d1		40.8			39.4			2.2				
Progression Factor		1.02			1.00			2.13				
Incremental Delay, d2		5.3			0.0			0.3				
Delay (s)		46.9			39.4			4.9				
Level of Service		D			D			A				
Approach Delay (s/veh)		46.9			39.4			4.9			0.0	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			6.1					HCM 2000 Level of Service			A	
HCM 2000 Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			90.0					Sum of lost time (s)		10.0		
Intersection Capacity Utilization			49.8%					ICU Level of Service			A	
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↕↕↕	
Traffic Volume (vph)	0	59	52	16	18	0	0	0	0	20	2449	11
Future Volume (vph)	0	59	52	16	18	0	0	0	0	20	2449	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2			7.2						7.2	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.94			1.00						1.00	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1744			1821						5080	
Flt Permitted		1.00			0.79						1.00	
Satd. Flow (perm)		1744			1479						5080	
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)	0	64	57	17	20	0	0	0	0	22	2662	12
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	119	0	0	37	0	0	0	0	0	2696	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		11.1			11.1						64.5	
Effective Green, g (s)		11.1			11.1						64.5	
Actuated g/C Ratio		0.12			0.12						0.72	
Clearance Time (s)		7.2			7.2						7.2	
Vehicle Extension (s)		2.5			2.5						1.0	
Lane Grp Cap (vph)		215			182						3640	
v/s Ratio Prot		c0.07										
v/s Ratio Perm					0.03						0.53	
v/c Ratio		0.55			0.20						0.74	
Uniform Delay, d1		37.1			35.5						7.7	
Progression Factor		1.00			0.80						0.88	
Incremental Delay, d2		2.5			0.4						1.1	
Delay (s)		39.6			28.7						7.8	
Level of Service		D			C						A	
Approach Delay (s/veh)		39.6			28.7			0.0			7.8	
Approach LOS		D			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.4
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group
























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	95	2	0	0	0	2	33	1593	1	0	0	0
Future Volume (vph)	95	2	0	0	0	2	33	1593	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8			6.5			6.5				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.87			1.00				
Flt Protected		0.95			1.00			1.00				
Satd. Flow (prot)		1776			1611			5080				
Flt Permitted		0.73			1.00			1.00				
Satd. Flow (perm)		1359			1611			5080				
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)	103	2	0	0	0	2	36	1732	1	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	105	0	0	0	0	0	1769	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		10.9			11.2			65.8				
Effective Green, g (s)		10.9			11.2			65.8				
Actuated g/C Ratio		0.12			0.12			0.73				
Clearance Time (s)		6.8			6.5			6.5				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		164			200			3714				
v/s Ratio Prot					0.00							
v/s Ratio Perm		c0.08						0.35				
v/c Ratio		0.64			0.00			0.48				
Uniform Delay, d1		37.7			34.5			5.0				
Progression Factor		0.74			1.00			1.00				
Incremental Delay, d2		7.9			0.0			0.4				
Delay (s)		35.9			34.5			5.4				
Level of Service		D			C			A				
Approach Delay (s/veh)		35.9			34.5			5.4			0.0	
Approach LOS		D			C			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			7.2					HCM 2000 Level of Service		A		
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			90.0					Sum of lost time (s)		13.3		
Intersection Capacity Utilization			54.6%					ICU Level of Service		A		
Analysis Period (min)			15									

c Critical Lane Group

78:

12/26/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)													
Lane Util. Factor													
Frt													
Flt Protected													
Satd. Flow (prot)													
Flt Permitted													
Satd. Flow (perm)													
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)	0	0	0	0	0	0	0	0	0	0	0	0	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Turn Type				Perm				Perm	Perm				Perm
Protected Phases							8				2		
Permitted Phases				8				8	2				6
Actuated Green, G (s)													
Effective Green, g (s)													
Actuated g/C Ratio													
Clearance Time (s)													
Lane Grp Cap (vph)													
v/s Ratio Prot													
v/s Ratio Perm													
v/c Ratio													
Uniform Delay, d1													
Progression Factor													
Incremental Delay, d2													
Delay (s)													
Level of Service													
Approach Delay (s/veh)	0.0			0.0			0.0			0.0			
Approach LOS	A			A			A			A			
Intersection Summary													
HCM 2000 Control Delay (s/veh)	0.0			HCM 2000 Level of Service			A						
HCM 2000 Volume to Capacity ratio	0.00												
Actuated Cycle Length (s)	45.0			Sum of lost time (s)			9.0						
Intersection Capacity Utilization	0.0%			ICU Level of Service			A						
Analysis Period (min)	15												
c Critical Lane Group													

79:

12/26/2023



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶					↷↷↷
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type	custom					
Protected Phases						2
Permitted Phases						
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s/veh)	0.0		0.0			0.0
Approach LOS	A		A			A
Intersection Summary						
HCM 2000 Control Delay (s/veh)			0.0		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.00			
Actuated Cycle Length (s)			150.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			24.2%		ICU Level of Service	A
Analysis Period (min)			15			

c Critical Lane Group

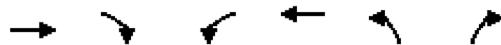
Intersection				
Intersection Delay, s/veh	5.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	0
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	123	294	199	0
Demand Flow Rate, veh/h	126	300	203	0
Vehicles Circulating, veh/h	62	274	123	210
Vehicles Exiting, veh/h	148	51	65	365
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.6	6.4	4.4	0.0
Approach LOS	A	A	A	-
Lane	Left	Left	Left	
Designated Moves	LTR	LTR	LTR	
Assumed Moves	LTR	LTR	LTR	
RT Channelized				
Lane Util	1.000	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	2.609	
Critical Headway, s	4.976	4.976	4.976	
A (Intercept)	1380	1380	1380	
B (Slope)	1.02e-3	1.02e-3	1.02e-3	
Entry Flow, veh/h	126	300	203	
Cap Entry Lane, veh/h	1295	1043	1217	
Entry HV Adj Factor	0.979	0.981	0.983	
Flow Entry, veh/h	123	294	199	
Cap Entry, veh/h	1269	1023	1196	
V/C Ratio	0.097	0.288	0.167	
Control Delay, s/veh	3.6	6.4	4.4	
LOS	A	A	A	
95th %tile Queue, veh	0	1	1	

Intersection			
Intersection Delay, s/veh	3.0		
Intersection LOS	A		
Approach	NB	SB	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	70	51	2
Demand Flow Rate, veh/h	71	52	2
Vehicles Circulating, veh/h	6	0	52
Vehicles Exiting, veh/h	48	77	0
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.1	3.0	2.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	LTR	LR
Assumed Moves	LT	LTR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	71	52	2
Cap Entry Lane, veh/h	1371	1380	1309
Entry HV Adj Factor	0.980	0.980	1.000
Flow Entry, veh/h	70	51	2
Cap Entry, veh/h	1345	1353	1309
V/C Ratio	0.052	0.038	0.002
Control Delay, s/veh	3.1	3.0	2.8
LOS	A	A	A
95th %tile Queue, veh	0	0	0

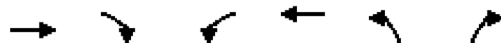
Intersection				
Intersection Delay, s/veh	3.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	163	39	5	6
Demand Flow Rate, veh/h	166	40	5	6
Vehicles Circulating, veh/h	7	4	170	42
Vehicles Exiting, veh/h	41	171	3	2
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.7	2.9	3.1	2.8
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LT	R	R
Assumed Moves	LTR	LT	R	R
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	166	40	5	6
Cap Entry Lane, veh/h	1370	1374	1160	1322
Entry HV Adj Factor	0.981	0.981	1.000	0.997
Flow Entry, veh/h	163	39	5	6
Cap Entry, veh/h	1343	1349	1160	1318
V/C Ratio	0.121	0.029	0.004	0.005
Control Delay, s/veh	3.7	2.9	3.1	2.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	3.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	135	152	240	4
Demand Flow Rate, veh/h	137	155	245	4
Vehicles Circulating, veh/h	0	3	14	158
Vehicles Exiting, veh/h	162	256	123	0
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.6	4.2	3.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	TR	T	R	R
Assumed Moves	TR	T	R	R
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	137	155	245	4
Cap Entry Lane, veh/h	1380	1376	1360	1174
Entry HV Adj Factor	0.983	0.980	0.980	1.000
Flow Entry, veh/h	135	152	240	4
Cap Entry, veh/h	1357	1349	1333	1174
V/C Ratio	0.099	0.113	0.180	0.003
Control Delay, s/veh	3.4	3.6	4.2	3.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Lanes, Volumes, Timings
2: Byron Avenue & 96th Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘↘	↗
Traffic Volume (vph)	1321	0	0	753	294	26
Future Volume (vph)	1321	0	0	753	294	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	190
Storage Lanes		0	0		2	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3539	0	0	3539	3433	1583
Flt Permitted					0.950	
Satd. Flow (perm)	3539	0	0	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						28
Link Speed (mph)	30			30	30	
Link Distance (ft)	266			278	663	
Travel Time (s)	6.0			6.3	15.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1436	0	0	818	320	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1436	0	0	818	320	28
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2			2	1	1
Detector Template	Thru			Thru	Left	Right
Leading Detector (ft)	100			100	20	20
Trailing Detector (ft)	0			0	0	0
Detector 1 Position(ft)	0			0	0	0
Detector 1 Size(ft)	6			6	20	20
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	0.0
Detector 1 Queue (s)	0.0			0.0	0.0	0.0
Detector 1 Delay (s)	0.0			0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA			NA	Prot	Perm
Protected Phases	6			2	4	
Permitted Phases						4

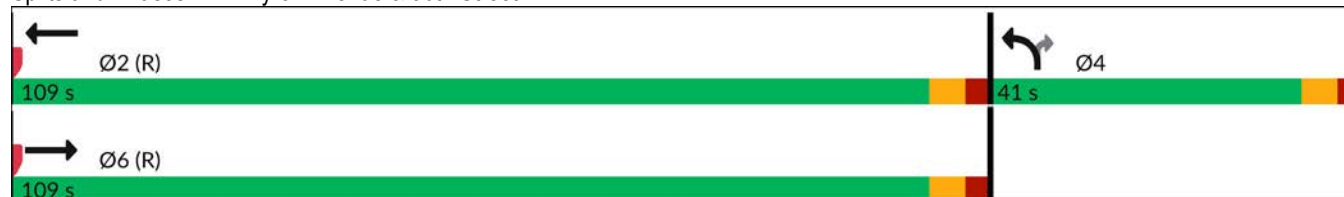


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6			2	4	4
Switch Phase						
Minimum Initial (s)	15.0			15.0	7.0	7.0
Minimum Split (s)	25.5			25.5	34.0	34.0
Total Split (s)	109.0			109.0	41.0	41.0
Total Split (%)	72.7%			72.7%	27.3%	27.3%
Maximum Green (s)	102.5			102.5	35.0	35.0
Yellow Time (s)	4.0			4.0	4.0	4.0
All-Red Time (s)	2.5			2.5	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.5			6.5	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Recall Mode	C-Max			C-Max	None	None
Walk Time (s)	7.0			7.0	4.0	4.0
Flash Dont Walk (s)	12.0			12.0	24.0	24.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	118.2			118.2	19.3	19.3
Actuated g/C Ratio	0.79			0.79	0.13	0.13
v/c Ratio	0.52			0.29	0.73	0.12
Control Delay (s/veh)	0.7			2.8	72.4	18.7
Queue Delay	0.1			0.1	13.9	0.0
Total Delay (s/veh)	0.8			2.9	86.3	18.7
LOS	A			A	F	B
Approach Delay (s/veh)	0.8			2.9	80.8	
Approach LOS	A			A	F	
Queue Length 50th (ft)	1			39	157	0
Queue Length 95th (ft)	1			76	204	31
Internal Link Dist (ft)	186			198	583	
Turn Bay Length (ft)						190
Base Capacity (vph)	2788			2788	801	390
Starvation Cap Reductn	146			801	0	0
Spillback Cap Reductn	319			383	457	2
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.58			0.41	0.93	0.07

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	96 (64%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay (s/veh):	12.2
Intersection LOS:	B
Intersection Capacity Utilization:	55.3%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 2: Byron Avenue & 96th Street





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Traffic Volume (vph)	1106	236	1	740	0	43
Future Volume (vph)	1106	236	1	740	0	43
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.974			0.865		
Flt Protected						
Satd. Flow (prot)	3447	0	0	3539	0	1611
Flt Permitted						
Satd. Flow (perm)	3447	0	0	3539	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	278			295	671	
Travel Time (s)	6.3			6.7	15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1202	257	1	804	0	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1459	0	0	805	0	47
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.1%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗	↘		↕						↖	↗
Traffic Volume (vph)	0	454	693	0	410	0	0	0	0	99	1774	333
Future Volume (vph)	0	454	693	0	410	0	0	0	0	99	1774	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Flt		0.962	0.850									0.850
Flt Protected											0.997	
Satd. Flow (prot)	0	1702	1504	0	3539	0	0	0	0	0	5070	1583
Flt Permitted											0.997	
Satd. Flow (perm)	0	1702	1504	0	3539	0	0	0	0	0	5070	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7	24									249
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		295			277			675			246	
Travel Time (s)		6.7			6.3			15.3			5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	493	753	0	446	0	0	0	0	108	1928	362
Shared Lane Traffic (%)			22%									
Lane Group Flow (vph)	0	659	587	0	446	0	0	0	0	0	2036	362
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2					1	2	1
Detector Template		Thru	Right		Thru					Left	Thru	Right
Leading Detector (ft)		100	20		100					20	100	20
Trailing Detector (ft)		0	0		0					0	0	0
Detector 1 Position(ft)		0	0		0					0	0	0
Detector 1 Size(ft)		6	20		6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm		NA					Perm	NA	Prot
Protected Phases		8			4						2	2
Permitted Phases			8							2		
Detector Phase		8	8		4					2	2	2
Switch Phase												
Minimum Initial (s)		7.0	7.0		4.0					7.0	7.0	7.0

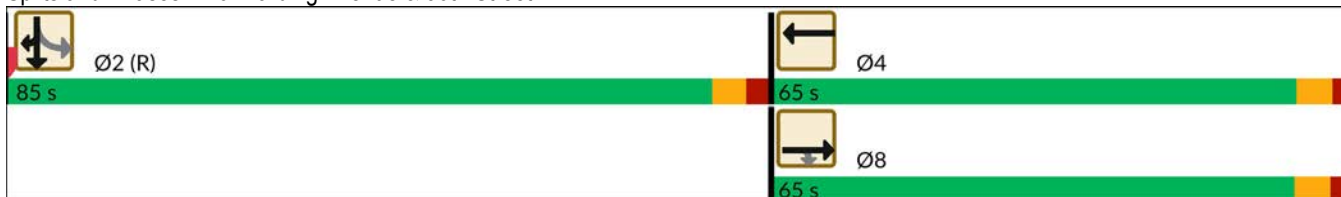


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		24.3	24.3		24.0					30.3	30.3	30.3
Total Split (s)		65.0	65.0		65.0					85.0	85.0	85.0
Total Split (%)		43.3%	43.3%		43.3%					56.7%	56.7%	56.7%
Maximum Green (s)		58.7	58.7		59.0					78.7	78.7	78.7
Yellow Time (s)		4.0	4.0		4.0					4.0	4.0	4.0
All-Red Time (s)		2.3	2.3		2.0					2.3	2.3	2.3
Lost Time Adjust (s)		0.0	0.0		0.0						0.0	0.0
Total Lost Time (s)		6.3	6.3		6.0						6.3	6.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0					3.0	3.0	3.0
Recall Mode		None	None		None					C-Max	C-Max	C-Max
Walk Time (s)					4.0					7.0	7.0	7.0
Flash Dont Walk (s)					12.0					17.0	17.0	17.0
Pedestrian Calls (#/hr)					0					0	0	0
Act Effct Green (s)		58.7	58.7		59.0					78.7	78.7	78.7
Actuated g/C Ratio		0.39	0.39		0.39					0.52	0.52	0.52
v/c Ratio		0.98	0.97		0.32					0.77	0.38	0.38
Control Delay (s/veh)		64.4	62.5		64.2					30.8	7.3	7.3
Queue Delay		4.4	1.9		58.4					47.9	2.3	2.3
Total Delay (s/veh)		68.8	64.3		122.6					78.7	9.6	9.6
LOS		E	E		F					E	A	A
Approach Delay (s/veh)		66.7			122.6					68.2		
Approach LOS		E			F					E		
Queue Length 50th (ft)		663	574		244					565	55	55
Queue Length 95th (ft)		#945	#846		303					625	123	123
Internal Link Dist (ft)		215			197			595		166		
Turn Bay Length (ft)												
Base Capacity (vph)		670	603		1392					2660	948	948
Starvation Cap Reductn		13	6		1056					1125	441	441
Spillback Cap Reductn		0	0		0					45	0	0
Storage Cap Reductn		0	0		0					0	0	0
Reduced v/c Ratio		1.00	0.98		1.33					1.33	0.71	0.71

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 26 (17%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay (s/veh): 73.7 Intersection LOS: E
 Intersection Capacity Utilization 114.7% ICU Level of Service H
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Harding Avenue & 96th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖		↖	↑↑↑				
Traffic Volume (vph)	427	17	0	0	7	9	427	1140	13	0	0	0
Future Volume (vph)	427	17	0	0	7	9	427	1140	13	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	320		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Frt					0.925			0.998				
Flt Protected	0.950	0.956					0.950					
Satd. Flow (prot)	1681	1692	0	0	1723	0	1770	5075	0	0	0	0
Flt Permitted	0.950	0.000					0.950					
Satd. Flow (perm)	1681	0	0	0	1723	0	1770	5075	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10			1				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		277			353			682				182
Travel Time (s)		6.3			8.0			15.5				4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	464	18	0	0	8	10	464	1239	14	0	0	0
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	241	241	0	0	18	0	464	1253	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Prot	NA			NA		pm+pt	NA				
Protected Phases	3	8			4		1	6				
Permitted Phases							6					

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	

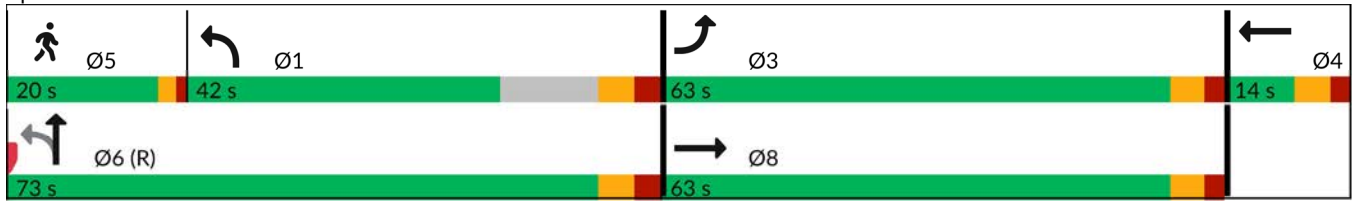


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8			4		1	6				
Switch Phase												
Minimum Initial (s)	4.0	4.0			7.0		4.0	7.0				
Minimum Split (s)	10.2	24.2			14.0		10.9	25.9				
Total Split (s)	63.0	63.0			14.0		42.0	73.0				
Total Split (%)	42.0%	42.0%			9.3%		28.0%	48.7%				
Maximum Green (s)	56.8	56.8			7.8		35.1	66.1				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	2.2	2.2			2.2		2.9	2.9				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	6.2	6.2			6.2		6.9	6.9				
Lead/Lag								Lag				
Lead-Lag Optimize?								Yes				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		None	C-Max				
Walk Time (s)		4.0						7.0				
Flash Dont Walk (s)		14.0						12.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	56.8	56.8			7.2		72.0	72.0				
Actuated g/C Ratio	0.38	0.38			0.05		0.48	0.48				
v/c Ratio	0.38	0.38			0.20		0.55	0.51				
Control Delay (s/veh)	23.9	23.9			47.8		36.8	33.4				
Queue Delay	4.7	4.7			0.1		55.7	0.0				
Total Delay (s/veh)	28.6	28.6			47.9		92.5	33.4				
LOS	C	C			D		F	C				
Approach Delay (s/veh)		28.6			47.9			49.4				
Approach LOS		C			D			D				
Queue Length 50th (ft)	96	96			8		346	323				
Queue Length 95th (ft)	m106	m106			36		572	427				
Internal Link Dist (ft)		197			273			602			102	
Turn Bay Length (ft)							320					
Base Capacity (vph)	636	640			99		849	2436				
Starvation Cap Reductn	320	324			0		180	0				
Spillback Cap Reductn	0	0			3		437	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	0.76	0.76			0.19		1.13	0.51				





















Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 32 (21%), Referenced to phase 6:NBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay (s/veh): 44.8 Intersection LOS: D
 Intersection Capacity Utilization 114.7% ICU Level of Service H
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Collins Avenue & 96th Street



Lane Group	Ø5
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	13%
Maximum Green (s)	17.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	4.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (vph)	39	1254	0	0	1020	28	6	0	12	38	0	31
Future Volume (vph)	39	1254	0	0	1020	28	6	0	12	38	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.996				0.865		0.939	
Flt Protected	0.950							0.950			0.973	
Satd. Flow (prot)	1770	3539	0	0	3525	0	0	0	1611	0	1702	0
Flt Permitted	0.950							0.950			0.973	
Satd. Flow (perm)	1770	3539	0	0	3525	0	0	0	1611	0	1702	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		635			276			579			256	
Travel Time (s)		14.4			6.3			13.2			5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	1363	0	0	1109	30	7	0	13	41	0	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	1363	0	0	1139	0	0	7	13	0	75	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	18	30	20	37	0	0	0	0	36	2395	70
Future Volume (vph)	0	18	30	20	37	0	0	0	0	36	2395	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.916									0.996	
Fl _t Protected					0.983						0.999	
Satd. Flow (prot)	0	1706	0	0	1831	0	0	0	0	0	5060	0
Fl _t Permitted					0.861						0.999	
Satd. Flow (perm)	0	1706	0	0	1604	0	0	0	0	0	5060	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10									8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		298			285			667			667	
Travel Time (s)		6.8			6.5			15.2			15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	20	33	22	40	0	0	0	0	39	2603	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	62	0	0	0	0	0	2718	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		D.Pm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				8						2		
Detector Phase		8		8	4					2	2	
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					7.0	7.0	

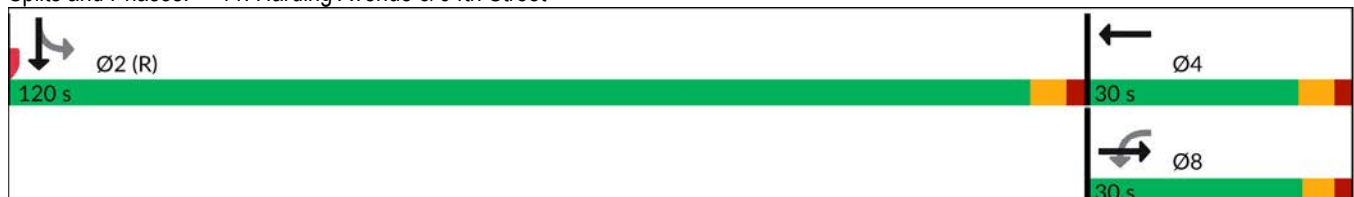


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		24.0		24.0	24.0					25.0	25.0	
Total Split (s)		30.0		30.0	30.0					120.0	120.0	
Total Split (%)		20.0%		20.0%	20.0%					80.0%	80.0%	
Maximum Green (s)		24.5		24.5	24.0					114.0	114.0	
Yellow Time (s)		3.5		3.5	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0							0.0
Total Lost Time (s)		5.5			6.0							6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		4.0		4.0	4.0					7.0	7.0	
Flash Dont Walk (s)		14.0		14.0	14.0					12.0	12.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		11.2			11.0							130.7
Actuated g/C Ratio		0.07			0.07							0.87
v/c Ratio		0.39			0.53							0.62
Control Delay (s/veh)		61.2			78.9							1.2
Queue Delay		0.0			0.0							0.0
Total Delay (s/veh)		61.2			78.9							1.2
LOS		E			E							A
Approach Delay (s/veh)		61.2			78.9							1.2
Approach LOS		E			E							A
Queue Length 50th (ft)		41			51							31
Queue Length 95th (ft)		86			96							36
Internal Link Dist (ft)		218			205			587				587
Turn Bay Length (ft)												
Base Capacity (vph)		287			256							4410
Starvation Cap Reductn		0			0							113
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.18			0.24							0.63

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 58 (39%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay (s/veh): 4.0 Intersection LOS: A
 Intersection Capacity Utilization 68.3% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 11: Harding Avenue & 94th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕↕↕					
Traffic Volume (vph)	41	6	0	0	9	8	94	1537	3	0	0	0	
Future Volume (vph)	41	6	0	0	9	8	94	1537	3	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	
Fr _t	0.936												
Fl _t Protected	0.959							0.997					
Satd. Flow (prot)	0	1786	0	0	1744	0	0	5070	0	0	0	0	
Fl _t Permitted	0.741							0.997					
Satd. Flow (perm)	0	1380	0	0	1744	0	0	5070	0	0	0	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)	9												
Link Speed (mph)	30							30			30		
Link Distance (ft)	285							668			651		
Travel Time (s)	6.5							15.2			14.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	45	7	0	0	10	9	102	1671	3	0	0	0	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	52	0	0	19	0	0	1776	0	0	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)	0							0			0		
Link Offset(ft)	0							0			0		
Crosswalk Width(ft)	16							16			16		
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Number of Detectors	1	2				2	1	2					
Detector Template	Left	Thru				Thru	Left	Thru					
Leading Detector (ft)	20	100				100	20	100					
Trailing Detector (ft)	0	0				0	0	0					
Detector 1 Position(ft)	0	0				0	0	0					
Detector 1 Size(ft)	20	6				6	20	6					
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex					
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0				0.0	0.0	0.0					
Detector 1 Queue (s)	0.0	0.0				0.0	0.0	0.0					
Detector 1 Delay (s)	0.0	0.0				0.0	0.0	0.0					
Detector 2 Position(ft)	94							94					
Detector 2 Size(ft)	6							6					
Detector 2 Type	Cl+Ex							Cl+Ex					
Detector 2 Channel													
Detector 2 Extend (s)	0.0							0.0					
Turn Type	D.Pm	NA				NA	Perm	NA					
Protected Phases	8							4			6		
Permitted Phases	4							6					
Detector Phase	4	8				4	6	6					
Switch Phase													
Minimum Initial (s)	7.0	7.0				7.0	7.0	7.0					

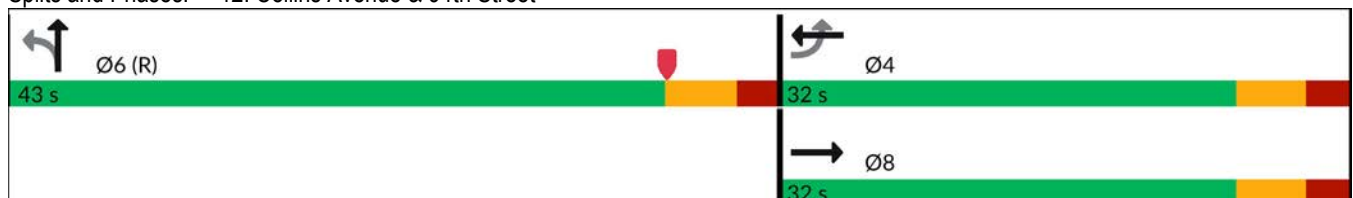


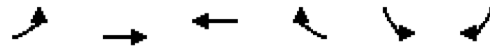
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	20.0	26.0			20.0		26.0	26.0				
Total Split (s)	32.0	32.0			32.0		43.0	43.0				
Total Split (%)	42.7%	42.7%			42.7%		57.3%	57.3%				
Maximum Green (s)	25.6	25.6			25.6		36.7	36.7				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	2.4	2.4			2.4		2.3	2.3				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.4			6.4			6.3				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5			2.5		2.5	2.5				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)		4.0					7.0	7.0				
Flash Dont Walk (s)		15.0					12.0	12.0				
Pedestrian Calls (#/hr)		0					0	0				
Act Effct Green (s)		8.2			8.2			62.0				
Actuated g/C Ratio		0.11			0.11			0.83				
v/c Ratio		0.34			0.10			0.42				
Control Delay (s/veh)		39.9			22.4			1.0				
Queue Delay		0.0			0.0			0.0				
Total Delay (s/veh)		39.9			22.4			1.0				
LOS		D			C			A				
Approach Delay (s/veh)		39.9			22.4			1.0				
Approach LOS		D			C			A				
Queue Length 50th (ft)		31			4			15				
Queue Length 95th (ft)		m50			22			17				
Internal Link Dist (ft)		205			118			588				571
Turn Bay Length (ft)												
Base Capacity (vph)		471			601			4188				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.11			0.03			0.42				

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.42
 Intersection Signal Delay (s/veh): 2.3 Intersection LOS: A
 Intersection Capacity Utilization 51.5% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Collins Avenue & 94th Street






















Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	26	0	33	9	0
Future Volume (vph)	14	26	0	33	9	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.865				
Fl _t Protected		0.983			0.950	
Satd. Flow (prot)	0	1831	1611	0	1770	0
Fl _t Permitted		0.983			0.950	
Satd. Flow (perm)	0	1831	1611	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		818	298		661	
Travel Time (s)		18.6	6.8		15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	28	0	36	10	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	43	36	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.8%
Analysis Period (min)	15
	ICU Level of Service A

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	39	6	0	0	4	13	31	1587	8	0	0	0
Future Volume (vph)	39	6	0	0	4	13	31	1587	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr _t					0.895			0.999				
Fl _t Protected		0.959						0.999				
Satd. Flow (prot)	0	1786	0	0	1667	0	0	5075	0	0	0	0
Fl _t Permitted		0.959						0.999				
Satd. Flow (perm)	0	1786	0	0	1667	0	0	5075	0	0	0	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		288			270			678				658
Travel Time (s)		6.5			6.1			15.3				15.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	7	0	0	4	14	34	1725	9	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	0	0	18	0	0	1768	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free				Free
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	47.3%						ICU Level of Service A					
Analysis Period (min)	15											



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	43	7	0	0	5	13	99	1496	12	0	0	0
Future Volume (vph)	43	7	0	0	5	13	99	1496	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr _t					0.901			0.999				
Fl _t Protected		0.959						0.997				
Satd. Flow (prot)	0	1786	0	0	1678	0	0	5065	0	0	0	0
Fl _t Permitted		0.959						0.997				
Satd. Flow (perm)	0	1786	0	0	1678	0	0	5065	0	0	0	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		303			252			655				678
Travel Time (s)		12.6			0.0			11.9				15.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	8	0	0	5	14	108	1626	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	0	19	0	0	1747	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.3%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Volume (vph)	84	27	3	56	131	84	3	161	19	0	0	0
Future Volume (vph)	84	27	3	56	131	84	3	161	19	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.958			0.986				
Flt Protected		0.964			0.990			0.999				
Satd. Flow (prot)	0	1790	0	0	1767	0	0	1835	0	0	0	0
Flt Permitted		0.964			0.990			0.999				
Satd. Flow (perm)	0	1790	0	0	1767	0	0	1835	0	0	0	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		236			278			437				663
Travel Time (s)		5.4			6.3			9.9				15.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	91	29	3	61	142	91	3	175	21	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	123	0	0	294	0	0	199	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield				Yield

Intersection Summary	
Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	34.2%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	18	18	0	0	82	53	38	19	11	70	0	170
Future Volume (vph)	18	18	0	0	82	53	38	19	11	70	0	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.947			0.978			0.904	
Fl _t Protected		0.976						0.973			0.986	
Satd. Flow (prot)	0	1818	0	0	1764	0	0	1773	0	0	1660	0
Fl _t Permitted		0.976						0.973			0.986	
Satd. Flow (perm)	0	1818	0	0	1764	0	0	1773	0	0	1660	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		278			271			661			671	
Travel Time (s)		6.3			6.2			15.0			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	20	0	0	89	58	41	21	12	76	0	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	147	0	0	74	0	0	261	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.0%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↑↑↑	
Traffic Volume (vph)	0	37	40	39	64	0	0	0	0	77	2410	47
Future Volume (vph)	0	37	40	39	64	0	0	0	0	77	2410	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Frt			0.850									0.997
Flt Protected				0.950								0.998
Satd. Flow (prot)	0	1863	1583	1770	1863	0	0	0	0	0	5060	0
Flt Permitted				0.731								0.998
Satd. Flow (perm)	0	1863	1583	1362	1863	0	0	0	0	0	5060	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22									5
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			311			667			675	
Travel Time (s)		6.2			7.1			15.2			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	40	43	42	70	0	0	0	0	84	2620	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	43	42	70	0	0	0	0	0	2755	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	
Detector Template		Thru	Right	Left	Thru					Left	Thru	
Leading Detector (ft)		100	20	20	100					20	100	
Trailing Detector (ft)		0	0	0	0					0	0	
Detector 1 Position(ft)		0	0	0	0					0	0	
Detector 1 Size(ft)		6	20	20	6					20	6	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4							2
Permitted Phases			8	4						2		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		8	8	4	4					2	2	
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0					7.0	7.0	
Minimum Split (s)		25.0	25.0	25.0	25.0					26.0	26.0	
Total Split (s)		31.0	31.0	31.0	31.0					119.0	119.0	
Total Split (%)		20.7%	20.7%	20.7%	20.7%					79.3%	79.3%	
Maximum Green (s)		25.0	25.0	25.0	25.0					113.0	113.0	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0	2.0	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)		6.0	6.0	6.0	6.0						6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		None	None	None	None					C-Max	C-Max	
Walk Time (s)		4.0	4.0	4.0	4.0					7.0	7.0	
Flash Dont Walk (s)		15.0	15.0	15.0	15.0					13.0	13.0	
Pedestrian Calls (#/hr)		0	0	0	0					0	0	
Act Effct Green (s)		11.0	11.0	11.0	11.0						127.0	
Actuated g/C Ratio		0.07	0.07	0.07	0.07						0.85	
v/c Ratio		0.29	0.32	0.42	0.51						0.64	
Control Delay (s/veh)		70.1	43.2	75.4	76.6						3.1	
Queue Delay		0.0	0.0	0.0	0.0						0.5	
Total Delay (s/veh)		70.1	43.2	75.4	76.6						3.5	
LOS		E	D	E	E						A	
Approach Delay (s/veh)		56.1			76.1						3.5	
Approach LOS		E			E						A	
Queue Length 50th (ft)		38	20	37	62						130	
Queue Length 95th (ft)		77	60	73	106						m140	
Internal Link Dist (ft)		191			231			587			595	
Turn Bay Length (ft)			120									
Base Capacity (vph)		310	282	227	310						4284	
Starvation Cap Reductn		0	0	0	0						914	
Spillback Cap Reductn		0	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.13	0.15	0.19	0.23						0.82	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	45 (30%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay (s/veh):	7.8
Intersection LOS:	A
Intersection Capacity Utilization:	70.8%
ICU Level of Service:	C
Analysis Period (min):	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 19: Harding Avenue & 95th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↕				
Traffic Volume (vph)	110	3	0	0	6	3	78	1507	4	0	0	0
Future Volume (vph)	110	3	0	0	6	3	78	1507	4	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Fr t					0.959							
Flt Protected		0.953					0.950					
Satd. Flow (prot)	0	1775	0	0	1786	0	1770	3539	0	0	0	0
Flt Permitted		0.724					0.950					
Satd. Flow (perm)	0	1349	0	0	1786	0	1770	3539	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3			1				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		311			242			651				682
Travel Time (s)		7.1			5.5			14.8				15.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	3	0	0	7	3	85	1638	4	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	123	0	0	10	0	85	1642	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Detector Phase	8	8			4		6	6				
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0		7.0	7.0				

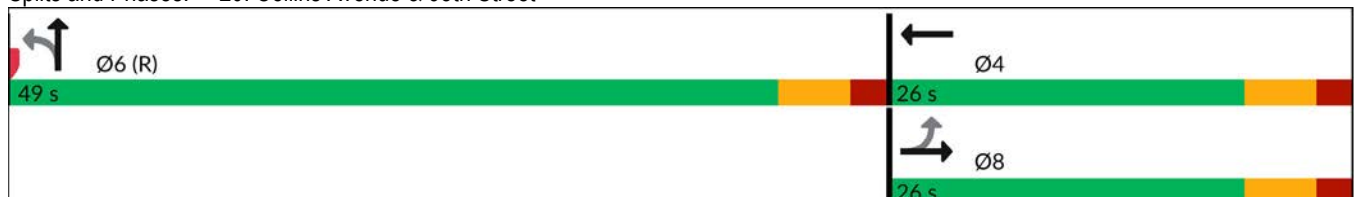


















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	26.0	26.0			26.0		25.0	25.0				
Total Split (s)	26.0	26.0			26.0		49.0	49.0				
Total Split (%)	34.7%	34.7%			34.7%		65.3%	65.3%				
Maximum Green (s)	20.0	20.0			20.0		43.0	43.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0		0.0	0.0				
Total Lost Time (s)		6.0			6.0		6.0	6.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)	4.0	4.0			4.0		7.0	7.0				
Flash Dont Walk (s)	16.0	16.0			16.0		12.0	12.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		12.1			11.8		54.7	54.7				
Actuated g/C Ratio		0.16			0.16		0.73	0.73				
v/c Ratio		0.57			0.04		0.07	0.64				
Control Delay (s/veh)		41.7			20.9		4.5	8.6				
Queue Delay		0.0			0.0		0.0	0.0				
Total Delay (s/veh)		41.7			20.9		4.5	8.6				
LOS		D			C		A	A				
Approach Delay (s/veh)		41.7			20.9			8.4				
Approach LOS		D			C			A				
Queue Length 50th (ft)		76			3		11	184				
Queue Length 95th (ft)		110			14		24	237				
Internal Link Dist (ft)		231			162			571			602	
Turn Bay Length (ft)												
Base Capacity (vph)		359			478		1290	2579				
Starvation Cap Reductn		0			0		0	0				
Spillback Cap Reductn		0			0		0	0				
Storage Cap Reductn		0			0		0	0				
Reduced v/c Ratio		0.34			0.02		0.07	0.64				

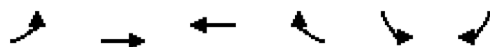
Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 14 (19%), Referenced to phase 6:NBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay (s/veh): 10.7
 Intersection Capacity Utilization 64.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 20: Collins Avenue & 95th Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		126			818			81			531	
Travel Time (s)		2.9			18.6			1.8			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	0.0% ICU Level of Service A											
Analysis Period (min)	15											



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	1309	1038	1	0	1	
Future Volume (vph)	0	1309	1038	1	0	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	100			0	0	0	
Storage Lanes	1			0	2	1	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	0.91	
Frt					0.850		
Flt Protected							
Satd. Flow (prot)	1863	3539	3539	0	3072	1695	
Flt Permitted							
Satd. Flow (perm)	1863	3539	3539	0	3072	1695	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)					157		
Link Speed (mph)		30	30		30		
Link Distance (ft)		276	266		215		
Travel Time (s)		6.3	6.0		4.9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	1423	1128	1	0	1	
Shared Lane Traffic (%)						50%	
Lane Group Flow (vph)	0	1423	1129	0	1	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		24		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1	1	
Detector Template	Left	Thru	Thru		Left	Right	
Leading Detector (ft)	20	100	100		20	20	
Trailing Detector (ft)	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0		0	0	
Detector 1 Size(ft)	20	6	6		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	custom	NA	NA		Prot	Prot	
Protected Phases	1	16	2		8	8	6
Permitted Phases	6						

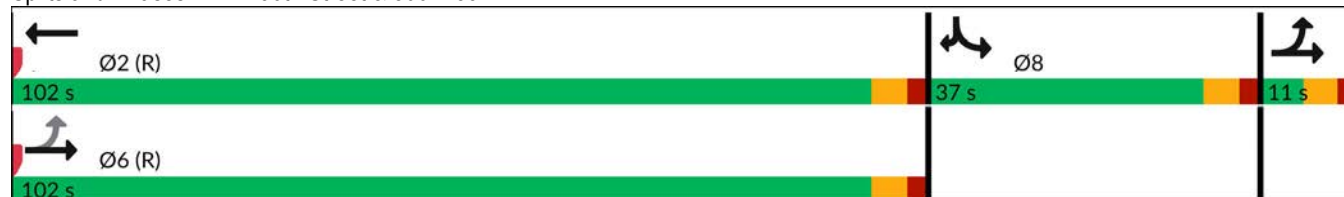


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6
Detector Phase	1	1 6	2		8	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	10.7		24.0		37.0	37.0	24.0
Total Split (s)	11.0		102.0		37.0	37.0	102.0
Total Split (%)	7.3%		68.0%		24.7%	24.7%	68%
Maximum Green (s)	5.3		96.0		31.0	31.0	96.0
Yellow Time (s)	3.7		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	5.7		6.0		6.0	6.0	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0		3.0		3.0	3.0	3.0
Recall Mode	None		C-Max		Max	Max	C-Max
Walk Time (s)					4.0	4.0	
Flash Dont Walk (s)					27.0	27.0	
Pedestrian Calls (#/hr)					0	0	
Act Effct Green (s)		107.3	96.0		31.0		
Actuated g/C Ratio		0.72	0.64		0.21		
v/c Ratio		0.56	0.50		0.00		
Control Delay (s/veh)		11.2	15.4		0.0		
Queue Delay		0.0	1.0		0.0		
Total Delay (s/veh)		11.2	16.4		0.0		
LOS		B	B		A		
Approach Delay (s/veh)		11.2	16.4				
Approach LOS		B	B				
Queue Length 50th (ft)		319	295		0		
Queue Length 95th (ft)		372	352		0		
Internal Link Dist (ft)		196	186		135		
Turn Bay Length (ft)							
Base Capacity (vph)		2531	2264		759		
Starvation Cap Reductn		0	800		0		
Spillback Cap Reductn		3	0		0		
Storage Cap Reductn		0	0		0		
Reduced v/c Ratio		0.56	0.77		0.00		

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	90 (60%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.56
Intersection Signal Delay (s/veh):	13.5
Intersection LOS:	B
Intersection Capacity Utilization:	50.1%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 27: 96th Street & 500 Block





Lane Group	NBL	NBT	SBU	SBT	SBR	NEL	NER
Lane Configurations		↕		↕		↕	
Traffic Volume (vph)	0	64	4	43	0	2	0
Future Volume (vph)	0	64	4	43	0	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr							
Flt Protected				0.996		0.950	
Satd. Flow (prot)	0	1863	0	1855	0	1770	0
Flt Permitted				0.996		0.950	
Satd. Flow (perm)	0	1863	0	1855	0	1770	0
Link Speed (mph)		30		30		30	
Link Distance (ft)		395		76		567	
Travel Time (s)		4.7		2.2		4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	70	4	47	0	2	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	70	0	51	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		0		0		0	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Yield		Yield		Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	15.6%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	17	10	22	19	0	0	0	0	28	2406	22
Future Volume (vph)	0	17	10	22	19	0	0	0	0	28	2406	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.949										0.999
Fl _t Protected					0.974							0.999
Satd. Flow (prot)	0	1768	0	0	1814	0	0	0	0	0	5075	0
Fl _t Permitted					0.818							0.999
Satd. Flow (perm)	0	1768	0	0	1524	0	0	0	0	0	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10										3
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1382			296			655				667
Travel Time (s)		31.4			6.7			14.9				15.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	18	11	24	21	0	0	0	0	30	2615	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	45	0	0	0	0	0	2669	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1		2
Detector Template		Thru		Left	Thru					Left		Thru
Leading Detector (ft)		100		20	100					20		100
Trailing Detector (ft)		0		0	0					0		0
Detector 1 Position(ft)		0		0	0					0		0
Detector 1 Size(ft)		6		20	6					20		6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA					Perm		NA
Protected Phases		8			4							2
Permitted Phases				4						2		
Detector Phase		8		4	4					2		2
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					7.0		7.0

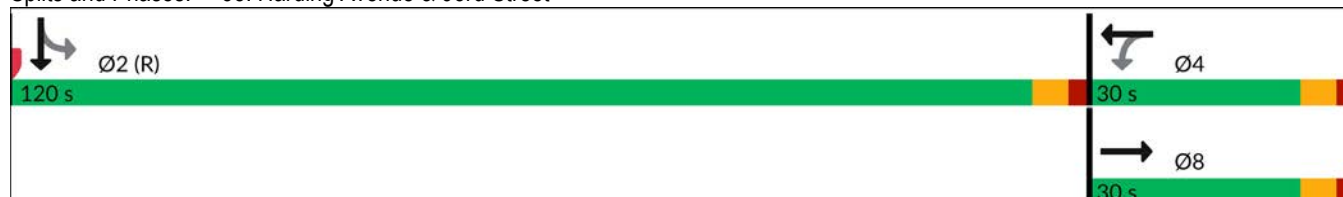


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		29.0		29.0	29.0					28.0	28.0	
Total Split (s)		30.0		30.0	30.0					120.0	120.0	
Total Split (%)		20.0%		20.0%	20.0%					80.0%	80.0%	
Maximum Green (s)		24.0		24.0	24.0					114.0	114.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0							0.0
Total Lost Time (s)		6.0			6.0							6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		16.0		16.0	16.0					15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		9.9			9.9							131.9
Actuated g/C Ratio		0.07			0.07							0.88
v/c Ratio		0.23			0.45							0.60
Control Delay (s/veh)		51.9			76.1							1.1
Queue Delay		0.0			0.0							0.0
Total Delay (s/veh)		51.9			76.1							1.1
LOS		D			E							A
Approach Delay (s/veh)		51.9			76.1							1.1
Approach LOS		D			E							A
Queue Length 50th (ft)		18			43							41
Queue Length 95th (ft)		51			86							43
Internal Link Dist (ft)		1302			216			575				587
Turn Bay Length (ft)												
Base Capacity (vph)		291			243							4463
Starvation Cap Reductn		0			0							99
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.10			0.19							0.61

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 67 (45%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay (s/veh): 2.9 Intersection LOS: A
 Intersection Capacity Utilization 66.4% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 35: Harding Avenue & 93rd Street





Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	10	2	0	43	4	0	36	1	0	0
Future Volume (vph)	10	2	0	43	4	0	36	1	0	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979			0.989			0.997			
Flt Protected	0.959									
Satd. Flow (prot)	1749	0	0	1842	0	0	1857	0	1863	0
Flt Permitted	0.959									
Satd. Flow (perm)	1749	0	0	1842	0	0	1857	0	1863	0
Link Speed (mph)	30			30			30			
Link Distance (ft)	1382			500			567			
Travel Time (s)	31.4			11.4			12.9			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	2	0	47	4	0	39	1	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	13	0	0	51	0	0	40	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0			0			0			
Link Offset(ft)	0			0			0			
Crosswalk Width(ft)	16			16			16			
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9
Sign Control	Stop			Stop			Stop			

Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									
Intersection Capacity Utilization	13.3%			ICU Level of Service A						
Analysis Period (min)	15									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	8	30	0	0	0	0	0	0	23	2443	13
Future Volume (vph)	0	8	30	0	0	0	0	0	0	23	2443	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.894									0.999	
Fl _t Protected												
Satd. Flow (prot)	0	1665	0	0	1863	0	0	0	0	0	5080	0
Fl _t Permitted												
Satd. Flow (perm)	0	1665	0	0	1863	0	0	0	0	0	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												2
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		825			245			1102			179	
Travel Time (s)		18.8			5.6			25.0			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	9	33	0	0	0	0	0	0	25	2655	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	42	0	0	0	0	0	0	0	0	2694	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA								Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Detector Phase		4		8	8					6	6	
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (%)		50.0%		50.0%	50.0%					50.0%	50.0%	
Maximum Green (s)		18.0		18.0	18.0					18.0	18.0	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		4.5			4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		6.7									38.3	
Actuated g/C Ratio		0.15									0.85	
v/c Ratio		0.17									0.62	
Control Delay (s/veh)		17.8									5.0	
Queue Delay		0.0									0.0	
Total Delay (s/veh)		17.8									5.0	
LOS		B									A	
Approach Delay (s/veh)		17.8									5.0	
Approach LOS		B									A	
Queue Length 50th (ft)		10									0	
Queue Length 95th (ft)		28									232	
Internal Link Dist (ft)		745			165			1022			99	
Turn Bay Length (ft)												
Base Capacity (vph)		666									4319	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.06									0.62	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 45
 Offset: 0 (0%), Referenced to phase 2: and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay (s/veh): 5.2 Intersection LOS: A
 Intersection Capacity Utilization 59.6% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 39: Harding Avenue & 90th Street





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	42	0	51	1580	0	0
Future Volume (vph)	42	0	51	1580	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt						
Flt Protected	0.950			0.998		
Satd. Flow (prot)	1770	0	0	5075	0	0
Flt Permitted	0.950			0.998		
Satd. Flow (perm)	1770	0	0	5075	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	296			658	668	
Travel Time (s)	6.7			15.0	15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	0	55	1717	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	0	0	1772	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2		
Detector Template	Left		Left	Thru		
Leading Detector (ft)	20		20	100		
Trailing Detector (ft)	0		0	0		
Detector 1 Position(ft)	0		0	0		
Detector 1 Size(ft)	20		20	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0		
Detector 2 Position(ft)				94		
Detector 2 Size(ft)				6		
Detector 2 Type				Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)				0.0		
Turn Type	Prot		Perm	NA		
Protected Phases	8			6		
Permitted Phases			6			
Detector Phase	8		6	6		
Switch Phase						
Minimum Initial (s)	7.0		7.0	7.0		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	29.0		23.0	23.0		
Total Split (s)	35.0		40.0	40.0		
Total Split (%)	46.7%		53.3%	53.3%		
Maximum Green (s)	29.0		34.0	34.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0			0.0		
Total Lost Time (s)	6.0			6.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		C-Max	C-Max		
Walk Time (s)	7.0		7.0	7.0		
Flash Dont Walk (s)	16.0		10.0	10.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)	7.9			62.7		
Actuated g/C Ratio	0.11			0.84		
v/c Ratio	0.25			0.42		
Control Delay (s/veh)	33.2			3.4		
Queue Delay	0.0			0.0		
Total Delay (s/veh)	33.2			3.4		
LOS	C			A		
Approach Delay (s/veh)	33.2			3.4		
Approach LOS	C			A		
Queue Length 50th (ft)	22			92		
Queue Length 95th (ft)	m38			135		
Internal Link Dist (ft)	216			578	588	
Turn Bay Length (ft)						
Base Capacity (vph)	684			4242		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.07			0.42		

Intersection Summary


















Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 61 (81%), Referenced to phase 6:NBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.42
 Intersection Signal Delay (s/veh): 4.1 Intersection LOS: A
 Intersection Capacity Utilization 47.4% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 40: Collins Avenue & 93rd Street



Existing Conditions- AM Peak Hour

ESC

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	11	34	22	22	0	0	0	0	11	2431	23
Future Volume (vph)	0	11	34	22	22	0	0	0	0	11	2431	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.898									0.999	
Fl _t Protected					0.976							
Satd. Flow (prot)	0	1673	0	0	1818	0	0	0	0	0	5080	0
Fl _t Permitted					0.976							
Satd. Flow (perm)	0	1673	0	0	1818	0	0	0	0	0	5080	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		319			288			670			655	
Travel Time (s)		7.3			6.5			14.3			14.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	12	37	24	24	0	0	0	0	12	2642	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	0	0	48	0	0	0	0	0	2679	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	63.4%					ICU Level of Service B						
Analysis Period (min)	15											



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑						↑↑↑	
Traffic Volume (vph)	0	11	37	47	56	0	0	0	0	63	2398	29
Future Volume (vph)	0	11	37	47	56	0	0	0	0	63	2398	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.896										0.998
Fl _t Protected					0.978							0.999
Satd. Flow (prot)	0	1669	0	0	1822	0	0	0	0	0	5070	0
Fl _t Permitted					0.859							0.999
Satd. Flow (perm)	0	1669	0	0	1600	0	0	0	0	0	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1										3
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		278			303			485			670	
Travel Time (s)		6.3			6.9			11.0			15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	12	40	51	61	0	0	0	0	68	2607	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	112	0	0	0	0	0	2707	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA			NA					Perm	NA	
Protected Phases		8			4							2
Permitted Phases										2		
Detector Phase		8			4					2		2
Switch Phase												
Minimum Initial (s)		7.0			7.0					7.0		7.0

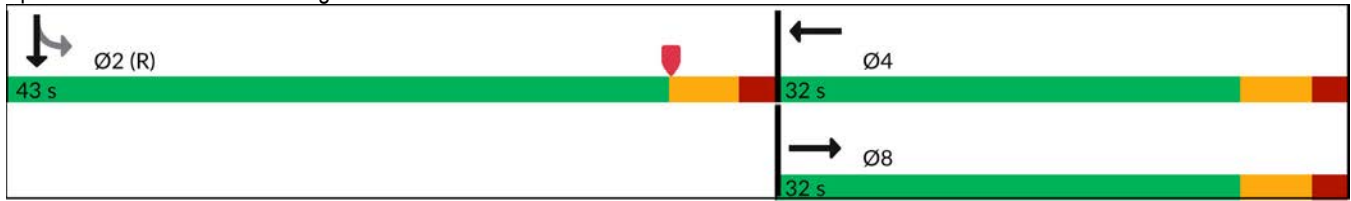


















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		26.0			26.0					26.0	26.0	
Total Split (s)		32.0			32.0					43.0	43.0	
Total Split (%)		42.7%			42.7%					57.3%	57.3%	
Maximum Green (s)		26.0			26.0					37.0	37.0	
Yellow Time (s)		4.0			4.0					4.0	4.0	
All-Red Time (s)		2.0			2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0							0.0
Total Lost Time (s)		6.0			6.0							6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5			2.5					1.0	1.0	
Recall Mode		None			None					C-Max	C-Max	
Walk Time (s)		4.0			4.0					7.0	7.0	
Flash Dont Walk (s)		16.0			16.0					13.0	13.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)		26.0			0.0							37.0
Actuated g/C Ratio		0.35			0.00							0.49
v/c Ratio		0.09			no cap							1.08
Control Delay (s/veh)		16.9										78.6
Queue Delay		0.0										0.0
Total Delay (s/veh)		16.9			Error							78.6
LOS		B			F							E
Approach Delay (s/veh)		16.9			Error							78.6
Approach LOS		B			F							E
Queue Length 50th (ft)		16			~111							~902
Queue Length 95th (ft)		39			#207							#1089
Internal Link Dist (ft)		198			223			405				590
Turn Bay Length (ft)												
Base Capacity (vph)		579			1							2502
Starvation Cap Reductn		0			0							0
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.09			112.00							1.08


















Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 24 (32%), Referenced to phase 2:SBTL and 6:, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: Err
 Intersection Signal Delay (s/veh): Err Intersection LOS: F
 Intersection Capacity Utilization 70.5% ICU Level of Service C
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 46: Harding Avenue & 91st Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	42	1	2	71	7	2	14	8	3	8	1
Future Volume (vph)	2	42	1	2	71	7	2	14	8	3	8	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.988			0.953			0.990	
Flt Protected		0.998			0.999			0.996			0.989	
Satd. Flow (prot)	0	1853	0	0	1839	0	0	1768	0	0	1824	0
Flt Permitted		0.998			0.999			0.996			0.989	
Satd. Flow (perm)	0	1853	0	0	1839	0	0	1768	0	0	1824	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			278			402			420	
Travel Time (s)		11.1			12.6			9.1			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	46	1	2	77	8	2	15	9	3	9	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	0	0	87	0	0	26	0	0	13	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	14.9%					ICU Level of Service A						
Analysis Period (min)	15											

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	6	0	7	3	2	1	0
Future Volume (vph)	0	0	0	0	0	6	0	7	3	2	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		70	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865				0.850			
Flt Protected											0.968	
Satd. Flow (prot)	0	1863	0	0	1611	0	0	1863	1583	0	1803	0
Flt Permitted											0.968	
Satd. Flow (perm)	0	1863	0	0	1611	0	0	1863	1583	0	1803	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			1541			254			420	
Travel Time (s)		3.3			35.0			6.5			7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	7	0	8	3	2	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	7	0	0	8	3	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	13.3%					ICU Level of Service A						
Analysis Period (min)	15											



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	39	4	0	0	0	8	0	1673	3	0	0	0
Future Volume (vph)	39	4	0	0	0	8	0	1673	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr t					0.865							
Flt Protected		0.956										
Satd. Flow (prot)	0	1781	0	0	1611	0	0	5085	0	0	0	0
Flt Permitted		0.738										
Satd. Flow (perm)	0	1375	0	0	1611	0	0	5085	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					24							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		245			253			1096				655
Travel Time (s)		5.6			5.8			24.9				14.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	4	0	0	0	9	0	1818	3	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	9	0	0	1821	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA			NA				
Protected Phases		4			8			6				
Permitted Phases	4						6					
Detector Phase	4	4			8		6	6				
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0	7.0				

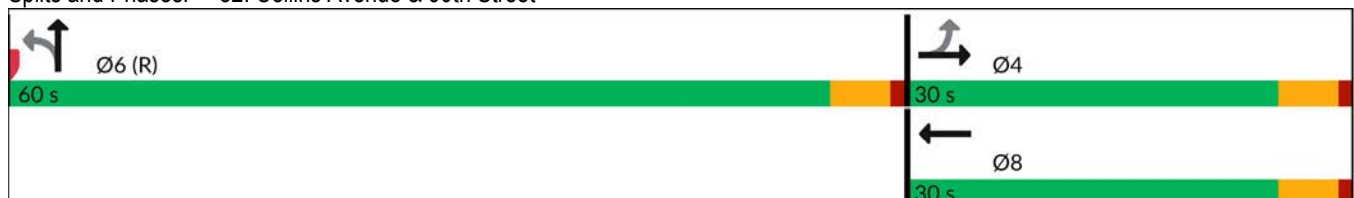


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	28.0	28.0			28.0		22.5	22.5				
Total Split (s)	30.0	30.0			30.0		60.0	60.0				
Total Split (%)	33.3%	33.3%			33.3%		66.7%	66.7%				
Maximum Green (s)	25.0	25.0			25.0		55.0	55.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)	5.0	5.0			5.0		7.0	7.0				
Flash Dont Walk (s)	18.0	18.0			18.0		9.0	9.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		8.6			8.6			78.2				
Actuated g/C Ratio		0.10			0.10			0.87				
v/c Ratio		0.35			0.05			0.41				
Control Delay (s/veh)		45.4			5.6			5.3				
Queue Delay		0.0			0.0			0.0				
Total Delay (s/veh)		45.4			5.6			5.3				
LOS		D			A			A				
Approach Delay (s/veh)		45.4			5.6			5.3				
Approach LOS		D			A			A				
Queue Length 50th (ft)		26			0			101				
Queue Length 95th (ft)		m49			6			292				
Internal Link Dist (ft)		165			173			1016			575	
Turn Bay Length (ft)												
Base Capacity (vph)		381			464			4416				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.12			0.02			0.41				

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 66 (73%), Referenced to phase 6:NBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.41
 Intersection Signal Delay (s/veh): 6.3 Intersection LOS: A
 Intersection Capacity Utilization 49.8% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 52: Collins Avenue & 90th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	59	52	16	18	0	0	0	0	20	2449	11
Future Volume (vph)	0	59	52	16	18	0	0	0	0	20	2449	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.936									0.999	
Fl _t Protected					0.978							
Satd. Flow (prot)	0	1744	0	0	1822	0	0	0	0	0	5080	0
Fl _t Permitted					0.794							
Satd. Flow (perm)	0	1744	0	0	1479	0	0	0	0	0	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2									1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		294			262			390			1102	
Travel Time (s)		6.7			6.0			8.9			25.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	64	57	17	20	0	0	0	0	22	2662	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	121	0	0	37	0	0	0	0	0	2696	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Detector Phase		4		8	8					2	2	
Switch Phase												
Minimum Initial (s)		7.0		1.0	1.0					7.0	7.0	

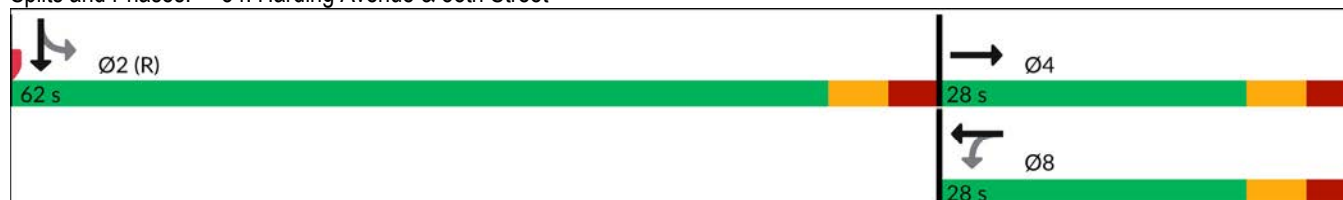


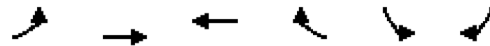
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		28.0		28.0	28.0					30.0	30.0	
Total Split (s)		28.0		28.0	28.0					62.0	62.0	
Total Split (%)		31.1%		31.1%	31.1%					68.9%	68.9%	
Maximum Green (s)		20.8		20.8	20.8					54.8	54.8	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		3.2		3.2	3.2					3.2	3.2	
Lost Time Adjust (s)		0.0			0.0							0.0
Total Lost Time (s)		7.2			7.2							7.2
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5		2.5	2.5					1.0	1.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		5.0		5.0	5.0					7.0	7.0	
Flash Dont Walk (s)		15.0		15.0	15.0					15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		11.1			11.1							64.5
Actuated g/C Ratio		0.12			0.12							0.72
v/c Ratio		0.56			0.20							0.74
Control Delay (s/veh)		45.8			29.5							8.5
Queue Delay		0.0			0.0							0.0
Total Delay (s/veh)		45.8			29.5							8.5
LOS		D			C							A
Approach Delay (s/veh)		45.8			29.5							8.5
Approach LOS		D			C							A
Queue Length 50th (ft)		65			19							284
Queue Length 95th (ft)		114			m41							431
Internal Link Dist (ft)		214			182			310				1022
Turn Bay Length (ft)												
Base Capacity (vph)		404			341							3640
Starvation Cap Reductn		0			0							0
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.30			0.11							0.74

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 70 (78%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay (s/veh): 10.3 Intersection LOS: B
 Intersection Capacity Utilization 68.5% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 54: Harding Avenue & 88th Street

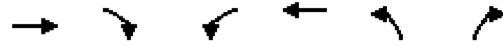




Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	8	36	15	58	36	9
Future Volume (vph)	8	36	15	58	36	9
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.892		0.972	
Flt Protected		0.991			0.962	
Satd. Flow (prot)	0	1846	1662	0	1742	0
Flt Permitted		0.991			0.962	
Satd. Flow (perm)	0	1846	1662	0	1742	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1541	54		602	
Travel Time (s)		34.8	1.2		13.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	39	16	63	39	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	48	79	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.8%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	37	35	16	16	57	33
Future Volume (vph)	37	35	16	16	57	33
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.934			0.950		
Flt Protected				0.976	0.969	
Satd. Flow (prot)	1740	0	0	1818	1715	0
Flt Permitted				0.976	0.969	
Satd. Flow (perm)	1740	0	0	1818	1715	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	54			825	564	
Travel Time (s)	1.2			18.8	12.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	38	17	17	62	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	0	0	34	98	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.2%
Analysis Period (min)	15
	ICU Level of Service A

	↑	↖	↙	↓	↘	↗
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↗		↖	↑	↘	
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	80		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	109			254	495	
Travel Time (s)	2.7			5.8	11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	0.0%			ICU Level of Service A		
Analysis Period (min)	15					



Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER
Lane Configurations											
Traffic Volume (vph)	7	1	4	1	12	3	6	14	2	4	1
Future Volume (vph)	7	1	4	1	12	3	6	14	2	4	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.976			0.989		0.973	
Flt Protected	0.950				0.997			0.986		0.962	
Satd. Flow (prot)	0	1611	0	0	1813	0	0	1816	0	1744	0
Flt Permitted	0.950				0.997			0.986		0.962	
Satd. Flow (perm)	0	1611	0	0	1813	0	0	1816	0	1744	0
Link Speed (mph)	30				30			30		30	
Link Distance (ft)	489				380			381		495	
Travel Time (s)	5.5				8.9			8.7		10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	1	4	1	13	3	7	15	2	4	1
Shared Lane Traffic (%)											
Lane Group Flow (vph)	8	5	0	0	17	0	0	24	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0				0			0		0	
Link Offset(ft)	0				0			0		0	
Crosswalk Width(ft)	16				16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9	15		9	15	9
Sign Control	Stop				Stop			Stop		Stop	

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	148	0	2	34	0	2	0	3	4	1	1
Future Volume (vph)	2	148	0	2	34	0	2	0	3	4	1	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frts									0.865			0.865
Flt Protected		0.999			0.997			0.950				0.962
Satd. Flow (prot)	0	1861	0	0	1857	0	0	0	1611	0	0	1611
Flt Permitted		0.999			0.997			0.950				0.962
Satd. Flow (perm)	0	1861	0	0	1857	0	0	0	1611	0	0	1611
Link Speed (mph)		30			30			30				30
Link Distance (ft)		273			294			213				516
Travel Time (s)		12.8			6.7			4.8				11.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	161	0	2	37	0	2	0	3	4	1	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	0	0	39	0	0	2	3	0	5	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield				Yield

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15



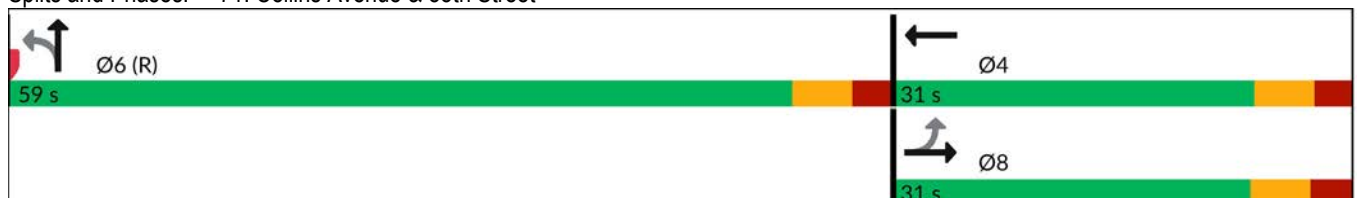
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	95	2	0	0	0	2	33	1593	1	0	0	0
Future Volume (vph)	95	2	0	0	0	2	33	1593	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr t					0.865							
Flt Protected		0.953						0.999				
Satd. Flow (prot)	0	1775	0	0	1611	0	0	5080	0	0	0	0
Flt Permitted		0.730						0.999				
Satd. Flow (perm)	0	1360	0	0	1611	0	0	5080	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					42							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		262			264			391				1096
Travel Time (s)		6.0			6.0			8.9				24.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2	0	0	0	2	36	1732	1	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	105	0	0	2	0	0	1769	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Detector Phase	8	8			4		6	6				
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0	7.0				

















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.8	30.8			26.0		26.5	26.5				
Total Split (s)	31.0	31.0			31.0		59.0	59.0				
Total Split (%)	34.4%	34.4%			34.4%		65.6%	65.6%				
Maximum Green (s)	24.2	24.2			24.5		52.5	52.5				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	2.8	2.8			2.5		2.5	2.5				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.8			6.5			6.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)	5.0	5.0					5.0	5.0				
Flash Dont Walk (s)	19.0	19.0					15.0	15.0				
Pedestrian Calls (#/hr)	0	0					0	0				
Act Effct Green (s)		12.3			12.5			68.5				
Actuated g/C Ratio		0.14			0.14			0.76				
v/c Ratio		0.57			0.01			0.46				
Control Delay (s/veh)		37.7			0.0			6.0				
Queue Delay		0.0			0.0			0.0				
Total Delay (s/veh)		37.7			0.0			6.0				
LOS		D			A			A				
Approach Delay (s/veh)		37.7						6.0				
Approach LOS		D						A				
Queue Length 50th (ft)		61			0			135				
Queue Length 95th (ft)		m106			0			207				
Internal Link Dist (ft)		182			184			311			1016	
Turn Bay Length (ft)												
Base Capacity (vph)		365			469			3864				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.29			0.00			0.46				

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 6 (7%), Referenced to phase 6:NBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay (s/veh): 7.8 Intersection LOS: A
 Intersection Capacity Utilization 54.6% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 71: Collins Avenue & 88th Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	13	111	0	140	0	3	0	218	0	0	4
Future Volume (vph)	0	13	111	0	140	0	3	0	218	0	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.879							0.865			0.865
Fl _t Protected								0.950				
Satd. Flow (prot)	0	1637	0	0	1863	0	0	0	1611	0	0	1611
Fl _t Permitted								0.950				
Satd. Flow (perm)	0	1637	0	0	1863	0	0	0	1611	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		499			273			389			518	
Travel Time (s)		6.6			6.2			8.8			11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	14	121	0	152	0	3	0	237	0	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	135	0	0	152	0	0	3	237	0	0	4
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	
Intersection Summary												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization Err%	ICU Level of Service H											
Analysis Period (min)	15											

TRAFFIC OPERATIONAL ANALYSIS

SYNCHRO EXISTING CONDITIONS PM
PEAK HOUR ANALYSIS (2022)

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	14	26	0	33	9	0
Future Vol, veh/h	14	26	0	33	9	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	28	0	36	10	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.3	6.5	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	0%	100%
Vol Thru, %	65%	0%	0%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	40	33	9
LT Vol	14	0	9
Through Vol	26	0	0
RT Vol	0	33	0
Lane Flow Rate	43	36	10
Geometry Grp	1	1	1
Degree of Util (X)	0.049	0.034	0.012
Departure Headway (Hd)	4.049	3.384	4.272
Convergence, Y/N	Yes	Yes	Yes
Cap	888	1060	838
Service Time	2.056	1.398	2.295
HCM Lane V/C Ratio	0.048	0.034	0.012
HCM Control Delay, s/veh	7.3	6.5	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	17	0	0	74	61	77	28	23	77	0	196
Future Vol, veh/h	11	17	0	0	74	61	77	28	23	77	0	196
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	18	0	0	80	66	84	30	25	84	0	213
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.4	8.8	8.8	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	39%	0%	28%
Vol Thru, %	22%	61%	55%	0%
Vol Right, %	18%	0%	45%	72%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	128	28	135	273
LT Vol	77	11	0	77
Through Vol	28	17	74	0
RT Vol	23	0	61	196
Lane Flow Rate	139	30	147	297
Geometry Grp	1	1	1	1
Degree of Util (X)	0.181	0.044	0.19	0.342
Departure Headway (Hd)	4.682	5.157	4.651	4.149
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	764	691	769	866
Service Time	2.722	3.209	2.692	2.181
HCM Lane V/C Ratio	0.182	0.043	0.191	0.343
HCM Control Delay, s/veh	8.8	8.4	8.8	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.1	0.7	1.5

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	0	0	0	0
HCM LOS	-	-	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay, s/veh	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations				↑			↕		↓	
Traffic Vol, veh/h	6	1	0	36	4	2	30	0	0	0
Future Vol, veh/h	6	1	0	36	4	2	30	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	0	39	4	2	33	0	0	0
Number of Lanes	0	0	0	1	0	0	1	0	1	0

Approach	NB	SB	NE
Opposing Approach	SB	NB	
Opposing Lanes	1	1	0
Conflicting Approach Left	NE		SB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		NE	NB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.1	7.1	0
HCM LOS	A	A	-

Lane	NELn1	NBLn1	SBLn1
Vol Left, %	0%	0%	6%
Vol Thru, %	100%	90%	94%
Vol Right, %	0%	10%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	0	40	32
LT Vol	0	0	2
Through Vol	0	36	30
RT Vol	0	4	0
Lane Flow Rate	0	43	35
Geometry Grp	1	1	1
Degree of Util (X)	0	0.047	0.038
Departure Headway (Hd)	4.07	3.9	3.979
Convergence, Y/N	Yes	Yes	Yes
Cap	0	922	904
Service Time	2.099	1.906	1.986
HCM Lane V/C Ratio	0	0.047	0.039
HCM Control Delay, s/veh	7.1	7.1	7.1
HCM Lane LOS	N	A	A
HCM 95th-tile Q	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	60	6	4	62	6	3	11	8	2	3	6
Future Vol, veh/h	3	60	6	4	62	6	3	11	8	2	3	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	65	7	4	67	7	3	12	9	2	3	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.4	7.2	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %		14%	4%	6%
Vol Thru, %		50%	87%	86%
Vol Right, %		36%	9%	8%
Sign Control		Stop	Stop	Stop
Traffic Vol by Lane		22	69	72
LT Vol		3	3	4
Through Vol		11	60	62
RT Vol		8	6	6
Lane Flow Rate		24	75	78
Geometry Grp		1	1	1
Degree of Util (X)		0.027	0.084	0.087
Departure Headway (Hd)		4.018	4.012	4.014
Convergence, Y/N		Yes	Yes	Yes
Cap		882	892	891
Service Time		2.085	2.043	2.045
HCM Lane V/C Ratio		0.027	0.084	0.088
HCM Control Delay, s/veh		7.2	7.4	7.4
HCM Lane LOS		A	A	A
HCM 95th-tile Q		0.1	0.3	0.3

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	3	1	3	7	0
Future Vol, veh/h	0	0	0	0	0	0	0	3	1	3	7	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	3	1	3	8	0
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	0	0	7.1	7.1
HCM LOS	-	-	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%	30%
Vol Thru, %	100%	0%	100%	100%	70%
Vol Right, %	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	1	0	0	10
LT Vol	0	0	0	0	3
Through Vol	3	0	0	0	7
RT Vol	0	1	0	0	0
Lane Flow Rate	3	1	0	0	11
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.004	0.001	0	0	0.012
Departure Headway (Hd)	4.539	3.839	3.961	3.961	4.097
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	793	938	0	0	879
Service Time	2.24	1.54	1.967	1.967	2.098
HCM Lane V/C Ratio	0.004	0.001	0	0	0.013
HCM Control Delay, s/veh	7.3	6.5	7	7	7.1
HCM Lane LOS	A	A	N	N	A
HCM 95th-tile Q	0	0	0	0	0

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	2	29	13	42	26	6
Future Vol, veh/h	2	29	13	42	26	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	32	14	46	28	7
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.2	6.8	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	0%	81%
Vol Thru, %	94%	24%	0%
Vol Right, %	0%	76%	19%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	31	55	32
LT Vol	2	0	26
Through Vol	29	13	0
RT Vol	0	42	6
Lane Flow Rate	34	60	35
Geometry Grp	1	1	1
Degree of Util (X)	0.038	0.059	0.04
Departure Headway (Hd)	4.053	3.562	4.145
Convergence, Y/N	Yes	Yes	Yes
Cap	884	1004	863
Service Time	2.076	1.587	2.172
HCM Lane V/C Ratio	0.038	0.06	0.041
HCM Control Delay, s/veh	7.2	6.8	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	25	11	16	49	33
Future Vol, veh/h	30	25	11	16	49	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	27	12	17	53	36
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.1	7.4	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	60%	0%	41%
Vol Thru, %	0%	55%	59%
Vol Right, %	40%	45%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	82	55	27
LT Vol	49	0	11
Through Vol	0	30	16
RT Vol	33	25	0
Lane Flow Rate	89	60	29
Geometry Grp	1	1	1
Degree of Util (X)	0.098	0.064	0.034
Departure Headway (Hd)	3.965	3.839	4.217
Convergence, Y/N	Yes	Yes	Yes
Cap	901	928	845
Service Time	2.002	1.884	2.265
HCM Lane V/C Ratio	0.099	0.065	0.034
HCM Control Delay, s/veh	7.4	7.1	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.2	0.1

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↻		↻	↑	↻	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Number of Lanes	1	0	1	1	1	0

Approach	NB	SB	NW
Opposing Approach	SB	NB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NW	NB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NW		SB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	0	0	0
HCM LOS	-	-	-

Lane	NBLn1	NWLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	5	2	7	7
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	4.034	3.934	4.534	4.534
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	2.034	1.934	2.234	2.234
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay, s/veh	7	6.9	7.2	7.2
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER
Lane Configurations										
Traffic Vol, veh/h	3	2	2	12	4	1	10	0	1	2
Future Vol, veh/h	3	2	2	12	4	1	10	0	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	2	2	13	4	1	11	0	1	2
Number of Lanes	0	1	0	1	0	0	1	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB	SE	WB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	SE	WB	SE
Conflicting Lanes Right	1	1	1
HCM Control Delay, s/veh	6.9	6.9	7.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SELn1	SBLn1
Vol Left, %	11%	60%	78%	9%
Vol Thru, %	67%	0%	0%	91%
Vol Right, %	22%	40%	22%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	5	9	11
LT Vol	2	3	7	1
Through Vol	12	0	0	10
RT Vol	4	2	2	0
Lane Flow Rate	20	5	10	12
Geometry Grp	1	1	1	1
Degree of Util (X)	0.021	0.006	0.011	0.013
Departure Headway (Hd)	3.859	3.876	4.015	3.994
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	931	926	894	899
Service Time	1.867	1.89	2.028	2.003
HCM Lane V/C Ratio	0.021	0.005	0.011	0.013
HCM Control Delay, s/veh	6.9	6.9	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0

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	→	↘	↙	←	↖	↗			
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑↑			↑↑	↘↙	↗			
Traffic Volume (veh/h)	980	0	0	970	264	13			
Future Volume (veh/h)	980	0	0	970	264	13			
Number	6	16	5	2	7	14			
Initial Q, veh	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj (A_pbT)		1.00	1.00		1.00	1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No	No				
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870			
Adj Flow Rate, veh/h	1065	0	0	1054	287	14			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	0	0	2	2	2			
Opposing Right Turn Influence			No		Yes				
Cap, veh/h	2895	0	0	2895	352	162			
HCM Platoon Ratio	2.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	1.00	0.00	0.00	0.81	0.10	0.10			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	0.3	0.0	0.0	4.0	70.5	61.2			
Ln Grp LOS	A			A	E	E			
Approach Vol, veh/h	1065			1054	301				
Approach Delay, s/veh	0.3			4.0	70.1				
Approach LOS	A			A	E				
Timer:		1	2	3	4	5	6	7	8
Assigned Phs			2		4		6		
Case No			8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s			128.7		21.3		128.7		
Change Period (Y+Rc), s			6.5		6.0		6.5		
Max Green (Gmax), s			77.5		60.0		77.5		
Max Allow Headway (MAH), s			5.2		3.8		5.2		
Max Q Clear (g_c+I1), s			13.7		14.2		2.0		
Green Ext Time (g_e), s			10.4		1.1		10.6		
Prob of Phs Call (p_c)			1.00		1.00		1.00		
Prob of Max Out (p_x)			0.00		0.00		0.00		
Left-Turn Movement Data									
Assigned Mvmt			5		7		1		
Mvmt Sat Flow, veh/h			0		3456		0		
Through Movement Data									
Assigned Mvmt			2		4		6		
Mvmt Sat Flow, veh/h			3741		0		3741		
Right-Turn Movement Data									
Assigned Mvmt			12		14		16		
Mvmt Sat Flow, veh/h			0		1585		0		
Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	0	

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Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	287	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1728	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	12.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	12.2	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1728	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	122.2	0.0	0.0	0.0	122.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	352	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.81	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1382	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	66.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	70.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment				T				
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1054	0	0	0	1065	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2895	0	0	0	2895	0	0
V/C Ratio (X)	0.00	0.36	0.00	0.00	0.00	0.37	0.00	0.00
Avail Cap (c_a), veh/h	0	2895	0	0	0	2895	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.91	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.0	0.0	0.0	0.0	0.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0

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2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.8	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.46	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	14	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1585	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	162	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	634	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	61.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	61.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	10.6
HCM 7th LOS	B

HCM 7th Edition methodology does not support turning movements with shared & exclusive lanes.

HCM 7th Edition methodology does not support exclusive ped or hold phases.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Volume (veh/h)	0	18	30	20	37	0	0	0	0	36	2395	70
Future Volume (veh/h)	0	18	30	20	37	0	0	0	0	36	2395	70
Number	3	8	18	7	4	14				5	2	12
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	20	33	22	40	0				39	2603	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	30	49	33	46	0				68	4524	131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Prop Arrive On Green	0.00	0.05	0.05	0.05	0.05	0.00				0.29	0.29	0.29
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	79.6	0.0	0.0	0.0				30.9	30.9	31.2
Ln Grp LOS			E							C	C	C
Approach Vol, veh/h		53			62						2718	
Approach Delay, s/veh		79.6			0.0						31.0	
Approach LOS		E			A						C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8			
Case No			12.0		14.0				8.0			
Phs Duration (G+Y+Rc), s			136.9		13.1				13.1			
Change Period (Y+Rc), s			6.0		6.0				* 6			
Max Green (Gmax), s			114.0		24.0				* 25			
Max Allow Headway (MAH), s			5.3		5.3				5.5			
Max Q Clear (g_c+I1), s			66.8		6.9				6.7			
Green Ext Time (g_e), s			36.7		0.2				0.2			
Prob of Phs Call (p_c)			1.00		0.99				0.99			
Prob of Max Out (p_x)			0.00		0.00				0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7				3			
Mvmt Sat Flow, veh/h			78		9				0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			5184		973				635			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			150		0				1047			
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	0	0	0	3			

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Lane Assignment		L+T		L+T				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	935	0	62	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1866	0	982	0	0	0	0
Q Serve Time (g_s), s	0.0	64.1	0.0	4.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	64.1	0.0	4.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1373	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	3.6	0.0	0.0	0.0	7.1
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.04	0.00	0.35	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1629	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1629	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.86	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.9	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	32.2	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	32.8	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.41	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	851	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1702	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	64.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	64.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1486	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1486	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.9	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	29.3	0.0	0.0	0.0	0.0	0.0	0.0

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2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	29.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.28	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	932	0	0	0	0	0	53
Grp Sat Flow (s), veh/h/ln	0	1843	0	0	0	0	0	1682
Q Serve Time (g_s), s	0.0	64.8	0.0	0.0	0.0	0.0	0.0	4.7
Cycle Q Clear Time (g_c), s	0.0	64.8	0.0	0.0	0.0	0.0	0.0	4.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.62
Lane Grp Cap (c), veh/h	0	1609	0	0	0	0	0	79
V/C Ratio (X)	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.67
Avail Cap (c_a), veh/h	0	1609	0	0	0	0	0	275
Upstream Filter (I)	0.00	0.86	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	29.9	0.0	0.0	0.0	0.0	0.0	70.3
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	0.0	0.0	9.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.2	0.0	0.0	0.0	0.0	0.0	79.6
1st-Term Q (Q1), veh/ln	0.0	32.1	0.0	0.0	0.0	0.0	0.0	2.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	32.7	0.0	0.0	0.0	0.0	0.0	2.2
%ile Storage Ratio (RQ%)	0.00	1.41	0.00	0.00	0.00	0.00	0.00	0.27
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0













Intersection Summary

HCM 7th Control Delay, s/veh	31.2
HCM 7th LOS	C

Notes

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Edition methodology does not support current ring-barrier structure.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↑↑↑	
Traffic Volume (veh/h)	0	51	103	84	69	0	0	0	0	91	1658	73
Future Volume (veh/h)	0	51	103	84	69	0	0	0	0	91	1658	73
Number	3	8	18	7	4	14				5	2	12
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	55	112	91	75	0				99	1802	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	220	187	159	220	0				216	3936	172
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				0.33	0.33	0.33
Prop Arrive On Green	0.00	0.12	0.12	0.04	0.04	0.00				0.26	0.26	0.26
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	60.7	65.9	76.1	67.3	0.0				28.7	28.7	28.7
Ln Grp LOS		E	E	E	E					C	C	C
Approach Vol, veh/h		167			166						1980	
Approach Delay, s/veh		64.2			72.1						28.7	
Approach LOS		E			E						C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8			
Case No			12.0		6.0				7.0			
Phs Duration (G+Y+Rc), s			126.3		23.7				23.7			
Change Period (Y+Rc), s			6.0		6.0				6.0			
Max Green (Gmax), s			107.0		31.0				31.0			
Max Allow Headway (MAH), s			5.3		4.7				4.4			
Max Q Clear (g_c+I1), s			48.2		17.1				12.1			
Green Ext Time (g_e), s			25.0		0.5				0.6			
Prob of Phs Call (p_c)			1.00		1.00				1.00			
Prob of Max Out (p_x)			0.00		0.00				0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7				3			
Mvmt Sat Flow, veh/h			270		1218				0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			4906		1870				1870			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			215		0				1585			
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	0	0	0	3			

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Lane Assignment	L+T		L					
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	682	0	91	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1857	0	1218	0	0	0	0
Q Serve Time (g_s), s	0.0	46.1	0.0	11.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	46.1	0.0	15.1	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1218	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	17.7	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.7
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.15	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1490	0	159	0	0	0	0
V/C Ratio (X)	0.00	0.46	0.00	0.57	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1490	0	267	0	0	0	0
Upstream Filter (I)	0.00	0.79	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	27.9	0.0	72.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	3.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.7	0.0	76.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	23.0	0.0	3.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	23.4	0.0	3.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.99	0.00	0.36	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment	T		T		T			
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	624	0	75	0	0	0	55
Grp Sat Flow (s), veh/h/ln	0	1702	0	1870	0	0	0	1870
Q Serve Time (g_s), s	0.0	46.0	0.0	5.9	0.0	0.0	0.0	4.0
Cycle Q Clear Time (g_c), s	0.0	46.0	0.0	5.9	0.0	0.0	0.0	4.0
Lane Grp Cap (c), veh/h	0	1365	0	220	0	0	0	220
V/C Ratio (X)	0.00	0.46	0.00	0.34	0.00	0.00	0.00	0.25
Avail Cap (c_a), veh/h	0	1365	0	387	0	0	0	387
Upstream Filter (I)	0.00	0.79	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	27.8	0.0	66.4	0.0	0.0	0.0	60.1
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.9	0.0	0.0	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.7	0.0	67.3	0.0	0.0	0.0	60.7
1st-Term Q (Q1), veh/ln	0.0	21.1	0.0	2.9	0.0	0.0	0.0	1.9

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2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	21.4	0.0	2.9	0.0	0.0	0.0	2.0
%ile Storage Ratio (RQ%)	0.00	0.91	0.00	0.28	0.00	0.00	0.00	0.26
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	T+R			R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	674	0	0	0	0	0	112
Grp Sat Flow (s), veh/h/ln	0	1832	0	0	0	0	0	1585
Q Serve Time (g_s), s	0.0	46.2	0.0	0.0	0.0	0.0	0.0	10.1
Cycle Q Clear Time (g_c), s	0.0	46.2	0.0	0.0	0.0	0.0	0.0	10.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.12	0.00	0.00	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1469	0	0	0	0	0	187
V/C Ratio (X)	0.00	0.46	0.00	0.00	0.00	0.00	0.00	0.60
Avail Cap (c_a), veh/h	0	1469	0	0	0	0	0	328
Upstream Filter (I)	0.00	0.79	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	27.9	0.0	0.0	0.0	0.0	0.0	62.8
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	0.0	0.0	3.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.7	0.0	0.0	0.0	0.0	0.0	65.9
1st-Term Q (Q1), veh/ln	0.0	22.8	0.0	0.0	0.0	0.0	0.0	4.1
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	23.1	0.0	0.0	0.0	0.0	0.0	4.2
%ile Storage Ratio (RQ%)	0.00	0.98	0.00	0.00	0.00	0.00	0.00	0.90
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0


















Intersection Summary

HCM 7th Control Delay, s/veh	34.4
HCM 7th LOS	C

HCM 7th Edition methodology does not support current ring-barrier structure.

HCM 7th Edition methodology does not support custom phasing.

HCM 7th Edition methodology does not support clustered intersections.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (veh/h)	0	29	19	24	29	0	0	0	0	27	1736	30
Future Volume (veh/h)	0	29	19	24	29	0	0	0	0	27	1736	30
Number	3	8	18	7	4	14				5	2	12
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	32	21	26	32	0				29	1887	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	89	58	109	87	0				61	3968	69
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Prop Arrive On Green	0.00	0.08	0.08	0.08	0.08	0.00				0.25	0.25	0.25
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	33.9	33.5	0.0	0.0				16.3	16.4	16.4
Ln Grp LOS			C	C						B	B	B
Approach Vol, veh/h		53			58						1949	
Approach Delay, s/veh		33.9			33.5						16.4	
Approach LOS		C			C						B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8			
Case No			12.0		8.0				8.0			
Phs Duration (G+Y+Rc), s			62.7		12.3				12.3			
Change Period (Y+Rc), s			6.0		6.0				6.0			
Max Green (Gmax), s			40.0		23.0				23.0			
Max Allow Headway (MAH), s			5.2		5.3				5.4			
Max Q Clear (g_c+I1), s			25.0		5.0				4.2			
Green Ext Time (g_e), s			10.9		0.2				0.2			
Prob of Phs Call (p_c)			1.00		0.90				0.90			
Prob of Max Out (p_x)			0.00		0.00				0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7				3			
Mvmt Sat Flow, veh/h			81		471				0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			5250		1029				1054			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			92		0				692			
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	0	0	0	3			

HCM 7th Signalized Intersection Capacity Analysis
 35: Harding Avenue & 93rd Street

Lane Assignment		L+T		L+T				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	671	0	58	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1866	0	1501	0	0	0	0
Q Serve Time (g_s), s	0.0	23.0	0.0	0.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.0	0.0	3.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1373	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	6.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.04	0.00	0.45	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1411	0	196	0	0	0	0
V/C Ratio (X)	0.00	0.48	0.00	0.30	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1411	0	551	0	0	0	0
Upstream Filter (I)	0.00	0.75	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.5	0.0	32.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.3	0.0	33.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.2	0.0	1.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.6	0.0	1.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.48	0.00	0.10	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data


















Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	612	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1702	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	22.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1287	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1287	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.5	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.4	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.2	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
 35: Harding Avenue & 93rd Street

2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	10.6	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	667	0	0	0	0	0	53
Grp Sat Flow (s), veh/h/ln	0	1854	0	0	0	0	0	1746
Q Serve Time (g_s), s	0.0	23.0	0.0	0.0	0.0	0.0	0.0	2.2
Cycle Q Clear Time (g_c), s	0.0	23.0	0.0	0.0	0.0	0.0	0.0	2.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.40
Lane Grp Cap (c), veh/h	0	1401	0	0	0	0	0	147
V/C Ratio (X)	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.36
Avail Cap (c_a), veh/h	0	1401	0	0	0	0	0	535
Upstream Filter (I)	0.00	0.75	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.5	0.0	0.0	0.0	0.0	0.0	32.4
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.4	0.0	0.0	0.0	0.0	0.0	33.9
1st-Term Q (Q1), veh/ln	0.0	11.2	0.0	0.0	0.0	0.0	0.0	0.9
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.9
%ile Storage Ratio (RQ%)	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.3
HCM 7th LOS	B

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (veh/h)	0	7	23	0	0	0	0	0	0	41	1776	12
Future Volume (veh/h)	0	7	23	0	0	0	0	0	0	41	1776	12
Number	7	4	14	3	8	18				1	6	16
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	8	25	0	0	0				45	1930	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	15	47	0	70	0				94	4019	27
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.04	0.04	0.00	0.00	0.00				0.76	0.76	0.76
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	28.2	0.0	0.0	0.0				3.2	3.3	3.2
Ln Grp LOS			C							A	A	A
Approach Vol, veh/h		33			0						1988	
Approach Delay, s/veh		28.2			0.0						3.2	
Approach LOS		C									A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		6			4				8			
Case No		12.0			8.0				8.0			
Phs Duration (G+Y+Rc), s		38.8			6.2				6.2			
Change Period (Y+Rc), s		4.5			4.5				4.5			
Max Green (Gmax), s		18.0			18.0				18.0			
Max Allow Headway (MAH), s		5.2			5.5				0.0			
Max Q Clear (g_c+I1), s		8.2			2.9				0.0			
Green Ext Time (g_e), s		7.8			0.1				0.0			
Prob of Phs Call (p_c)		1.00			0.34				0.00			
Prob of Max Out (p_x)		0.00			0.00				0.00			
Left-Turn Movement Data												
Assigned Mvmt		1			7				3			
Mvmt Sat Flow, veh/h		123			0				0			
Through Movement Data												
Assigned Mvmt		6			4				8			
Mvmt Sat Flow, veh/h		5272			399				1870			
Right-Turn Movement Data												
Assigned Mvmt		16			14				18			
Mvmt Sat Flow, veh/h		36			1247				0			
Left Lane Group Data												
Assigned Mvmt		1	0	0	7	0	0	0	3			

HCM 7th Signalized Intersection Capacity Analysis
 39: Harding Avenue & 90th Street

Lane Assignment	L+T							
Lanes in Grp	1	0	0	0	0	0	0	0
Grp Vol (v), veh/h	683	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1864	0	0	0	0	0	0	0
Q Serve Time (g_s), s	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.7	0.0	0.0	0.0	1.7
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	1421	0	0	0	0	0	0	0
V/C Ratio (X)	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1421	0	0	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	6	0	0	4	0	0	0	8
Lane Assignment	T			T				
Lanes in Grp	1	0	0	0	0	0	0	1
Grp Vol (v), veh/h	623	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1702	0	0	0	0	0	0	1870
Q Serve Time (g_s), s	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	1298	0	0	0	0	0	0	70
V/C Ratio (X)	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1298	0	0	0	0	0	0	748
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
 39: Harding Avenue & 90th Street

2nd-Term Q (Q2), veh/ln	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	16	0	0	14	0	0	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	682	0	0	33	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1864	0	0	1646	0	0	0	0
Q Serve Time (g_s), s	6.2	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	6.2	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.02	0.00	0.00	0.76	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	1421	0	0	62	0	0	0	0
V/C Ratio (X)	0.48	0.00	0.00	0.53	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1421	0	0	658	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	2.0	0.0	0.0	21.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	7.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	3.2	0.0	0.0	28.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.00	0.01	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	3.6
HCM 7th LOS	A

HCM 7th Edition methodology does not support current ring-barrier structure.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑						↑↑↑	
Traffic Volume (veh/h)	0	32	41	80	48	0	0	0	0	32	1687	24
Future Volume (veh/h)	0	32	41	80	48	0	0	0	0	32	1687	24
Number	3	8	18	7	4	14				5	2	12
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	35	45	87	52	0				35	1834	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	108	139	174	86	0				70	3645	52
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Prop Arrive On Green	0.00	0.15	0.15	0.15	0.15	0.00				0.23	0.23	0.23
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	29.3	32.8	0.0	0.0				19.0	19.2	19.0
Ln Grp LOS			C	C						B	B	B
Approach Vol, veh/h		80			139						1895	
Approach Delay, s/veh		29.3			32.8						19.1	
Approach LOS		C			C						B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8			
Case No			12.0		8.0				8.0			
Phs Duration (G+Y+Rc), s			58.1		16.9				16.9			
Change Period (Y+Rc), s			6.0		6.0				6.0			
Max Green (Gmax), s			37.0		26.0				26.0			
Max Allow Headway (MAH), s			3.2		4.9				4.9			
Max Q Clear (g_c+I1), s			24.8		10.6				5.2			
Green Ext Time (g_e), s			4.3		0.5				0.3			
Prob of Phs Call (p_c)			1.00		0.99				0.99			
Prob of Max Out (p_x)			0.00		0.00				0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7				3			
Mvmt Sat Flow, veh/h			100		659				0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			5250		587				743			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			74		0				955			
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	0	0	0	3			

HCM 7th Signalized Intersection Capacity Analysis
46: 91st Street & Harding Avenue

Lane Assignment		L+T		L+T				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	652	0	139	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1865	0	1246	0	0	0	0
Q Serve Time (g_s), s	0.0	22.8	0.0	5.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.8	0.0	8.6	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1339	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	10.9	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	5.4	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	10.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.05	0.00	0.63	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1295	0	260	0	0	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.54	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1295	0	557	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	17.6	0.0	31.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	1.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.0	0.0	32.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.2	0.0	2.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.7	0.0	2.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.49	0.00	0.23	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	594	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1702	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	22.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.8	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1182	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1182	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.2	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.2	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
46: 91st Street & Harding Avenue

2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		T+R						T+R
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	649	0	0	0	0	0	80
Grp Sat Flow (s), veh/h/ln	0	1857	0	0	0	0	0	1698
Q Serve Time (g_s), s	0.0	22.8	0.0	0.0	0.0	0.0	0.0	3.2
Cycle Q Clear Time (g_c), s	0.0	22.8	0.0	0.0	0.0	0.0	0.0	3.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.56
Lane Grp Cap (c), veh/h	0	1289	0	0	0	0	0	247
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.32
Avail Cap (c_a), veh/h	0	1289	0	0	0	0	0	589
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	17.6	0.0	0.0	0.0	0.0	0.0	28.7
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.0	0.0	0.0	0.0	0.0	0.0	29.3
1st-Term Q (Q1), veh/ln	0.0	11.1	0.0	0.0	0.0	0.0	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.6	0.0	0.0	0.0	0.0	0.0	1.3
%ile Storage Ratio (RQ%)	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.17
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	20.4
HCM 7th LOS	C

HCM 7th Edition methodology does not support current ring-barrier structure.

Min green cannot be less than 2 seconds, (Phase 8).

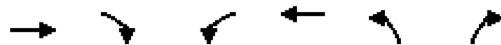
HCM 7th Edition methodology does not support current ring-barrier structure.

HCM 7th Edition methodology does not support turning movements with shared & exclusive lanes.

HCM 7th Edition methodology does not support clustered intersections.

HCM Signalized Intersection Capacity Analysis

2: Byron Avenue & 96th Street /96th Street




















Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↔	↔
Traffic Volume (vph)	980	0	0	970	264	13
Future Volume (vph)	980	0	0	970	264	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5			6.5	6.0	6.0
Lane Util. Factor	0.95			0.95	0.97	1.00
Frt	1.00			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3539			3539	3433	1583
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3539			3539	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1065	0	0	1054	287	14
RTOR Reduction (vph)	0	0	0	0	0	12
Lane Group Flow (vph)	1065	0	0	1054	287	2
Turn Type	NA			NA	Prot	Perm
Protected Phases	6			2	4	
Permitted Phases						4
Actuated Green, G (s)	119.4			119.4	18.1	18.1
Effective Green, g (s)	119.4			119.4	18.1	18.1
Actuated g/C Ratio	0.80			0.80	0.12	0.12
Clearance Time (s)	6.5			6.5	6.0	6.0
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Lane Grp Cap (vph)	2817			2817	414	191
v/s Ratio Prot	c0.30			0.30	c0.08	
v/s Ratio Perm						0.00
v/c Ratio	0.38			0.37	0.69	0.01
Uniform Delay, d1	4.5			4.4	63.3	58.1
Progression Factor	0.41			0.64	1.00	1.00
Incremental Delay, d2	0.4			0.3	5.0	0.0
Delay (s)	2.2			3.2	68.3	58.1
Level of Service	A			A	E	E
Approach Delay (s/veh)	2.2			3.2	67.8	
Approach LOS	A			A	E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	346	494	0	551	0	0	0	0	51	1329	418
Future Volume (vph)	0	346	494	0	551	0	0	0	0	51	1329	418
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3		6.0						6.3	6.3
Lane Util. Factor		0.95	0.95		0.95						0.91	1.00
Frt		0.97	0.85		1.00						1.00	0.85
Flt Protected		1.00	1.00		1.00						1.00	1.00
Satd. Flow (prot)		1711	1504		3539						5076	1583
Flt Permitted		1.00	1.00		1.00						1.00	1.00
Satd. Flow (perm)		1711	1504		3539						5076	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)	0	376	537	0	599	0	0	0	0	55	1445	454
RTOR Reduction (vph)	0	7	20	0	0	0	0	0	0	0	0	53
Lane Group Flow (vph)	0	476	410	0	599	0	0	0	0	0	1500	401
Turn Type		NA	Perm		NA					Perm	NA	Prot
Protected Phases		8			4						2	2
Permitted Phases			8							2		
Actuated Green, G (s)		48.5	48.5		48.8						88.9	88.9
Effective Green, g (s)		48.5	48.5		48.8						88.9	88.9
Actuated g/C Ratio		0.32	0.32		0.33						0.59	0.59
Clearance Time (s)		6.3	6.3		6.0						6.3	6.3
Vehicle Extension (s)		3.0	3.0		3.0						3.0	3.0
Lane Grp Cap (vph)		553	486		1151						3008	938
v/s Ratio Prot		c0.28			0.17							0.25
v/s Ratio Perm			0.27								0.30	
v/c Ratio		0.86	0.84		0.52						0.50	0.43
Uniform Delay, d1		47.6	47.2		41.1						17.7	16.7
Progression Factor		0.79	0.78		0.72						1.00	1.00
Incremental Delay, d2		12.2	12.1		0.4						0.6	1.4
Delay (s)		49.7	48.8		30.0						18.3	18.1
Level of Service		D	D		C						B	B
Approach Delay (s/veh)		49.3			30.0			0.0			18.2	
Approach LOS		D			C			A			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			28.4									C
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			150.0								12.6	
Intersection Capacity Utilization			105.9%									G
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	380	13	0	0	10	12	566	1762	8	0	0	0
Future Volume (vph)	380	13	0	0	10	12	566	1762	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.2			6.2		6.9	6.9				
Lane Util. Factor	0.95	0.95			1.00		1.00	0.91				
Frt	1.00	1.00			0.93		1.00	1.00				
Flt Protected	0.95	0.96			1.00		0.95	1.00				
Satd. Flow (prot)	1681	1691			1727		1770	5082				
Flt Permitted	0.95	0.00			1.00		0.95	1.00				
Satd. Flow (perm)	1681	0			1727		1770	5082				
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)	413	14	0	0	11	13	615	1915	9	0	0	0
RTOR Reduction (vph)	0	0	0	0	13	0	0	0	0	0	0	0
Lane Group Flow (vph)	215	212	0	0	11	0	615	1924	0	0	0	0
Turn Type	Prot	NA			NA		pm+pt	NA				
Protected Phases	3	8			4		1	6				
Permitted Phases							6					
Actuated Green, G (s)	35.8	35.8			4.5		90.4	90.4				
Effective Green, g (s)	35.8	35.8			4.5		90.4	90.4				
Actuated g/C Ratio	0.24	0.24			0.03		0.60	0.60				
Clearance Time (s)	6.2	6.2			6.2		6.9	6.9				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	401	403			51		1066	3062				
v/s Ratio Prot	c0.13	0.13			c0.01		0.35	c0.38				
v/s Ratio Perm												
v/c Ratio	0.54	0.53			0.22		0.58	0.63				
Uniform Delay, d1	49.9	49.7			71.0		18.2	19.1				
Progression Factor	0.55	0.55			1.00		1.07	1.05				
Incremental Delay, d2	0.9	0.8			2.2		0.4	0.5				
Delay (s)	28.2	28.0			73.3		19.9	20.6				
Level of Service	C	C			E		B	C				
Approach Delay (s/veh)		28.1			73.3			20.4			0.0	
Approach LOS		C			E			C			A	


















Intersection Summary		
HCM 2000 Control Delay (s/veh)	21.9	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.60	
Actuated Cycle Length (s)	150.0	Sum of lost time (s) 22.3
Intersection Capacity Utilization	105.9%	ICU Level of Service G
Analysis Period (min)	15	

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Volume (vph)	0	18	30	20	37	0	0	0	0	36	2395	70
Future Volume (vph)	0	18	30	20	37	0	0	0	0	36	2395	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.92			1.00						1.00	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1706			1830						5060	
Flt Permitted		1.00			0.86						1.00	
Satd. Flow (perm)		1706			1604						5060	
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)	0	20	33	22	40	0	0	0	0	39	2603	76
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	44	0	0	62	0	0	0	0	0	2717	0
Turn Type		NA		D.Pm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				8						2		
Actuated Green, G (s)		10.2			9.7						128.3	
Effective Green, g (s)		10.2			9.7						128.3	
Actuated g/C Ratio		0.07			0.06						0.86	
Clearance Time (s)		5.5			6.0						6.0	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		116			103						4327	
v/s Ratio Prot		0.03										
v/s Ratio Perm					0.04						0.54	
v/c Ratio		0.38			0.60						0.63	
Uniform Delay, d1		66.9			68.3						3.4	
Progression Factor		1.00			1.23						1.38	
Incremental Delay, d2		2.0			8.7						0.7	
Delay (s)		68.9			92.8						5.3	
Level of Service		E			F						A	
Approach Delay (s/veh)		68.9			92.8			0.0			5.3	
Approach LOS		E			F			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			8.4									A
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			150.0							12.0		
Intersection Capacity Utilization			68.3%									C
Analysis Period (min)			15									

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	102	6	0	0	9	8	94	1537	3	0	0	0
Future Volume (vph)	102	6	0	0	9	8	94	1537	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4			6.4			6.3				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.94			1.00				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1779			1744			5069				
Flt Permitted		0.72			1.00			1.00				
Satd. Flow (perm)		1350			1744			5069				
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)	111	7	0	0	10	9	102	1671	3	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	118	0	0	11	0	0	1776	0	0	0	0
Turn Type	D.Pm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	4						6					
Actuated Green, G (s)		10.2			10.2			52.1				
Effective Green, g (s)		10.2			10.2			52.1				
Actuated g/C Ratio		0.14			0.14			0.69				
Clearance Time (s)		6.4			6.4			6.3				
Vehicle Extension (s)		2.5			2.5			2.5				
Lane Grp Cap (vph)		183			237			3521				
v/s Ratio Prot					0.01							
v/s Ratio Perm		c0.09						0.35				
v/c Ratio		0.64			0.05			0.50				
Uniform Delay, d1		30.7			28.2			5.4				
Progression Factor		1.08			1.00			0.45				
Incremental Delay, d2		6.6			0.1			0.4				
Delay (s)		39.9			28.2			2.8				
Level of Service		D			C			A				
Approach Delay (s/veh)		39.9			28.2			2.8			0.0	
Approach LOS		D			C			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			5.4					HCM 2000 Level of Service		A		
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			75.0					Sum of lost time (s)		12.7		
Intersection Capacity Utilization			54.9%					ICU Level of Service		A		
Analysis Period (min)			15									


















c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↘	↑						↑↑↑	
Traffic Volume (vph)	0	51	103	84	69	0	0	0	0	91	1658	73
Future Volume (vph)	0	51	103	84	69	0	0	0	0	91	1658	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	
Frt		1.00	0.85	1.00	1.00						0.99	
Flt Protected		1.00	1.00	0.95	1.00						1.00	
Satd. Flow (prot)		1863	1583	1770	1863						5042	
Flt Permitted		1.00	1.00	0.72	1.00						1.00	
Satd. Flow (perm)		1863	1583	1343	1863						5042	
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)	0	55	112	91	75	0	0	0	0	99	1802	79
RTOR Reduction (vph)	0	0	32	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	55	80	91	75	0	0	0	0	0	1978	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		15.5	15.5	15.5	15.5						122.5	
Effective Green, g (s)		15.5	15.5	15.5	15.5						122.5	
Actuated g/C Ratio		0.10	0.10	0.10	0.10						0.82	
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	
Lane Grp Cap (vph)		192	163	138	192						4117	
v/s Ratio Prot		0.03			0.04							
v/s Ratio Perm			0.05	0.07							0.39	
v/c Ratio		0.29	0.49	0.66	0.39						0.48	
Uniform Delay, d1		62.1	63.5	64.7	62.8						4.1	
Progression Factor		1.00	1.00	0.90	0.90						0.67	
Incremental Delay, d2		0.8	2.3	10.8	1.3						0.3	
Delay (s)		63.0	65.8	69.3	57.8						3.1	
Level of Service		E	E	E	E						A	
Approach Delay (s/veh)		64.9			64.1			0.0			3.1	
Approach LOS		E			E			A			A	

Intersection Summary		
HCM 2000 Control Delay (s/veh)	11.9	HCM 2000 Level of Service B
HCM 2000 Volume to Capacity ratio	0.50	
Actuated Cycle Length (s)	150.0	Sum of lost time (s) 12.0
Intersection Capacity Utilization	61.5%	ICU Level of Service B
Analysis Period (min)	15	

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	8	0	0	4	11	121	2224	8	0	0	0
Future Volume (vph)	104	8	0	0	4	11	121	2224	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0				
Lane Util. Factor		1.00			1.00		1.00	0.95				
Frt		1.00			0.90		1.00	1.00				
Flt Protected		0.96			1.00		0.95	1.00				
Satd. Flow (prot)		1780			1674		1770	3537				
Flt Permitted		0.73			1.00		0.95	1.00				
Satd. Flow (perm)		1360			1674		1770	3537				
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)	113	9	0	0	4	12	132	2417	9	0	0	0
RTOR Reduction (vph)	0	0	0	0	11	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	122	0	0	5	0	132	2426	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		17.3			17.3		120.7	120.7				
Effective Green, g (s)		17.3			17.3		120.7	120.7				
Actuated g/C Ratio		0.12			0.12		0.80	0.80				
Clearance Time (s)		6.0			6.0		6.0	6.0				
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)		156			193		1424	2846				
v/s Ratio Prot					0.00			c0.69				
v/s Ratio Perm		c0.09					0.07					
v/c Ratio		0.78			0.03		0.09	0.85				
Uniform Delay, d1		64.5			58.9		3.1	9.1				
Progression Factor		0.78			1.00		1.63	1.69				
Incremental Delay, d2		21.1			0.1		0.1	3.3				
Delay (s)		71.3			58.9		5.1	18.8				
Level of Service		E			E		A	B				
Approach Delay (s/veh)		71.3			58.9			18.1			0.0	
Approach LOS		E			E			B			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			20.7				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)				12.0	
Intersection Capacity Utilization			84.6%				ICU Level of Service				E	
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷	↷		↶	↷
Traffic Volume (vph)	0	981	1235	0	0	0
Future Volume (vph)	0	981	1235	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	6.0			
Lane Util. Factor		0.95	0.95			
Frt		1.00	1.00			
Flt Protected		1.00	1.00			
Satd. Flow (prot)		3539	3539			
Flt Permitted		1.00	1.00			
Satd. Flow (perm)		3539	3539			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1066	1342	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1066	1342	0	0	0
Turn Type	custom	NA	NA		Prot	Prot
Protected Phases	1	1 6	2		8	8
Permitted Phases	6					
Actuated Green, G (s)		107.0	96.0			
Effective Green, g (s)		107.0	96.0			
Actuated g/C Ratio		0.71	0.64			
Clearance Time (s)			6.0			
Vehicle Extension (s)			3.0			
Lane Grp Cap (vph)		2524	2264			
v/s Ratio Prot		c0.30	c0.38			
v/s Ratio Perm						
v/c Ratio		0.42	0.59			
Uniform Delay, d1		8.8	15.7			
Progression Factor		1.00	1.09			
Incremental Delay, d2		0.1	1.1			
Delay (s)		8.9	18.2			
Level of Service		A	B			
Approach Delay (s/veh)		8.9	18.2		0.0	
Approach LOS		A	B		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)		14.1	HCM 2000 Level of Service B
HCM 2000 Volume to Capacity ratio		0.46	
Actuated Cycle Length (s)		150.0	Sum of lost time (s) 17.7
Intersection Capacity Utilization		39.1%	ICU Level of Service A
Analysis Period (min)		15	

c Critical Lane Group

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















Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						↑↑↑
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type						
Protected Phases						6
Permitted Phases					2	
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s/veh)	0.0		0.0			0.0
Approach LOS	A		A			A
Intersection Summary						
HCM 2000 Control Delay (s/veh)			0.0		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.00			
Actuated Cycle Length (s)			150.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			24.2%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Volume (vph)	0	29	19	24	29	0	0	0	0	27	1736	30
Future Volume (vph)	0	29	19	24	29	0	0	0	0	27	1736	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.95			1.00						1.00	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1763			1822						5069	
Flt Permitted		1.00			0.83						1.00	
Satd. Flow (perm)		1763			1547						5069	
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)	0	32	21	26	32	0	0	0	0	29	1887	33
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	46	0	0	58	0	0	0	0	0	1948	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		5.7			5.7						57.3	
Effective Green, g (s)		5.7			5.7						57.3	
Actuated g/C Ratio		0.08			0.08						0.76	
Clearance Time (s)		6.0			6.0						6.0	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		133			117						3872	
v/s Ratio Prot		0.03										
v/s Ratio Perm					0.04						0.38	
v/c Ratio		0.34			0.50						0.50	
Uniform Delay, d1		32.9			33.3						3.4	
Progression Factor		1.00			1.21						1.85	
Incremental Delay, d2		1.5			2.8						0.4	
Delay (s)		34.4			43.0						6.7	
Level of Service		C			D						A	
Approach Delay (s/veh)		34.4			43.0			0.0			6.7	
Approach LOS		C			D			A			A	

Intersection Summary		
HCM 2000 Control Delay (s/veh)	8.4	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.50	A
Actuated Cycle Length (s)	75.0	Sum of lost time (s)
Intersection Capacity Utilization	54.3%	12.0
Analysis Period (min)	15	ICU Level of Service
		A

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	7	23	0	0	0	0	0	0	41	1776	12
Future Volume (vph)	0	7	23	0	0	0	0	0	0	41	1776	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5									4.5	
Lane Util. Factor		1.00									0.91	
Frt		0.90									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		1672									5075	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		1672									5075	
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)	0	8	25	0	0	0	0	0	0	45	1930	13
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	32	0	0	0	0	0	0	0	0	1988	0
Turn Type		NA								Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Actuated Green, G (s)		1.6									34.4	
Effective Green, g (s)		1.6									34.4	
Actuated g/C Ratio		0.04									0.76	
Clearance Time (s)		4.5									4.5	
Vehicle Extension (s)		3.0									3.0	
Lane Grp Cap (vph)		59									3879	
v/s Ratio Prot		c0.02										
v/s Ratio Perm											0.39	
v/c Ratio		0.54									0.51	
Uniform Delay, d1		21.3									2.1	
Progression Factor		1.00									1.00	
Incremental Delay, d2		9.8									0.5	
Delay (s)		31.2									2.5	
Level of Service		C									A	
Approach Delay (s/veh)		31.2			0.0			0.0			2.5	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			3.0								HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			45.0								Sum of lost time (s)	9.0
Intersection Capacity Utilization			47.1%								ICU Level of Service	A
Analysis Period (min)			15									
c Critical Lane Group												



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷↷↷		
Traffic Volume (vph)	51	0	50	2203	0	0
Future Volume (vph)	51	0	50	2203	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			6.0		
Lane Util. Factor	1.00			0.91		
Frt	1.00			1.00		
Flt Protected	0.95			1.00		
Satd. Flow (prot)	1770			5080		
Flt Permitted	0.95			1.00		
Satd. Flow (perm)	1770			5080		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	0	54	2395	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	55	0	0	2449	0	0
Turn Type	Prot		Perm	NA		
Protected Phases	8			6		
Permitted Phases			6			
Actuated Green, G (s)	5.4			57.6		
Effective Green, g (s)	5.4			57.6		
Actuated g/C Ratio	0.07			0.77		
Clearance Time (s)	6.0			6.0		
Vehicle Extension (s)	3.0			3.0		
Lane Grp Cap (vph)	127			3901		
v/s Ratio Prot	c0.03					
v/s Ratio Perm				0.48		
v/c Ratio	0.43			0.63		
Uniform Delay, d1	33.3			3.9		
Progression Factor	1.45			1.00		
Incremental Delay, d2	2.3			0.8		
Delay (s)	50.6			4.7		
Level of Service	D			A		
Approach Delay (s/veh)	50.6			4.7	0.0	
Approach LOS	D			A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group




















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑						↑↑↑	
Traffic Volume (vph)	0	32	41	80	48	0	0	0	0	32	1687	24
Future Volume (vph)	0	32	41	80	48	0	0	0	0	32	1687	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.92			1.00						1.00	
Flt Protected		1.00			0.97						1.00	
Satd. Flow (prot)		1721			1806						5070	
Flt Permitted		1.00			0.76						1.00	
Satd. Flow (perm)		1721			1420						5070	
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)	0	35	45	87	52	0	0	0	0	35	1834	26
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	75	0	0	139	0	0	0	0	0	1894	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4							2
Permitted Phases				4						2		
Actuated Green, G (s)		10.8			10.8						52.2	
Effective Green, g (s)		10.8			10.8						52.2	
Actuated g/C Ratio		0.14			0.14						0.70	
Clearance Time (s)		6.0			6.0						6.0	
Vehicle Extension (s)		2.5			2.5						1.0	
Lane Grp Cap (vph)		247			204						3528	
v/s Ratio Prot		0.04										
v/s Ratio Perm					0.10						0.37	
v/c Ratio		0.30			0.68						0.54	
Uniform Delay, d1		28.7			30.5						5.5	
Progression Factor		1.00			1.00						1.17	
Incremental Delay, d2		0.5			8.3						0.5	
Delay (s)		29.2			38.7						7.0	
Level of Service		C			D						A	
Approach Delay (s/veh)		29.2			38.7			0.0			7.0	
Approach LOS		C			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	40	2	0	0	0	6	0	2186	1	0	0	0
Future Volume (vph)	40	2	0	0	0	6	0	2186	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.87			1.00				
Flt Protected		0.95			1.00			1.00				
Satd. Flow (prot)		1778			1611			5085				
Flt Permitted		0.73			1.00			1.00				
Satd. Flow (perm)		1361			1611			5085				
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)	43	2	0	0	0	7	0	2376	1	0	0	0
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	45	0	0	0	0	0	2377	0	0	0	0
Turn Type	Perm	NA			NA			NA				
Protected Phases		4			8			6				
Permitted Phases	4						6					
Actuated Green, G (s)		5.8			5.8			74.2				
Effective Green, g (s)		5.8			5.8			74.2				
Actuated g/C Ratio		0.06			0.06			0.82				
Clearance Time (s)		5.0			5.0			5.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		87			103			4192				
v/s Ratio Prot					0.00			c0.47				
v/s Ratio Perm		c0.03										
v/c Ratio		0.52			0.00			0.57				
Uniform Delay, d1		40.7			39.4			2.6				
Progression Factor		1.01			1.00			0.12				
Incremental Delay, d2		4.8			0.0			0.5				
Delay (s)		45.9			39.4			0.8				
Level of Service		D			D			A				
Approach Delay (s/veh)		45.9			39.4			0.8			0.0	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			1.7					HCM 2000 Level of Service		A		
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			90.0					Sum of lost time (s)		10.0		
Intersection Capacity Utilization			59.6%					ICU Level of Service		B		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Volume (vph)	0	78	21	14	19	0	0	0	0	29	1714	12
Future Volume (vph)	0	78	21	14	19	0	0	0	0	29	1714	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2			7.2						7.2	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.97			1.00						1.00	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1809			1825						5076	
Flt Permitted		1.00			0.82						1.00	
Satd. Flow (perm)		1809			1519						5076	
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)	0	85	23	15	21	0	0	0	0	32	1863	13
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	95	0	0	36	0	0	0	0	0	1907	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		8.5			8.5						67.1	
Effective Green, g (s)		8.5			8.5						67.1	
Actuated g/C Ratio		0.09			0.09						0.75	
Clearance Time (s)		7.2			7.2						7.2	
Vehicle Extension (s)		2.5			2.5						1.0	
Lane Grp Cap (vph)		170			143						3784	
v/s Ratio Prot		c0.05										
v/s Ratio Perm					0.02						0.38	
v/c Ratio		0.56			0.25						0.50	
Uniform Delay, d1		39.0			37.8						4.7	
Progression Factor		1.00			0.81						0.91	
Incremental Delay, d2		3.4			0.6						0.4	
Delay (s)		42.4			31.2						4.7	
Level of Service		D			C						A	
Approach Delay (s/veh)		42.4			31.2			0.0			4.7	
Approach LOS		D			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.4
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	94	1	0	0	3	2	29	2119	2	0	0	0
Future Volume (vph)	94	1	0	0	3	2	29	2119	2	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8			6.5			6.5				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.95			1.00				
Flt Protected		0.95			1.00			1.00				
Satd. Flow (prot)		1775			1762			5081				
Flt Permitted		0.73			1.00			1.00				
Satd. Flow (perm)		1351			1762			5081				
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)	102	1	0	0	3	2	32	2303	2	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	103	0	0	3	0	0	2337	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		10.8			11.1			65.9				
Effective Green, g (s)		10.8			11.1			65.9				
Actuated g/C Ratio		0.12			0.12			0.73				
Clearance Time (s)		6.8			6.5			6.5				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		162			217			3720				
v/s Ratio Prot					0.00							
v/s Ratio Perm		c0.08						0.46				
v/c Ratio		0.64			0.01			0.63				
Uniform Delay, d1		37.7			34.6			6.0				
Progression Factor		0.82			1.00			1.00				
Incremental Delay, d2		7.7			0.0			0.8				
Delay (s)		38.7			34.7			6.8				
Level of Service		D			C			A				
Approach Delay (s/veh)		38.7			34.7			6.8			0.0	
Approach LOS		D			C			A			A	






















Intersection Summary

HCM 2000 Control Delay (s/veh)	8.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)													
Lane Util. Factor													
Frt													
Flt Protected													
Satd. Flow (prot)													
Flt Permitted													
Satd. Flow (perm)													
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)	0	0	0	0	0	0	0	0	0	0	0	0	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Turn Type				Perm				Perm	Perm				Perm
Protected Phases							8				2		
Permitted Phases				8				8	2				6
Actuated Green, G (s)													
Effective Green, g (s)													
Actuated g/C Ratio													
Clearance Time (s)													
Lane Grp Cap (vph)													
v/s Ratio Prot													
v/s Ratio Perm													
v/c Ratio													
Uniform Delay, d1													
Progression Factor													
Incremental Delay, d2													
Delay (s)													
Level of Service													
Approach Delay (s/veh)	0.0			0.0			0.0			0.0			
Approach LOS	A			A			A			A			
Intersection Summary													
HCM 2000 Control Delay (s/veh)	0.0			HCM 2000 Level of Service			A						
HCM 2000 Volume to Capacity ratio	0.00												
Actuated Cycle Length (s)	45.0			Sum of lost time (s)			9.0						
Intersection Capacity Utilization	0.0%			ICU Level of Service			A						
Analysis Period (min)	15												
c Critical Lane Group													

79:

11/27/2023



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶					↷↷↷
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type	custom					
Protected Phases						2
Permitted Phases						
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s/veh)	0.0		0.0			0.0
Approach LOS	A		A			A
Intersection Summary						
HCM 2000 Control Delay (s/veh)			0.0		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.00			
Actuated Cycle Length (s)			150.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			24.2%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

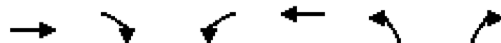
Intersection				
Intersection Delay, s/veh	5.3			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	0
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	76	377	112	0
Demand Flow Rate, veh/h	77	384	114	0
Vehicles Circulating, veh/h	69	158	74	216
Vehicles Exiting, veh/h	147	30	72	326
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	6.3	3.6	0.0
Approach LOS	A	A	A	-
Lane	Left	Left	Left	
Designated Moves	LTR	LTR	LTR	
Assumed Moves	LTR	LTR	LTR	
RT Channelized				
Lane Util	1.000	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	2.609	
Critical Headway, s	4.976	4.976	4.976	
A (Intercept)	1380	1380	1380	
B (Slope)	1.02e-3	1.02e-3	1.02e-3	
Entry Flow, veh/h	77	384	114	
Cap Entry Lane, veh/h	1286	1174	1280	
Entry HV Adj Factor	0.982	0.982	0.983	
Flow Entry, veh/h	76	377	112	
Cap Entry, veh/h	1263	1153	1257	
V/C Ratio	0.060	0.327	0.089	
Control Delay, s/veh	3.3	6.3	3.6	
LOS	A	A	A	
95th %tile Queue, veh	0	1	0	

Intersection			
Intersection Delay, s/veh	3.0		
Intersection LOS	A		
Approach	NB	SB	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	59	48	2
Demand Flow Rate, veh/h	60	49	2
Vehicles Circulating, veh/h	4	0	49
Vehicles Exiting, veh/h	47	64	0
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.0	2.9	2.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	LTR	LR
Assumed Moves	LT	LTR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	60	49	2
Cap Entry Lane, veh/h	1374	1380	1313
Entry HV Adj Factor	0.980	0.980	1.000
Flow Entry, veh/h	59	48	2
Cap Entry, veh/h	1347	1353	1313
V/C Ratio	0.044	0.036	0.002
Control Delay, s/veh	3.0	2.9	2.8
LOS	A	A	A
95th %tile Queue, veh	0	0	0

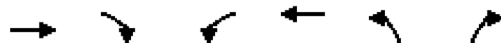
Intersection				
Intersection Delay, s/veh	3.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	105	4	4	4
Demand Flow Rate, veh/h	107	4	4	4
Vehicles Circulating, veh/h	4	2	106	4
Vehicles Exiting, veh/h	4	108	5	2
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	2.7	2.9	2.6
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LT	R	R
Assumed Moves	LTR	LT	R	R
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	107	4	4	4
Cap Entry Lane, veh/h	1374	1377	1238	1374
Entry HV Adj Factor	0.981	0.990	1.000	1.000
Flow Entry, veh/h	105	4	4	4
Cap Entry, veh/h	1349	1364	1238	1374
V/C Ratio	0.078	0.003	0.003	0.003
Control Delay, s/veh	3.3	2.7	2.9	2.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	3.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	95	130	192	9
Demand Flow Rate, veh/h	97	133	196	9
Vehicles Circulating, veh/h	0	1	17	133
Vehicles Exiting, veh/h	142	212	80	1
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.2	3.4	3.9	3.0
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	TR	TR	R	R
Assumed Moves	TR	TR	R	R
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	97	133	196	9
Cap Entry Lane, veh/h	1380	1378	1356	1205
Entry HV Adj Factor	0.976	0.981	0.980	1.000
Flow Entry, veh/h	95	130	192	9
Cap Entry, veh/h	1347	1352	1328	1205
V/C Ratio	0.070	0.096	0.145	0.007
Control Delay, s/veh	3.2	3.4	3.9	3.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Lanes, Volumes, Timings
2: Byron Avenue & 96th Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘↘	↗
Traffic Volume (vph)	980	0	0	970	264	13
Future Volume (vph)	980	0	0	970	264	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	190
Storage Lanes		0	0		2	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3539	0	0	3539	3433	1583
Flt Permitted					0.950	
Satd. Flow (perm)	3539	0	0	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						14
Link Speed (mph)	30			30	30	
Link Distance (ft)	266			278	663	
Travel Time (s)	6.0			6.3	15.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1065	0	0	1054	287	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1065	0	0	1054	287	14
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2			2	1	1
Detector Template	Thru			Thru	Left	Right
Leading Detector (ft)	100			100	20	20
Trailing Detector (ft)	0			0	0	0
Detector 1 Position(ft)	0			0	0	0
Detector 1 Size(ft)	6			6	20	20
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	0.0
Detector 1 Queue (s)	0.0			0.0	0.0	0.0
Detector 1 Delay (s)	0.0			0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA			NA	Prot	Perm
Protected Phases	6			2	4	
Permitted Phases						4

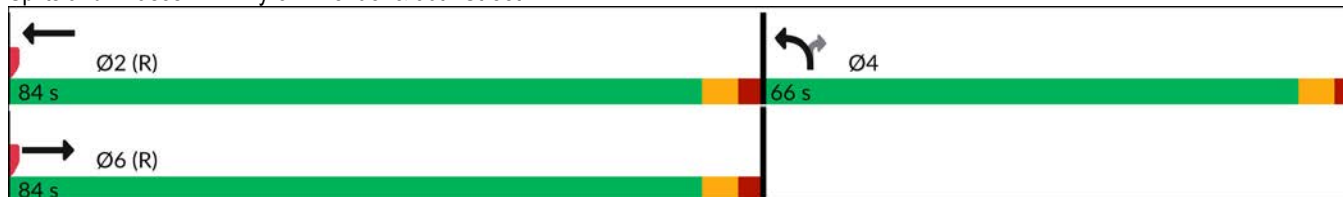


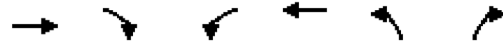
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6			2	4	4
Switch Phase						
Minimum Initial (s)	15.0			15.0	7.0	7.0
Minimum Split (s)	25.5			25.5	34.0	34.0
Total Split (s)	84.0			84.0	66.0	66.0
Total Split (%)	56.0%			56.0%	44.0%	44.0%
Maximum Green (s)	77.5			77.5	60.0	60.0
Yellow Time (s)	4.0			4.0	4.0	4.0
All-Red Time (s)	2.5			2.5	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.5			6.5	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Recall Mode	C-Max			C-Max	None	None
Walk Time (s)	7.0			7.0	4.0	4.0
Flash Dont Walk (s)	12.0			12.0	24.0	24.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	119.4			119.4	18.1	18.1
Actuated g/C Ratio	0.80			0.80	0.12	0.12
v/c Ratio	0.38			0.37	0.69	0.07
Control Delay (s/veh)	2.3			3.4	72.0	23.7
Queue Delay	0.1			0.2	0.9	0.0
Total Delay (s/veh)	2.4			3.5	72.9	23.7
LOS	A			A	E	C
Approach Delay (s/veh)	2.4			3.5	70.6	
Approach LOS	A			A	E	
Queue Length 50th (ft)	42			115	141	0
Queue Length 95th (ft)	47			110	186	22
Internal Link Dist (ft)	186			198	583	
Turn Bay Length (ft)						190
Base Capacity (vph)	2817			2817	1373	641
Starvation Cap Reductn	528			572	0	0
Spillback Cap Reductn	89			782	806	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.47			0.52	0.51	0.02

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	16 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay (s/veh):	11.4
Intersection Capacity Utilization:	45.0%
Analysis Period (min):	15
Intersection LOS:	B
ICU Level of Service:	A

Splits and Phases: 2: Byron Avenue & 96th Street





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Traffic Volume (vph)	780	212	0	965	0	64
Future Volume (vph)	780	212	0	965	0	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.968					0.865
Flt Protected						
Satd. Flow (prot)	3426	0	0	3539	0	1611
Flt Permitted						
Satd. Flow (perm)	3426	0	0	3539	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	278			295	671	
Travel Time (s)	6.3			6.7	15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	848	230	0	1049	0	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1078	0	0	1049	0	70
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.0% ICU Level of Service A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗		↕						↖	↗
Traffic Volume (vph)	0	346	494	0	551	0	0	0	0	51	1329	418
Future Volume (vph)	0	346	494	0	551	0	0	0	0	51	1329	418
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Fr _t		0.967	0.850									0.850
Fl _t Protected											0.998	
Satd. Flow (prot)	0	1711	1504	0	3539	0	0	0	0	0	5075	1583
Fl _t Permitted											0.998	
Satd. Flow (perm)	0	1711	1504	0	3539	0	0	0	0	0	5075	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11	30									131
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		295			277			675			246	
Travel Time (s)		6.7			6.3			15.3			5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	376	537	0	599	0	0	0	0	55	1445	454
Shared Lane Traffic (%)			20%									
Lane Group Flow (vph)	0	483	430	0	599	0	0	0	0	0	1500	454
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2					1	2	1
Detector Template		Thru	Right		Thru					Left	Thru	Right
Leading Detector (ft)		100	20		100					20	100	20
Trailing Detector (ft)		0	0		0					0	0	0
Detector 1 Position(ft)		0	0		0					0	0	0
Detector 1 Size(ft)		6	20		6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm		NA					Perm	NA	Prot
Protected Phases		8			4						2	2
Permitted Phases			8							2		
Detector Phase		8	8		4					2	2	2
Switch Phase												
Minimum Initial (s)		7.0	7.0		4.0					7.0	7.0	7.0

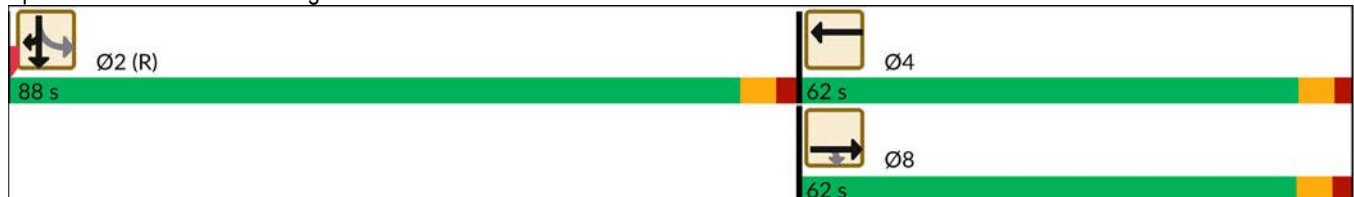


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		24.3	24.3		24.0					30.3	30.3	30.3
Total Split (s)		62.0	62.0		62.0					88.0	88.0	88.0
Total Split (%)		41.3%	41.3%		41.3%					58.7%	58.7%	58.7%
Maximum Green (s)		55.7	55.7		56.0					81.7	81.7	81.7
Yellow Time (s)		4.0	4.0		4.0					4.0	4.0	4.0
All-Red Time (s)		2.3	2.3		2.0					2.3	2.3	2.3
Lost Time Adjust (s)		0.0	0.0		0.0						0.0	0.0
Total Lost Time (s)		6.3	6.3		6.0						6.3	6.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0					3.0	3.0	3.0
Recall Mode		None	None		None					C-Max	C-Max	C-Max
Walk Time (s)					4.0					7.0	7.0	7.0
Flash Dont Walk (s)					12.0					17.0	17.0	17.0
Pedestrian Calls (#/hr)					0					0	0	0
Act Effct Green (s)		48.5	48.5		48.8						88.9	88.9
Actuated g/C Ratio		0.32	0.32		0.33						0.59	0.59
v/c Ratio		0.86	0.85		0.52						0.50	0.46
Control Delay (s/veh)		51.6	49.2		30.5						19.2	14.3
Queue Delay		4.1	0.4		4.1						11.1	4.7
Total Delay (s/veh)		55.7	49.7		34.6						30.3	19.0
LOS		E	D		C						C	B
Approach Delay (s/veh)		52.9			34.6						27.6	
Approach LOS		D			C						C	
Queue Length 50th (ft)		451	383		253						307	171
Queue Length 95th (ft)		575	508		333						380	282
Internal Link Dist (ft)		215			197			595			166	
Turn Bay Length (ft)												
Base Capacity (vph)		642	577		1321						3006	991
Starvation Cap Reductn		40	17		624						1496	454
Spillback Cap Reductn		95	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.88	0.77		0.86						0.99	0.85

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 98 (65%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay (s/veh): 35.5 Intersection LOS: D
 Intersection Capacity Utilization 105.9% ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 6: Harding Avenue & 96th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	380	13	0	0	10	12	566	1762	8	0	0	0
Future Volume (vph)	380	13	0	0	10	12	566	1762	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	320		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Frt					0.927			0.999				
Flt Protected	0.950	0.955					0.950					
Satd. Flow (prot)	1681	1690	0	0	1727	0	1770	5080	0	0	0	0
Flt Permitted	0.950	0.000					0.950					
Satd. Flow (perm)	1681	0	0	0	1727	0	1770	5080	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13			1				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		277			353			682				182
Travel Time (s)		6.3			8.0			15.5				4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	413	14	0	0	11	13	615	1915	9	0	0	0
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	215	212	0	0	24	0	615	1924	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Prot	NA			NA		pm+pt	NA				
Protected Phases	3	8			4		1	6				
Permitted Phases							6					

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8			4		1	6				
Switch Phase												
Minimum Initial (s)	4.0	4.0			7.0		4.0	7.0				
Minimum Split (s)	10.2	24.2			13.2		10.9	25.9				
Total Split (s)	42.0	42.0			14.0		74.0	94.0				
Total Split (%)	28.0%	28.0%			9.3%		49.3%	62.7%				
Maximum Green (s)	35.8	35.8			7.8		67.1	87.1				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	2.2	2.2			2.2		2.9	2.9				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	6.2	6.2			6.2		6.9	6.9				
Lead/Lag								Lag				
Lead-Lag Optimize?								Yes				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		None	C-Max				
Walk Time (s)		4.0						7.0				
Flash Dont Walk (s)		14.0						12.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	35.8	35.8			7.3		92.9	92.9				
Actuated g/C Ratio	0.24	0.24			0.05		0.62	0.62				
v/c Ratio	0.54	0.53			0.25		0.56	0.61				
Control Delay (s/veh)	31.1	30.8			48.0		20.5	19.8				
Queue Delay	64.3	59.8			0.1		1.9	0.4				
Total Delay (s/veh)	95.4	90.6			48.1		22.5	20.2				
LOS	F	F			D		C	C				
Approach Delay (s/veh)		93.0			48.1			20.7				
Approach LOS		F			D			C				
Queue Length 50th (ft)	218	215			11		301	346				
Queue Length 95th (ft)	m292	m285			43		m408	424				
Internal Link Dist (ft)		197			273			602			102	
Turn Bay Length (ft)							320					
Base Capacity (vph)	401	403			102		1096	3147				
Starvation Cap Reductn	206	208			0		228	584				
Spillback Cap Reductn	0	0			2		319	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	1.10	1.09			0.24		0.79	0.75				





















Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 131 (87%), Referenced to phase 6:NBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay (s/veh): 31.3 Intersection LOS: C
 Intersection Capacity Utilization 105.9% ICU Level of Service G
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Collins Avenue & 96th Street



Lane Group	Ø5
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	13%
Maximum Green (s)	17.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	4.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (vph)	27	947	0	0	1202	31	3	0	18	18	0	29
Future Volume (vph)	27	947	0	0	1202	31	3	0	18	18	0	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.996				0.865		0.917	
Flt Protected	0.950							0.950			0.981	
Satd. Flow (prot)	1770	3539	0	0	3525	0	0	0	1611	0	1676	0
Flt Permitted	0.950							0.950			0.981	
Satd. Flow (perm)	1770	3539	0	0	3525	0	0	0	1611	0	1676	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		635			276			579			256	
Travel Time (s)		14.4			6.3			13.2			5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	1029	0	0	1307	34	3	0	20	20	0	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	1029	0	0	1341	0	0	3	20	0	52	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Volume (vph)	0	18	30	20	37	0	0	0	0	36	2395	70
Future Volume (vph)	0	18	30	20	37	0	0	0	0	36	2395	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.916									0.996	
Fl _t Protected					0.983						0.999	
Satd. Flow (prot)	0	1706	0	0	1831	0	0	0	0	0	5060	0
Fl _t Permitted					0.861						0.999	
Satd. Flow (perm)	0	1706	0	0	1604	0	0	0	0	0	5060	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10									8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		298			285			667			667	
Travel Time (s)		6.8			6.5			15.2			15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	20	33	22	40	0	0	0	0	39	2603	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	62	0	0	0	0	0	2718	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		D.Pm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				8						2		
Detector Phase		8		8	4					2	2	
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					7.0	7.0	

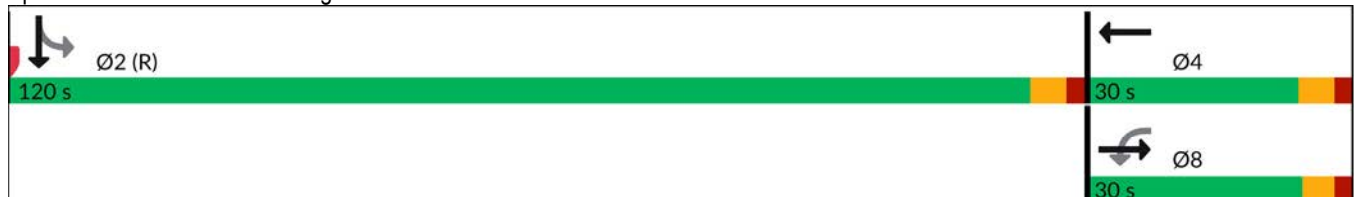


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		24.0		24.0	24.0					25.0	25.0	
Total Split (s)		30.0		30.0	30.0					120.0	120.0	
Total Split (%)		20.0%		20.0%	20.0%					80.0%	80.0%	
Maximum Green (s)		24.5		24.5	24.0					114.0	114.0	
Yellow Time (s)		3.5		3.5	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0							0.0
Total Lost Time (s)		5.5			6.0							6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		4.0		4.0	4.0					7.0	7.0	
Flash Dont Walk (s)		14.0		14.0	14.0					12.0	12.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		11.2			11.0							130.7
Actuated g/C Ratio		0.07			0.07							0.87
v/c Ratio		0.39			0.53							0.62
Control Delay (s/veh)		61.2			96.3							5.7
Queue Delay		0.0			0.0							0.0
Total Delay (s/veh)		61.2			96.3							5.8
LOS		E			F							A
Approach Delay (s/veh)		61.2			96.3							5.8
Approach LOS		E			F							A
Queue Length 50th (ft)		41			64							588
Queue Length 95th (ft)		86			118							712
Internal Link Dist (ft)		218			205			587				587
Turn Bay Length (ft)												
Base Capacity (vph)		287			256							4410
Starvation Cap Reductn		0			0							108
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.18			0.24							0.63

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 125 (83%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay (s/veh): 8.8 Intersection LOS: A
 Intersection Capacity Utilization 68.3% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 11: Harding Avenue & 94th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	102	6	0	0	9	8	94	1537	3	0	0	0
Future Volume (vph)	102	6	0	0	9	8	94	1537	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr t					0.936							
Flt Protected		0.955						0.997				
Satd. Flow (prot)	0	1779	0	0	1744	0	0	5070	0	0	0	0
Flt Permitted		0.725						0.997				
Satd. Flow (perm)	0	1350	0	0	1744	0	0	5070	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		285			198			668				651
Travel Time (s)		6.5			4.5			15.2				14.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	111	7	0	0	10	9	102	1671	3	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	118	0	0	19	0	0	1776	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.Pm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	4						6					
Detector Phase	4	8			4		6	6				
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0	7.0				

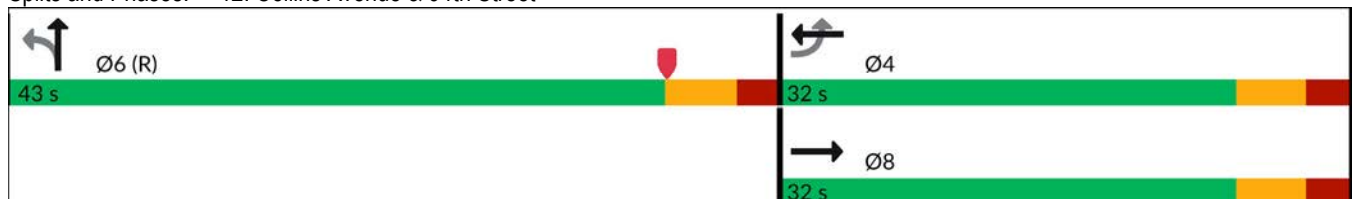


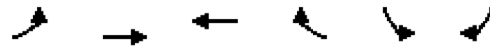
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	20.0	26.0			20.0		26.0	26.0				
Total Split (s)	32.0	32.0			32.0		43.0	43.0				
Total Split (%)	42.7%	42.7%			42.7%		57.3%	57.3%				
Maximum Green (s)	25.6	25.6			25.6		36.7	36.7				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	2.4	2.4			2.4		2.3	2.3				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.4			6.4			6.3				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5			2.5		2.5	2.5				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)		4.0					7.0	7.0				
Flash Dont Walk (s)		15.0					12.0	12.0				
Pedestrian Calls (#/hr)		0					0	0				
Act Effct Green (s)		11.6			11.6			54.6				
Actuated g/C Ratio		0.15			0.15			0.73				
v/c Ratio		0.56			0.07			0.48				
Control Delay (s/veh)		41.4			18.5			3.0				
Queue Delay		0.4			0.0			0.0				
Total Delay (s/veh)		41.8			18.5			3.0				
LOS		D			B			A				
Approach Delay (s/veh)		41.8			18.5			3.0				
Approach LOS		D			B			A				
Queue Length 50th (ft)		65			4			8				
Queue Length 95th (ft)		98			20			70				
Internal Link Dist (ft)		205			118			588			571	
Turn Bay Length (ft)												
Base Capacity (vph)		460			601			3692				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		116			0			80				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.34			0.03			0.49				

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay (s/veh): 5.6
 Intersection LOS: A
 Intersection Capacity Utilization 54.9%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 12: Collins Avenue & 94th Street






















































Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	26	0	33	9	0
Future Volume (vph)	14	26	0	33	9	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.865			
Fl _t Protected		0.983			0.950	
Satd. Flow (prot)	0	1831	1611	0	1770	0
Fl _t Permitted		0.983			0.950	
Satd. Flow (perm)	0	1831	1611	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		818	298		661	
Travel Time (s)		18.6	6.8		15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	28	0	36	10	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	43	36	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.8%
Analysis Period (min)	15
	ICU Level of Service A

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	43	11	0	0	2	16	32	2192	12	0	0	0
Future Volume (vph)	43	11	0	0	2	16	32	2192	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr _t					0.879			0.999				
Fl _t Protected		0.962						0.999				
Satd. Flow (prot)	0	1792	0	0	1637	0	0	5075	0	0	0	0
Fl _t Permitted		0.962						0.999				
Satd. Flow (perm)	0	1792	0	0	1637	0	0	5075	0	0	0	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		288			270			678				658
Travel Time (s)		6.5			6.1			15.3				15.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	12	0	0	2	17	35	2383	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	59	0	0	19	0	0	2431	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free				Free
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	59.6%					ICU Level of Service B						
Analysis Period (min)	15											

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	73	17	0	0	22	24	101	2007	36	0	0	0
Future Volume (vph)	73	17	0	0	22	24	101	2007	36	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr _t					0.930			0.997				
Fl _t Protected		0.961						0.998				
Satd. Flow (prot)	0	1790	0	0	1732	0	0	5060	0	0	0	0
Fl _t Permitted		0.961						0.998				
Satd. Flow (perm)	0	1790	0	0	1732	0	0	5060	0	0	0	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		303			252			655				678
Travel Time (s)		12.6			0.0			11.9				15.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	79	18	0	0	24	26	110	2182	39	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	97	0	0	50	0	0	2331	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free				Free
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	59.9%					ICU Level of Service B						
Analysis Period (min)	15											

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	17	3	63	132	153	1	91	11	0	0	0
Future Volume (vph)	51	17	3	63	132	153	1	91	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.941			0.986				
Flt Protected		0.965			0.991							
Satd. Flow (prot)	0	1789	0	0	1737	0	0	1837	0	0	0	0
Flt Permitted		0.965			0.991							
Satd. Flow (perm)	0	1789	0	0	1737	0	0	1837	0	0	0	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		236			278			437				663
Travel Time (s)		5.4			6.3			9.9				15.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	18	3	68	143	166	1	99	12	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	377	0	0	112	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield				Yield

Intersection Summary













Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	31.4%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	11	17	0	0	74	61	77	28	23	77	0	196
Future Volume (vph)	11	17	0	0	74	61	77	28	23	77	0	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.939			0.976			0.903	
Fl _t Protected		0.980						0.971			0.986	
Satd. Flow (prot)	0	1825	0	0	1749	0	0	1765	0	0	1659	0
Fl _t Permitted		0.980						0.971			0.986	
Satd. Flow (perm)	0	1825	0	0	1749	0	0	1765	0	0	1659	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		278			271			661			671	
Travel Time (s)		6.3			6.2			15.0			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	18	0	0	80	66	84	30	25	84	0	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	0	0	146	0	0	139	0	0	297	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.1%
Analysis Period (min)	15
	ICU Level of Service A

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↑↑↑	
Traffic Volume (vph)	0	51	103	84	69	0	0	0	0	91	1658	73
Future Volume (vph)	0	51	103	84	69	0	0	0	0	91	1658	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Frt			0.850									0.994
Flt Protected				0.950								0.998
Satd. Flow (prot)	0	1863	1583	1770	1863	0	0	0	0	0	5045	0
Flt Permitted				0.721								0.998
Satd. Flow (perm)	0	1863	1583	1343	1863	0	0	0	0	0	5045	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36									10
Link Speed (mph)		30			30			30				30
Link Distance (ft)		271			311			667				675
Travel Time (s)		6.2			7.1			15.2				15.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	55	112	91	75	0	0	0	0	99	1802	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	112	91	75	0	0	0	0	0	1980	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		2
Detector Template		Thru	Right	Left	Thru					Left		Thru
Leading Detector (ft)		100	20	20	100					20		100
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		6
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA	Perm	Perm	NA					Perm		NA
Protected Phases		8			4							2
Permitted Phases			8	4						2		

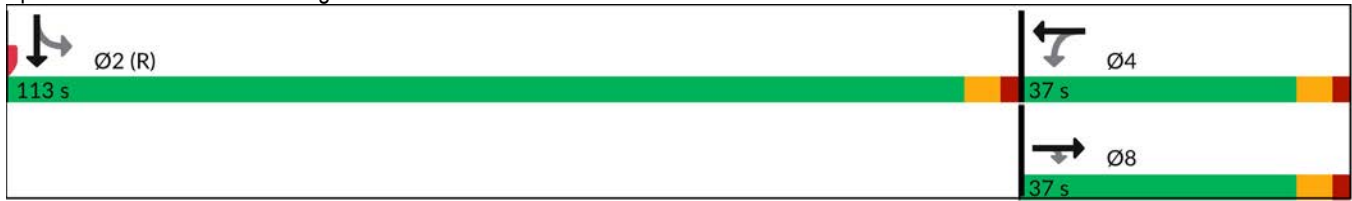


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		8	8	4	4					2	2	
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0					7.0	7.0	
Minimum Split (s)		25.0	25.0	25.0	25.0					26.0	26.0	
Total Split (s)		37.0	37.0	37.0	37.0					113.0	113.0	
Total Split (%)		24.7%	24.7%	24.7%	24.7%					75.3%	75.3%	
Maximum Green (s)		31.0	31.0	31.0	31.0					107.0	107.0	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0	2.0	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)		6.0	6.0	6.0	6.0						6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		None	None	None	None					C-Max	C-Max	
Walk Time (s)		4.0	4.0	4.0	4.0					7.0	7.0	
Flash Dont Walk (s)		15.0	15.0	15.0	15.0					13.0	13.0	
Pedestrian Calls (#/hr)		0	0	0	0					0	0	
Act Effct Green (s)		15.5	15.5	15.5	15.5						122.5	
Actuated g/C Ratio		0.10	0.10	0.10	0.10						0.82	
v/c Ratio		0.29	0.57	0.66	0.39						0.48	
Control Delay (s/veh)		64.1	53.8	79.6	61.1						3.3	
Queue Delay		0.0	0.0	0.0	0.0						0.1	
Total Delay (s/veh)		64.1	53.8	79.6	61.1						3.4	
LOS		E	D	E	E						A	
Approach Delay (s/veh)		57.2			71.2						3.4	
Approach LOS		E			E						A	
Queue Length 50th (ft)		51	71	89	72						104	
Queue Length 95th (ft)		93	133	146	122						137	
Internal Link Dist (ft)		191			231			587			595	
Turn Bay Length (ft)			120									
Base Capacity (vph)		385	355	277	385						4121	
Starvation Cap Reductn		0	0	0	0						663	
Spillback Cap Reductn		0	0	0	0						138	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.14	0.32	0.33	0.19						0.57	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	113 (75%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.66
Intersection Signal Delay (s/veh):	12.2
Intersection LOS:	B
Intersection Capacity Utilization:	61.5%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 19: Harding Avenue & 95th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↕				
Traffic Volume (vph)	104	8	0	0	4	11	121	2224	8	0	0	0
Future Volume (vph)	104	8	0	0	4	11	121	2224	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Fr t					0.899			0.999				
Flt Protected		0.956					0.950					
Satd. Flow (prot)	0	1781	0	0	1675	0	1770	3536	0	0	0	0
Flt Permitted		0.730					0.950					
Satd. Flow (perm)	0	1360	0	0	1675	0	1770	3536	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					12			1				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		311			242			651				682
Travel Time (s)		7.1			5.5			14.8				15.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	113	9	0	0	4	12	132	2417	9	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	122	0	0	16	0	132	2426	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Detector Phase	8	8			4		6	6				
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0		7.0	7.0				



















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	26.0	26.0			26.0		25.0	25.0				
Total Split (s)	26.0	26.0			26.0		124.0	124.0				
Total Split (%)	17.3%	17.3%			17.3%		82.7%	82.7%				
Maximum Green (s)	20.0	20.0			20.0		118.0	118.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0		0.0	0.0				
Total Lost Time (s)		6.0			6.0		6.0	6.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)	4.0	4.0			4.0		7.0	7.0				
Flash Dont Walk (s)	16.0	16.0			16.0		12.0	12.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		17.3			17.3		120.7	120.7				
Actuated g/C Ratio		0.12			0.12		0.80	0.80				
v/c Ratio		0.78			0.08		0.09	0.85				
Control Delay (s/veh)		80.1			30.9		5.6	20.6				
Queue Delay		0.0			0.0		0.0	5.8				
Total Delay (s/veh)		80.1			30.9		5.6	26.4				
LOS		F			C		A	C				
Approach Delay (s/veh)		80.1			30.9			25.3				
Approach LOS		F			C			C				
Queue Length 50th (ft)		110			4		39	1127				
Queue Length 95th (ft)		#201			27		68	1304				
Internal Link Dist (ft)		231			162			571			602	
Turn Bay Length (ft)												
Base Capacity (vph)		181			233		1424	2846				
Starvation Cap Reductn		0			0		0	380				
Spillback Cap Reductn		0			0		0	0				
Storage Cap Reductn		0			0		0	0				
Reduced v/c Ratio		0.67			0.07		0.09	0.98				

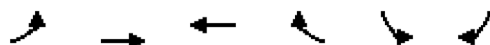
Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 147 (98%), Referenced to phase 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay (s/veh): 27.8 Intersection LOS: C
 Intersection Capacity Utilization 84.6% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: Collins Avenue & 95th Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		126			818			81			531	
Travel Time (s)		2.9			18.6			1.8			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	0.0% ICU Level of Service A											
Analysis Period (min)	15											



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	981	1235	0	0	0	
Future Volume (vph)	0	981	1235	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	100			0	0	0	
Storage Lanes	1			0	2	1	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	0.91	
Frt							
Flt Protected							
Satd. Flow (prot)	1863	3539	3539	0	3614	1695	
Flt Permitted							
Satd. Flow (perm)	1863	3539	3539	0	3614	1695	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		276	266		215		
Travel Time (s)		6.3	6.0		4.9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	1066	1342	0	0	0	
Shared Lane Traffic (%)						0%	
Lane Group Flow (vph)	0	1066	1342	0	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		24		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1	1	
Detector Template	Left	Thru	Thru		Left	Right	
Leading Detector (ft)	20	100	100		20	20	
Trailing Detector (ft)	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0		0	0	
Detector 1 Size(ft)	20	6	6		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	custom	NA	NA		Prot	Prot	
Protected Phases	1	1 6	2		8	8	6
Permitted Phases	6						



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6
Detector Phase	1	1 6	2		8	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	10.7		24.0		37.0	37.0	24.0
Total Split (s)	11.0		102.0		37.0	37.0	102.0
Total Split (%)	7.3%		68.0%		24.7%	24.7%	68%
Maximum Green (s)	5.3		96.0		31.0	31.0	96.0
Yellow Time (s)	3.7		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	5.7		6.0		6.0	6.0	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0		3.0		3.0	3.0	3.0
Recall Mode	None		C-Max		Max	Max	C-Max
Walk Time (s)					4.0	4.0	
Flash Dont Walk (s)					27.0	27.0	
Pedestrian Calls (#/hr)					0	0	
Act Effct Green (s)		107.3	96.0				
Actuated g/C Ratio		0.72	0.64				
v/c Ratio		0.42	0.59				
Control Delay (s/veh)		9.3	18.4				
Queue Delay		0.0	0.5				
Total Delay (s/veh)		9.3	18.9				
LOS		A	B				
Approach Delay (s/veh)		9.3	18.9				
Approach LOS		A	B				
Queue Length 50th (ft)		204	339				
Queue Length 95th (ft)		242	384				
Internal Link Dist (ft)		196	186		135		
Turn Bay Length (ft)							
Base Capacity (vph)		2531	2264				
Starvation Cap Reductn		0	474				
Spillback Cap Reductn		0	0				
Storage Cap Reductn		0	0				
Reduced v/c Ratio		0.42	0.75				

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	2 (1%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.59
Intersection Signal Delay (s/veh):	14.7
Intersection LOS:	B
Intersection Capacity Utilization:	39.1%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 27: 96th Street & 500 Block





Lane Group	NBL	NBT	SBU	SBT	SBR	NEL	NER
Lane Configurations		↕		↕		↕	
Traffic Volume (vph)	0	54	3	41	0	1	1
Future Volume (vph)	0	54	3	41	0	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr t						0.932	
Fl t Protected				0.997		0.976	
Satd. Flow (prot)	0	1863	0	1857	0	1694	0
Fl t Permitted				0.997		0.976	
Satd. Flow (perm)	0	1863	0	1857	0	1694	0
Link Speed (mph)		30		30		30	
Link Distance (ft)		395		76		567	
Travel Time (s)		4.7		2.2		4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	59	3	45	0	1	1
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	59	0	48	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		0		0		0	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Yield		Yield		Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	14.6%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	29	19	24	29	0	0	0	0	27	1736	30
Future Volume (vph)	0	29	19	24	29	0	0	0	0	27	1736	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Frt		0.947										0.997
Flt Protected					0.978							0.999
Satd. Flow (prot)	0	1764	0	0	1822	0	0	0	0	0	5065	0
Flt Permitted					0.830							0.999
Satd. Flow (perm)	0	1764	0	0	1546	0	0	0	0	0	5065	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8										5
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1382			296			655				667
Travel Time (s)		31.4			6.7			14.9				15.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	32	21	26	32	0	0	0	0	29	1887	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	58	0	0	0	0	0	1949	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1		2
Detector Template		Thru		Left	Thru					Left		Thru
Leading Detector (ft)		100		20	100					20		100
Trailing Detector (ft)		0		0	0					0		0
Detector 1 Position(ft)		0		0	0					0		0
Detector 1 Size(ft)		6		20	6					20		6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA					Perm		NA
Protected Phases		8			4							2
Permitted Phases				4						2		
Detector Phase		8		4	4					2		2
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					7.0		7.0

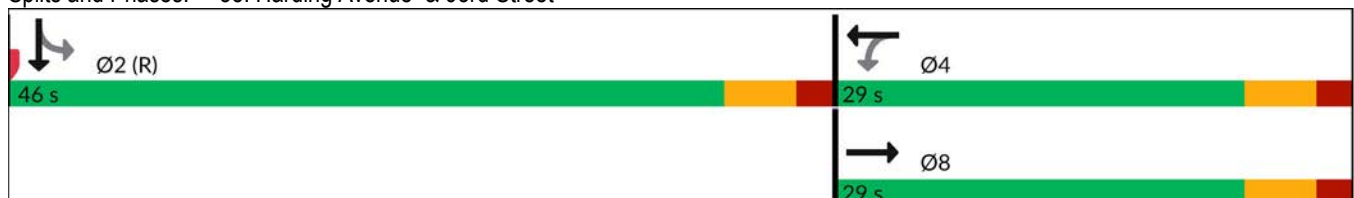


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		29.0		29.0	29.0					28.0	28.0	
Total Split (s)		29.0		29.0	29.0					46.0	46.0	
Total Split (%)		38.7%		38.7%	38.7%					61.3%	61.3%	
Maximum Green (s)		23.0		23.0	23.0					40.0	40.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0							0.0
Total Lost Time (s)		6.0			6.0							6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		16.0		16.0	16.0					15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		8.5			8.5							62.1
Actuated g/C Ratio		0.11			0.11							0.83
v/c Ratio		0.26			0.33							0.46
Control Delay (s/veh)		29.3			40.9							6.6
Queue Delay		0.0			0.0							0.0
Total Delay (s/veh)		29.3			40.9							6.6
LOS		C			D							A
Approach Delay (s/veh)		29.3			40.9							6.6
Approach LOS		C			D							A
Queue Length 50th (ft)		20			30							361
Queue Length 95th (ft)		49			m52							449
Internal Link Dist (ft)		1302			216			575				587
Turn Bay Length (ft)												
Base Capacity (vph)		546			474							4196
Starvation Cap Reductn		0			0							0
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.10			0.12							0.46

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 24 (32%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay (s/veh): 8.1 Intersection LOS: A
 Intersection Capacity Utilization 54.3% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: Harding Avenue & 93rd Street





Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	6	1	0	36	4	2	30	0	0	0
Future Volume (vph)	6	1	0	36	4	2	30	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983			0.987						
Flt Protected	0.958						0.997			
Satd. Flow (prot)	1754	0	0	1839	0	0	1857	0	1863	0
Flt Permitted	0.958						0.997			
Satd. Flow (perm)	1754	0	0	1839	0	0	1857	0	1863	0
Link Speed (mph)	30			30			30		30	
Link Distance (ft)	1382			500			567		444	
Travel Time (s)	31.4			11.4			12.9		10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	1	0	39	4	2	33	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	8	0	0	43	0	0	35	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0			0			0		12	
Link Offset(ft)	0			0			0		0	
Crosswalk Width(ft)	16			16			16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9
Sign Control	Stop			Stop			Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Volume (vph)	0	7	23	0	0	0	0	0	0	41	1776	12
Future Volume (vph)	0	7	23	0	0	0	0	0	0	41	1776	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.898										0.999
Fl _t Protected												0.999
Satd. Flow (prot)	0	1673	0	0	1863	0	0	0	0	0	5075	0
Fl _t Permitted												0.999
Satd. Flow (perm)	0	1673	0	0	1863	0	0	0	0	0	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1										2
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		825			245			1102			179	
Travel Time (s)		18.8			5.6			25.0			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	8	25	0	0	0	0	0	0	45	1930	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	0	0	0	0	0	0	1988	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA								Perm		NA
Protected Phases		4			8							6
Permitted Phases				8						6		
Detector Phase		4		8	8					6		6
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0		5.0

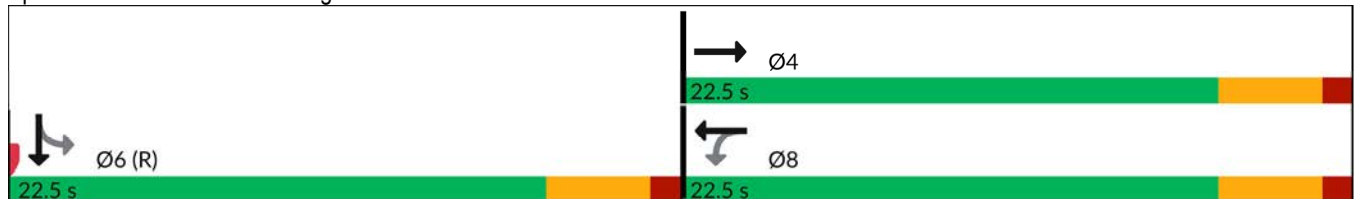


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (%)		50.0%		50.0%	50.0%					50.0%	50.0%	
Maximum Green (s)		18.0		18.0	18.0					18.0	18.0	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		4.5			4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		6.5									41.6	
Actuated g/C Ratio		0.14									0.92	
v/c Ratio		0.14									0.42	
Control Delay (s/veh)		17.3									1.9	
Queue Delay		0.0									0.0	
Total Delay (s/veh)		17.3									1.9	
LOS		B									A	
Approach Delay (s/veh)		17.3									1.9	
Approach LOS		B									A	
Queue Length 50th (ft)		7									0	
Queue Length 95th (ft)		24									126	
Internal Link Dist (ft)		745			165			1022			99	
Turn Bay Length (ft)												
Base Capacity (vph)		669									4692	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.05									0.42	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 45
 Offset: 0 (0%), Referenced to phase 2: and 6:SBTL, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.42
 Intersection Signal Delay (s/veh): 2.1 Intersection LOS: A
 Intersection Capacity Utilization 47.1% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 39: Harding Avenue & 90th Street





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	0	50	2203	0	0
Future Volume (vph)	51	0	50	2203	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt						
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1770	0	0	5080	0	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1770	0	0	5080	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	296			658	668	
Travel Time (s)	6.7			15.0	15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	0	54	2395	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	0	2449	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2		
Detector Template	Left		Left	Thru		
Leading Detector (ft)	20		20	100		
Trailing Detector (ft)	0		0	0		
Detector 1 Position(ft)	0		0	0		
Detector 1 Size(ft)	20		20	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0		
Detector 2 Position(ft)				94		
Detector 2 Size(ft)				6		
Detector 2 Type				Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)				0.0		
Turn Type	Prot		Perm	NA		
Protected Phases	8			6		
Permitted Phases			6			
Detector Phase	8		6	6		
Switch Phase						
Minimum Initial (s)	7.0		7.0	7.0		





















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	29.0		23.0	23.0		
Total Split (s)	35.0		40.0	40.0		
Total Split (%)	46.7%		53.3%	53.3%		
Maximum Green (s)	29.0		34.0	34.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0			0.0		
Total Lost Time (s)	6.0			6.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		C-Max	C-Max		
Walk Time (s)	7.0		7.0	7.0		
Flash Dont Walk (s)	16.0		10.0	10.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)	8.2			62.4		
Actuated g/C Ratio	0.11			0.83		
v/c Ratio	0.28			0.58		
Control Delay (s/veh)	47.6			4.7		
Queue Delay	0.0			0.0		
Total Delay (s/veh)	47.6			4.7		
LOS	D			A		
Approach Delay (s/veh)	47.6			4.7		
Approach LOS	D			A		
Queue Length 50th (ft)	32			165		
Queue Length 95th (ft)	62			244		
Internal Link Dist (ft)	216			578	588	
Turn Bay Length (ft)						
Base Capacity (vph)	684			4226		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.08			0.58		

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 59 (79%), Referenced to phase 6:NBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay (s/veh): 5.7
 Intersection Capacity Utilization 59.4%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 40: Collins Avenue & 93rd Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											   	
Traffic Volume (vph)	0	14	7	33	21	0	0	0	0	43	1709	29
Future Volume (vph)	0	14	7	33	21	0	0	0	0	43	1709	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.953										0.998
Fl _t Protected					0.970							0.999
Satd. Flow (prot)	0	1775	0	0	1807	0	0	0	0	0	5070	0
Fl _t Permitted					0.970							0.999
Satd. Flow (perm)	0	1775	0	0	1807	0	0	0	0	0	5070	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		319			288			670			655	
Travel Time (s)		7.3			6.5			14.3			14.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	15	8	36	23	0	0	0	0	47	1858	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	59	0	0	0	0	0	1937	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	50.8%					ICU Level of Service A						
Analysis Period (min)	15											



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑						↑↑↑	
Traffic Volume (vph)	0	32	41	80	48	0	0	0	0	32	1687	24
Future Volume (vph)	0	32	41	80	48	0	0	0	0	32	1687	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.924										0.998
Fl _t Protected					0.970							0.999
Satd. Flow (prot)	0	1721	0	0	1807	0	0	0	0	0	5070	0
Fl _t Permitted					0.762							0.999
Satd. Flow (perm)	0	1721	0	0	1419	0	0	0	0	0	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6										4
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		278			303			485			670	
Travel Time (s)		6.3			6.9			11.0			15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	35	45	87	52	0	0	0	0	35	1834	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	0	0	139	0	0	0	0	0	1895	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Detector Phase		8		4	4					2	2	
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					7.0	7.0	

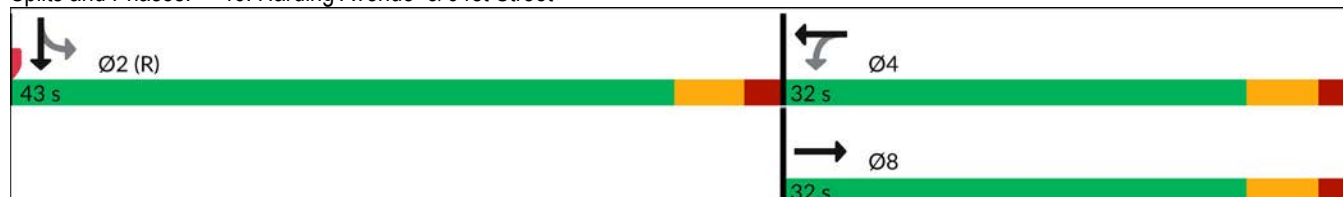


















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		26.0		26.0	26.0					26.0	26.0	
Total Split (s)		32.0		32.0	32.0					43.0	43.0	
Total Split (%)		42.7%		42.7%	42.7%					57.3%	57.3%	
Maximum Green (s)		26.0		26.0	26.0					37.0	37.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0							0.0
Total Lost Time (s)		6.0			6.0							6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5		2.5	2.5					1.0	1.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		4.0		4.0	4.0					7.0	7.0	
Flash Dont Walk (s)		16.0		16.0	16.0					13.0	13.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		12.2			12.2							54.6
Actuated g/C Ratio		0.16			0.16							0.73
v/c Ratio		0.28			0.60							0.51
Control Delay (s/veh)		26.8			39.5							7.6
Queue Delay		0.0			0.0							0.0
Total Delay (s/veh)		26.8			39.5							7.6
LOS		C			D							A
Approach Delay (s/veh)		26.8			39.5							7.6
Approach LOS		C			D							A
Queue Length 50th (ft)		31			61							227
Queue Length 95th (ft)		62			106							388
Internal Link Dist (ft)		198			223			405				590
Turn Bay Length (ft)												
Base Capacity (vph)		600			491							3693
Starvation Cap Reductn		0			0							0
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.13			0.28							0.51

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 21 (28%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay (s/veh): 10.4
 Intersection Capacity Utilization 57.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 46: Harding Avenue & 91st Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	60	6	4	62	6	3	11	8	2	3	6
Future Volume (vph)	3	60	6	4	62	6	3	11	8	2	3	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.988			0.949			0.921	
Flt Protected		0.998			0.997			0.994			0.992	
Satd. Flow (prot)	0	1835	0	0	1835	0	0	1757	0	0	1702	0
Flt Permitted		0.998			0.997			0.994			0.992	
Satd. Flow (perm)	0	1835	0	0	1835	0	0	1757	0	0	1702	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			278			402			420	
Travel Time (s)		11.1			12.6			9.1			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	65	7	4	67	7	3	12	9	2	3	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	75	0	0	78	0	0	24	0	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	15.1%					ICU Level of Service A						
Analysis Period (min)	15											

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	3	1	3	7	0
Future Volume (vph)	0	0	0	0	0	0	0	3	1	3	7	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		70	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt									0.850			
Flt Protected											0.987	
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	1583	0	1839	0
Flt Permitted											0.987	
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	1583	0	1839	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			1541			254			420	
Travel Time (s)		3.3			35.0			6.5			7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	3	1	3	8	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	3	1	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	13.3%						ICU Level of Service A					
Analysis Period (min)	15											



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	40	2	0	0	0	6	0	2186	1	0	0	0
Future Volume (vph)	40	2	0	0	0	6	0	2186	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr t					0.865							
Flt Protected		0.954										
Satd. Flow (prot)	0	1777	0	0	1611	0	0	5085	0	0	0	0
Flt Permitted		0.731										
Satd. Flow (perm)	0	1362	0	0	1611	0	0	5085	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					24							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		245			253			1096				655
Travel Time (s)		5.6			5.8			24.9				14.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	2	0	0	0	7	0	2376	1	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	7	0	0	2377	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA			NA				
Protected Phases		4			8			6				
Permitted Phases	4						6					
Detector Phase	4	4			8		6	6				
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0	7.0				



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	78	21	14	19	0	0	0	0	29	1714	12
Future Volume (vph)	0	78	21	14	19	0	0	0	0	29	1714	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.971									0.999	
Fl _t Protected					0.980						0.999	
Satd. Flow (prot)	0	1809	0	0	1825	0	0	0	0	0	5075	0
Fl _t Permitted					0.816						0.999	
Satd. Flow (perm)	0	1809	0	0	1520	0	0	0	0	0	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14										2
Link Speed (mph)		30			30			30				30
Link Distance (ft)		294			262			390				1102
Travel Time (s)		6.7			6.0			8.9				25.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	85	23	15	21	0	0	0	0	32	1863	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	108	0	0	36	0	0	0	0	0	1908	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8							2
Permitted Phases				8						2		
Detector Phase		4		8	8					2	2	
Switch Phase												
Minimum Initial (s)		7.0		1.0	1.0					7.0	7.0	

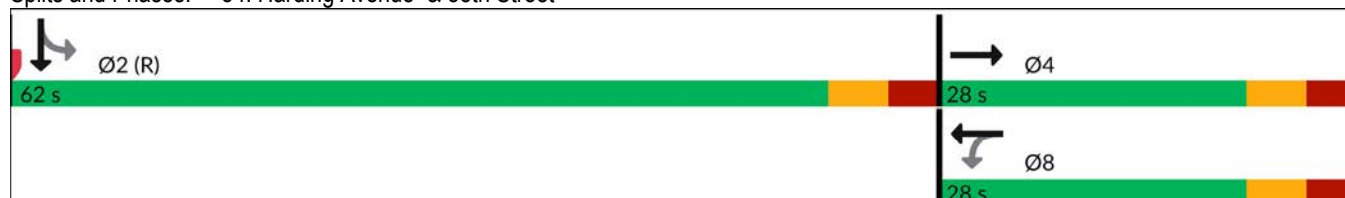


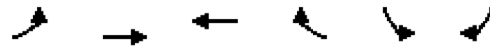
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		28.0		28.0	28.0					30.0	30.0	
Total Split (s)		28.0		28.0	28.0					62.0	62.0	
Total Split (%)		31.1%		31.1%	31.1%					68.9%	68.9%	
Maximum Green (s)		20.8		20.8	20.8					54.8	54.8	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		3.2		3.2	3.2					3.2	3.2	
Lost Time Adjust (s)		0.0			0.0							0.0
Total Lost Time (s)		7.2			7.2							7.2
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5		2.5	2.5					1.0	1.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		5.0		5.0	5.0					7.0	7.0	
Flash Dont Walk (s)		15.0		15.0	15.0					15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		9.9			9.5							70.0
Actuated g/C Ratio		0.11			0.11							0.78
v/c Ratio		0.51			0.23							0.48
Control Delay (s/veh)		40.9			31.5							4.9
Queue Delay		0.0			0.0							0.0
Total Delay (s/veh)		40.9			31.5							4.9
LOS		D			C							A
Approach Delay (s/veh)		40.9			31.5							4.9
Approach LOS		D			C							A
Queue Length 50th (ft)		51			19							142
Queue Length 95th (ft)		98			m28							222
Internal Link Dist (ft)		214			182			310				1022
Turn Bay Length (ft)												
Base Capacity (vph)		428			351							3947
Starvation Cap Reductn		0			0							0
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.25			0.10							0.48

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 80 (89%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay (s/veh): 7.3 Intersection LOS: A
 Intersection Capacity Utilization 54.4% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 54: Harding Avenue & 88th Street

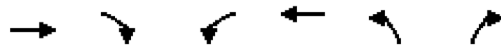




Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	29	13	42	26	6
Future Volume (vph)	2	29	13	42	26	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.896		0.973	
Flt Protected		0.997			0.962	
Satd. Flow (prot)	0	1857	1669	0	1744	0
Flt Permitted		0.997			0.962	
Satd. Flow (perm)	0	1857	1669	0	1744	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1541	54		602	
Travel Time (s)		34.8	1.2		13.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	32	14	46	28	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	34	60	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	30	25	11	16	49	33
Future Volume (vph)	30	25	11	16	49	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939			0.945		
Flt Protected				0.980	0.971	
Satd. Flow (prot)	1749	0	0	1825	1709	0
Flt Permitted				0.980	0.971	
Satd. Flow (perm)	1749	0	0	1825	1709	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	54			825	564	
Travel Time (s)	1.2			18.8	12.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	27	12	17	53	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	29	89	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.5%
Analysis Period (min)	15
	ICU Level of Service A

	↑	↖	↙	↓	↘	↗
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↗		↖	↑	↘	
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	80		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	109			254	495	
Travel Time (s)	2.7			5.8	11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	0.0%			ICU Level of Service A		
Analysis Period (min)	15					



Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations											
Traffic Volume (vph)	3	2	2	12	4	1	10	0	6	1	2
Future Volume (vph)	3	2	2	12	4	1	10	0	6	1	2
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865		0.972						0.973	
Flt Protected	0.950			0.995			0.996			0.962	
Satd. Flow (prot)	0	1611	0	1802	0	0	1855	0	0	1744	0
Flt Permitted	0.950			0.995			0.996			0.962	
Satd. Flow (perm)	0	1611	0	1802	0	0	1855	0	0	1744	0
Link Speed (mph)	30			30			30			30	
Link Distance (ft)	489			380			381			495	
Travel Time (s)	5.5			8.9			8.7			10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	2	2	13	4	1	11	0	7	1	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	3	2	0	19	0	0	12	0	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0			0			0			0	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	15	9
Sign Control	Stop			Stop			Stop			Stop	

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	92	3	2	2	0	0	0	4	2	0	2
Future Volume (vph)	2	92	3	2	2	0	0	0	4	2	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.996							0.865			0.865
Fl _t Protected		0.999			0.976						0.950	
Satd. Flow (prot)	0	1853	0	0	1818	0	0	0	1611	0	0	1611
Fl _t Permitted		0.999			0.976						0.950	
Satd. Flow (perm)	0	1853	0	0	1818	0	0	0	1611	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			294			213			516	
Travel Time (s)		12.8			6.7			4.8			11.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	100	3	2	2	0	0	0	4	2	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	105	0	0	4	0	0	0	4	0	2	2
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	94	1	0	0	3	2	29	2119	2	0	0	0
Future Volume (vph)	94	1	0	0	3	2	29	2119	2	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr t					0.946							
Flt Protected		0.953						0.999				
Satd. Flow (prot)	0	1775	0	0	1762	0	0	5080	0	0	0	0
Flt Permitted		0.725						0.999				
Satd. Flow (perm)	0	1350	0	0	1762	0	0	5080	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		262			264			391				1096
Travel Time (s)		6.0			6.0			8.9				24.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	102	1	0	0	3	2	32	2303	2	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	103	0	0	5	0	0	2337	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Detector Phase	8	8			4		6	6				
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0	7.0				



















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.8	30.8			26.0		26.5	26.5				
Total Split (s)	31.0	31.0			31.0		59.0	59.0				
Total Split (%)	34.4%	34.4%			34.4%		65.6%	65.6%				
Maximum Green (s)	24.2	24.2			24.5		52.5	52.5				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	2.8	2.8			2.5		2.5	2.5				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.8			6.5			6.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)	5.0	5.0					5.0	5.0				
Flash Dont Walk (s)	19.0	19.0					15.0	15.0				
Pedestrian Calls (#/hr)	0	0					0	0				
Act Effct Green (s)		12.2			12.5			68.5				
Actuated g/C Ratio		0.14			0.14			0.76				
v/c Ratio		0.56			0.02			0.60				
Control Delay (s/veh)		40.6			26.0			7.5				
Queue Delay		0.0			0.0			0.0				
Total Delay (s/veh)		40.6			26.0			7.5				
LOS		D			C			A				
Approach Delay (s/veh)		40.6			26.0			7.5				
Approach LOS		D			C			A				
Queue Length 50th (ft)		60			2			215				
Queue Length 95th (ft)		109			11			326				
Internal Link Dist (ft)		182			184			311			1016	
Turn Bay Length (ft)												
Base Capacity (vph)		363			481			3868				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.28			0.01			0.60				

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 25 (28%), Referenced to phase 6:NBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay (s/veh): 8.9 Intersection LOS: A
 Intersection Capacity Utilization 64.6% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 71: Collins Avenue & 88th Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	16	72	0	119	1	1	0	176	0	0	8
Future Volume (vph)	0	16	72	0	119	1	1	0	176	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.889			0.999				0.865			0.865
Fl _t Protected								0.950				
Satd. Flow (prot)	0	1656	0	0	1861	0	0	0	1611	0	0	1611
Fl _t Permitted								0.950				
Satd. Flow (perm)	0	1656	0	0	1861	0	0	0	1611	0	0	1611
Link Speed (mph)		30			30			30				30
Link Distance (ft)		499			273			389				518
Travel Time (s)		6.6			6.2			8.8				11.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	17	78	0	129	1	1	0	191	0	0	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	95	0	0	130	0	0	1	191	0	0	9
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield				Yield

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	780	212	0	965	0	64
Future Vol, veh/h	780	212	0	965	0	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	848	230	0	1049	0	70

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	539
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	487
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	487
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	13.63
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	487	-	-	-
HCM Lane V/C Ratio	0.143	-	-	-
HCM Control Delay (s/veh)	13.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑				↑		↔	
Traffic Vol, veh/h	27	947	0	0	1202	31	3	0	18	18	0	29
Future Vol, veh/h	27	947	0	0	1202	31	3	0	18	18	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	1029	0	0	1307	34	3	0	20	20	0	32

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1340	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	-
Pot Cap-1 Maneuver	510	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	510	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.35	0	12.42	93.89
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	505	510	-	-	-	87
HCM Lane V/C Ratio	0.039	0.058	-	-	-	0.589
HCM Control Delay (s/veh)	12.4	12.5	-	-	-	93.9
HCM Lane LOS	B	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	0.2	-	-	-	2.7

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔↔↔					
Traffic Vol, veh/h	43	11	0	0	2	16	32	2192	12	0	0	0
Future Vol, veh/h	43	11	0	0	2	16	32	2192	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	12	0	0	2	17	35	2383	13	0	0	0

Major/Minor	Minor2		Minor1			Major1		
Conflicting Flow All	1024	2465	-	2465	2459	1198	0	0
Stage 1	0	0	-	2459	2459	-	-	-
Stage 2	1024	2465	-	6	0	-	-	-
Critical Hdwy	6.44	6.54	-	6.44	6.54	7.14	5.34	-
Critical Hdwy Stg 1	-	-	-	7.34	5.54	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	-	3.82	4.02	3.92	3.12	-
Pot Cap-1 Maneuver	248	30	0	32	30	153	-	-
Stage 1	-	-	0	18	60	-	-	-
Stage 2	227	59	0	-	-	-	-	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	204	30	-	19	30	153	-	-
Mov Cap-2 Maneuver	204	30	-	19	30	-	-	-
Stage 1	-	-	-	18	60	-	-	-
Stage 2	194	59	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v94.03		46.84	
HCM LOS	F	E	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WB Ln1
Capacity (veh/h)	-	-	-	93	105
HCM Lane V/C Ratio	-	-	-	0.63	0.186
HCM Control Delay (s/veh)	-	-	-	94	46.8
HCM Lane LOS	-	-	-	F	E
HCM 95th %tile Q(veh)	-	-	-	3	0.6

Intersection												
Int Delay, s/veh	35.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔↔				
Traffic Vol, veh/h	73	17	0	0	22	24	101	2007	36	0	0	0
Future Vol, veh/h	73	17	0	0	22	24	101	2007	36	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	18	0	0	24	26	110	2182	39	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	1104	2440	-	-	2421	1110	0	0	0	
Stage 1	0	0	-	-	2421	-	-	-	-	
Stage 2	1104	2440	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	222	31	0	0	32	175	-	-	-	
Stage 1	-	-	0	0	63	-	-	-	-	
Stage 2	202	61	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	~ 47	31	-	-	32	175	-	-	-	
Mov Cap-2 Maneuver	~ 47	31	-	-	32	-	-	-	-	
Stage 1	-	-	-	-	63	-	-	-	-	
Stage 2	106	61	-	-	-	-	-	-	-	

Approach	EB	WB	NB
HCM Control Delay, \$/veh	782.17	209.94	
HCM LOS	F	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	43	56
HCM Lane V/C Ratio	-	-	-	2.269	0.898
HCM Control Delay (s/veh)	-	-	-	782.2	209.9
HCM Lane LOS	-	-	-	F	F
HCM 95th %tile Q(veh)	-	-	-	10.4	4

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

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔					↔↔↔		
Traffic Vol, veh/h	0	14	7	33	21	0	0	0	0	43	1709	29
Future Vol, veh/h	0	14	7	33	21	0	0	0	0	43	1709	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	8	36	23	0	0	0	0	47	1858	32

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	1967	945	844	1983	-	0	0	0
Stage 1	-	1967	-	0	0	-	-	-	-
Stage 2	-	0	-	844	1983	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.12	-	-
Pot Cap-1 Maneuver	0	62	226	315	61	0	-	-	-
Stage 1	0	107	-	-	-	0	-	-	-
Stage 2	0	-	-	294	105	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	62	226	230	61	-	-	-	-
Mov Cap-2 Maneuver	-	62	-	230	61	-	-	-	-
Stage 1	-	107	-	-	-	-	-	-	-
Stage 2	-	-	-	244	105	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s/v65.13			69.8					
HCM LOS	F		F					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	82	110	-	-	-
HCM Lane V/C Ratio	0.279	0.532	-	-	-
HCM Control Delay (s/veh)	65.1	69.8	-	-	-
HCM Lane LOS	F	F	-	-	-
HCM 95th %tile Q(veh)	1	2.5	-	-	-

TRAFFIC OPERATIONAL ANALYSIS

SYNCHRO FUTURE CONDITIONS AM
PEAK HOUR ANALYSIS (2032)

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	16	28	0	37	10	0
Future Vol, veh/h	16	28	0	37	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	30	0	40	11	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.3	6.5	7.4
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	0%	100%
Vol Thru, %	64%	0%	0%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	44	37	10
LT Vol	16	0	10
Through Vol	28	0	0
RT Vol	0	37	0
Lane Flow Rate	48	40	11
Geometry Grp	1	1	1
Degree of Util (X)	0.054	0.038	0.013
Departure Headway (Hd)	4.057	3.389	4.288
Convergence, Y/N	Yes	Yes	Yes
Cap	887	1058	835
Service Time	2.064	1.404	2.313
HCM Lane V/C Ratio	0.054	0.038	0.013
HCM Control Delay, s/veh	7.3	6.5	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	20	0	0	91	59	42	21	12	77	0	188
Future Vol, veh/h	20	20	0	0	91	59	42	21	12	77	0	188
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	22	0	0	99	64	46	23	13	84	0	204
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.4	8.8	8.4	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	56%	50%	0%	29%
Vol Thru, %	28%	50%	61%	0%
Vol Right, %	16%	0%	39%	71%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	40	150	265
LT Vol	42	20	0	77
Through Vol	21	20	91	0
RT Vol	12	0	59	188
Lane Flow Rate	82	43	163	288
Geometry Grp	1	1	1	1
Degree of Util (X)	0.108	0.061	0.207	0.333
Departure Headway (Hd)	4.749	5.047	4.562	4.157
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	753	707	784	864
Service Time	2.787	3.094	2.6	2.185
HCM Lane V/C Ratio	0.109	0.061	0.208	0.333
HCM Control Delay, s/veh	8.4	8.4	8.8	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.8	1.5

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	47	1	2	78	7	2	16	9	4	9	1
Future Vol, veh/h	2	47	1	2	78	7	2	16	9	4	9	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	51	1	2	85	8	2	17	10	4	10	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.5	7.2	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	4%	2%	29%
Vol Thru, %	59%	94%	90%	64%
Vol Right, %	33%	2%	8%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	50	87	14
LT Vol	2	2	2	4
Through Vol	16	47	78	9
RT Vol	9	1	7	1
Lane Flow Rate	29	54	95	15
Geometry Grp	1	1	1	1
Degree of Util (X)	0.033	0.062	0.105	0.018
Departure Headway (Hd)	4.017	4.08	4.009	4.228
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	881	875	892	837
Service Time	2.088	2.119	2.043	2.301
HCM Lane V/C Ratio	0.033	0.062	0.107	0.018
HCM Control Delay, s/veh	7.2	7.4	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.4	0.1

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	0	0	0	0	0	6	0	7	4	2	1	0
Future Vol, veh/h	0	0	0	0	0	6	0	7	4	2	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	7	0	8	4	2	1	0
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	0	6.4	7	7.2
HCM LOS	-	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%	67%
Vol Thru, %	100%	0%	100%	0%	33%
Vol Right, %	0%	100%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	4	0	6	3
LT Vol	0	0	0	0	2
Through Vol	7	0	0	0	1
RT Vol	0	4	0	6	0
Lane Flow Rate	8	4	0	7	3
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.01	0.005	0	0.006	0.004
Departure Headway (Hd)	4.548	3.847	3.966	3.361	4.188
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	792	936	0	1068	859
Service Time	2.248	1.548	1.976	1.37	2.192
HCM Lane V/C Ratio	0.01	0.004	0	0.007	0.003
HCM Control Delay, s/veh	7.3	6.6	7	6.4	7.2
HCM Lane LOS	A	A	N	A	A
HCM 95th-tile Q	0	0	0	0	0

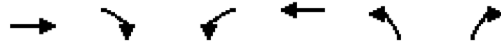
Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER
Lane Configurations										
Traffic Vol, veh/h	7	1	1	13	4	6	16	2	5	1
Future Vol, veh/h	7	1	1	13	4	6	16	2	5	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	1	14	4	7	17	2	5	1
Number of Lanes	0	1	0	1	0	0	1	0	1	0

Approach	WB	NB	SB	SE
Opposing Approach		SB	NB	
Opposing Lanes	0	1	1	0
Conflicting Approach Left	NB	SE	WB	SB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	SE	WB	SE	NB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	6.9	7	7.1	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	WBLn1	SELn1	SBLn1
Vol Left, %	6%	54%	83%	25%
Vol Thru, %	72%	0%	0%	67%
Vol Right, %	22%	46%	17%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	13	6	24
LT Vol	1	7	5	6
Through Vol	13	0	0	16
RT Vol	4	6	1	2
Lane Flow Rate	20	14	7	26
Geometry Grp	1	1	1	1
Degree of Util (X)	0.021	0.015	0.007	0.029
Departure Headway (Hd)	3.868	3.848	4.09	3.985
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	928	931	876	902
Service Time	1.879	1.868	2.111	1.995
HCM Lane V/C Ratio	0.022	0.015	0.008	0.029
HCM Control Delay, s/veh	7	6.9	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.1

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Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑↑			↑↑	↘↘	↘			
Traffic Volume (veh/h)	1459	0	0	831	325	28			
Future Volume (veh/h)	1459	0	0	831	325	28			
Number	6	16	5	2	7	14			
Initial Q, veh	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj (A_pbT)		1.00	1.00		1.00	1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No	No				
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870			
Adj Flow Rate, veh/h	1586	0	0	903	353	30			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	0	0	2	2	2			
Opposing Right Turn Influence			No		Yes				
Cap, veh/h	2825	0	0	2825	420	193			
HCM Platoon Ratio	2.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	1.00	0.00	0.00	0.80	0.12	0.12			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	0.6	0.0	0.0	4.5	69.0	59.3			
Ln Grp LOS	A			A	E	E			
Approach Vol, veh/h	1586			903	383				
Approach Delay, s/veh	0.6			4.5	68.2				
Approach LOS	A			A	E				
Timer:		1	2	3	4	5	6	7	8
Assigned Phs			2		4		6		
Case No			8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s			125.8		24.2		125.8		
Change Period (Y+Rc), s			6.5		6.0		6.5		
Max Green (Gmax), s			102.5		35.0		102.5		
Max Allow Headway (MAH), s			5.2		3.8		5.2		
Max Q Clear (g_c+I1), s			12.5		17.0		2.0		
Green Ext Time (g_e), s			8.3		1.3		23.0		
Prob of Phs Call (p_c)			1.00		1.00		1.00		
Prob of Max Out (p_x)			0.00		0.00		0.00		
Left-Turn Movement Data									
Assigned Mvmt			5		7		1		
Mvmt Sat Flow, veh/h			0		3456		0		
Through Movement Data									
Assigned Mvmt			2		4		6		
Mvmt Sat Flow, veh/h			3741		0		3741		
Right-Turn Movement Data									
Assigned Mvmt			12		14		16		
Mvmt Sat Flow, veh/h			0		1585		0		
Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	0	

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Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	353	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1728	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1728	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	119.3	0.0	0.0	0.0	119.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	420	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.84	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	806	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	64.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	69.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment				T				
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	903	0	0	0	1586	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2825	0	0	0	2825	0	0
V/C Ratio (X)	0.00	0.32	0.00	0.00	0.00	0.56	0.00	0.00
Avail Cap (c_a), veh/h	0	2825	0	0	0	2825	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.75	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.5	0.0	0.0	0.0	0.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0

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2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.5	0.0	0.0	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.43	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	30	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1585	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	193	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	370	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	59.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	59.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.14	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0


















Intersection Summary

HCM 7th Control Delay, s/veh	10.9
HCM 7th LOS	B

HCM 7th Edition methodology does not support turning movements with shared & exclusive lanes.

HCM 7th Edition methodology does not support exclusive ped or hold phases.

HCM 7th Signalized Intersection Capacity Analysis
 11: Harding Avenue & 94th Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (veh/h)	0	20	33	22	40	0	0	0	0	39	2646	77
Future Volume (veh/h)	0	20	33	22	40	0	0	0	0	39	2646	77
Number	3	8	18	7	4	14				5	2	12
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	22	36	24	43	0				42	2876	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	32	53	33	45	0				66	4510	131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Prop Arrive On Green	0.00	0.05	0.05	0.05	0.05	0.00				0.29	0.29	0.29
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	79.4	0.0	0.0	0.0				34.0	34.0	34.4
Ln Grp LOS			E							C	C	C
Approach Vol, veh/h		58			67						3002	
Approach Delay, s/veh		79.4			0.0						34.2	
Approach LOS		E			A						C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8			
Case No			12.0		14.0				8.0			
Phs Duration (G+Y+Rc), s			136.5		13.5				13.5			
Change Period (Y+Rc), s			6.0		6.0				* 6			
Max Green (Gmax), s			114.0		24.0				* 25			
Max Allow Headway (MAH), s			5.3		5.3				5.5			
Max Q Clear (g_c+I1), s			75.4		7.4				7.1			
Green Ext Time (g_e), s			34.1		0.2				0.2			
Prob of Phs Call (p_c)			1.00		0.99				0.99			
Prob of Max Out (p_x)			0.00		0.00				0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7				3			
Mvmt Sat Flow, veh/h			76		9				0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			5186		900				638			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			150		0				1044			
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	0	0	0	3			

HCM 7th Signalized Intersection Capacity Analysis
 11: Harding Avenue & 94th Street

Lane Assignment		L+T		L+T				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	1032	0	67	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1867	0	908	0	0	0	0
Q Serve Time (g_s), s	0.0	72.3	0.0	5.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	72.3	0.0	5.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1366	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	3.6	0.0	0.0	0.0	7.5
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.04	0.00	0.36	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1623	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.64	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1623	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.65	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	32.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	36.4	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	36.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.59	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	939	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1702	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	72.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	72.1	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1480	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1480	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.65	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	32.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	33.1	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
 11: Harding Avenue & 94th Street

2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	33.7	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.45	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	1032	0	0	0	0	0	58
Grp Sat Flow (s), veh/h/ln	0	1843	0	0	0	0	0	1682
Q Serve Time (g_s), s	0.0	73.4	0.0	0.0	0.0	0.0	0.0	5.1
Cycle Q Clear Time (g_c), s	0.0	73.4	0.0	0.0	0.0	0.0	0.0	5.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.62
Lane Grp Cap (c), veh/h	0	1603	0	0	0	0	0	85
V/C Ratio (X)	0.00	0.64	0.00	0.00	0.00	0.00	0.00	0.69
Avail Cap (c_a), veh/h	0	1603	0	0	0	0	0	275
Upstream Filter (I)	0.00	0.65	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	33.1	0.0	0.0	0.0	0.0	0.0	70.1
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	0.0	0.0	9.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.4	0.0	0.0	0.0	0.0	0.0	79.4
1st-Term Q (Q1), veh/ln	0.0	36.5	0.0	0.0	0.0	0.0	0.0	2.2
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	37.1	0.0	0.0	0.0	0.0	0.0	2.4
%ile Storage Ratio (RQ%)	0.00	1.59	0.00	0.00	0.00	0.00	0.00	0.29
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0













Intersection Summary

HCM 7th Control Delay, s/veh	34.3
HCM 7th LOS	C

Notes

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Edition methodology does not support current ring-barrier structure.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↑↑↑	
Traffic Volume (veh/h)	0	40	44	43	71	0	0	0	0	85	2662	51
Future Volume (veh/h)	0	40	44	43	71	0	0	0	0	85	2662	51
Number	3	8	18	7	4	14				5	2	12
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	43	48	47	77	0				92	2893	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	137	116	115	137	0				139	4366	83
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Prop Arrive On Green	0.00	0.07	0.07	0.07	0.07	0.00				0.28	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	67.2	68.8	72.3	70.8	0.0				35.8	35.7	36.0
Ln Grp LOS		E	E	E	E					D	D	D
Approach Vol, veh/h		91			124						3040	
Approach Delay, s/veh		68.1			71.4						35.8	
Approach LOS		E			E						D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8			
Case No			12.0		6.0				7.0			
Phs Duration (G+Y+Rc), s			133.0		17.0				17.0			
Change Period (Y+Rc), s			6.0		6.0				6.0			
Max Green (Gmax), s			113.0		25.0				25.0			
Max Allow Headway (MAH), s			5.2		4.8				4.6			
Max Q Clear (g_c+I1), s			76.9		10.6				6.3			
Green Ext Time (g_e), s			32.4		0.4				0.3			
Prob of Phs Call (p_c)			1.00		1.00				1.00			
Prob of Max Out (p_x)			0.00		0.00				0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7				3			
Mvmt Sat Flow, veh/h			164		1306				0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			5155		1870				1870			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			98		0				1585			
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	0	0	0	3			

HCM 7th Signalized Intersection Capacity Analysis
 19: 95th Street & Harding Avenue

Lane Assignment		L+T		L				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	1045	0	47	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1862	0	1306	0	0	0	0
Q Serve Time (g_s), s	0.0	74.4	0.0	5.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	74.4	0.0	8.6	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1306	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.09	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1577	0	115	0	0	0	0
V/C Ratio (X)	0.00	0.66	0.00	0.41	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1577	0	237	0	0	0	0
Upstream Filter (I)	0.00	0.32	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	35.1	0.0	70.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	2.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	35.8	0.0	72.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	37.3	0.0	1.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	37.6	0.0	1.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.59	0.00	0.18	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	951	0	77	0	0	0	43
Grp Sat Flow (s), veh/h/ln	0	1702	0	1870	0	0	0	1870
Q Serve Time (g_s), s	0.0	74.0	0.0	6.0	0.0	0.0	0.0	3.3
Cycle Q Clear Time (g_c), s	0.0	74.0	0.0	6.0	0.0	0.0	0.0	3.3
Lane Grp Cap (c), veh/h	0	1441	0	137	0	0	0	137
V/C Ratio (X)	0.00	0.66	0.00	0.56	0.00	0.00	0.00	0.31
Avail Cap (c_a), veh/h	0	1441	0	312	0	0	0	312
Upstream Filter (I)	0.00	0.32	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	34.9	0.0	67.2	0.0	0.0	0.0	65.9
Incr Delay (d2), s/veh	0.0	0.8	0.0	3.6	0.0	0.0	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	35.7	0.0	70.8	0.0	0.0	0.0	67.2
1st-Term Q (Q1), veh/ln	0.0	33.9	0.0	2.9	0.0	0.0	0.0	1.6

HCM 7th Signalized Intersection Capacity Analysis
 19: 95th Street & Harding Avenue

2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	34.2	0.0	3.0	0.0	0.0	0.0	1.6
%ile Storage Ratio (RQ%)	0.00	1.45	0.00	0.28	0.00	0.00	0.00	0.22
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	T+R			R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	1045	0	0	0	0	0	48
Grp Sat Flow (s), veh/h/ln	0	1853	0	0	0	0	0	1585
Q Serve Time (g_s), s	0.0	74.9	0.0	0.0	0.0	0.0	0.0	4.3
Cycle Q Clear Time (g_c), s	0.0	74.9	0.0	0.0	0.0	0.0	0.0	4.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.00	0.00	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1569	0	0	0	0	0	116
V/C Ratio (X)	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.41
Avail Cap (c_a), veh/h	0	1569	0	0	0	0	0	264
Upstream Filter (I)	0.00	0.32	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	35.2	0.0	0.0	0.0	0.0	0.0	66.4
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.0	0.0	2.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	36.0	0.0	0.0	0.0	0.0	0.0	68.8
1st-Term Q (Q1), veh/ln	0.0	37.4	0.0	0.0	0.0	0.0	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	37.7	0.0	0.0	0.0	0.0	0.0	1.8
%ile Storage Ratio (RQ%)	0.00	1.59	0.00	0.00	0.00	0.00	0.00	0.39
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	38.1
HCM 7th LOS	D

HCM 7th Edition methodology does not support current ring-barrier structure.

HCM 7th Edition methodology does not support custom phasing.

HCM 7th Edition methodology does not support clustered intersections.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔					↔↔↔	↔↔↔	
Traffic Volume (veh/h)	0	18	11	25	21	0	0	0	0	31	2658	25
Future Volume (veh/h)	0	18	11	25	21	0	0	0	0	31	2658	25
Number	3	8	18	7	4	14				5	2	12
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	20	12	27	23	0				34	2889	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	58	35	67	39	0				54	4613	43
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Prop Arrive On Green	0.00	0.05	0.05	0.05	0.05	0.00				0.29	0.29	0.29
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	70.8	73.6	0.0	0.0				33.6	33.7	33.7
Ln Grp LOS			E	E						C	C	C
Approach Vol, veh/h		32			50						2950	
Approach Delay, s/veh		70.8			73.6						33.7	
Approach LOS		E			E						C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4						8	
Case No			12.0		8.0						8.0	
Phs Duration (G+Y+Rc), s			136.1		13.9						13.9	
Change Period (Y+Rc), s			6.0		6.0						6.0	
Max Green (Gmax), s			114.0		24.0						24.0	
Max Allow Headway (MAH), s			5.2		5.3						5.4	
Max Q Clear (g_c+I1), s			73.1		8.0						4.6	
Green Ext Time (g_e), s			35.3		0.1						0.1	
Prob of Phs Call (p_c)			1.00		0.97						0.97	
Prob of Max Out (p_x)			0.00		0.00						0.00	
Left-Turn Movement Data												
Assigned Mvmt			5		7						3	
Mvmt Sat Flow, veh/h			63		563						0	
Through Movement Data												
Assigned Mvmt			2		4						8	
Mvmt Sat Flow, veh/h			5318		747						1095	
Right-Turn Movement Data												
Assigned Mvmt			12		14						18	
Mvmt Sat Flow, veh/h			50		0						657	
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	0	0	0	3			

HCM 7th Signalized Intersection Capacity Analysis
 35: Harding Avenue/Harding Avenue & 93rd Street

Lane Assignment		L+T		L+T				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	1014	0	50	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1867	0	1310	0	0	0	0
Q Serve Time (g_s), s	0.0	70.8	0.0	3.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	70.8	0.0	6.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1399	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	7.9	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	7.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.03	0.00	0.54	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1620	0	106	0	0	0	0
V/C Ratio (X)	0.00	0.63	0.00	0.47	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1620	0	274	0	0	0	0
Upstream Filter (I)	0.00	0.67	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	32.4	0.0	70.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	3.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	33.6	0.0	73.6	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	35.6	0.0	1.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	36.1	0.0	2.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.50	0.00	0.19	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	923	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1702	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	70.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	70.7	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1476	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.62	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1476	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	32.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	33.7	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	32.3	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
 35: Harding Avenue/Harding Avenue & 93rd Street


















2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	32.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.37	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	1014	0	0	0	0	0	32
Grp Sat Flow (s), veh/h/ln	0	1861	0	0	0	0	0	1752
Q Serve Time (g_s), s	0.0	71.1	0.0	0.0	0.0	0.0	0.0	2.6
Cycle Q Clear Time (g_c), s	0.0	71.1	0.0	0.0	0.0	0.0	0.0	2.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.37
Lane Grp Cap (c), veh/h	0	1615	0	0	0	0	0	92
V/C Ratio (X)	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.35
Avail Cap (c_a), veh/h	0	1615	0	0	0	0	0	280
Upstream Filter (I)	0.00	0.67	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	32.5	0.0	0.0	0.0	0.0	0.0	68.6
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	0.0	0.0	2.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	33.7	0.0	0.0	0.0	0.0	0.0	70.8
1st-Term Q (Q1), veh/ln	0.0	35.6	0.0	0.0	0.0	0.0	0.0	1.2
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	36.1	0.0	0.0	0.0	0.0	0.0	1.2
%ile Storage Ratio (RQ%)	0.00	1.50	0.00	0.00	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	34.7
HCM 7th LOS	C

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (veh/h)	0	9	33	0	0	0	0	0	0	26	2669	15
Future Volume (veh/h)	0	9	33	0	0	0	0	0	0	26	2669	15
Number	7	4	14	3	8	18				1	6	16
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	10	36	0	0	0				28	2901	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	17	62	0	91	0				39	4023	22
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.05	0.05	0.00	0.00	0.00				0.75	0.75	0.75
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	27.4	0.0	0.0	0.0				6.3	6.6	6.3
Ln Grp LOS			C							A	A	A
Approach Vol, veh/h		46			0						2945	
Approach Delay, s/veh		27.4			0.0						6.4	
Approach LOS		C									A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		6			4				8			
Case No		12.0			8.0				8.0			
Phs Duration (G+Y+Rc), s		38.3			6.7				6.7			
Change Period (Y+Rc), s		4.5			4.5				4.5			
Max Green (Gmax), s		18.0			18.0				18.0			
Max Allow Headway (MAH), s		5.2			5.5				0.0			
Max Q Clear (g_c+I1), s		15.3			3.2				0.0			
Green Ext Time (g_e), s		2.7			0.1				0.0			
Prob of Phs Call (p_c)		1.00			0.44				0.00			
Prob of Max Out (p_x)		0.00			0.00				0.00			
Left-Turn Movement Data												
Assigned Mvmt		1			7				3			
Mvmt Sat Flow, veh/h		52			0				0			
Through Movement Data												
Assigned Mvmt		6			4				8			
Mvmt Sat Flow, veh/h		5354			356				1870			
Right-Turn Movement Data												
Assigned Mvmt		16			14				18			
Mvmt Sat Flow, veh/h		29			1283				0			
Left Lane Group Data												
Assigned Mvmt		1	0	0	7	0	0	0	3			

Lane Assignment	L+T							
Lanes in Grp	1	0	0	0	0	0	0	0
Grp Vol (v), veh/h	1012	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1868	0	0	0	0	0	0	0
Q Serve Time (g_s), s	13.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	13.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	2.2	0.0	0.0	0.0	2.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	1403	0	0	0	0	0	0	0
V/C Ratio (X)	0.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1403	0	0	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	6	0	0	4	0	0	0	8
Lane Assignment	T			T				
Lanes in Grp	1	0	0	0	0	0	0	1
Grp Vol (v), veh/h	921	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1702	0	0	0	0	0	0	1870
Q Serve Time (g_s), s	13.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	13.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	1279	0	0	0	0	0	0	91
V/C Ratio (X)	0.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1279	0	0	0	0	0	0	748
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
 39: Harding Avenue/Harding Avenue & 90th Street

2nd-Term Q (Q2), veh/ln	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	16	0	0	14	0	0	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	1012	0	0	46	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1865	0	0	1639	0	0	0	0
Q Serve Time (g_s), s	13.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	13.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.02	0.00	0.00	0.78	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	1401	0	0	80	0	0	0	0
V/C Ratio (X)	0.72	0.00	0.00	0.58	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1401	0	0	656	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	3.0	0.0	0.0	21.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.0	6.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	6.3	0.0	0.0	27.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	1.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.41	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	6.7
HCM 7th LOS	A

HCM 7th Edition methodology does not support current ring-barrier structure.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑						↑↑↑	
Traffic Volume (veh/h)	0	12	40	51	61	0	0	0	0	70	2648	32
Future Volume (veh/h)	0	12	40	51	61	0	0	0	0	70	2648	32
Number	3	8	18	7	4	14				5	2	12
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	13	43	55	66	0				76	2878	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	43	143	129	105	0				100	3794	46
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Prop Arrive On Green	0.00	0.11	0.11	0.11	0.11	0.00				0.24	0.24	0.24
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	31.2	33.7	0.0	0.0				26.4	26.7	26.5
Ln Grp LOS			C	C						C	C	C
Approach Vol, veh/h		56			121						2989	
Approach Delay, s/veh		31.2			33.7						26.5	
Approach LOS		C			C						C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8			
Case No			12.0		8.0				8.0			
Phs Duration (G+Y+Rc), s			60.5		14.5				14.5			
Change Period (Y+Rc), s			6.0		6.0				6.0			
Max Green (Gmax), s			37.0		26.0				26.0			
Max Allow Headway (MAH), s			3.2		4.8				5.0			
Max Q Clear (g_c+I1), s			40.5		8.3				4.3			
Green Ext Time (g_e), s			0.0		0.4				0.2			
Prob of Phs Call (p_c)			1.00		0.97				0.97			
Prob of Max Out (p_x)			0.00		0.00				0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7				3			
Mvmt Sat Flow, veh/h			138		524				0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			5223		922				381			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			63		0				1262			
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	0	0	0	3			

HCM 7th Signalized Intersection Capacity Analysis
46: 91st Street & Harding Avenue

Lane Assignment		L+T		L+T				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	1027	0	121	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1863	0	1446	0	0	0	0
Q Serve Time (g_s), s	0.0	38.4	0.0	4.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	38.4	0.0	6.3	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1369	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	8.5	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.3	0.0	0.0	0.0	8.5
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.07	0.00	0.45	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1354	0	234	0	0	0	0
V/C Ratio (X)	0.00	0.76	0.00	0.52	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1354	0	605	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.4	0.0	32.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.0	0.0	1.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.4	0.0	33.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	18.8	0.0	2.1	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.5	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	20.3	0.0	2.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.84	0.00	0.21	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	935	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1702	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	38.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	38.2	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1236	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1236	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
46: 91st Street & Harding Avenue

2nd-Term Q (Q2), veh/ln	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	18.5	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.77	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	1027	0	0	0	0	0	56
Grp Sat Flow (s), veh/h/ln	0	1859	0	0	0	0	0	1643
Q Serve Time (g_s), s	0.0	38.5	0.0	0.0	0.0	0.0	0.0	2.3
Cycle Q Clear Time (g_c), s	0.0	38.5	0.0	0.0	0.0	0.0	0.0	2.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.77
Lane Grp Cap (c), veh/h	0	1350	0	0	0	0	0	187
V/C Ratio (X)	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.30
Avail Cap (c_a), veh/h	0	1350	0	0	0	0	0	570
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.4	0.0	0.0	0.0	0.0	0.0	30.5
Incr Delay (d2), s/veh	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.5	0.0	0.0	0.0	0.0	0.0	31.2
1st-Term Q (Q1), veh/ln	0.0	18.8	0.0	0.0	0.0	0.0	0.0	0.9
2nd-Term Q (Q2), veh/ln	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	20.3	0.0	0.0	0.0	0.0	0.0	0.9
%ile Storage Ratio (RQ%)	0.00	0.85	0.00	0.00	0.00	0.00	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	26.9
HCM 7th LOS	C

HCM 7th Edition methodology does not support current ring-barrier structure.

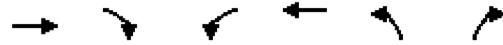
Min green cannot be less than 2 seconds, (Phase 8).

HCM 7th Edition methodology does not support current ring-barrier structure.

HCM 7th Edition methodology does not support turning movements with shared & exclusive lanes.

HCM 7th Edition methodology does not support clustered intersections.


















HCM Signalized Intersection Capacity Analysis
 2: Byron Avenue & 96th Street /96th Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘↘	↗
Traffic Volume (vph)	1459	0	0	831	325	28
Future Volume (vph)	1459	0	0	831	325	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5			6.5	6.0	6.0
Lane Util. Factor	0.95			0.95	0.97	1.00
Frt	1.00			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3539			3539	3433	1583
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3539			3539	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1586	0	0	903	353	30
RTOR Reduction (vph)	0	0	0	0	0	26
Lane Group Flow (vph)	1586	0	0	903	353	4
Turn Type	NA			NA	Prot	Perm
Protected Phases	6			2	4	
Permitted Phases						4
Actuated Green, G (s)	116.7			116.7	20.8	20.8
Effective Green, g (s)	116.7			116.7	20.8	20.8
Actuated g/C Ratio	0.78			0.78	0.14	0.14
Clearance Time (s)	6.5			6.5	6.0	6.0
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Lane Grp Cap (vph)	2753			2753	476	219
v/s Ratio Prot	c0.45			0.26	c0.10	
v/s Ratio Perm						0.00
v/c Ratio	0.58			0.33	0.74	0.02
Uniform Delay, d1	6.7			5.0	62.0	55.8
Progression Factor	0.05			0.66	1.00	1.00
Incremental Delay, d2	0.7			0.3	6.1	0.0
Delay (s)	1.0			3.6	68.2	55.8
Level of Service	A			A	E	E
Approach Delay (s/veh)	1.0			3.6	67.2	
Approach LOS	A			A	E	




















Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		


















c Critical Lane Group

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	0	501	765	0	452	0	0	0	0	109	1959	368		
Future Volume (vph)	0	501	765	0	452	0	0	0	0	109	1959	368		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		6.3	6.3		6.0						6.3	6.3		
Lane Util. Factor		0.95	0.95		0.95						0.91	1.00		
Frt		0.96	0.85		1.00						1.00	0.85		
Flt Protected		1.00	1.00		1.00						1.00	1.00		
Satd. Flow (prot)		1703	1504		3539						5072	1583		
Flt Permitted		1.00	1.00		1.00						1.00	1.00		
Satd. Flow (perm)		1703	1504		3539						5072	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)	0	545	832	0	491	0	0	0	0	118	2129	400		
RTOR Reduction (vph)	0	2	15	0	0	0	0	0	0	0	0	101		
Lane Group Flow (vph)	0	726	634	0	491	0	0	0	0	0	2247	299		
Turn Type		NA	Perm		NA					Perm	NA	Prot		
Protected Phases		8			4						2	2		
Permitted Phases			8							2				
Actuated Green, G (s)		58.7	58.7		59.0						78.7	78.7		
Effective Green, g (s)		58.7	58.7		59.0						78.7	78.7		
Actuated g/C Ratio		0.39	0.39		0.39						0.52	0.52		
Clearance Time (s)		6.3	6.3		6.0						6.3	6.3		
Vehicle Extension (s)		3.0	3.0		3.0						3.0	3.0		
Lane Grp Cap (vph)		666	588		1392						2661	830		
v/s Ratio Prot		c0.43			0.14							0.19		
v/s Ratio Perm			0.42								0.44			
v/c Ratio		1.09	1.08		0.35						0.84	0.36		
Uniform Delay, d1		45.7	45.7		32.0						30.4	20.9		
Progression Factor		0.76	0.75		1.96						1.00	1.00		
Incremental Delay, d2		59.2	57.4		0.1						3.5	1.2		
Delay (s)		94.0	91.8		62.9						33.9	22.1		
Level of Service		F	F		E						C	C		
Approach Delay (s/veh)		93.0			62.9			0.0			32.1			
Approach LOS		F			E			A			C			
Intersection Summary														
HCM 2000 Control Delay (s/veh)			54.0									HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio			0.95											
Actuated Cycle Length (s)			150.0								12.6			
Intersection Capacity Utilization			124.9%										ICU Level of Service	H
Analysis Period (min)			15											

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Collins Avenue & 96th Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	472	18	0	0	7	10	472	1259	15	0	0	0
Future Volume (vph)	472	18	0	0	7	10	472	1259	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.2			6.2		6.9	6.9				
Lane Util. Factor	0.95	0.95			1.00		1.00	0.91				
Frt	1.00	1.00			0.92		1.00	1.00				
Flt Protected	0.95	0.96			1.00		0.95	1.00				
Satd. Flow (prot)	1681	1691			1717		1770	5076				
Flt Permitted	0.95	0.00			1.00		0.95	1.00				
Satd. Flow (perm)	1681	0			1717		1770	5076				
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)	513	20	0	0	8	11	513	1368	16	0	0	0
RTOR Reduction (vph)	0	0	0	0	11	0	0	1	0	0	0	0
Lane Group Flow (vph)	267	266	0	0	8	0	513	1383	0	0	0	0
Turn Type	Prot	NA			NA		pm+pt	NA				
Protected Phases	3	8			4		1	6				
Permitted Phases							6					
Actuated Green, G (s)	56.8	56.8			4.4		69.5	69.5				
Effective Green, g (s)	56.8	56.8			4.4		69.5	69.5				
Actuated g/C Ratio	0.38	0.38			0.03		0.46	0.46				
Clearance Time (s)	6.2	6.2			6.2		6.9	6.9				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	636	640			50		820	2351				
v/s Ratio Prot	c0.16	0.16			c0.00		c0.29	0.27				
v/s Ratio Perm												
v/c Ratio	0.42	0.42			0.17		0.63	0.59				
Uniform Delay, d1	34.4	34.4			71.0		30.4	29.7				
Progression Factor	0.69	0.69			1.00		1.19	1.18				
Incremental Delay, d2	0.0	0.0			1.6		1.1	0.8				
Delay (s)	23.9	23.9			72.6		37.4	35.9				
Level of Service	C	C			E		D	D				
Approach Delay (s/veh)		23.9			72.6		36.3				0.0	
Approach LOS		C			E		D				A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			33.9				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)		22.3			
Intersection Capacity Utilization			124.9%				ICU Level of Service		H			
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	20	33	22	40	0	0	0	0	39	2646	77
Future Volume (vph)	0	20	33	22	40	0	0	0	0	39	2646	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.92			1.00						1.00	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1707			1830						5060	
Flt Permitted		1.00			0.86						1.00	
Satd. Flow (perm)		1707			1598						5060	
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)	0	22	36	24	43	0	0	0	0	42	2876	84
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	52	0	0	67	0	0	0	0	0	3001	0
Turn Type		NA		D.Pm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				8						2		
Actuated Green, G (s)		10.6			10.1						127.9	
Effective Green, g (s)		10.6			10.1						127.9	
Actuated g/C Ratio		0.07			0.07						0.85	
Clearance Time (s)		5.5			6.0						6.0	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		120			107						4314	
v/s Ratio Prot		0.03										
v/s Ratio Perm					0.04						0.59	
v/c Ratio		0.44			0.63						0.70	
Uniform Delay, d1		66.8			68.1						4.0	
Progression Factor		1.00			0.98						0.18	
Incremental Delay, d2		2.5			10.1						0.7	
Delay (s)		69.4			77.1						1.4	
Level of Service		E			E						A	
Approach Delay (s/veh)		69.4			77.1			0.0			1.4	
Approach LOS		E			E			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			4.3								A	
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			150.0							12.0		
Intersection Capacity Utilization			73.6%								D	
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	45	6	0	0	10	9	104	1698	4	0	0	0
Future Volume (vph)	45	6	0	0	10	9	104	1698	4	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4			6.4			6.3				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.94			1.00				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1785			1743			5069				
Flt Permitted		0.74			1.00			1.00				
Satd. Flow (perm)		1374			1743			5069				
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)	49	7	0	0	11	10	113	1846	4	0	0	0
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	56	0	0	15	0	0	1963	0	0	0	0
Turn Type	D.Pm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	4						6					
Actuated Green, G (s)		5.6			5.6			56.7				
Effective Green, g (s)		5.6			5.6			56.7				
Actuated g/C Ratio		0.07			0.07			0.76				
Clearance Time (s)		6.4			6.4			6.3				
Vehicle Extension (s)		2.5			2.5			2.5				
Lane Grp Cap (vph)		102			130			3832				
v/s Ratio Prot					0.01							
v/s Ratio Perm		c0.04						0.39				
v/c Ratio		0.55			0.12			0.51				
Uniform Delay, d1		33.5			32.4			3.6				
Progression Factor		1.13			1.00			0.22				
Incremental Delay, d2		4.1			0.3			0.4				
Delay (s)		42.0			32.7			1.2				
Level of Service		D			C			A				
Approach Delay (s/veh)		42.0			32.7			1.2			0.0	
Approach LOS		D			C			A			A	

Intersection Summary		
HCM 2000 Control Delay (s/veh)	2.7	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.52	A
Actuated Cycle Length (s)	75.0	Sum of lost time (s)
Intersection Capacity Utilization	55.1%	12.7
Analysis Period (min)	15	ICU Level of Service
		B


















c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↑↑↑	
Traffic Volume (vph)	0	40	44	43	71	0	0	0	0	85	2662	51
Future Volume (vph)	0	40	44	43	71	0	0	0	0	85	2662	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	
Frt		1.00	0.85	1.00	1.00						1.00	
Flt Protected		1.00	1.00	0.95	1.00						1.00	
Satd. Flow (prot)		1863	1583	1770	1863						5064	
Flt Permitted		1.00	1.00	0.73	1.00						1.00	
Satd. Flow (perm)		1863	1583	1358	1863						5064	
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)	0	43	48	47	77	0	0	0	0	92	2893	55
RTOR Reduction (vph)	0	0	20	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	43	28	47	77	0	0	0	0	0	3039	0
Turn Type		NA	Perm	Perm	NA						Perm	NA
Protected Phases		8			4							2
Permitted Phases			8	4							2	
Actuated Green, G (s)		11.6	11.6	11.6	11.6						126.4	
Effective Green, g (s)		11.6	11.6	11.6	11.6						126.4	
Actuated g/C Ratio		0.08	0.08	0.08	0.08						0.84	
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	
Lane Grp Cap (vph)		144	122	105	144						4267	
v/s Ratio Prot		0.02			c0.04							
v/s Ratio Perm			0.02	0.03							0.60	
v/c Ratio		0.30	0.23	0.45	0.53						0.71	
Uniform Delay, d1		65.4	65.0	66.1	66.6						4.6	
Progression Factor		1.00	1.00	0.95	0.95						0.70	
Incremental Delay, d2		1.2	1.0	3.0	3.8						0.5	
Delay (s)		66.5	65.9	65.9	67.2						3.7	
Level of Service		E	E	E	E						A	
Approach Delay (s/veh)		66.2			66.7			0.0			3.7	
Approach LOS		E			E			A			A	

Intersection Summary		
HCM 2000 Control Delay (s/veh)	7.9	HCM 2000 Level of Service A
HCM 2000 Volume to Capacity ratio	0.70	
Actuated Cycle Length (s)	150.0	Sum of lost time (s) 12.0
Intersection Capacity Utilization	76.0%	ICU Level of Service D
Analysis Period (min)	15	

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	4	0	0	6	4	86	1665	5	0	0	0
Future Volume (vph)	121	4	0	0	6	4	86	1665	5	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0				
Lane Util. Factor		1.00			1.00		1.00	0.95				
Frt		1.00			0.95		1.00	1.00				
Flt Protected		0.95			1.00		0.95	1.00				
Satd. Flow (prot)		1777			1771		1770	3538				
Flt Permitted		0.72			1.00		0.95	1.00				
Satd. Flow (perm)		1350			1771		1770	3538				
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)	132	4	0	0	7	4	93	1810	5	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	136	0	0	8	0	93	1815	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		11.3			11.3		51.7	51.7				
Effective Green, g (s)		11.3			11.3		51.7	51.7				
Actuated g/C Ratio		0.15			0.15		0.69	0.69				
Clearance Time (s)		6.0			6.0		6.0	6.0				
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)		203			266		1220	2438				
v/s Ratio Prot					0.00			c0.51				
v/s Ratio Perm		c0.10					0.05					
v/c Ratio		0.67			0.03		0.08	0.74				
Uniform Delay, d1		30.1			27.2		3.8	7.4				
Progression Factor		1.17			1.00		1.05	1.09				
Incremental Delay, d2		7.0			0.0		0.1	1.9				
Delay (s)		42.3			27.2		4.1	10.0				
Level of Service		D			C		A	B				
Approach Delay (s/veh)		42.3			27.2			9.7			0.0	
Approach LOS		D			C			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			12.0					HCM 2000 Level of Service		B		
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			75.0					Sum of lost time (s)		12.0		
Intersection Capacity Utilization			69.8%					ICU Level of Service		C		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵	↑↑	↑↑		↵↵	↵
Traffic Volume (vph)	0	1446	1146	1	0	1
Future Volume (vph)	0	1446	1146	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	6.0		6.0	
Lane Util. Factor		0.95	0.95		0.97	
Frt		1.00	1.00		0.85	
Flt Protected		1.00	1.00		1.00	
Satd. Flow (prot)		3539	3539		3072	
Flt Permitted		1.00	1.00		1.00	
Satd. Flow (perm)		3539	3539		3072	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1572	1246	1	0	1
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	1572	1247	0	0	0
Turn Type	custom	NA	NA		Prot	Prot
Protected Phases	1	16	2		8	8
Permitted Phases	6					
Actuated Green, G (s)		107.0	96.0		31.0	
Effective Green, g (s)		107.0	96.0		31.0	
Actuated g/C Ratio		0.71	0.64		0.21	
Clearance Time (s)			6.0		6.0	
Vehicle Extension (s)			3.0		3.0	
Lane Grp Cap (vph)		2524	2264		634	
v/s Ratio Prot		c0.44	0.35		c0.00	
v/s Ratio Perm						
v/c Ratio		0.62	0.55		0.00	
Uniform Delay, d1		11.1	15.0		47.2	
Progression Factor		1.00	1.03		1.00	
Incremental Delay, d2		0.5	0.9		0.0	
Delay (s)		11.6	16.3		47.2	
Level of Service		B	B		D	
Approach Delay (s/veh)		11.6	16.3		47.2	
Approach LOS		B	B		D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	17.7
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

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12/26/2023




















Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						↑↑↑
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type						
Protected Phases						6
Permitted Phases					2	
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s/veh)	0.0		0.0			0.0
Approach LOS	A		A			A
Intersection Summary						
HCM 2000 Control Delay (s/veh)			0.0		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.00			
Actuated Cycle Length (s)			150.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			24.2%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↕↕↕	
Traffic Volume (vph)	0	18	11	25	21	0	0	0	0	31	2658	25
Future Volume (vph)	0	18	11	25	21	0	0	0	0	31	2658	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.95			1.00						1.00	
Flt Protected		1.00			0.97						1.00	
Satd. Flow (prot)		1768			1814						5075	
Flt Permitted		1.00			0.81						1.00	
Satd. Flow (perm)		1768			1516						5075	
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)	0	20	12	27	23	0	0	0	0	34	2889	27
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	26	0	0	50	0	0	0	0	0	2950	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		9.0			9.0						129.0	
Effective Green, g (s)		9.0			9.0						129.0	
Actuated g/C Ratio		0.06			0.06						0.86	
Clearance Time (s)		6.0			6.0						6.0	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		106			90						4364	
v/s Ratio Prot		0.01										
v/s Ratio Perm					0.03						0.58	
v/c Ratio		0.25			0.56						0.68	
Uniform Delay, d1		67.3			68.6						3.5	
Progression Factor		1.00			0.94						0.16	
Incremental Delay, d2		1.2			6.5						0.6	
Delay (s)		68.5			71.0						1.2	
Level of Service		E			E						A	
Approach Delay (s/veh)		68.5			71.0			0.0			1.2	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	3.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	9	33	0	0	0	0	0	0	26	2669	15
Future Volume (vph)	0	9	33	0	0	0	0	0	0	26	2669	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5									4.5	
Lane Util. Factor		1.00									0.91	
Frt		0.89									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		1666									5079	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		1666									5079	
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)	0	10	36	0	0	0	0	0	0	28	2901	16
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	46	0	0	0	0	0	0	0	0	2944	0
Turn Type		NA								Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Actuated Green, G (s)		3.2									32.8	
Effective Green, g (s)		3.2									32.8	
Actuated g/C Ratio		0.07									0.73	
Clearance Time (s)		4.5									4.5	
Vehicle Extension (s)		3.0									3.0	
Lane Grp Cap (vph)		118									3702	
v/s Ratio Prot		c0.03										
v/s Ratio Perm											0.58	
v/c Ratio		0.39									0.80	
Uniform Delay, d1		20.0									3.9	
Progression Factor		1.00									1.00	
Incremental Delay, d2		2.1									1.9	
Delay (s)		22.1									5.8	
Level of Service		C									A	
Approach Delay (s/veh)		22.1			0.0			0.0			5.8	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			6.0								HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			45.0								Sum of lost time (s)	9.0
Intersection Capacity Utilization			64.1%								ICU Level of Service	C
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷↷↷		
Traffic Volume (vph)	47	0	56	1745	0	0
Future Volume (vph)	47	0	56	1745	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			6.0		
Lane Util. Factor	1.00			0.91		
Frt	1.00			1.00		
Flt Protected	0.95			1.00		
Satd. Flow (prot)	1770			5077		
Flt Permitted	0.95			1.00		
Satd. Flow (perm)	1770			5077		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	0	61	1897	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	51	0	0	1958	0	0
Turn Type	Prot		Perm	NA		
Protected Phases	8			6		
Permitted Phases			6			
Actuated Green, G (s)	5.3			57.7		
Effective Green, g (s)	5.3			57.7		
Actuated g/C Ratio	0.07			0.77		
Clearance Time (s)	6.0			6.0		
Vehicle Extension (s)	3.0			3.0		
Lane Grp Cap (vph)	125			3905		
v/s Ratio Prot	c0.03					
v/s Ratio Perm				0.39		
v/c Ratio	0.41			0.50		
Uniform Delay, d1	33.3			3.2		
Progression Factor	0.96			1.00		
Incremental Delay, d2	2.0			0.5		
Delay (s)	33.8			3.7		
Level of Service	C			A		
Approach Delay (s/veh)	33.8			3.7	0.0	
Approach LOS	C			A	A	


















Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑						↑↑↑	
Traffic Volume (vph)	0	12	40	51	61	0	0	0	0	70	2648	32
Future Volume (vph)	0	12	40	51	61	0	0	0	0	70	2648	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.90			1.00						1.00	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1670			1821						5070	
Flt Permitted		1.00			0.85						1.00	
Satd. Flow (perm)		1670			1592						5070	
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)	0	13	43	55	66	0	0	0	0	76	2878	35
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	56	0	0	121	0	0	0	0	0	2987	0
Turn Type		NA			NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases										2		
Actuated Green, G (s)		26.0			26.0						37.0	
Effective Green, g (s)		26.0			26.0						37.0	
Actuated g/C Ratio		0.35			0.35						0.49	
Clearance Time (s)		6.0			6.0						6.0	
Vehicle Extension (s)		2.5			2.5						1.0	
Lane Grp Cap (vph)		578			551						2501	
v/s Ratio Prot		0.03										
v/s Ratio Perm					0.08						0.59	
v/c Ratio		0.10			0.22						1.19	
Uniform Delay, d1		16.6			17.3						19.0	
Progression Factor		1.00			1.00						1.88	
Incremental Delay, d2		0.1			0.1						90.8	
Delay (s)		16.6			17.5						126.5	
Level of Service		B			B						F	
Approach Delay (s/veh)		16.6			17.5			0.0			126.5	
Approach LOS		B			B			A			F	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			120.4									F
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			75.0							12.0		
Intersection Capacity Utilization			76.0%									D
Analysis Period (min)			15									

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	43	5	0	0	0	9	0	1848	4	0	0	0
Future Volume (vph)	43	5	0	0	0	9	0	1848	4	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.87			1.00				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1782			1611			5084				
Flt Permitted		0.74			1.00			1.00				
Satd. Flow (perm)		1377			1611			5084				
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)	47	5	0	0	0	10	0	2009	4	0	0	0
RTOR Reduction (vph)	0	0	0	0	9	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	52	0	0	1	0	0	2013	0	0	0	0
Turn Type	Perm	NA			NA			NA				
Protected Phases		4			8			6				
Permitted Phases	4						6					
Actuated Green, G (s)		6.1			6.1			73.9				
Effective Green, g (s)		6.1			6.1			73.9				
Actuated g/C Ratio		0.07			0.07			0.82				
Clearance Time (s)		5.0			5.0			5.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		93			109			4174				
v/s Ratio Prot					0.00			c0.40				
v/s Ratio Perm		c0.04										
v/c Ratio		0.56			0.01			0.48				
Uniform Delay, d1		40.6			39.1			2.4				
Progression Factor		1.02			1.00			2.43				
Incremental Delay, d2		6.7			0.0			0.4				
Delay (s)		48.3			39.1			6.2				
Level of Service		D			D			A				
Approach Delay (s/veh)		48.3			39.1			6.2			0.0	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			7.4					HCM 2000 Level of Service			A	
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			90.0					Sum of lost time (s)		10.0		
Intersection Capacity Utilization			53.4%					ICU Level of Service			A	
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↕↕↕	
Traffic Volume (vph)	0	65	58	17	20	0	0	0	0	22	2705	12
Future Volume (vph)	0	65	58	17	20	0	0	0	0	22	2705	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2			7.2						7.2	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.94			1.00						1.00	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1745			1822						5080	
Flt Permitted		1.00			0.79						1.00	
Satd. Flow (perm)		1745			1474						5080	
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)	0	71	63	18	22	0	0	0	0	24	2940	13
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	133	0	0	40	0	0	0	0	0	2977	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		11.7			11.7						63.9	
Effective Green, g (s)		11.7			11.7						63.9	
Actuated g/C Ratio		0.13			0.13						0.71	
Clearance Time (s)		7.2			7.2						7.2	
Vehicle Extension (s)		2.5			2.5						1.0	
Lane Grp Cap (vph)		226			191						3606	
v/s Ratio Prot		c0.08										
v/s Ratio Perm					0.03						0.59	
v/c Ratio		0.59			0.21						0.83	
Uniform Delay, d1		36.9			35.0						9.1	
Progression Factor		1.00			0.76						0.93	
Incremental Delay, d2		3.2			0.3						1.7	
Delay (s)		40.1			26.9						10.2	
Level of Service		D			C						B	
Approach Delay (s/veh)		40.1			26.9			0.0			10.2	
Approach LOS		D			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.4
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	105	2	0	0	0	2	37	1759	1	0	0	0
Future Volume (vph)	105	2	0	0	0	2	37	1759	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8			6.5			6.5				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.87			1.00				
Flt Protected		0.95			1.00			1.00				
Satd. Flow (prot)		1776			1611			5080				
Flt Permitted		0.73			1.00			1.00				
Satd. Flow (perm)		1358			1611			5080				
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)	114	2	0	0	0	2	40	1912	1	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	116	0	0	0	0	0	1953	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		11.5			11.8			65.2				
Effective Green, g (s)		11.5			11.8			65.2				
Actuated g/C Ratio		0.13			0.13			0.72				
Clearance Time (s)		6.8			6.5			6.5				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		173			211			3680				
v/s Ratio Prot					0.00							
v/s Ratio Perm		0.09						0.38				
v/c Ratio		0.67			0.00			0.53				
Uniform Delay, d1		37.4			34.0			5.6				
Progression Factor		0.75			1.00			1.00				
Incremental Delay, d2		9.3			0.0			0.6				
Delay (s)		37.3			34.0			6.1				
Level of Service		D			C			A				
Approach Delay (s/veh)		37.3			34.0			6.1			0.0	
Approach LOS		D			C			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			7.9					HCM 2000 Level of Service		A		
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			90.0					Sum of lost time (s)		13.3		
Intersection Capacity Utilization			58.4%					ICU Level of Service		B		
Analysis Period (min)			15									

c Critical Lane Group

78:

12/26/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)													
Lane Util. Factor													
Frt													
Flt Protected													
Satd. Flow (prot)													
Flt Permitted													
Satd. Flow (perm)													
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)	0	0	0	0	0	0	0	0	0	0	0	0	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Turn Type				Perm		Perm	Perm				Perm		
Protected Phases					8			2				6	
Permitted Phases				8		8	2			6			
Actuated Green, G (s)													
Effective Green, g (s)													
Actuated g/C Ratio													
Clearance Time (s)													
Lane Grp Cap (vph)													
v/s Ratio Prot													
v/s Ratio Perm													
v/c Ratio													
Uniform Delay, d1													
Progression Factor													
Incremental Delay, d2													
Delay (s)													
Level of Service													
Approach Delay (s/veh)		0.0			0.0			0.0			0.0		
Approach LOS		A			A			A			A		
Intersection Summary													
HCM 2000 Control Delay (s/veh)			0.0									HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.00										
Actuated Cycle Length (s)			45.0									Sum of lost time (s)	9.0
Intersection Capacity Utilization			0.0%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

79:

12/26/2023



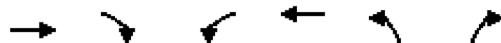
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶					↷↷↷
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type	custom					
Protected Phases						2
Permitted Phases						
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s/veh)	0.0		0.0			0.0
Approach LOS	A		A			A
Intersection Summary						
HCM 2000 Control Delay (s/veh)			0.0		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.00			
Actuated Cycle Length (s)			150.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			24.2%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Intersection				
Intersection Delay, s/veh	5.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	0
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	137	325	220	0
Demand Flow Rate, veh/h	140	331	224	0
Vehicles Circulating, veh/h	67	304	136	232
Vehicles Exiting, veh/h	165	56	71	403
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.7	7.0	4.7	0.0
Approach LOS	A	A	A	-
Lane	Left	Left	Left	
Designated Moves	LTR	LTR	LTR	
Assumed Moves	LTR	LTR	LTR	
RT Channelized				
Lane Util	1.000	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	2.609	
Critical Headway, s	4.976	4.976	4.976	
A (Intercept)	1380	1380	1380	
B (Slope)	1.02e-3	1.02e-3	1.02e-3	
Entry Flow, veh/h	140	331	224	
Cap Entry Lane, veh/h	1289	1012	1201	
Entry HV Adj Factor	0.981	0.981	0.983	
Flow Entry, veh/h	137	325	220	
Cap Entry, veh/h	1264	993	1180	
V/C Ratio	0.109	0.327	0.186	
Control Delay, s/veh	3.7	7.0	4.7	
LOS	A	A	A	
95th %tile Queue, veh	0	1	1	

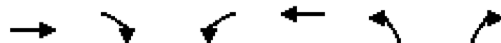
Intersection			
Intersection Delay, s/veh	3.1		
Intersection LOS	A		
Approach	NB	SB	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	77	57	2
Demand Flow Rate, veh/h	79	58	2
Vehicles Circulating, veh/h	7	0	58
Vehicles Exiting, veh/h	53	86	0
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.1	3.0	2.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	LTR	LR
Assumed Moves	LT	LTR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	79	58	2
Cap Entry Lane, veh/h	1370	1380	1301
Entry HV Adj Factor	0.980	0.980	1.000
Flow Entry, veh/h	77	57	2
Cap Entry, veh/h	1343	1353	1301
V/C Ratio	0.058	0.042	0.002
Control Delay, s/veh	3.1	3.0	2.8
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection				
Intersection Delay, s/veh	3.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	179	43	6	7
Demand Flow Rate, veh/h	183	44	6	7
Vehicles Circulating, veh/h	8	4	188	46
Vehicles Exiting, veh/h	45	190	3	2
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.8	2.9	3.2	2.8
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LT	R	R
Assumed Moves	LTR	LT	R	R
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	183	44	6	7
Cap Entry Lane, veh/h	1369	1374	1139	1317
Entry HV Adj Factor	0.981	0.981	1.000	0.997
Flow Entry, veh/h	179	43	6	7
Cap Entry, veh/h	1342	1349	1139	1313
V/C Ratio	0.134	0.032	0.005	0.005
Control Delay, s/veh	3.8	2.9	3.2	2.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	3.9			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	150	167	265	5
Demand Flow Rate, veh/h	153	170	270	5
Vehicles Circulating, veh/h	0	4	16	174
Vehicles Exiting, veh/h	179	282	137	0
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.6	3.7	4.4	3.2
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	TR	T	R	R
Assumed Moves	TR	T	R	R
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	153	170	270	5
Cap Entry Lane, veh/h	1380	1374	1358	1155
Entry HV Adj Factor	0.978	0.980	0.981	1.000
Flow Entry, veh/h	150	167	265	5
Cap Entry, veh/h	1350	1347	1332	1155
V/C Ratio	0.111	0.124	0.199	0.004
Control Delay, s/veh	3.6	3.7	4.4	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘↘	↗
Traffic Volume (vph)	1459	0	0	831	325	28
Future Volume (vph)	1459	0	0	831	325	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	190
Storage Lanes		0	0		2	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3539	0	0	3539	3433	1583
Flt Permitted					0.950	
Satd. Flow (perm)	3539	0	0	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						30
Link Speed (mph)	30			30	30	
Link Distance (ft)	266			278	663	
Travel Time (s)	6.0			6.3	15.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1586	0	0	903	353	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1586	0	0	903	353	30
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2			2	1	1
Detector Template	Thru			Thru	Left	Right
Leading Detector (ft)	100			100	20	20
Trailing Detector (ft)	0			0	0	0
Detector 1 Position(ft)	0			0	0	0
Detector 1 Size(ft)	6			6	20	20
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	0.0
Detector 1 Queue (s)	0.0			0.0	0.0	0.0
Detector 1 Delay (s)	0.0			0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA			NA	Prot	Perm
Protected Phases	6			2	4	
Permitted Phases						4

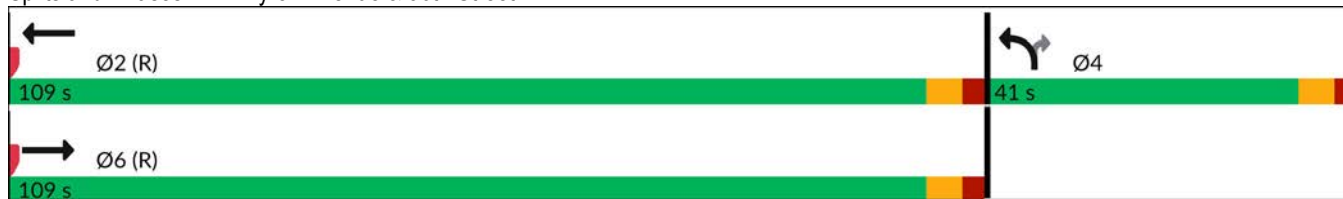


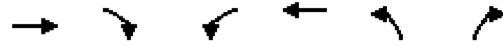
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6			2	4	4
Switch Phase						
Minimum Initial (s)	15.0			15.0	7.0	7.0
Minimum Split (s)	25.5			25.5	34.0	34.0
Total Split (s)	109.0			109.0	41.0	41.0
Total Split (%)	72.7%			72.7%	27.3%	27.3%
Maximum Green (s)	102.5			102.5	35.0	35.0
Yellow Time (s)	4.0			4.0	4.0	4.0
All-Red Time (s)	2.5			2.5	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.5			6.5	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Recall Mode	C-Max			C-Max	None	None
Walk Time (s)	7.0			7.0	4.0	4.0
Flash Dont Walk (s)	12.0			12.0	24.0	24.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	116.7			116.7	20.8	20.8
Actuated g/C Ratio	0.78			0.78	0.14	0.14
v/c Ratio	0.58			0.33	0.74	0.12
Control Delay (s/veh)	1.1			3.8	71.8	17.5
Queue Delay	0.2			0.1	48.5	0.0
Total Delay (s/veh)	1.2			3.9	120.2	17.5
LOS	A			A	F	B
Approach Delay (s/veh)	1.2			3.9	112.2	
Approach LOS	A			A	F	
Queue Length 50th (ft)	1			55	173	0
Queue Length 95th (ft)	1			109	221	31
Internal Link Dist (ft)	186			198	583	
Turn Bay Length (ft)						190
Base Capacity (vph)	2754			2754	801	392
Starvation Cap Reductn	145			676	0	0
Spillback Cap Reductn	335			346	472	2
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.66			0.43	1.07	0.08

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	96 (64%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay (s/veh):	16.9
Intersection LOS:	B
Intersection Capacity Utilization:	60.0%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 2: Byron Avenue & 96th Street























Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Traffic Volume (vph)	1221	261	0	819	0	48
Future Volume (vph)	1221	261	0	819	0	48
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.974			0.865		
Flt Protected						
Satd. Flow (prot)	3447	0	0	3539	0	1611
Flt Permitted						
Satd. Flow (perm)	3447	0	0	3539	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	278			295	671	
Travel Time (s)	6.3			6.7	15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1327	284	0	890	0	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1611	0	0	890	0	52
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.1% ICU Level of Service A
Analysis Period (min)	15

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	501	765	0	452	0	0	0	0	109	1959	368
Future Volume (vph)	0	501	765	0	452	0	0	0	0	109	1959	368
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Fr _t		0.962	0.850									0.850
Fl _t Protected											0.997	
Satd. Flow (prot)	0	1702	1504	0	3539	0	0	0	0	0	5070	1583
Fl _t Permitted											0.997	
Satd. Flow (perm)	0	1702	1504	0	3539	0	0	0	0	0	5070	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4	24									213
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		295			277			675			246	
Travel Time (s)		6.7			6.3			15.3			5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	545	832	0	491	0	0	0	0	118	2129	400
Shared Lane Traffic (%)			22%									
Lane Group Flow (vph)	0	728	649	0	491	0	0	0	0	0	2247	400
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2					1	2	1
Detector Template		Thru	Right		Thru					Left	Thru	Right
Leading Detector (ft)		100	20		100					20	100	20
Trailing Detector (ft)		0	0		0					0	0	0
Detector 1 Position(ft)		0	0		0					0	0	0
Detector 1 Size(ft)		6	20		6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm		NA					Perm	NA	Prot
Protected Phases		8			4						2	2
Permitted Phases			8							2		
Detector Phase		8	8		4					2	2	2
Switch Phase												
Minimum Initial (s)		7.0	7.0		4.0					7.0	7.0	7.0

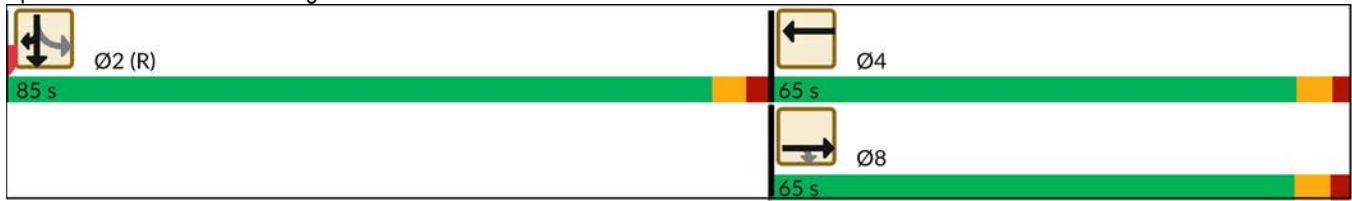


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		24.3	24.3		24.0					30.3	30.3	30.3
Total Split (s)		65.0	65.0		65.0					85.0	85.0	85.0
Total Split (%)		43.3%	43.3%		43.3%					56.7%	56.7%	56.7%
Maximum Green (s)		58.7	58.7		59.0					78.7	78.7	78.7
Yellow Time (s)		4.0	4.0		4.0					4.0	4.0	4.0
All-Red Time (s)		2.3	2.3		2.0					2.3	2.3	2.3
Lost Time Adjust (s)		0.0	0.0		0.0						0.0	0.0
Total Lost Time (s)		6.3	6.3		6.0						6.3	6.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0					3.0	3.0	3.0
Recall Mode		None	None		None					C-Max	C-Max	C-Max
Walk Time (s)					4.0					7.0	7.0	7.0
Flash Dont Walk (s)					12.0					17.0	17.0	17.0
Pedestrian Calls (#/hr)					0					0	0	0
Act Effct Green (s)		58.7	58.7		59.0						78.7	78.7
Actuated g/C Ratio		0.39	0.39		0.39						0.52	0.52
v/c Ratio		1.09	1.08		0.35						0.84	0.43
Control Delay (s/veh)		93.2	88.9		63.7						34.3	11.0
Queue Delay		4.1	4.2		58.4						47.3	3.5
Total Delay (s/veh)		97.4	93.1		122.1						81.6	14.4
LOS		F	F		F						F	B
Approach Delay (s/veh)		95.3			122.1						71.5	
Approach LOS		F			F						E	
Queue Length 50th (ft)		~840	~727		268						670	102
Queue Length 95th (ft)		#1105	#988		330						736	182
Internal Link Dist (ft)		215			197			595			166	
Turn Bay Length (ft)												
Base Capacity (vph)		668	603		1392						2660	931
Starvation Cap Reductn		12	6		1056						1043	426
Spillback Cap Reductn		0	0		0						85	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		1.11	1.09		1.46						1.39	0.79

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 26 (17%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay (s/veh): 84.3
 Intersection LOS: F
 Intersection Capacity Utilization 124.9%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Harding Avenue & 96th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖			↖		↖	↑↑↑				
Traffic Volume (vph)	472	18	0	0	7	10	472	1259	15	0	0	0
Future Volume (vph)	472	18	0	0	7	10	472	1259	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	320		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Frt					0.922			0.998				
Flt Protected	0.950	0.956					0.950					
Satd. Flow (prot)	1681	1692	0	0	1717	0	1770	5075	0	0	0	0
Flt Permitted	0.950	0.000					0.950					
Satd. Flow (perm)	1681	0	0	0	1717	0	1770	5075	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11			1				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		277			353			682				182
Travel Time (s)		6.3			8.0			15.5				4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	513	20	0	0	8	11	513	1368	16	0	0	0
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	267	266	0	0	19	0	513	1384	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Prot	NA			NA		pm+pt	NA				
Protected Phases	3	8			4		1	6				
Permitted Phases							6					

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	

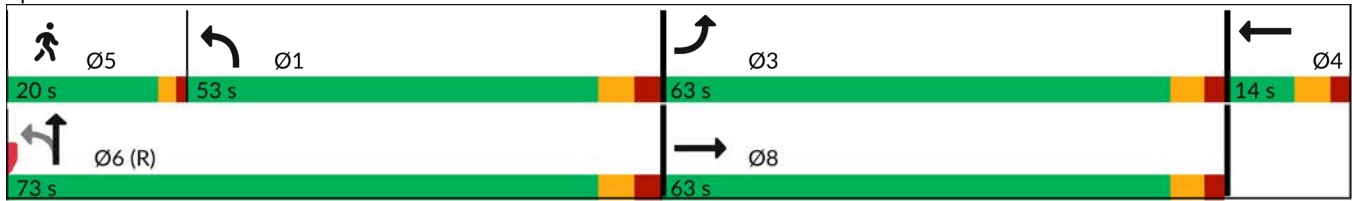


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8			4		1	6				
Switch Phase												
Minimum Initial (s)	4.0	4.0			7.0		4.0	7.0				
Minimum Split (s)	10.2	24.2			14.0		10.9	25.9				
Total Split (s)	63.0	63.0			14.0		53.0	73.0				
Total Split (%)	42.0%	42.0%			9.3%		35.3%	48.7%				
Maximum Green (s)	56.8	56.8			7.8		46.1	66.1				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	2.2	2.2			2.2		2.9	2.9				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	6.2	6.2			6.2		6.9	6.9				
Lead/Lag								Lag				
Lead-Lag Optimize?								Yes				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		None	C-Max				
Walk Time (s)		4.0						7.0				
Flash Dont Walk (s)		14.0						12.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	56.8	56.8			7.2		72.0	72.0				
Actuated g/C Ratio	0.38	0.38			0.05		0.48	0.48				
v/c Ratio	0.42	0.42			0.21		0.60	0.57				
Control Delay (s/veh)	24.4	24.4			46.4		38.6	34.9				
Queue Delay	7.7	7.6			0.1		55.5	0.0				
Total Delay (s/veh)	32.1	32.0			46.5		94.1	34.9				
LOS	C	C			D		F	C				
Approach Delay (s/veh)		32.1			46.5			50.9				
Approach LOS		C			D			D				
Queue Length 50th (ft)	109	109			8		428	397				
Queue Length 95th (ft)	m105	m105			37		624	514				
Internal Link Dist (ft)		197			273			602			102	
Turn Bay Length (ft)							320					
Base Capacity (vph)	636	640			99		849	2436				
Starvation Cap Reductn	320	324			0		181	0				
Spillback Cap Reductn	0	0			4		436	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	0.84	0.84			0.20		1.24	0.57				





















Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 32 (21%), Referenced to phase 6:NBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay (s/veh): 46.8 Intersection LOS: D
 Intersection Capacity Utilization 124.9% ICU Level of Service H
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Collins Avenue & 96th Street



Lane Group	Ø5
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	13%
Maximum Green (s)	17.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	4.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (vph)	43	1386	0	0	1127	31	6	0	13	42	0	34
Future Volume (vph)	43	1386	0	0	1127	31	6	0	13	42	0	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.996				0.865		0.940	
Flt Protected	0.950							0.950			0.973	
Satd. Flow (prot)	1770	3539	0	0	3525	0	0	0	1611	0	1704	0
Flt Permitted	0.950							0.950			0.973	
Satd. Flow (perm)	1770	3539	0	0	3525	0	0	0	1611	0	1704	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		635			276			579			256	
Travel Time (s)		14.4			6.3			13.2			5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	1507	0	0	1225	34	7	0	14	46	0	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	1507	0	0	1259	0	0	7	14	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Volume (vph)	0	20	33	22	40	0	0	0	0	39	2646	77
Future Volume (vph)	0	20	33	22	40	0	0	0	0	39	2646	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.916										0.996
Fl _t Protected					0.982							0.999
Satd. Flow (prot)	0	1706	0	0	1829	0	0	0	0	0	5060	0
Fl _t Permitted					0.858							0.999
Satd. Flow (perm)	0	1706	0	0	1598	0	0	0	0	0	5060	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6										8
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		298			285			667			667	
Travel Time (s)		6.8			6.5			15.2			15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	22	36	24	43	0	0	0	0	42	2876	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	67	0	0	0	0	0	3002	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		D.Pm	NA					Perm	NA	
Protected Phases		8			4							2
Permitted Phases				8						2		
Detector Phase		8		8	4					2		2
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					7.0		7.0

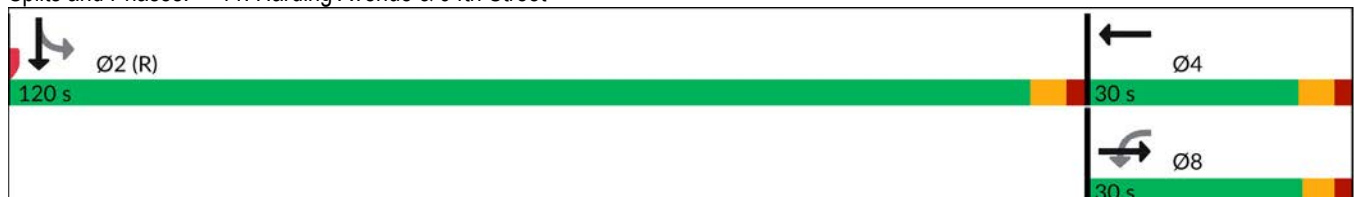


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		24.0		24.0	24.0					25.0	25.0	
Total Split (s)		30.0		30.0	30.0					120.0	120.0	
Total Split (%)		20.0%		20.0%	20.0%					80.0%	80.0%	
Maximum Green (s)		24.5		24.5	24.0					114.0	114.0	
Yellow Time (s)		3.5		3.5	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0							0.0
Total Lost Time (s)		5.5			6.0							6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		4.0		4.0	4.0					7.0	7.0	
Flash Dont Walk (s)		14.0		14.0	14.0					12.0	12.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		11.7			11.5							130.3
Actuated g/C Ratio		0.08			0.08							0.87
v/c Ratio		0.42			0.55							0.68
Control Delay (s/veh)		66.9			80.2							1.4
Queue Delay		0.0			0.0							0.0
Total Delay (s/veh)		66.9			80.2							1.5
LOS		E			F							A
Approach Delay (s/veh)		66.9			80.2							1.5
Approach LOS		E			F							A
Queue Length 50th (ft)		49			56							36
Queue Length 95th (ft)		95			104							41
Internal Link Dist (ft)		218			205			587				587
Turn Bay Length (ft)												
Base Capacity (vph)		283			255							4395
Starvation Cap Reductn		0			0							110
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.20			0.26							0.70

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 58 (39%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay (s/veh): 4.4 Intersection LOS: A
 Intersection Capacity Utilization 73.6% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 11: Harding Avenue & 94th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	45	6	0	0	10	9	104	1698	4	0	0	0
Future Volume (vph)	45	6	0	0	10	9	104	1698	4	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr _t					0.936							
Fl _t Protected		0.958						0.997				
Satd. Flow (prot)	0	1785	0	0	1744	0	0	5070	0	0	0	0
Fl _t Permitted		0.738						0.997				
Satd. Flow (perm)	0	1375	0	0	1744	0	0	5070	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6			1				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		285			198			668				651
Travel Time (s)		6.5			4.5			15.2				14.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	7	0	0	11	10	113	1846	4	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	0	21	0	0	1963	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.Pm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	4						6					
Detector Phase	4	8			4		6	6				
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0	7.0				

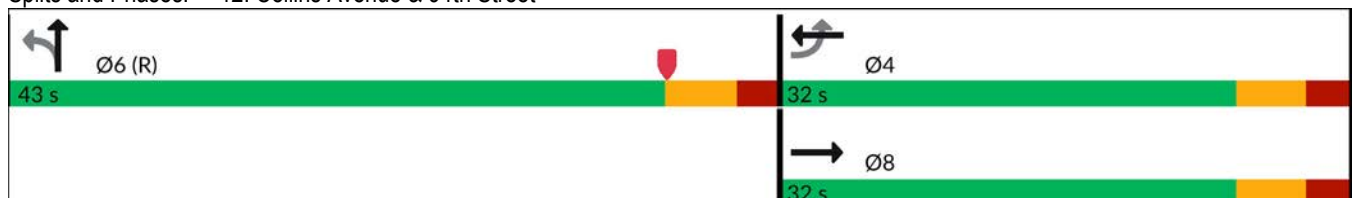


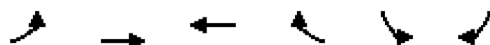
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	20.0	26.0			20.0		26.0	26.0				
Total Split (s)	32.0	32.0			32.0		43.0	43.0				
Total Split (%)	42.7%	42.7%			42.7%		57.3%	57.3%				
Maximum Green (s)	25.6	25.6			25.6		36.7	36.7				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	2.4	2.4			2.4		2.3	2.3				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.4			6.4			6.3				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5			2.5		2.5	2.5				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)		4.0					7.0	7.0				
Flash Dont Walk (s)		15.0					12.0	12.0				
Pedestrian Calls (#/hr)		0					0	0				
Act Effct Green (s)		8.4			8.4			61.8				
Actuated g/C Ratio		0.11			0.11			0.82				
v/c Ratio		0.36			0.11			0.47				
Control Delay (s/veh)		40.3			24.8			1.1				
Queue Delay		0.0			0.0			0.0				
Total Delay (s/veh)		40.3			24.8			1.1				
LOS		D			C			A				
Approach Delay (s/veh)		40.3			24.8			1.1				
Approach LOS		D			C			A				
Queue Length 50th (ft)		33			6			17				
Queue Length 95th (ft)		m49			25			18				
Internal Link Dist (ft)		205			118			588				571
Turn Bay Length (ft)												
Base Capacity (vph)		469			599			4176				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.12			0.04			0.47				

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay (s/veh): 2.4 Intersection LOS: A
 Intersection Capacity Utilization 55.1% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Collins Avenue & 94th Street





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	28	0	37	10	0
Future Volume (vph)	16	28	0	37	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.865			
Fl _t Protected		0.982			0.950	
Satd. Flow (prot)	0	1829	1611	0	1770	0
Fl _t Permitted		0.982			0.950	
Satd. Flow (perm)	0	1829	1611	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		818	298		661	
Travel Time (s)		18.6	6.8		15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	30	0	40	11	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	47	40	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary


















Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.0%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	43	6	0	0	5	15	34	1753	9	0	0	0
Future Volume (vph)	43	6	0	0	5	15	34	1753	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr _t					0.897			0.999				
Fl _t Protected		0.958						0.999				
Satd. Flow (prot)	0	1785	0	0	1671	0	0	5075	0	0	0	0
Fl _t Permitted		0.958						0.999				
Satd. Flow (perm)	0	1785	0	0	1671	0	0	5075	0	0	0	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		288			270			678				658
Travel Time (s)		6.5			6.1			15.3				15.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	7	0	0	5	16	37	1905	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	21	0	0	1952	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free				Free

Intersection Summary

















Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.8%
Analysis Period (min)	15
	ICU Level of Service A

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	47	8	0	0	6	15	109	1653	14	0	0	0
Future Volume (vph)	47	8	0	0	6	15	109	1653	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr _t					0.906			0.999				
Fl _t Protected		0.959						0.997				
Satd. Flow (prot)	0	1786	0	0	1688	0	0	5065	0	0	0	0
Fl _t Permitted		0.959						0.997				
Satd. Flow (perm)	0	1786	0	0	1688	0	0	5065	0	0	0	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		303			252			655				678
Travel Time (s)		12.6			0.0			11.9				15.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	9	0	0	7	16	118	1797	15	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	60	0	0	23	0	0	1930	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free				Free
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	50.8%						ICU Level of Service A					
Analysis Period (min)	15											



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Volume (vph)	93	29	4	61	145	93	4	178	21	0	0	0
Future Volume (vph)	93	29	4	61	145	93	4	178	21	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.958			0.986				
Flt Protected		0.964			0.990			0.999				
Satd. Flow (prot)	0	1789	0	0	1767	0	0	1835	0	0	0	0
Flt Permitted		0.964			0.990			0.999				
Satd. Flow (perm)	0	1789	0	0	1767	0	0	1835	0	0	0	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		236			278			437				663
Travel Time (s)		5.4			6.3			9.9				15.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	101	32	4	66	158	101	4	193	23	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	137	0	0	325	0	0	220	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield				Yield

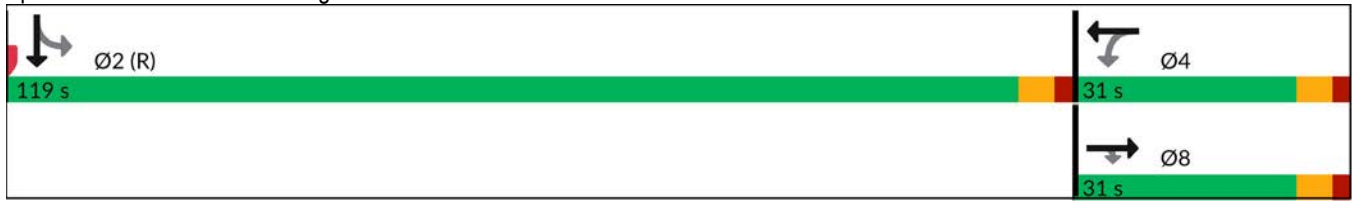
Intersection Summary	
Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	37.4%
Analysis Period (min)	15
	ICU Level of Service A

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	20	0	0	91	59	42	21	12	77	0	188
Future Volume (vph)	20	20	0	0	91	59	42	21	12	77	0	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.947			0.979			0.904	
Flt Protected		0.976						0.973			0.986	
Satd. Flow (prot)	0	1818	0	0	1764	0	0	1774	0	0	1660	0
Flt Permitted		0.976						0.973			0.986	
Satd. Flow (perm)	0	1818	0	0	1764	0	0	1774	0	0	1660	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		278			271			661			671	
Travel Time (s)		6.3			6.2			15.0			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	22	0	0	99	64	46	23	13	84	0	204
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	163	0	0	82	0	0	288	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	38.4%					ICU Level of Service A						
Analysis Period (min)	15											



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↑↑↑	
Traffic Volume (vph)	0	40	44	43	71	0	0	0	0	85	2662	51
Future Volume (vph)	0	40	44	43	71	0	0	0	0	85	2662	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Frt			0.850									0.997
Flt Protected				0.950								0.998
Satd. Flow (prot)	0	1863	1583	1770	1863	0	0	0	0	0	5060	0
Flt Permitted				0.729								0.998
Satd. Flow (perm)	0	1863	1583	1358	1863	0	0	0	0	0	5060	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22									5
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			311			667			675	
Travel Time (s)		6.2			7.1			15.2			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	43	48	47	77	0	0	0	0	92	2893	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	48	47	77	0	0	0	0	0	3040	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	
Detector Template		Thru	Right	Left	Thru					Left	Thru	
Leading Detector (ft)		100	20	20	100					20	100	
Trailing Detector (ft)		0	0	0	0					0	0	
Detector 1 Position(ft)		0	0	0	0					0	0	
Detector 1 Size(ft)		6	20	20	6					20	6	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4							2
Permitted Phases			8	4						2		

Splits and Phases: 19: Harding Avenue & 95th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↕				
Traffic Volume (vph)	121	4	0	0	6	4	86	1665	5	0	0	0
Future Volume (vph)	121	4	0	0	6	4	86	1665	5	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Fr t					0.951							
Flt Protected		0.954					0.950					
Satd. Flow (prot)	0	1777	0	0	1771	0	1770	3539	0	0	0	0
Flt Permitted		0.725					0.950					
Satd. Flow (perm)	0	1350	0	0	1771	0	1770	3539	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4			1				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		311			242			651				682
Travel Time (s)		7.1			5.5			14.8				15.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	132	4	0	0	7	4	93	1810	5	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	136	0	0	11	0	93	1815	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Detector Phase	8	8			4		6	6				
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0		7.0	7.0				

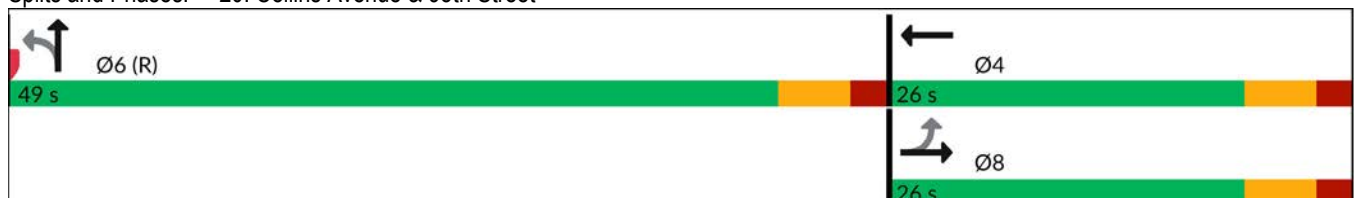


















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	26.0	26.0			26.0		25.0	25.0				
Total Split (s)	26.0	26.0			26.0		49.0	49.0				
Total Split (%)	34.7%	34.7%			34.7%		65.3%	65.3%				
Maximum Green (s)	20.0	20.0			20.0		43.0	43.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0		0.0	0.0				
Total Lost Time (s)		6.0			6.0		6.0	6.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)	4.0	4.0			4.0		7.0	7.0				
Flash Dont Walk (s)	16.0	16.0			16.0		12.0	12.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		12.8			12.4		54.1	54.1				
Actuated g/C Ratio		0.17			0.17		0.72	0.72				
v/c Ratio		0.59			0.04		0.07	0.71				
Control Delay (s/veh)		42.0			19.5		5.3	10.9				
Queue Delay		0.0			0.0		0.0	0.0				
Total Delay (s/veh)		42.0			19.5		5.3	10.9				
LOS		D			B		A	B				
Approach Delay (s/veh)		42.0			19.5			10.6				
Approach LOS		D			B			B				
Queue Length 50th (ft)		81			3		12	206				
Queue Length 95th (ft)		m106			14		31	294				
Internal Link Dist (ft)		231			162			571			602	
Turn Bay Length (ft)												
Base Capacity (vph)		360			475		1275	2551				
Starvation Cap Reductn		0			0		0	0				
Spillback Cap Reductn		2			0		0	19				
Storage Cap Reductn		0			0		0	0				
Reduced v/c Ratio		0.38			0.02		0.07	0.72				

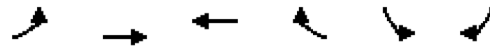
Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 14 (19%), Referenced to phase 6:NBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay (s/veh): 12.8 Intersection LOS: B
 Intersection Capacity Utilization 69.8% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Collins Avenue & 95th Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		126			818			81			531	
Travel Time (s)		2.9			18.6			1.8			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	0.0% ICU Level of Service A											
Analysis Period (min)	15											



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	1446	1146	1	0	1	
Future Volume (vph)	0	1446	1146	1	0	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	100			0	0	0	
Storage Lanes	1			0	2	1	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	0.91	
Frt					0.850		
Flt Protected							
Satd. Flow (prot)	1863	3539	3539	0	3072	1695	
Flt Permitted							
Satd. Flow (perm)	1863	3539	3539	0	3072	1695	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)					135		
Link Speed (mph)		30	30		30		
Link Distance (ft)		276	266		215		
Travel Time (s)		6.3	6.0		4.9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	1572	1246	1	0	1	
Shared Lane Traffic (%)						50%	
Lane Group Flow (vph)	0	1572	1247	0	1	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		24		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1	1	
Detector Template	Left	Thru	Thru		Left	Right	
Leading Detector (ft)	20	100	100		20	20	
Trailing Detector (ft)	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0		0	0	
Detector 1 Size(ft)	20	6	6		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	custom	NA	NA		Prot	Prot	
Protected Phases	1	16	2		8	8	6
Permitted Phases	6						



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6
Detector Phase	1	1 6	2		8	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	10.7		24.0		37.0	37.0	24.0
Total Split (s)	11.0		102.0		37.0	37.0	102.0
Total Split (%)	7.3%		68.0%		24.7%	24.7%	68%
Maximum Green (s)	5.3		96.0		31.0	31.0	96.0
Yellow Time (s)	3.7		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	5.7		6.0		6.0	6.0	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0		3.0		3.0	3.0	3.0
Recall Mode	None		C-Max		Max	Max	C-Max
Walk Time (s)					4.0	4.0	
Flash Dont Walk (s)					27.0	27.0	
Pedestrian Calls (#/hr)					0	0	
Act Effct Green (s)		107.3	96.0		31.0		
Actuated g/C Ratio		0.72	0.64		0.21		
v/c Ratio		0.62	0.55		0.00		
Control Delay (s/veh)		12.3	16.5		0.0		
Queue Delay		0.0	0.9		0.0		
Total Delay (s/veh)		12.3	17.4		0.0		
LOS		B	B		A		
Approach Delay (s/veh)		12.3	17.4				
Approach LOS		B	B				
Queue Length 50th (ft)		380	346		0		
Queue Length 95th (ft)		441	403		0		
Internal Link Dist (ft)		196	186		135		
Turn Bay Length (ft)							
Base Capacity (vph)		2531	2264		741		
Starvation Cap Reductn		0	665		0		
Spillback Cap Reductn		16	0		0		
Storage Cap Reductn		0	0		0		
Reduced v/c Ratio		0.63	0.78		0.00		

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	90 (60%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.62
Intersection Signal Delay (s/veh):	14.5
Intersection Capacity Utilization:	53.9%
Analysis Period (min):	15
Intersection LOS:	B
ICU Level of Service:	A

Splits and Phases: 27: 96th Street & 500 Block





Lane Group	NBL	NBT	SBU	SBT	SBR	NEL	NER
Lane Configurations		↕		↕		↕	
Traffic Volume (vph)	0	71	5	48	0	2	0
Future Volume (vph)	0	71	5	48	0	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frnt							
Flt Protected				0.996		0.950	
Satd. Flow (prot)	0	1863	0	1855	0	1770	0
Flt Permitted				0.996		0.950	
Satd. Flow (perm)	0	1863	0	1855	0	1770	0
Link Speed (mph)		30		30		30	
Link Distance (ft)		395		76		567	
Travel Time (s)		4.7		2.2		4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	77	5	52	0	2	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	77	0	57	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		0		0		0	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Yield		Yield		Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	16.7%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	18	11	25	21	0	0	0	0	31	2658	25
Future Volume (vph)	0	18	11	25	21	0	0	0	0	31	2658	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.949										0.999
Fl _t Protected					0.974							0.999
Satd. Flow (prot)	0	1768	0	0	1814	0	0	0	0	0	5075	0
Fl _t Permitted					0.814							0.999
Satd. Flow (perm)	0	1768	0	0	1516	0	0	0	0	0	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6										3
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1382			296			655			667	
Travel Time (s)		31.4			6.7			14.9			15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	20	12	27	23	0	0	0	0	34	2889	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	50	0	0	0	0	0	2950	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Detector Phase		8		4	4					2	2	
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					7.0	7.0	

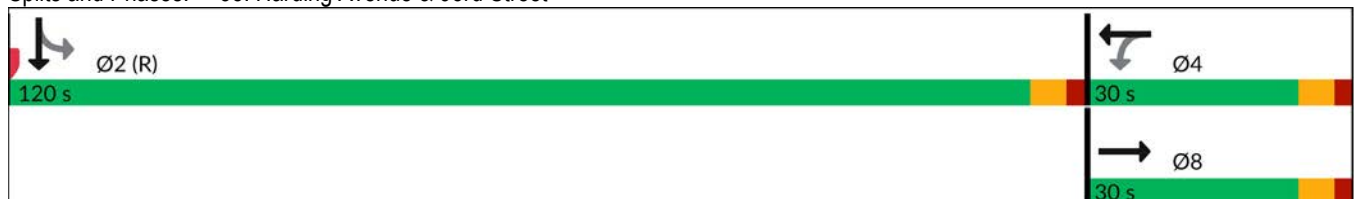


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		29.0		29.0	29.0					28.0	28.0	
Total Split (s)		30.0		30.0	30.0					120.0	120.0	
Total Split (%)		20.0%		20.0%	20.0%					80.0%	80.0%	
Maximum Green (s)		24.0		24.0	24.0					114.0	114.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0							0.0
Total Lost Time (s)		6.0			6.0							6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		16.0		16.0	16.0					15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		10.4			10.4							131.4
Actuated g/C Ratio		0.07			0.07							0.88
v/c Ratio		0.25			0.48							0.66
Control Delay (s/veh)		60.0			76.1							1.2
Queue Delay		0.0			0.0							0.0
Total Delay (s/veh)		60.0			76.1							1.2
LOS		E			E							A
Approach Delay (s/veh)		60.0			76.1							1.2
Approach LOS		E			E							A
Queue Length 50th (ft)		25			48							45
Queue Length 95th (ft)		60			92							48
Internal Link Dist (ft)		1302			216			575				587
Turn Bay Length (ft)												
Base Capacity (vph)		287			242							4446
Starvation Cap Reductn		0			0							94
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.11			0.21							0.68

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 67 (45%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay (s/veh): 3.1 Intersection LOS: A
 Intersection Capacity Utilization 71.7% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 35: Harding Avenue & 93rd Street





Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	11	2	0	48	5	0	39	1	0	0
Future Volume (vph)	11	2	0	48	5	0	39	1	0	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.981			0.988			0.997			
Flt Protected	0.959									
Satd. Flow (prot)	1752	0	0	1840	0	0	1857	0	1863	0
Flt Permitted	0.959									
Satd. Flow (perm)	1752	0	0	1840	0	0	1857	0	1863	0
Link Speed (mph)	30			30			30		30	
Link Distance (ft)	1382			500			567		444	
Travel Time (s)	31.4			11.4			12.9		10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	2	0	52	5	0	42	1	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	14	0	0	57	0	0	43	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0			0			0		12	
Link Offset(ft)	0			0			0		0	
Crosswalk Width(ft)	16			16			16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9
Sign Control	Stop			Stop			Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Volume (vph)	0	9	33	0	0	0	0	0	0	26	2669	15
Future Volume (vph)	0	9	33	0	0	0	0	0	0	26	2669	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.894									0.999	
Flt Protected												
Satd. Flow (prot)	0	1665	0	0	1863	0	0	0	0	0	5080	0
Flt Permitted												
Satd. Flow (perm)	0	1665	0	0	1863	0	0	0	0	0	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												2
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		825			245			1102			179	
Travel Time (s)		18.8			5.6			25.0			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	10	36	0	0	0	0	0	0	28	2901	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	0	0	0	0	0	0	2945	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA								Perm		NA
Protected Phases		4			8							6
Permitted Phases				8						6		
Detector Phase		4		8	8					6		6
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	

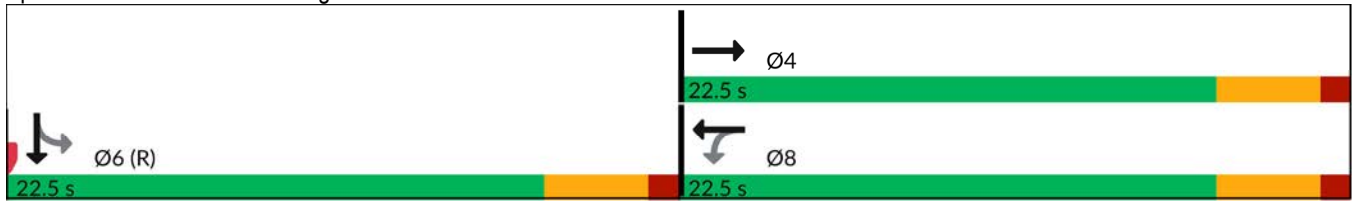


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (%)		50.0%		50.0%	50.0%					50.0%	50.0%	
Maximum Green (s)		18.0		18.0	18.0					18.0	18.0	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0			0.0							0.0
Total Lost Time (s)		4.5			4.5							4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		6.8										38.2
Actuated g/C Ratio		0.15										0.85
v/c Ratio		0.18										0.68
Control Delay (s/veh)		17.9										6.4
Queue Delay		0.0										0.0
Total Delay (s/veh)		17.9										6.4
LOS		B										A
Approach Delay (s/veh)		17.9										6.4
Approach LOS		B										A
Queue Length 50th (ft)		11										0
Queue Length 95th (ft)		30										#383
Internal Link Dist (ft)		745			165			1022				99
Turn Bay Length (ft)												
Base Capacity (vph)		666										4312
Starvation Cap Reductn		0										0
Spillback Cap Reductn		0										0
Storage Cap Reductn		0										0
Reduced v/c Ratio		0.07										0.68

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 45
 Offset: 0 (0%), Referenced to phase 2: and 6:SBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay (s/veh): 6.6 Intersection LOS: A
 Intersection Capacity Utilization 64.1% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 39: Harding Avenue & 90th Street





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	47	0	56	1745	0	0
Future Volume (vph)	47	0	56	1745	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frnt						
Flt Protected	0.950			0.998		
Satd. Flow (prot)	1770	0	0	5075	0	0
Flt Permitted	0.950			0.998		
Satd. Flow (perm)	1770	0	0	5075	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	296			658	668	
Travel Time (s)	6.7			15.0	15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	0	61	1897	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	0	1958	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2		
Detector Template	Left		Left	Thru		
Leading Detector (ft)	20		20	100		
Trailing Detector (ft)	0		0	0		
Detector 1 Position(ft)	0		0	0		
Detector 1 Size(ft)	20		20	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0		
Detector 2 Position(ft)				94		
Detector 2 Size(ft)				6		
Detector 2 Type				Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)				0.0		
Turn Type	Prot		Perm	NA		
Protected Phases	8			6		
Permitted Phases			6			
Detector Phase	8		6	6		
Switch Phase						
Minimum Initial (s)	7.0		7.0	7.0		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	29.0		23.0	23.0		
Total Split (s)	35.0		40.0	40.0		
Total Split (%)	46.7%		53.3%	53.3%		
Maximum Green (s)	29.0		34.0	34.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0			0.0		
Total Lost Time (s)	6.0			6.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		C-Max	C-Max		
Walk Time (s)	7.0		7.0	7.0		
Flash Dont Walk (s)	16.0		10.0	10.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)	8.1			62.5		
Actuated g/C Ratio	0.11			0.83		
v/c Ratio	0.27			0.46		
Control Delay (s/veh)	32.2			3.7		
Queue Delay	0.0			0.0		
Total Delay (s/veh)	32.2			3.7		
LOS	C			A		
Approach Delay (s/veh)	32.2			3.7		
Approach LOS	C			A		
Queue Length 50th (ft)	24			109		
Queue Length 95th (ft)	m41			162		
Internal Link Dist (ft)	216			578	588	
Turn Bay Length (ft)						
Base Capacity (vph)	684			4232		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.07			0.46		

Intersection Summary


















Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 61 (81%), Referenced to phase 6:NBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay (s/veh): 4.4 Intersection LOS: A
 Intersection Capacity Utilization 50.7% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 40: Collins Avenue & 93rd Street



Future Conditions- AM Peak Hour

ESC

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	12	38	25	22	0	0	0	0	12	2685	26
Future Volume (vph)	0	12	38	25	22	0	0	0	0	12	2685	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.897									0.999	
Fl _t Protected					0.974							
Satd. Flow (prot)	0	1671	0	0	1814	0	0	0	0	0	5080	0
Fl _t Permitted					0.974							
Satd. Flow (perm)	0	1671	0	0	1814	0	0	0	0	0	5080	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		319			288			670			655	
Travel Time (s)		7.3			6.5			14.3			14.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	13	41	27	24	0	0	0	0	13	2918	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	51	0	0	0	0	0	2959	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	68.6%					ICU Level of Service C						
Analysis Period (min)	15											



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑						↑↑↑	
Traffic Volume (vph)	0	12	40	51	61	0	0	0	0	70	2648	32
Future Volume (vph)	0	12	40	51	61	0	0	0	0	70	2648	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.896										0.998
Fl _t Protected					0.978							0.999
Satd. Flow (prot)	0	1669	0	0	1822	0	0	0	0	0	5070	0
Fl _t Permitted					0.855							0.999
Satd. Flow (perm)	0	1669	0	0	1593	0	0	0	0	0	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												3
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		278			303			485			670	
Travel Time (s)		6.3			6.9			11.0			15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	13	43	55	66	0	0	0	0	76	2878	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	0	121	0	0	0	0	0	2989	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA			NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases										2		
Detector Phase		8			4					2	2	
Switch Phase												
Minimum Initial (s)		7.0			7.0					7.0	7.0	

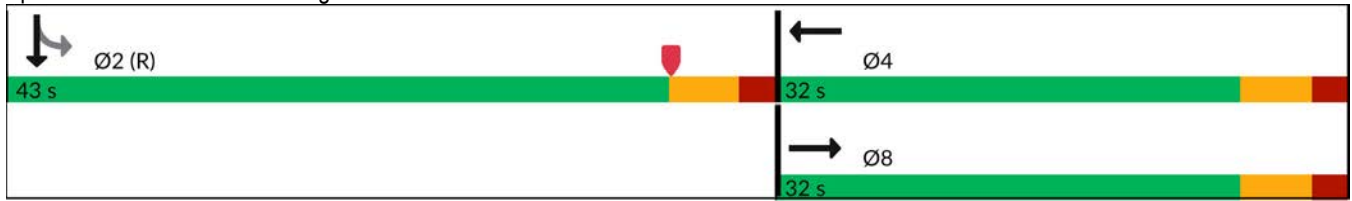


















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		26.0			26.0					26.0	26.0	
Total Split (s)		32.0			32.0					43.0	43.0	
Total Split (%)		42.7%			42.7%					57.3%	57.3%	
Maximum Green (s)		26.0			26.0					37.0	37.0	
Yellow Time (s)		4.0			4.0					4.0	4.0	
All-Red Time (s)		2.0			2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0							0.0
Total Lost Time (s)		6.0			6.0							6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5			2.5					1.0	1.0	
Recall Mode		None			None					C-Max	C-Max	
Walk Time (s)		4.0			4.0					7.0	7.0	
Flash Dont Walk (s)		16.0			16.0					13.0	13.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)		26.0			0.0							37.0
Actuated g/C Ratio		0.35			0.00							0.49
v/c Ratio		0.10			no cap							1.19
Control Delay (s/veh)		17.2										124.0
Queue Delay		0.0										0.0
Total Delay (s/veh)		17.2			Error							124.0
LOS		B			F							F
Approach Delay (s/veh)		17.2			Error							124.0
Approach LOS		B			F							F
Queue Length 50th (ft)		17			~119							~412
Queue Length 95th (ft)		41			#218							#504
Internal Link Dist (ft)		198			223			405				590
Turn Bay Length (ft)												
Base Capacity (vph)		578			1							2502
Starvation Cap Reductn		0			0							0
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.10			121.00							1.19


















Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 24 (32%), Referenced to phase 2:SBTL and 6:, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: Err
 Intersection Signal Delay (s/veh): Err Intersection LOS: F
 Intersection Capacity Utilization 76.0% ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 46: Harding Avenue & 91st Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	47	1	2	78	7	2	16	9	4	9	1
Future Volume (vph)	2	47	1	2	78	7	2	16	9	4	9	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.989			0.953			0.991	
Flt Protected		0.998			0.999			0.997			0.987	
Satd. Flow (prot)	0	1853	0	0	1840	0	0	1770	0	0	1822	0
Flt Permitted		0.998			0.999			0.997			0.987	
Satd. Flow (perm)	0	1853	0	0	1840	0	0	1770	0	0	1822	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			278			402			420	
Travel Time (s)		11.1			12.6			9.1			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	51	1	2	85	8	2	17	10	4	10	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	95	0	0	29	0	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	15.3%						ICU Level of Service A					
Analysis Period (min)	15											

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	6	0	7	4	2	1	0
Future Volume (vph)	0	0	0	0	0	6	0	7	4	2	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		70	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865				0.850			
Flt Protected											0.968	
Satd. Flow (prot)	0	1863	0	0	1611	0	0	1863	1583	0	1803	0
Flt Permitted											0.968	
Satd. Flow (perm)	0	1863	0	0	1611	0	0	1863	1583	0	1803	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			1541			254			420	
Travel Time (s)		3.3			35.0			6.5			7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	7	0	8	4	2	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	7	0	0	8	4	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	13.3%					ICU Level of Service A						
Analysis Period (min)	15											



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	43	5	0	0	0	9	0	1848	4	0	0	0
Future Volume (vph)	43	5	0	0	0	9	0	1848	4	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr t					0.865							
Flt Protected		0.957										
Satd. Flow (prot)	0	1783	0	0	1611	0	0	5085	0	0	0	0
Flt Permitted		0.739										
Satd. Flow (perm)	0	1377	0	0	1611	0	0	5085	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					24			1				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		245			253			1096				655
Travel Time (s)		5.6			5.8			24.9				14.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	5	0	0	0	10	0	2009	4	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	10	0	0	2013	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA			NA				
Protected Phases		4			8			6				
Permitted Phases	4						6					
Detector Phase	4	4			8		6	6				
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0	7.0				

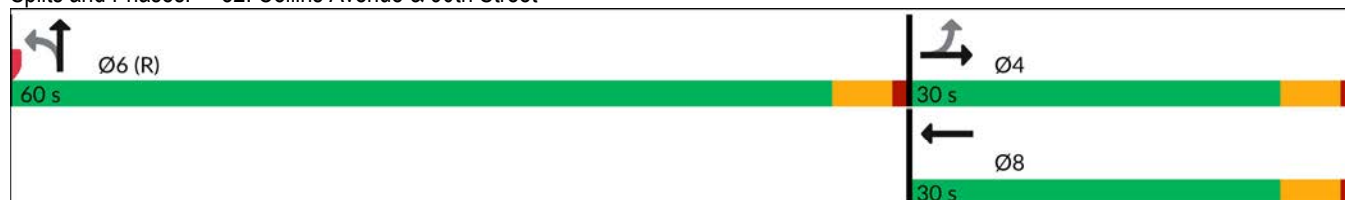


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	28.0	28.0			28.0		22.5	22.5				
Total Split (s)	30.0	30.0			30.0		60.0	60.0				
Total Split (%)	33.3%	33.3%			33.3%		66.7%	66.7%				
Maximum Green (s)	25.0	25.0			25.0		55.0	55.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)	5.0	5.0			5.0		7.0	7.0				
Flash Dont Walk (s)	18.0	18.0			18.0		9.0	9.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		9.0			8.9			77.9				
Actuated g/C Ratio		0.10			0.10			0.87				
v/c Ratio		0.38			0.06			0.46				
Control Delay (s/veh)		45.7			6.8			6.8				
Queue Delay		0.0			0.0			0.0				
Total Delay (s/veh)		45.7			6.8			6.8				
LOS		D			A			A				
Approach Delay (s/veh)		45.7			6.8			6.8				
Approach LOS		D			A			A				
Queue Length 50th (ft)		29			0			160				
Queue Length 95th (ft)		m52			8			375				
Internal Link Dist (ft)		165			173			1016			575	
Turn Bay Length (ft)												
Base Capacity (vph)		382			464			4399				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.14			0.02			0.46				

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 66 (73%), Referenced to phase 6:NBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay (s/veh): 7.8 Intersection LOS: A
 Intersection Capacity Utilization 53.4% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 52: Collins Avenue & 90th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↕↕↕	
Traffic Volume (vph)	0	65	58	17	20	0	0	0	0	22	2705	12
Future Volume (vph)	0	65	58	17	20	0	0	0	0	22	2705	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.937									0.999	
Fl _t Protected					0.978							
Satd. Flow (prot)	0	1745	0	0	1822	0	0	0	0	0	5080	0
Fl _t Permitted					0.791							
Satd. Flow (perm)	0	1745	0	0	1473	0	0	0	0	0	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1									1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		294			262			390			1102	
Travel Time (s)		6.7			6.0			8.9			25.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	71	63	18	22	0	0	0	0	24	2940	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	134	0	0	40	0	0	0	0	0	2977	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			1	2				1	2	
Detector Template		Thru			Left	Thru				Left	Thru	
Leading Detector (ft)		100			20	100				20	100	
Trailing Detector (ft)		0			0	0				0	0	
Detector 1 Position(ft)		0			0	0				0	0	
Detector 1 Size(ft)		6			20	6				20	6	
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0	0.0				0.0	0.0	
Detector 1 Queue (s)		0.0			0.0	0.0				0.0	0.0	
Detector 1 Delay (s)		0.0			0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA			Perm	NA				Perm	NA	
Protected Phases		4			8						2	
Permitted Phases					8					2		
Detector Phase		4			8	8				2	2	
Switch Phase												
Minimum Initial (s)		7.0			1.0	1.0				7.0	7.0	

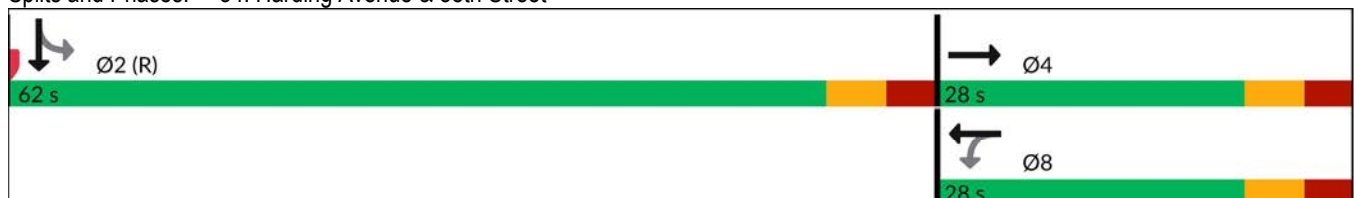


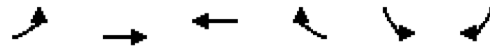
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		28.0		28.0	28.0					30.0	30.0	
Total Split (s)		28.0		28.0	28.0					62.0	62.0	
Total Split (%)		31.1%		31.1%	31.1%					68.9%	68.9%	
Maximum Green (s)		20.8		20.8	20.8					54.8	54.8	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		3.2		3.2	3.2					3.2	3.2	
Lost Time Adjust (s)		0.0			0.0							0.0
Total Lost Time (s)		7.2			7.2							7.2
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5		2.5	2.5					1.0	1.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		5.0		5.0	5.0					7.0	7.0	
Flash Dont Walk (s)		15.0		15.0	15.0					15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		11.7			11.7							63.9
Actuated g/C Ratio		0.13			0.13							0.71
v/c Ratio		0.59			0.21							0.83
Control Delay (s/veh)		46.6			27.6							11.2
Queue Delay		0.0			0.0							0.0
Total Delay (s/veh)		46.6			27.6							11.2
LOS		D			C							B
Approach Delay (s/veh)		46.6			27.6							11.2
Approach LOS		D			C							B
Queue Length 50th (ft)		72			21							368
Queue Length 95th (ft)		123			m39							481
Internal Link Dist (ft)		214			182			310				1022
Turn Bay Length (ft)												
Base Capacity (vph)		404			340							3607
Starvation Cap Reductn		0			0							0
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.33			0.12							0.83

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 70 (78%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay (s/veh): 12.9 Intersection LOS: B
 Intersection Capacity Utilization 81.2% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 54: Harding Avenue & 88th Street

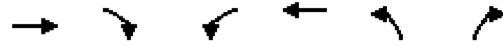




Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	40	17	63	41	10
Future Volume (vph)	9	40	17	63	41	10
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.893		0.973	
Flt Protected		0.991			0.961	
Satd. Flow (prot)	0	1846	1663	0	1742	0
Flt Permitted		0.991			0.961	
Satd. Flow (perm)	0	1846	1663	0	1742	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1541	54		602	
Travel Time (s)		34.8	1.2		13.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	43	18	68	45	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	53	86	0	56	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.3%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	42	39	17	18	62	37
Future Volume (vph)	42	39	17	18	62	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.936			0.950		
Flt Protected				0.977	0.970	
Satd. Flow (prot)	1744	0	0	1820	1717	0
Flt Permitted				0.977	0.970	
Satd. Flow (perm)	1744	0	0	1820	1717	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	54			825	564	
Travel Time (s)	1.2			18.8	12.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	42	18	20	67	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	0	0	38	107	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.9%
Analysis Period (min)	15
	ICU Level of Service A

	↑	↖	↙	↓	↘	↗
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↗		↖	↑	↘	
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	80		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	109			254	495	
Travel Time (s)	2.7			5.8	11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	0.0%			ICU Level of Service A		
Analysis Period (min)	15					



Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER
Lane Configurations											
Traffic Volume (vph)	7	1	5	1	13	4	6	16	2	5	1
Future Volume (vph)	7	1	5	1	13	4	6	16	2	5	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.865			0.972			0.990		0.977	
Fl _t Protected	0.950				0.997			0.987		0.960	
Satd. Flow (prot)	0	1611	0	0	1805	0	0	1820	0	1747	0
Fl _t Permitted	0.950				0.997			0.987		0.960	
Satd. Flow (perm)	0	1611	0	0	1805	0	0	1820	0	1747	0
Link Speed (mph)	30				30			30		30	
Link Distance (ft)	489				380			381		495	
Travel Time (s)	5.5				8.9			8.7		10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	1	5	1	14	4	7	17	2	5	1
Shared Lane Traffic (%)											
Lane Group Flow (vph)	8	6	0	0	19	0	0	26	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0				0			0		0	
Link Offset(ft)	0				0			0		0	
Crosswalk Width(ft)	16				16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9	15		9	15	9
Sign Control	Stop				Stop			Stop		Stop	

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	163	0	2	38	0	2	0	4	5	1	1
Future Volume (vph)	2	163	0	2	38	0	2	0	4	5	1	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frts									0.865			0.865
Flt Protected		0.999			0.998			0.950			0.960	
Satd. Flow (prot)	0	1861	0	0	1859	0	0	0	1611	0	0	1611
Flt Permitted		0.999			0.998			0.950			0.960	
Satd. Flow (perm)	0	1861	0	0	1859	0	0	0	1611	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			294			213			516	
Travel Time (s)		12.8			6.7			4.8			11.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	177	0	2	41	0	2	0	4	5	1	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	0	0	43	0	0	2	4	0	6	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15



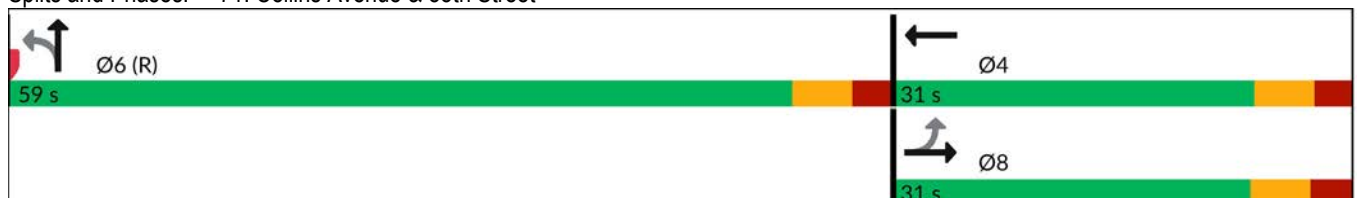
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	105	2	0	0	0	2	37	1759	1	0	0	0
Future Volume (vph)	105	2	0	0	0	2	37	1759	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr t					0.865							
Flt Protected		0.953						0.999				
Satd. Flow (prot)	0	1775	0	0	1611	0	0	5080	0	0	0	0
Flt Permitted		0.729						0.999				
Satd. Flow (perm)	0	1358	0	0	1611	0	0	5080	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					42							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		262			264			391				1096
Travel Time (s)		6.0			6.0			8.9				24.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	2	0	0	0	2	40	1912	1	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	116	0	0	2	0	0	1953	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Detector Phase	8	8			4		6	6				
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0	7.0				

















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.8	30.8			26.0		26.5	26.5				
Total Split (s)	31.0	31.0			31.0		59.0	59.0				
Total Split (%)	34.4%	34.4%			34.4%		65.6%	65.6%				
Maximum Green (s)	24.2	24.2			24.5		52.5	52.5				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	2.8	2.8			2.5		2.5	2.5				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.8			6.5			6.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)	5.0	5.0					5.0	5.0				
Flash Dont Walk (s)	19.0	19.0					15.0	15.0				
Pedestrian Calls (#/hr)	0	0					0	0				
Act Effct Green (s)		13.0			13.1			67.9				
Actuated g/C Ratio		0.14			0.15			0.75				
v/c Ratio		0.59			0.01			0.51				
Control Delay (s/veh)		38.3			0.0			6.8				
Queue Delay		0.0			0.0			0.0				
Total Delay (s/veh)		38.3			0.0			6.8				
LOS		D			A			A				
Approach Delay (s/veh)		38.3						6.8				
Approach LOS		D						A				
Queue Length 50th (ft)		68			0			164				
Queue Length 95th (ft)		m112			0			250				
Internal Link Dist (ft)		182			184			311			1016	
Turn Bay Length (ft)												
Base Capacity (vph)		365			469			3830				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.32			0.00			0.51				

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 6 (7%), Referenced to phase 6:NBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay (s/veh): 8.5 Intersection LOS: A
 Intersection Capacity Utilization 58.4% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 71: Collins Avenue & 88th Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	15	123	0	154	0	4	0	240	0	0	5
Future Volume (vph)	0	15	123	0	154	0	4	0	240	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.879							0.865			0.865
Fl _t Protected								0.950				
Satd. Flow (prot)	0	1637	0	0	1863	0	0	0	1611	0	0	1611
Fl _t Permitted								0.950				
Satd. Flow (perm)	0	1637	0	0	1863	0	0	0	1611	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		499			273			389			518	
Travel Time (s)		6.6			6.2			8.8			11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	16	134	0	167	0	4	0	261	0	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	0	0	167	0	0	4	261	0	0	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	
Intersection Summary												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization Err%	ICU Level of Service H											
Analysis Period (min)	15											

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1221	261	0	819	0	48
Future Vol, veh/h	1221	261	0	819	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1327	284	0	890	0	52

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	805
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	325
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	325
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	18.17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	325	-	-	-
HCM Lane V/C Ratio	0.16	-	-	-
HCM Control Delay (s/veh)	18.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

Intersection												
Int Delay, s/veh	16.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑				↑		↔	
Traffic Vol, veh/h	43	1386	0	0	1127	31	6	0	13	42	0	34
Future Vol, veh/h	43	1386	0	0	1127	31	6	0	13	42	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	1507	0	0	1225	34	7	0	14	46	0	37

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1259	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	-
Pot Cap-1 Maneuver	548	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	548	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.37	0	15.65	\$ 576.77
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	352	548	-	-	-	46
HCM Lane V/C Ratio	0.04	0.085	-	-	-	1.807
HCM Control Delay (s/veh)	15.7	12.2	-	-	-	\$ 576.8
HCM Lane LOS	C	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	0.3	-	-	-	8.3

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

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕↑↑	↕↑↑				
Traffic Vol, veh/h	43	6	0	0	5	15	34	1753	9	0	0	0
Future Vol, veh/h	43	6	0	0	5	15	34	1753	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	7	0	0	5	16	37	1905	10	0	0	0

Major/Minor	Minor2		Minor1			Major1		
Conflicting Flow All	839	1989	-	1987	1984	958	0	0
Stage 1	0	0	-	1984	1984	-	-	-
Stage 2	839	1989	-	3	0	-	-	-
Critical Hdwy	6.44	6.54	-	6.44	6.54	7.14	5.34	-
Critical Hdwy Stg 1	-	-	-	7.34	5.54	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	-	3.82	4.02	3.92	3.12	-
Pot Cap-1 Maneuver	317	60	0	65	61	221	-	-
Stage 1	-	-	0	40	105	-	-	-
Stage 2	296	105	0	-	-	-	-	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	268	60	-	58	61	221	-	-
Mov Cap-2 Maneuver	268	60	-	58	61	-	-	-
Stage 1	-	-	-	40	105	-	-	-
Stage 2	260	105	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v31.52		37.27	
HCM LOS	D	E	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	-	-	-	188 133
HCM Lane V/C Ratio	-	-	-	0.283 0.163
HCM Control Delay (s/veh)	-	-	-	31.5 37.3
HCM Lane LOS	-	-	-	D E
HCM 95th %tile Q(veh)	-	-	-	1.1 0.6

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔↔				
Traffic Vol, veh/h	47	8	0	0	6	15	109	1653	14	0	0	0
Future Vol, veh/h	47	8	0	0	6	15	109	1653	14	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	9	0	0	7	16	118	1797	15	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	959	2049	-	-	2041	906	0	0	0	
Stage 1	0	0	-	-	2041	-	-	-	-	
Stage 2	959	2049	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	270	55	0	0	56	240	-	-	-	
Stage 1	-	-	0	0	98	-	-	-	-	
Stage 2	249	97	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	222	55	-	-	56	240	-	-	-	
Mov Cap-2 Maneuver	222	55	-	-	56	-	-	-	-	
Stage 1	-	-	-	-	98	-	-	-	-	
Stage 2	217	97	-	-	-	-	-	-	-	

Approach	EB	WB	NB
HCM Control Delay, s/v42.38		40.69	
HCM LOS	E	E	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	-	-	-	154 123
HCM Lane V/C Ratio	-	-	-	0.387 0.185
HCM Control Delay (s/veh)	-	-	-	42.4 40.7
HCM Lane LOS	-	-	-	E E
HCM 95th %tile Q(veh)	-	-	-	1.7 0.6

Intersection												
Int Delay, s/veh	45.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔					↔↔↔		
Traffic Vol, veh/h	0	12	38	25	22	0	0	0	0	12	2685	26
Future Vol, veh/h	0	12	38	25	22	0	0	0	0	12	2685	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	41	27	24	0	0	0	0	13	2918	28

Major/Minor	Minor2		Minor1				Major2			
Conflicting Flow All	-	2959	1473	1200	2973	-	-	0	0	0
Stage 1	-	2959	-	0	0	-	-	-	-	-
Stage 2	-	0	-	1200	2973	-	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	14	99	195	~ 14	0	-	-	-	-
Stage 1	0	32	-	-	-	0	-	-	-	-
Stage 2	0	-	-	176	32	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	14	99	~ 9	~ 14	-	-	-	-	-
Mov Cap-2 Maneuver	-	14	-	~ 9	~ 14	-	-	-	-	-
Stage 1	-	32	-	-	-	-	-	-	-	-
Stage 2	-	-	-	61	32	-	-	-	-	-

Approach	EB		WB				SB		
HCM Control Delay, \$/h	410.34		2288.8						
HCM LOS	F		F						

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	41	11	~ 1	-	-
HCM Lane V/C Ratio	1.333	4.596	-	-	-
HCM Control Delay (s/veh)	\$ 410.34	\$ 2288.8	-	-	-
HCM Lane LOS	F	F	-	-	-
HCM 95th %tile Q(veh)	5.4	7.5	-	-	-

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

TRAFFIC OPERATIONAL ANALYSIS

SYNCHRO FUTURE CONDITIONS PM
PEAK HOUR ANALYSIS (2032)

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	54	0	53	34	0
Future Vol, veh/h	16	54	0	53	34	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	59	0	58	37	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.5	6.7	7.6
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	0%	100%
Vol Thru, %	77%	0%	0%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	70	53	34
LT Vol	16	0	34
Through Vol	54	0	0
RT Vol	0	53	0
Lane Flow Rate	76	58	37
Geometry Grp	1	1	1
Degree of Util (X)	0.086	0.055	0.045
Departure Headway (Hd)	4.088	3.456	4.364
Convergence, Y/N	Yes	Yes	Yes
Cap	876	1031	817
Service Time	2.115	1.495	2.407
HCM Lane V/C Ratio	0.087	0.056	0.045
HCM Control Delay, s/veh	7.5	6.7	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.2	0.1

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	18	0	0	82	67	85	31	26	85	0	217
Future Vol, veh/h	12	18	0	0	82	67	85	31	26	85	0	217
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	20	0	0	89	73	92	34	28	92	0	236
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.6	9.1	9.1	9.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	40%	0%	28%
Vol Thru, %	22%	60%	55%	0%
Vol Right, %	18%	0%	45%	72%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	30	149	302
LT Vol	85	12	0	85
Through Vol	31	18	82	0
RT Vol	26	0	67	217
Lane Flow Rate	154	33	162	328
Geometry Grp	1	1	1	1
Degree of Util (X)	0.205	0.048	0.214	0.385
Departure Headway (Hd)	4.772	5.298	4.764	4.222
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	749	671	750	850
Service Time	2.819	3.367	2.82	2.259
HCM Lane V/C Ratio	0.206	0.049	0.216	0.386
HCM Control Delay, s/veh	9.1	8.6	9.1	9.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.2	0.8	1.8

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	0	0	0	0
HCM LOS	-	-	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay, s/veh	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations				↑			↕		↓	
Traffic Vol, veh/h	6	1	0	39	5	2	33	0	0	0
Future Vol, veh/h	6	1	0	39	5	2	33	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	0	42	5	2	36	0	0	0
Number of Lanes	0	0	0	1	0	0	1	0	1	0

Approach	NB	SB	NE
Opposing Approach	SB	NB	
Opposing Lanes	1	1	0
Conflicting Approach Left	NE		SB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		NE	NB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.1	7.2	0
HCM LOS	A	A	-

Lane	NELn1	NBLn1	SBLn1
Vol Left, %	0%	0%	6%
Vol Thru, %	100%	89%	94%
Vol Right, %	0%	11%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	0	44	35
LT Vol	0	0	2
Through Vol	0	39	33
RT Vol	0	5	0
Lane Flow Rate	0	48	38
Geometry Grp	1	1	1
Degree of Util (X)	0	0.052	0.042
Departure Headway (Hd)	4.083	3.894	3.981
Convergence, Y/N	Yes	Yes	Yes
Cap	0	924	903
Service Time	2.116	1.901	1.989
HCM Lane V/C Ratio	0	0.052	0.042
HCM Control Delay, s/veh	7.1	7.1	7.2
HCM Lane LOS	N	A	A
HCM 95th-tile Q	0	0.2	0.1

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	66	6	5	69	6	4	12	9	2	4	6
Future Vol, veh/h	4	66	6	5	69	6	4	12	9	2	4	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	72	7	5	75	7	4	13	10	2	4	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.5	7.3	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	5%	6%	17%
Vol Thru, %	48%	87%	86%	33%
Vol Right, %	36%	8%	8%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	76	80	12
LT Vol	4	4	5	2
Through Vol	12	66	69	4
RT Vol	9	6	6	6
Lane Flow Rate	27	83	87	13
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.093	0.097	0.014
Departure Headway (Hd)	4.051	4.033	4.034	3.978
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	872	886	886	887
Service Time	2.129	2.068	2.069	2.061
HCM Lane V/C Ratio	0.031	0.094	0.098	0.015
HCM Control Delay, s/veh	7.3	7.5	7.5	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.3	0

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	4	1	4	7	0
Future Vol, veh/h	0	0	0	0	0	0	0	4	1	4	7	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	4	1	4	8	0
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	0	0	7.1	7.2
HCM LOS	-	-	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%	36%
Vol Thru, %	100%	0%	100%	100%	64%
Vol Right, %	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	1	0	0	11
LT Vol	0	0	0	0	4
Through Vol	4	0	0	0	7
RT Vol	0	1	0	0	0
Lane Flow Rate	4	1	0	0	12
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.005	0.001	0	0	0.014
Departure Headway (Hd)	4.54	3.84	3.965	3.965	4.111
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	793	937	0	0	876
Service Time	2.242	1.541	1.973	1.973	2.112
HCM Lane V/C Ratio	0.005	0.001	0	0	0.014
HCM Control Delay, s/veh	7.3	6.5	7	7	7.2
HCM Lane LOS	A	A	N	N	A
HCM 95th-tile Q	0	0	0	0	0

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	2	31	15	46	30	6
Future Vol, veh/h	2	31	15	46	30	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	34	16	50	33	7
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.3	6.9	7.4
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	0%	83%
Vol Thru, %	94%	25%	0%
Vol Right, %	0%	75%	17%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	33	61	36
LT Vol	2	0	30
Through Vol	31	15	0
RT Vol	0	46	6
Lane Flow Rate	36	66	39
Geometry Grp	1	1	1
Degree of Util (X)	0.041	0.066	0.045
Departure Headway (Hd)	4.065	3.577	4.177
Convergence, Y/N	Yes	Yes	Yes
Cap	881	1000	856
Service Time	2.091	1.605	2.208
HCM Lane V/C Ratio	0.041	0.066	0.046
HCM Control Delay, s/veh	7.3	6.9	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	28	11	16	54	37
Future Vol, veh/h	29	28	11	16	54	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	30	12	17	59	40
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.2	7.4	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	59%	0%	41%
Vol Thru, %	0%	51%	59%
Vol Right, %	41%	49%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	91	57	27
LT Vol	54	0	11
Through Vol	0	29	16
RT Vol	37	28	0
Lane Flow Rate	99	62	29
Geometry Grp	1	1	1
Degree of Util (X)	0.109	0.066	0.035
Departure Headway (Hd)	3.966	3.835	4.237
Convergence, Y/N	Yes	Yes	Yes
Cap	900	928	840
Service Time	2.004	1.884	2.289
HCM Lane V/C Ratio	0.11	0.067	0.035
HCM Control Delay, s/veh	7.5	7.2	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.2	0.1

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↻		↻	↻	↻	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Number of Lanes	1	0	1	1	1	0

Approach	NB	SB	NW
Opposing Approach	SB	NB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NW	NB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NW		SB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	0	0	0
HCM LOS	-	-	-

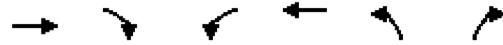
Lane	NBLn1	NWLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	5	2	7	7
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	4.034	3.934	4.534	4.534
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	2.034	1.934	2.234	2.234
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay, s/veh	7	6.9	7.2	7.2
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER
Lane Configurations										
Traffic Vol, veh/h	4	2	2	13	5	1	11	0	1	2
Future Vol, veh/h	4	2	2	13	5	1	11	0	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	2	2	14	5	1	12	0	1	2
Number of Lanes	0	1	0	1	0	0	1	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB	SE	WB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	SE	WB	SE
Conflicting Lanes Right	1	1	1
HCM Control Delay, s/veh	7	6.9	7.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SELn1	SBLn1
Vol Left, %	10%	67%	78%	8%
Vol Thru, %	65%	0%	0%	92%
Vol Right, %	25%	33%	22%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	6	9	12
LT Vol	2	4	7	1
Through Vol	13	0	0	11
RT Vol	5	2	2	0
Lane Flow Rate	22	7	10	13
Geometry Grp	1	1	1	1
Degree of Util (X)	0.023	0.007	0.011	0.014
Departure Headway (Hd)	3.843	3.936	4.022	3.996
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	935	912	893	899
Service Time	1.851	1.949	2.034	2.005
HCM Lane V/C Ratio	0.024	0.008	0.011	0.014
HCM Control Delay, s/veh	6.9	7	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0



Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑↑			↑↑	↗	↗			
Traffic Volume (veh/h)	1083	0	0	1072	292	15			
Future Volume (veh/h)	1083	0	0	1072	292	15			
Number	6	16	5	2	7	14			
Initial Q, veh	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj (A_pbT)		1.00	1.00		1.00	1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No	No				
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870			
Adj Flow Rate, veh/h	1177	0	0	1165	317	16			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	0	0	2	2	2			
Opposing Right Turn Influence			No		Yes				
Cap, veh/h	2862	0	0	2862	384	176			
HCM Platoon Ratio	2.00	1.00	1.00	2.00	1.00	1.00			
Prop Arrive On Green	1.00	0.00	0.00	1.00	0.11	0.11			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	0.4	0.0	0.0	0.4	69.7	60.1			
Ln Grp LOS	A			A	E	E			
Approach Vol, veh/h	1177			1165	333				
Approach Delay, s/veh	0.4			0.4	69.3				
Approach LOS	A			A	E				
Timer:		1	2	3	4	5	6	7	8
Assigned Phs			2		4		6		
Case No			8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s			127.3		22.7		127.3		
Change Period (Y+Rc), s			6.5		6.0		6.5		
Max Green (Gmax), s			77.5		60.0		77.5		
Max Allow Headway (MAH), s			5.2		3.8		5.2		
Max Q Clear (g_c+I1), s			2.0		15.5		2.0		
Green Ext Time (g_e), s			12.3		1.2		12.6		
Prob of Phs Call (p_c)			1.00		1.00		1.00		
Prob of Max Out (p_x)			0.00		0.00		0.00		
Left-Turn Movement Data									
Assigned Mvmt			5		7		1		
Mvmt Sat Flow, veh/h			0		3456		0		
Through Movement Data									
Assigned Mvmt			2		4		6		
Mvmt Sat Flow, veh/h			3741		0		3741		
Right-Turn Movement Data									
Assigned Mvmt			12		14		16		
Mvmt Sat Flow, veh/h			0		1585		0		
Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	0	

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Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	317	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1728	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1728	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	120.8	0.0	0.0	0.0	120.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	384	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1382	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	65.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	69.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment				T				
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1165	0	0	0	1177	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2862	0	0	0	2862	0	0
V/C Ratio (X)	0.00	0.41	0.00	0.00	0.00	0.41	0.00	0.00
Avail Cap (c_a), veh/h	0	2862	0	0	0	2862	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.88	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	0.0	0.0	0.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	16	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1585	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	176	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	634	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	59.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	60.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	9.0
HCM 7th LOS	A

HCM 7th Edition methodology does not support turning movements with shared & exclusive lanes.

HCM 7th Edition methodology does not support exclusive ped or hold phases.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻↻	
Traffic Volume (veh/h)	0	34	83	50	60	0	0	0	0	83	1850	116
Future Volume (veh/h)	0	34	83	50	60	0	0	0	0	83	1850	116
Number	3	8	18	7	4	14				5	2	12
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	37	90	54	65	0				90	2011	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	44	108	35	31	0				180	4023	251
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Prop Arrive On Green	0.00	0.09	0.09	0.09	0.09	0.00				0.27	0.27	0.27
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	78.3	0.0	0.0	0.0				29.3	29.3	29.4
Ln Grp LOS			E							C	C	C
Approach Vol, veh/h		127			119						2227	
Approach Delay, s/veh		78.3			0.0						29.3	
Approach LOS		E			A						C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8			
Case No			12.0		14.0				8.0			
Phs Duration (G+Y+Rc), s			130.3		19.7				19.7			
Change Period (Y+Rc), s			6.0		6.0				* 6			
Max Green (Gmax), s			114.0		24.0				* 25			
Max Allow Headway (MAH), s			5.3		5.4				5.5			
Max Q Clear (g_c+I1), s			54.6		12.6				13.3			
Green Ext Time (g_e), s			31.5		0.4				0.4			
Prob of Phs Call (p_c)			1.00		1.00				1.00			
Prob of Max Out (p_x)			0.00		0.02				0.03			
Left-Turn Movement Data												
Assigned Mvmt			5		7				3			
Mvmt Sat Flow, veh/h			218		6				0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			4857		335				483			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			303		0				1176			
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	0	0	0	3			

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Lane Assignment		L+T		L+T				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	769	0	119	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1859	0	341	0	0	0	0
Q Serve Time (g_s), s	0.0	52.2	0.0	10.6	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	52.2	0.0	10.6	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1284	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	2.4	0.0	0.0	0.0	13.7
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.12	0.00	0.45	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1540	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1540	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.82	0.00	0.99	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	28.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.3	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	26.2	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	26.6	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.14	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	703	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1702	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	52.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	52.1	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1410	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1410	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	28.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.3	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	23.9	0.0	0.0	0.0	0.0	0.0	0.0

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2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	24.3	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.04	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	756	0	0	0	0	0	127
Grp Sat Flow (s), veh/h/ln	0	1816	0	0	0	0	0	1659
Q Serve Time (g_s), s	0.0	52.6	0.0	0.0	0.0	0.0	0.0	11.3
Cycle Q Clear Time (g_c), s	0.0	52.6	0.0	0.0	0.0	0.0	0.0	11.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.71
Lane Grp Cap (c), veh/h	0	1504	0	0	0	0	0	152
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.84
Avail Cap (c_a), veh/h	0	1504	0	0	0	0	0	271
Upstream Filter (I)	0.00	0.82	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	28.5	0.0	0.0	0.0	0.0	0.0	67.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	0.0	0.0	11.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.4	0.0	0.0	0.0	0.0	0.0	78.3
1st-Term Q (Q1), veh/ln	0.0	25.7	0.0	0.0	0.0	0.0	0.0	4.8
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	26.1	0.0	0.0	0.0	0.0	0.0	5.3
%ile Storage Ratio (RQ%)	0.00	1.12	0.00	0.00	0.00	0.00	0.00	0.64
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0













Intersection Summary

HCM 7th Control Delay, s/veh	30.4
HCM 7th LOS	C

Notes

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Edition methodology does not support current ring-barrier structure.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↑↑↑	
Traffic Volume (veh/h)	0	56	114	93	76	0	0	0	0	101	1832	81
Future Volume (veh/h)	0	56	114	93	76	0	0	0	0	101	1832	81
Number	3	8	18	7	4	14				5	2	12
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	61	124	101	83	0				110	1991	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	243	206	169	243	0				214	3873	171
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				0.33	0.33	0.33
Prop Arrive On Green	0.00	0.13	0.13	0.04	0.04	0.00				0.26	0.26	0.26
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	59.2	64.4	76.1	66.4	0.0				31.8	31.8	31.9
Ln Grp LOS		E	E	E	E					C	C	C
Approach Vol, veh/h		185			184						2189	
Approach Delay, s/veh		62.7			71.7						31.8	
Approach LOS		E			E						C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8			
Case No			12.0		6.0				7.0			
Phs Duration (G+Y+Rc), s			124.5		25.5				25.5			
Change Period (Y+Rc), s			6.0		6.0				6.0			
Max Green (Gmax), s			107.0		31.0				31.0			
Max Allow Headway (MAH), s			5.3		4.7				4.4			
Max Q Clear (g_c+I1), s			54.2		19.0				13.1			
Green Ext Time (g_e), s			28.8		0.6				0.6			
Prob of Phs Call (p_c)			1.00		1.00				1.00			
Prob of Max Out (p_x)			0.00		0.01				0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7				3			
Mvmt Sat Flow, veh/h			271		1199				0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			4903		1870				1870			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			216		0				1585			
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	0	0	0	3			

HCM 7th Signalized Intersection Capacity Analysis
 19: Harding Avenue/Harding Avenue & 95th Street

Lane Assignment	L+T		L					
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	754	0	101	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1857	0	1199	0	0	0	0
Q Serve Time (g_s), s	0.0	52.0	0.0	12.6	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	52.0	0.0	17.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1199	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	19.5	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	15.1	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	12.6	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.5
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.15	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1467	0	169	0	0	0	0
V/C Ratio (X)	0.00	0.51	0.00	0.60	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1467	0	261	0	0	0	0
Upstream Filter (I)	0.00	0.72	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	30.9	0.0	72.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	3.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.8	0.0	76.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	26.0	0.0	4.1	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	26.4	0.0	4.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.12	0.00	0.40	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment	T		T		T			
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	690	0	83	0	0	0	61
Grp Sat Flow (s), veh/h/ln	0	1702	0	1870	0	0	0	1870
Q Serve Time (g_s), s	0.0	51.9	0.0	6.5	0.0	0.0	0.0	4.4
Cycle Q Clear Time (g_c), s	0.0	51.9	0.0	6.5	0.0	0.0	0.0	4.4
Lane Grp Cap (c), veh/h	0	1344	0	243	0	0	0	243
V/C Ratio (X)	0.00	0.51	0.00	0.34	0.00	0.00	0.00	0.25
Avail Cap (c_a), veh/h	0	1344	0	387	0	0	0	387
Upstream Filter (I)	0.00	0.72	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	30.8	0.0	65.5	0.0	0.0	0.0	58.7
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.8	0.0	0.0	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.8	0.0	66.4	0.0	0.0	0.0	59.2
1st-Term Q (Q1), veh/ln	0.0	23.8	0.0	3.2	0.0	0.0	0.0	2.1

HCM 7th Signalized Intersection Capacity Analysis
 19: Harding Avenue/Harding Avenue & 95th Street

2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	24.2	0.0	3.3	0.0	0.0	0.0	2.1
%ile Storage Ratio (RQ%)	0.00	1.02	0.00	0.31	0.00	0.00	0.00	0.29
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	T+R			R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	746	0	0	0	0	0	124
Grp Sat Flow (s), veh/h/ln	0	1831	0	0	0	0	0	1585
Q Serve Time (g_s), s	0.0	52.2	0.0	0.0	0.0	0.0	0.0	11.1
Cycle Q Clear Time (g_c), s	0.0	52.2	0.0	0.0	0.0	0.0	0.0	11.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.12	0.00	0.00	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1447	0	0	0	0	0	206
V/C Ratio (X)	0.00	0.52	0.00	0.00	0.00	0.00	0.00	0.60
Avail Cap (c_a), veh/h	0	1447	0	0	0	0	0	328
Upstream Filter (I)	0.00	0.72	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	30.9	0.0	0.0	0.0	0.0	0.0	61.6
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.0	0.0	0.0	0.0	2.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.9	0.0	0.0	0.0	0.0	0.0	64.4
1st-Term Q (Q1), veh/ln	0.0	25.8	0.0	0.0	0.0	0.0	0.0	4.5
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	26.2	0.0	0.0	0.0	0.0	0.0	4.6
%ile Storage Ratio (RQ%)	0.00	1.11	0.00	0.00	0.00	0.00	0.00	0.98
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary


















HCM 7th Control Delay, s/veh	36.9
HCM 7th LOS	D

HCM 7th Edition methodology does not support current ring-barrier structure.

HCM 7th Edition methodology does not support custom phasing.

HCM 7th Edition methodology does not support clustered intersections.

HCM 7th Signalized Intersection Capacity Analysis
 35: Harding Avenue & 93rd Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (veh/h)	0	32	21	27	32	0	0	0	0	29	1918	33
Future Volume (veh/h)	0	32	21	27	32	0	0	0	0	29	1918	33
Number	3	8	18	7	4	14				5	2	12
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	35	23	29	35	0				32	2085	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	91	60	109	84	0				61	3960	68
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Prop Arrive On Green	0.00	0.09	0.09	0.09	0.09	0.00				0.25	0.25	0.25
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	34.0	33.8	0.0	0.0				17.7	17.8	17.8
Ln Grp LOS			C	C						B	B	B
Approach Vol, veh/h		58			64						2153	
Approach Delay, s/veh		34.0			33.8						17.8	
Approach LOS		C			C						B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8			
Case No			12.0		8.0				8.0			
Phs Duration (G+Y+Rc), s			62.6		12.4				12.4			
Change Period (Y+Rc), s			6.0		6.0				6.0			
Max Green (Gmax), s			40.0		23.0				23.0			
Max Allow Headway (MAH), s			5.2		5.3				5.4			
Max Q Clear (g_c+I1), s			27.8		5.6				4.4			
Green Ext Time (g_e), s			9.9		0.2				0.2			
Prob of Phs Call (p_c)			1.00		0.92				0.92			
Prob of Max Out (p_x)			0.00		0.00				0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7				3			
Mvmt Sat Flow, veh/h			81		457				0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			5251		971				1053			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			91		0				692			
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	0	0	0	3			

HCM 7th Signalized Intersection Capacity Analysis
 35: Harding Avenue & 93rd Street

Lane Assignment		L+T		L+T				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	741	0	64	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1866	0	1428	0	0	0	0
Q Serve Time (g_s), s	0.0	25.7	0.0	1.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.7	0.0	3.6	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1366	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	4.1	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	6.4
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.04	0.00	0.45	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1407	0	193	0	0	0	0
V/C Ratio (X)	0.00	0.53	0.00	0.33	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1407	0	543	0	0	0	0
Upstream Filter (I)	0.00	0.81	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.6	0.0	32.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	1.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.7	0.0	33.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	12.6	0.0	1.1	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	13.0	0.0	1.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.54	0.00	0.11	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	675	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1702	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	25.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.7	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1283	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.53	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1283	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.8	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.4	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
 35: Harding Avenue & 93rd Street


















2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	737	0	0	0	0	0	58
Grp Sat Flow (s), veh/h/ln	0	1854	0	0	0	0	0	1746
Q Serve Time (g_s), s	0.0	25.8	0.0	0.0	0.0	0.0	0.0	2.4
Cycle Q Clear Time (g_c), s	0.0	25.8	0.0	0.0	0.0	0.0	0.0	2.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.40
Lane Grp Cap (c), veh/h	0	1398	0	0	0	0	0	150
V/C Ratio (X)	0.00	0.53	0.00	0.00	0.00	0.00	0.00	0.39
Avail Cap (c_a), veh/h	0	1398	0	0	0	0	0	535
Upstream Filter (I)	0.00	0.81	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.6	0.0	0.0	0.0	0.0	0.0	32.4
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.8	0.0	0.0	0.0	0.0	0.0	34.0
1st-Term Q (Q1), veh/ln	0.0	12.5	0.0	0.0	0.0	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	12.9	0.0	0.0	0.0	0.0	0.0	1.0
%ile Storage Ratio (RQ%)	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	18.6
HCM 7th LOS	B

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (veh/h)	0	7	26	0	0	0	0	0	0	45	1951	13
Future Volume (veh/h)	0	7	26	0	0	0	0	0	0	45	1951	13
Number	7	4	14	3	8	18				1	6	16
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	8	28	0	0	0				49	2121	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	15	51	0	75	0				93	4007	26
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.04	0.04	0.00	0.00	0.00				0.76	0.76	0.76
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	28.0	0.0	0.0	0.0				3.6	3.7	3.6
Ln Grp LOS			C							A	A	A
Approach Vol, veh/h		36			0						2184	
Approach Delay, s/veh		28.0			0.0						3.6	
Approach LOS		C									A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		6			4				8			
Case No		12.0			8.0				8.0			
Phs Duration (G+Y+Rc), s		38.7			6.3				6.3			
Change Period (Y+Rc), s		4.5			4.5				4.5			
Max Green (Gmax), s		18.0			18.0				18.0			
Max Allow Headway (MAH), s		5.2			5.5				0.0			
Max Q Clear (g_c+I1), s		9.3			3.0				0.0			
Green Ext Time (g_e), s		7.4			0.1				0.0			
Prob of Phs Call (p_c)		1.00			0.36				0.00			
Prob of Max Out (p_x)		0.00			0.00				0.00			
Left-Turn Movement Data												
Assigned Mvmt		1			7				3			
Mvmt Sat Flow, veh/h		122			0				0			
Through Movement Data												
Assigned Mvmt		6			4				8			
Mvmt Sat Flow, veh/h		5274			365				1870			
Right-Turn Movement Data												
Assigned Mvmt		16			14				18			
Mvmt Sat Flow, veh/h		35			1276				0			
Left Lane Group Data												
Assigned Mvmt		1	0	0	7	0	0	0	3			

HCM 7th Signalized Intersection Capacity Analysis
 39: Harding Avenue & 90th Street

Lane Assignment	L+T							
Lanes in Grp	1	0	0	0	0	0	0	0
Grp Vol (v), veh/h	750	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1864	0	0	0	0	0	0	0
Q Serve Time (g_s), s	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.8	0.0	0.0	0.0	1.8
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	1416	0	0	0	0	0	0	0
V/C Ratio (X)	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1416	0	0	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	6	0	0	4	0	0	0	8
Lane Assignment	T			T				
Lanes in Grp	1	0	0	0	0	0	0	1
Grp Vol (v), veh/h	684	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1702	0	0	0	0	0	0	1870
Q Serve Time (g_s), s	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	1293	0	0	0	0	0	0	75
V/C Ratio (X)	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1293	0	0	0	0	0	0	748
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
 39: Harding Avenue & 90th Street

2nd-Term Q (Q2), veh/ln	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0













Right Lane Group Data

Assigned Mvmt	16	0	0	14	0	0	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	750	0	0	36	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1864	0	0	1641	0	0	0	0
Q Serve Time (g_s), s	7.3	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	7.3	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.02	0.00	0.00	0.78	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	1416	0	0	66	0	0	0	0
V/C Ratio (X)	0.53	0.00	0.00	0.54	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1416	0	0	656	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	2.2	0.0	0.0	21.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	6.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	3.6	0.0	0.0	28.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.7	0.0	0.0	0.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	4.0
HCM 7th LOS	A

HCM 7th Edition methodology does not support current ring-barrier structure.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑						↑↑↑	
Traffic Volume (veh/h)	0	36	45	88	53	0	0	0	0	36	1864	27
Future Volume (veh/h)	0	36	45	88	53	0	0	0	0	36	1864	27
Number	3	8	18	7	4	14				5	2	12
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	39	49	96	58	0				39	2026	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	120	151	183	93	0				69	3569	51
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Prop Arrive On Green	0.00	0.16	0.16	0.16	0.16	0.00				0.22	0.22	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	28.4	32.3	0.0	0.0				21.1	21.3	21.1
Ln Grp LOS			C	C						C	C	C
Approach Vol, veh/h		88			154						2094	
Approach Delay, s/veh		28.4			32.3						21.2	
Approach LOS		C			C						C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8			
Case No			12.0		8.0				8.0			
Phs Duration (G+Y+Rc), s			57.0		18.0				18.0			
Change Period (Y+Rc), s			6.0		6.0				6.0			
Max Green (Gmax), s			37.0		26.0				26.0			
Max Allow Headway (MAH), s			3.2		4.9				4.9			
Max Q Clear (g_c+I1), s			27.8		11.5				5.4			
Green Ext Time (g_e), s			4.3		0.5				0.3			
Prob of Phs Call (p_c)			1.00		0.99				0.99			
Prob of Max Out (p_x)			0.00		0.00				0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7						3	
Mvmt Sat Flow, veh/h			101		656						0	
Through Movement Data												
Assigned Mvmt			2		4						8	
Mvmt Sat Flow, veh/h			5248		579						753	
Right-Turn Movement Data												
Assigned Mvmt			12		14						18	
Mvmt Sat Flow, veh/h			75		0						947	
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	0	0	0	3			

HCM 7th Signalized Intersection Capacity Analysis
46: 91st Street & Harding Avenue

Lane Assignment		L+T		L+T				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	720	0	154	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1865	0	1235	0	0	0	0
Q Serve Time (g_s), s	0.0	25.7	0.0	6.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.7	0.0	9.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1330	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	8.6	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	6.1	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	12.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.05	0.00	0.62	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1269	0	275	0	0	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.56	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1269	0	551	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	19.3	0.0	31.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.8	0.0	1.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.1	0.0	32.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	12.5	0.0	2.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	13.2	0.0	2.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.55	0.00	0.26	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	657	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1702	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	25.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.7	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1158	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1158	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	19.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.3	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.4	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
46: 91st Street & Harding Avenue

2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	12.1	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	717	0	0	0	0	0	88
Grp Sat Flow (s), veh/h/ln	0	1857	0	0	0	0	0	1700
Q Serve Time (g_s), s	0.0	25.8	0.0	0.0	0.0	0.0	0.0	3.4
Cycle Q Clear Time (g_c), s	0.0	25.8	0.0	0.0	0.0	0.0	0.0	3.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.56
Lane Grp Cap (c), veh/h	0	1263	0	0	0	0	0	272
V/C Ratio (X)	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.32
Avail Cap (c_a), veh/h	0	1263	0	0	0	0	0	589
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	19.3	0.0	0.0	0.0	0.0	0.0	27.9
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.1	0.0	0.0	0.0	0.0	0.0	28.4
1st-Term Q (Q1), veh/ln	0.0	12.5	0.0	0.0	0.0	0.0	0.0	1.4
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	13.2	0.0	0.0	0.0	0.0	0.0	1.4
%ile Storage Ratio (RQ%)	0.00	0.55	0.00	0.00	0.00	0.00	0.00	0.18
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	22.2
HCM 7th LOS	C

HCM 7th Edition methodology does not support current ring-barrier structure.

Min green cannot be less than 2 seconds, (Phase 8).

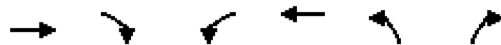
HCM 7th Edition methodology does not support current ring-barrier structure.

HCM 7th Edition methodology does not support turning movements with shared & exclusive lanes.

HCM 7th Edition methodology does not support clustered intersections.

HCM Signalized Intersection Capacity Analysis

2: Byron Avenue & 96th Street /96th Street




















Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘↘	↗
Traffic Volume (vph)	1083	0	0	1072	292	15
Future Volume (vph)	1083	0	0	1072	292	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5			6.5	6.0	6.0
Lane Util. Factor	0.95			0.95	0.97	1.00
Frt	1.00			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3539			3539	3433	1583
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3539			3539	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1177	0	0	1165	317	16
RTOR Reduction (vph)	0	0	0	0	0	14
Lane Group Flow (vph)	1177	0	0	1165	317	2
Turn Type	NA			NA	Prot	Perm
Protected Phases	6			2	4	
Permitted Phases						4
Actuated Green, G (s)	118.0			118.0	19.5	19.5
Effective Green, g (s)	118.0			118.0	19.5	19.5
Actuated g/C Ratio	0.79			0.79	0.13	0.13
Clearance Time (s)	6.5			6.5	6.0	6.0
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Lane Grp Cap (vph)	2784			2784	446	205
v/s Ratio Prot	c0.33			0.33	c0.09	
v/s Ratio Perm						0.00
v/c Ratio	0.42			0.42	0.71	0.01
Uniform Delay, d1	5.1			5.1	62.5	56.8
Progression Factor	0.38			0.53	1.00	1.00
Incremental Delay, d2	0.4			0.4	5.3	0.0
Delay (s)	2.4			3.1	67.8	56.9
Level of Service	A			A	E	E
Approach Delay (s/veh)	2.4			3.1	67.3	
Approach LOS	A			A	E	

Intersection Summary




















HCM 2000 Control Delay (s/veh)	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
6: Harding Avenue & 96th Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	383	546	0	608	0	0	0	0	56	1468	462
Future Volume (vph)	0	383	546	0	608	0	0	0	0	56	1468	462
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3		6.0						6.3	6.3
Lane Util. Factor		0.95	0.95		0.95						0.91	1.00
Frt		0.97	0.85		1.00						1.00	0.85
Flt Protected		1.00	1.00		1.00						1.00	1.00
Satd. Flow (prot)		1711	1504		3539						5076	1583
Flt Permitted		1.00	1.00		1.00						1.00	1.00
Satd. Flow (perm)		1711	1504		3539						5076	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)	0	416	593	0	661	0	0	0	0	61	1596	502
RTOR Reduction (vph)	0	7	16	0	0	0	0	0	0	0	0	45
Lane Group Flow (vph)	0	528	458	0	661	0	0	0	0	0	1657	457
Turn Type		NA	Perm		NA					Perm	NA	Prot
Protected Phases		8			4						2	2
Permitted Phases			8							2		
Actuated Green, G (s)		51.8	51.8		52.1						85.6	85.6
Effective Green, g (s)		51.8	51.8		52.1						85.6	85.6
Actuated g/C Ratio		0.35	0.35		0.35						0.57	0.57
Clearance Time (s)		6.3	6.3		6.0						6.3	6.3
Vehicle Extension (s)		3.0	3.0		3.0						3.0	3.0
Lane Grp Cap (vph)		590	519		1229						2896	903
v/s Ratio Prot		c0.31			0.19							0.29
v/s Ratio Perm			0.30								0.33	
v/c Ratio		0.89	0.88		0.54						0.57	0.51
Uniform Delay, d1		46.5	46.2		39.3						20.5	19.4
Progression Factor		0.77	0.77		0.77						1.00	1.00
Incremental Delay, d2		15.2	15.4		0.4						0.8	2.0
Delay (s)		51.2	50.8		30.7						21.4	21.5
Level of Service		D	D		C						C	C
Approach Delay (s/veh)		51.0			30.7			0.0			21.4	
Approach LOS		D			C			A			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			30.8									C
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			150.0							12.6		
Intersection Capacity Utilization			115.3%									H
Analysis Period (min)			15									

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	419	15	0	0	11	13	625	1946	8	0	0	0
Future Volume (vph)	419	15	0	0	11	13	625	1946	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.2			6.2		6.9	6.9				
Lane Util. Factor	0.95	0.95			1.00		1.00	0.91				
Frt	1.00	1.00			0.93		1.00	1.00				
Flt Protected	0.95	0.96			1.00		0.95	1.00				
Satd. Flow (prot)	1681	1691			1727		1770	5082				
Flt Permitted	0.95	0.00			1.00		0.95	1.00				
Satd. Flow (perm)	1681	0			1727		1770	5082				
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)	455	16	0	0	12	14	679	2115	9	0	0	0
RTOR Reduction (vph)	0	0	0	0	14	0	0	0	0	0	0	0
Lane Group Flow (vph)	237	234	0	0	12	0	679	2124	0	0	0	0
Turn Type	Prot	NA			NA		pm+pt	NA				
Protected Phases	3	8			4		1	6				
Permitted Phases							6					
Actuated Green, G (s)	35.8	35.8			4.5		90.4	90.4				
Effective Green, g (s)	35.8	35.8			4.5		90.4	90.4				
Actuated g/C Ratio	0.24	0.24			0.03		0.60	0.60				
Clearance Time (s)	6.2	6.2			6.2		6.9	6.9				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	401	403			51		1066	3062				
v/s Ratio Prot	c0.14	0.14			c0.01		0.38	c0.42				
v/s Ratio Perm												
v/c Ratio	0.59	0.58			0.24		0.64	0.69				
Uniform Delay, d1	50.6	50.5			71.1		19.2	20.3				
Progression Factor	0.54	0.54			1.00		1.10	1.08				
Incremental Delay, d2	1.3	1.2			2.5		0.4	0.5				
Delay (s)	28.8	28.5			73.6		21.5	22.4				
Level of Service	C	C			E		C	C				
Approach Delay (s/veh)		28.6			73.6			22.2			0.0	
Approach LOS		C			E			C			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			23.5				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)		22.3			
Intersection Capacity Utilization			115.3%				ICU Level of Service		H			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Volume (vph)	0	34	83	50	60	0	0	0	0	83	1850	116
Future Volume (vph)	0	34	83	50	60	0	0	0	0	83	1850	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.90			1.00						0.99	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1685			1821						5032	
Flt Permitted		1.00			0.61						1.00	
Satd. Flow (perm)		1685			1133						5032	
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)	0	37	90	54	65	0	0	0	0	90	2011	126
RTOR Reduction (vph)	0	26	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	101	0	0	119	0	0	0	0	0	2223	0
Turn Type		NA		D.Pm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				8						2		
Actuated Green, G (s)		19.4			18.9						119.1	
Effective Green, g (s)		19.4			18.9						119.1	
Actuated g/C Ratio		0.13			0.13						0.79	
Clearance Time (s)		5.5			6.0						6.0	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		217			142						3995	
v/s Ratio Prot		0.06										
v/s Ratio Perm					0.11						0.44	
v/c Ratio		0.46			0.84						0.56	
Uniform Delay, d1		60.5			64.1						5.7	
Progression Factor		1.00			1.07						1.25	
Incremental Delay, d2		1.6			29.5						0.5	
Delay (s)		62.1			98.1						7.6	
Level of Service		E			F						A	
Approach Delay (s/veh)		62.1			98.1			0.0			7.6	
Approach LOS		E			F			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		













c Critical Lane Group




















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔↔				
Traffic Volume (vph)	113	4	0	0	18	22	74	2438	4	0	0	0
Future Volume (vph)	113	4	0	0	18	22	74	2438	4	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4			6.4			6.3				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.93			1.00				
Flt Protected		0.95			1.00			1.00				
Satd. Flow (prot)		1777			1726			5077				
Flt Permitted		0.70			1.00			1.00				
Satd. Flow (perm)		1305			1726			5077				
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)	123	4	0	0	20	24	80	2650	4	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	127	0	0	44	0	0	2734	0	0	0	0
Turn Type	D.Pm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	4						6					
Actuated Green, G (s)		10.9			10.9			51.4				
Effective Green, g (s)		10.9			10.9			51.4				
Actuated g/C Ratio		0.15			0.15			0.69				
Clearance Time (s)		6.4			6.4			6.3				
Vehicle Extension (s)		2.5			2.5			2.5				
Lane Grp Cap (vph)		189			250			3479				
v/s Ratio Prot					0.03							
v/s Ratio Perm		c0.10						0.54				
v/c Ratio		0.67			0.18			0.79				
Uniform Delay, d1		30.4			28.1			8.0				
Progression Factor		1.07			1.00			0.60				
Incremental Delay, d2		7.2			0.2			1.5				
Delay (s)		39.6			28.4			6.3				
Level of Service		D			C			A				
Approach Delay (s/veh)		39.6			28.4			6.3			0.0	
Approach LOS		D			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	12.7
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

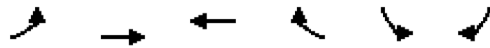
c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↑↑↑	
Traffic Volume (vph)	0	56	114	93	76	0	0	0	0	101	1832	81
Future Volume (vph)	0	56	114	93	76	0	0	0	0	101	1832	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	
Frt		1.00	0.85	1.00	1.00						0.99	
Flt Protected		1.00	1.00	0.95	1.00						1.00	
Satd. Flow (prot)		1863	1583	1770	1863						5042	
Flt Permitted		1.00	1.00	0.72	1.00						1.00	
Satd. Flow (perm)		1863	1583	1336	1863						5042	
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)	0	61	124	101	83	0	0	0	0	110	1991	88
RTOR Reduction (vph)	0	0	22	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	61	102	101	83	0	0	0	0	0	2187	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		16.7	16.7	16.7	16.7						121.3	
Effective Green, g (s)		16.7	16.7	16.7	16.7						121.3	
Actuated g/C Ratio		0.11	0.11	0.11	0.11						0.81	
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	
Lane Grp Cap (vph)		207	176	148	207						4077	
v/s Ratio Prot		0.03			0.04							
v/s Ratio Perm			0.06	0.08							0.43	
v/c Ratio		0.29	0.58	0.68	0.40						0.54	
Uniform Delay, d1		61.2	63.3	64.1	62.0						4.8	
Progression Factor		1.00	1.00	0.83	0.82						0.69	
Incremental Delay, d2		0.8	4.5	12.2	1.3						0.4	
Delay (s)		62.0	67.9	65.4	52.3						3.7	
Level of Service		E	E	E	D						A	
Approach Delay (s/veh)		65.9			59.5			0.0			3.7	
Approach LOS		E			E			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			12.2			HCM 2000 Level of Service					B	
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)					12.0	
Intersection Capacity Utilization			66.5%			ICU Level of Service					C	
Analysis Period (min)			15									

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	9	0	0	5	12	134	2457	9	0	0	0
Future Volume (vph)	115	9	0	0	5	12	134	2457	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0				
Lane Util. Factor		1.00			1.00		1.00	0.95				
Frt		1.00			0.90		1.00	1.00				
Flt Protected		0.96			1.00		0.95	1.00				
Satd. Flow (prot)		1780			1681		1770	3537				
Flt Permitted		0.73			1.00		0.95	1.00				
Satd. Flow (perm)		1358			1681		1770	3537				
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)	125	10	0	0	5	13	146	2671	10	0	0	0
RTOR Reduction (vph)	0	0	0	0	9	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	135	0	0	9	0	146	2681	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		18.1			18.1		119.9	119.9				
Effective Green, g (s)		18.1			18.1		119.9	119.9				
Actuated g/C Ratio		0.12			0.12		0.80	0.80				
Clearance Time (s)		6.0			6.0		6.0	6.0				
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)		163			202		1414	2827				
v/s Ratio Prot					0.01			c0.76				
v/s Ratio Perm		c0.10					0.08					
v/c Ratio		0.83			0.05		0.10	0.95				
Uniform Delay, d1		64.4			58.3		3.3	12.5				
Progression Factor		0.83			1.00		1.52	1.76				
Incremental Delay, d2		26.4			0.1		0.1	6.3				
Delay (s)		80.1			58.4		5.1	28.3				
Level of Service		F			E		A	C				
Approach Delay (s/veh)		80.1			58.4			27.1			0.0	
Approach LOS		F			E			C			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			29.7				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)				12.0	
Intersection Capacity Utilization			91.7%				ICU Level of Service				F	
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗		↙	↘
Traffic Volume (vph)	0	1084	1365	0	0	0
Future Volume (vph)	0	1084	1365	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	6.0			
Lane Util. Factor		0.95	0.95			
Frt		1.00	1.00			
Flt Protected		1.00	1.00			
Satd. Flow (prot)		3539	3539			
Flt Permitted		1.00	1.00			
Satd. Flow (perm)		3539	3539			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1178	1484	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1178	1484	0	0	0
Turn Type	custom	NA	NA		Prot	Prot
Protected Phases	1	16	2		8	8
Permitted Phases	6					
Actuated Green, G (s)		107.0	96.0			
Effective Green, g (s)		107.0	96.0			
Actuated g/C Ratio		0.71	0.64			
Clearance Time (s)			6.0			
Vehicle Extension (s)			3.0			
Lane Grp Cap (vph)		2524	2264			
v/s Ratio Prot		c0.33	c0.42			
v/s Ratio Perm						
v/c Ratio		0.47	0.66			
Uniform Delay, d1		9.2	16.7			
Progression Factor		1.00	1.05			
Incremental Delay, d2		0.1	1.4			
Delay (s)		9.4	19.0			
Level of Service		A	B			
Approach Delay (s/veh)		9.4	19.0		0.0	
Approach LOS		A	B		A	
Intersection Summary						
HCM 2000 Control Delay (s/veh)			14.7		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.51			
Actuated Cycle Length (s)			150.0		Sum of lost time (s)	17.7
Intersection Capacity Utilization			42.7%		ICU Level of Service	A
Analysis Period (min)			15			


















c Critical Lane Group

34:


















12/26/2023



Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						↑↑↑
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type						
Protected Phases						6
Permitted Phases					2	
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s/veh)	0.0		0.0			0.0
Approach LOS	A		A			A
Intersection Summary						
HCM 2000 Control Delay (s/veh)			0.0		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.00			
Actuated Cycle Length (s)			150.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			24.2%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	32	21	27	32	0	0	0	0	29	1918	33
Future Volume (vph)	0	32	21	27	32	0	0	0	0	29	1918	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.95			1.00						1.00	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1763			1821						5069	
Flt Permitted		1.00			0.83						1.00	
Satd. Flow (perm)		1763			1540						5069	
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)	0	35	23	29	35	0	0	0	0	32	2085	36
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	53	0	0	64	0	0	0	0	0	2152	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		5.9			5.9						57.1	
Effective Green, g (s)		5.9			5.9						57.1	
Actuated g/C Ratio		0.08			0.08						0.76	
Clearance Time (s)		6.0			6.0						6.0	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		138			121						3859	
v/s Ratio Prot		0.03										
v/s Ratio Perm					0.04						0.42	
v/c Ratio		0.39			0.53						0.56	
Uniform Delay, d1		32.8			33.2						3.7	
Progression Factor		1.00			1.18						2.74	
Incremental Delay, d2		1.8			3.3						0.5	
Delay (s)		34.6			42.7						10.7	
Level of Service		C			D						B	
Approach Delay (s/veh)		34.6			42.7			0.0			10.7	
Approach LOS		C			D			A			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			12.2			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			75.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			58.2%			ICU Level of Service				B		
Analysis Period (min)			15									

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	7	26	0	0	0	0	0	0	45	1951	13
Future Volume (vph)	0	7	26	0	0	0	0	0	0	45	1951	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5									4.5	
Lane Util. Factor		1.00									0.91	
Frt		0.90									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		1667									5075	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		1667									5075	
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)	0	8	28	0	0	0	0	0	0	49	2121	14
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	35	0	0	0	0	0	0	0	0	2183	0
Turn Type		NA								Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Actuated Green, G (s)		3.0									33.0	
Effective Green, g (s)		3.0									33.0	
Actuated g/C Ratio		0.07									0.73	
Clearance Time (s)		4.5									4.5	
Vehicle Extension (s)		3.0									3.0	
Lane Grp Cap (vph)		111									3721	
v/s Ratio Prot		c0.02										
v/s Ratio Perm											0.43	
v/c Ratio		0.32									0.59	
Uniform Delay, d1		20.0									2.8	
Progression Factor		1.00									1.00	
Incremental Delay, d2		1.6									0.7	
Delay (s)		21.7									3.5	
Level of Service		C									A	
Approach Delay (s/veh)		21.7			0.0			0.0			3.5	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			3.8								HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			45.0								Sum of lost time (s)	9.0
Intersection Capacity Utilization			50.6%								ICU Level of Service	A
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷↷↷		
Traffic Volume (vph)	56	0	55	2434	0	0
Future Volume (vph)	56	0	55	2434	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			6.0		
Lane Util. Factor	1.00			0.91		
Frt	1.00			1.00		
Flt Protected	0.95			1.00		
Satd. Flow (prot)	1770			5080		
Flt Permitted	0.95			1.00		
Satd. Flow (perm)	1770			5080		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	0	60	2646	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	61	0	0	2706	0	0
Turn Type	Prot		Perm	NA		
Protected Phases	8			6		
Permitted Phases			6			
Actuated Green, G (s)	5.6			57.4		
Effective Green, g (s)	5.6			57.4		
Actuated g/C Ratio	0.07			0.77		
Clearance Time (s)	6.0			6.0		
Vehicle Extension (s)	3.0			3.0		
Lane Grp Cap (vph)	132			3887		
v/s Ratio Prot	c0.03					
v/s Ratio Perm				0.53		
v/c Ratio	0.46			0.70		
Uniform Delay, d1	33.3			4.4		
Progression Factor	1.48			1.00		
Incremental Delay, d2	2.5			1.1		
Delay (s)	51.8			5.5		
Level of Service	D			A		
Approach Delay (s/veh)	51.8			5.5	0.0	
Approach LOS	D			A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group




















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑						↑↑↑	
Traffic Volume (vph)	0	36	45	88	53	0	0	0	0	36	1864	27
Future Volume (vph)	0	36	45	88	53	0	0	0	0	36	1864	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.92			1.00						1.00	
Flt Protected		1.00			0.97						1.00	
Satd. Flow (prot)		1723			1806						5070	
Flt Permitted		1.00			0.76						1.00	
Satd. Flow (perm)		1723			1413						5070	
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)	0	39	49	96	58	0	0	0	0	39	2026	29
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	85	0	0	154	0	0	0	0	0	2093	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		13.0			13.0						50.0	
Effective Green, g (s)		13.0			13.0						50.0	
Actuated g/C Ratio		0.17			0.17						0.67	
Clearance Time (s)		6.0			6.0						6.0	
Vehicle Extension (s)		2.5			2.5						1.0	
Lane Grp Cap (vph)		298			244						3380	
v/s Ratio Prot		0.05										
v/s Ratio Perm					0.11						0.41	
v/c Ratio		0.28			0.63						0.62	
Uniform Delay, d1		27.0			28.8						7.1	
Progression Factor		1.00			1.00						1.35	
Incremental Delay, d2		0.4			4.6						0.8	
Delay (s)		27.3			33.4						10.3	
Level of Service		C			C						B	
Approach Delay (s/veh)		27.3			33.4			0.0			10.3	
Approach LOS		C			C			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	44	2	0	0	0	6	0	2414	1	0	0	0
Future Volume (vph)	44	2	0	0	0	6	0	2414	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.87			1.00				
Flt Protected		0.95			1.00			1.00				
Satd. Flow (prot)		1777			1611			5085				
Flt Permitted		0.73			1.00			1.00				
Satd. Flow (perm)		1360			1611			5085				
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)	48	2	0	0	0	7	0	2624	1	0	0	0
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	50	0	0	0	0	0	2625	0	0	0	0
Turn Type	Perm	NA			NA			NA				
Protected Phases		4			8			6				
Permitted Phases	4						6					
Actuated Green, G (s)		6.1			6.1			73.9				
Effective Green, g (s)		6.1			6.1			73.9				
Actuated g/C Ratio		0.07			0.07			0.82				
Clearance Time (s)		5.0			5.0			5.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		92			109			4175				
v/s Ratio Prot					0.00			c0.52				
v/s Ratio Perm		c0.04										
v/c Ratio		0.54			0.00			0.63				
Uniform Delay, d1		40.6			39.1			3.0				
Progression Factor		1.00			1.00			0.10				
Incremental Delay, d2		5.9			0.0			0.5				
Delay (s)		46.4			39.1			0.8				
Level of Service		D			D			A				
Approach Delay (s/veh)		46.4			39.1			0.8			0.0	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			1.8					HCM 2000 Level of Service			A	
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			90.0					Sum of lost time (s)		10.0		
Intersection Capacity Utilization			64.2%					ICU Level of Service			C	
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Volume (vph)	0	86	23	16	21	0	0	0	0	32	1893	13
Future Volume (vph)	0	86	23	16	21	0	0	0	0	32	1893	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2			7.2						7.2	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.97			1.00						1.00	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1809			1824						5076	
Flt Permitted		1.00			0.81						1.00	
Satd. Flow (perm)		1809			1505						5076	
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)	0	93	25	17	23	0	0	0	0	35	2058	14
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	109	0	0	40	0	0	0	0	0	2106	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Actuated Green, G (s)		10.5			10.5						65.1	
Effective Green, g (s)		10.5			10.5						65.1	
Actuated g/C Ratio		0.12			0.12						0.72	
Clearance Time (s)		7.2			7.2						7.2	
Vehicle Extension (s)		2.5			2.5						1.0	
Lane Grp Cap (vph)		211			175						3671	
v/s Ratio Prot		c0.06										
v/s Ratio Perm					0.03						0.41	
v/c Ratio		0.52			0.23						0.57	
Uniform Delay, d1		37.4			36.1						5.9	
Progression Factor		1.00			0.82						0.84	
Incremental Delay, d2		1.6			0.4						0.6	
Delay (s)		39.0			29.8						5.6	
Level of Service		D			C						A	
Approach Delay (s/veh)		39.0			29.8			0.0			5.6	
Approach LOS		D			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	7.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.4
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	104	1	0	0	4	2	32	2341	2	0	0	0
Future Volume (vph)	104	1	0	0	4	2	32	2341	2	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8			6.5			6.5				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.96			1.00				
Flt Protected		0.95			1.00			1.00				
Satd. Flow (prot)		1775			1779			5081				
Flt Permitted		0.72			1.00			1.00				
Satd. Flow (perm)		1349			1779			5081				
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)	113	1	0	0	4	2	35	2545	2	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	114	0	0	4	0	0	2582	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		11.5			11.8			65.2				
Effective Green, g (s)		11.5			11.8			65.2				
Actuated g/C Ratio		0.13			0.13			0.72				
Clearance Time (s)		6.8			6.5			6.5				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		172			233			3680				
v/s Ratio Prot					0.00							
v/s Ratio Perm		c0.08						0.51				
v/c Ratio		0.66			0.02			0.70				
Uniform Delay, d1		37.4			34.1			6.9				
Progression Factor		0.82			1.00			1.00				
Incremental Delay, d2		8.8			0.0			1.1				
Delay (s)		39.3			34.1			8.1				
Level of Service		D			C			A				
Approach Delay (s/veh)		39.3			34.1			8.1			0.0	
Approach LOS		D			C			A			A	






















Intersection Summary

HCM 2000 Control Delay (s/veh)	9.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

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12/26/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)													
Lane Util. Factor													
Frt													
Flt Protected													
Satd. Flow (prot)													
Flt Permitted													
Satd. Flow (perm)													
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)	0	0	0	0	0	0	0	0	0	0	0	0	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Turn Type				Perm				Perm	Perm				Perm
Protected Phases							8				2		
Permitted Phases				8				8	2				6
Actuated Green, G (s)													
Effective Green, g (s)													
Actuated g/C Ratio													
Clearance Time (s)													
Lane Grp Cap (vph)													
v/s Ratio Prot													
v/s Ratio Perm													
v/c Ratio													
Uniform Delay, d1													
Progression Factor													
Incremental Delay, d2													
Delay (s)													
Level of Service													
Approach Delay (s/veh)	0.0			0.0			0.0			0.0			
Approach LOS	A			A			A			A			
Intersection Summary													
HCM 2000 Control Delay (s/veh)	0.0			HCM 2000 Level of Service			A						
HCM 2000 Volume to Capacity ratio	0.00												
Actuated Cycle Length (s)	45.0			Sum of lost time (s)			9.0						
Intersection Capacity Utilization	0.0%			ICU Level of Service			A						
Analysis Period (min)	15												
c Critical Lane Group													

79:



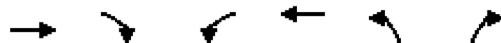
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶					↷↷↷
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type	custom					
Protected Phases						2
Permitted Phases						
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s/veh)	0.0		0.0			0.0
Approach LOS	A		A			A
Intersection Summary						
HCM 2000 Control Delay (s/veh)			0.0		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.00			
Actuated Cycle Length (s)			150.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			24.2%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Intersection				
Intersection Delay, s/veh	5.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	0
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	85	419	124	0
Demand Flow Rate, veh/h	86	428	126	0
Vehicles Circulating, veh/h	78	175	82	241
Vehicles Exiting, veh/h	163	33	82	362
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.4	6.9	3.7	0.0
Approach LOS	A	A	A	-
Lane	Left	Left	Left	
Designated Moves	LTR	LTR	LTR	
Assumed Moves	LTR	LTR	LTR	
RT Channelized				
Lane Util	1.000	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	2.609	
Critical Headway, s	4.976	4.976	4.976	
A (Intercept)	1380	1380	1380	
B (Slope)	1.02e-3	1.02e-3	1.02e-3	
Entry Flow, veh/h	86	428	126	
Cap Entry Lane, veh/h	1274	1154	1269	
Entry HV Adj Factor	0.984	0.979	0.983	
Flow Entry, veh/h	85	419	124	
Cap Entry, veh/h	1254	1130	1247	
V/C Ratio	0.067	0.371	0.099	
Control Delay, s/veh	3.4	6.9	3.7	
LOS	A	A	A	
95th %tile Queue, veh	0	2	0	

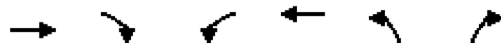
Intersection			
Intersection Delay, s/veh	3.0		
Intersection LOS	A		
Approach	NB	SB	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	65	53	2
Demand Flow Rate, veh/h	66	54	2
Vehicles Circulating, veh/h	5	0	54
Vehicles Exiting, veh/h	51	71	0
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.1	3.0	2.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	LTR	LR
Assumed Moves	LT	LTR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	66	54	2
Cap Entry Lane, veh/h	1373	1380	1306
Entry HV Adj Factor	0.980	0.980	1.000
Flow Entry, veh/h	65	53	2
Cap Entry, veh/h	1346	1353	1306
V/C Ratio	0.048	0.039	0.002
Control Delay, s/veh	3.1	3.0	2.8
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection				
Intersection Delay, s/veh	3.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	117	26	5	4
Demand Flow Rate, veh/h	119	26	5	4
Vehicles Circulating, veh/h	4	2	117	26
Vehicles Exiting, veh/h	26	120	6	2
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.4	2.8	3.0	2.7
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LT	R	R
Assumed Moves	LTR	LT	R	R
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	119	26	5	4
Cap Entry Lane, veh/h	1374	1377	1225	1344
Entry HV Adj Factor	0.981	0.982	1.000	1.000
Flow Entry, veh/h	117	26	5	4
Cap Entry, veh/h	1349	1352	1225	1344
V/C Ratio	0.087	0.019	0.004	0.003
Control Delay, s/veh	3.4	2.8	3.0	2.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	3.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	105	143	213	10
Demand Flow Rate, veh/h	107	146	217	10
Vehicles Circulating, veh/h	0	1	18	146
Vehicles Exiting, veh/h	156	234	89	1
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.5	4.0	3.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	TR	TR	R	R
Assumed Moves	TR	TR	R	R
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	107	146	217	10
Cap Entry Lane, veh/h	1380	1378	1355	1189
Entry HV Adj Factor	0.978	0.981	0.982	1.000
Flow Entry, veh/h	105	143	213	10
Cap Entry, veh/h	1349	1352	1330	1189
V/C Ratio	0.078	0.106	0.160	0.008
Control Delay, s/veh	3.3	3.5	4.0	3.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘↘	↗
Traffic Volume (vph)	1083	0	0	1072	292	15
Future Volume (vph)	1083	0	0	1072	292	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	190
Storage Lanes		0	0		2	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3539	0	0	3539	3433	1583
Flt Permitted					0.950	
Satd. Flow (perm)	3539	0	0	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						16
Link Speed (mph)	30			30	30	
Link Distance (ft)	266			278	663	
Travel Time (s)	6.0			6.3	15.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1177	0	0	1165	317	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1177	0	0	1165	317	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2			2	1	1
Detector Template	Thru			Thru	Left	Right
Leading Detector (ft)	100			100	20	20
Trailing Detector (ft)	0			0	0	0
Detector 1 Position(ft)	0			0	0	0
Detector 1 Size(ft)	6			6	20	20
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	0.0
Detector 1 Queue (s)	0.0			0.0	0.0	0.0
Detector 1 Delay (s)	0.0			0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA			NA	Prot	Perm
Protected Phases	6			2	4	
Permitted Phases						4

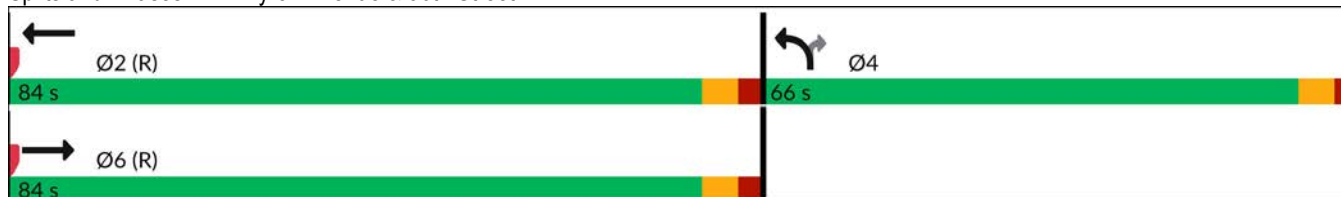


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6			2	4	4
Switch Phase						
Minimum Initial (s)	15.0			15.0	7.0	7.0
Minimum Split (s)	25.5			25.5	34.0	34.0
Total Split (s)	84.0			84.0	66.0	66.0
Total Split (%)	56.0%			56.0%	44.0%	44.0%
Maximum Green (s)	77.5			77.5	60.0	60.0
Yellow Time (s)	4.0			4.0	4.0	4.0
All-Red Time (s)	2.5			2.5	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.5			6.5	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Recall Mode	C-Max			C-Max	None	None
Walk Time (s)	7.0			7.0	4.0	4.0
Flash Dont Walk (s)	12.0			12.0	24.0	24.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	118.0			118.0	19.5	19.5
Actuated g/C Ratio	0.79			0.79	0.13	0.13
v/c Ratio	0.42			0.42	0.71	0.07
Control Delay (s/veh)	2.5			3.3	71.5	21.8
Queue Delay	0.1			0.2	1.4	0.0
Total Delay (s/veh)	2.6			3.5	72.8	21.8
LOS	A			A	E	C
Approach Delay (s/veh)	2.6			3.5	70.4	
Approach LOS	A			A	E	
Queue Length 50th (ft)	46			105	155	0
Queue Length 95th (ft)	51			123	201	23
Internal Link Dist (ft)	186			198	583	
Turn Bay Length (ft)						190
Base Capacity (vph)	2784			2784	1373	642
Starvation Cap Reductn	293			508	0	0
Spillback Cap Reductn	168			768	844	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.47			0.58	0.60	0.02

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	16 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay (s/veh):	11.4
Intersection LOS:	B
Intersection Capacity Utilization:	48.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 2: Byron Avenue & 96th Street





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Traffic Volume (vph)	862	234	0	1067	0	71
Future Volume (vph)	862	234	0	1067	0	71
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.968				0.865	
Flt Protected						
Satd. Flow (prot)	3426	0	0	3539	0	1611
Flt Permitted						
Satd. Flow (perm)	3426	0	0	3539	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	278			295	671	
Travel Time (s)	6.3			6.7	15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	937	254	0	1160	0	77
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1191	0	0	1160	0	77
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.4%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗	↘		↕						↖	↗
Traffic Volume (vph)	0	383	546	0	608	0	0	0	0	56	1468	462
Future Volume (vph)	0	383	546	0	608	0	0	0	0	56	1468	462
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Fr _t		0.967	0.850									0.850
Fl _t Protected											0.998	
Satd. Flow (prot)	0	1711	1504	0	3539	0	0	0	0	0	5075	1583
Fl _t Permitted											0.998	
Satd. Flow (perm)	0	1711	1504	0	3539	0	0	0	0	0	5075	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11	24									104
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		295			277			675			246	
Travel Time (s)		6.7			6.3			15.3			5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	416	593	0	661	0	0	0	0	61	1596	502
Shared Lane Traffic (%)			20%									
Lane Group Flow (vph)	0	535	474	0	661	0	0	0	0	0	1657	502
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2					1	2	1
Detector Template		Thru	Right		Thru					Left	Thru	Right
Leading Detector (ft)		100	20		100					20	100	20
Trailing Detector (ft)		0	0		0					0	0	0
Detector 1 Position(ft)		0	0		0					0	0	0
Detector 1 Size(ft)		6	20		6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm		NA					Perm	NA	Prot
Protected Phases		8			4						2	2
Permitted Phases			8							2		
Detector Phase		8	8		4					2	2	2
Switch Phase												
Minimum Initial (s)		7.0	7.0		4.0					7.0	7.0	7.0

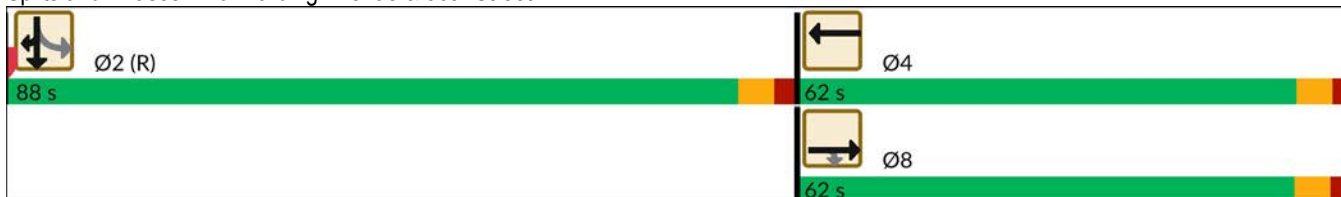


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		24.3	24.3		24.0					30.3	30.3	30.3
Total Split (s)		62.0	62.0		62.0					88.0	88.0	88.0
Total Split (%)		41.3%	41.3%		41.3%					58.7%	58.7%	58.7%
Maximum Green (s)		55.7	55.7		56.0					81.7	81.7	81.7
Yellow Time (s)		4.0	4.0		4.0					4.0	4.0	4.0
All-Red Time (s)		2.3	2.3		2.0					2.3	2.3	2.3
Lost Time Adjust (s)		0.0	0.0		0.0						0.0	0.0
Total Lost Time (s)		6.3	6.3		6.0						6.3	6.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0					3.0	3.0	3.0
Recall Mode		None	None		None					C-Max	C-Max	C-Max
Walk Time (s)					4.0					7.0	7.0	7.0
Flash Dont Walk (s)					12.0					17.0	17.0	17.0
Pedestrian Calls (#/hr)					0					0	0	0
Act Effct Green (s)		51.8	51.8		52.1						85.6	85.6
Actuated g/C Ratio		0.35	0.35		0.35						0.57	0.57
v/c Ratio		0.90	0.89		0.54						0.57	0.53
Control Delay (s/veh)		53.0	52.0		31.4						22.1	18.3
Queue Delay		15.6	1.1		41.7						36.1	9.4
Total Delay (s/veh)		68.5	53.1		73.1						58.1	27.7
LOS		E	D		E						E	C
Approach Delay (s/veh)		61.3			73.1						51.1	
Approach LOS		E			E						D	
Queue Length 50th (ft)		495	425		297						386	244
Queue Length 95th (ft)		#675	#616		375						437	355
Internal Link Dist (ft)		215			197			595			166	
Turn Bay Length (ft)												
Base Capacity (vph)		642	573		1321						2897	948
Starvation Cap Reductn		38	20		704						1349	408
Spillback Cap Reductn		103	0		0						40	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.99	0.86		1.07						1.07	0.93

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 98 (65%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay (s/veh): 57.6 Intersection LOS: E
 Intersection Capacity Utilization 115.3% ICU Level of Service H
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Harding Avenue & 96th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	419	15	0	0	11	13	625	1946	8	0	0	0
Future Volume (vph)	419	15	0	0	11	13	625	1946	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	320		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Frt					0.927			0.999				
Flt Protected	0.950	0.955					0.950					
Satd. Flow (prot)	1681	1690	0	0	1727	0	1770	5080	0	0	0	0
Flt Permitted	0.950	0.000					0.950					
Satd. Flow (perm)	1681	0	0	0	1727	0	1770	5080	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					14			1				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		277			353			682				182
Travel Time (s)		6.3			8.0			15.5				4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	455	16	0	0	12	14	679	2115	9	0	0	0
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	237	234	0	0	26	0	679	2124	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Prot	NA			NA		pm+pt	NA				
Protected Phases	3	8			4		1	6				
Permitted Phases							6					

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8			4		1	6				
Switch Phase												
Minimum Initial (s)	4.0	4.0			7.0		4.0	7.0				
Minimum Split (s)	10.2	24.2			13.2		10.9	25.9				
Total Split (s)	42.0	42.0			14.0		74.0	94.0				
Total Split (%)	28.0%	28.0%			9.3%		49.3%	62.7%				
Maximum Green (s)	35.8	35.8			7.8		67.1	87.1				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	2.2	2.2			2.2		2.9	2.9				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	6.2	6.2			6.2		6.9	6.9				
Lead/Lag								Lag				
Lead-Lag Optimize?								Yes				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		None	C-Max				
Walk Time (s)		4.0						7.0				
Flash Dont Walk (s)		14.0						12.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	35.8	35.8			7.3		92.9	92.9				
Actuated g/C Ratio	0.24	0.24			0.05		0.62	0.62				
v/c Ratio	0.59	0.58			0.27		0.62	0.68				
Control Delay (s/veh)	31.5	31.1			47.8		22.1	21.7				
Queue Delay	62.9	63.0			0.1		14.9	0.7				
Total Delay (s/veh)	94.4	94.1			47.9		36.9	22.3				
LOS	F	F			D		D	C				
Approach Delay (s/veh)		94.3			47.9			25.9				
Approach LOS		F			D			C				
Queue Length 50th (ft)	241	237			12		377	432				
Queue Length 95th (ft)	m283	m276			45		m413	m469				
Internal Link Dist (ft)		197			273			602			102	
Turn Bay Length (ft)							320					
Base Capacity (vph)	401	403			103		1096	3146				
Starvation Cap Reductn	193	195			0		229	585				
Spillback Cap Reductn	0	0			3		407	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	1.14	1.13			0.26		0.99	0.83				





















Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 131 (87%), Referenced to phase 6:NBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay (s/veh): 35.8 Intersection LOS: D
 Intersection Capacity Utilization 115.3% ICU Level of Service H
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Collins Avenue & 96th Street



Lane Group	Ø5
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	13%
Maximum Green (s)	17.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	4.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (vph)	29	1046	0	0	1328	34	4	0	20	20	0	32
Future Volume (vph)	29	1046	0	0	1328	34	4	0	20	20	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.996				0.865		0.917	
Flt Protected	0.950							0.950			0.981	
Satd. Flow (prot)	1770	3539	0	0	3525	0	0	0	1611	0	1676	0
Flt Permitted	0.950							0.950			0.981	
Satd. Flow (perm)	1770	3539	0	0	3525	0	0	0	1611	0	1676	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		635			276			579			256	
Travel Time (s)		14.4			6.3			13.2			5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	1137	0	0	1443	37	4	0	22	22	0	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1137	0	0	1480	0	0	4	22	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Volume (vph)	0	34	83	50	60	0	0	0	0	83	1850	116
Future Volume (vph)	0	34	83	50	60	0	0	0	0	83	1850	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.904										0.992
Fl _t Protected					0.978							0.998
Satd. Flow (prot)	0	1684	0	0	1822	0	0	0	0	0	5035	0
Fl _t Permitted					0.608							0.998
Satd. Flow (perm)	0	1684	0	0	1133	0	0	0	0	0	5035	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30										18
Link Speed (mph)		30			30			30				30
Link Distance (ft)		298			285			667				667
Travel Time (s)		6.8			6.5			15.2				15.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	37	90	54	65	0	0	0	0	90	2011	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	127	0	0	119	0	0	0	0	0	2227	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1		2
Detector Template		Thru		Left	Thru					Left		Thru
Leading Detector (ft)		100		20	100					20		100
Trailing Detector (ft)		0		0	0					0		0
Detector 1 Position(ft)		0		0	0					0		0
Detector 1 Size(ft)		6		20	6					20		6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		D.Pm	NA					Perm		NA
Protected Phases		8			4							2
Permitted Phases				8						2		
Detector Phase		8		8	4					2		2
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					7.0		7.0

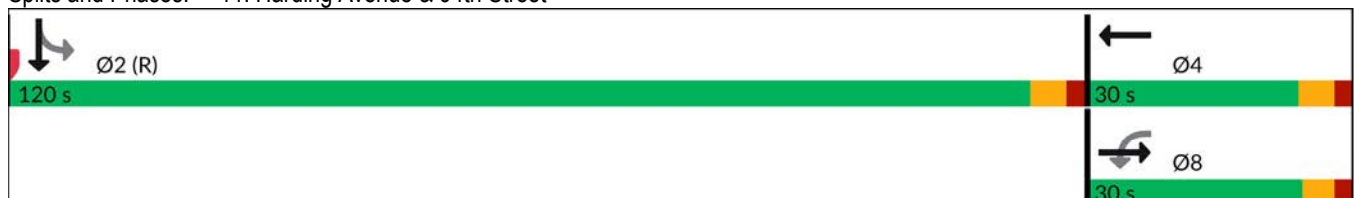


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		24.0		24.0	24.0					25.0	25.0	
Total Split (s)		30.0		30.0	30.0					120.0	120.0	
Total Split (%)		20.0%		20.0%	20.0%					80.0%	80.0%	
Maximum Green (s)		24.5		24.5	24.0					114.0	114.0	
Yellow Time (s)		3.5		3.5	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0							0.0
Total Lost Time (s)		5.5			6.0							6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		4.0		4.0	4.0					7.0	7.0	
Flash Dont Walk (s)		14.0		14.0	14.0					12.0	12.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		19.4			18.9							119.1
Actuated g/C Ratio		0.13			0.13							0.79
v/c Ratio		0.52			0.84							0.56
Control Delay (s/veh)		53.0			104.9							8.1
Queue Delay		0.0			0.0							0.1
Total Delay (s/veh)		53.0			104.9							8.2
LOS		D			F							A
Approach Delay (s/veh)		53.0			104.9							8.2
Approach LOS		D			F							A
Queue Length 50th (ft)		89			114							439
Queue Length 95th (ft)		155			m165							451
Internal Link Dist (ft)		218			205			587				587
Turn Bay Length (ft)												
Base Capacity (vph)		300			181							4000
Starvation Cap Reductn		0			0							304
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.42			0.66							0.60

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 125 (83%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay (s/veh): 15.1 Intersection LOS: B
 Intersection Capacity Utilization 62.6% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: Harding Avenue & 94th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	113	4	0	0	18	22	74	2438	4	0	0	0
Future Volume (vph)	113	4	0	0	18	22	74	2438	4	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr t					0.926							
Flt Protected		0.954						0.999				
Satd. Flow (prot)	0	1777	0	0	1725	0	0	5080	0	0	0	0
Flt Permitted		0.700						0.999				
Satd. Flow (perm)	0	1304	0	0	1725	0	0	5080	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30				30
Link Distance (ft)		285			198			668				651
Travel Time (s)		6.5			4.5			15.2				14.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	123	4	0	0	20	24	80	2650	4	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	127	0	0	44	0	0	2734	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.Pm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	4						6					
Detector Phase	4	8			4		6	6				
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0	7.0				

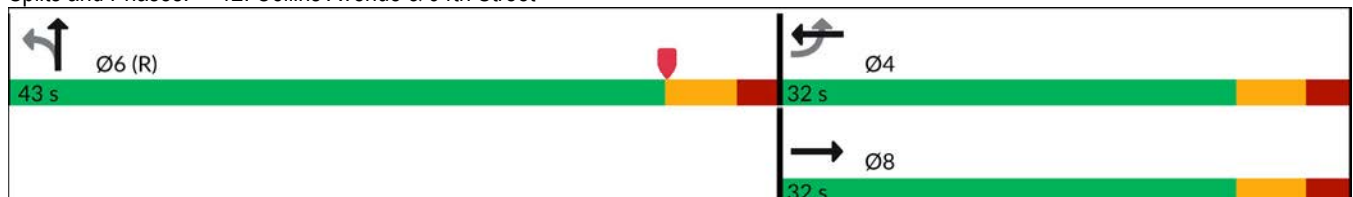


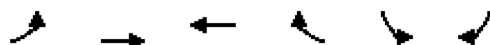
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	20.0	26.0			20.0		26.0	26.0				
Total Split (s)	32.0	32.0			32.0		43.0	43.0				
Total Split (%)	42.7%	42.7%			42.7%		57.3%	57.3%				
Maximum Green (s)	25.6	25.6			25.6		36.7	36.7				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	2.4	2.4			2.4		2.3	2.3				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.4			6.4			6.3				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5			2.5		2.5	2.5				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)		4.0					7.0	7.0				
Flash Dont Walk (s)		15.0					12.0	12.0				
Pedestrian Calls (#/hr)		0					0	0				
Act Effct Green (s)		12.3			12.3			54.0				
Actuated g/C Ratio		0.16			0.16			0.72				
v/c Ratio		0.60			0.16			0.75				
Control Delay (s/veh)		40.3			26.1			6.7				
Queue Delay		0.6			0.0			0.3				
Total Delay (s/veh)		40.9			26.1			7.0				
LOS		D			C			A				
Approach Delay (s/veh)		40.9			26.1			7.0				
Approach LOS		D			C			A				
Queue Length 50th (ft)		79			18			311				
Queue Length 95th (ft)		115			41			355				
Internal Link Dist (ft)		205			118			588			571	
Turn Bay Length (ft)												
Base Capacity (vph)		445			588			3655				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		119			0			318				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.39			0.07			0.82				

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay (s/veh): 8.8
 Intersection LOS: A
 Intersection Capacity Utilization 72.4%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 12: Collins Avenue & 94th Street






















Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	16	54	0	53	34	0
Future Volume (vph)	16	54	0	53	34	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.865				
Fl _t Protected		0.989			0.950	
Satd. Flow (prot)	0	1842	1611	0	1770	0
Fl _t Permitted		0.989			0.950	
Satd. Flow (perm)	0	1842	1611	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		818	298		661	
Travel Time (s)		18.6	6.8		15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	59	0	58	37	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	76	58	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.4%
Analysis Period (min)	15
	ICU Level of Service A

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	48	12	0	0	2	17	36	2422	13	0	0	0
Future Volume (vph)	48	12	0	0	2	17	36	2422	13	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr _t					0.878			0.999				
Fl _t Protected		0.962						0.999				
Satd. Flow (prot)	0	1792	0	0	1635	0	0	5075	0	0	0	0
Fl _t Permitted		0.962						0.999				
Satd. Flow (perm)	0	1792	0	0	1635	0	0	5075	0	0	0	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		288			270			678				658
Travel Time (s)		6.5			6.1			15.3				15.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	13	0	0	2	18	39	2633	14	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	0	0	20	0	0	2686	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free				Free
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	64.4%						ICU Level of Service C					
Analysis Period (min)	15											



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	81	19	0	0	25	27	112	2217	39	0	0	0
Future Volume (vph)	81	19	0	0	25	27	112	2217	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr _t					0.930			0.998				
Fl _t Protected		0.961						0.998				
Satd. Flow (prot)	0	1790	0	0	1732	0	0	5065	0	0	0	0
Fl _t Permitted		0.961						0.998				
Satd. Flow (perm)	0	1790	0	0	1732	0	0	5065	0	0	0	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		303			252			655				678
Travel Time (s)		12.6			0.0			11.9				15.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	88	21	0	0	27	29	122	2410	42	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	109	0	0	56	0	0	2574	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.8%
ICU Level of Service	C
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Volume (vph)	56	18	4	70	146	169	1	101	12	0	0	0
Future Volume (vph)	56	18	4	70	146	169	1	101	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.941			0.986				
Flt Protected		0.965			0.991							
Satd. Flow (prot)	0	1787	0	0	1737	0	0	1837	0	0	0	0
Flt Permitted		0.965			0.991							
Satd. Flow (perm)	0	1787	0	0	1737	0	0	1837	0	0	0	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		236			278			437				663
Travel Time (s)		5.4			6.3			9.9				15.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	20	4	76	159	184	1	110	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	85	0	0	419	0	0	124	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield				Yield

Intersection Summary												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization	34.0%					ICU Level of Service A						
Analysis Period (min)	15											



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	12	18	0	0	82	67	85	31	26	85	0	217
Future Volume (vph)	12	18	0	0	82	67	85	31	26	85	0	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.939			0.975			0.903	
Fl _t Protected		0.981						0.971			0.986	
Satd. Flow (prot)	0	1827	0	0	1749	0	0	1764	0	0	1659	0
Fl _t Permitted		0.981						0.971			0.986	
Satd. Flow (perm)	0	1827	0	0	1749	0	0	1764	0	0	1659	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		278			271			661			671	
Travel Time (s)		6.3			6.2			15.0			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	20	0	0	89	73	92	34	28	92	0	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	162	0	0	154	0	0	328	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.8%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↑↑↑	
Traffic Volume (vph)	0	56	114	93	76	0	0	0	0	101	1832	81
Future Volume (vph)	0	56	114	93	76	0	0	0	0	101	1832	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Frt			0.850									0.994
Flt Protected				0.950								0.997
Satd. Flow (prot)	0	1863	1583	1770	1863	0	0	0	0	0	5040	0
Flt Permitted				0.717								0.997
Satd. Flow (perm)	0	1863	1583	1336	1863	0	0	0	0	0	5040	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			25									10
Link Speed (mph)		30			30			30				30
Link Distance (ft)		271			311			667				675
Travel Time (s)		6.2			7.1			15.2				15.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	61	124	101	83	0	0	0	0	110	1991	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	124	101	83	0	0	0	0	0	2189	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		2
Detector Template		Thru	Right	Left	Thru					Left		Thru
Leading Detector (ft)		100	20	20	100					20		100
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		6
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA	Perm	Perm	NA					Perm		NA
Protected Phases		8			4							2
Permitted Phases			8	4						2		

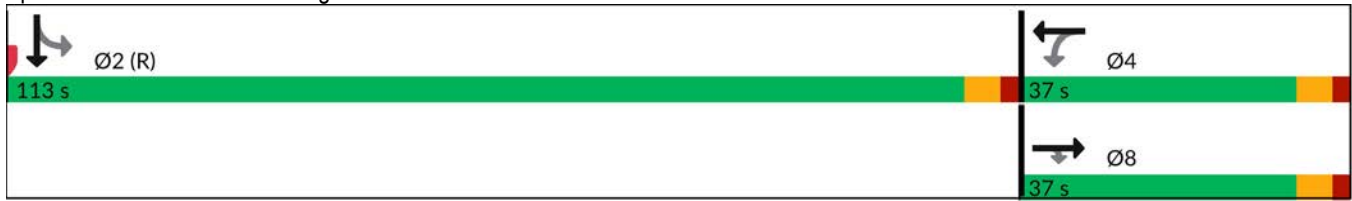


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		8	8	4	4					2	2	
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0					7.0	7.0	
Minimum Split (s)		25.0	25.0	25.0	25.0					26.0	26.0	
Total Split (s)		37.0	37.0	37.0	37.0					113.0	113.0	
Total Split (%)		24.7%	24.7%	24.7%	24.7%					75.3%	75.3%	
Maximum Green (s)		31.0	31.0	31.0	31.0					107.0	107.0	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0	2.0	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)		6.0	6.0	6.0	6.0						6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		None	None	None	None					C-Max	C-Max	
Walk Time (s)		4.0	4.0	4.0	4.0					7.0	7.0	
Flash Dont Walk (s)		15.0	15.0	15.0	15.0					13.0	13.0	
Pedestrian Calls (#/hr)		0	0	0	0					0	0	
Act Effct Green (s)		16.7	16.7	16.7	16.7						121.3	
Actuated g/C Ratio		0.11	0.11	0.11	0.11						0.81	
v/c Ratio		0.29	0.63	0.68	0.40						0.54	
Control Delay (s/veh)		63.1	63.7	74.9	55.6						4.0	
Queue Delay		0.0	0.0	0.0	0.0						0.1	
Total Delay (s/veh)		63.1	63.7	74.9	55.6						4.1	
LOS		E	E	E	E						A	
Approach Delay (s/veh)		63.5			66.2						4.1	
Approach LOS		E			E						A	
Queue Length 50th (ft)		56	94	98	77						123	
Queue Length 95th (ft)		100	159	152	121						154	
Internal Link Dist (ft)		191			231			587			595	
Turn Bay Length (ft)			120									
Base Capacity (vph)		385	346	276	385						4078	
Starvation Cap Reductn		0	0	0	0						659	
Spillback Cap Reductn		0	0	0	0						84	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.16	0.36	0.37	0.22						0.64	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	113 (75%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay (s/veh):	12.9
Intersection LOS:	B
Intersection Capacity Utilization:	66.5%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 19: Harding Avenue & 95th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↕				
Traffic Volume (vph)	115	9	0	0	5	12	134	2457	9	0	0	0
Future Volume (vph)	115	9	0	0	5	12	134	2457	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Fr t					0.902			0.999				
Flt Protected		0.956					0.950					
Satd. Flow (prot)	0	1781	0	0	1680	0	1770	3536	0	0	0	0
Flt Permitted		0.729					0.950					
Satd. Flow (perm)	0	1358	0	0	1680	0	1770	3536	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10			1				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		311			242			651				682
Travel Time (s)		7.1			5.5			14.8				15.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	10	0	0	5	13	146	2671	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	135	0	0	18	0	146	2681	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Detector Phase	8	8			4		6	6				
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0		7.0	7.0				

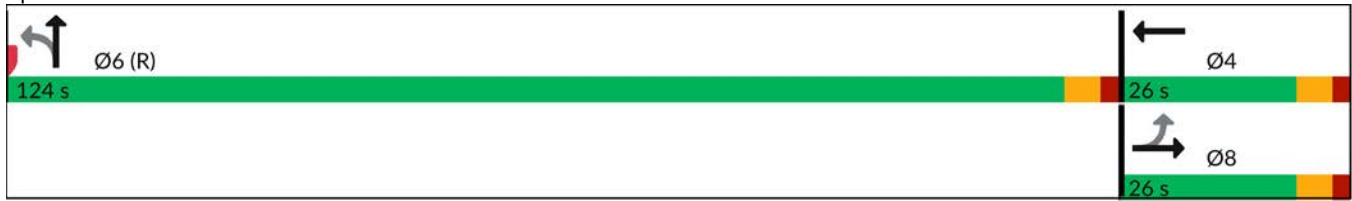


















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	26.0	26.0			26.0		25.0	25.0				
Total Split (s)	26.0	26.0			26.0		124.0	124.0				
Total Split (%)	17.3%	17.3%			17.3%		82.7%	82.7%				
Maximum Green (s)	20.0	20.0			20.0		118.0	118.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0		0.0	0.0				
Total Lost Time (s)		6.0			6.0		6.0	6.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)	4.0	4.0			4.0		7.0	7.0				
Flash Dont Walk (s)	16.0	16.0			16.0		12.0	12.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		18.1			18.1		119.9	119.9				
Actuated g/C Ratio		0.12			0.12		0.80	0.80				
v/c Ratio		0.82			0.09		0.10	0.95				
Control Delay (s/veh)		87.5			36.6		5.5	29.6				
Queue Delay		0.0			0.0		0.0	44.3				
Total Delay (s/veh)		87.5			36.6		5.5	73.9				
LOS		F			D		A	E				
Approach Delay (s/veh)		87.5			36.6			70.4				
Approach LOS		F			D			E				
Queue Length 50th (ft)		124			7		54	1463				
Queue Length 95th (ft)		#234			33		m55	#1530				
Internal Link Dist (ft)		231			162			571			602	
Turn Bay Length (ft)												
Base Capacity (vph)		181			232		1414	2826				
Starvation Cap Reductn		0			0		0	515				
Spillback Cap Reductn		0			0		0	2				
Storage Cap Reductn		0			0		0	0				
Reduced v/c Ratio		0.75			0.08		0.10	1.16				

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 147 (98%), Referenced to phase 6:NBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay (s/veh): 70.9 Intersection LOS: E
 Intersection Capacity Utilization 91.7% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

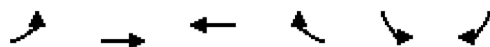
Splits and Phases: 20: Collins Avenue & 95th Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		126			818			81			531	
Travel Time (s)		2.9			18.6			1.8			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	0.0% ICU Level of Service A											
Analysis Period (min)	15											



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	1084	1365	0	0	0	
Future Volume (vph)	0	1084	1365	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	100			0	0	0	
Storage Lanes	1			0	2	1	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	0.91	
Frt							
Flt Protected							
Satd. Flow (prot)	1863	3539	3539	0	3614	1695	
Flt Permitted							
Satd. Flow (perm)	1863	3539	3539	0	3614	1695	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		276	266		215		
Travel Time (s)		6.3	6.0		4.9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	1178	1484	0	0	0	
Shared Lane Traffic (%)						0%	
Lane Group Flow (vph)	0	1178	1484	0	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		24		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1	1	
Detector Template	Left	Thru	Thru		Left	Right	
Leading Detector (ft)	20	100	100		20	20	
Trailing Detector (ft)	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0		0	0	
Detector 1 Size(ft)	20	6	6		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	custom	NA	NA		Prot	Prot	
Protected Phases	1	16	2		8	8	6
Permitted Phases	6						

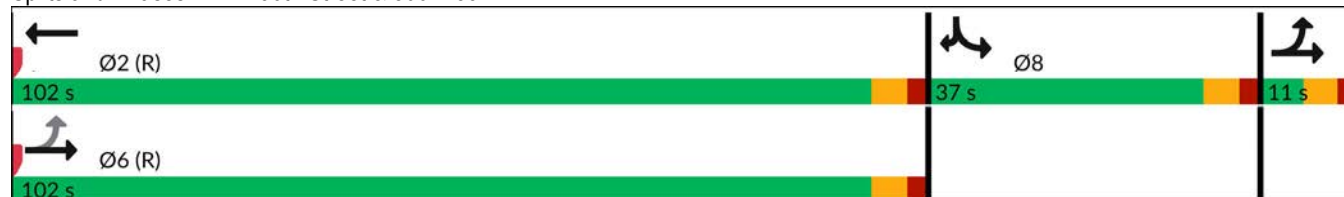


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6
Detector Phase	1	1 6	2		8	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	10.7		24.0		37.0	37.0	24.0
Total Split (s)	11.0		102.0		37.0	37.0	102.0
Total Split (%)	7.3%		68.0%		24.7%	24.7%	68%
Maximum Green (s)	5.3		96.0		31.0	31.0	96.0
Yellow Time (s)	3.7		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	5.7		6.0		6.0	6.0	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0		3.0		3.0	3.0	3.0
Recall Mode	None		C-Max		Max	Max	C-Max
Walk Time (s)					4.0	4.0	
Flash Dont Walk (s)					27.0	27.0	
Pedestrian Calls (#/hr)					0	0	
Act Effct Green (s)		107.3	96.0				
Actuated g/C Ratio		0.72	0.64				
v/c Ratio		0.47	0.66				
Control Delay (s/veh)		9.8	19.2				
Queue Delay		0.0	0.4				
Total Delay (s/veh)		9.8	19.6				
LOS		A	B				
Approach Delay (s/veh)		9.8	19.6				
Approach LOS		A	B				
Queue Length 50th (ft)		236	390				
Queue Length 95th (ft)		278	436				
Internal Link Dist (ft)		196	186		135		
Turn Bay Length (ft)							
Base Capacity (vph)		2531	2264				
Starvation Cap Reductn		0	299				
Spillback Cap Reductn		0	0				
Storage Cap Reductn		0	0				
Reduced v/c Ratio		0.47	0.76				

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	2 (1%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.66
Intersection Signal Delay (s/veh):	15.3
Intersection Capacity Utilization:	42.7%
Analysis Period (min):	15
Intersection LOS:	B
ICU Level of Service:	A

Splits and Phases: 27: 96th Street & 500 Block





Lane Group	NBL	NBT	SBU	SBT	SBR	NEL	NER
Lane Configurations		↕		↕		↕	
Traffic Volume (vph)	0	60	4	45	0	1	1
Future Volume (vph)	0	60	4	45	0	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t						0.932	
Fl _t Protected				0.996		0.976	
Satd. Flow (prot)	0	1863	0	1855	0	1694	0
Fl _t Permitted				0.996		0.976	
Satd. Flow (perm)	0	1863	0	1855	0	1694	0
Link Speed (mph)		30		30		30	
Link Distance (ft)		395		76		567	
Travel Time (s)		4.7		2.2		4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	65	4	49	0	1	1
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	65	0	53	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		0		0		0	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Yield		Yield		Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	15.7%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	32	21	27	32	0	0	0	0	29	1918	33
Future Volume (vph)	0	32	21	27	32	0	0	0	0	29	1918	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.946										0.997
Fl _t Protected					0.978							0.999
Satd. Flow (prot)	0	1762	0	0	1822	0	0	0	0	0	5065	0
Fl _t Permitted					0.827							0.999
Satd. Flow (perm)	0	1762	0	0	1540	0	0	0	0	0	5065	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5										5
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1382			296			655				667
Travel Time (s)		31.4			6.7			14.9				15.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	35	23	29	35	0	0	0	0	32	2085	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	64	0	0	0	0	0	2153	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1		2
Detector Template		Thru		Left	Thru					Left		Thru
Leading Detector (ft)		100		20	100					20		100
Trailing Detector (ft)		0		0	0					0		0
Detector 1 Position(ft)		0		0	0					0		0
Detector 1 Size(ft)		6		20	6					20		6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA					Perm		NA
Protected Phases		8			4							2
Permitted Phases				4						2		
Detector Phase		8		4	4					2		2
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					7.0		7.0

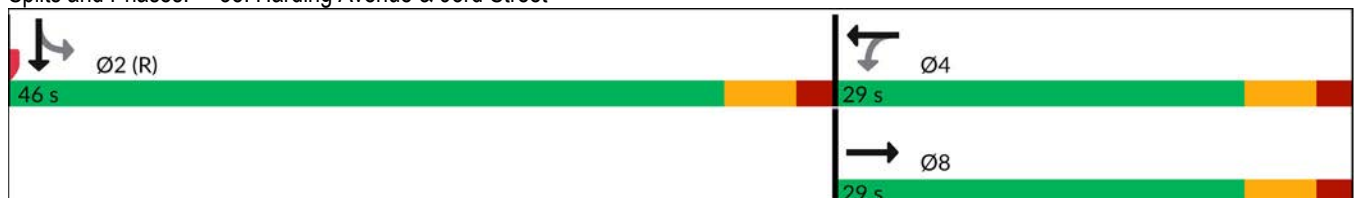


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		29.0		29.0	29.0					28.0	28.0	
Total Split (s)		29.0		29.0	29.0					46.0	46.0	
Total Split (%)		38.7%		38.7%	38.7%					61.3%	61.3%	
Maximum Green (s)		23.0		23.0	23.0					40.0	40.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0							0.0
Total Lost Time (s)		6.0			6.0							6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		16.0		16.0	16.0					15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		8.7			8.7							61.9
Actuated g/C Ratio		0.12			0.12							0.83
v/c Ratio		0.28			0.36							0.51
Control Delay (s/veh)		31.0			40.3							10.6
Queue Delay		0.0			0.0							0.0
Total Delay (s/veh)		31.0			40.3							10.6
LOS		C			D							B
Approach Delay (s/veh)		31.0			40.3							10.6
Approach LOS		C			D							B
Queue Length 50th (ft)		23			33							555
Queue Length 95th (ft)		54			m52							687
Internal Link Dist (ft)		1302			216			575				587
Turn Bay Length (ft)												
Base Capacity (vph)		543			472							4182
Starvation Cap Reductn		0			0							0
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.11			0.14							0.51

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 24 (32%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay (s/veh): 12.0 Intersection LOS: B
 Intersection Capacity Utilization 58.2% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: Harding Avenue & 93rd Street





Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	6	1	0	39	5	2	33	0	0	0
Future Volume (vph)	6	1	0	39	5	2	33	0	0	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983			0.986						
Flt Protected	0.958						0.997			
Satd. Flow (prot)	1754	0	0	1837	0	0	1857	0	1863	0
Flt Permitted	0.958						0.997			
Satd. Flow (perm)	1754	0	0	1837	0	0	1857	0	1863	0
Link Speed (mph)	30			30			30		30	
Link Distance (ft)	1382			500			567		444	
Travel Time (s)	31.4			11.4			12.9		10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	1	0	42	5	2	36	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	8	0	0	47	0	0	38	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0			0			0		12	
Link Offset(ft)	0			0			0		0	
Crosswalk Width(ft)	16			16			16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9
Sign Control	Stop			Stop			Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.4%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Volume (vph)	0	7	26	0	0	0	0	0	0	45	1951	13
Future Volume (vph)	0	7	26	0	0	0	0	0	0	45	1951	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.895										0.999
Fl _t Protected												0.999
Satd. Flow (prot)	0	1667	0	0	1863	0	0	0	0	0	5075	0
Fl _t Permitted												0.999
Satd. Flow (perm)	0	1667	0	0	1863	0	0	0	0	0	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1										2
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		825			245			1102			179	
Travel Time (s)		18.8			5.6			25.0			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	8	28	0	0	0	0	0	0	49	2121	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	0	0	0	0	0	0	2184	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA								Perm		NA
Protected Phases		4			8							6
Permitted Phases				8						6		
Detector Phase		4		8	8					6		6
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0		5.0

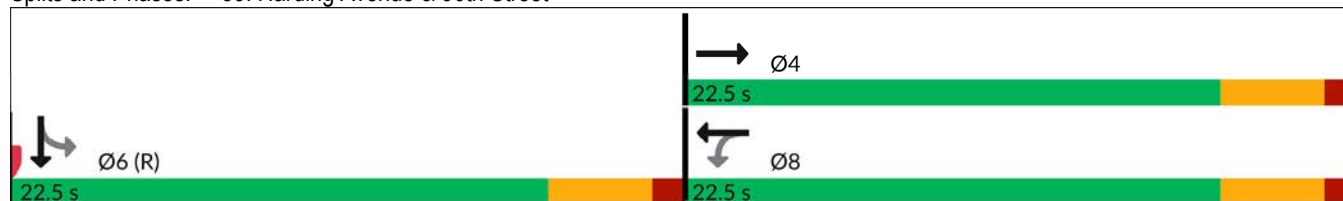


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (%)		50.0%		50.0%	50.0%					50.0%	50.0%	
Maximum Green (s)		18.0		18.0	18.0					18.0	18.0	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		4.5			4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		6.5									38.4	
Actuated g/C Ratio		0.14									0.85	
v/c Ratio		0.15									0.50	
Control Delay (s/veh)		17.4									3.4	
Queue Delay		0.0									0.0	
Total Delay (s/veh)		17.4									3.4	
LOS		B									A	
Approach Delay (s/veh)		17.4									3.4	
Approach LOS		B									A	
Queue Length 50th (ft)		8									0	
Queue Length 95th (ft)		26									149	
Internal Link Dist (ft)		745			165			1022			99	
Turn Bay Length (ft)												
Base Capacity (vph)		667									4326	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.05									0.50	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 45
 Offset: 0 (0%), Referenced to phase 2: and 6:SBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay (s/veh): 3.6 Intersection LOS: A
 Intersection Capacity Utilization 50.6% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 39: Harding Avenue & 90th Street





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	56	0	55	2434	0	0
Future Volume (vph)	56	0	55	2434	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frnt						
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1770	0	0	5080	0	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1770	0	0	5080	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	296			658	668	
Travel Time (s)	6.7			15.0	15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	0	60	2646	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	2706	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2		
Detector Template	Left		Left	Thru		
Leading Detector (ft)	20		20	100		
Trailing Detector (ft)	0		0	0		
Detector 1 Position(ft)	0		0	0		
Detector 1 Size(ft)	20		20	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0		
Detector 2 Position(ft)				94		
Detector 2 Size(ft)				6		
Detector 2 Type				Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)				0.0		
Turn Type	Prot		Perm	NA		
Protected Phases	8			6		
Permitted Phases			6			
Detector Phase	8		6	6		
Switch Phase						
Minimum Initial (s)	7.0		7.0	7.0		




















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	29.0		23.0	23.0		
Total Split (s)	35.0		40.0	40.0		
Total Split (%)	46.7%		53.3%	53.3%		
Maximum Green (s)	29.0		34.0	34.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0			0.0		
Total Lost Time (s)	6.0			6.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		C-Max	C-Max		
Walk Time (s)	7.0		7.0	7.0		
Flash Dont Walk (s)	16.0		10.0	10.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)	8.4			62.2		
Actuated g/C Ratio	0.11			0.83		
v/c Ratio	0.31			0.64		
Control Delay (s/veh)	48.7			5.6		
Queue Delay	0.0			0.0		
Total Delay (s/veh)	48.7			5.6		
LOS	D			A		
Approach Delay (s/veh)	48.7			5.6		
Approach LOS	D			A		
Queue Length 50th (ft)	38			206		
Queue Length 95th (ft)	63			308		
Internal Link Dist (ft)	216			578	588	
Turn Bay Length (ft)						
Base Capacity (vph)	684			4213		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.09			0.64		

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 59 (79%), Referenced to phase 6:NBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay (s/veh): 6.5
 Intersection LOS: A
 Intersection Capacity Utilization 64.0%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 40: Collins Avenue & 93rd Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	16	7	37	23	0	0	0	0	48	1888	32
Future Volume (vph)	0	16	7	37	23	0	0	0	0	48	1888	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.957									0.998	
Fl _t Protected					0.970						0.999	
Satd. Flow (prot)	0	1783	0	0	1807	0	0	0	0	0	5070	0
Fl _t Permitted					0.970						0.999	
Satd. Flow (perm)	0	1783	0	0	1807	0	0	0	0	0	5070	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		319			288			670			655	
Travel Time (s)		7.3			6.5			14.3			14.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	17	8	40	25	0	0	0	0	52	2052	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	0	0	65	0	0	0	0	0	2139	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.8%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑						↑↑↑	
Traffic Volume (vph)	0	36	45	88	53	0	0	0	0	36	1864	27
Future Volume (vph)	0	36	45	88	53	0	0	0	0	36	1864	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.925										0.998
Fl _t Protected					0.970							0.999
Satd. Flow (prot)	0	1723	0	0	1807	0	0	0	0	0	5070	0
Fl _t Permitted					0.759							0.999
Satd. Flow (perm)	0	1723	0	0	1414	0	0	0	0	0	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4										4
Link Speed (mph)		30			30			30				30
Link Distance (ft)		278			303			485				670
Travel Time (s)		6.3			6.9			11.0				15.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	39	49	96	58	0	0	0	0	39	2026	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	0	0	154	0	0	0	0	0	2094	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1		2
Detector Template		Thru		Left	Thru					Left		Thru
Leading Detector (ft)		100		20	100					20		100
Trailing Detector (ft)		0		0	0					0		0
Detector 1 Position(ft)		0		0	0					0		0
Detector 1 Size(ft)		6		20	6					20		6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA					Perm		NA
Protected Phases		8			4							2
Permitted Phases				4						2		
Detector Phase		8		4	4					2		2
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					7.0		7.0

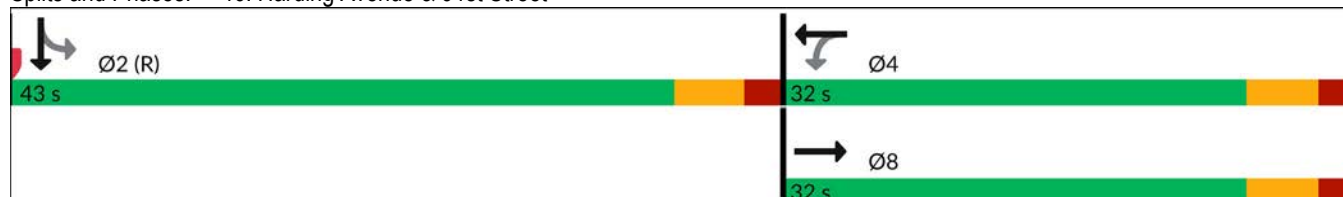


















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		26.0		26.0	26.0					26.0	26.0	
Total Split (s)		32.0		32.0	32.0					43.0	43.0	
Total Split (%)		42.7%		42.7%	42.7%					57.3%	57.3%	
Maximum Green (s)		26.0		26.0	26.0					37.0	37.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0							0.0
Total Lost Time (s)		6.0			6.0							6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5		2.5	2.5					1.0	1.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		4.0		4.0	4.0					7.0	7.0	
Flash Dont Walk (s)		16.0		16.0	16.0					13.0	13.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		13.0			13.0							50.0
Actuated g/C Ratio		0.17			0.17							0.67
v/c Ratio		0.29			0.63							0.62
Control Delay (s/veh)		26.6			39.6							11.1
Queue Delay		0.0			0.0							0.0
Total Delay (s/veh)		26.6			39.6							11.1
LOS		C			D							B
Approach Delay (s/veh)		26.6			39.6							11.1
Approach LOS		C			D							B
Queue Length 50th (ft)		34			67							364
Queue Length 95th (ft)		67			114							400
Internal Link Dist (ft)		198			223			405				590
Turn Bay Length (ft)												
Base Capacity (vph)		599			490							3382
Starvation Cap Reductn		0			0							0
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.15			0.31							0.62


















Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 21 (28%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay (s/veh): 13.6 Intersection LOS: B
 Intersection Capacity Utilization 61.7% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 46: Harding Avenue & 91st Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	66	6	5	69	6	4	12	9	2	4	6
Future Volume (vph)	4	66	6	5	69	6	4	12	9	2	4	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.989			0.950			0.927	
Flt Protected		0.998			0.997			0.993			0.992	
Satd. Flow (prot)	0	1839	0	0	1837	0	0	1757	0	0	1713	0
Flt Permitted		0.998			0.997			0.993			0.992	
Satd. Flow (perm)	0	1839	0	0	1837	0	0	1757	0	0	1713	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			278			402			420	
Travel Time (s)		11.1			12.6			9.1			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	72	7	5	75	7	4	13	10	2	4	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	87	0	0	27	0	0	13	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	15.7%						ICU Level of Service A					
Analysis Period (min)	15											

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	4	1	4	7	0
Future Volume (vph)	0	0	0	0	0	0	0	4	1	4	7	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		70	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt									0.850			
Flt Protected											0.984	
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1863	1583	0	1833	0
Flt Permitted											0.984	
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1863	1583	0	1833	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			1541			254			420	
Travel Time (s)		3.3			35.0			6.5			7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	4	1	4	8	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	4	1	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	13.3%						ICU Level of Service A					
Analysis Period (min)	15											



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	44	2	0	0	0	6	0	2414	1	0	0	0
Future Volume (vph)	44	2	0	0	0	6	0	2414	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Fr t					0.865							
Flt Protected		0.954										
Satd. Flow (prot)	0	1777	0	0	1611	0	0	5085	0	0	0	0
Flt Permitted		0.730										
Satd. Flow (perm)	0	1360	0	0	1611	0	0	5085	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					24							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		245			253			1096				655
Travel Time (s)		5.6			5.8			24.9				14.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	2	0	0	0	7	0	2624	1	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	7	0	0	2625	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA			NA				
Protected Phases		4			8			6				
Permitted Phases	4						6					
Detector Phase	4	4			8		6	6				
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0	7.0				

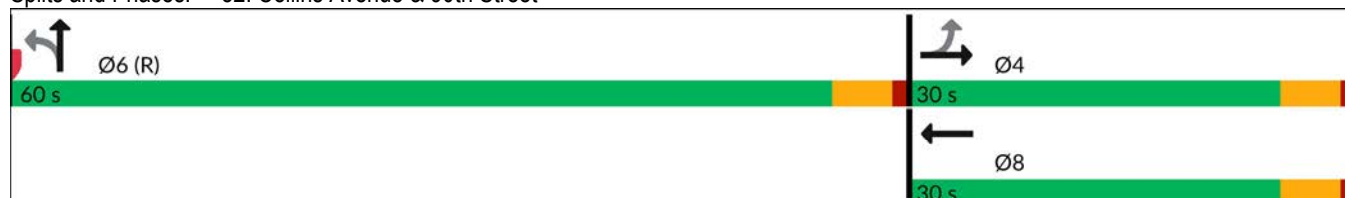


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	28.0	28.0			28.0		22.5	22.5				
Total Split (s)	30.0	30.0			30.0		60.0	60.0				
Total Split (%)	33.3%	33.3%			33.3%		66.7%	66.7%				
Maximum Green (s)	25.0	25.0			25.0		55.0	55.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)	5.0	5.0			5.0		7.0	7.0				
Flash Dont Walk (s)	18.0	18.0			18.0		9.0	9.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		8.9			8.9			77.9				
Actuated g/C Ratio		0.10			0.10			0.87				
v/c Ratio		0.37			0.04			0.60				
Control Delay (s/veh)		44.5			3.0			0.8				
Queue Delay		0.0			0.0			0.0				
Total Delay (s/veh)		44.5			3.0			0.8				
LOS		D			A			A				
Approach Delay (s/veh)		44.5			3.0			0.8				
Approach LOS		D			A			A				
Queue Length 50th (ft)		27			0			25				
Queue Length 95th (ft)		m57			4			27				
Internal Link Dist (ft)		165			173			1016				575
Turn Bay Length (ft)												
Base Capacity (vph)		377			464			4402				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.13			0.02			0.60				

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 50 (56%), Referenced to phase 6:NBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay (s/veh): 1.6 Intersection LOS: A
 Intersection Capacity Utilization 64.2% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 52: Collins Avenue & 90th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	86	23	16	21	0	0	0	0	32	1893	13
Future Volume (vph)	0	86	23	16	21	0	0	0	0	32	1893	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Fr _t		0.971									0.999	
Fl _t Protected					0.979						0.999	
Satd. Flow (prot)	0	1809	0	0	1824	0	0	0	0	0	5075	0
Fl _t Permitted					0.808						0.999	
Satd. Flow (perm)	0	1809	0	0	1505	0	0	0	0	0	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10										2
Link Speed (mph)		30			30			30				30
Link Distance (ft)		294			262			390				1102
Travel Time (s)		6.7			6.0			8.9				25.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	93	25	17	23	0	0	0	0	35	2058	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	118	0	0	40	0	0	0	0	0	2107	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8							2
Permitted Phases				8						2		
Detector Phase		4		8	8					2	2	
Switch Phase												
Minimum Initial (s)		7.0		1.0	1.0					7.0	7.0	

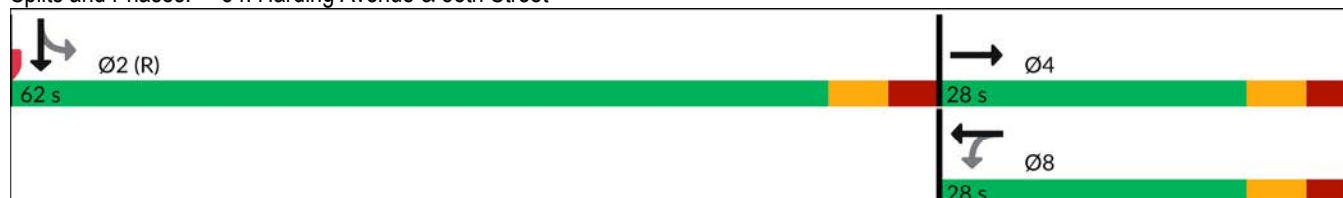


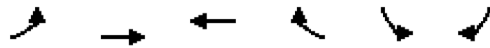
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		28.0		28.0	28.0					30.0	30.0	
Total Split (s)		28.0		28.0	28.0					62.0	62.0	
Total Split (%)		31.1%		31.1%	31.1%					68.9%	68.9%	
Maximum Green (s)		20.8		20.8	20.8					54.8	54.8	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		3.2		3.2	3.2					3.2	3.2	
Lost Time Adjust (s)		0.0			0.0							0.0
Total Lost Time (s)		7.2			7.2							7.2
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5		2.5	2.5					1.0	1.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		5.0		5.0	5.0					7.0	7.0	
Flash Dont Walk (s)		15.0		15.0	15.0					15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		10.5			10.5							65.1
Actuated g/C Ratio		0.12			0.12							0.72
v/c Ratio		0.54			0.23							0.57
Control Delay (s/veh)		42.8			30.9							5.9
Queue Delay		0.0			0.0							0.0
Total Delay (s/veh)		42.8			30.9							5.9
LOS		D			C							A
Approach Delay (s/veh)		42.8			30.9							5.9
Approach LOS		D			C							A
Queue Length 50th (ft)		59			22							173
Queue Length 95th (ft)		107			m28							266
Internal Link Dist (ft)		214			182			310				1022
Turn Bay Length (ft)												
Base Capacity (vph)		425			347							3672
Starvation Cap Reductn		0			0							0
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.28			0.12							0.57

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 80 (89%), Referenced to phase 2:SBTL and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay (s/veh): 8.3 Intersection LOS: A
 Intersection Capacity Utilization 58.2% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 54: Harding Avenue & 88th Street

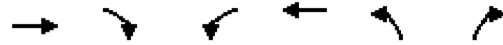




Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	31	15	46	30	6
Future Volume (vph)	2	31	15	46	30	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.898		0.976	
Flt Protected		0.997			0.960	
Satd. Flow (prot)	0	1857	1673	0	1745	0
Flt Permitted		0.997			0.960	
Satd. Flow (perm)	0	1857	1673	0	1745	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1541	54		602	
Travel Time (s)		34.8	1.2		13.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	34	16	50	33	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	36	66	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.6%
Analysis Period (min)	15
	ICU Level of Service A



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	29	28	11	16	54	37
Future Volume (vph)	29	28	11	16	54	37
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.945		
Flt Protected				0.980	0.971	
Satd. Flow (prot)	1742	0	0	1825	1709	0
Flt Permitted				0.980	0.971	
Satd. Flow (perm)	1742	0	0	1825	1709	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	54			825	564	
Travel Time (s)	1.2			18.8	12.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	30	12	17	59	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	29	99	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.0%
Analysis Period (min)	15
	ICU Level of Service A

	↑	↖	↙	↓	↘	↗
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↗		↖	↑	↘	
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	80		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	109			254	495	
Travel Time (s)	2.7			5.8	11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	0.0%			ICU Level of Service A		
Analysis Period (min)	15					



Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations											
Traffic Volume (vph)	4	2	2	13	5	1	11	0	6	1	2
Future Volume (vph)	4	2	2	13	5	1	11	0	6	1	2
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865		0.968						0.973	
Flt Protected	0.950			0.995			0.996			0.962	
Satd. Flow (prot)	0	1611	0	1794	0	0	1855	0	0	1744	0
Flt Permitted	0.950			0.995			0.996			0.962	
Satd. Flow (perm)	0	1611	0	1794	0	0	1855	0	0	1744	0
Link Speed (mph)	30			30			30			30	
Link Distance (ft)	489			380			381			495	
Travel Time (s)	5.5			8.9			8.7			10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	2	2	14	5	1	12	0	7	1	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	4	2	0	21	0	0	13	0	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0			0			0			0	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	15	9
Sign Control	Stop			Stop			Stop			Stop	

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	102	4	2	22	0	0	0	5	2	0	2
Future Volume (vph)	2	102	4	2	22	0	0	0	5	2	0	2
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995							0.865			0.865
Fl _t Protected		0.999			0.996						0.950	
Satd. Flow (prot)	0	1852	0	0	1855	0	0	0	1611	0	0	1611
Fl _t Permitted		0.999			0.996						0.950	
Satd. Flow (perm)	0	1852	0	0	1855	0	0	0	1611	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			294			213			516	
Travel Time (s)		12.8			6.7			4.8			11.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	111	4	2	24	0	0	0	5	2	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	117	0	0	26	0	0	0	5	0	2	2
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	104	1	0	0	4	2	32	2341	2	0	0	0
Future Volume (vph)	104	1	0	0	4	2	32	2341	2	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Frt					0.955							
Flt Protected		0.953						0.999				
Satd. Flow (prot)	0	1775	0	0	1779	0	0	5080	0	0	0	0
Flt Permitted		0.724						0.999				
Satd. Flow (perm)	0	1349	0	0	1779	0	0	5080	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		262			264			391				1096
Travel Time (s)		6.0			6.0			8.9				24.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	113	1	0	0	4	2	35	2545	2	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	0	0	6	0	0	2582	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Detector Phase	8	8			4		6	6				
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0	7.0				

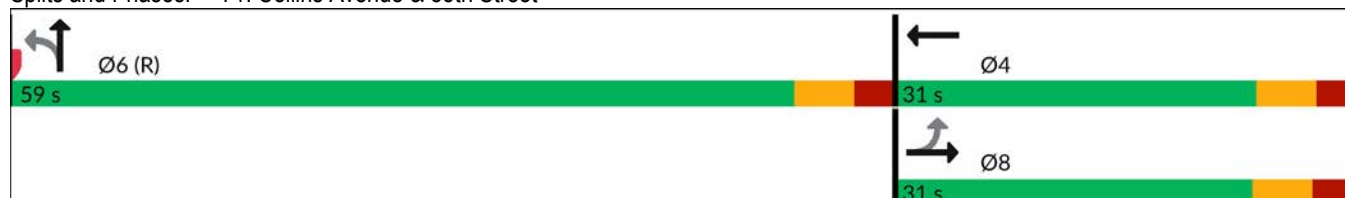


















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.8	30.8			26.0		26.5	26.5				
Total Split (s)	31.0	31.0			31.0		59.0	59.0				
Total Split (%)	34.4%	34.4%			34.4%		65.6%	65.6%				
Maximum Green (s)	24.2	24.2			24.5		52.5	52.5				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	2.8	2.8			2.5		2.5	2.5				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.8			6.5			6.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)	5.0	5.0					5.0	5.0				
Flash Dont Walk (s)	19.0	19.0					15.0	15.0				
Pedestrian Calls (#/hr)	0	0					0	0				
Act Effct Green (s)		12.9			13.1			67.9				
Actuated g/C Ratio		0.14			0.15			0.75				
v/c Ratio		0.59			0.02			0.67				
Control Delay (s/veh)		40.7			26.0			8.9				
Queue Delay		0.0			0.0			0.0				
Total Delay (s/veh)		40.7			26.0			8.9				
LOS		D			C			A				
Approach Delay (s/veh)		40.7			26.0			8.9				
Approach LOS		D			C			A				
Queue Length 50th (ft)		66			2			270				
Queue Length 95th (ft)		m116			12			411				
Internal Link Dist (ft)		182			184			311			1016	
Turn Bay Length (ft)												
Base Capacity (vph)		362			485			3832				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.31			0.01			0.67				

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 25 (28%), Referenced to phase 6:NBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay (s/veh): 10.3 Intersection LOS: B
 Intersection Capacity Utilization 69.5% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 71: Collins Avenue & 88th Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	17	80	0	131	1	1	0	195	0	0	9
Future Volume (vph)	0	17	80	0	131	1	1	0	195	0	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.888			0.999				0.865			0.865
Fl _t Protected								0.950				
Satd. Flow (prot)	0	1654	0	0	1861	0	0	0	1611	0	0	1611
Fl _t Permitted								0.950				
Satd. Flow (perm)	0	1654	0	0	1861	0	0	0	1611	0	0	1611
Link Speed (mph)		30			30			30				30
Link Distance (ft)		499			273			389				518
Travel Time (s)		6.6			6.2			8.8				11.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	18	87	0	142	1	1	0	212	0	0	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	105	0	0	143	0	0	1	212	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield				Yield
Intersection Summary												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization Err%	ICU Level of Service H											
Analysis Period (min)	15											

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	862	234	0	1067	0	71
Future Vol, veh/h	862	234	0	1067	0	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	937	254	0	1160	0	77

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	596
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	447
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	447
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	14.73
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	447	-	-	-
HCM Lane V/C Ratio	0.173	-	-	-
HCM Control Delay (s/veh)	14.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑			↑↑				↑		↔	
Traffic Vol, veh/h	29	1046	0	0	1328	34	4	0	20	20	0	32
Future Vol, veh/h	29	1046	0	0	1328	34	4	0	20	20	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	1137	0	0	1443	37	4	0	22	22	0	35

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1480	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	-
Pot Cap-1 Maneuver	451	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	451	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.37	0	13.11	200.23
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	466	451	-	-	-	62
HCM Lane V/C Ratio	0.047	0.07	-	-	-	0.915
HCM Control Delay (s/veh)	13.1	13.6	-	-	-	200.2
HCM Lane LOS	B	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	0.2	-	-	-	4.3

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕↕↕					
Traffic Vol, veh/h	48	12	0	0	2	17	36	2422	13	0	0	0
Future Vol, veh/h	48	12	0	0	2	17	36	2422	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	13	0	0	2	18	39	2633	14	0	0	0

Major/Minor	Minor2		Minor1			Major1			
Conflicting Flow All	1132	2725	-	2724	2718	1323	0	0	0
Stage 1	0	0	-	2718	2718	-	-	-	-
Stage 2	1132	2725	-	7	0	-	-	-	-
Critical Hdwy	6.44	6.54	-	6.44	6.54	7.14	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	5.54	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	-	3.82	4.02	3.92	3.12	-	-
Pot Cap-1 Maneuver	214	20	0	22	20	126	-	-	-
Stage 1	-	-	0	11	44	-	-	-	-
Stage 2	194	43	0	-	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	163	20	-	8	20	126	-	-	-
Mov Cap-2 Maneuver	163	20	-	8	20	-	-	-	-
Stage 1	-	-	-	11	44	-	-	-	-
Stage 2	157	43	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/202.35		63.5	
HCM LOS	F	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	68	82
HCM Lane V/C Ratio	-	-	-	0.964	0.253
HCM Control Delay (s/veh)	-	-	-	202.3	63.5
HCM Lane LOS	-	-	-	F	F
HCM 95th %tile Q(veh)	-	-	-	4.8	0.9

Intersection												
Int Delay, s/veh	25.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔↔				
Traffic Vol, veh/h	81	19	0	0	25	27	112	2217	39	0	0	0
Future Vol, veh/h	81	19	0	0	25	27	112	2217	39	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	21	0	0	27	29	122	2410	42	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	1221	2696	-	-	2674	1226	0	0	0	
Stage 1	0	0	-	-	2674	-	-	-	-	
Stage 2	1221	2696	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	189	21	0	0	~ 22	146	-	-	-	
Stage 1	-	-	0	0	46	-	-	-	-	
Stage 2	171	45	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	151	21	-	-	~ 22	146	-	-	-	
Mov Cap-2 Maneuver	151	21	-	-	~ 22	-	-	-	-	
Stage 1	-	-	-	-	46	-	-	-	-	
Stage 2	~ 56	45	-	-	-	-	-	-	-	

Approach	EB	WB	NB
HCM Control Delay, \$/hr	409.73	460.83	
HCM LOS	F	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	70	39
HCM Lane V/C Ratio	-	-	-	1.557	1.444
HCM Control Delay (s/veh)	-	-	-	409.7	460.8
HCM Lane LOS	-	-	-	F	F
HCM 95th %tile Q(veh)	-	-	-	9.3	5.8

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

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔					↔↔↔		
Traffic Vol, veh/h	0	16	7	37	23	0	0	0	0	48	1888	32
Future Vol, veh/h	0	16	7	37	23	0	0	0	0	48	1888	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	8	40	25	0	0	0	0	52	2052	35

Major/Minor	Minor2		Minor1				Major2			
Conflicting Flow All	-	2174	1043	934	2191	-	-	0	0	0
Stage 1	-	2174	-	0	0	-	-	-	-	-
Stage 2	-	0	-	934	2191	-	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	46	194	279	45	0	-	-	-	-
Stage 1	0	84	-	-	-	0	-	-	-	-
Stage 2	0	-	-	258	82	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	46	194	167	45	-	-	-	-	-
Mov Cap-2 Maneuver	-	46	-	167	45	-	-	-	-	-
Stage 1	-	84	-	-	-	-	-	-	-	-
Stage 2	-	-	-	197	82	-	-	-	-	-

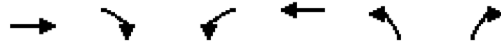
Approach	EB		WB				SB		
HCM Control Delay, s/veh	02.89		137.78						
HCM LOS	F		F						

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	60	82	-	-	-
HCM Lane V/C Ratio	0.418	0.799	-	-	-
HCM Control Delay (s/veh)	102.9	137.8	-	-	-
HCM Lane LOS	F	F	-	-	-
HCM 95th %tile Q(veh)	1.6	4	-	-	-

TRAFFIC OPERATIONAL ANALYSIS

SYNCHRO EXISTING/FUTURE
CONDITIONS ANALYSIS BAY DRIVE
CLOSURE

HCM 7th Signalized Intersection Capacity Analysis
 2: Byron Avenue & 96th Street /96th Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑↑			↑↑	↘↘	↗			
Traffic Volume (veh/h)	1159	0	0	679	280	25			
Future Volume (veh/h)	1159	0	0	679	280	25			
Number	6	16	5	2	7	14			
Initial Q, veh	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj (A_pbT)		1.00	1.00		1.00	1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No	No				
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870			
Adj Flow Rate, veh/h	1260	0	0	738	304	27			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	0	0	2	2	2			
Opposing Right Turn Influence			No		Yes				
Cap, veh/h	2878	0	0	2878	369	169			
HCM Platoon Ratio	2.00	1.00	1.00	2.00	1.00	1.00			
Prop Arrive On Green	1.00	0.00	0.00	1.00	0.11	0.11			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	0.4	0.0	0.0	0.2	70.3	61.3			
Ln Grp LOS	A			A	E	E			
Approach Vol, veh/h	1260			738	331				
Approach Delay, s/veh	0.4			0.2	69.5				
Approach LOS	A			A	E				
Timer:		1	2	3	4	5	6	7	8
Assigned Phs			2		4		6		
Case No			8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s			128.0		22.0		128.0		
Change Period (Y+Rc), s			6.5		6.0		6.5		
Max Green (Gmax), s			102.5		35.0		102.5		
Max Allow Headway (MAH), s			5.2		3.8		5.2		
Max Q Clear (g_c+I1), s			2.0		14.9		2.0		
Green Ext Time (g_e), s			6.3		1.1		14.3		
Prob of Phs Call (p_c)			1.00		1.00		1.00		
Prob of Max Out (p_x)			0.00		0.00		0.00		
Left-Turn Movement Data									
Assigned Mvmt			5		7		1		
Mvmt Sat Flow, veh/h			0		3456		0		
Through Movement Data									
Assigned Mvmt			2		4		6		
Mvmt Sat Flow, veh/h			3741		0		3741		
Right-Turn Movement Data									
Assigned Mvmt			12		14		16		
Mvmt Sat Flow, veh/h			0		1585		0		
Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	0	

HCM 7th Signalized Intersection Capacity Analysis
 2: Byron Avenue & 96th Street /96th Street

Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	304	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1728	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	12.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	12.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1728	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	121.5	0.0	0.0	0.0	121.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	369	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	806	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	65.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	70.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment				T				
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	738	0	0	0	1260	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2878	0	0	0	2878	0	0
V/C Ratio (X)	0.00	0.26	0.00	0.00	0.00	0.44	0.00	0.00
Avail Cap (c_a), veh/h	0	2878	0	0	0	2878	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.81	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.2	0.0	0.0	0.0	0.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	27	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1585	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	169	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	370	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	60.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	61.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	10.2
HCM 7th LOS	B

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	976	216	0	682	0	49
Future Vol, veh/h	976	216	0	682	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1061	235	0	741	0	53

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	648
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	413
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	413
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	15
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	413	-	-	-
HCM Lane V/C Ratio	0.129	-	-	-
HCM Control Delay (s/veh)	15	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

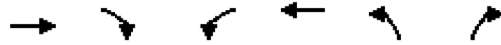
Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	1254	1020	28	38	31
Future Vol, veh/h	39	1254	1020	28	38	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	1363	1109	30	41	34

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1139	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	609	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	609	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.34	0	121.17
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	609	-	-	-	95
HCM Lane V/C Ratio	0.07	-	-	-	0.79
HCM Control Delay (s/veh)	11.4	-	-	-	121.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	4.2

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Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑↑			↑↑	↘↘	↘			
Traffic Volume (veh/h)	934	0	0	1017	316	20			
Future Volume (veh/h)	934	0	0	1017	316	20			
Number	6	16	5	2	7	14			
Initial Q, veh	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj (A_pbT)		1.00	1.00		1.00	1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No	No				
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870			
Adj Flow Rate, veh/h	1015	0	0	1105	343	22			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	0	0	2	2	2			
Opposing Right Turn Influence			No		Yes				
Cap, veh/h	2833	0	0	2833	412	189			
HCM Platoon Ratio	2.00	1.00	1.00	2.00	1.00	1.00			
Prop Arrive On Green	1.00	0.00	0.00	1.00	0.12	0.12			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	0.3	0.0	0.0	0.4	69.0	59.3			
Ln Grp LOS	A			A	E	E			
Approach Vol, veh/h	1015			1105	365				
Approach Delay, s/veh	0.3			0.4	68.4				
Approach LOS	A			A	E				
Timer:		1	2	3	4	5	6	7	8
Assigned Phs			2		4		6		
Case No			8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s			126.1		23.9		126.1		
Change Period (Y+Rc), s			6.5		6.0		6.5		
Max Green (Gmax), s			77.5		60.0		77.5		
Max Allow Headway (MAH), s			5.2		3.8		5.2		
Max Q Clear (g_c+I1), s			2.0		16.6		2.0		
Green Ext Time (g_e), s			11.3		1.3		9.9		
Prob of Phs Call (p_c)			1.00		1.00		1.00		
Prob of Max Out (p_x)			0.00		0.00		0.00		
Left-Turn Movement Data									
Assigned Mvmt			5		7		1		
Mvmt Sat Flow, veh/h			0		3456		0		
Through Movement Data									
Assigned Mvmt			2		4		6		
Mvmt Sat Flow, veh/h			3741		0		3741		
Right-Turn Movement Data									
Assigned Mvmt			12		14		16		
Mvmt Sat Flow, veh/h			0		1585		0		
Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	0	

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Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	343	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1728	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	14.6	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	14.6	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1728	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	119.6	0.0	0.0	0.0	119.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	412	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1382	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	64.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	69.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.30	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment				T				
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1105	0	0	0	1015	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2833	0	0	0	2833	0	0
V/C Ratio (X)	0.00	0.39	0.00	0.00	0.00	0.36	0.00	0.00
Avail Cap (c_a), veh/h	0	2833	0	0	0	2833	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.91	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	22	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1585	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	189	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	634	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	59.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	59.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	10.4
HCM 7th LOS	B

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↓			↑↑		↑
Traffic Vol, veh/h	755	191	0	1011	0	71
Future Vol, veh/h	755	191	0	1011	0	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	821	208	0	1099	0	77

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	514
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	505
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	505
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	505	-	-	-
HCM Lane V/C Ratio	0.153	-	-	-
HCM Control Delay (s/veh)	13.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

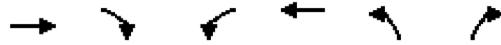
Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	947	1202	31	18	29
Future Vol, veh/h	27	947	1202	31	18	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	1029	1307	34	20	32

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1340	0	-	0	1897 670
Stage 1	-	-	-	-	1323 -
Stage 2	-	-	-	-	573 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	510	-	-	-	61 399
Stage 1	-	-	-	-	213 -
Stage 2	-	-	-	-	527 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	510	-	-	-	58 399
Mov Cap-2 Maneuver	-	-	-	-	58 -
Stage 1	-	-	-	-	201 -
Stage 2	-	-	-	-	527 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.35	0	54.15
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	510	-	-	-	122
HCM Lane V/C Ratio	0.058	-	-	-	0.418
HCM Control Delay (s/veh)	12.5	-	-	-	54.1
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	1.8

HCM 7th Signalized Intersection Capacity Analysis
 2: Byron Avenue & 96th Street /96th Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑↑			↑↑	↔	↔			
Traffic Volume (veh/h)	1268	0	0	742	306	28			
Future Volume (veh/h)	1268	0	0	742	306	28			
Number	6	16	5	2	7	14			
Initial Q, veh	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj (A_pbT)		1.00	1.00		1.00	1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No	No				
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870			
Adj Flow Rate, veh/h	1378	0	0	807	333	30			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	0	0	2	2	2			
Opposing Right Turn Influence			No		Yes				
Cap, veh/h	2847	0	0	2847	400	183			
HCM Platoon Ratio	2.00	1.00	1.00	2.00	1.00	1.00			
Prop Arrive On Green	1.00	0.00	0.00	1.00	0.12	0.12			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	0.4	0.0	0.0	0.2	69.5	60.2			
Ln Grp LOS	A			A	E	E			
Approach Vol, veh/h	1378			807	363				
Approach Delay, s/veh	0.4			0.2	68.7				
Approach LOS	A			A	E				
Timer:									
		1	2	3	4	5	6	7	8
Assigned Phs			2		4		6		
Case No			8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s			126.7		23.3		126.7		
Change Period (Y+Rc), s			6.5		6.0		6.5		
Max Green (Gmax), s			102.5		35.0		102.5		
Max Allow Headway (MAH), s			5.2		3.8		5.2		
Max Q Clear (g_c+I1), s			2.0		16.1		2.0		
Green Ext Time (g_e), s			7.1		1.2		17.0		
Prob of Phs Call (p_c)			1.00		1.00		1.00		
Prob of Max Out (p_x)			0.00		0.00		0.00		
Left-Turn Movement Data									
Assigned Mvmt			5		7		1		
Mvmt Sat Flow, veh/h			0		3456		0		
Through Movement Data									
Assigned Mvmt			2		4		6		
Mvmt Sat Flow, veh/h			3741		0		3741		
Right-Turn Movement Data									
Assigned Mvmt			12		14		16		
Mvmt Sat Flow, veh/h			0		1585		0		
Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	0	

HCM 7th Signalized Intersection Capacity Analysis
 2: Byron Avenue & 96th Street /96th Street

Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	333	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1728	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	14.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	14.1	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1728	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	120.2	0.0	0.0	0.0	120.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	400	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	806	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	64.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	69.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment				T				
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	807	0	0	0	1378	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2847	0	0	0	2847	0	0
V/C Ratio (X)	0.00	0.28	0.00	0.00	0.00	0.48	0.00	0.00
Avail Cap (c_a), veh/h	0	2847	0	0	0	2847	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.75	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.2	0.0	0.0	0.0	0.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
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2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	30	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1585	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	183	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	370	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	59.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	60.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.14	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1067	236	0	746	0	54
Future Vol, veh/h	1067	236	0	746	0	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1160	257	0	811	0	59

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	708
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	377
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	377
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	377	-	-	-
HCM Lane V/C Ratio	0.156	-	-	-
HCM Control Delay (s/veh)	16.3	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Intersection						
Int Delay, s/veh	7.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	1386	1127	31	42	34
Future Vol, veh/h	43	1386	1127	31	42	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	1507	1225	34	46	37

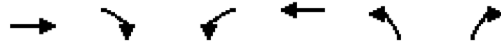
Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1259	0	0 2089 629
Stage 1	-	-	- 1242 -
Stage 2	-	-	- 847 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	548	-	- ~45 425
Stage 1	-	-	- 236 -
Stage 2	-	-	- 381 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	548	-	- ~42 425
Mov Cap-2 Maneuver	-	-	- ~42 -
Stage 1	-	-	- 216 -
Stage 2	-	-	- 381 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.37	0	270.24
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	548	-	-	-	70
HCM Lane V/C Ratio	0.085	-	-	-	1.187
HCM Control Delay (s/veh)	12.2	-	-	-	270.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	6.4

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

HCM 7th Signalized Intersection Capacity Analysis
 2: Byron Avenue & 96th Street /96th Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑↑			↑↑	↘↘	↗			
Traffic Volume (veh/h)	1022	0	0	1112	346	22			
Future Volume (veh/h)	1022	0	0	1112	346	22			
Number	6	16	5	2	7	14			
Initial Q, veh	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj (A_pbT)		1.00	1.00		1.00	1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No	No				
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870			
Adj Flow Rate, veh/h	1111	0	0	1209	376	24			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	0	0	2	2	2			
Opposing Right Turn Influence			No		Yes				
Cap, veh/h	2797	0	0	2797	448	205			
HCM Platoon Ratio	2.00	1.00	1.00	2.00	1.00	1.00			
Prop Arrive On Green	1.00	0.00	0.00	1.00	0.13	0.13			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	0.4	0.0	0.0	0.5	68.1	58.0			
Ln Grp LOS	A			A	E	E			
Approach Vol, veh/h	1111			1209	400				
Approach Delay, s/veh	0.4			0.5	67.5				
Approach LOS	A			A	E				
Timer:		1	2	3	4	5	6	7	8
Assigned Phs			2		4		6		
Case No			8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s			124.6		25.4		124.6		
Change Period (Y+Rc), s			6.5		6.0		6.5		
Max Green (Gmax), s			77.5		60.0		77.5		
Max Allow Headway (MAH), s			5.2		3.8		5.2		
Max Q Clear (g_c+I1), s			2.0		17.9		2.0		
Green Ext Time (g_e), s			13.2		1.5		11.4		
Prob of Phs Call (p_c)			1.00		1.00		1.00		
Prob of Max Out (p_x)			0.00		0.00		0.00		
Left-Turn Movement Data									
Assigned Mvmt			5		7		1		
Mvmt Sat Flow, veh/h			0		3456		0		
Through Movement Data									
Assigned Mvmt			2		4		6		
Mvmt Sat Flow, veh/h			3741		0		3741		
Right-Turn Movement Data									
Assigned Mvmt			12		14		16		
Mvmt Sat Flow, veh/h			0		1585		0		
Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	0	

HCM 7th Signalized Intersection Capacity Analysis
 2: Byron Avenue & 96th Street /96th Street

Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	376	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1728	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	15.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	15.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1728	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	118.1	0.0	0.0	0.0	118.1	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	448	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.84	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1382	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	63.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	68.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	7.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment				T				
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1209	0	0	0	1111	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2797	0	0	0	2797	0	0
V/C Ratio (X)	0.00	0.43	0.00	0.00	0.00	0.40	0.00	0.00
Avail Cap (c_a), veh/h	0	2797	0	0	0	2797	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.88	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
 2: Byron Avenue & 96th Street /96th Street

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	24	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1585	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	205	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	634	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	57.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	58.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	10.3
HCM 7th LOS	B

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	835	211	0	1117	0	78
Future Vol, veh/h	835	211	0	1117	0	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	908	229	0	1214	0	85

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	568
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	466
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	466
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	14.44
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	466	-	-	-
HCM Lane V/C Ratio	0.182	-	-	-
HCM Control Delay (s/veh)	14.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	29	1046	1328	34	20	32
Future Vol, veh/h	29	1046	1328	34	20	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	1137	1443	37	22	35

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1480	0	0 2093 740
Stage 1	-	-	- 1462 -
Stage 2	-	-	- 632 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	451	-	- 45 359
Stage 1	-	-	- 179 -
Stage 2	-	-	- 492 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	451	-	- 42 359
Mov Cap-2 Maneuver	-	-	- 42 -
Stage 1	-	-	- 167 -
Stage 2	-	-	- 492 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.37	0	93.26
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	451	-	-	-	92
HCM Lane V/C Ratio	0.07	-	-	-	0.616
HCM Control Delay (s/veh)	13.6	-	-	-	93.3
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	2.9

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕↕↕					
Traffic Vol, veh/h	48	12	0	0	2	17	36	2422	13	0	0	0
Future Vol, veh/h	48	12	0	0	2	17	36	2422	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	13	0	0	2	18	39	2633	14	0	0	0

Major/Minor	Minor2		Minor1			Major1			
Conflicting Flow All	1132	2725	-	2724	2718	1323	0	0	0
Stage 1	0	0	-	2718	2718	-	-	-	-
Stage 2	1132	2725	-	7	0	-	-	-	-
Critical Hdwy	6.44	6.54	-	6.44	6.54	7.14	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	5.54	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	-	3.82	4.02	3.92	3.12	-	-
Pot Cap-1 Maneuver	214	20	0	22	20	126	-	-	-
Stage 1	-	-	0	11	44	-	-	-	-
Stage 2	194	43	0	-	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	163	20	-	8	20	126	-	-	-
Mov Cap-2 Maneuver	163	20	-	8	20	-	-	-	-
Stage 1	-	-	-	11	44	-	-	-	-
Stage 2	157	43	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/202.35		63.5	
HCM LOS	F	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	68	82
HCM Lane V/C Ratio	-	-	-	0.964	0.253
HCM Control Delay (s/veh)	-	-	-	202.3	63.5
HCM Lane LOS	-	-	-	F	F
HCM 95th %tile Q(veh)	-	-	-	4.8	0.9

Intersection												
Int Delay, s/veh	25.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔↔				
Traffic Vol, veh/h	81	19	0	0	25	27	112	2217	39	0	0	0
Future Vol, veh/h	81	19	0	0	25	27	112	2217	39	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	21	0	0	27	29	122	2410	42	0	0	0

Major/Minor	Minor2		Minor1		Major1						
Conflicting Flow All	1221	2696	-	-	2674	1226	0	0	0		
Stage 1	0	0	-	-	2674	-	-	-	-		
Stage 2	1221	2696	-	-	0	-	-	-	-		
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-		
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-		
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-		
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-		
Pot Cap-1 Maneuver	189	21	0	0	~ 22	146	-	-	-		
Stage 1	-	-	0	0	46	-	-	-	-		
Stage 2	171	45	0	0	-	-	-	-	-		
Platoon blocked, %								-	-		
Mov Cap-1 Maneuver	151	21	-	-	~ 22	146	-	-	-		
Mov Cap-2 Maneuver	151	21	-	-	~ 22	-	-	-	-		
Stage 1	-	-	-	-	46	-	-	-	-		
Stage 2	~ 56	45	-	-	-	-	-	-	-		

Approach	EB		WB		NB		
HCM Control Delay, \$/hr	409.73		460.83				
HCM LOS	F		F				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	70	39
HCM Lane V/C Ratio	-	-	-	1.557	1.444
HCM Control Delay (s/veh)	-	-	-	409.7	460.8
HCM Lane LOS	-	-	-	F	F
HCM 95th %tile Q(veh)	-	-	-	9.3	5.8

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

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔					↔↔↔		
Traffic Vol, veh/h	0	16	7	37	23	0	0	0	0	48	1888	32
Future Vol, veh/h	0	16	7	37	23	0	0	0	0	48	1888	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	8	40	25	0	0	0	0	52	2052	35

Major/Minor	Minor2		Minor1				Major2			
Conflicting Flow All	-	2174	1043	934	2191	-	-	0	0	0
Stage 1	-	2174	-	0	0	-	-	-	-	-
Stage 2	-	0	-	934	2191	-	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	46	194	279	45	0	-	-	-	-
Stage 1	0	84	-	-	-	0	-	-	-	-
Stage 2	0	-	-	258	82	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	46	194	167	45	-	-	-	-	-
Mov Cap-2 Maneuver	-	46	-	167	45	-	-	-	-	-
Stage 1	-	84	-	-	-	-	-	-	-	-
Stage 2	-	-	-	197	82	-	-	-	-	-

Approach	EB		WB				SB		
HCM Control Delay, s/veh	02.89		137.78						
HCM LOS	F		F						

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	60	82	-	-	-
HCM Lane V/C Ratio	0.418	0.799	-	-	-
HCM Control Delay (s/veh)	102.9	137.8	-	-	-
HCM Lane LOS	F	F	-	-	-
HCM 95th %tile Q(veh)	1.6	4	-	-	-

TRAFFIC OPERATIONAL ANALYSIS

SYNCHRO ARTERIAL LOS ANALYSIS-
TRAVEL TIME AND DELAY

Arterial Level of Service: EB 96th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
500 Block	IV	30	25.9	11.2	37.1	0.17	16.7	C
Byron Avenue	IV	30	11.4	0.7	12.1	0.05	15.0	C
Harding Avenue	IV	30	19.5	64.4	83.9	0.11	4.7	F
Collins Avenue	IV	30	11.9	23.9	35.8	0.05	5.3	F
Total	IV		68.7	100.2	168.9	0.38	8.2	E

Arterial Level of Service: WB 96th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Collins Avenue	IV	30	15.2	47.8	63.0	0.07	3.8	F
Harding Avenue	IV	30	11.9	64.2	76.1	0.05	2.5	F
Byron Avenue	IV	30	19.5	2.8	22.3	0.11	17.5	C
500 Block	IV	30	11.4	15.4	26.8	0.05	6.8	F
Total	IV		58.0	130.2	188.2	0.28	5.3	F

Arterial Level of Service: NB Collins Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
88th Street	III	30	11.5	6.0	17.5	0.07	15.2	D
90th Street	III	30	26.4	5.3	31.7	0.21	23.6	C
93rd Street	III	30	47.9	3.4	51.3	0.38	26.5	B
94th Street	III	30	17.0	1.0	18.0	0.13	25.3	B
95th Street	III	30	17.4	8.6	26.0	0.12	17.1	D
96th Street	III	30	17.3	33.4	50.7	0.13	9.2	F
Total	III		137.5	57.7	195.2	1.04	19.1	C

Arterial Level of Service: SB Harding Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
96th Street	III	30	10.0	30.8	40.8	0.06	5.7	F
95th Street	III	30	17.1	3.1	20.2	0.13	22.8	C
94th Street	III	30	16.9	1.2	18.1	0.13	25.1	B
93rd Street	III	30	16.9	1.1	18.0	0.13	25.3	B
91st Street	III	30	31.9	78.6	110.5	0.25	8.2	F
90th Street	III	30	16.9	5.0	21.9	0.13	20.7	C
88th Street	III	30	26.5	8.5	35.0	0.21	21.5	C
Total	III		136.2	128.3	264.5	1.03	14.0	D

Arterial Level of Service: EB 96th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
500 Block	IV	30	25.9	9.3	35.2	0.17	17.6	C
Byron Avenue	IV	30	11.4	2.3	13.7	0.05	13.2	C
Harding Avenue	IV	30	19.5	51.6	71.1	0.11	5.5	F
Collins Avenue	IV	30	11.9	30.8	42.7	0.05	4.4	F
Total	IV		68.7	94.0	162.7	0.38	8.5	E

Arterial Level of Service: WB 96th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Collins Avenue	IV	30	15.2	48.0	63.2	0.07	3.8	F
Harding Avenue	IV	30	11.9	30.5	42.4	0.05	4.5	F
Byron Avenue	IV	30	19.5	3.4	22.9	0.11	17.1	C
500 Block	IV	30	11.4	18.4	29.8	0.05	6.1	F
Total	IV		58.0	100.3	158.3	0.28	6.3	F

Arterial Level of Service: NB Collins Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
88th Street	III	30	11.5	7.5	19.0	0.07	14.0	D
90th Street	III	30	26.4	0.7	27.1	0.21	27.6	B
93rd Street	III	30	47.9	4.7	52.6	0.38	25.8	B
94th Street	III	30	17.0	3.0	20.0	0.13	22.8	C
95th Street	III	30	17.4	20.6	38.0	0.12	11.7	E
96th Street	III	30	17.3	19.8	37.1	0.13	12.5	E
Total	III		137.5	56.3	193.8	1.04	19.3	C

Arterial Level of Service: SB Harding Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
96th Street	III	30	10.0	19.2	29.2	0.06	8.0	F
95th Street	III	30	17.1	3.3	20.4	0.13	22.6	C
94th Street	III	30	16.9	5.7	22.6	0.13	20.1	C
93rd Street	III	30	16.9	6.6	23.5	0.13	19.4	C
91st Street	III	30	31.9	7.6	39.5	0.25	22.9	C
90th Street	III	30	16.9	1.9	18.8	0.13	24.1	B
88th Street	III	30	26.5	4.9	31.4	0.21	23.9	C
Total	III		136.2	49.2	185.4	1.03	20.0	C

Arterial Level of Service: EB 96th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
500 Block	IV	30	25.9	12.3	38.2	0.17	16.3	C
Byron Avenue	IV	30	11.4	1.1	12.5	0.05	14.5	C
Harding Avenue	IV	30	19.5	93.2	112.7	0.11	3.5	F
Collins Avenue	IV	30	11.9	24.4	36.3	0.05	5.2	F
Total	IV		68.7	131.0	199.7	0.38	6.9	F

Arterial Level of Service: WB 96th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Collins Avenue	IV	30	15.2	46.4	61.6	0.07	3.9	F
Harding Avenue	IV	30	11.9	63.7	75.6	0.05	2.5	F
Byron Avenue	IV	30	19.5	3.8	23.3	0.11	16.8	C
500 Block	IV	30	11.4	16.5	27.9	0.05	6.5	F
Total	IV		58.0	130.4	188.4	0.28	5.3	F

Arterial Level of Service: NB Collins Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
88th Street	III	30	11.5	6.8	18.3	0.07	14.6	D
90th Street	III	30	26.4	6.8	33.2	0.21	22.5	C
93rd Street	III	30	47.9	3.7	51.6	0.38	26.3	B
94th Street	III	30	17.0	1.1	18.1	0.13	25.2	B
95th Street	III	30	17.4	10.9	28.3	0.12	15.7	D
96th Street	III	30	17.3	34.9	52.2	0.13	8.9	F
Total	III		137.5	64.2	201.7	1.04	18.5	C

Arterial Level of Service: SB Harding Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
96th Street	III	30	10.0	34.3	44.3	0.06	5.3	F
95th Street	III	30	17.1	4.0	21.1	0.13	21.8	C
94th Street	III	30	16.9	1.4	18.3	0.13	24.9	B
93rd Street	III	30	16.9	1.2	18.1	0.13	25.1	B
91st Street	III	30	31.9	124.0	155.9	0.25	5.8	F
90th Street	III	30	16.9	6.4	23.3	0.13	19.4	C
88th Street	III	30	26.5	11.2	37.7	0.21	19.9	C
Total	III		136.2	182.5	318.7	1.03	11.6	E

Arterial Level of Service: EB 96th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
500 Block	IV	30	25.9	9.8	35.7	0.17	17.4	C
Byron Avenue	IV	30	11.4	2.5	13.9	0.05	13.0	C
Harding Avenue	IV	30	19.5	53.0	72.5	0.11	5.4	F
Collins Avenue	IV	30	11.9	31.1	43.0	0.05	4.4	F
Total	IV		68.7	96.4	165.1	0.38	8.4	E

Arterial Level of Service: WB 96th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Collins Avenue	IV	30	15.2	47.8	63.0	0.07	3.8	F
Harding Avenue	IV	30	11.9	31.4	43.3	0.05	4.4	F
Byron Avenue	IV	30	19.5	3.3	22.8	0.11	17.1	C
500 Block	IV	30	11.4	19.2	30.6	0.05	5.9	F
Total	IV		58.0	101.7	159.7	0.28	6.3	F

Arterial Level of Service: NB Collins Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
88th Street	III	30	11.5	8.9	20.4	0.07	13.1	E
90th Street	III	30	26.4	0.8	27.2	0.21	27.5	B
93rd Street	III	30	47.9	5.6	53.5	0.38	25.4	B
94th Street	III	30	17.0	6.7	23.7	0.13	19.2	C
95th Street	III	30	17.4	29.6	47.0	0.12	9.4	F
96th Street	III	30	17.3	21.7	39.0	0.13	11.9	E
Total	III		137.5	73.3	210.8	1.04	17.7	D

Arterial Level of Service: SB Harding Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
96th Street	III	30	10.0	22.1	32.1	0.06	7.3	F
95th Street	III	30	17.1	4.0	21.1	0.13	21.8	C
94th Street	III	30	16.9	8.1	25.0	0.13	18.2	C
93rd Street	III	30	16.9	10.6	27.5	0.13	16.5	D
91st Street	III	30	31.9	11.1	43.0	0.25	21.0	C
90th Street	III	30	16.9	3.4	20.3	0.13	22.3	C
88th Street	III	30	26.5	5.9	32.4	0.21	23.2	C
Total	III		136.2	65.2	201.4	1.03	18.4	C



TAB 3 | TRAFFIC CALMING ANALYSIS



TRAFFIC CALMING ANALYSIS

SPEED AND VOLUME EVALUATION

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
001- Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St	9/13/2022	NB	18	24	306
	9/14/2022	NB	19	26	233
	9/15/2022	NB	18	24	290
	3 DAY AVG	NB	18	25	276
	9/13/2022	SB	13	20	88
	9/14/2022	SB	18	27	85
	9/15/2022	SB	15	22	73
	3 DAY AVG	SB	15	23	82

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
002- Byron Ave Bet. 95th & 94th St	9/13/2022	NB	19	24	1132
	9/14/2022	NB	19	24	1287
	9/15/2022	NB	20	24	1250
	3 DAY AVG	NB	19	24	1223
	9/13/2022	SB	21	26	632
	9/14/2022	SB	21	25	825
	9/15/2022	SB	20	25	642
	3 DAY AVG	SB	21	25	700

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
003- Carlyle Ave Bet. 94th St & 93rd St	9/13/2022	NB	22	28	511
	9/14/2022	NB	22	28	488
	9/15/2022	NB	21	27	527
	3 DAY AVG	NB	22	28	509
	9/13/2022	SB	22	28	501
	9/14/2022	SB	21	27	529
	9/15/2022	SB	21	27	509
	3 DAY AVG	SB	21	27	513

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
004- Abbott Ave Bet. 93rd St & 92nd St	9/13/2022	NB	19	25	187
	9/14/2022	NB	20	26	192
	9/15/2022	NB	20	27	175
	3 DAY AVG	NB	20	26	185
	9/13/2022	SB	20	26	170
	9/14/2022	SB	19	25	171
	9/15/2022	SB	19	26	167
	3 DAY AVG	SB	19	26	169

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
005- 94th St Bet. Carlyle Ave & Byron Ave	9/13/2022	EB	17	22	428
	9/14/2022	EB	18	22	438
	9/15/2022	EB	18	22	419
	3 DAY AVG	EB	18	22	428
	9/13/2022	WB	17	23	59
	9/14/2022	WB	16	21	57
	9/15/2022	WB	16	20	59
	3 DAY AVG	WB	16	21	58

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
006- 93rd St Bet. Carlyle Ave & Byron Ave	9/13/2022	EB	17	23	309
	9/14/2022	EB	17	22	319
	9/15/2022	EB	18	22	288
	3 DAY AVG	EB	17	22	305
	9/13/2022	WB	17	22	396
	9/14/2022	WB	17	22	341
	9/15/2022	WB	18	23	365
	3 DAY AVG	WB	17	22	367

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
007- 92nd St Bet. Dickens Ave & Carlyle Ave	9/13/2022	EB	18	23	346
	9/14/2022	EB	18	23	320
	9/15/2022	EB	19	23	298
	3 DAY AVG	EB	18	23	321
	9/13/2022	WB	17	22	440
	9/14/2022	WB	18	23	426
	9/15/2022	WB	18	23	411
	3 DAY AVG	WB	18	23	426

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
008- 91st St Bet. Carlyle Ave & Byron Ave	9/13/2022	EB	17	22	569
	9/14/2022	EB	18	23	640
	9/15/2022	EB	17	22	631
	3 DAY AVG	EB	17	22	613
	9/13/2022	WB	17	22	601
	9/14/2022	WB	18	23	656
	9/15/2022	WB	17	22	638
	3 DAY AVG	WB	17	22	632

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
009- 90th St Bet. Carlyle Ave & Byron Ave	9/13/2022	EB	17	22	619
	9/14/2022	EB	17	22	586
	9/15/2022	EB	17	22	660
	3 DAY AVG	EB	17	22	662
	9/13/2022	WB	15	19	254
	9/14/2022	WB	16	20	283
	9/15/2022	WB	16	20	283
	3 DAY AVG	WB	16	20	273

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
010- Emerson Ave Bet. 91st St & 90th St	9/13/2022	NB	20	27	109
	9/14/2022	NB	21	28	104
	9/15/2022	NB	21	26	93
	3 DAY AVG	NB	21	27	102
	9/13/2022	SB	19	26	128
	9/14/2022	SB	20	26	114
	9/15/2022	SB	20	27	148
	3 DAY AVG	SB	20	26	130

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
011- 89th St Bet. Carlyle Ave & Byron Ave	9/13/2022	EB	19	23	343
	9/14/2022	EB	18	23	306
	9/15/2022	EB	18	23	352
	3 DAY AVG	EB	18	23	334
	9/13/2022	WB	19	24	385
	9/14/2022	WB	19	23	462
	9/15/2022	WB	19	24	410
	3 DAY AVG	WB	19	24	419

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
012- Byron Ave Bet. 88th St & 86th St	9/13/2022	NB	19	27	2053
	9/14/2022	NB	19	27	1932
	9/15/2022	NB	19	27	2019
	3 DAY AVG	NB	19	27	2001
	9/13/2022	SB	19	27	909
	9/14/2022	SB	20	27	987
	9/15/2022	SB	20	27	940
	3 DAY AVG	SB	20	27	945

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
013-SR A1A/Collins Ave Bet. 92nd St & 91st St	9/13/2022	NB	29	36	23951
	9/14/2022	NB	28	36	23359
	9/15/2022	NB	28	35	23407
	3 DAY AVG	NB	28	36	23572
	9/13/2022	SB	N/A	N/A	N/A
	9/14/2022	SB	N/A	N/A	N/A
	9/15/2022	SB	N/A	N/A	N/A
	3 DAY AVG	SB	N/A	N/A	N/A

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
014-SR A1A/Collins Ave Bet. 88th St & 87th Terrace	9/13/2022	NB	28	35	22523
	9/14/2022	NB	27	35	22628
	9/15/2022	NB	26	35	22795
	3 DAY AVG	NB	27	35	22649
	9/13/2022	SB	N/A	N/A	N/A
	9/14/2022	SB	N/A	N/A	N/A
	9/15/2022	SB	N/A	N/A	N/A
	3 DAY AVG	SB	N/A	N/A	N/A

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
015- 88th St W/O Hawthorne Ave	11/30/2021	EB	11	15	173
	12/1/2021	EB	11	15	202
	12/2/2021	EB	11	15	211
	3 DAY AVG	EB	11	15	195
	11/30/2021	WB	14	19	180
	12/1/2021	WB	14	19	212
	12/2/2021	WB	14	19	219
	3 DAY AVG	WB	14	19	204

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
016- Hawthorne Ave N/O 88th St	11/30/2021	NB	19	24	130
	12/1/2021	NB	19	25	142
	12/2/2021	NB	17	24	155
	3 DAY AVG	NB	18	24	142
	11/30/2021	SB	18	24	118
	12/1/2021	SB	18	23	142
	12/2/2021	SB	17	23	147
	3 DAY AVG	SB	18	23	136

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
017- 88th St E/O Hawthorne Ave	11/30/2021	EB	13	18	318
	12/1/2021	EB	13	18	308
	12/2/2021	EB	14	19	282
	3 DAY AVG	EB	13	18	303
	11/30/2021	WB	14	19	319
	12/1/2021	WB	14	19	337
	12/2/2021	WB	15	20	311
	3 DAY AVG	WB	14	19	322

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
018- Garland Ave N/O 88th St	11/30/2021	NB	18	23	59
	12/1/2021	NB	16	22	77
	12/2/2021	NB	17	22	108
	3 DAY AVG	NB	17	22	81
	11/30/2021	SB	16	20	59
	12/1/2021	SB	16	21	103
	12/2/2021	SB	15	22	118
	3 DAY AVG	SB	16	21	93

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
019- 88th St E/O Garland Ave	11/30/2021	EB	13	18	333
	12/1/2021	EB	13	18	392
	12/2/2021	EB	12	17	397
	3 DAY AVG	EB	13	18	374
	11/30/2021	WB	16	21	341
	12/1/2021	WB	15	19	412
	12/2/2021	WB	14	19	375
	3 DAY AVG	WB	15	20	376

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
020-Froude Ave N/O 88th St	11/30/2021	NB	16	21	101
	12/1/2021	NB	16	23	83
	12/2/2021	NB	16	22	107
	3 DAY AVG	NB	16	22	97
	11/30/2021	SB	17	22	95
	12/1/2021	SB	16	21	84
	12/2/2021	SB	16	20	88
	3 DAY AVG	SB	16	21	89

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
022- 88th St W/O Dickens Ave	11/30/2021	EB	15	19	520
	12/1/2021	EB	15	20	619
	12/2/2021	EB	15	20	648
	3 DAY AVG	EB	15	20	596
	11/30/2021	WB	14	19	518
	12/1/2021	WB	14	19	613
	12/2/2021	WB	14	19	642
	3 DAY AVG	WB	14	19	591

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
021- 88th St E/O Froude Ave	11/30/2021	EB	17	23	470
	12/1/2021	EB	17	23	444
	12/2/2021	EB	17	22	423
	3 DAY AVG	EB	17	23	446
	11/30/2021	WB	16	21	469
	12/1/2021	WB	16	20	471
	12/2/2021	WB	16	20	462
	3 DAY AVG	WB	16	20	467

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
023-Dickens Ave N/O 88th St	11/30/2021	NB	17	23	175
	12/1/2021	NB	16	22	186
	12/2/2021	NB	17	23	187
	3 DAY AVG	NB	17	23	183
	11/30/2021	SB	17	23	175
	12/1/2021	SB	18	24	139
	12/2/2021	SB	18	24	146
	3 DAY AVG	SB	18	24	153

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
024- 88th St W/O Carlyle Ave	11/30/2021	EB	14	19	635
	12/1/2021	EB	13	18	694
	12/2/2021	EB	13	18	735
	3 DAY AVG	EB	13	18	688
	11/30/2021	WB	17	20	647
	12/1/2021	WB	17	22	745
	12/2/2021	WB	17	22	771
	3 DAY AVG	WB	17	21	721

STATION LOCATION	DATE	DIRECTION	AVERAGE SPEED	85TH PERCENTILE	TRAFFIC VOLUMES
025-Emerson Ave N/O 88th St	11/30/2021	NB	14	19	110
	12/1/2021	NB	15	20	136
	12/2/2021	NB	14	19	112
	3 DAY AVG	NB	14	19	119
	11/30/2021	SB	16	21	120
	12/1/2021	SB	16	22	119
	12/2/2021	SB	15	21	135
	3 DAY AVG	SB	16	21	125

STATION LOCATION	DIRECTION	2022 3 DAY AVG SPEED (MPH)	2022 3 DAY AVG 85TH PERCENTILE (MPH)	2022 3 DAY AVG TRAFFIC VOLUMES (VPD)
001- Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St	NB (SB)	18 (15)	25 (23)	276 (82)
002- Byron Ave Bet. 95th & 94th St	NB (SB)	19 (21)	24 (25)	1223 (700)
003- Carlyle Ave Bet. 94th St & 93rd St	NB (SB)	22 (21)	28 (27)	509 (513)
004- Abbott Ave Bet. 93rd St & 92nd St	NB (SB)	20 (19)	26 (26)	185 (169)
005- 94th St Bet. Carlyle Ave & Byron Ave	EB (WB)	18 (16)	22 (21)	428 (58)
006- 93rd St Bet. Carlyle Ave & Byron Ave	EB (WB)	17 (17)	22 (22)	305 (367)
007- 92nd St Bet. Dickens Ave & Carlyle Ave	EB (WB)	18 (18)	23 (23)	321 (426)
008- 91st St Bet. Carlyle Ave & Byron Ave	EB (WB)	17 (17)	22 (22)	613 (632)
009- 90th St Bet. Carlyle Ave & Byron Ave	EB (WB)	17 (16)	22 (20)	662 (273)
010- Emerson Ave Bet. 91st St & 90th St	NB (SB)	21 (20)	27 (26)	102 (130)
011- 89th St Bet. Carlyle Ave & Byron Ave	EB (WB)	18 (19)	23 (24)	334 (419)
012- Byron Ave Bet. 88th St & 86th St	NB (SB)	19 (20)	27 (27)	2001 (945)
013-SR A1A/Collins Ave Bet. 92nd St & 91st St	NB	28	36	23572
014-SR A1A/Collins Ave Bet. 88th St & 87th Terrace	NB	27	35	22649

STATION LOCATION	DIRECTION	2021 3 DAY AVG AVG SPEED (MPH)	2021 3 DAY AVG 85TH PERCENTILE (MPH)	2021 3 DAY AVG TRAFFIC VOLUMES (VPD)
015- 88th St W/O Hawthorne Ave	EB (WB)	11 (14)	15 (19)	195 (204)
016- Hawthorne Ave N/O 88th St	NB (SB)	18 (18)	24 (23)	142 (136)
017- 88th St E/O Hawthorne Ave	EB (WB)	13 (14)	18 (19)	303 (322)
018- Garland Ave N/O 88th St	NB (SB)	17 (16)	22 (21)	81 (93)
019- 88th St E/O Garland Ave	EB (WB)	13 (15)	18 (20)	374 (376)
020-Froude Ave N/O 88th St	NB (SB)	16 (16)	22 (21)	97 (89)
021- 88th St E/O Froude Ave	EB (WB)	17 (16)	23 (20)	446 (467)
022- 88th St W/O Dickens Ave	EB (WB)	15 (14)	20 (19)	596 (591)
023-Dickens Ave N/O 88th St	NB (SB)	17 (18)	23 (24)	183 (153)
024- 88th St W/O Carlyle Ave	EB (WB)	13 (17)	18 (21)	688 (721)
025-Emerson Ave N/O 88th St	NB (SB)	14 (16)	19 (21)	119 (125)

STATION LOCATION	2022 Daily Traffic Volumes (VPD)	AM Weekday Peak Hour	AM Peak Hour Volume (VPH)	PM Weekday Peak Hour	PM Peak Hour Volume (VPH)
001- Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St	358	7:45-8:45	34	5:00-6:00	55
002- Byron Ave Bet. 95th & 94th St	1,923	7:45-8:45	233	5:00-6:00	202
003- Carlyle Ave Bet. 94th St & 93rd St	1,022	7:45-8:45	128	5:45-6:45	100
004- Abbott Ave Bet. 93rd St & 92nd St	354	7:45-8:45	33	5:45-6:45	37
005- 94th St Bet. Carlyle Ave & Byron Ave	486	7:45-8:45	51	5:00-6:00	51
006- 93rd St Bet. Carlyle Ave & Byron Ave	672	7:30-8:30	64	5:00-6:00	62
007- 92nd St Bet. Dickens Ave & Carlyle Ave	747	7:00-8:00	78	5:30-6:30	59
008- 91st St Bet. Carlyle Ave & Byron Ave	1,255	7:45-8:45	104	5:00-6:00	111
009- 90th St Bet. Carlyle Ave & Byron Ave	935	8:00-9:00	91	5:30-6:30	82
010- Emerson Ave Bet. 91st St & 90th St	232	8:00-9:00	27	5:00-6:00	29
011- 89th St Bet. Carlyle Ave & Byron Ave	753	8:00-9:00	81	5:45-6:45	70
012- Byron Ave Bet. 88th St & 86th St	2,946	8:00-9:00	541	5:00-6:00	270
013- SR A1A/Collins Ave Bet. 92nd St & 91st St	23,572	7:30-8:30	2125	5:30-6:30	1580
014- SR A1A/Collins Ave Bet. 88th St & 87th Terrace	22,649	8:00-9:00	1544	6:00-7:00	1878

STATION LOCATION	2021 Daily Traffic Volumes (VPD)	AM Weekday Peak Hour	AM Peak Hour Volume (VPH)	PM Weekday Peak Hour	PM Peak Hour Volume (VPH)
015- 88th St W/O Hawthorne Ave	399	8:30-9:30	40	5:00-6:00	37
016- Hawthorne Ave N/O 88th St	278	8:00-9:00	29	4:45-5:45	31
017- 88th St E/O Hawthorne Ave	625	8:00-9:00	59	4:45-5:45	56
018- Garland Ave N/O 88th St	174	8:45-9:45	17	5:30-6:30	18
019- 88th St E/O Garland Ave	750	10:30-11:30	64	5:30-6:30	65
020- Froude Ave N/O 88th St	186	7:15-8:15	21	5:30-6:30	23
021- 88th St E/O Froude Ave	913	8:00-9:00	83	6:00-7:00	70
022- 88th St W/O Dickens Ave	1,187	8:15-9:15	99	5:30-6:30	94
023- Dickens Ave N/O 88th St	336	8:15-9:15	27	5:45-6:45	33
024- 88th St W/O Carlyle Ave	1,409	8:15-9:15	118	5:30-6:30	119
025- Emerson Ave N/O 88th St	244	8:00-9:00	26	6:30-7:30	25

ROADWAY	ROADWAY CLASSIFICATION	PEAK SEASON DAILY VOLUME	EXCEEDS LIVABILITY THRESHOLD**	PEAK HOUR TWO-WAY TRAFFIC VOLUME	EXCEEDS LIVABILITY THRESHOLD
001- Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St	Local Street	358	No	55	No
002- Byron Ave Bet. 95th & 94th St	Local Street	1,923	Yes	233	Yes
003- Carlyle Ave Bet. 94th St & 93rd St	Local Street	1,022	Yes *	128	Yes *
004- Abbott Ave Bet. 93rd St & 92nd St	Local Street	354	No	37	No
005- 94th St Bet. Carlyle Ave & Byron Ave	Local Street	486	No	51	No
006- 93rd St Bet. Carlyle Ave & Byron Ave	Local Street	672	No	64	No
007- 92nd St Bet. Dickens Ave & Carlyle Ave	Local Street	747	No	78	No
008- 91st St Bet. Carlyle Ave & Byron Ave	Local Street	1,255	Yes *	111	Yes *
009- 90th St Bet. Carlyle Ave & Byron Ave	Local Street	935	No	91	No
010- Emerson Ave Bet. 91st St & 90th St	Local Street	232	No	29	No
011- 89th St Bet. Carlyle Ave & Byron Ave	Local Street	753	No	81	No
012- Byron Ave Bet. 88th St & 86th St	Local Street	2,946	Yes	541	No
013- SR A1A/Collins Ave Bet. 92nd St & 91st St	State Road	23,572	N/A	2125	N/A
014- SR A1A/Collins Ave Bet. 88th St & 87th Terrace	State Road	22,649	N/A	1878	N/A
*Roadway segments highlighted in Bright Yellow exceeds the livability threshold. Roadway segments highlighted in Light Yellow exceed reduced volumes (30%)					
** Livability volume thresholds as per Miami-Dade County Traffic Flow Modifications Street Closures Procedure (Revised January 2009).					

ROADWAY	ROADWAY CLASSIFICATION	PEAK SEASON DAILY VOLUME	EXCEEDS LIVABILITY THRESHOLD**	PEAK HOUR TWO-WAY TRAFFIC VOLUME	EXCEEDS LIVABILITY THRESHOLD
015- 88th St W/O Hawthorne Ave	Local Street	399	No	40	No
016- Hawthorne Ave N/O 88th St	Local Street	278	No	31	No
017- 88th St E/O Hawthorne Ave	Local Street	625	No	59	No
018- Garland Ave N/O 88th St	Local Street	174	No	18	No
019- 88th St E/O Garland Ave	Local Street	750	No	65	No
020- Froude Ave N/O 88th St	Local Street	186	No	23	No
021- 88th St E/O Froude Ave	Local Street	913	No	83	No
022- 88th St W/O Dickens Ave	Local Street	1,187	Yes	99	No
023- Dickens Ave N/O 88th St	Local Street	336	No	33	No
024- 88th St W/O Carlyle Ave	Local Street	1,409	Yes	119	Yes
025- Emerson Ave N/O 88th St	Local Street	244	No	26	No
*Roadway segments highlighted in Bright Yellow exceeds the livability threshold. Roadway segments highlighted in Light Yellow exceed reduced volumes (30%)					
** Livability volume thresholds as per Miami-Dade County Traffic Flow Modifications Street Closures Procedure (Revised January 2009).					

ROADWAY	Posted Speed (mph)	Average Speed (mph)	85th Percentile Speed (mph)	85th Percentile Speed above/below Posted Speed (mph)	Exceeds Speed Threshold ***
001- Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St	20	18 (15)	25 (23)	5 (3)	Yes
002- Byron Ave Bet. 95th & 94th St	20	19 (21)	24 (25)	4 (5)	Yes
003- Carlyle Ave Bet. 94th St & 93rd St	20	22 (21)	28 (27)	8 (7)	Yes
004- Abbott Ave Bet. 93rd St & 92nd St	20	20 (19)	26 (26)	6 (6)	Yes
005- 94th St Bet. Carlyle Ave & Byron Ave	20	18 (16)	22 (21)	2 (1)	No
006- 93rd St Bet. Carlyle Ave & Byron Ave	20	17 (17)	22 (22)	2 (2)	No
007- 92nd St Bet. Dickens Ave & Carlyle Ave	20	18 (18)	23 (23)	3 (3)	No
008- 91st St Bet. Carlyle Ave & Byron Ave	20	17 (17)	22 (22)	2 (2)	No
009- 90th St Bet. Carlyle Ave & Byron Ave	20	17 (16)	22 (20)	2 (0)	No
010- Emerson Ave Bet. 91st St & 90th St	20	21 (20)	27 (26)	7 (6)	Yes
011- 89th St Bet. Carlyle Ave & Byron Ave	20	18 (19)	23 (24)	3 (4)	No
012- Byron Ave Bet. 88th St & 86th St	20	19 (20)	27 (27)	7 (7)	Yes
013- SR A1A/Collins Ave Bet. 92nd St & 91st St	30	28	36	6	Yes
014- SR A1A/Collins Ave Bet. 88th St & 87th Terrace	30	27	35	5	Yes
*Roadway segments highlighted in Light Yellow exceeds the 85th Percentile Speed by 5 mph or more above the posted speed limit.					
** Roadway segments highlighted in Bright Yellow exceeds the 85th Percentile Speed by 10 mph or more above the posted speed limit.					
*** Speed threshold as per Miami-Dade County Traffic Flow Modifications/Street Closures Procedure (Revised January 2009)					
**** Only segments with existing posted speed limit sign of 20 mph. 20 mph speed limit was assumed for the remaining road segments based on Town's direction					

ROADWAY	Posted Speed (mph)	Average Speed (mph)	85th Percentile Speed (mph)	85th Percentile Speed above/below Posted Speed (mph)	Exceeds Speed Threshold ***
015- 88th St W/O Hawthorne Ave	20	11 (14)	15 (19)	-5 (-1)	No
016- Hawthorne Ave N/O 88th St	20	18 (18)	24 (23)	4 (3)	No
017- 88th St E/O Hawthorne Ave	20	13 (14)	18 (19)	-2 (-1)	No
018- Garland Ave N/O 88th St	20	17 (16)	22 (21)	2 (1)	No
019- 88th St E/O Garland Ave	20	13 (15)	18 (20)	-2 (0)	No
020- Froude Ave N/O 88th St	20	16 (16)	22 (21)	2 (1)	No
021- 88th St E/O Froude Ave	20	17 (16)	23 (20)	3 (0)	No
022- 88th St W/O Dickens Ave	20	15 (14)	20 (19)	0 (-1)	No
023- Dickens Ave N/O 88th St	20	17 (18)	23 (24)	3 (4)	No
024- 88th St W/O Carlyle Ave	20	13 (17)	18 (21)	-2 (1)	No
025- Emerson Ave N/O 88th St	20	14 (16)	19 (21)	-1 (1)	No
*Roadway segments highlighted in Light Yellow exceeds the 85th Percentile Speed by 5 mph or more above the posted speed limit.					
** Roadway segments highlighted in Bright Yellow exceeds the 85th Percentile Speed by 10 mph or more above the posted speed limit.					
*** Speed threshold as per Miami-Dade County Traffic Flow Modifications/Street Closures Procedure (Revised January 2009)					
**** Only segments with existing posted speed limit sign of 20 mph. 20 mph speed limit was assumed for the remaining road segments based on Town's direction					

TRAFFIC CALMING ANALYSIS

MIAMI DADE COUNTY DTPW TRAFFIC
FLOW MODIFICATION(S)/STREET
CLOSURE(S) PROCEDURE

TRAFFIC FLOW MODIFICATION(S)/ STREET CLOSURE(S) PROCEDURE



**PUBLIC WORKS DEPARTMENT
TRAFFIC ENGINEERING DIVISION**
Revised January 2009

TRAFFIC FLOW MODIFICATION(S)/ STREET CLOSURE(S) PROCEDURE

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INTRODUCTION

The Public Works Department and Metropolitan Planning Organization obtained the professional engineering services of Frederic R. Harris, Inc. to conduct a Street Closure/Traffic Flow Modification Study that was completed in July 1996.

The primary objectives of the study were to:

- Evaluate and recommend traffic control alternatives to street closures;
- Develop a uniform set of guidelines or warrants to be followed by local municipalities, the County and the State for implementing neighborhood and localized area traffic control; and
- Develop a standardized set of procedures to be followed by local applicants desiring enhanced neighborhood traffic control.

A Steering Committee was assembled and periodically convened to meet with the Consultant to provide input throughout the study process. The Steering Committee consisted of representatives from the Florida Department of Transportation, Miami-Dade County and local municipalities; some of whom had previous experience with citizen requests for street closures. The draft report was developed as a series of Technical Memorandums that were reviewed by the steering committee and later compiled to form the final report.

The Steering Committee developed standardized procedures and guidelines for use by the public, local officials, or other private sector interests requesting traffic flow modifications that may affect local neighborhoods as well as other roadway traffic patterns. The intent of these procedures was to provide Miami-Dade County and municipalities with a uniform approach to facilitate government action in response to requests to restrict local traffic access via street closures, other physical modifications or traffic calming alternatives. These proposed procedures were also intended to ensure that such issues are given appropriate study and timely response, and that the full range of traffic and community impacts is considered.

The procedures addressed traffic issues in an incremental fashion with the least restrictive measures applicable to a particular situation tested first, then monitored and supplemented, modified or replaced with more stringent measures, if necessary. When non-traffic issues enter into the decision process, the procedures weigh both the traffic and non-traffic implications of a street closure or traffic flow modification. Although each citizen request is unique, the process applies equally to any residential traffic control situation and provides government officials with an objective tool to address neighborhood traffic control issues.

On May 20, 1997, the Miami-Dade County Board of County Commissioners approved Resolution No. R-545-97 authorizing an eighteen-month pilot program to implement and evaluate traffic flow modification/street closure study recommendations. A subsequent extension was granted under Resolution No. R-66-00 on January 25, 2000. Since then, County staff has been using this procedure. It has been enhanced over the span of the last twelve years and updated and revised to appropriately address the needs of residents of Miami-Dade County in order to improve their safety as well as their livability standards.

SUMMARY OF PROCEDURE

Phase 1: INITIAL TRAFFIC STUDY BY MIAMI-DADE COUNTY PUBLIC WORKS

- 1.1 All applicants, whether residing within unincorporated Miami-Dade County or a municipality, may submit a request for a traffic flow modification(s)/street closure(s) to the Miami-Dade County Public Works Department (PWD) in the form of a letter or complete the application in Appendix V.
- 1.2 PWD will conduct the initial traffic study to confirm the applicant's concerns and to identify and recommend traffic calming measures. Should the request be initiated through or by a municipality or the Florida Department of Transportation, then these agencies, at their option, may conduct traffic studies utilizing their staff or a traffic consultant.
- 1.3 PWD will make the determination of whether the location(s) falls within unincorporated Miami-Dade County or a municipality, and coordinate the review with the respective municipality.
- 1.4 PWD will make the determination of whether the review from various affected entities, such as Police, Fire, etc., is required. If review is not required, proceed to Step 1.6.
- 1.5 Should review be required, PWD will request the affected entities, including but not limited to, Police, Fire, respective municipality, etc., to review the request and provide comments. If review by any of the entities results in a denial as a result of concerns which cannot be resolved, or if the proposed traffic flow modification(s)/street closure(s) does not meet all criteria outlined under this process or applicable County and State laws, then the application will be denied.
- 1.6. PWD will make the determination if concurrence from the required affected residents and/or property owners is required. If concurrence is not required, proceed to Step 1.8.

Required Concurrence:

Traffic Circles: Requires 100% concurrence of affected residents and/or property owners from four (4) corners adjacent to the proposed circles. This may be extended to the full block should a larger representation be desired by the District Commissioner.

Traffic Flow Modifications other than Traffic Circles: Requires concurrence of two-thirds (2/3) of the affected residents and/or property owners, who elected to vote (ballots received). Non-voters are not counted (ballots not returned).

Municipal Jurisdictions: In lieu of concurrence from the affected residents and/ or property owners, a municipality may pass a resolution after a public hearing requesting PWD to consider the proposed traffic flow modification(s)/street closure(s).

- 1.7 PWD will mail out ballots to obtain concurrence from the affected residents and/or property owners. Should the required concurrence be secured, PWD will proceed to the next step. Should the affected residents and/or property owners fail to reach a consensus to implement

the proposed improvement, then the process ceases.

Reinitiating the balloting process: Should residents and/or property owners desire to reinitiate the balloting process, it can be initiated after ninety (90) calendar days from the date that ballots were opened, provided that the applicant is willing to pay the processing and mailing cost for the ballots.

- 1.8 PWD will schedule the construction of temporary or permanent traffic calming device as funds and contracts are identified.
- 1.9 PWD will assess the traffic impact and determine if the improvements are acceptable to the affected area residents and/or property owners.
 - 1.9.1 Should the determination be made by PWD staff that temporary devices have caused adverse impact, such devices will be removed by PWD.
 - 1.9.2 If improvements are not acceptable to affected area residents and/or property owners:
 - 1.9.2.1 Residents and/or property owners may request removal of temporary traffic calming devices as per a requirement of Step 1.6. Such request must be initiated in the form of a petition signed by 10% of the affected residents and/or property owners. 100% of the adjacent affected residents and/or property owners is required for the traffic circles petition. **Or**
 - 1.9.2.2 Residents and/or property owners may proceed to Phase 2 procedure, Step 2.1.
 - 1.9.3 Improvements did not cause adverse impact and are acceptable to residents: proceed to Step 1.10.
- 1.10 PWD will initiate the design.
- 1.11 PWD will install permanent traffic calming devices as funds and contracts are identified.

PHASE 2: TRAFFIC STUDY BY APPLICANT'S CONSULTANT

- 2.1 In the event that the action taken by PWD in accordance with Phase 1 procedure is unacceptable to the municipal jurisdiction, or the affected area residents and/or property owners, they have the option of engaging a traffic consultant, at their cost, in order to perform an independent traffic study. Should the request be initiated through or by a municipality or the Florida Department of Transportation, then these agencies, at their option, may conduct traffic studies utilizing their staff or a traffic consultant.
- 2.2 The consultant conducts a pre-implementation traffic study to identify and confirm traffic concerns (i.e., traffic intrusion, excessive traffic volume, speeding, traffic accidents, etc.) and to determine if the collected traffic data meets the PWD criteria for traffic calming devices.
- 2.3 The consultant identifies traffic calming alternatives and generates staged alternative plans.

- 2.4 The consultant performs pre-implementation study to determine potential impacts of proposed traffic calming devices on roadways within and outside of the study areas, and documents findings in the form of a report.
- 2.5 PWD makes the determination whether the location is within a municipality or unincorporated Miami-Dade County and coordinates the review with the respective municipality.
- 2.6 PWD makes determination if the review from various affected entities, such as Police, Fire, etc., is required.
- 2.7 PWD requests various affected entities, to include Police, Fire, etc., to review the request and provide their comments.
- 2.8 PWD reviews comments from various entities and makes determination whether to approve or deny the request.
- 2.9 PWD makes determination if concurrence from the affected residents and/or property owners is required. If concurrence is not required, proceed to Step 2.11.

Required Concurrence from affected Residents and/or Property Owners:

Traffic Circles: Requires 100% concurrence of affected residents and/ or property owners from four (4) corners adjacent to the proposed circles. This may be extended to the full block should a larger representation be desired by the District Commissioner.

Traffic Flow Modifications excluding Traffic Circles: Requires concurrence of two-thirds (2/3) of the affected residents and/or property owners, who elected to vote (ballots received). Non-voters are not counted (ballots not returned).

Municipal Jurisdictions: In lieu of concurrence from the affected residents and/or property owners, a municipality may pass a resolution after a public hearing requesting PWD to consider the proposed traffic flow modification(s)/street closure(s).

- 2.10 Applicant obtains concurrence from the affected residents and/or property owners, if required. In the event that the affected residents and/or property owners do not approve the proposed improvements, return to Step 2.3.
- 2.11 Applicant's contractor installs temporary traffic calming devices upon securing approvals and permits from appropriate entities.
- 2.12 Applicant's consultant conducts post-implementation study to determine if traffic calming measures are operating at an acceptable level to the residents and/or property owners.
- 2.13 If the post-implementation study results, as well as the traffic calming devices are acceptable to residents and/or property owners, the process is completed unless residents and/or property owners desire further aesthetic enhancements. Should further aesthetic enhancements be required, proceed to the next step. If the post-implementation study results are unacceptable, return to Step 2.3.

- 2.14 Applicant's consultant designs permanent traffic calming devices if the temporary devices are installed.
- 2.15 Applicant's contractor installs permanent traffic calming devices upon securing approvals and permits from appropriate entities.

PROCEDURE DETAILS

PHASE 1: INITIAL STUDY BY MIAMI-DADE COUNTY PUBLIC WORKS (PWD)

1.1 Submittal of Application for Traffic Flow Modification(s)/Street Closure(s)

In order for an applicant to submit an application for a traffic flow modification(s)/street closure(s), including the **re-opening of a previously closed street(s)**, the applicant, whether residing in unincorporated Miami-Dade County or within a municipality, shall follow the procedures outlined herein:

1.1.a Submit the request in the form of a letter or complete the application form in Appendix V , and

1.1.a.1 Identify any traffic concerns, such as:

- Traffic intrusion
- Excessive traffic volume
- Speeding
- Traffic accidents
- Other

1.1.a.2 Explain how long these problems have existed and the conditions that have caused these problems.

1.1.a.3 Identify the type of traffic control measure that is being requested and include a map illustrating the location(s) of proposed traffic flow modification(s)/street closure(s).

1.1.a.4 Identify on whose behalf the application is being made.

- Homeowners' Association
- Individual
- Other

1.1.a.5 All applicants, **whether residing in unincorporated Miami-Dade County or within a municipality**, must submit their letter or a completed application to PWD at the following address:

Chief, Traffic Engineering Division
Miami-Dade County Public Works Department
111 N.W. First Street, Suite 1510
Miami, Florida 33128-1970

- 1.1.b. If the request for traffic flow modification(s)/street closure(s) is due to reasons other than traffic, such as crime, etc., the following procedures shall be utilized:
- 1.1.b.1 **Creation of a Special Taxing District:** Contact PWD, Special Taxing District Division to obtain procedure details.
- 1.1.b.2 **Reverting of the Public Right-of-way to Adjacent Property Owners:**
- 1.1.b.2.1 If the location falls within unincorporated Miami-Dade County, please contact PWD, Right-of-Way Division to obtain additional information.
- 1.1.b.2.2 If the location falls within a municipality, contact the respective municipality and follow their established procedures.
- 1.1.b.3 **Converting of a public roadway to a private street to be maintained by the Homeowners' Association (HOA):**
- See 1.1.b.2.1 and 1.1.b.2.2

Miami-Dade County has exclusive jurisdiction over traffic control within a municipality. As such, the municipal jurisdictions are required to submit a traffic study to PWD for their review and approval. The study must support the proposed traffic flow modification(s)/street closure(s) and show that County and State roadways would not be adversely impacted as a result of such traffic flow modification(s)/street closure(s); creating a Special Taxing District or due to reverting of the right-of-way or converting a public street to a private street.

1.2 **Initial Traffic Study by PWD**

PWD will conduct an initial study to confirm traffic concerns and to identify and recommend the traffic calming measures. Should the request be initiated through or by a municipality or the Florida Department of Transportation, then these agencies, at their option, may conduct traffic studies utilizing their staff or a traffic consultant.

The scope of the initial study, depending on the nature of the complaint, may include twenty-four (24), forty-eight (48), or seventy-two (72) hour counts, turning movement counts, license plate survey, spot speed studies, etc.

Requests for traffic flow modification(s)/street closure(s) and reopening of previously closed streets, will be considered by PWD on a case-by-case basis, for streets meeting the following criterion.

- 1.2.a **The streets for which modification(s) are proposed must be local or collector residential street(s) and not arterial roadways or part of the State Highway System.**

- 1.2.b The proposed closure(s) **shall not create street(s) longer than 600 feet**, as per Miami-Dade County Code, Section 28-14.6.
- 1.2.c The street(s) proposed for closure **shall have sufficient right-of-way** to adequately construct T-turn around or cul-de-sacs as per PWD Standards Details.
- 1.2.d **Pre-implementation data confirms that a problem exists.**
- 1.2.e The traffic study reveals that the proposed traffic flow modification(s)/street closure(s) meets the criteria for the installation of traffic calming devices on Appendices I, II and III, and the proposed measures will not adversely affect the traffic on nearby streets, by the diverted traffic.
- 1.2.f The projected vehicular volumes on any other adjoining street do not exceed the threshold limits stated in Phase 2, Step 2.4.a.
- 1.2.g The changes in traffic flow will not create any liability to the County.

1.3 **Requests within a Municipality**

- 1.3.a If the request for traffic flow modification(s)/street closure(s) falls within unincorporated Miami-Dade County, PWD coordinates the review as per Step 1.5.a.
- 1.3.b If request for traffic flow modification(s)/street closure(s) falls within a municipality, PWD will request affected entity to coordinate the review, as per Step 1.5.b.

1.4 **Review Required from Various Entities**

PWD will make the determination if the proposed traffic calming measures will impact other entities and if review is required from affected entities, to include Police, Fire, etc.

If review is required, then proceed to next step. If review is not required, proceed to Step 1.6.

1.5 **Preliminary Review by Various Entities**

- 1.5.a **If the request for traffic flow modification(s) or street closure(s) falls within unincorporated Miami-Dade County**, then PWD, Traffic Engineering Division, shall coordinate a review with agencies potentially affected by the traffic flow modification(s)/street closure(s), which may include, but not be limited to, the following entities:

- Miami-Dade County Fire Rescue (MDFR).
- Affected Municipal Fire Department.
- Miami-Dade Police Department (MDPD).
- Affected Municipal Police Department.
- Miami-Dade County Planning and Zoning Department (MDP&Z).
- Miami-Dade County Public Schools (MDCPS).
- Miami-Dade Transit (MDT).

- Florida Department of Transportation (FDOT).
- 1.5.a.1 PWD, Traffic Engineering Division, shall review all comments brought forth by the aforementioned entities. If all agencies and departments concur, then the Director of PWD will approve the application. However, under the following conditions the application for traffic flow modification(s)/street closure(s) will be denied.
- 1.5.a.1.1 Comments made by any entity revealed concerns, which cannot be resolved.
- 1.5.a.1.2 The proposed traffic flow modification(s)/street closure(s) or extenuating circumstances do not meet all criteria outlined under this process or applicable State laws. These reviews shall be relevant to the agency reviewing the proposed traffic flow modification(s)/street closure(s). The scope of the traffic review shall be determined on a case-by-case basis by PWD.
- 1.5.b **If the request affects local streets within a municipality**, then PWD will request the municipality to coordinate the review with agencies potentially affected by the traffic flow modification(s)/street closure(s), which may include, but not be limited to, the following entities:
- Municipal Fire Department.
 - Miami-Dade County Fire & Rescue (MDFR).
 - Municipal Police Department.
 - Miami-Dade County Police Department (MDPD).
 - Miami-Dade County Planning and Zoning Department (MDP&Z).
 - Miami-Dade County Public Schools (MDCPS).
 - Miami-Dade Transit (MDT).
 - Florida Department of Transportation (FDOT).
 - PWD, Traffic Engineering Division.
- These reviews shall be relevant to the agency reviewing the proposed traffic flow modification(s)/street closures(s). The scope of the traffic review shall be determined on a case-by-case basis by PWD.
- 1.5.b.1 The municipal representative shall review all comments brought forth by the aforementioned entities. The municipality, under the following conditions, shall deny the application for traffic flow modification(s)/street closure(s):
- 1.5.b.1.1 Comments made by any entity revealed concerns, which cannot be resolved.
- 1.5.b.1.2 The proposed locations or extenuating circumstances do not meet all criteria outlined under this process or applicable State laws.
- 1.5.c If the preliminary review performed by the various affected entities results in denial of the request, then the process ceases.

1.5.d If the preliminary review performed by the various affected entities results in concurrence with the request, then the municipality endorses the request and forwards it to PWD, Traffic Engineering Division, for their review and approval. If the request is approved by PWD, proceed to the next step.

1.6. Is Concurrence from the Affected Residents and/or Property Owners Required?

PWD, depending on the proposed traffic calming devices, will determine if concurrence from the affected residents and/or property owners is required.

Required Concurrence:

Traffic Circles: Requires 100% concurrence of affected residents and/or property owners from four (4) corners adjacent to the proposed circles. This may be extended to the full block should a larger representation be desired by the District Commissioner.

Traffic Flow Modifications other than Traffic Circles: Requires concurrence of two-thirds (2/3) of the affected residents and/or property owners, who elected to vote (ballots received). Non-voters are not counted (ballots not returned).

Municipal Jurisdictions: In lieu of concurrence from the affected residents and/or property owners, a municipality may pass a resolution after a public hearing requesting PWD to consider the proposed traffic flow modification(s)/street closure(s).

The affected area within unincorporated Miami-Dade County will be established by the County's staff. If the location falls within a municipality, the affected area will be established by both the City's and the County's staff.

The affected area may include, but is not limited to, those properties where normal travel routes to and from the affected area are to be altered by the traffic flow modification(s)/street closure(s) and/or properties that are significantly impacted by the diverted traffic.

1.6.a If concurrence from the required affected residents and/or property owners is required, proceed to next step.

1.6.b If concurrence from the required affected residents and/or property owners is not required, proceed to Step 1.8.

1.7. Approval of the Plan by Homeowners

1.7.a PWD, under certain circumstances, may elect to obtain concurrence from the affected residents and/or property owners.

1.7.b PWD will mail out ballots to obtain concurrence of the affected residents and/or property owners.

1.7.c If the location is within a municipality, that jurisdiction, in lieu of the concurrence from the affected residents/property owners may elect to have their elected body vote on the proposed traffic flow modification(s)/street closure(s) after a public hearing and

may submit the resolution to PWD requesting consideration of the proposed traffic flow modification(s)/street closure(s).

- 1.7.d If the required number of affected residents and/or property owners as per Step 1.6 do not approve the proposed improvements by PWD, then the process ceases.
- 1.7.e If the residents and/or property owners desire to reinstate the process, such process can be reinstated after ninety (90) calendar days from the previous opening date of the ballots. However, the applicant will be charged with the mailing and processing cost, which will be determined on a case-by-case basis.

1.8 Implementation of Temporary Traffic Calming Measures

- 1.8.a **If the request for traffic flow modification(s)/street closure(s) falls within unincorporated Miami-Dade County**, PWD will implement the improvements as funding and contracts are identified.
- 1.8.b **If the request falls within a municipality**, PWD will coordinate with the municipality for the installation of the traffic calming devices.

1.9 Evaluation of Temporary Traffic Calming Measures:

If the evaluation of the temporary devices by PWD reveals that:

- 1.9.a The improvements implemented by PWD did not cause an adverse impact to traffic and are acceptable to the residents and/or property owners, proceed to Step 1.10.
- 1.9.b The improvements implemented by PWD are unacceptable to the residents and/or property owners, or create unexpected operational and/or safety concerns, then:

Either the removal of temporary devices are requested through the process as per step 1.6, or a more restrictive traffic flow modification(s)/street closure(s) may be considered as per Phase 2, Step 2.1.

1.10 Design of Permanent Traffic Calming Devices

- 1.10.a **If the location falls within unincorporated Miami-Dade County**, PWD will develop construction plans for permanent traffic calming devices as funding and contracts are identified.
- 1.10.b **If the location falls within a municipality**, PWD will coordinate the design of permanent traffic calming devices with the municipality.

1.11 Installation of Permanent Traffic Calming Devices

- 1.11.a If the location falls within unincorporated Miami-Dade County, PWD will install permanent traffic calming devices, as funding and contracts are identified.
- 1.11.b If the location falls within a municipality, PWD will coordinate the installation with

PHASE 2: TRAFFIC STUDY BY APPLICANT'S CONSULTANT

2.1. Applicant Engages a Traffic Consultant to Perform a Traffic Study

In the event that the action taken by PWD in accordance with Phase 1 procedures is unacceptable to the municipal jurisdiction, or the residents and/or property owners, they have the option of engaging a traffic consultant, at their cost, to conduct an independent traffic study. Should the request be initiated through or by a municipality or the Florida Department of Transportation, then these agencies, at their option, may conduct traffic studies utilizing their staff or a traffic consultant.

2.1.a If the location falls within unincorporated Miami-Dade County, this study is coordinated by PWD.

2.1.b If the location falls within a municipality, the study is coordinated by the municipality and reviewed by the PWD.

2.2. Conduct Pre-implementation Traffic Study

The traffic consultant hired by the applicants shall perform a **pre-implementation traffic study**. This study shall identify and confirm the applicant's concerns (i.e., traffic intrusion, excessive traffic volume, speeding, traffic accidents, etc.) and determine if the collected traffic data meets PWD traffic calming criteria.

On a case-by-case basis, PWD, Traffic Engineering Division, may require the following **data** depending on the type and complexity of the concerns:

2.2.a **License Plate Survey:** If the reason for the request is due to traffic intrusions, this survey will be required for confirmation of cut-through traffic. Sampling during the morning and afternoon peak hour periods will be considered adequate.

2.2.b **Average Daily Traffic:** If the reason for the request is due to an excessive amount of traffic in the area, a sampling of twenty-four (24) will be acceptable, and forty eight (48), or seventy-two (72) hour counts will be preferred.

2.2.c **Speed Studies:** If the reason for the request is due to speeding, then speed studies are required to confirm vehicular speed. A speeding problem can be verified when the 85th percentile speed of all vehicles is at least 10 mph greater than the posted speed limit. A non-peak hour daytime minimum sampling of 100 vehicles will be considered acceptable. A twenty-four (24) hour speed study utilizing traditional dual hoses will be preferred.

2.2.d **Traffic Accident History:** If the reason for the request is due to traffic accidents, then traffic accident reports for the last three (3) years are reviewed to confirm accident history. The proposed traffic calming measure shall mitigate significant crashes.

2.2.e **Other data and/or studies** as needed.

PWD, on a case-by-case basis, may require additional traffic data or studies if needed.

- 2.2.f. If the pre-implementation study reveals that the traffic data does not support PWD Policy for Traffic Calming Measures (Appendices I, II and III) then a final decision of denial is rendered and the process ceases. PWD will notify the applicant of the denial.
- 2.2.g. If the pre-implementation study confirms that a problem exists and the traffic data meets PWD Policy for Traffic Calming Measures (Appendices I, II and III), the applicant may proceed to the next step.

2.3. Identify Traffic Calming Alternatives

The consultant shall adopt an area-wide systematic approach to the development of traffic calming alternatives. This approach must work within the overall framework of the existing roadway classification system and encourage community participation.

There are three (3) levels of traffic calming ranging from I to III to distinguish those least restrictive (passive) traffic control measures from those that are most restrictive (active). Among the categories, there could be many design variations unique to each device. Ideally, the least restrictive measures to address traffic concerns should be employed first, followed by more active and physical traffic calming devices. This incremental approach allows a cost-effective opportunity to identify the real traffic problem, if any, and better evaluate the impact of more restrictive measures.

Keeping the above-staged approach in mind and a handful of traffic calming alternatives available for use on local roads, a typical request for a traffic flow modification(s)/street closure(s) might proceed accordingly:

- 2.3.a The traffic consultant will assess the community's needs.
- 2.3.b The consultant will generate staged alternative traffic calming plans, including design plans for temporary and permanent traffic calming measures, for approval by PWD, as well as cost estimates.
 - 2.3.b.1 PWD will implement the lowest level of (Level I through Level III) traffic control measures on a temporary basis that, in the consultant's opinion, will satisfy the applicant's concerns.
 - 2.3.b.2 Allow traffic to stabilize and reevaluate traffic patterns after six (6) months.
 - 2.3.b.3 If Level I measures is selected and its impacts are unacceptable, then proceed to Level II and reevaluate more restrictive traffic calming alternatives. If Level II impacts are unacceptable, then proceed to Level III and reevaluate.
 - 2.3.b.4 If the impacts of Level I, II or III measure, so selected are acceptable, PWD will implement permanent traffic control measures, as funding and

The following categories of traffic calming alternatives are most effective when used in combination with each other:

LEVELS OF TRAFFIC CALMING		
LEVEL I	LEVEL II	LEVEL III
Education Neighborhood Speed Watch Program Law Enforcement Movement Restrictions One-Way Streets Multi-Way Stop Control Textured Pavement Gateway Treatments Border Landscaping Treatment	Chokers Roundabouts Traffic Circle Speed Humps Raised Median through Intersections (Right Turn Only) Mid-block Raised Islands/Medians	Semi Diverter Diagonal Diverter Street Closure Speed Humps

The consultant shall also prepare a cost-estimate for the traffic calming alternatives identified above and proceed to the next step for a pre-implementation study.

2.4. Perform Pre-implementation Study to Determine the Potential Impact of Traffic Calming Measures on Roadways within and outside of the Study Area

The consultant shall conduct a pre-implementation study to determine the potential impact of the proposed traffic calming devices/street closure(s), within and outside of the study area.

Depending on the type, complexity and requirements of the area in question, PWD may, on a case-by-case basis, require analysis per Step 2.4.d and 2.4.e, which must conform to the following criterion:

2.4.a Volume Criteria:

2.4.a.1 Future traffic volumes due to traffic diversion on any of the **Residential Local Streets** may not exceed 1,500 vehicles per day (150 vehicles per hour (VPH) during the peak hours) if a traffic flow modification(s)/street closure is implemented. The threshold values define those limits when a local residential street begins to lose its livability and are used for analysis purposes only. They do not guarantee that the traffic flow modification(s) or closure(s) will be approved.

2.4.a.2 Future traffic volumes due to traffic diversion on any of the **Residential Collector Streets** may not exceed 3,000 vehicles per day (300 VPH during the peak hours) if a traffic flow modification(s)/street closure(s) is implemented. These threshold values define those limits when a residential collector street begins to lose its livability and are used for analysis purposes only. They do not guarantee that the traffic flow modification(s) or closure(s) will be approved.



2.4.b Level of Service (LOS) Criteria:

- 2.4.b.1 Future overall intersection Level of Service (LOS) must not exceed LOS "D" or if operating at LOS "E" must not degrade to LOS "F".
- 2.4.b.2 The same criterion applies for an individual intersection approach within the critical intersection approach.
- 2.4.b.3 If intersection or approach is already at LOS "F", then diverted traffic volumes must not be more than 10% of the existing traffic volumes without diversion.

2.4.c Determine Affected Area:

The affected area may include, but is not limited to, those properties where normal travel routes, to and from the affected area, are to be altered by the traffic flow modification(s)/street closure(s) and/or properties that are significantly impacted by the diverted traffic.

- 2.4.c.1 **If the request for traffic flow modification(s)/street closure(s) falls within unincorporated Miami-Dade County**, PWD will establish affected area boundaries on a case-by-case basis and obtain concurrence from FDOT if their facilities are impacted.
- 2.4.c.2 **If the request for traffic flow modification(s)/street closure(s) falls within a municipality**, both the City's, and County's staff will determine the boundaries of the affected area on a case-by-case basis, and obtain concurrence from the Florida Department of Transportation (FDOT), if their facilities are impacted.

2.4.d Conduct Traffic Analysis within the Study Area:

For critical locations, if any, provide projection of the expected diverted traffic within the study area. This will require the following steps:

- 2.4.d.1 Peak-hour turning movement counts (TMC).
- 2.4.d.2 Twenty-four (24), forty eight (48), or seventy-two (72), hour counts on those streets that are proposed to be closed or modified.
- 2.4.d.3 Twenty-four (24), forty eight (48), or seventy-two (72) hour counts on those streets that may be impacted by proposed traffic flow modification(s)/street closure(s).
- 2.4.d.4 LOS analysis at critical locations that will be affected by redistributed traffic.
- 2.4.d.5 A schematic diagram for both morning and afternoon peak hours showing existing and redistributed traffic and Average Daily Traffic (ADT).

2.4.e Conduct Traffic Analysis outside the Study Area

Projection of the expected diverted traffic at critical intersections, if any, adjacent to and surrounding the affected area. Particular attention shall be paid to the impacts on the State Highway System and County roadways, including:

2.4.e.1 Peak-hour TMC.

2.4.e.2 Queuing analysis and storage requirements at signalized intersections.

2.4.e.3 LOS analysis at critical signalized and un-signalized existing intersections.

2.4.e.4 A schematic diagram showing the results of the TMC and ADT analyses for critical locations.

2.4.e.5 Phasing modification requirements at existing signalized intersection.

2.4.e.6 A detailed evaluation of the impacts caused by the traffic flow modification(s)/street closure(s) on emergency vehicle response times and fire hydrant accessibility, as well as other services such as mail delivery, school bus routing, transit service, trash pick-up, etc.

Each individual case will dictate which of the above items are required, depending on the complexity and requirements of the study area.

2.4.f The Report:

The consultant will document the study in the form of a report. PWD will require the following items as part of this report:

- A drawing that shows the exact location of existing and proposed traffic flow modification(s)/street closure(s).
- Boundary of the affected area.
- Critical intersection geometries.
- Analysis of the critical intersections and roadway links per Section 2.4.d and 2.4.e.
- Comparison of before and after LOS.

The consultant will indicate the optimum traffic calming measure from each of Levels I, II and III, which adequately satisfies the applicant's concern. The Level I measure generally should be implemented first. However, depending on the severity of the case at hand and/or unusual circumstances a higher level of measures can be implemented. If the results are not satisfactory, then the next level measure will be implemented until Level III is reached.

Any traffic study performed for traffic flow modification(s)/street closure(s) should be compiled by the traffic consultant in the form of a formal report, **signed and sealed** by a Florida Registered Professional Engineer.

If the location falls within unincorporated Miami-Dade County, the applicant shall submit three (3) copies of the report to PWD, Traffic Engineering Division, which, in turn, forwards a report to the FDOT if State facilities are impacted.

If the location falls within a municipality, applicant shall submit three (3) copies of the report to the municipality, which in turn, forwards a report to PWD and the FDOT if State facilities are impacted.

2.5 Is the Request within a Municipality?

2.5.a If the request for traffic flow modification(s)/street closure(s) falls within unincorporated Miami-Dade County, PWD coordinates the review as per Step 2.7.a.

2.5.b If request for traffic flow modification(s)/street closure(s) falls within a municipality, PWD will request the affected entity to coordinate the review as per Step 2.7.b.

2.6 Is Review from Various Entities Required?

PWD will make the determination if the proposed traffic calming measures will impact other user entities and if review is required from affected user entities, such as police, fire, etc.

If review is required, proceed to next step. If review is not required, proceed to Step 2.8.

2.7 Preliminary Review by Various Entities

2.7.a **If the request for traffic flow modification(s)/street closure(s) falls within unincorporated Miami-Dade County**, then PWD, Traffic Engineering Division, shall coordinate a review with agencies potentially affected by the traffic flow modification(s)/street closure(s), which may include, but not be limited to, affected Municipal Police and Fire Departments, MDFR, MDPD, MDP&Z, MDCPS, MDT, FDOT.

2.7.a.1 PWD, Traffic Engineering Division, shall review all comments brought forth by the aforementioned entities. If all agencies and departments concur, then the Director of PWD will approve the application.

However, under the following conditions, the application for traffic flow modification(s)/street closure(s) will be denied.

2.7.a.1.1 Comments made by any entity revealed concerns, which cannot be resolved.

2.7.a.1.2 The proposed locations or extenuating circumstances do not meet all criteria outlined under this process or applicable State laws.

- 2.7.b **If the request affects local streets within a municipality**, then the municipality coordinates review with other agencies potentially affected by the traffic flow modification(s)/street closure(s), which may include, but not be limited to, affected Municipal Fire and Police Departments, MDFR, MDPD, MDP&Z, MDCPS, MDT, FDOT, PWD, Traffic Engineering Division.
- 2.7.b.1 The municipal representative shall review all comments brought forth by the aforementioned entities. The municipality, under the following conditions, shall deny the application for traffic flow modification(s)/street closure(s):
- 2.7.b.1.1 Comments made by any entity revealed concerns, which cannot be resolved.
- 2.7.b.1.2 The proposed locations or extenuating circumstances do not meet all criteria outlined under this process or applicable State laws.
- 2.7.c If the preliminary review performed by the various affected entities results in denial of the request, the process ceases.
- 2.7.d If the preliminary review performed by the various affected entities results in concurrence of the request, then the municipality endorses the request and forwards it to PWD, Traffic Engineering Division.

These reviews shall be relevant to the agency reviewing the proposed traffic flow modification(s)/street closure(s). The scope of the traffic review shall be determined on a case-by-case basis by PWD.

2.8 **Approval or Denial of the Request**

- 2.8.a **If the location falls within an unincorporated area**, PWD makes the determination on the traffic flow modification(s)/street closure(s).
- 2.8.a.1 If the traffic flow modification(s)/street closure(s) is denied by PWD, the process ceases.
- 2.8.a.2 If the traffic flow modification(s)/street closure(s) is approved by PWD, then proceed to the next step.
- 2.8.b **If the location falls within a municipality**, that entity makes recommendations on traffic flow modification(s)/street closure(s).
- 2.8.b.1 If the municipality denies the traffic flow modification(s)/street closure(s), the process ceases.
- 2.8.b.2 If the traffic flow modification(s)/street closure(s) is **endorsed by the municipality**, the request is forwarded to PWD for review and approval.

2.9 **Is Concurrence from the Affected Property Owners Required?**

Depending on the traffic calming devices, PWD will determine if concurrence from the affected residents and/or property owners is required.

Required Affected Residents and/or Property Owners:

Traffic Circles: Requires 100% concurrence of affected residents and/or property owners from four (4) corners adjacent to the proposed circles. This may be extended to the full block should a larger representation be desired by the District Commissioner.

Traffic Flow Modifications other than Traffic Circles: Requires concurrence of two-thirds (2/3) of the affected residents and/or property owners, who elected to vote (ballots received). Non-voters are not counted (ballots not returned).

Municipal Jurisdictions: In lieu of concurrence from the affected residents and/or property owners, a municipality may pass a resolution after a public hearing requesting PWD to consider the proposed traffic flow modification(s)/street closure(s).

- 2.9.a If concurrence of the affected residents and/or property owners is required, proceed to the next step.
- 2.9.b If concurrence of the affected residents and/or property owners is not required, proceed to Step 2.11.

2.10 **Approval of Traffic Plan**

As a result of the above-referenced steps, the affected residents and/or property owners must support the traffic calming flow modifications derived. Residents (one per household) must be either property or business owners, or tenant, within the affected area by the proposed traffic flow modification(s)/street closure(s).

A public workshop, organized by the applicant's traffic consultant, will be held and affected residents and/or property owners and business owners will be invited to participate. The purpose of the workshop will be to determine the proposed alternative(s) having the greatest community support. The public workshop should include participation by the municipality, PWD and FDOT officials.

- 2.10.a If the location is within unincorporated Miami-Dade County, PWD will mail out ballots to obtain concurrence from the affected residents and/or property owners.
- 2.10.b If the location is within a municipality, and PWD is funding the installation of the devices then the County shall mail out ballots to obtain concurrence from the required affected residents and/or property owners.
- 2.10.c If the location is within a municipality, and that municipality is funding the installation of the devices then such municipality shall mail out ballots to obtain concurrence from the required affected residents and/or property owners. (see Appendices VII, VIII and IX for sample ballots).

- 2.10.d A municipality, in lieu of the concurrence from affected residents and/or property owners, may elect to have their elected body vote on the proposed traffic flow modification(s)/street closure(s) after a public hearing and may submit the resolution to PWD for review of the proposed traffic flow modification(s)/street closure(s).
- 2.10.e If the required number of affected residents and/or property owners do not approve the proposed improvements, then the process ceases.
- 2.10.f If the residents and/or property owners desire to reinstate the process, such process can be reinstated after ninety (90) calendar days from the previous opening date of the ballots. However, the applicant will be charged with the mailing and processing cost, which will be determined on a case-by-case basis.
- 2.10.g **If the request for traffic flow modification(s)/street closure(s) falls within unincorporated Miami-Dade County**, then the applicant agrees to pay for all costs directly associated with the traffic flow modification(s)/street closure(s) **beyond the installation of signs and markings.**
- 2.10.h **If the request affects local streets within a municipality**, then determination will be made by the local entity and either the applicant or the municipality will share the costs directly associated with the traffic flow modification(s)/street closure(s) **beyond the installation of signs and markings.**
- 2.10.i Depending on the complexity of the traffic flow modification(s)/street closure(s), PWD may direct the Citizens Transportation Advisory Committee (CTAC), Transportation Planning Technical Advisory Committee (TPTAC), or MPO, to provide input prior to the final recommendations by PWD.
- 2.10.j If CTAC, TPTAC or MPO technical reviews recommend against the proposed traffic calming alternative(s), then that decision will be final.
- 2.10.k **If the location falls within unincorporated Miami-Dade County**, then PWD will notify the applicant of the approval or denial of the traffic flow modification(s)/street closure(s) request.
- 2.10.l **If the location falls within a municipality**, then PWD will notify the applicant and the municipality, of the approval or denial of the traffic flow modification(s)/street closure(s) request.
- 2.10.m If the required number of the affected residents and/or property owners does not approve the proposed improvements, then the process ceases.
- 2.10.k If the residents and/or property owners desire to reinstate the process, such process can be reinstated after ninety (90) calendar days from the previous opening date of the ballots. However, the applicant will be charged with the mailing and processing cost, which will be determined on a case-by-case basis.
- 2.10.l If the required number of the affected residents and/or property owners concur with the traffic flow modification(s)/street closure(s) plan approved by PWD, proceed to

2.11 Installation of Temporary Traffic Calming Devices

- 2.11.a The applicant's consultant develops a plan for the temporary and permanent traffic flow modification(s)/street closure(s).
- 2.11.b **If the jurisdiction falls within unincorporated Miami-Dade County**, then the applicant submits construction plans to PWD, Traffic Engineering Division, for approval of the temporary traffic flow modification(s)/street closure(s), including all signs and markings.
- 2.11.c **If the jurisdiction falls within a municipality**, then the applicant submits construction plans to the municipality for approval of the temporary traffic flow modification(s)/street closure(s) including all signs and markings.
- 2.11.d Municipality forwards plans to PWD, Traffic Engineering Division, for traffic engineering review and approval.
- 2.11.e Applicant engages a contractor to install temporary traffic control devices, which will be allowed only for a 90-day trial period.
- 2.11.f At the expiration of the 90-day trial period, the applicant shall remove the temporary traffic calming devices, unless the Director of the Public Works Department grants an extension, or constructs permanent devices.

2.12 Conduct Post-implementation Study to Assess if the Impact of Implemented Devices are Acceptable

Once the temporary traffic calming devices are implemented, they need to be evaluated prior to the installation of the permanent traffic calming devices.

- 2.12.a Applicant requests traffic consultant to collect traffic data after the traffic pattern has been established over a period of thirty (30) days and shall be completed **within the remaining sixty (60) days**.
- 2.12.b Traffic consultant analyzes the data and submits reports either to PWD or the municipality, whichever has jurisdiction.

2.13 Post-impact Analysis Results

If the study reveals that the impact of the temporary traffic control devices are unacceptable, then the consultant shall **go back to Step 2.3 to identify more restrictive traffic calming alternatives**.

If it is determined that the temporary traffic control devices are ineffective, then the request

for permanent installation shall be denied and the **applicant shall direct the contractor to remove the temporary traffic control devices at the expiration of the 90-day trial period.**

2.13.a **If the location falls within unincorporated Miami-Dade County**, then PWD will notify the applicant of the approval or denial of the permanent traffic flow modification(s)/street closure(s).

2.13.b **If the location falls within a municipality**, and if the request is initiated by the municipality, then PWD will notify the municipality. The municipality, in turn, will notify the applicant of the approval or denial of the permanent traffic flow modification(s)/street closure(s).

If the study reveals no adverse impacts and temporary devices are acceptable, then proceed to Step 2.14.

2.14 Design of Permanent Traffic Control Devices

2.14.a **If the location falls within unincorporated Miami-Dade County**, then construction plans are prepared by the applicant's consultant and are submitted to PWD for approval of the permanent traffic flow modifications or street closures, including all signs and markings.

2.14.b **If the location falls within a municipality**, then construction plans are prepared by the applicant's consultant and are submitted to a municipality for approval of the permanent traffic flow modifications or street closures, including all signs and markings. The municipality shall then forward plans to PWD, Traffic Engineering Division, for traffic engineering review and approval.

2.15 Installation of Permanent Traffic Calming Devices

Applicant directs private contractor(s) to install permanent closure, **at their expense**, upon obtaining necessary approvals and permits from the appropriate agencies.

In situations where a traffic flow modification(s)/street closure(s) in one municipality affects an adjacent municipality, then both municipalities shall mutually agree to such modification(s).

Miami-Dade County has the sole discretion, subject to all applicable laws, to approve, modify, remove, continue or deny any traffic flow modification(s)/street closure(s) request regardless of any support or lack thereof via the petition process. The approval or denial issued by the Director of PWD for a traffic flow modification(s)/street closure(s) is final.

APPENDICES

APPENDIX 1

**Public Works Department – Traffic Engineering Division
Policy on Traffic Calming Measures**

Must meet the first criteria and at least one of the remaining criteria in order for the Public Works Department to consider traffic calming measures:

Criterion	Residential Local Streets	Residential Collector Streets
Minimum Traffic Volume	>1,500 VPD <3000***	>3,000 VPD <8,000***
	>150 VPH <300***	>300 VPH <800
85th Percentile Speed+	10 MPH> Speed Limit	10 MPH> Speed Limit
Correctable Accidents per year	>3 per year	>6 per year
Cut Through Traffic during the a.m. or p.m. peak hour	>25%	>50%
Pedestrian Crossing Volume during the a.m. or p.m. peak hour	>25	>50
Concurrence from affected residents/property owners.*	2/3 of returned ballots**	2/3 of returned ballots **

VPD = Vehicles per day;
VPH = Vehicles per hour

+ It is the speed at which 85% of motorists travel.

* Affected residents/property owners to be determined on a case by case basis.

** For traffic circle 100% concurrence from adjacent affected residents and or property owners is required.

Municipal Jurisdictions: In lieu of concurrence a resolution is acceptable from municipalities.

*** The traffic volume within a municipal boundary could be reduced by a total of 30%, and speed by 50% at the request of and for those municipalities, which provide funding for their traffic calming program.



APPENDIX II**POLICY ON TRAFFIC CALMING DEVICES FOR LOW VOLUME NARROW STREET****General Requirements:**

- The street must be a local residential street.
- The street width must be less than 20 feet.
- The posted speed limit must be 30 mph or greater.
- The street is not on an emergency vehicle route.
- The street is not on a school bus route.
- The street must not be on a curve.
- The proposed TCD will have no adverse effect on pedestrians, bicycle safety or drainage.
- The street does not have any sidewalks.

Criteria: The Street must meet the first criteria and any one of the other criteria:

- 85th percentile speed must be 5 mph over the posted speed limit,
- Traffic volume shall not be less than 500 vehicles per day or more than 1000 vehicles per day.
- Cut-through traffic must be over 25%.
- Pedestrian volume must be over 15 pedestrians per hour.
- Two or more correctable-type accidents per year.

OR

- 85th percentile speed must be greater than or equal to posted speed limit.
- Cut-through traffic must be greater than or equal to 40%.
- Traffic volume shall not be less than 500 vehicles per day or more than 1000 vehicles per day.
- Pedestrian volume must be over 15 pedestrians per hour.
- Two or more correctable-type accidents per year.

APPENDIX III**POLICY ON SPEED HUMPS**

PURPOSE: The purpose of this policy is to provide guidelines for the installation of speed humps along local residential streets within Miami-Dade County.

POLICY: Speed humps will be considered, on a case-by-case basis, and only on local residential streets, which meet the following criterion:

CRITERION:

- The street must be a local residential street. **Speed hump shall not be constructed on collector and arterial roadways.**
- The street shall not have more than one traffic lane in each direction.
- The street must be at least 750 feet long, with no intersecting roadways in between.
- Traffic volumes on the street must equal or exceed 750 vehicles per day.
- The street is posted at or has a speed limit of 30 MPH or less.
- The traffic engineering study has determined that the 85th percentile speed on the street is at least 10 MPH over the speed limit.
- The speed humps will not be considered within 250 feet of a traffic signal, within 50 feet of an intersection, in front of a driveway, within an intersection or adjacent to fire hydrants.
- The speed humps will not be considered in, or on the approaches to, a horizontal or a vertical curve where visibility of the hump is restricted.
- The street should not be located along an emergency response route, regional transit or school bus route and must be approved by the respective agencies for the installation of speed humps.
- Installation of these devices shall not cause the traffic to divert to other neighborhood streets.
- 2/3 of the residents/property owners of the block(s) concur with the installation of the speed hump.
- The District Commissioner approves the use of PTP funding for the installation.

APPENDIX IV

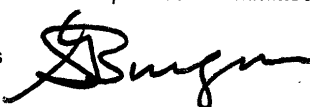
REPORT ON SPEED HUMPS

Memorandum



Date: December 14, 2006

To: Honorable Chairman Carlos A. Gimenez
and Members, Regional Transportation Committee

From: George M. Burgess
County Manager 

Subject: Speed Tables/Humps Report

RTC
Agenda Item No. 7(J)

This memorandum is in response to a request by Commissioner Gimenez for a report on the pros and cons of speed humps. A speed hump is a traffic calming tool designed to slow traffic or control the volume of through traffic. It is a raised area in the pavement surface extending transversely across the roadway. Speed humps normally have a minimum height of 3 to 4 inches and a travel length between 12 feet to 22 feet. In some cases, the speed hump may raise the roadway surface to the height of the adjacent curb for a short distance.

Advantages of Speed Humps

The main advantage of speed humps is speed reduction. Reductions in cut-through traffic are also a major benefit of these devices. Based on a report done by the Center for Transportation Research and Education, Iowa State University, a number of studies have evaluated differences in speeds at a location before and after a speed hump was installed. Review of the various studies indicate that the magnitude of speed reduction depends on a number of factors, including the design and spacing where the speed difference was collected in relationship to the traffic calming device, the surrounding environment, and vehicle mix. Speeds between humps have been observed to be reduced between 20 and 25 percent on average.

Studies also indicate that traffic volumes are reduced on average by 18 percent depending on alternative routes available. Additionally, collisions have been reduced on average by 13 percent on streets where installations have occurred.

Disadvantages of Speed Bumps

Among disadvantages attributed to speed humps are the potential lawsuits brought against several jurisdictions as a result of speed hump installations. Also, although speed humps are effective in reducing traffic speed, they also reduce the speed of emergency vehicles and delay response times substantially. The amount of delay that is incurred depends on the type of emergency vehicle and the desired operating speed. This can be as much as 10 seconds per device. In a study done in the USA, it was calculated that more deaths would arise from delayed arrival of ambulances than lives could be saved by any possible accident reduction. Several studies have evaluated the impact of speed humps on emergency response times. In general, there is an approximate delay of between 3 and 5 seconds per speed hump for fire trucks and up to 10 seconds for an ambulance with a patient. In addition, traversing speed humps provides major discomfort to ambulance passengers and emergency personnel.

Speed humps have also been documented to cause accidents and injuries. Experimental devices placed on a street to protect children at local schools in Portland, Maine, resulted in an increase in crashes of 35 percent. Bicyclists and motorcyclists are more prone to be physically impacted. If bicyclists hit a speed hump too quickly while still within the speed limit, they may be

/

Honorable Chairman Carlos A. Gimenez
And Members, Regional Transportation Committee
Page 2

launched into the air losing total control of their bicycle. Drivers have also been observed to be distracted by the humps, therefore, ignoring other hazards such as children. Therefore, speed humps may be a potential safety hazard.

Other disadvantages are:

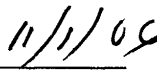
- Increase in air pollution and fuel usage as traffic travels in a lower gear using significantly more fuel per mile.
- Increases in vehicle wear and tear because speed humps frequently cause damage to vehicles even at normal speed levels.
- An increase in roadway maintenance costs because the road surface before and after a hump tends to develop potholes after a few years.
- Accidental automobile air bag deployment

Recommendation

A reduction in vehicle speed and volume may be accomplished either by horizontal controls, such as traffic circles or vertical controls such as the speed humps or tables.

Our current policy favors horizontal control over vertical control since they are safer and can provide comfortable maneuvering for people with disabilities and those transported on emergency vehicles. As such, our current policy on the vertical controls, as described in Attachment A, is limited to those low volume local residential streets where there is no intersecting street within a distance of 750 feet, and where the speed is determined to be at least 10 MPH over the posted speed limit.


Assistant County Manager


Date

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ATTACHMENT A**POLICY ON SPEED HUMPS****PURPOSE:**

The purpose of this policy is to provide guidelines for the installation of speed humps along local residential streets within Miami-Dade County.

POLICY:

Miami-Dade County has the sole discretion, subject to all applicable laws, to approve, modify, remove, continue or deny speed hump(s) request regardless of any support or lack thereof via the petition process. The approval or denial issued by the Director of PWD for a speed hump(s) is final. Speed humps will be considered on a case-by-case basis, only on local residential streets which meet the following criteria.

CRITERION:

- The street must strictly be a local residential road, specifically excluding arterial or collector roadways.
- The street shall not have more than one traffic lane in each direction.
- The street must be at least 750 feet long with no intersecting roadways in between.
- Traffic volumes on the street must range between 750 and 1500 vehicles per day.
- The street is posted at or has a speed limit of 30 MPH or less.
- The traffic engineering study has determined that the 85th percentile speed on the street is at least 10 MPH over the speed limit.
- The speed humps will not be considered within 250 feet of a traffic signal, within 50 feet of an intersection, in front of a driveway, within an intersection or adjacent to fire hydrants.
- The speed humps will not be considered in or on the approach to a horizontal or a vertical curve where visibility of the hump is restricted.
- The street should not be located along an emergency response route, transit route, school bus route or truck route, and must be approved by the respective agencies for the installation of speed humps.
- Installation of these devices shall not cause the traffic to divert to other neighborhood streets.
- 100% of the residents/property owners immediately adjacent to the proposed speed humps (one vote per residence) and two-thirds of the residents/property owners of the block(s) shall concur with the installation of the speed humps.

APPLICATION PROCEDURE:

- Individual residents, neighborhood associations or the entity having municipal jurisdiction over the area may initiate the request for a speed hump installation. The applicant must submit a request, in writing, to the Chief of the Traffic Engineering Division, Miami-Dade Public Works Department, 111 NW 1 Street, Suite 1510, Miami, Florida, 33128-1970.

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- After a request for speed humps is received, the Traffic Engineering Division will conduct an initial study to determine if the street meets the aforementioned criteria for the installation of said devices, or if other alternative measures may be taken to resolve the residents' traffic concerns.
- If the above criteria are not met, the street will not be considered for speed hump installation and the applicant(s) will be notified of the denial.
- If after the initial study it is determined that the street qualifies for speed hump installation, a petition packet consisting of the speed hump petition will be mailed to the applicant(s). The project applicant(s) will be responsible for circulating the petition in the applicable area.
- Once the approved petition is received, the applicant will be notified of the PWD's recommendations.
- If approval is granted, the Traffic Engineering Division will seek approval for allocation of PTP funding from the District Commissioner.
- Upon approval, PWD will initiate the design and subsequently proceed with the installation of the permanent traffic calming devices.
- The initial installation will be allowed for a six-month trial period. The final determination on the retention/removal of the hump(s) will be made at the expiration of the trial period.

SPEED HUMP REMOVAL:

The process for speed hump removal is as follows:

- Individual residents, neighborhood associations or the entity having municipal jurisdiction over the area if not satisfied with the devices may initiate the request for speed hump removal.
- The applicant must submit a request in writing to the Chief of the Traffic Engineering Division, Miami-Dade Public Works Department, 111 NW 1st Street, Suite 1510, Miami, Florida, 33128-1970.
- The application must accompany a petition signed by 100% of the residents/property owners immediately adjacent to the existing speed hump(s) (one vote per residence) and two-thirds of the property owners of the block(s) in favor of the removal of the speed hump.
- In case the PWD determines that an unforeseen problem exists as a result of the humps, the devices may be redesigned or removed by the County. In such a case, the County will bear the full cost of the speed hump removal.
- If the device is installed by a municipal jurisdiction, then such entity will be responsible for the removal of such device(s) upon approval from PWD at no cost to the County.

DESIGN:

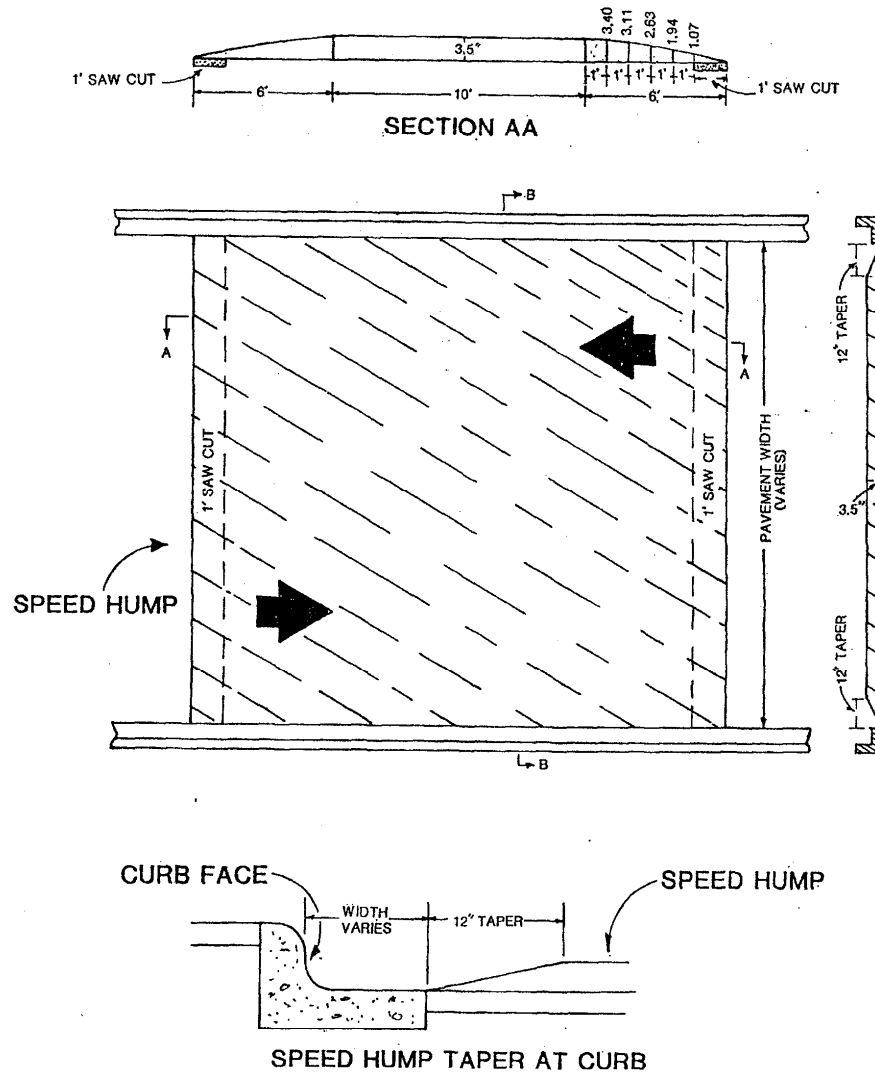
The following design is adopted by PWD as the County's Standard for Speed Hump(s).

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FLAT-TOPPED SPEED HUMP DESIGN



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APPENDIX V

**Traffic Flow Modification/Street Closure
Applicant Form**

Applicant: _____ Date: _____

Contact Name: _____ Phone: _____

Local Address: _____

Location: _____

1.a.1 Rank your neighborhood's traffic problems and provide a brief description of each (for instance, time when the problem is most serious, or specific issue, such as a pothole).

- () Traffic intrusion _____
- () Excessive traffic volume _____
- () Speeding _____
- () Accidents _____
- () Other (please explain) _____

1.a.2 How long have these problems existed? What conditions have caused these problems?

1.a.3 Please check the type of action requested.

- () Traffic Circle
- () Median Treatment
- () Street Closure
- () Special Taxing District
- () Reverting the right-of-way
- () Other (please specify) _____

List locations where traffic flow modification(s)/street closure(s) is requested and provide an area map identifying these devices _____



1.a.4 This request is made on behalf of homeowners by:

- Homeowners Association
 - Individual
 - Other (please specify)
-

1.a.5 Please return the completed application form to:

Chief, Traffic Engineering Division
Miami-Dade County Public Works Department
111 N.W. First Street, Suite 1510
Miami, Florida 33128-1970

For Office Use Only

Project Number _____ Date Application Received: _____
Date Preliminary Analysis Completed _____ Identified Problems: Exist Perceived
Date of First Neighborhood Workshop _____ Traffic Team: Yes No
Director Action: Favorable Unfavorable Consensus Reached: Yes No
Date of Project Implementation _____
Project Review Date: _____ Project Successful: Yes No



APPENDIX VI

**Traffic Flow Modification/Street Closure
Interdepartmental Review**

To: Director, Public Works Department
111 N.W. 1st Street, Suite 1610
Miami, Florida 33128-1970

We have reviewed this request and based on the reasoning stated above, we recommend the following action:

Request Approved

Request Denied

Signature: _____ Date: _____

Print Name: _____

Reviewing Agency: _____

Address: _____

Please attach additional sheets as necessary.



APPENDIX VII

Sample Ballot 1: Traffic Circles, PWD Use

February 1, 2008

Mr. & Mrs.
0000 SW 00 Street
Miami, Florida 33143-5952

Dear Mr. & Mrs.

**OFFICIAL NEIGHBORHOOD TRAFFIC CALMING
RESIDENT AND/OR PROPERTY OWNER BALLOT**

The Miami-Dade County Public Works Department (PWD) has completed a traffic study at NW 10 Avenue and NW 50 Street. As a result of this study, a **traffic circle** is being proposed for the intersection of **NW 10 Avenue and NW 50 Street**. (See attached sketch)

Should 100% of the residents and/or property owners adjacent to the proposed **traffic circle** concur with the proposed improvement, the PWD will proceed with the installation of this device, **at no cost to the residents and/or property owners.**

In the event that 100% of these residents and/or property owners fail to reach a consensus, PWD will not pursue this matter any further.

Please read through the ballot, check the appropriate box, complete the pertinent information and return this original ballot to PWD no later than **Friday, February 29, 2008**. A self-addressed return envelope with pre-paid postage is enclosed for your convenience. All submitted ballots (one ballot per lot) must be original, completed in ink.

Ballot:

I, the undersigned resident and/or property owner do hereby indicate my preference by checking the appropriate box, **FOR** or **AGAINST** the installation of the proposed **traffic circle** at the intersection of **NW 10 Avenue and NW 50 Street**.

FOR

AGAINST

Signature _____

Property Address _____

Print Name _____

Phone Number _____

Date _____

Your presence is welcome at the opening and tabulation of the received ballot envelopes on **Friday, March 7, 2008**, at 10:00 a.m., at the Stephen P. Clark Center, 111 NW 1st Street, 15th floor, rear conference room. **Should you have any questions or require additional information, please contact Mr. Muhammed M. Hasan, P.E., Chief, Traffic Engineering Division, at (305) 375-2030.**



APPENDIX VIII

Sample Ballot 2: Traffic Calming Devices, PWD Use

November 18, 2007

Mr. & Mrs.
0000 SW 00 Street
Miami, Florida 33143-5952

Dear Mr. & Mrs.

**OFFICIAL NEIGHBORHOOD TRAFFIC CALMING
RESIDENT AND/OR PROPERTY OWNER BALLOT**

The Miami-Dade County Public Works Department (PWD) in response to the request from the residents is proposing to construct a **median diverter** along SW 74 Street west of SW 52 Avenue in order to enforce the existing right turn restriction (See attached sketch).

Should two-thirds (2/3) of the affected residents and/or property owners concur with the proposed **median diverter**, PWD will proceed with the installation of this device **at no cost to the residents and/or property owners**, upon securing funding from the District Commissioner.

In the event that two-thirds (2/3) of these residents and/or property owners fail to reach consensus, PWD will not pursue this matter any further.

Please read through the ballot, check the appropriate box, complete the pertinent information, and return this original ballot to PWD no later than **Friday, December 7, 2007**. A self-addressed return envelope with pre-paid postage is enclosed for your convenience. All submitted ballots (one ballot per lot) must be original and completed in ink.

Ballot:

I, the undersigned resident and/or property owner do hereby indicate my preference by checking the appropriate box **FOR** or **AGAINST** the installation of the proposed **median diverter** along SW 74 Street west of SW 52 Avenue.

FOR

AGAINST

Signature _____

Property Address _____

Print Name _____

Phone Number _____

Date _____

Your presence is welcomed at the opening and tabulation of the received ballot envelopes on **Friday, December 14, 2007**, at 10:00 a.m., at the Stephen P. Clark Center, 111 NW 1st Street, 15th floor, rear conference room. **Should you have any questions or require additional information, please contact Mr. Muhammed M. Hasan, P.E., Chief, Traffic Engineering Division, at (305) 375-2030.**



APPENDIX IX

Sample Ballot 3: Residents/Property Owners and HOA Use

**OFFICIAL NEIGHBORHOOD TRAFFIC CALMING
RESIDENTS' AND/OR PROPERTY OWNERS' BALLOT**

The Miami-Dade County Public Works Department (PWD), in response to the request for street closures, is proposing **half closures at NE 88 St and NE 90 Street east of NE 10 Avenue** that will prevent vehicles from entering NE 88 Street and NE 90 Street from NE 10 Avenue (See attached sketch). Please note that initially the half closures will be constructed using signs, plastic batons and pavement markings in order to receive input from the residents and make any needed adjustments to the design. It will be reevaluated after ninety (90) days. Subsequently, should this device be acceptable to all parties involved, it will be made permanent utilizing concrete curb and gutter.

Should two-thirds (2/3) of the affected residents and/or property owners concur with the proposed **half closures**, PWD will proceed with the installation of these devices.

All submitted ballots (one ballot per lot) must be original and completed in ink.

Ballot:

We, the undersigned resident and/or property owner do hereby indicate our preference by checking the appropriate box **FOR** or **AGAINST** the installation of the proposed **half closure** along NE 88 St and NE 90 Street east of NE 10 Avenue.

Name: _____
Address: _____
Signature: _____ **FOR** **AGAINST**

Name: _____
Address: _____
Signature: _____ **FOR** **AGAINST**

Name: _____
Address: _____
Signature: _____ **FOR** **AGAINST**

Name: _____
Address: _____
Signature: _____ **FOR** **AGAINST**

Name: _____
Address: _____



Signature: _____

FOR **AGAINST**



TAB 4 | SAFETY REVIEW



SAFETY REVIEW

OVERALL CRASH ANALYSIS SUMMARY





93rd St

93rd St

92nd St

92nd St

92nd St

91st St

91st St

Bay Dr

Emerson Ave

Dickens Ave

Carlyle Ave

Byron Ave

Abbott Ave

Harding Ave

Collins Ave

Collins Ave

Harding Ave

Abbott Ave

Byron Ave

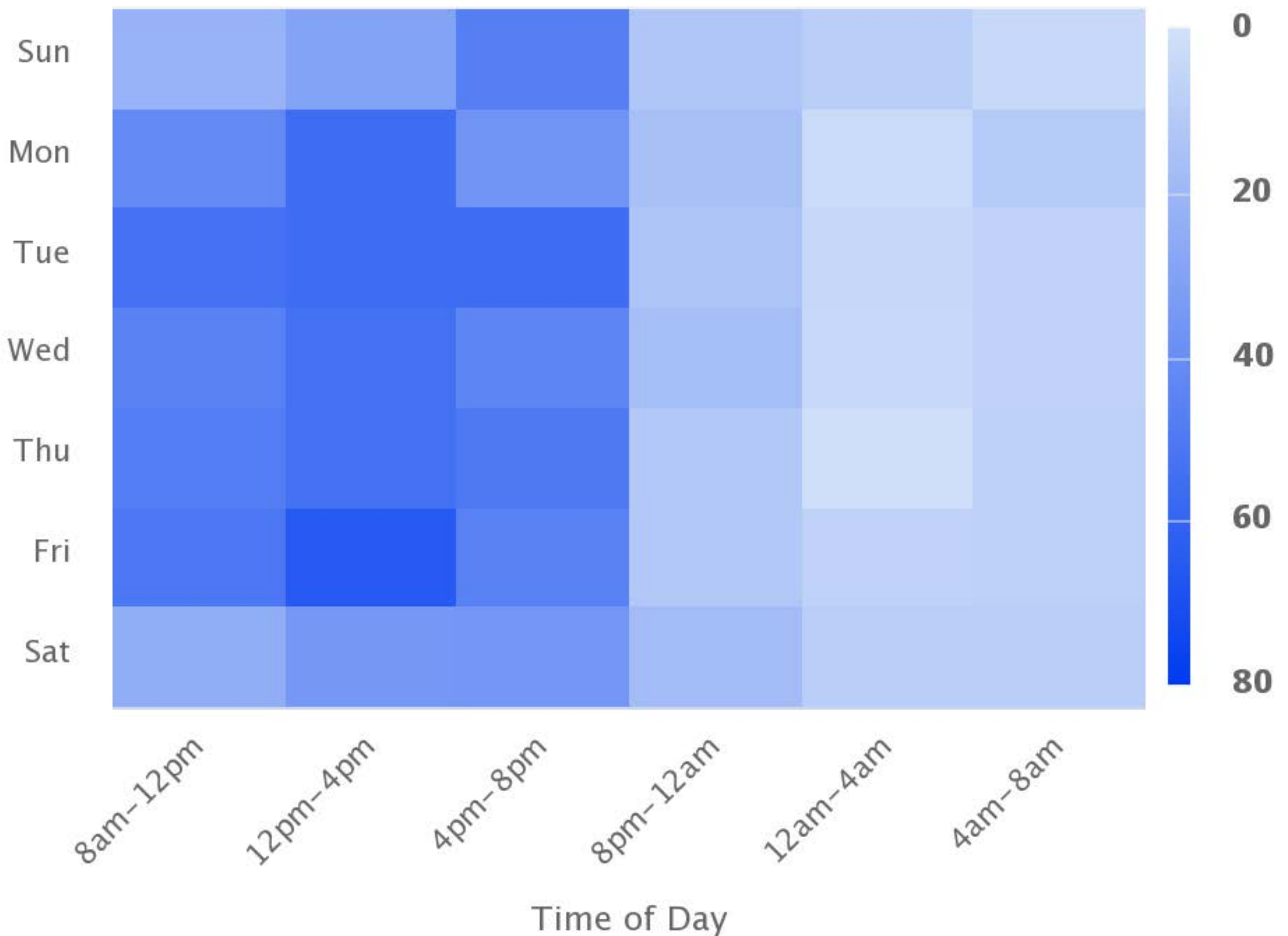
Carlyle Ave

Dickens Ave

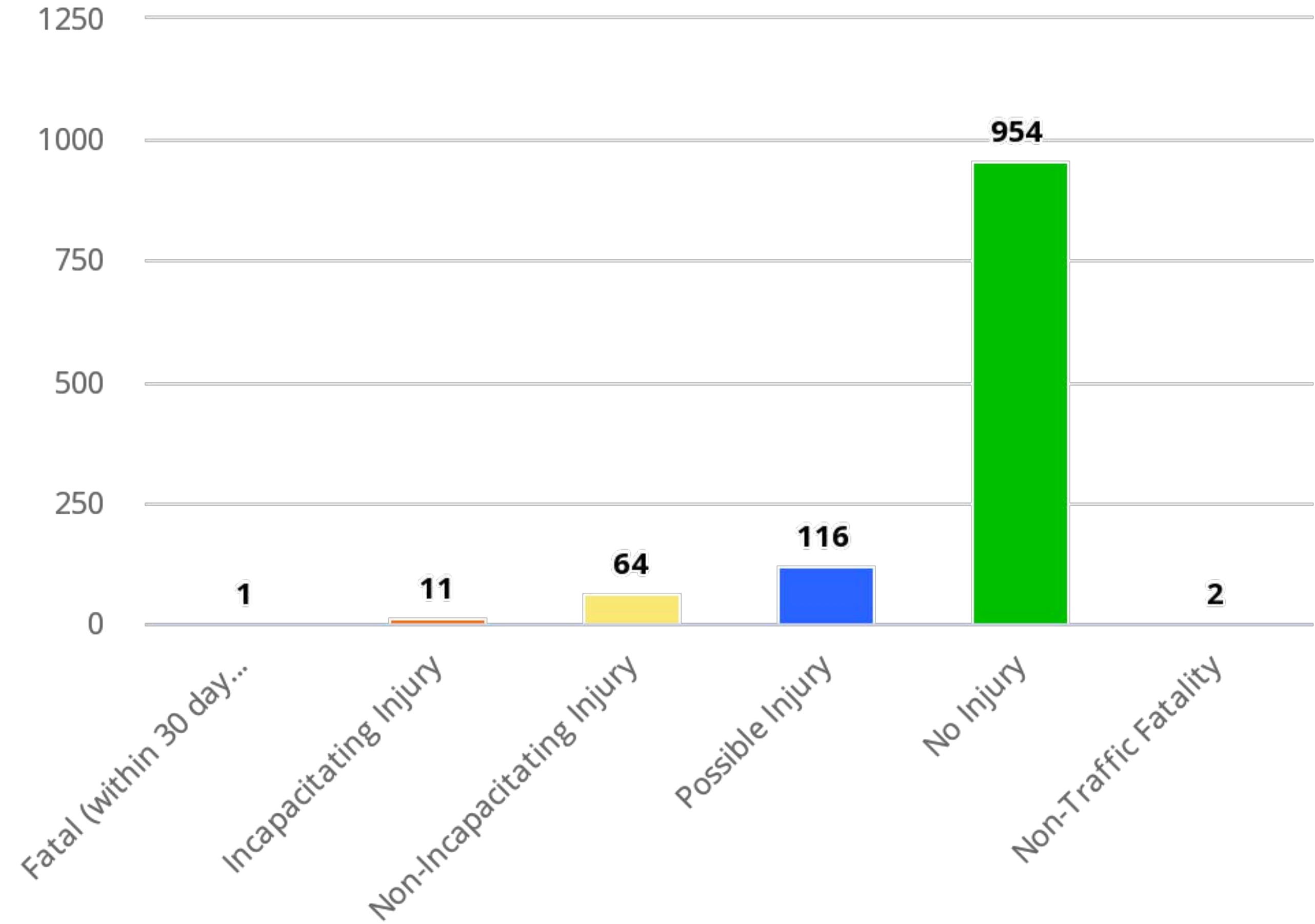
Emerson Ave

Froude Ave

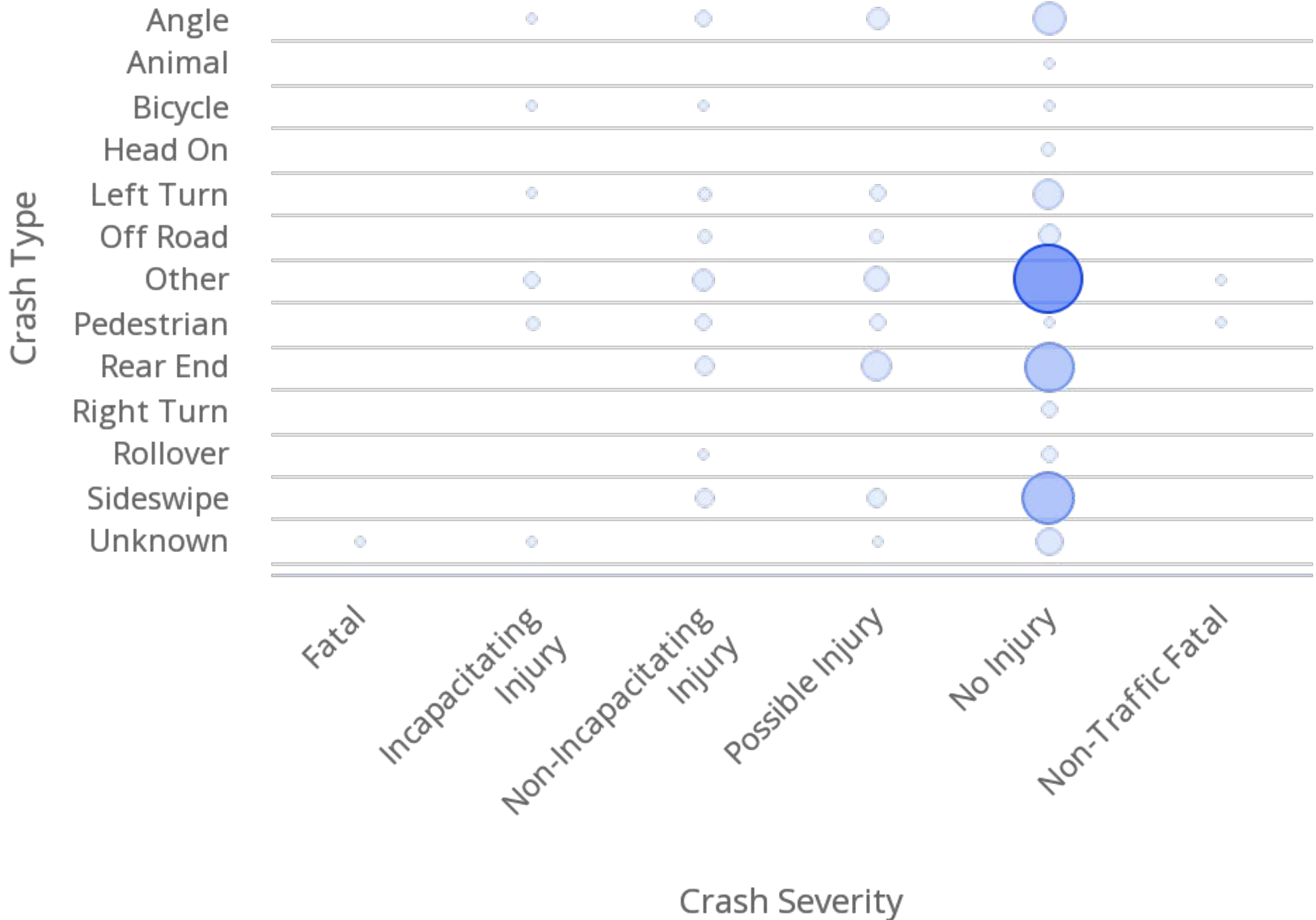
Crash Calendar



Crash Severity

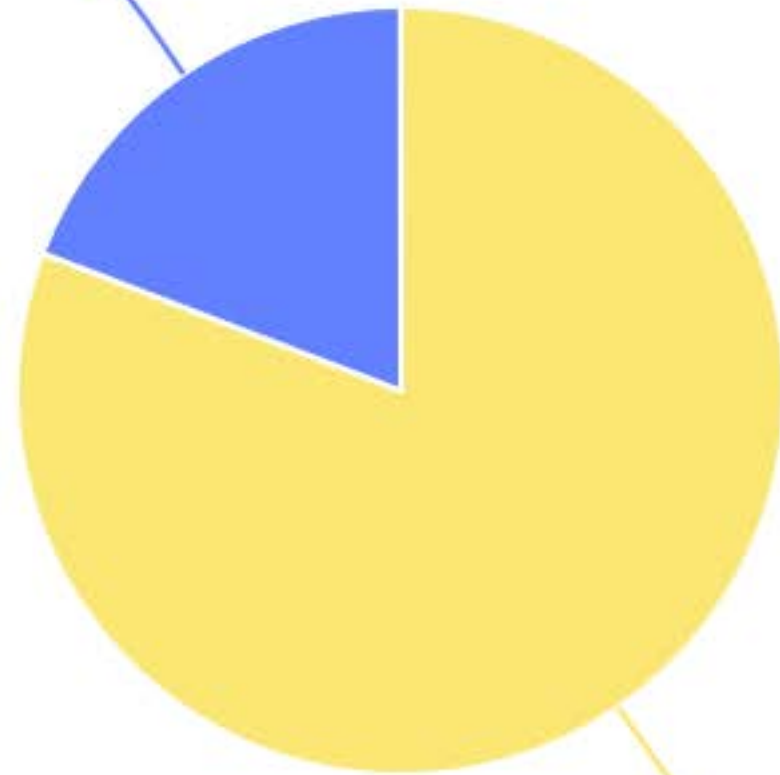


Crash Severity vs Crash Type



Day or Night

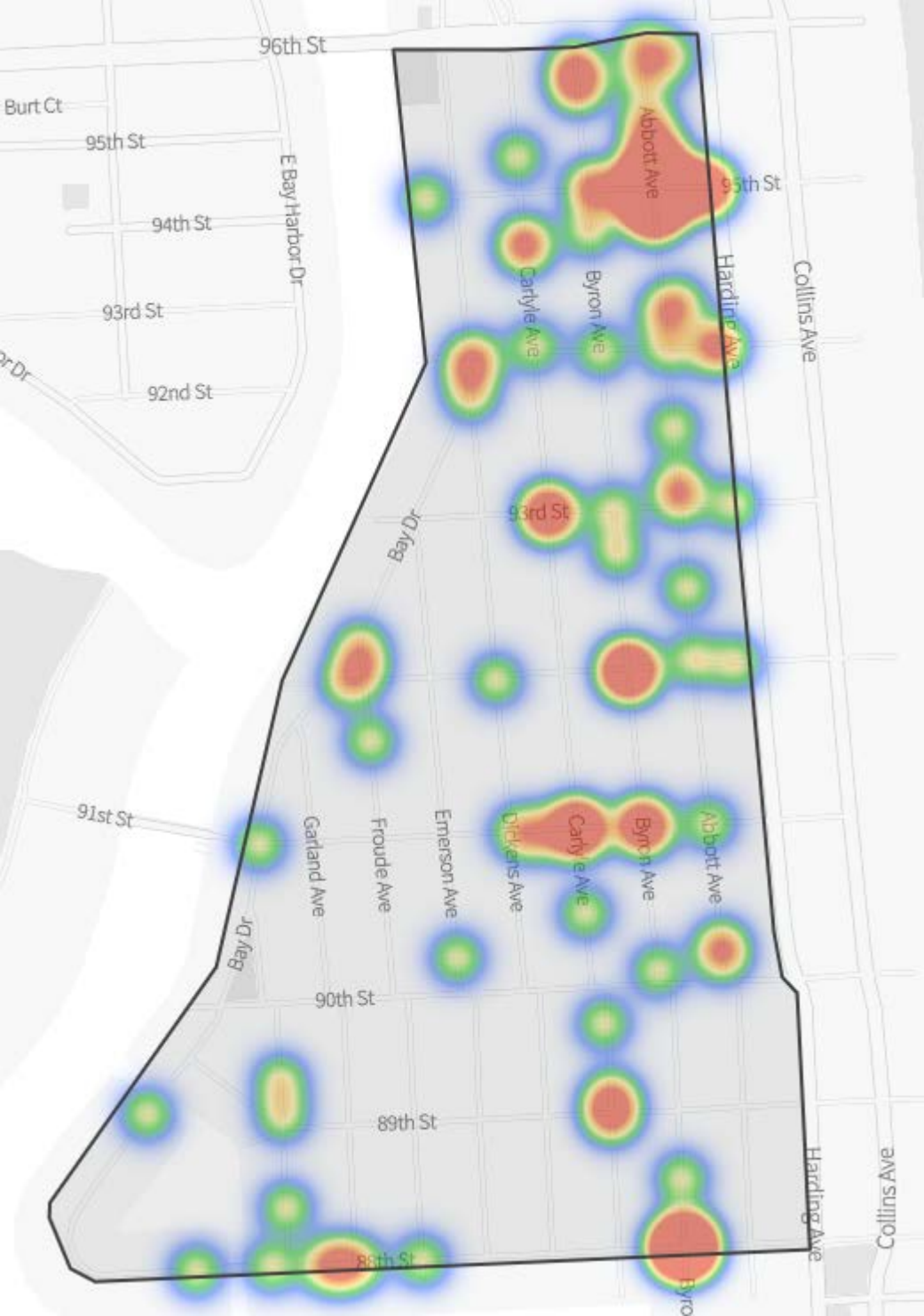
Night



Day

SAFETY REVIEW

RESIDENTIAL AREA WEST OF STATE
ROAD A1A/HARDING AVENUE
CRASH REVIEW SUMMARY

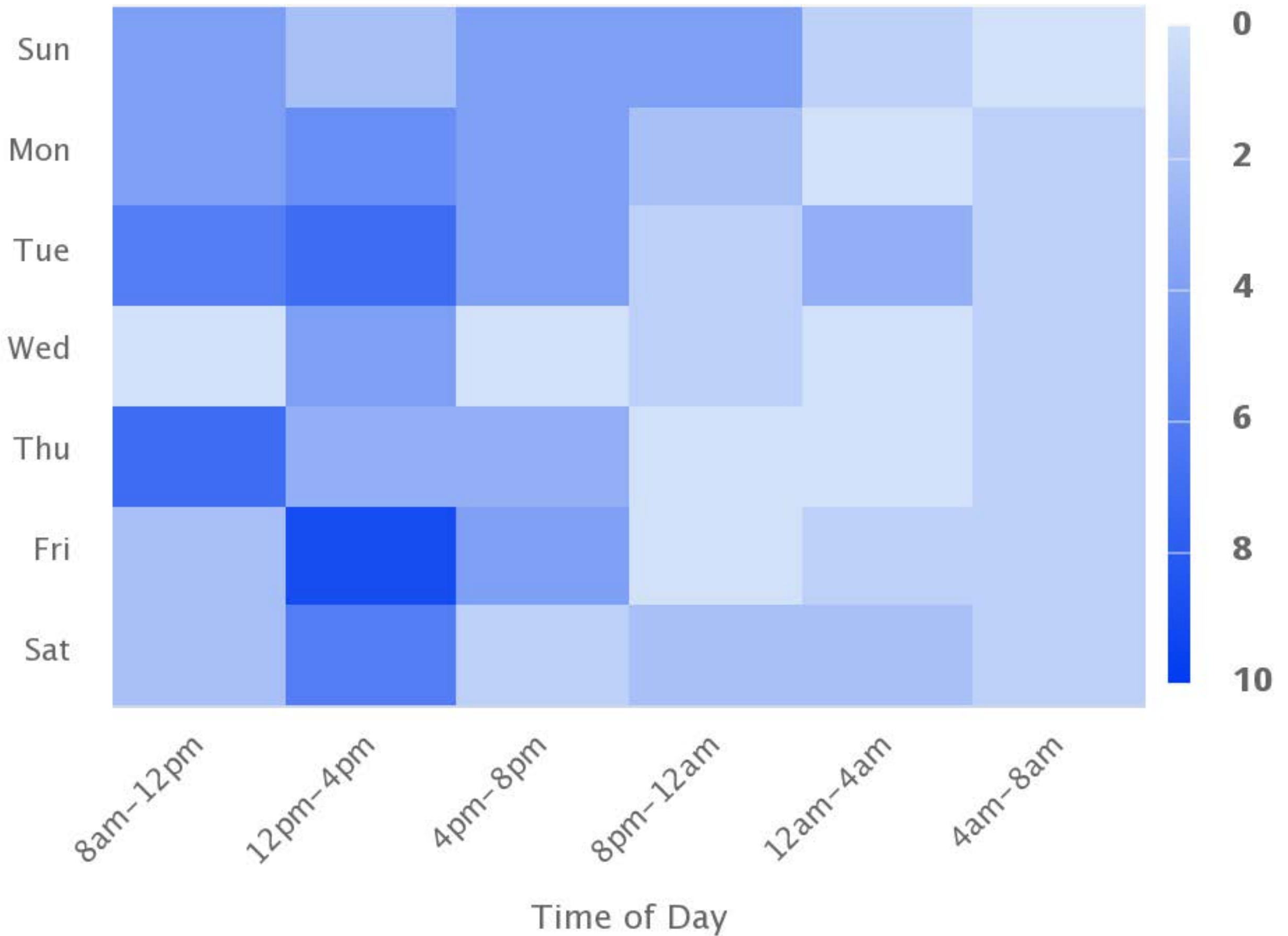




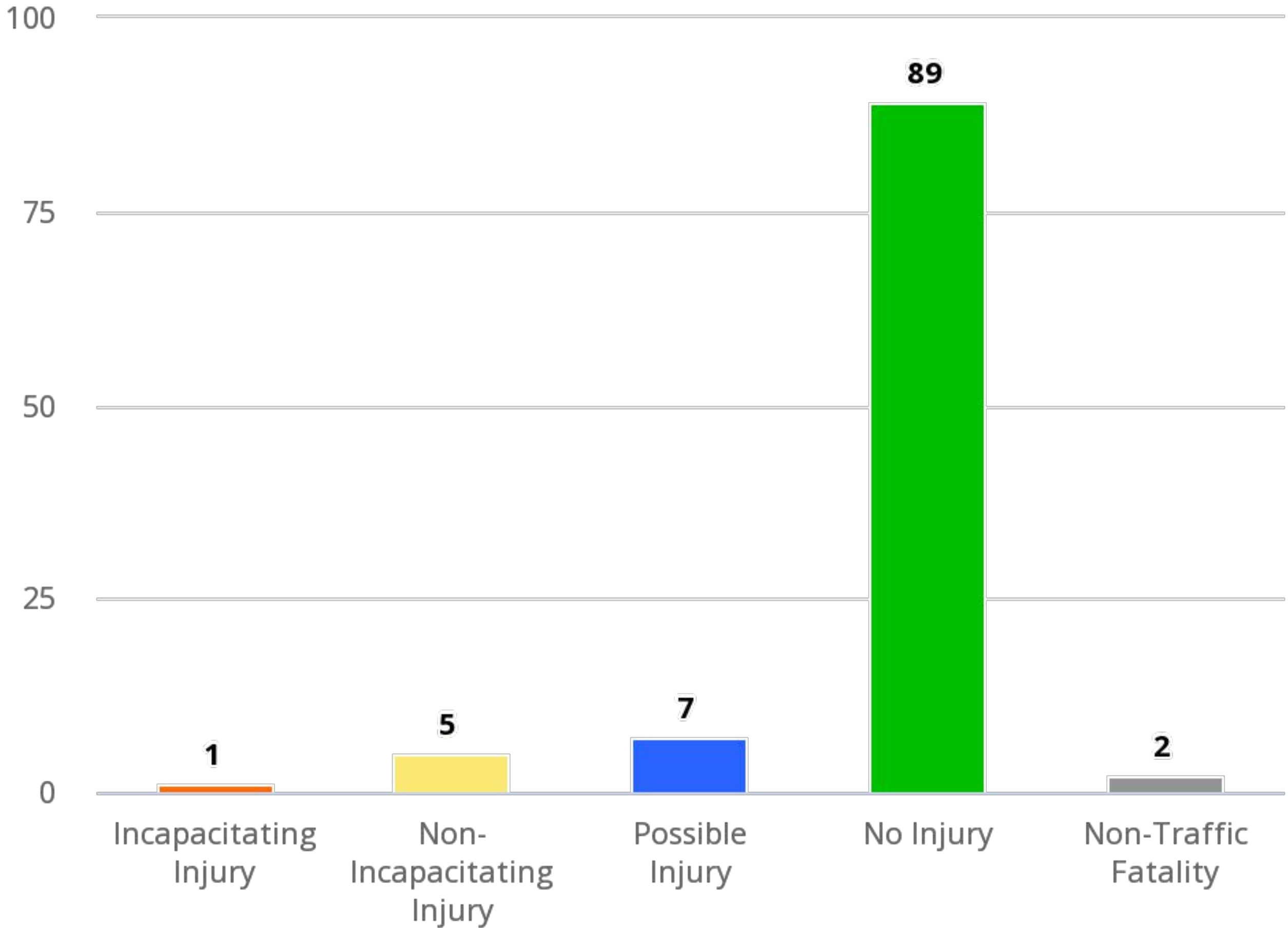




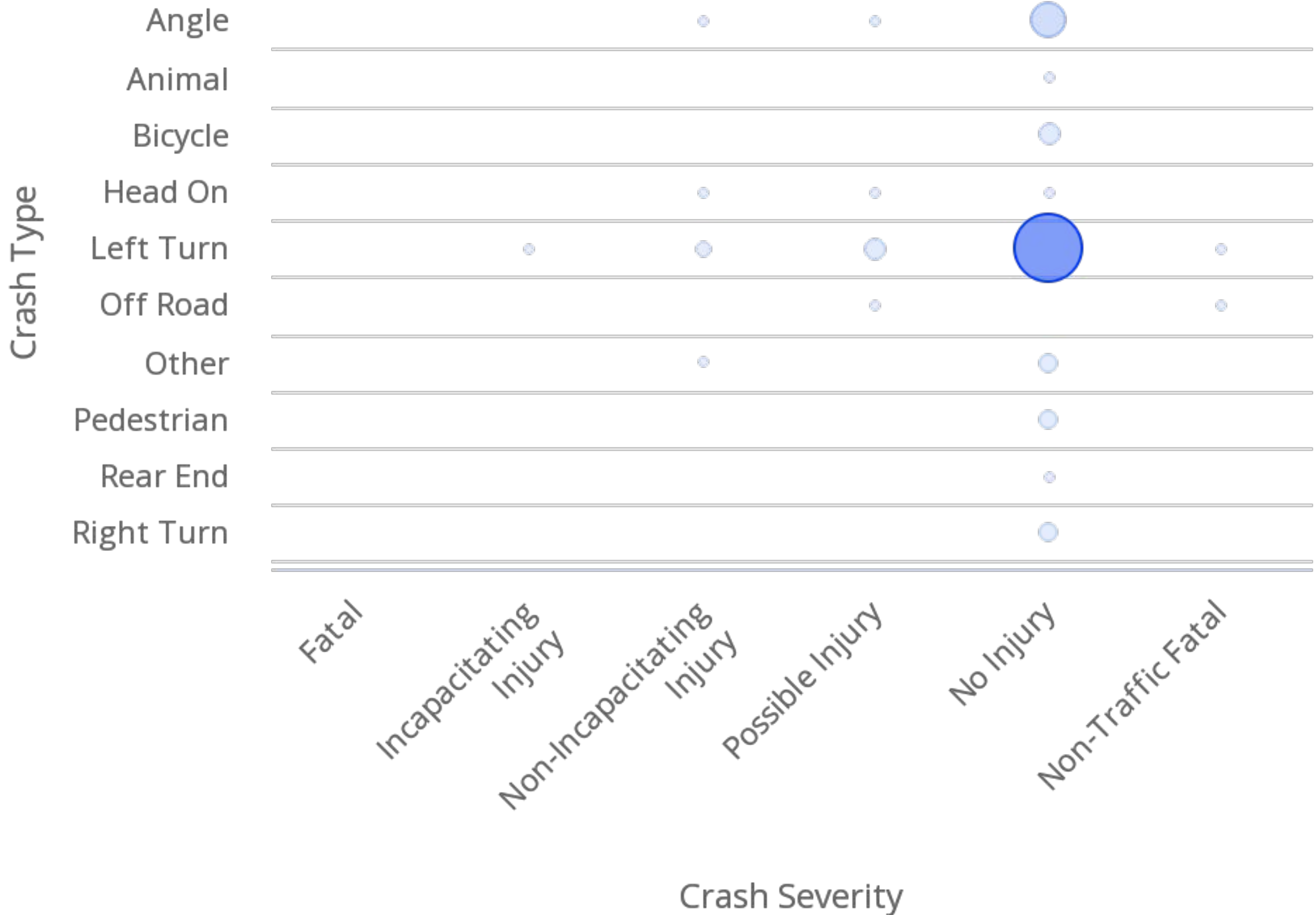
Crash Calendar



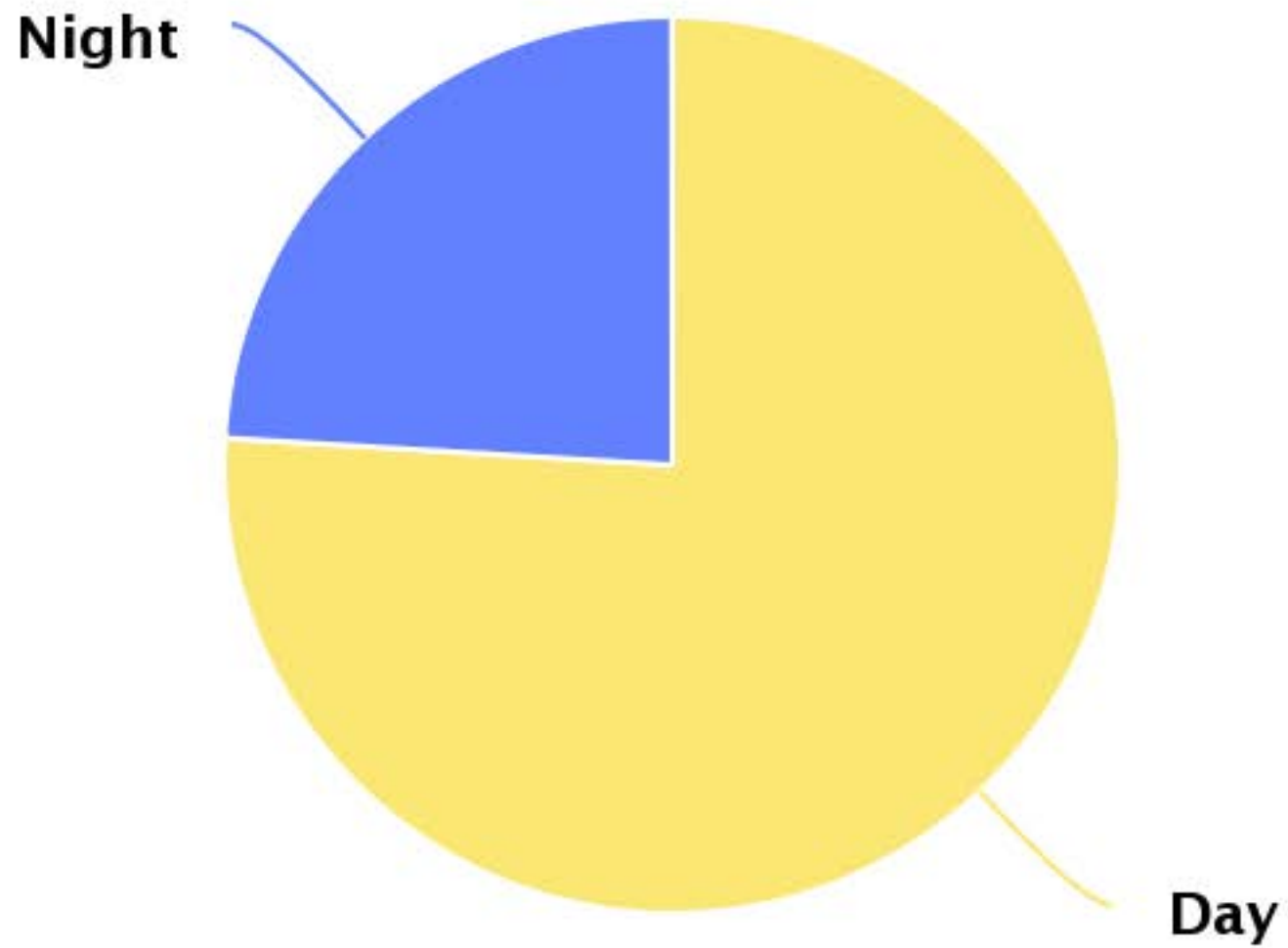
Crash Severity



Crash Severity vs Crash Type



Day or Night

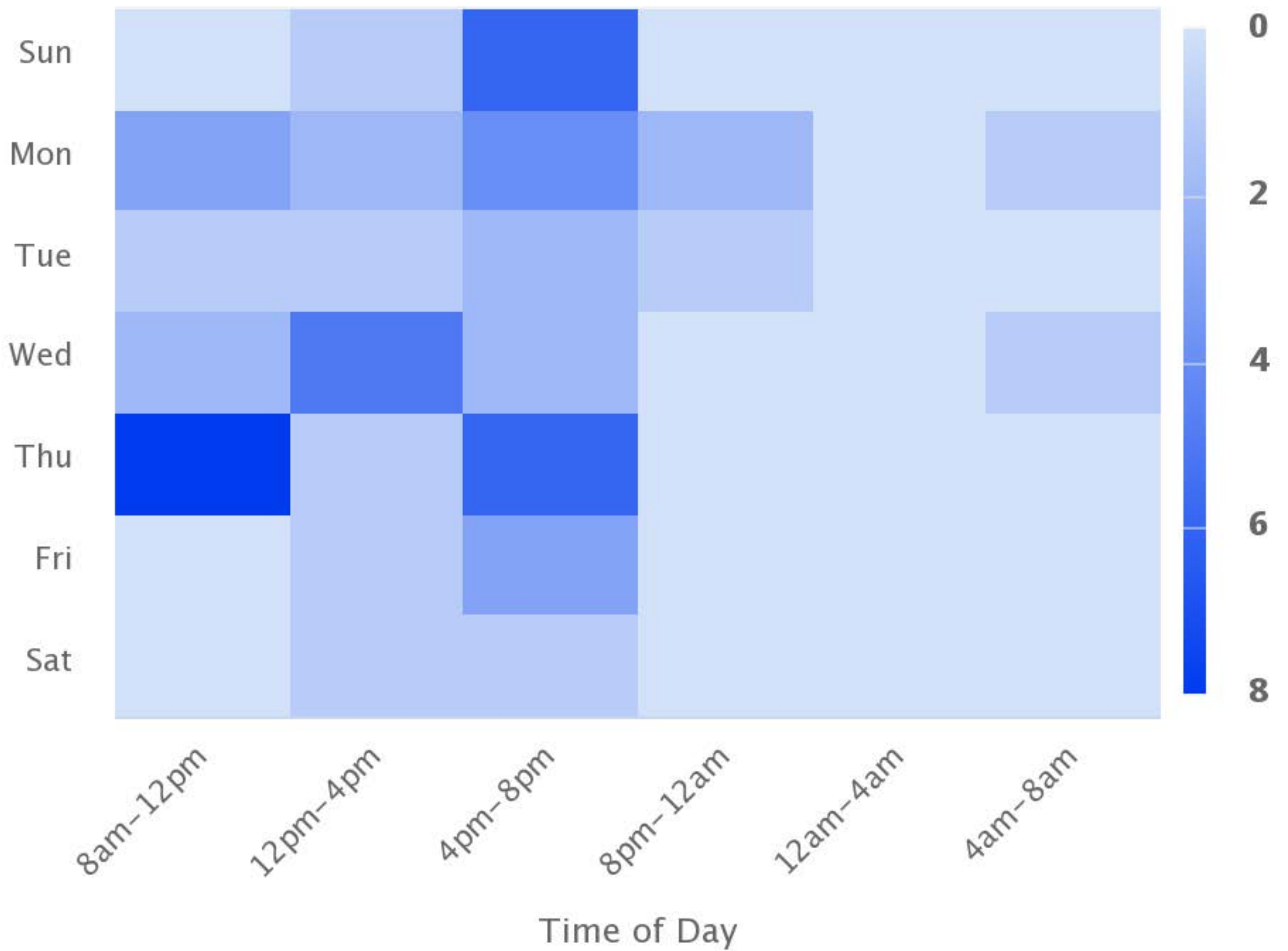


SAFETY REVIEW

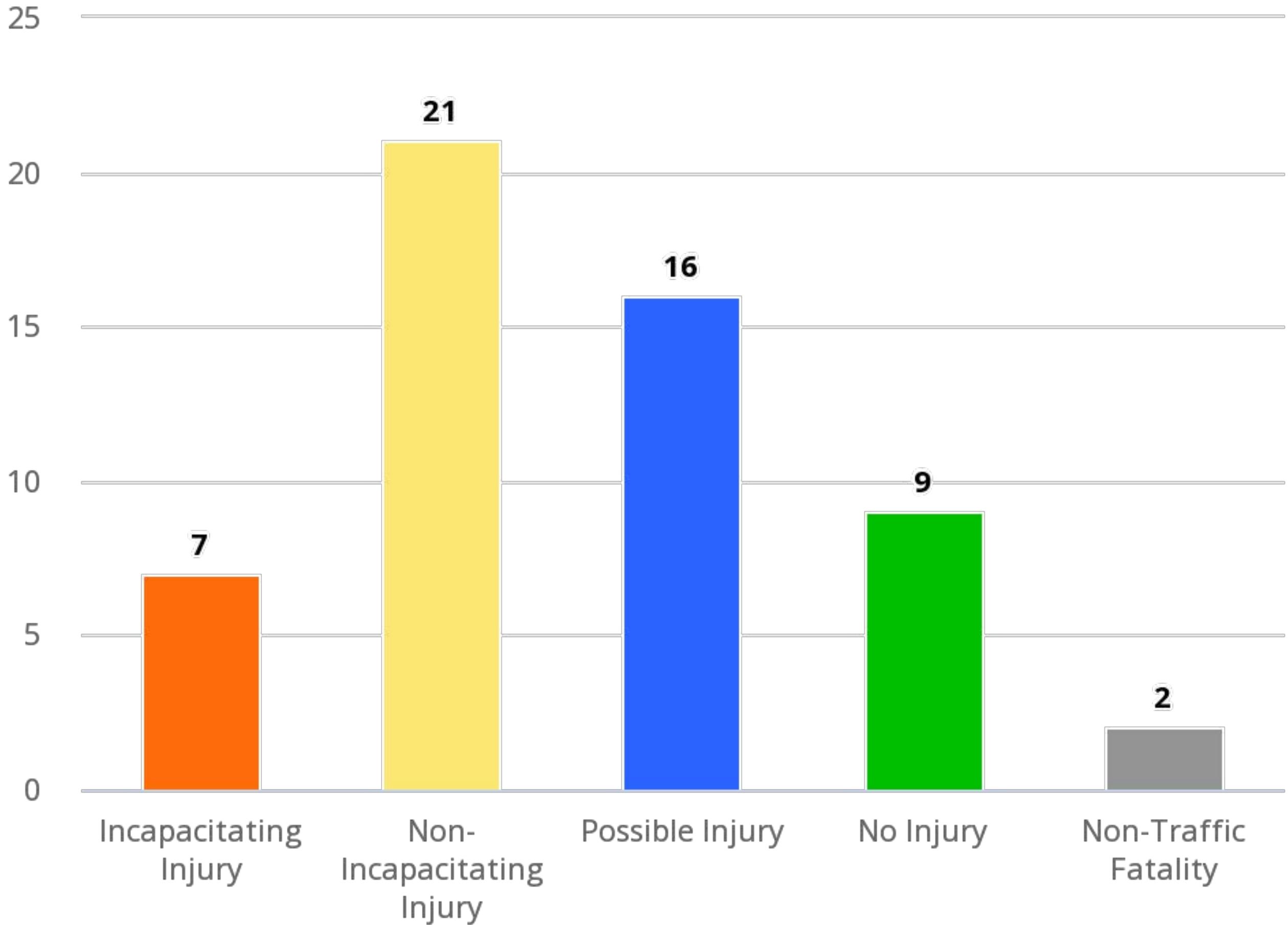
BICYCLE AND PEDESTRIAN CRASH REVIEW SUMMARY



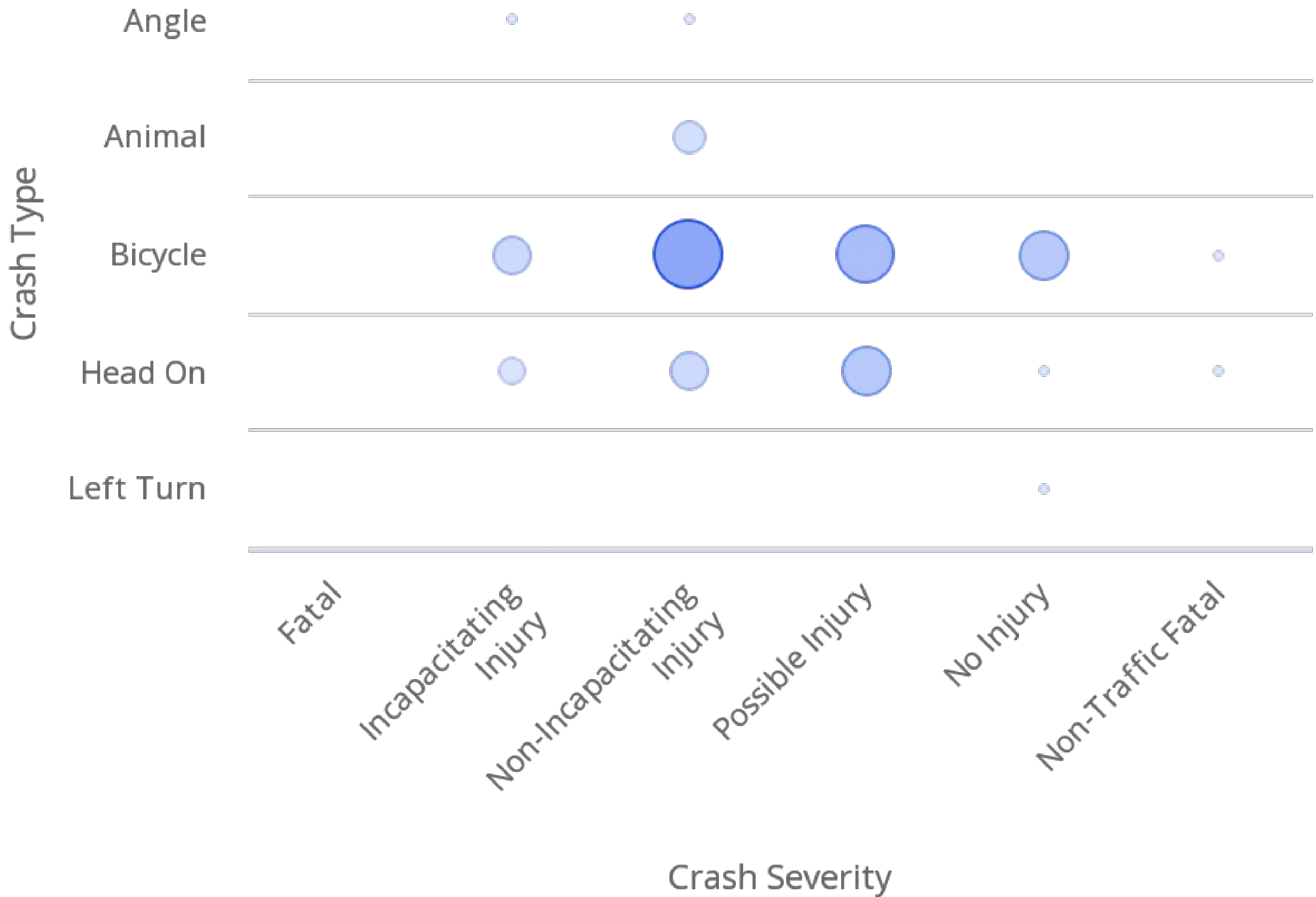
Crash Calendar



Crash Severity

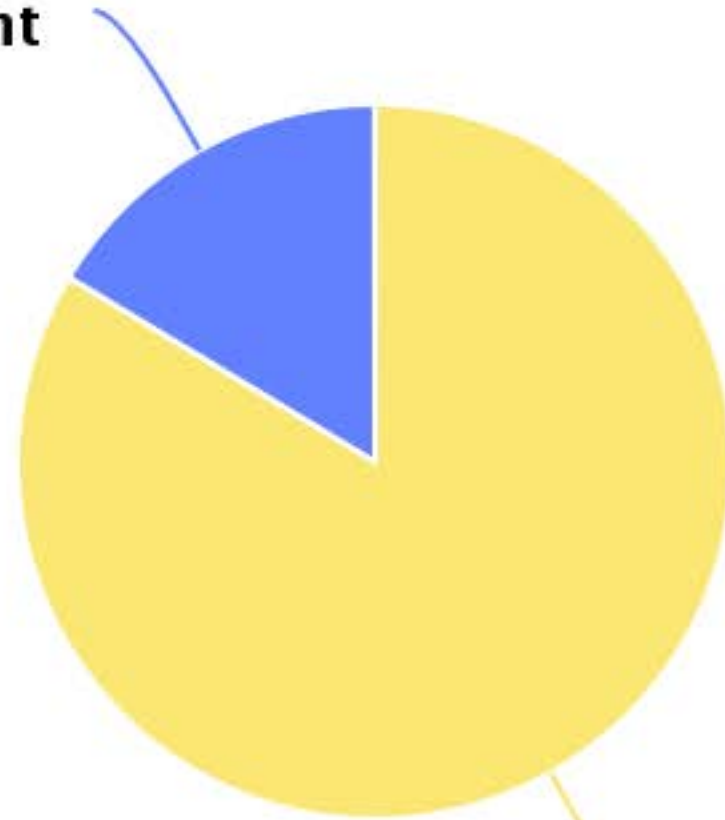


Crash Severity vs Crash Type



Day or Night

Night



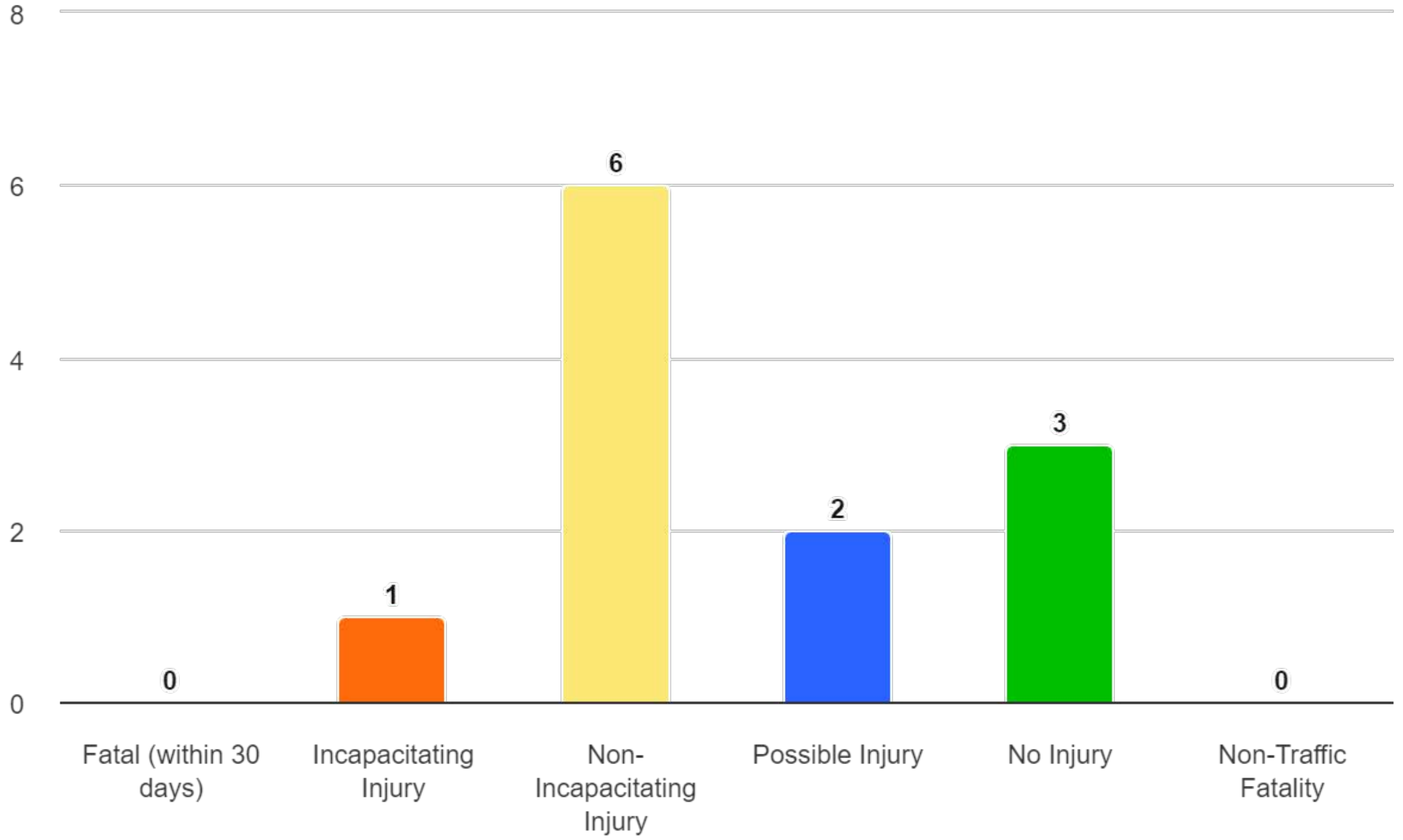
Day

SAFETY REVIEW

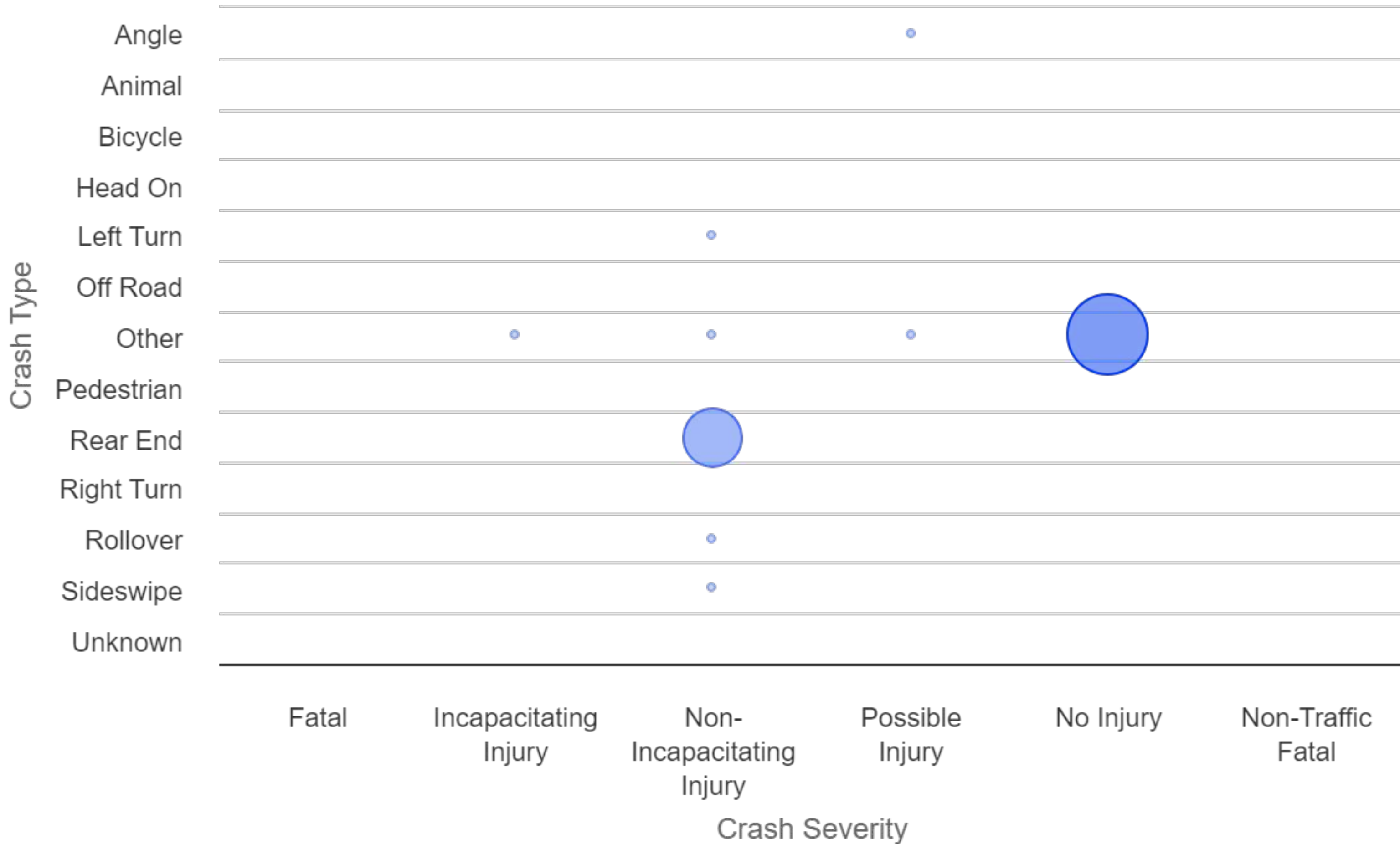
SCOOTERS/MOPEDS CRASH REVIEW SUMMARY



Crash Severity



Crash Severity vs Crash Type



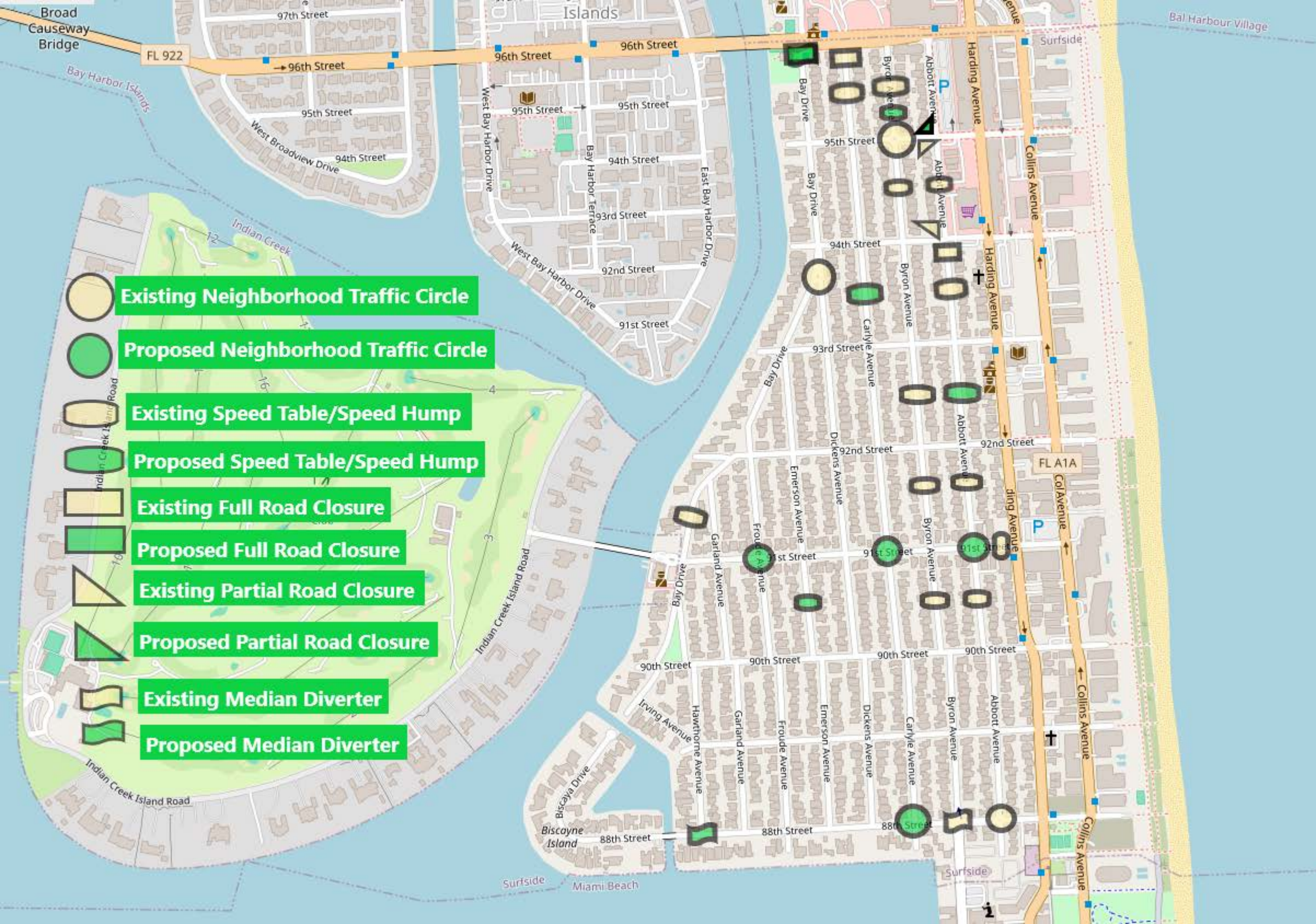


TAB 5 | TRAFFIC CALMING IMPROVEMENT PLAN



TRAFFIC CALMING IMPROVEMENT PLAN

DRAFT PROJECT LIST,
IMPROVEMENT MAP AND
TRAFFIC CALMING EXHIBITS



Existing Neighborhood Traffic Circle

Proposed Neighborhood Traffic Circle

Existing Speed Table/Speed Hump

Proposed Speed Table/Speed Hump

Existing Full Road Closure

Proposed Full Road Closure

Existing Partial Road Closure

Proposed Partial Road Closure

Existing Median Diverter

Proposed Median Diverter

Traffic Calming Improvements- Road Segments/Intersections

Number	Road Segment/Intersection Name	Traffic Calming Device	Locations	Unit Cost	Base Cost	Contingency (15%)	Design, Permitting & Mobilization (30%)	Total Cost
1	Bay Drive at 96th Street	Conversion from partial road closure to full road closure	1	\$100,000	\$100,000	\$15,000	\$30,000	\$145,000
2	Byron Avenue at 95th Street	Modification of bulbout with addition of a raised speed table for improved pedestrian safety	1	\$35,000	\$35,000	\$5,250	\$10,500	\$50,750
3	Abbott Avenue at 95th Street	Partial road closure of westbound vehicles on 95th Street at Abbott Avenue	1	\$75,000	\$75,000	\$11,250	\$22,500	\$108,750
4	Carlyle Avenue between 93rd Street and 94th Street	Installation of a raised speed table/speed hump	1	\$35,000	\$35,000	\$5,250	\$10,500	\$50,750
5	Abbott Avenue between 92nd Street and 93rd Street	Installation of a raised speed table/speed hump	1	\$35,000	\$35,000	\$5,250	\$10,500	\$50,750
6	91st Street at Froude Ave, Carlyle Ave and Abbott Ave	Installation of neighborhood traffic circles at three intersections at Froude Avenue, Carlyle Avenue and Abbott Avenue	3	\$125,000	\$375,000	\$56,250	\$112,500	\$543,750
7	Emerson Avenue between 90th Street and 91st Street	Installation of a raised speed table/speed hump	1	\$35,000	\$35,000	\$5,250	\$10,500	\$50,750
8	Carlyle Avenue at 88th Street	Installation of a neighborhood traffic circle	1	\$125,000	\$125,000	\$18,750	\$37,500	\$181,250
9	Hawthorne Avenue at 88th Street	Installation of a median diverter	1	\$75,000	\$75,000	\$11,250	\$22,500	\$108,750

Note: The planning level estimates are based on similar historical improvements for comparable traffic calming devices. More detailed cost estimates will be prepared during the final design process.

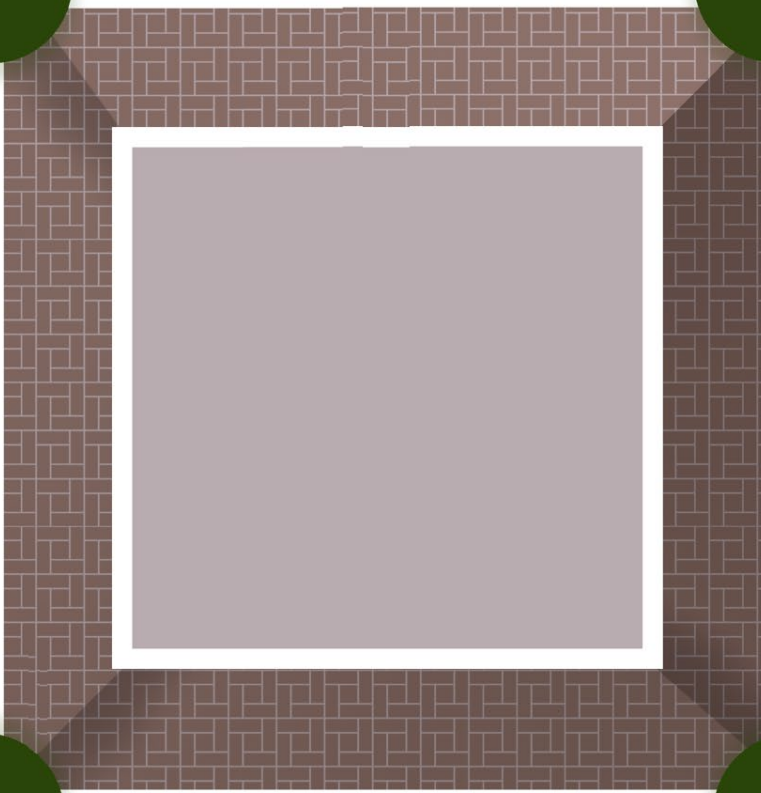
TRAFFIC CALMING IMPROVEMENT PLAN

TRAFFIC CALMING TOOLBOX



SAFE STREETS COMMUNITY WORKSHOP

1



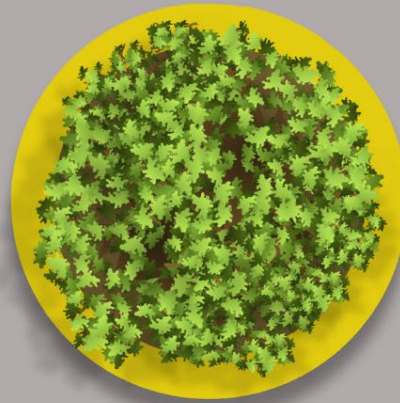
**RAISED
INTERSECTION**

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SAFE STREETS COMMUNITY WORKSHOP

2

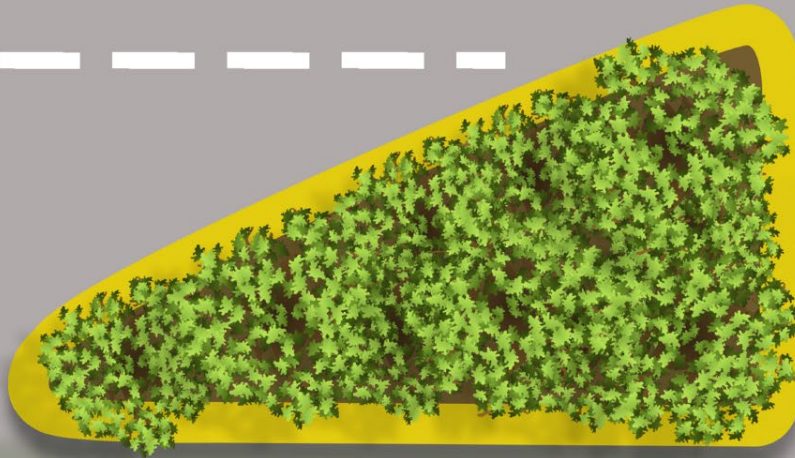


ROUNDAABOUT

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SAFE STREETS COMMUNITY WORKSHOP

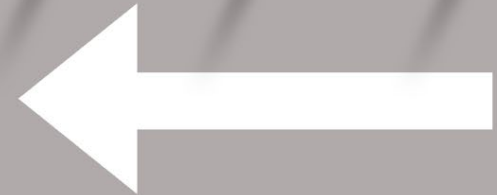


PARTIAL CLOSURE

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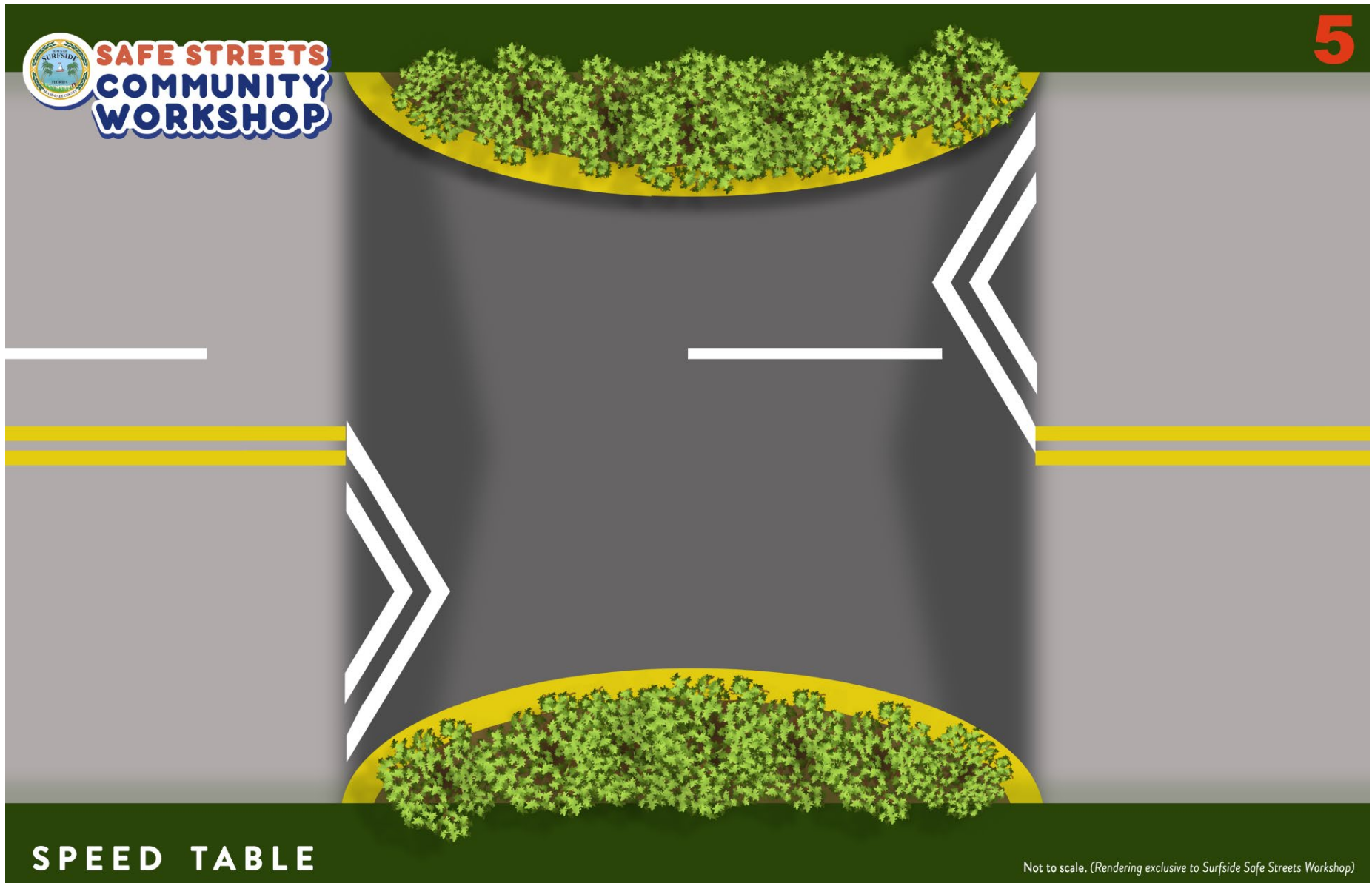
**SAFE STREETS
COMMUNITY
WORKSHOP**



DIVERTER



SAFE STREETS COMMUNITY WORKSHOP



SPEED TABLE

Not to scale. (Rendering exclusive to Surfside Safe Streets Workshop)



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SIDEWALK

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TAB 6 | COMMUNITY OUTREACH



COMMUNITY OUTREACH

VIRTUAL COMMUNITY WORKSHOP



Traffic & Walkability Study

Virtual Community Workshop

Join the Town and The Corradino Group for a virtual workshop that will showcase traffic and walkability study findings as well as an open discussion to go over the next steps.

Nov.28 at 6 PM

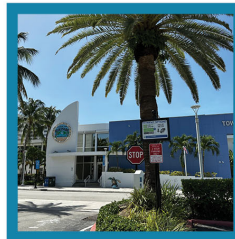
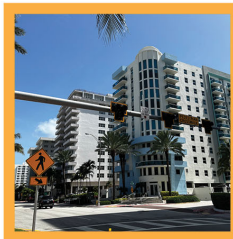
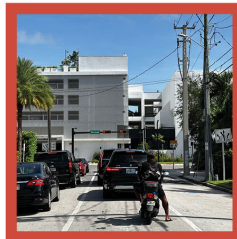
To join this zoom workshop please scan the QR code or visit us06web.zoom.us/j/83206570660

More information at townofsursidefl.gov





TOWN OF SURFSIDE TOWNWIDE TRAFFIC & WALKABILITY STUDY VIRTUAL COMMUNITY WORKSHOP



PRESENTATION ■ NOVEMBER 28, 2023
THE CORRADINO GROUP



AGENDA

- Opening Remarks- Elected Officials
- Project Intent
- Summary of Preliminary Traffic Data
- Summary of Preliminary Traffic Analysis/Results
- Q and A



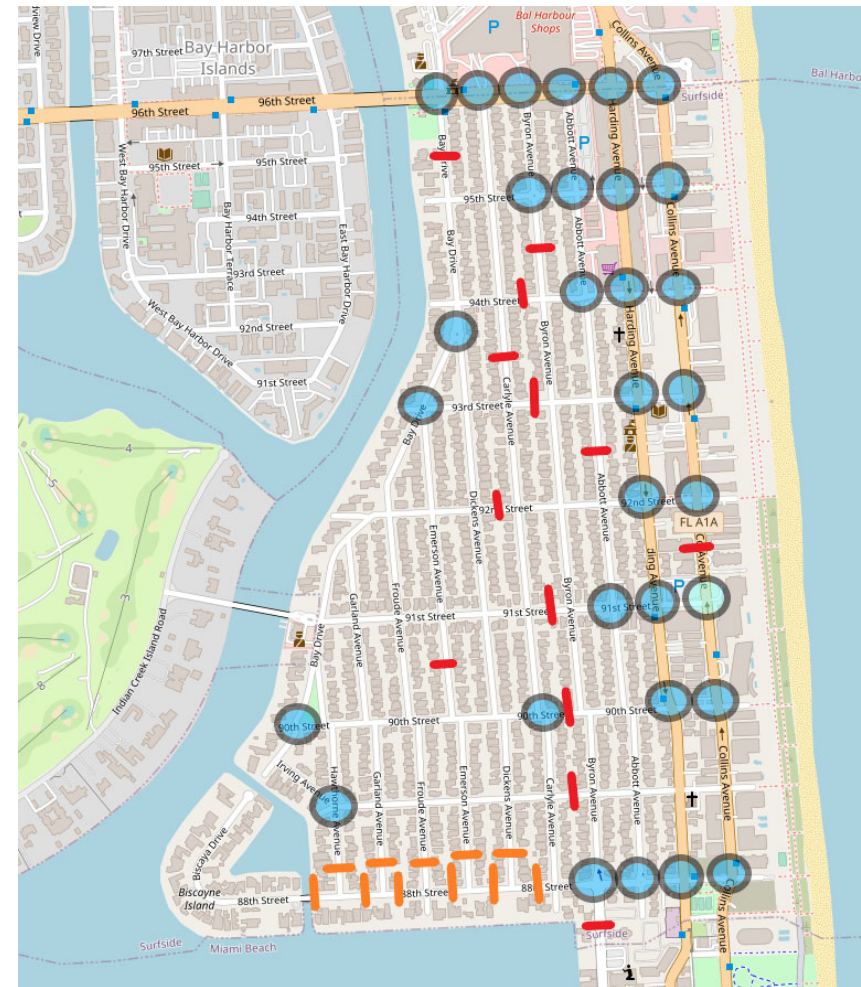
PROJECT INTENT

- Corradino provided traffic engineering services to prepare an update to the Townwide Traffic Study
- The focus of the updated Townwide Traffic Study was to
 - Evaluate the traffic operations along key roadway corridors
 - Confirm vehicle operating speeds along certain key roadway corridors
 - Complete an updated crash review of the key segments and intersections within the Town of Surfside.
 - Recommend potential new traffic calming
 - Recommend potential pedestrian safety/walkability improvements



SUMMARY OF PRELIMINARY TRAFFIC DATA

- Corradino collected the following updated 2022 traffic data:
 - Manual Turning Movement Counts were collected at the 30 intersection locations depicted in the figure on 09/22/22
 - Historical MTMC- Collins Avenue and 91st Street
 - Manual Turning Movement Counts were collected at 2 intersection locations again on 02/07/23 when Bay Drive was closed at 96th Street
 - 96th Street and Abbott Avenue (unsignalized)
 - 96th Street and Byron Avenue (signalized)
 - 72 Hour bi-directional volume/speed tube counts were collected at the 14 locations depicted in the figure between 09/13/22 and 09/15/22
 - Historical 72 Hour bi-directional volume/speed tube counts along 88th Street west of Byron Avenue



SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS RESULTS

- **Traffic Operations along Key Corridors**
 - **State Road A1A/Collins Avenue**
 - **96th Street**
 - AM **LOS C; 32.5 sec.**
 - PM **LOS E; 73.3 sec.**
 - **95th Street**
 - AM **LOS D; 41.3 sec.**
 - PM **LOS C; 27.8 sec.**
 - **94th Street**
 - AM **LOS D; 41.2 sec.**
 - PM **LOS A; 5.6 sec.**
 - **93rd Street**
 - AM **LOS D; 35.0 sec.**
 - PM **LOS D; 50.6 sec.**
 - **90th Street**
 - AM **LOS D; 46.9 sec.**
 - PM **LOS D; 45.9 sec.**
 - **88th Street**
 - AM **LOS D; 35.9 sec.**
 - PM **LOS D; 38.7 sec.**



SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS RESULTS

- **Traffic Operations along Key Corridors**
 - **State Road A1A/Harding Avenue**
 - **96th Street**
 - AM LOS D; 43.2 sec.
 - PM LOS D; 49.3 sec.
 - **95th Street**
 - AM LOS C; 35.0 sec.
 - PM LOS C; 34.4 sec.
 - **94th Street**
 - AM LOS C; 31.0 sec.
 - PM LOS F; 92.8 sec.
 - **93rd Street**
 - AM LOS C; 31.4 sec.
 - PM LOS B; 17.3 sec.
 - **91st Street**
 - AM LOS C; 23.8 sec.
 - PM LOS C; 20.4 sec.
 - **88th Street**
 - AM LOS D; 39.6 sec.
 - PM LOS D; 42.4 sec.



SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS RESULTS

- **Traffic Operations along Key Corridors**
 - **State Road 922/96th Street**
 - **Byron Avenue**
 - AM LOS B; 10.8 sec.
 - PM LOS B; 10.6 sec.
 - **Abbott Avenue**
 - AM LOS C; 16.3 sec.
 - PM LOS B; 13.6 sec.
 - **Byron Avenue (Bay Drive Closed)**
 - AM LOS B; 10.2 sec.
 - PM LOS B; 10.4 sec.
 - **Abbott Avenue (Bay Drive Closed)**
 - AM LOS B; 15.0 sec.
 - PM LOS B; 13.4 sec.



SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS RESULTS

STATION LOCATION	DIRECTION	2022 3 DAY AVG AVG SPEED (MPH)	2022 3 DAY AVG 85TH PERCENTILE (MPH)	2022 3 DAY AVG TRAFFIC VOLUMES (VPD)
001- Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St	NB (SB)	18 (15)	25 (23)	276 (82)
002- Byron Ave Bet. 95th & 94th St	NB (SB)	19 (21)	24 (25)	1223 (700)
003- Carlyle Ave Bet. 94th St & 93rd St	NB (SB)	22 (21)	28 (27)	509 (513)
004- Abbott Ave Bet. 93rd St & 92nd St	NB (SB)	20 (19)	26 (26)	185 (169)
005- 94th St Bet. Carlyle Ave & Byron Ave	EB (WB)	18 (16)	22 (21)	428 (58)
006- 93rd St Bet. Carlyle Ave & Byron Ave	EB (WB)	17 (17)	22 (22)	305 (367)
007- 92nd St Bet. Dickens Ave & Carlyle Ave	EB (WB)	18 (18)	23 (23)	321 (426)
008- 91st St Bet. Carlyle Ave & Byron Ave	EB (WB)	17 (17)	22 (22)	613 (632)
009- 90th St Bet. Carlyle Ave & Byron Ave	EB (WB)	17 (16)	22 (20)	662 (273)
010- Emerson Ave Bet. 91st St & 90th St	NB (SB)	21 (20)	27 (26)	102 (130)
011- 89th St Bet. Carlyle Ave & Byron Ave	EB (WB)	18 (19)	23 (24)	334 (419)
012- Byron Ave Bet. 88th St & 86th St	NB (SB)	19 (20)	27 (27)	2001 (945)
013-SR A1A/Collins Ave Bet. 92nd St & 91st St	NB	28	36	23572
014-SR A1A/Collins Ave Bet. 88th St & 87th Terrace	NB	27	35	22649

Vehicle Operating Speeds along Key Corridors

- 85th Percentile Speeds along State Road A1A/Collins Avenue were 35 to 36 mph (5-6 mph over the posted speed limit). Posted speed limit is 30 mph.
- 85th Percentile Speeds along the residential streets west of State Road A1A/Harding Avenue were between 20 and 28 mph (0 to 8 mph over the posted speed limit). Posted speed limit is 20 mph.

SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS RESULTS

STATION LOCATION	DIRECTION	2021 3 DAY AVG AVG SPEED (MPH)	2021 3 DAY AVG 85TH PERCENTILE (MPH)	2021 3 DAY AVG TRAFFIC VOLUMES (VPD)
015- 88th St W/O Hawthorne Ave	EB (WB)	11 (14)	15 (19)	195 (204)
016- Hawthorne Ave N/O 88th St	NB (SB)	18 (18)	24 (23)	142 (136)
017- 88th St E/O Hawthorne Ave	EB (WB)	13 (14)	18 (19)	303 (322)
018- Garland Ave N/O 88th St	NB (SB)	17 (16)	22 (21)	81 (93)
019- 88th St E/O Garland Ave	EB (WB)	13 (15)	18 (20)	374 (376)
020-Froude Ave N/O 88th St	NB (SB)	16 (16)	22 (21)	97 (89)
021- 88th St E/O Froude Ave	EB (WB)	17 (16)	23 (20)	446 (467)
022- 88th St W/O Dickens Ave	EB (WB)	15 (14)	20 (19)	596 (591)
023-Dickens Ave N/O 88th St	NB (SB)	17 (18)	23 (24)	183 (153)
024- 88th St W/O Carlyle Ave	EB (WB)	13 (17)	18 (21)	688 (721)
025-Emerson Ave N/O 88th St	NB (SB)	14 (16)	19 (21)	119 (125)

Vehicle Operating Speeds along Key Corridors (2021)

- 85th Percentile Speeds along 88th Street and intersecting residential streets west of Byron Avenue were between 15 and 24 mph (-5 to 4 mph over the posted speed limit). Posted speed limit is 20 mph.

SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS RESULTS



STATION LOCATION	2022 Daily Traffic Volumes (VPD)	AM Weekday Peak Hour	AM Peak Hour Volume (VPH)	PM Weekday Peak Hour	PM Peak Hour Volume (VPH)
001- Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St	358	7:45-8:45	34	5:00-6:00	55
002- Byron Ave Bet. 95th & 94th St	1,923	7:45-8:45	233	5:00-6:00	202
003- Carlyle Ave Bet. 94th St & 93rd St	1,022	7:45-8:45	128	5:45-6:45	100
004- Abbott Ave Bet. 93rd St & 92nd St	354	7:45-8:45	33	5:45-6:45	37
005- 94th St Bet. Carlyle Ave & Byron Ave	486	7:45-8:45	51	5:00-6:00	51
006- 93rd St Bet. Carlyle Ave & Byron Ave	672	7:30-8:30	64	5:00-6:00	62
007- 92nd St Bet. Dickens Ave & Carlyle Ave	747	7:00-8:00	78	5:30-6:30	59
008- 91st St Bet. Carlyle Ave & Byron Ave	1,255	7:45-8:45	104	5:00-6:00	111
009- 90th St Bet. Carlyle Ave & Byron Ave	935	8:00-9:00	91	5:30-6:30	82
010- Emerson Ave Bet. 91st St & 90th St	232	8:00-9:00	27	5:00-6:00	29
011- 89th St Bet. Carlyle Ave & Byron Ave	753	8:00-9:00	81	5:45-6:45	70
012- Byron Ave Bet. 88th St & 86th St	2,946	8:00-9:00	541	5:00-6:00	270
013- SR A1A/Collins Ave Bet. 92nd St & 91st St	23,572	7:30-8:30	2125	5:30-6:30	1580
014- SR A1A/Collins Ave Bet. 88th St & 87th Terrace	22,649	8:00-9:00	1544	6:00-7:00	1878

Peak Hour Traffic Volumes along Key Corridors

- AM and PM peak hour volumes along State Road A1A/Collins Avenue were between 1580 and 1878 vehicles.
- AM and PM peak hour volumes along the residential streets west of State Road A1A/Harding Avenue were between 27 and 541 vehicles.



SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS RESULTS

STATION LOCATION	2021 Daily Traffic Volumes (VPD)	AM Weekday Peak Hour	AM Peak Hour Volume (VPH)	PM Weekday Peak Hour	PM Peak Hour Volume (VPH)
015- 88th St W/O Hawthorne Ave	399	8:30-9:30	40	5:00-6:00	37
016- Hawthorne Ave N/O 88th St	278	8:00-9:00	29	4:45-5:45	31
017- 88th St E/O Hawthorne Ave	625	8:00-9:00	59	4:45-5:45	56
018- Garland Ave N/O 88th St	174	8:45-9:45	17	5:30-6:30	18
019- 88th St E/O Garland Ave	750	10:30-11:30	64	5:30-6:30	65
020- Froude Ave N/O 88th St	186	7:15-8:15	21	5:30-6:30	23
021- 88th St E/O Froude Ave	913	8:00-9:00	83	6:00-7:00	70
022- 88th St W/O Dickens Ave	1,187	8:15-9:15	99	5:30-6:30	94
023- Dickens Ave N/O 88th St	336	8:15-9:15	27	5:45-6:45	33
024- 88th St W/O Carlyle Ave	1,409	8:15-9:15	118	5:30-6:30	119
025- Emerson Ave N/O 88th St	244	8:00-9:00	26	6:30-7:30	25

Peak Hour Traffic Volumes along Key Corridors

- AM and PM peak hour volumes along 88th Street and intersecting residential streets west of Byron Avenue were between 17 and 119 vehicles.

SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS

Miami Dade County PWD- Traffic Engineering Division Policy on Traffic Calming Devices

- For municipalities with traffic calming funding, 85th percentile speeds exceeding the posted speed limit by 5 mph or more are considered to have an excessive speeding issue.
- The speed threshold that warrants the use of traffic calming devices per Miami Dade County is 85th percentile speeds that are 10 mph or greater than the posted speed limits

Public Works Department – Traffic Engineering Division Policy on Traffic Calming Measures

Must meet the first criteria and at least one of the remaining criteria in order for the Public Works Department to consider traffic calming measures:

Criterion	Residential Local Streets	Residential Collector Streets
Minimum Traffic Volume	>1,500 VPD <3000**	>3,000 VPD <8,000***
	>150 VPH <300***	>300 VPH <800
85th Percentile Speed+	10 MPH> Speed Limit	10 MPH> Speed Limit
Correctable Accidents per year	>3 per year	>6 per year
Cut Through Traffic during the a.m. or p.m. peak hour	>25%	>50%
Pedestrian Crossing Volume during the a.m. or p.m. peak hour	>25	>50
Concurrence from affected residents/property owners.*	2/3 of returned ballots**	2/3 of returned ballots **

VPD = Vehicles per day;
VPH = Vehicles per hour

+ It is the speed at which 85% of motorists travel.
* Affected residents/property owners to be determined on a case by case basis.

** For traffic circle 100% concurrence from adjacent affected residents and or property owners is required.
Municipal Jurisdictions: In lieu of concurrence a resolution is acceptable from municipalities.

*** The traffic volume within a municipal boundary could be reduced by a total of 30%, and speed by 50% at the request of and for those municipalities, which provide funding for their traffic calming program.

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SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS RESULTS



ROADWAY	ROADWAY CLASSIFICATION	PEAK SEASON DAILY VOLUME	EXCEEDS LIVABILITY THRESHOLD**	PEAK HOUR TWO-WAY TRAFFIC VOLUME	EXCEEDS LIVABILITY THRESHOLD
001- Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St	Local Street	358	No	55	No
002- Byron Ave Bet. 95th & 94th St	Local Street	1,923	Yes	233	Yes
003- Carlyle Ave Bet. 94th St & 93rd St	Local Street	1,022	Yes *	128	Yes *
004- Abbott Ave Bet. 93rd St & 92nd St	Local Street	354	No	37	No
005- 94th St Bet. Carlyle Ave & Byron Ave	Local Street	486	No	51	No
006- 93rd St Bet. Carlyle Ave & Byron Ave	Local Street	672	No	64	No
007- 92nd St Bet. Dickens Ave & Carlyle Ave	Local Street	747	No	78	No
008- 91st St Bet. Carlyle Ave & Byron Ave	Local Street	1,255	Yes *	111	Yes *
009- 90th St Bet. Carlyle Ave & Byron Ave	Local Street	935	No	91	No
010- Emerson Ave Bet. 91st St & 90th St	Local Street	232	No	29	No
011- 89th St Bet. Carlyle Ave & Byron Ave	Local Street	753	No	81	No
012- Byron Ave Bet. 88th St & 86th St	Local Street	2,946	Yes	541	No
013- SR A1A/Collins Ave Bet. 92nd St & 91st St	State Road	23,572	N/A	2125	N/A
014- SR A1A/Collins Ave Bet. 88th St & 87th Terrace	State Road	22,649	N/A	1878	N/A
*Roadway segments highlighted in Bright Yellow exceeds the livability threshold. Roadway segments highlighted in Light Yellow exceed reduced volumes (30%)					
** Livability volume thresholds as per Miami-Dade County Traffic Flow Modifications Street Closures Procedure (Revised January 2009).					

- For residential local streets, traffic volumes should have a minimum traffic volume of 1,050 vehicles per day or 105 vehicles in the peak hour.
- For residential local streets, traffic volumes should not exceed 3,000 vehicles per day or 300 vehicles in the peak hour.



SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS RESULTS



ROADWAY	ROADWAY CLASSIFICATION	PEAK SEASON DAILY VOLUME	EXCEEDS LIVABILITY THRESHOLD**	PEAK HOUR TWO-WAY TRAFFIC VOLUME	EXCEEDS LIVABILITY THRESHOLD
015- 88th St W/O Hawthorne Ave	Local Street	399	No	40	No
016- Hawthorne Ave N/O 88th St	Local Street	278	No	31	No
017- 88th St E/O Hawthorne Ave	Local Street	625	No	59	No
018- Garland Ave N/O 88th St	Local Street	174	No	18	No
019- 88th St E/O Garland Ave	Local Street	750	No	65	No
020- Froude Ave N/O 88th St	Local Street	186	No	23	No
021- 88th St E/O Froude Ave	Local Street	913	No	83	No
022- 88th St W/O Dickens Ave	Local Street	1,187	Yes	99	No
023- Dickens Ave N/O 88th St	Local Street	336	No	33	No
024- 88th St W/O Carlyle Ave	Local Street	1,409	Yes	119	Yes
025- Emerson Ave N/O 88th St	Local Street	244	No	26	No

*Roadway segments highlighted in Bright Yellow exceeds the livability threshold. Roadway segments highlighted in Light Yellow exceed reduced volumes (30%)

** Livability volume thresholds as per Miami-Dade County Traffic Flow Modifications Street Closures Procedure (Revised January 2009).

- For residential local streets, traffic volumes should have a minimum traffic volume of 1,050 vehicles per day or 105 vehicles in the peak hour.
- For residential local streets, traffic volumes should not exceed 3,000 vehicles per day or 300 vehicles in the peak hour.



SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS RESULTS

ROADWAY	Posted Speed (mph)	Average Speed (mph)	85th Percentile Speed (mph)	85th Percentile Speed above/below Posted Speed (mph)	Exceeds Speed Threshold ***
001- Bay Dr Bet. SR 922/Kane Concourse/96th St & 95th St	20	18 (15)	25 (23)	5 (3)	Yes
002- Byron Ave Bet. 95th & 94th St	20	19 (21)	24 (25)	4 (5)	Yes
003- Carlyle Ave Bet. 94th St & 93rd St	20	22 (21)	28 (27)	8 (7)	Yes
004- Abbott Ave Bet. 93rd St & 92nd St	20	20 (19)	26 (26)	6 (6)	Yes
005- 94th St Bet. Carlyle Ave & Byron Ave	20	18 (16)	22 (21)	2 (1)	No
006- 93rd St Bet. Carlyle Ave & Byron Ave	20	17 (17)	22 (22)	2 (2)	No
007- 92nd St Bet. Dickens Ave & Carlyle Ave	20	18 (18)	23 (23)	3 (3)	No
008- 91st St Bet. Carlyle Ave & Byron Ave	20	17 (17)	22 (22)	2 (2)	No
009- 90th St Bet. Carlyle Ave & Byron Ave	20	17 (16)	22 (20)	2 (0)	No
010- Emerson Ave Bet. 91st St & 90th St	20	21 (20)	27 (26)	7 (6)	Yes
011- 89th St Bet. Carlyle Ave & Byron Ave	20	18 (19)	23 (24)	3 (4)	No
012- Byron Ave Bet. 88th St & 86th St	20	19 (20)	27 (27)	7 (7)	Yes
013- SR A1A/Collins Ave Bet. 92nd St & 91st St	30	28	36	6	Yes
014- SR A1A/Collins Ave Bet. 88th St & 87th Terrace	30	27	35	5	Yes
*Roadway segments highlighted in Light Yellow exceeds the 85th Percentile Speed by 5 mph or more above the posted speed limit.					
** Roadway segments highlighted in Bright Yellow exceeds the 85th Percentile Speed by 10 mph or more above the posted speed limit.					
*** Speed threshold as per Miami-Dade County Traffic Flow Modifications/Street Closures Procedure (Revised January 2009)					
**** Only segments with existing posted speed limit sign of 20 mph. 20 mph speed limit was assumed for the remaining road segments based on Town's direction					

Based exclusively on the criteria specified in the Miami-Dade Neighborhood Traffic Management Program, 85th percentile speeds exceed the posted speed limit by 5 mph or more on the following segments (bold segments by 10 mph or more):

- Bay Drive between SR 922/Kane Concourse/96th Street and 95th Street
- Byron Avenue between 95th Street and 94th Street
- Carlyle Avenue between 94th Street and 93rd Street
- Abbott Avenue between 93rd Street and 92nd Street
- Emerson Avenue between 91st Street and 90th Street
- Byron Avenue between 88th Street and 86th Street

SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS RESULTS



ROADWAY	Posted Speed (mph)	Average Speed (mph)	85th Percentile Speed (mph)	85th Percentile Speed above/below Posted Speed (mph)	Exceeds Speed Threshold ***
015- 88th St W/O Hawthorne Ave	20	11 (14)	15 (19)	-5 (-1)	No
016- Hawthorne Ave N/O 88th St	20	18 (18)	24 (23)	4 (3)	No
017- 88th St E/O Hawthorne Ave	20	13 (14)	18 (19)	-2 (-1)	No
018- Garland Ave N/O 88th St	20	17 (16)	22 (21)	2 (1)	No
019- 88th St E/O Garland Ave	20	13 (15)	18 (20)	-2 (0)	No
020- Froude Ave N/O 88th St	20	16 (16)	22 (21)	2 (1)	No
021- 88th St E/O Froude Ave	20	17 (16)	23 (20)	3 (0)	No
022- 88th St W/O Dickens Ave	20	15 (14)	20 (19)	0 (-1)	No
023- Dickens Ave N/O 88th St	20	17 (18)	23 (24)	3 (4)	No
024- 88th St W/O Carlyle Ave	20	13 (17)	18 (21)	-2 (1)	No
025- Emerson Ave N/O 88th St	20	14 (16)	19 (21)	-1 (1)	No

There were no segments along the 88th Street corridor and intersecting residential local streets that the 85th percentile speeds exceed the posted speed limit by 5 mph or more.

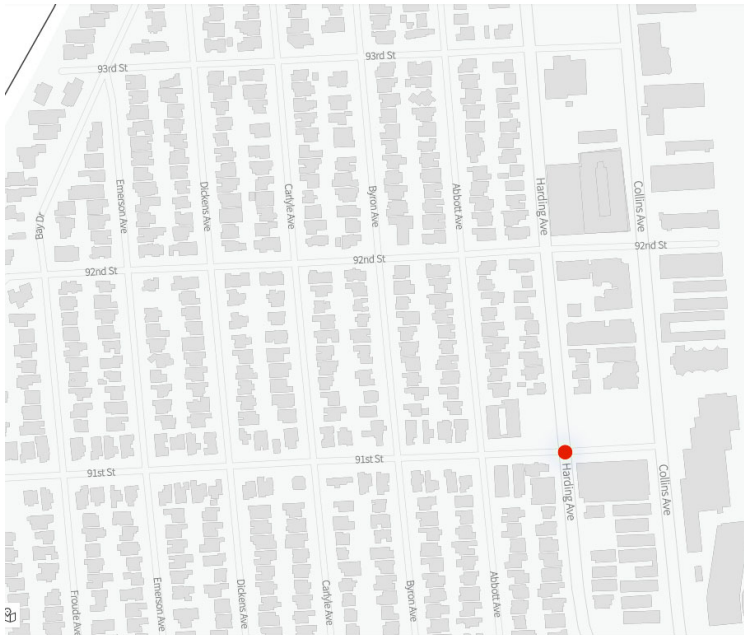
There are several existing traffic calming devices already installed along 88th Street at the Byron Avenue and Abbott Avenue intersections.

*Roadway segments highlighted in Light Yellow exceeds the 85th Percentile Speed by 5 mph or more above the posted speed limit.
 ** Roadway segments highlighted in Bright Yellow exceeds the 85th Percentile Speed by 10 mph or more above the posted speed limit.
 *** Speed threshold as per Miami-Dade County Traffic Flow Modifications/Street Closures Procedure (Revised January 2009)
 **** Only segments with existing posted speed limit sign of 20 mph. 20 mph speed limit was assumed for the remaining road segments based on Town's direction



SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS RESULTS

- 5 Year Crash Review- Signal Four Analytics (Overall)
 - 09/01/2018- 09/01/2023
 - 1,148 Total vehicular crashes
 - 191 Injury crashes
 - 1 Fatal crash- Harding Avenue and 91st Street
- Predominant Crash Pattern- Rear End Crashes and Sideswipe Crashes



SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS RESULTS

- 5 Year Crash Review- Signal Four Analytics (Residential Area West of State Road A1A/Harding Avenue)
 - 09/01/2018- 09/01/2023
 - 102 Total vehicular crashes
 - 13 Injury crashes
- Predominant Crash Pattern- Left Turn and Angle Crashes



SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS RESULTS

- 5 Year Crash Review- Signal Four Analytics (Residential Area West of State Road A1A/Harding Avenue)
 - 96th Street south to 93rd Street- High Crash Locations
 - 95th Street and Abbott Avenue
 - Byron Avenue between 96th Street and 93rd Street



SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS RESULTS

- 5 Year Crash Review- Signal Four Analytics (Residential Area West of State Road A1A/Harding Avenue)
 - 93rd Street south to 90th Street- High Crash Locations
 - 92nd Street and Bay Drive/Froude Avenue
 - 92nd Street and Byron Avenue
 - 91st Street between Abbott Avenue and Dickens Avenue



SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS RESULTS

- 5 Year Crash Review- Signal Four Analytics (Residential Area West of State Road A1A/Harding Avenue)
 - 90th Street south to 88th Street- High Crash Locations
 - 88th Street and Byron Avenue
 - 88th Street west of Emerson Avenue
 - 89th Street and Carlyle Avenue



SUMMARY OF PRELIMINARY TRAFFIC ANALYSIS RESULTS

- 5 Year Crash Review- Signal Four Analytics (Overall Bicycle and Pedestrian Crashes)
 - 09/01/2018- 09/01/2023
 - 53 Bicycle and Pedestrian crashes
 - 44 Injury crashes
- Predominantly located along State Road A1A/Collins Avenue, State Road A1A/Harding Avenue and State Road 922/96th Street
- 91st Street Corridor, Carlyle Avenue, Byron Avenue and Bay Drive crash locations



RECENT PEDESTRIAN SAFETY/WALKABILITY/MOBILITY IMPROVEMENTS

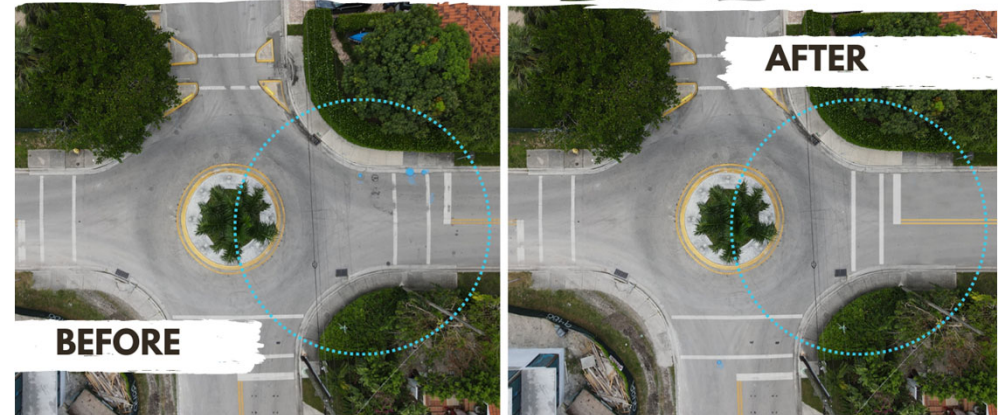
- Pedestrian Safety Infrastructure Improvements
 - Pedestrian Signalized Crossing was installed along State Road A1A/Collins Avenue at 92nd Street.
 - Pedestrian Signalized Crossing improvements at State Road A1A/Collins Avenue at 89th Street and State Road A1A/Harding Avenue and 89th Street are currently in design and programmed for construction letting on 11/13/24.



RECENT PEDESTRIAN SAFETY/WALKABILITY/MOBILITY IMPROVEMENTS

- Pedestrian Safety Infrastructure Improvements
 - Crosswalk Enhancements at the following intersection locations
 - 95th Street and Byron Avenue
 - 94th Street and Abbott Avenue
- Green Infrastructure Conversion-Passive Asphalt Areas
 - Grass Raised Median Improvements to Reduce Heat Island Effect of excess asphalt
 - 93rd Street and Bay Drive

95TH STREET & BYRON AVENUE



94TH STREET & ABBOTT AVENUE

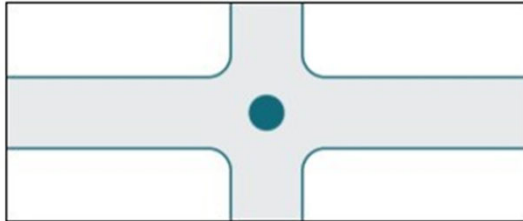


RECENT PEDESTRIAN SAFETY/WALKABILITY/MOBILITY IMPROVEMENTS

- Green Infrastructure Conversion- Passive Asphalt Areas
 - Grass Raised Median Improvements to Reduce Heat Island Effect of excess asphalt
 - 93rd Street and Bay Drive and Emerson Avenue
 - 89th Street and Hawthorne Avenue/Irving Avenue

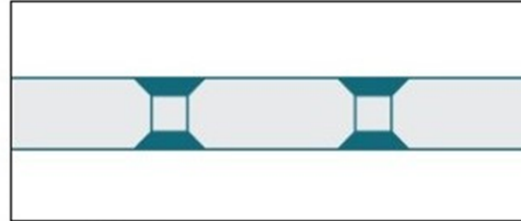


TRAFFIC CALMING DEVICES/SPEED CONTROL/WALKABILITY DEVICES



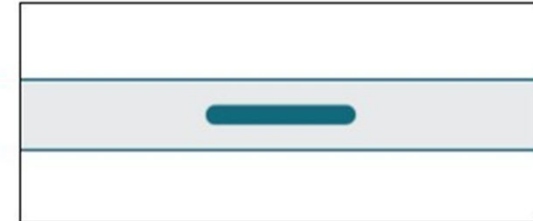
Roundabout

Roundabouts reduce traffic speeds at intersections by requiring motorists to move with caution through conflict points.



Speed Hump

Speed humps vertically deflect vehicles and may be combined with a midblock crosswalk.



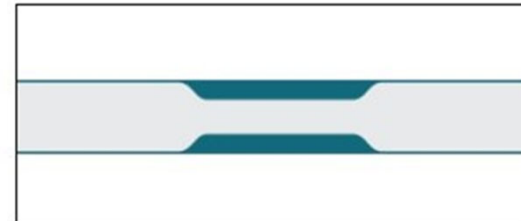
Median

Medians create a pinchpoint for traffic in the center of the roadway and can reduce pedestrian crossing distances.



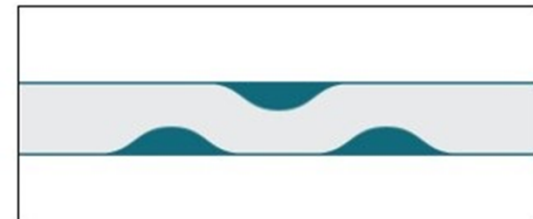
Diverter

A traffic diverter breaks up the street grid while maintaining permeability for pedestrians and bicyclists.



Pinchpoint

Chokers or pinchpoints restrict motorists from operating at high speeds on local streets and significantly expand the sidewalk realm for pedestrians.



Chicane

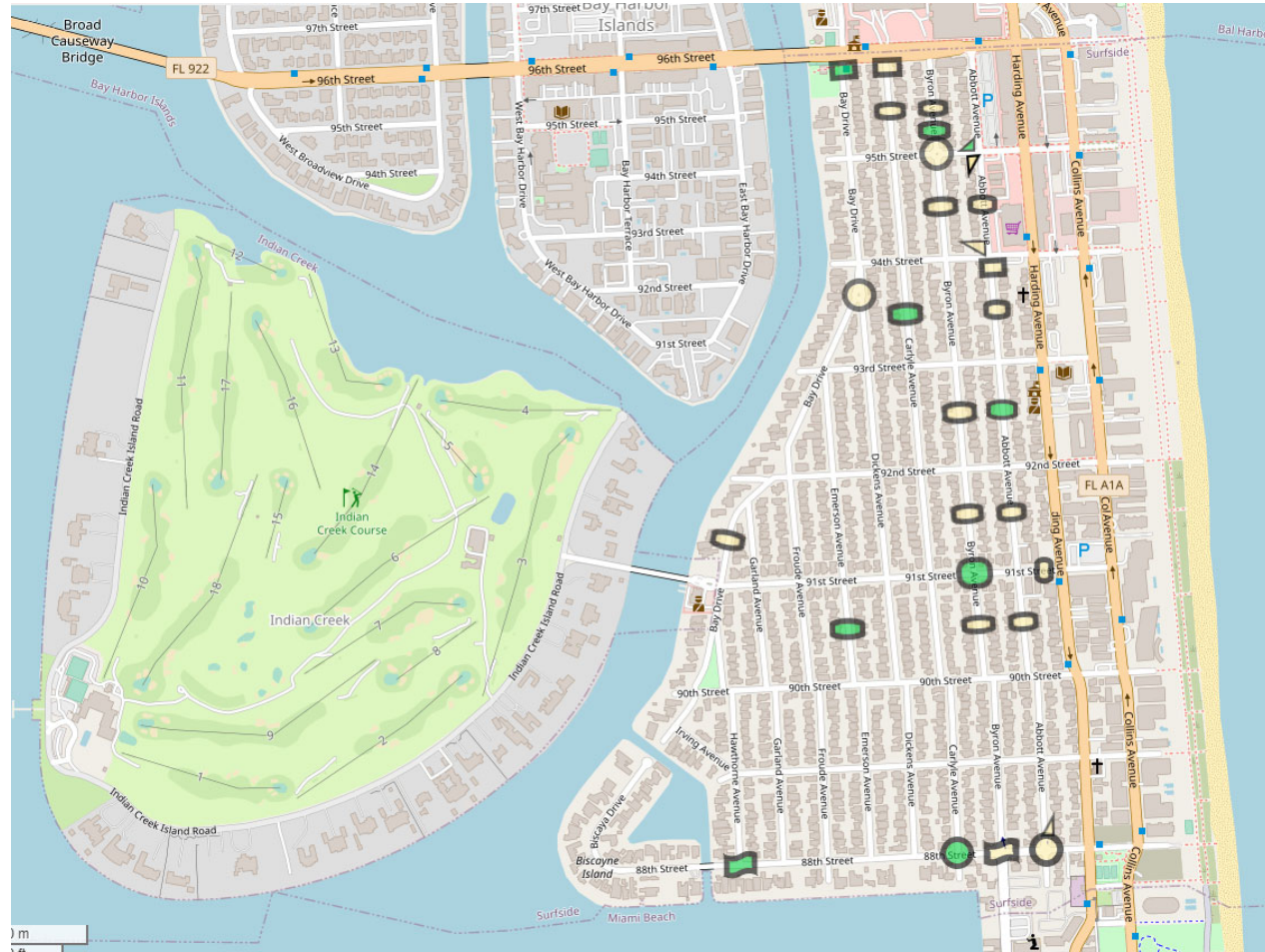
Chicanes slow drivers by alternating parking or curb extensions along the corridor.

TRAFFIC CALMING DEVICES/SPEED CONTROL/WALKABILITY DEVICES



SURFSIDE TRAFFIC CALMING DEVICES/WALKABILITY LOCATIONS

- **Neighborhood Traffic Circles**
 - Byron Avenue and 95th Street
 - Bay Drive and Dickens Avenue
 - Abbott Avenue and 88th Street
- **Speed Hump/Speed Tables**
 - Byron Avenue- 95th, 94th, 92nd 91st, 90th
 - Abbott Avenue- 94th, 93rd, 91st 90th
 - 91st Street- East of Abbott Avenue
 - Bay Drive- 91st
- **Median Diverters**
 - Byron Avenue and 88th Street
- **Road Closures (Full/Partial)**
 - Carlyle at 96th Street- Full
 - Abbott Avenue at 94th Street- Full
 - Abbott Avenue at 95th Street- Partial
 - Abbott Avenue at 88th Street
 - 94th Street at Abbott Avenue- Partial



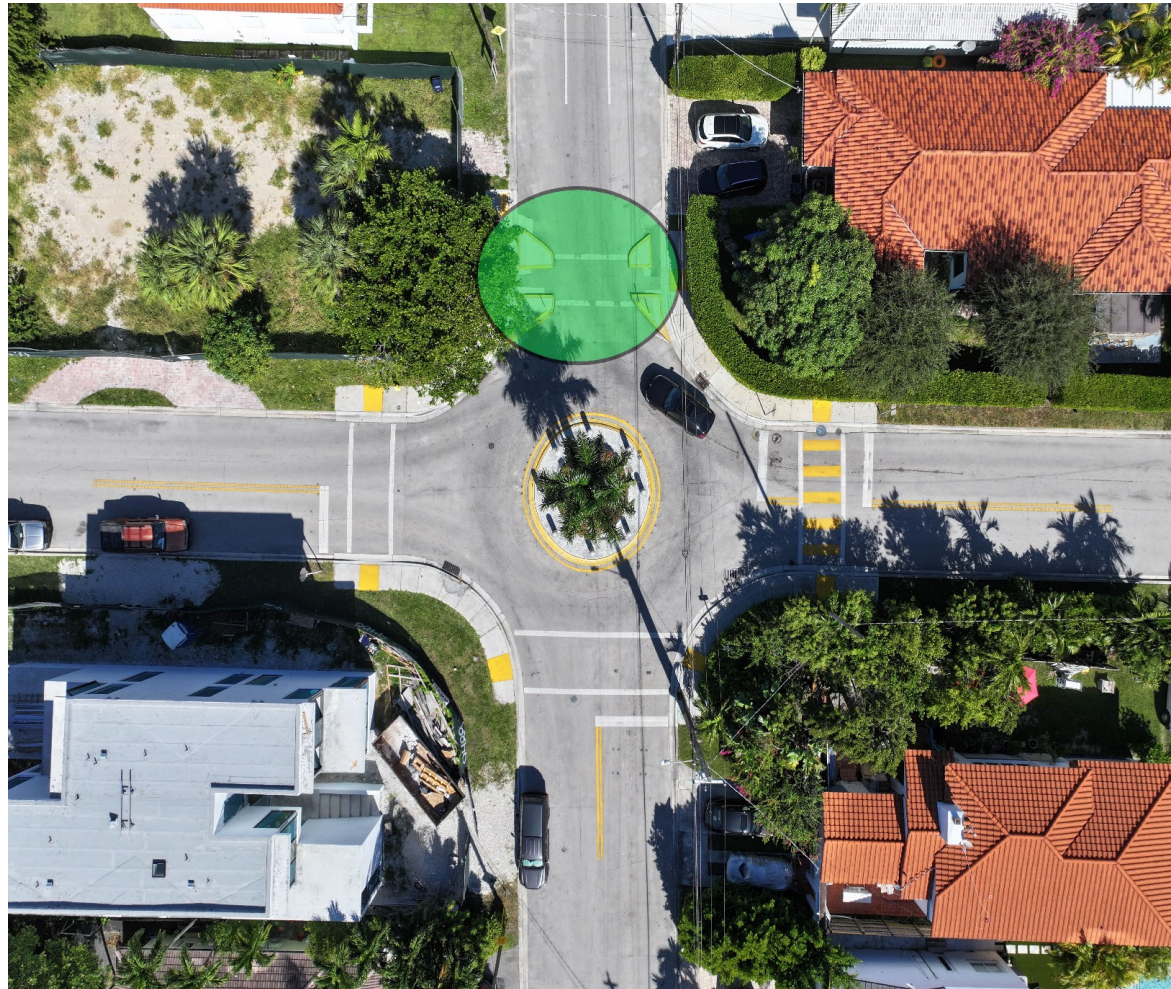
POTENTIAL TRAFFIC CALMING DEVICES/WALKABILITY LOCATIONS

- **Bay Drive at 96th Street-** Conversion from Partial Road Closure to Full Road Closure
 - LOS Difference at 96th Street and Byron Avenue and 96th Street and Abbott Avenue are similar and difference in delay is negligible.
 - 85th percentile speed along Bay Drive exceeds posted speed limit by 5 mph.



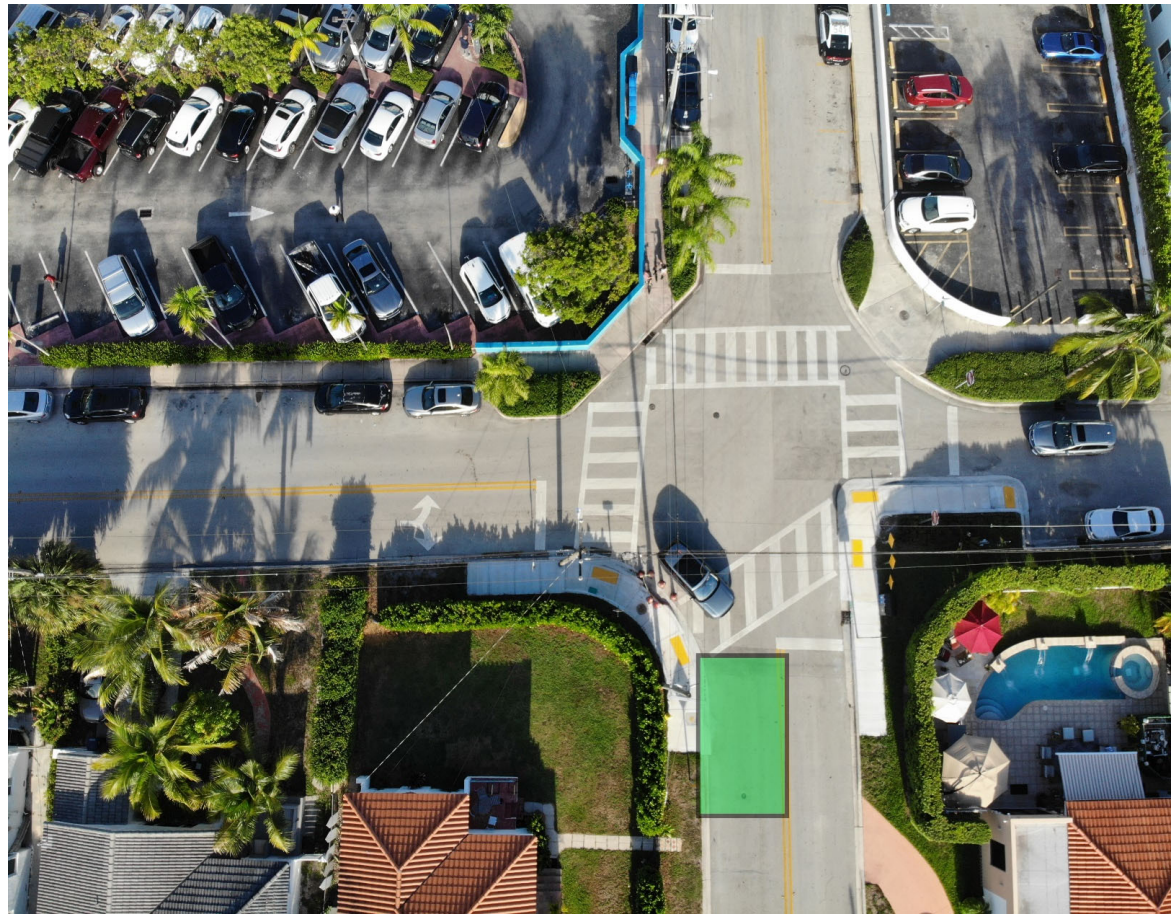
POTENTIAL TRAFFIC CALMING DEVICES/WALKABILITY LOCATIONS

- **Byron Avenue at 95th Street (North leg)-** Modification of bulbout with addition of a raised speed table for improved pedestrian safety.
 - 85th percentile speed along Byron Avenue between 94th Street and 95th Street exceeds posted speed limit by 5 mph.
 - Past crash history along Byron Avenue between 96th Street and 94th Street.
 - Improved Pedestrian Safety/Walkability



POTENTIAL TRAFFIC CALMING DEVICES/WALKABILITY LOCATIONS

- **95th Street at Abbott Avenue-** Partial road closure of westbound vehicles on 95th Street at Abbott Avenue.
 - 85th percentile speed along Byron Avenue between 94th Street and 95th Street exceeds posted speed limit by 5 mph.
 - Past crash history along Byron Avenue between 96th Street and 94th Street.
 - Improved Pedestrian Safety.



POTENTIAL TRAFFIC CALMING DEVICES/WALKABILITY LOCATIONS

- **Carlyle Avenue between 94th Street and 93rd Street-** Raised Speed Table/Speed Hump
 - 85th percentile speed along Carlyle Avenue between 94th Street and 93rd Street exceeds posted speed limit by 8 mph.
 - Meets minimum traffic volume for local street per Miami-Dade criteria



POTENTIAL TRAFFIC CALMING DEVICES/WALKABILITY LOCATIONS

- **Abbott Avenue between 93rd Street and 92nd Street-** Raised Speed Table/Speed Hump
 - 85th percentile speed along Abbott Avenue between 93rd Street and 92nd Street exceeds posted speed limit by 6 mph.
 - Meets minimum traffic volume for local street per Miami-Dade criteria



POTENTIAL TRAFFIC CALMING DEVICES/WALKABILITY LOCATIONS

- **Byron Avenue at 91st Street-** Raised Intersection
 - Past crash history along 91st Street between Dickens and State Road A1A/Harding Avenue
 - Meets minimum traffic volume for local street per Miami-Dade criteria
 - Improved Pedestrian Safety/Walkability



POTENTIAL TRAFFIC CALMING DEVICES/WALKABILITY LOCATIONS

- **Emerson Avenue between 91st Street and 90th Street-** Raised Speed Table/Speed Hump
 - 85th percentile speed along Emerson Avenue between 91st Street and 90th Street exceeds posted speed limit by 7 mph.



POTENTIAL TRAFFIC CALMING DEVICES/WALKABILITY LOCATIONS

- **Carlyle Avenue at 88th Street-** Neighborhood Traffic Circle
 - Sight Distance concerns at All Way Stop Control intersection
 - Past crash history along the 88th Street corridor between Hawthorne Avenue and State Road A1A/Harding Avenue
 - Meets minimum traffic volume for local street per Miami-Dade criteria
 - Improved Pedestrian Safety/Walkability

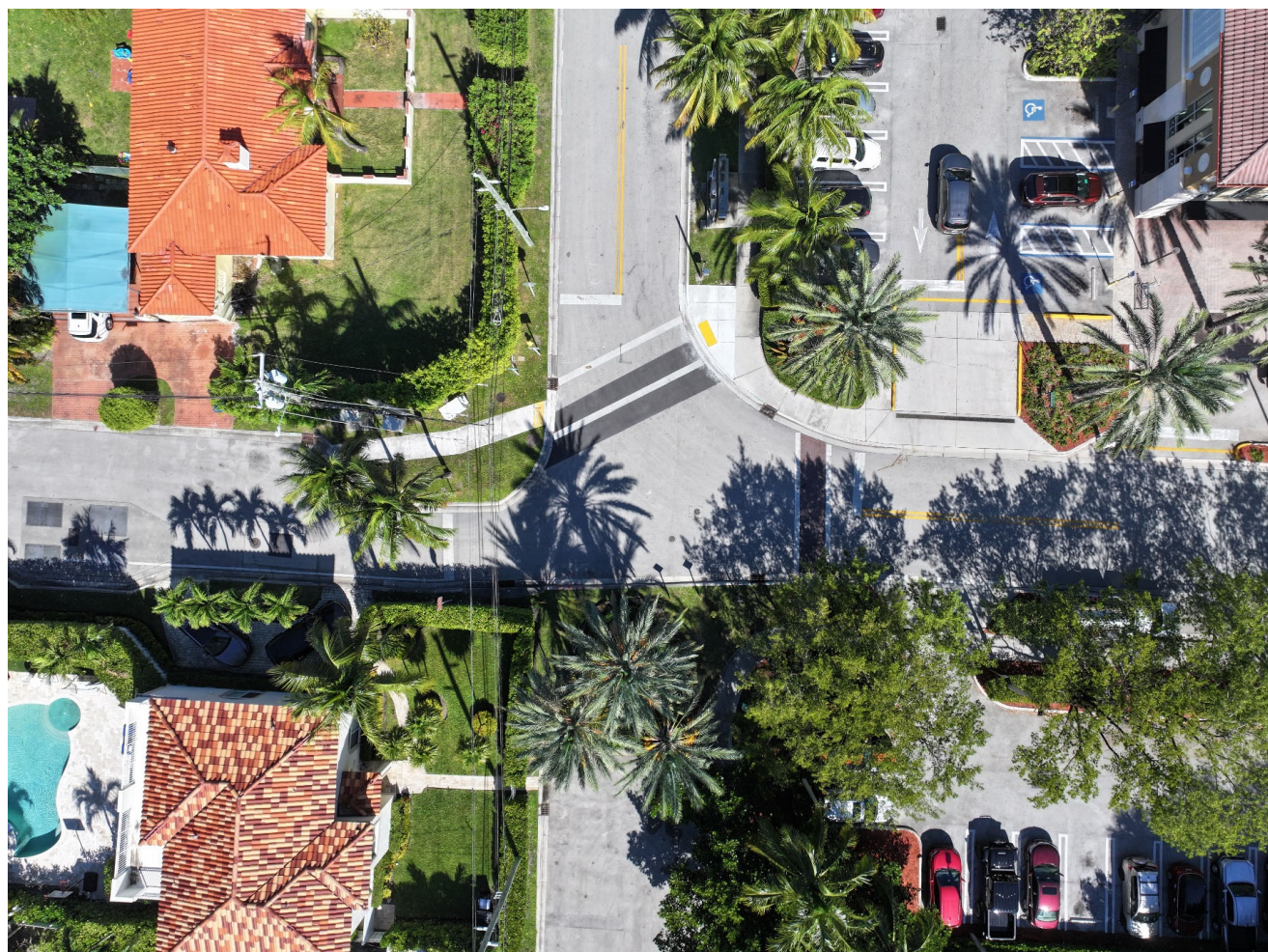


POTENTIAL TRAFFIC CALMING DEVICES/WALKABILITY LOCATIONS

- **Hawthorne Avenue at 88th Street-** Median Diverter
 - Sight Distance concerns at All Way Stop Control intersection
 - Past crash history along the 88th Street corridor between Hawthorne Avenue and State Road A1A/Harding Avenue
 - Meets minimum traffic volume for local street per Miami-Dade criteria
 - Improved Pedestrian Safety/Walkability
 - Potential Entry Feature Signage/Landscaping



QUESTIONS & ANSWERS



THE CORRADINO GROUP

COMMUNITY OUTREACH

SURFSIDE SAFE STREETS COMMUNITY SURVEY RESULTS

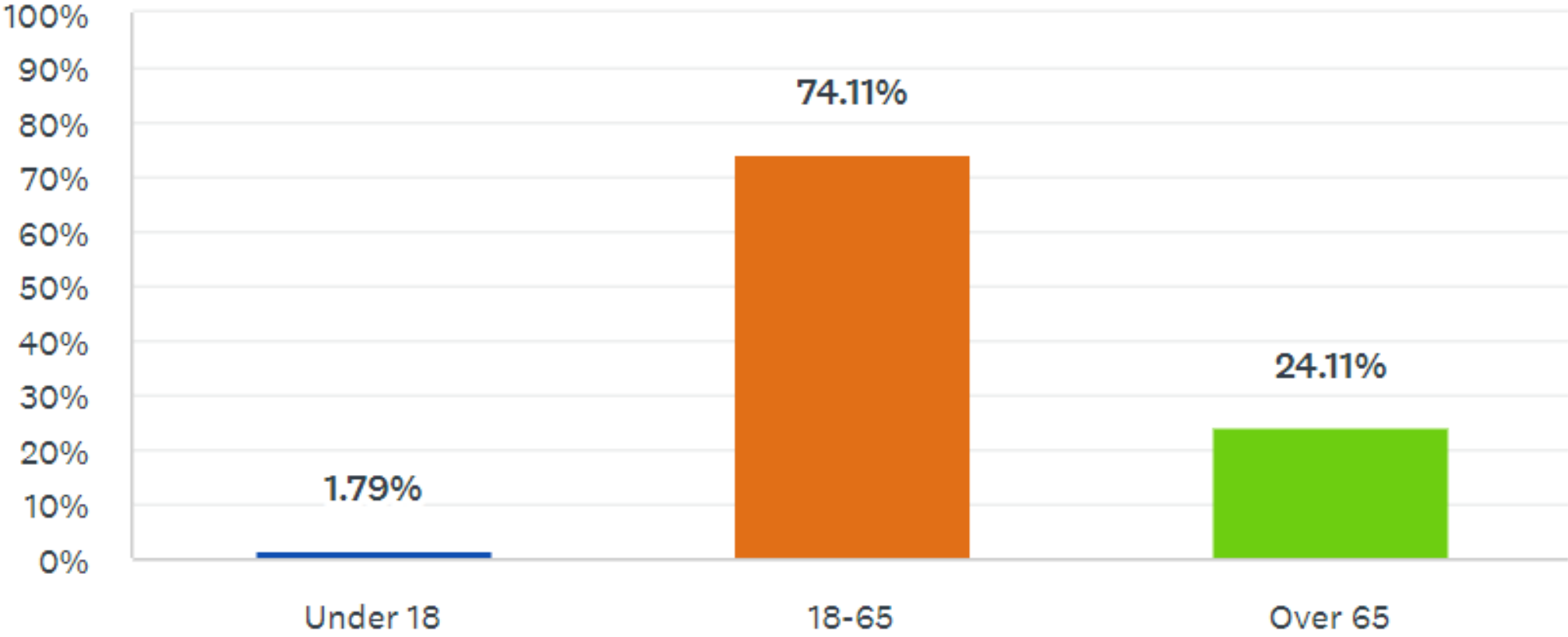


SURFSIDE SAFE STREETS: COMMUNITY SURVEY RESULTS



Household Information and Street Usage Details

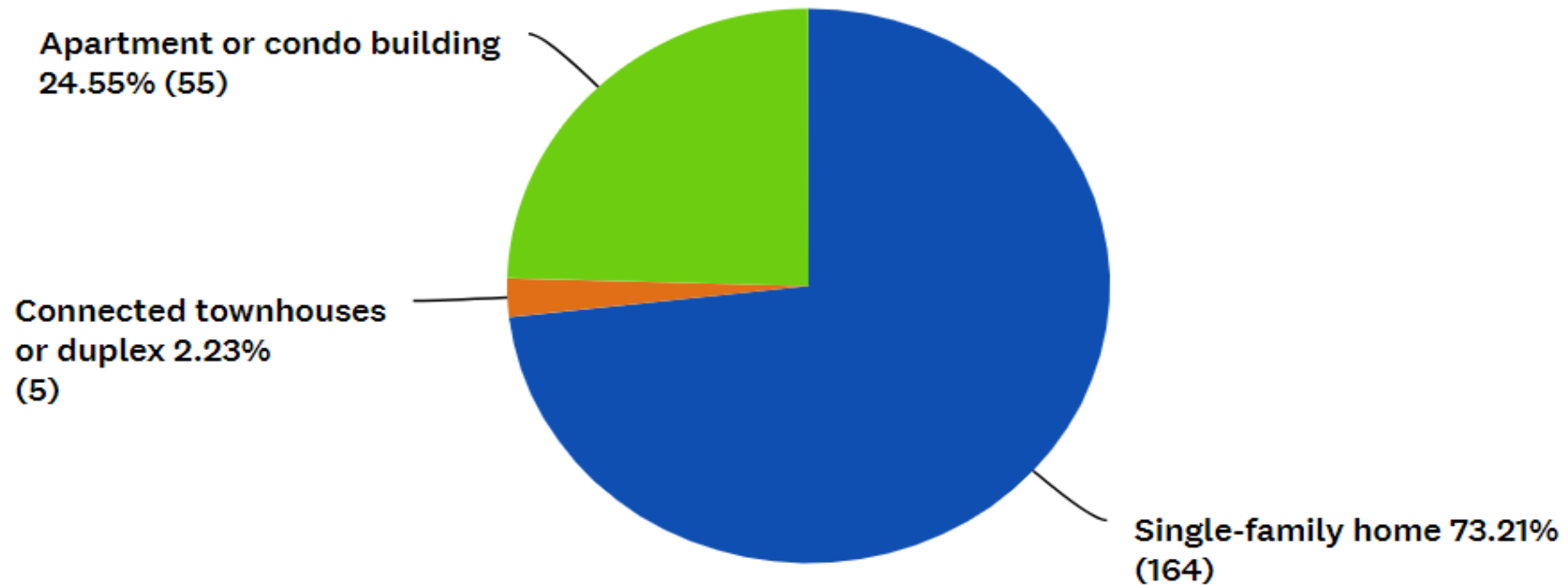
Q1. What is your current age?



Q2. How many people in your household belong to the following age groups?

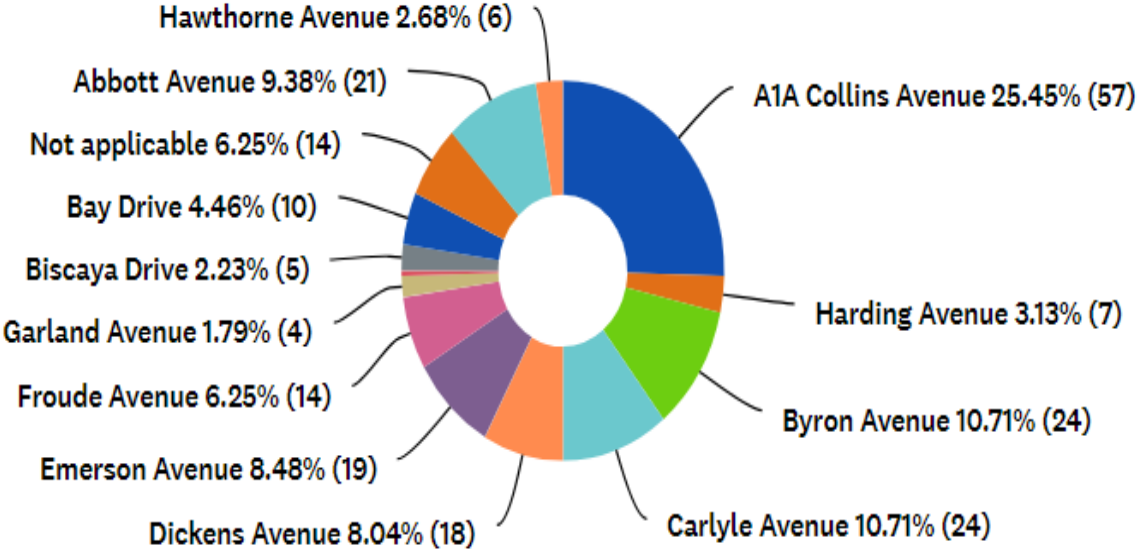
ANSWER CHOICES	AVERAGE NUMBER SELECTED
Under 18	1
18-65	2
Over 65	0

Q3. What is the primary type of housing in which you currently reside?

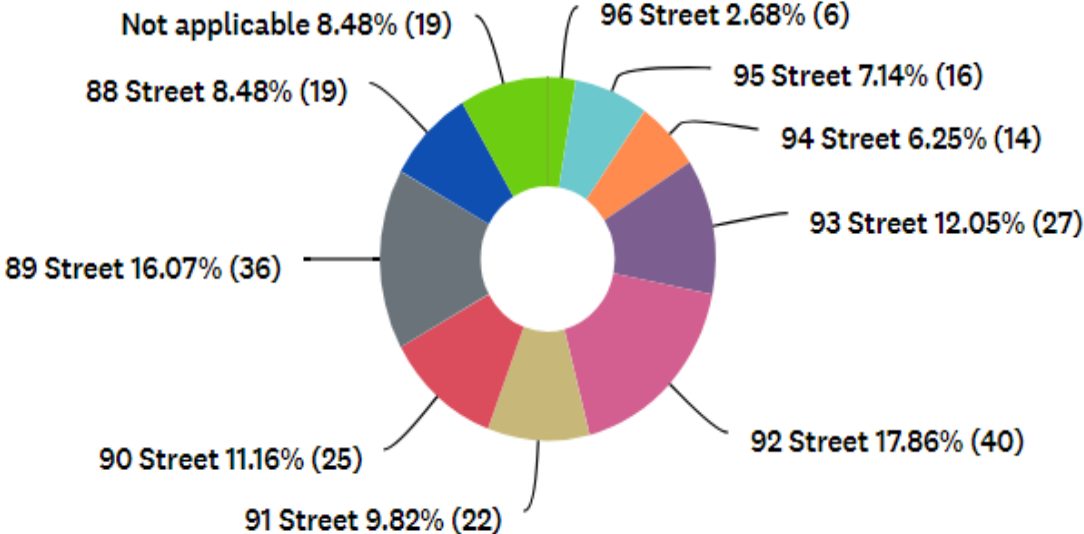


Q4. What is the name of the street or avenue where you reside?

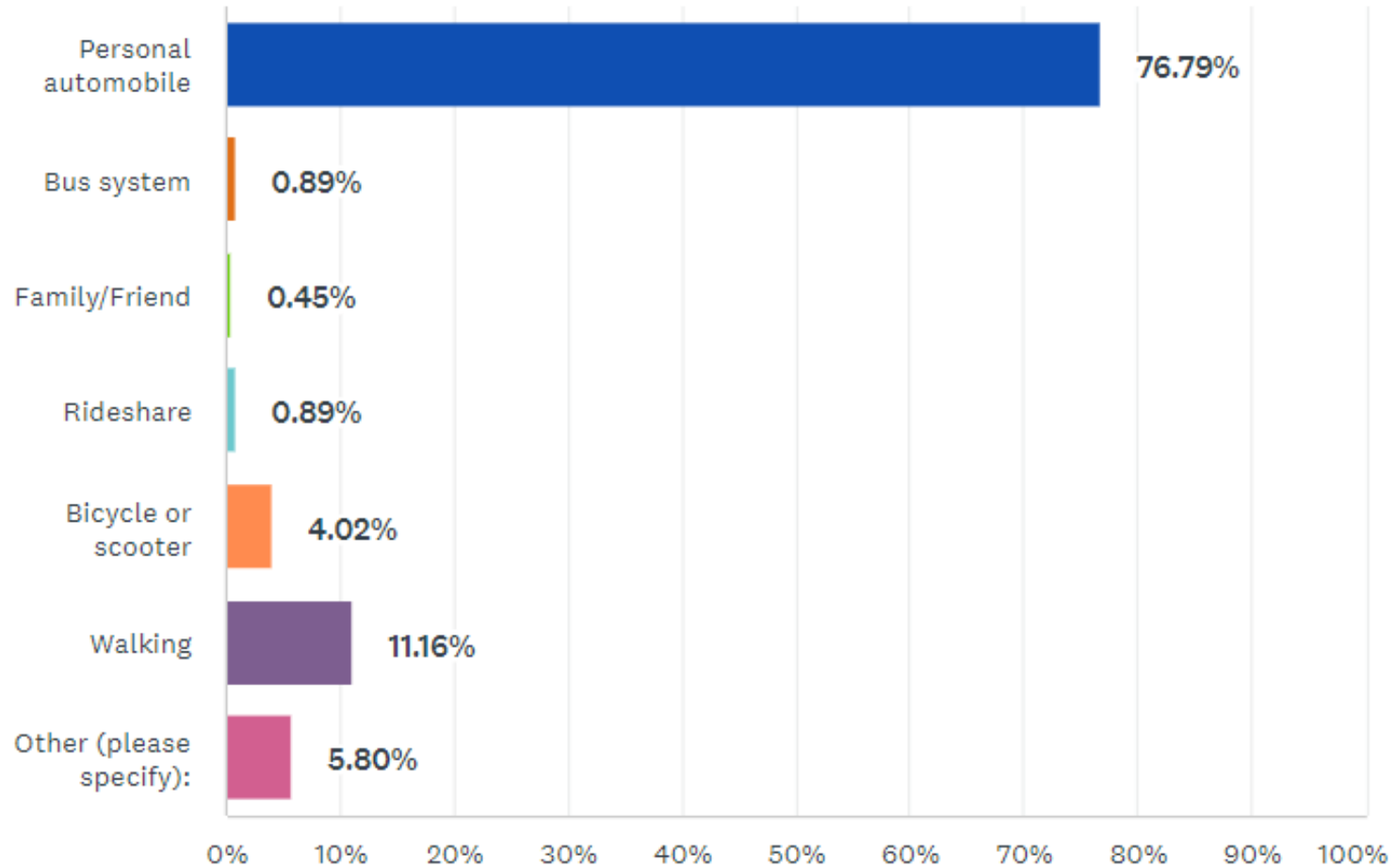
Avenue (and Drive):



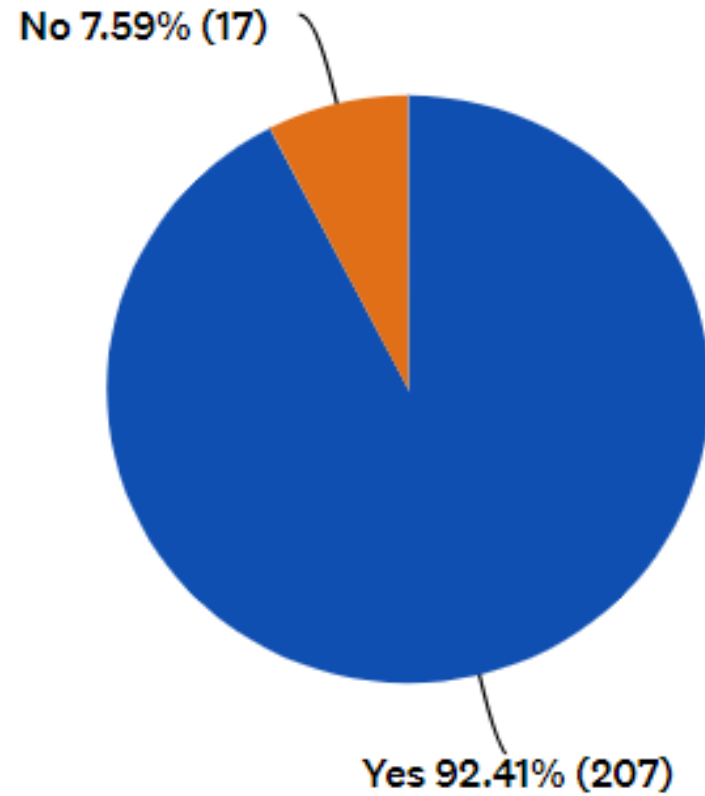
Street (and Terrace):



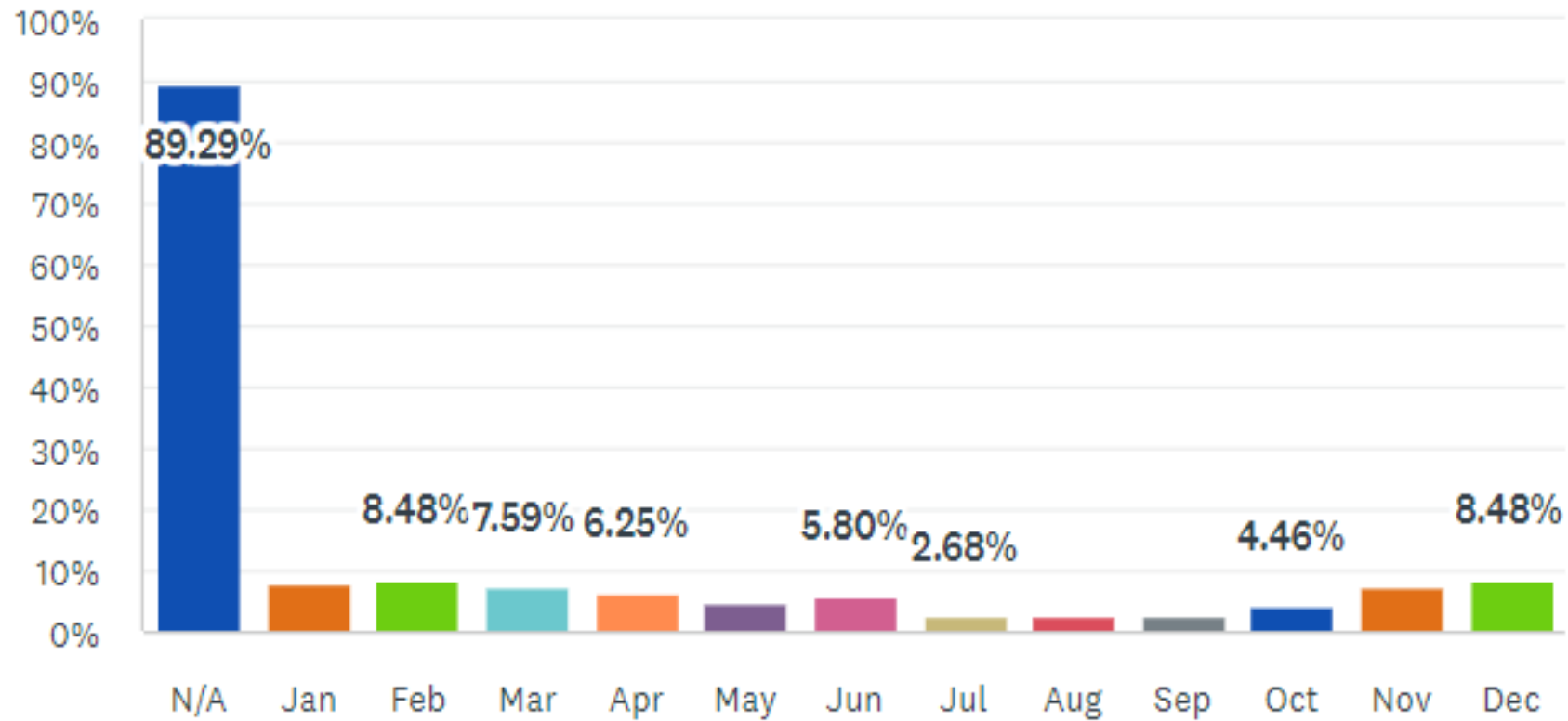
Q5. What is your primary source of transportation?



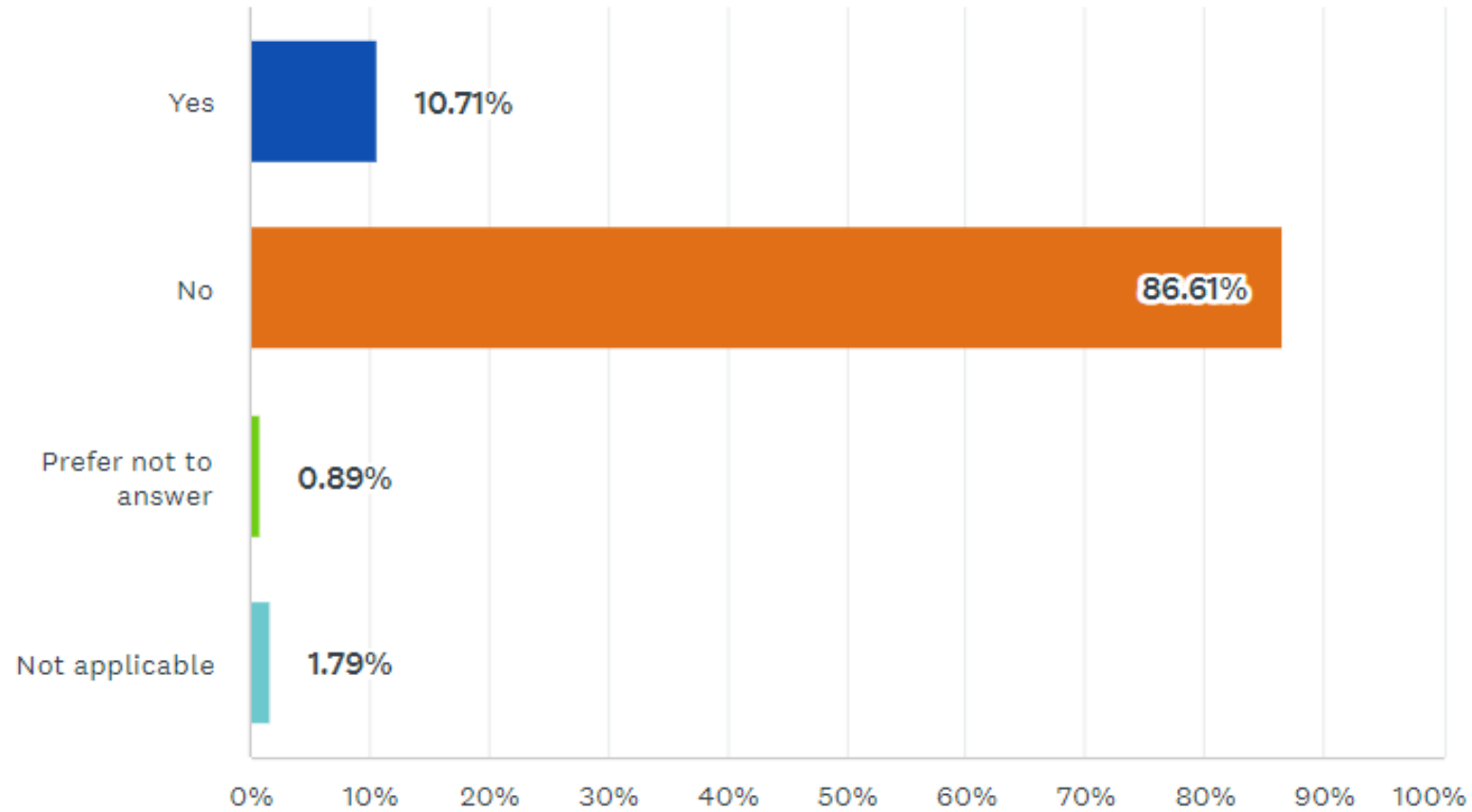
Q6. Are you a year-round resident?



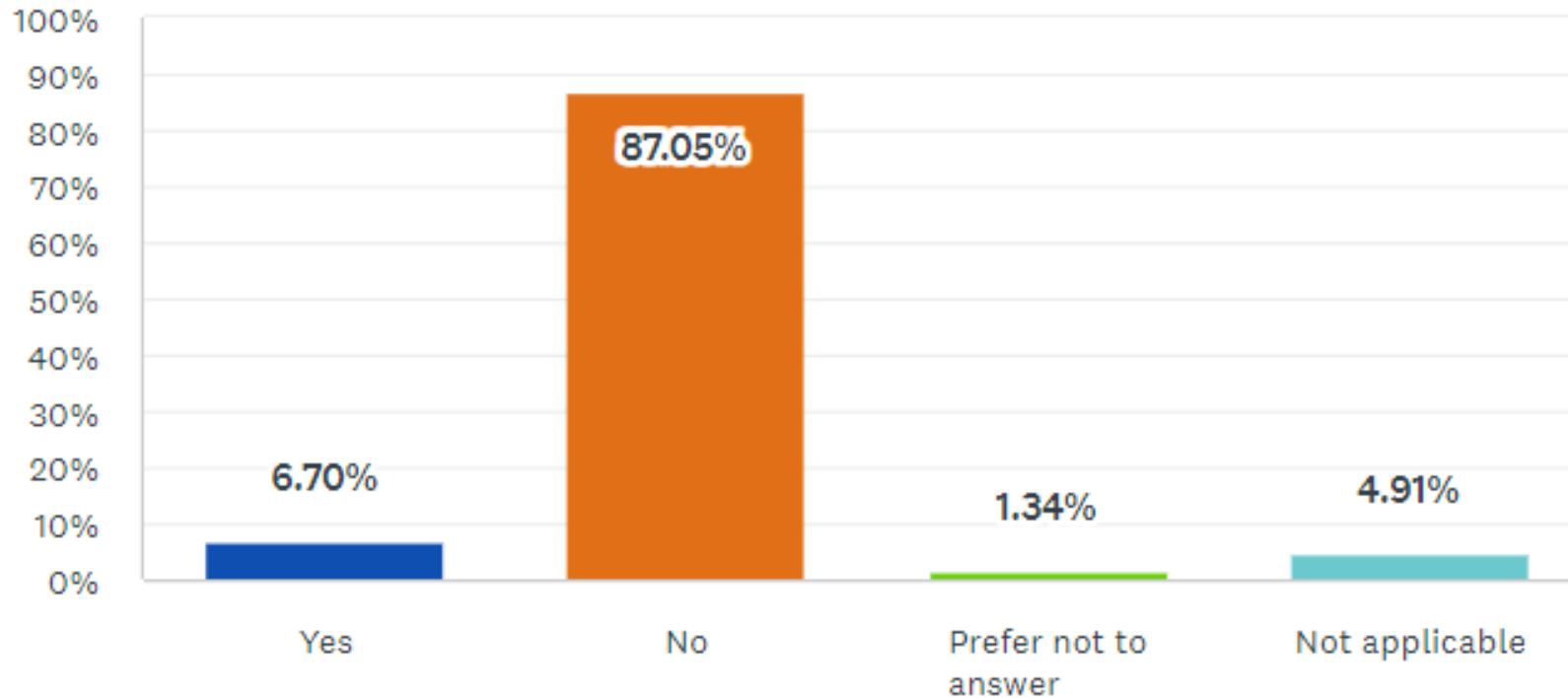
Q7. If you are a part-time or seasonal resident, during which months do you typically stay in the Town? (Check all that apply)



Q8. Do you experience any mobility issues that impact your ability to walk?



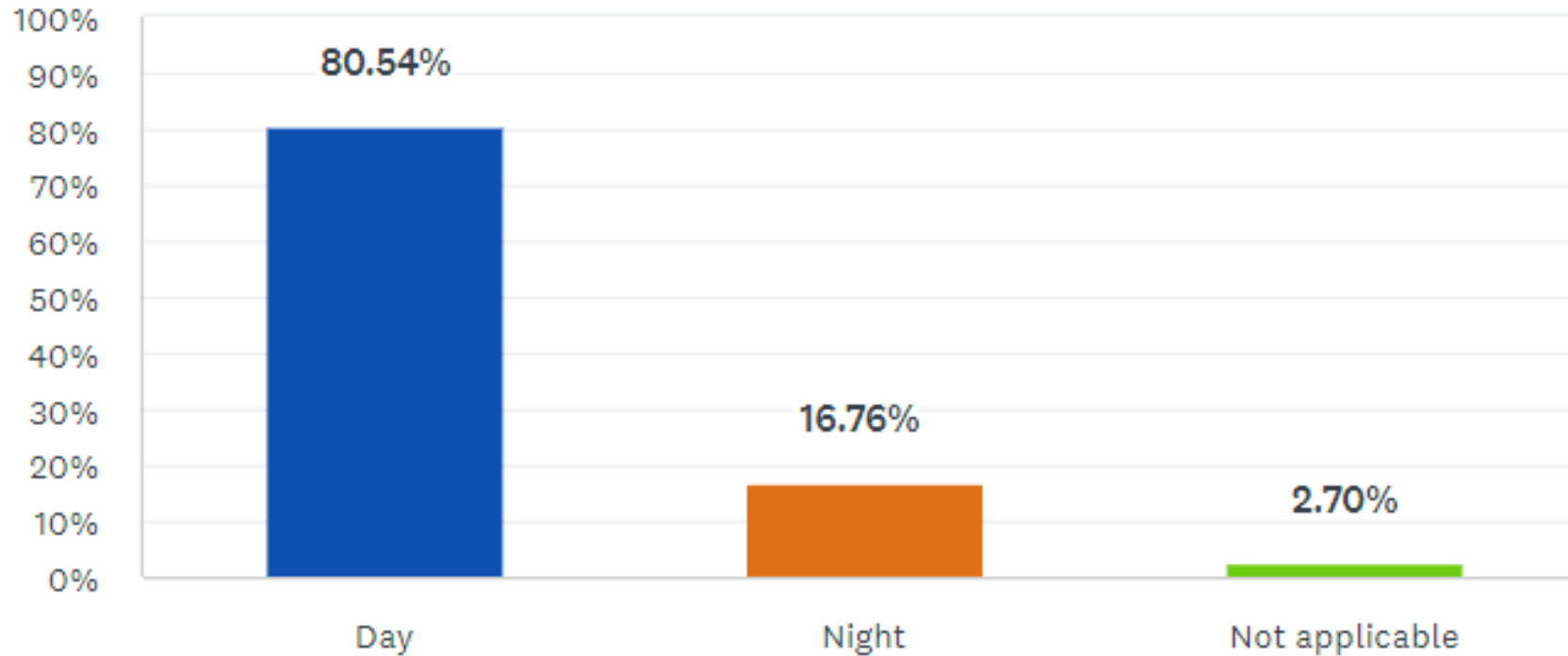
Q9. Do you currently use any assistive devices to aid your mobility? (Examples include wheelchairs, walkers, canes, crutches, mobility scooters, etc.)



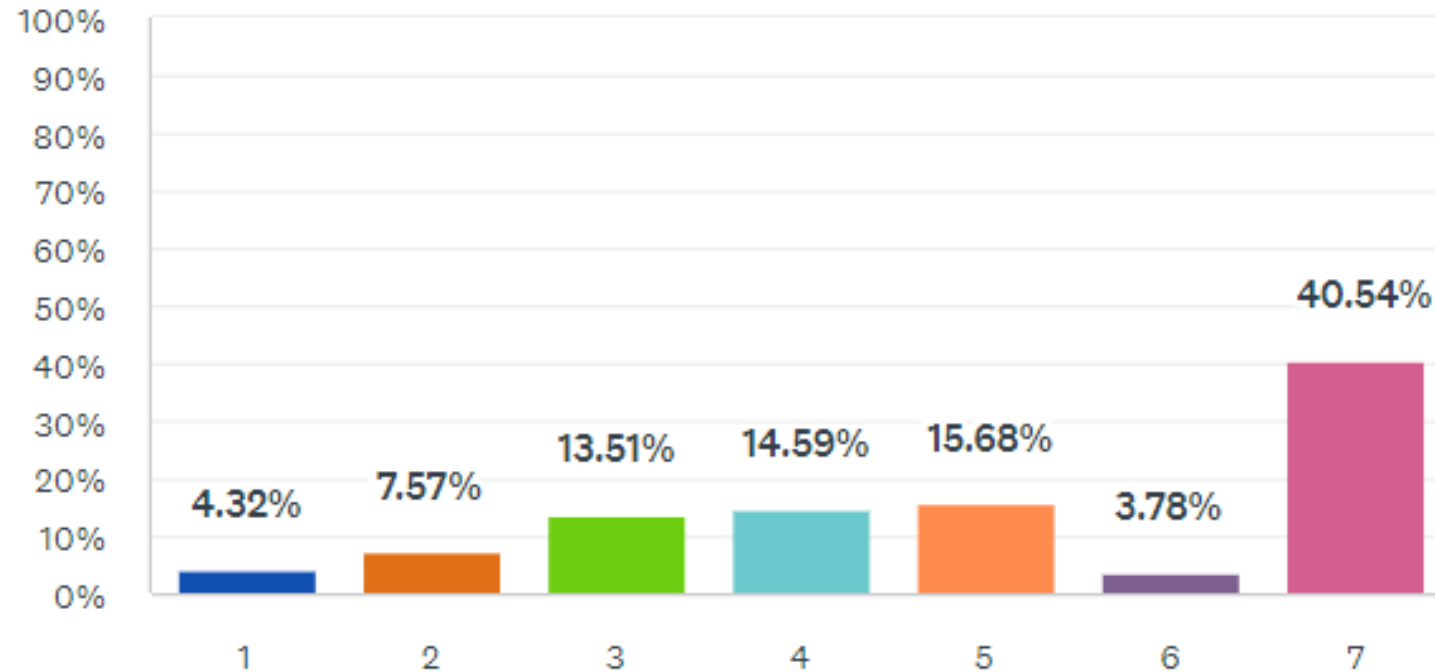


Methods of Active Transportation and Frequency

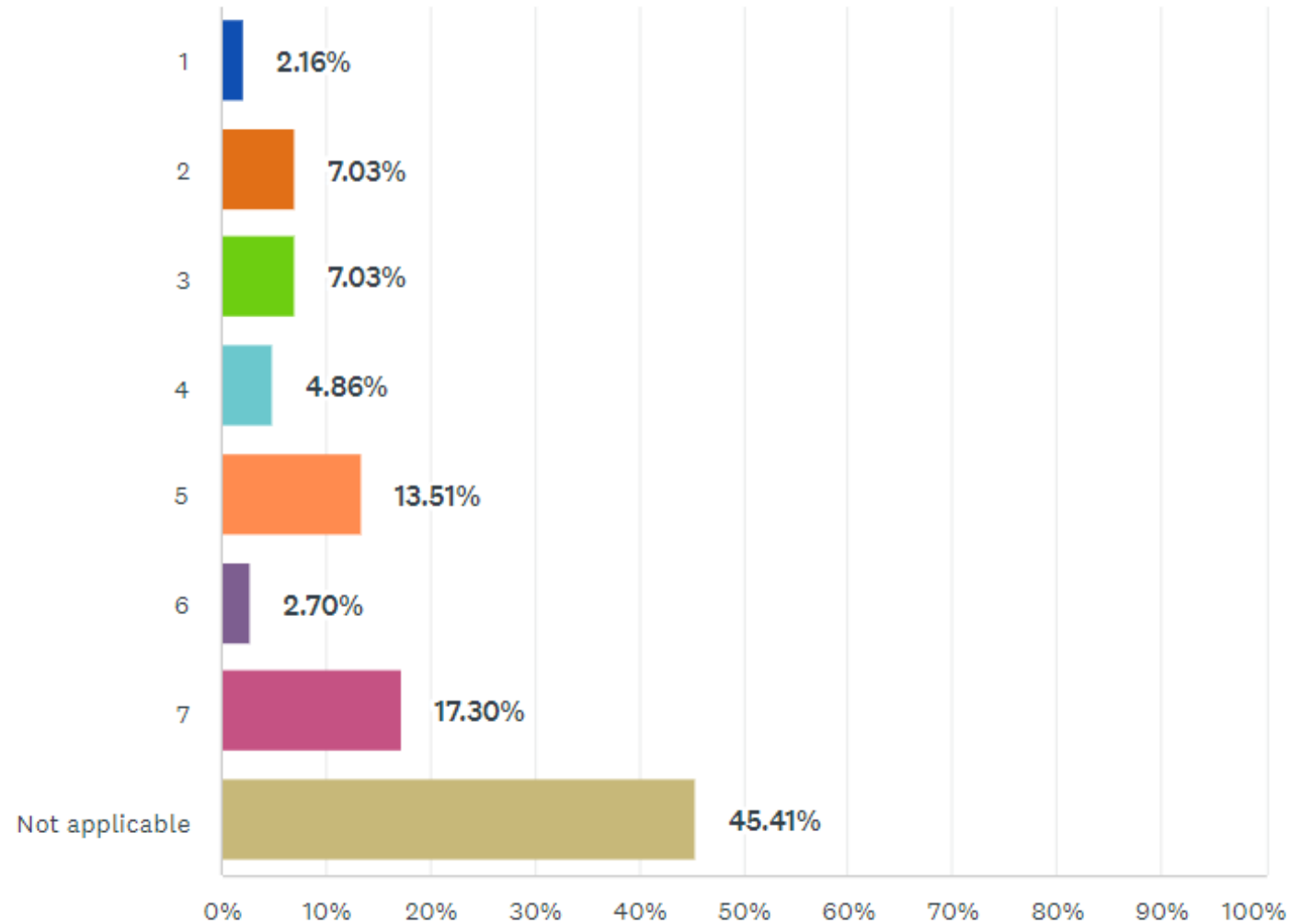
Q10. Do you walk more during the day or at night?



Q11. In a typical week, how many days do you walk in the Town?



Q12. In a typical week, how many days do members in your household under the age of 18 walk in the Town?

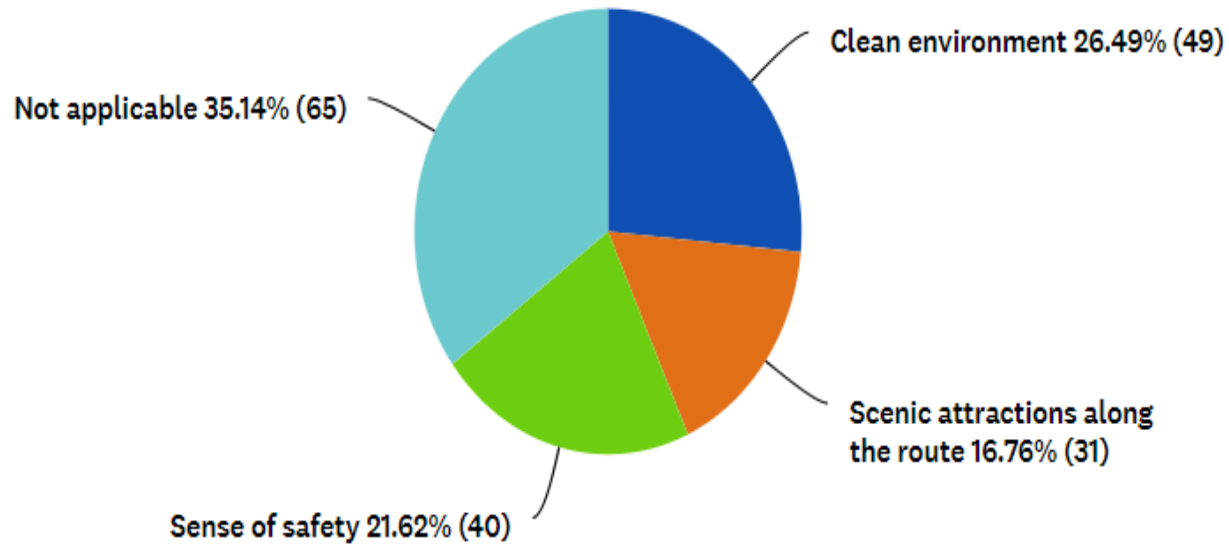


Q13. If you walk in the Town, what are your primary reasons for walking? (Check all that apply)

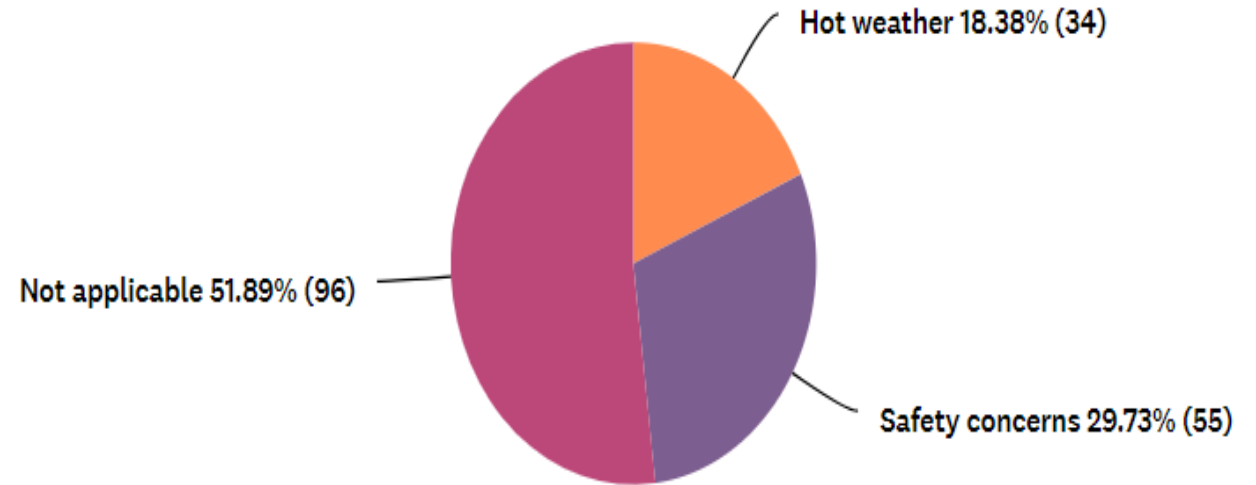
ANSWER CHOICES	RESPONSES
Walking the dog	36.22%
Engaging in activities for children	30.81%
Visiting the park	33.51%
Exercising or staying physically fit	78.92%
Running errands and reaching local destinations (e.g., grocery stores, shopping centers, restaurants, post office, etc.)	72.97%
Visiting neighbors or interacting with other locals	44.32%
Not applicable	1.62%
Other	4.86%

Q14. If you walk in the Town, is your walk enjoyable?

Yes



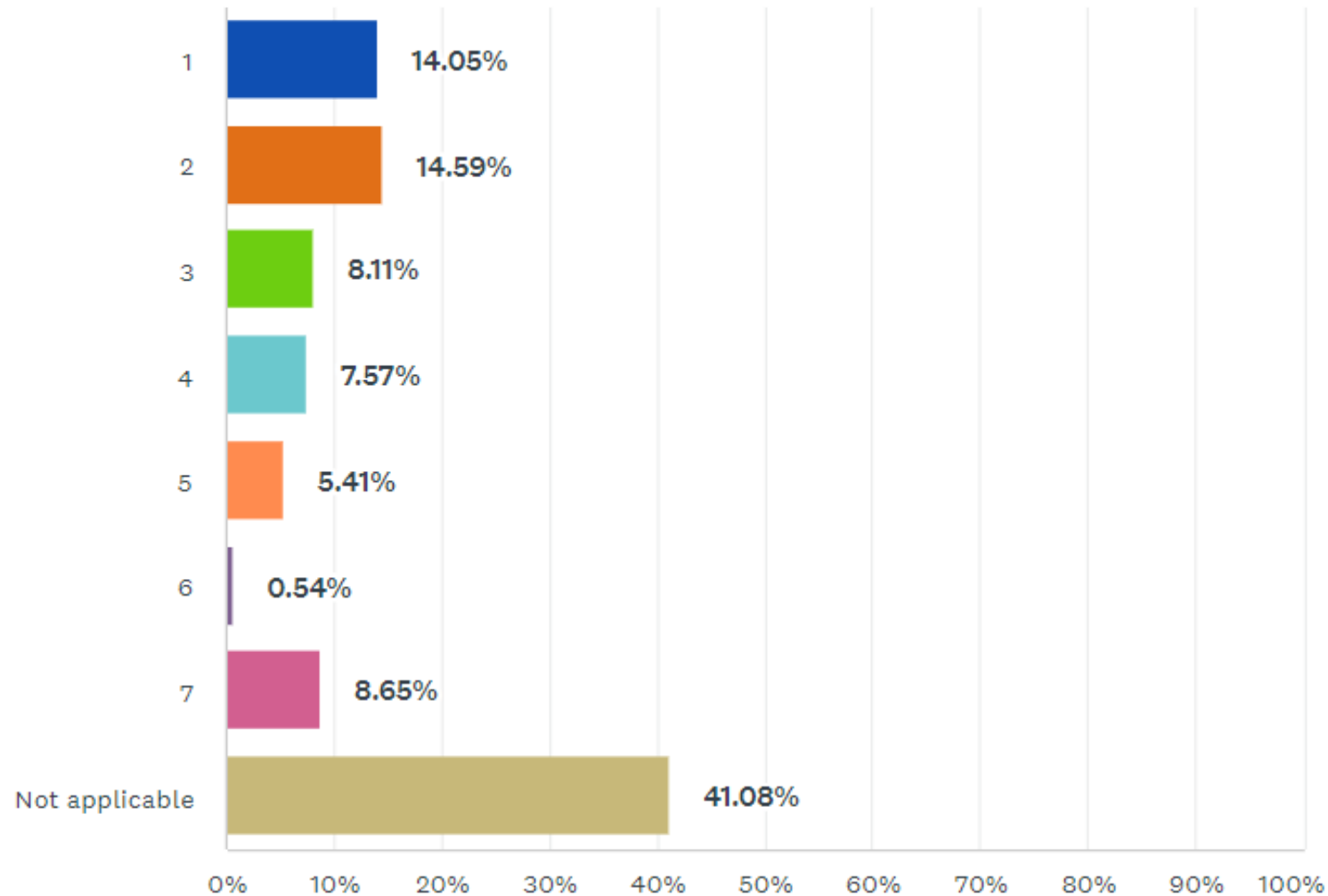
No



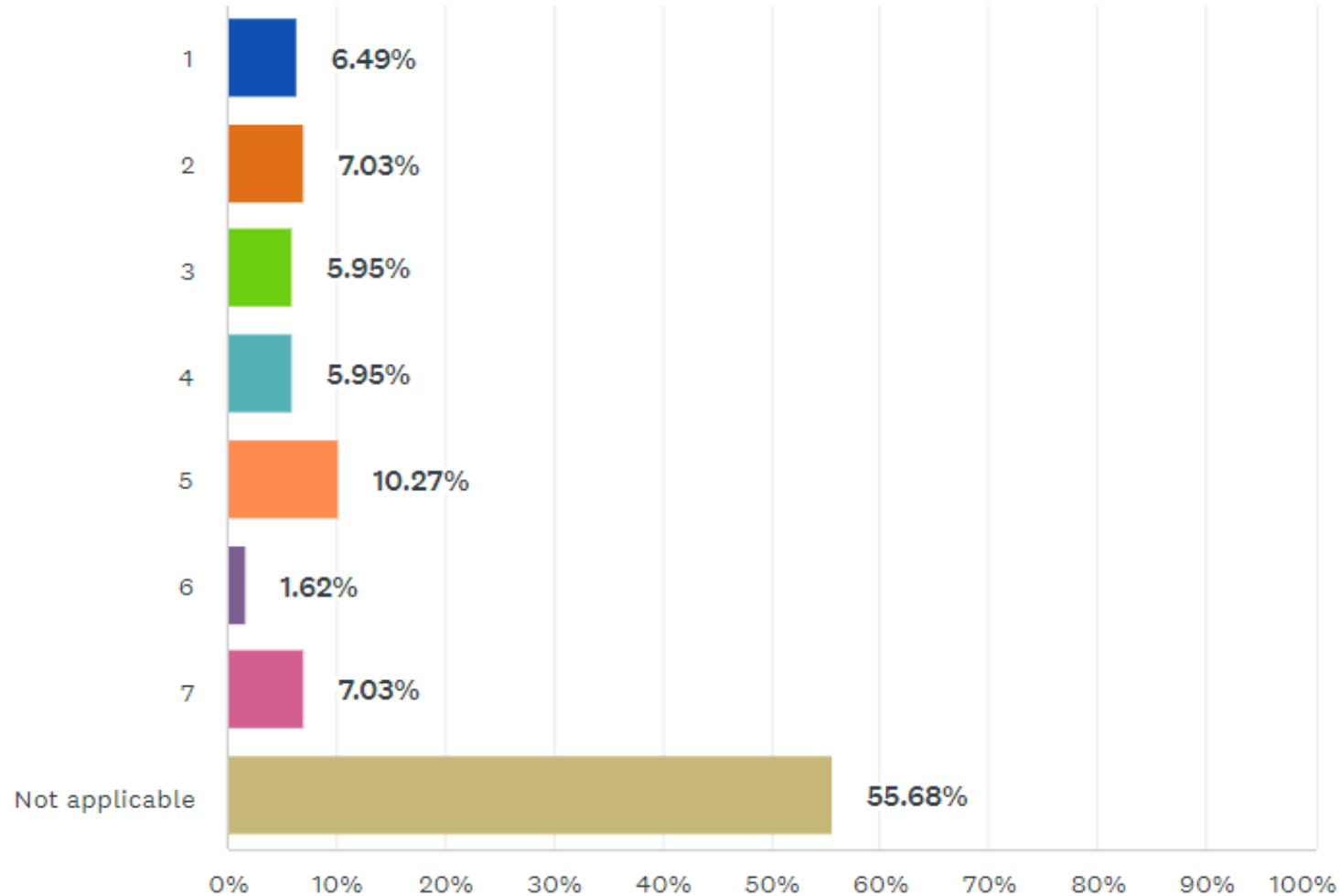
Q15. If you do not walk in the Town, what is the primary reason why?

ANSWER CHOICES	RESPONSES
Prefer using the car	10.27%
Long distances to travel	8.11%
Hot weather	20.54%
Health concerns or reasons	1.62%
Time constraints	9.19%
Safety concerns	13.51%
Gym workouts	1.62%
Outdoor activities elsewhere	2.16%
Lack of sidewalks or poor maintenance	16.22%
Not applicable	54.59%
Other	8.11%

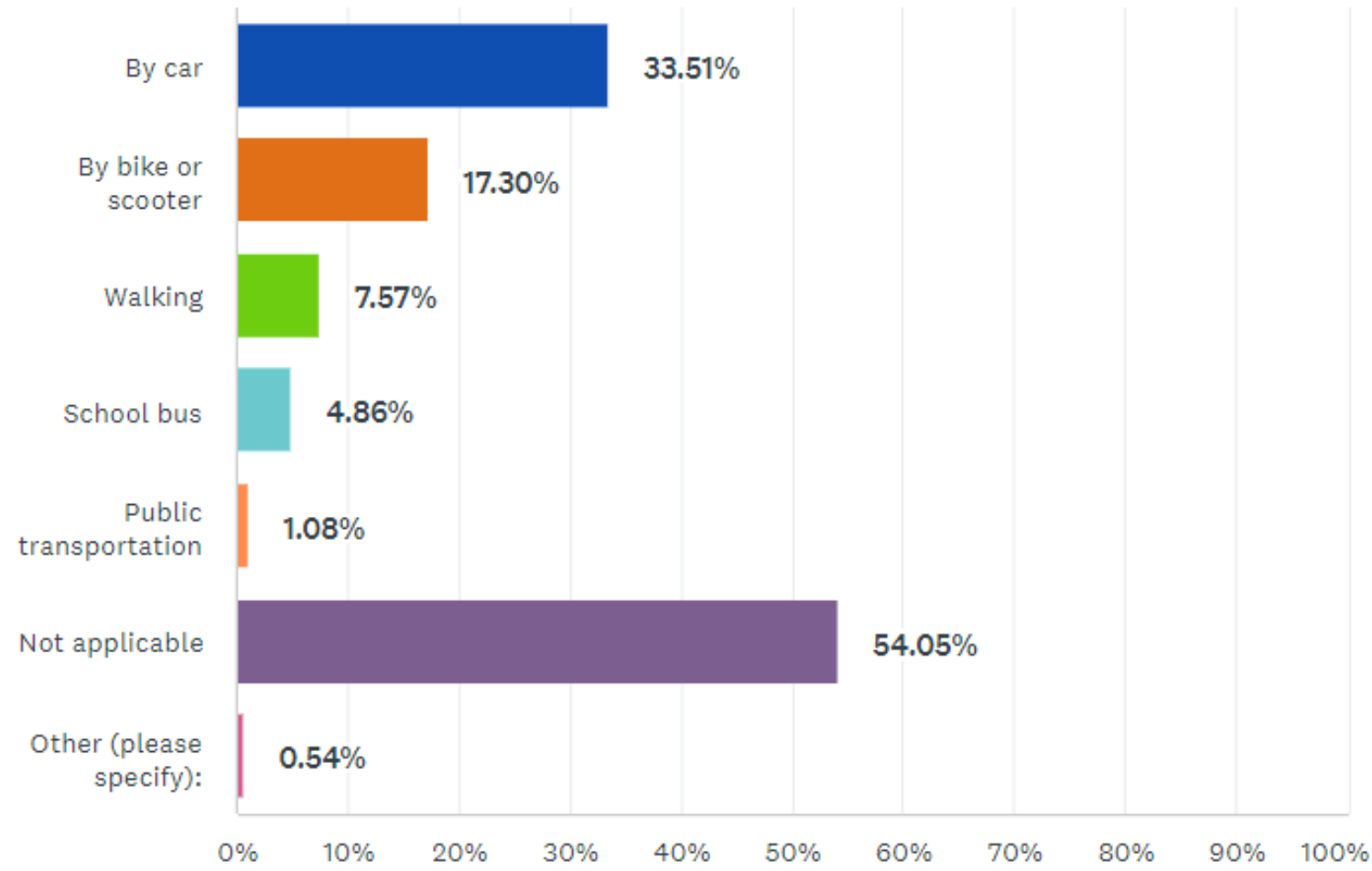
Q16. In a typical week, how many days do you ride your bike or use a scooter in the Town?



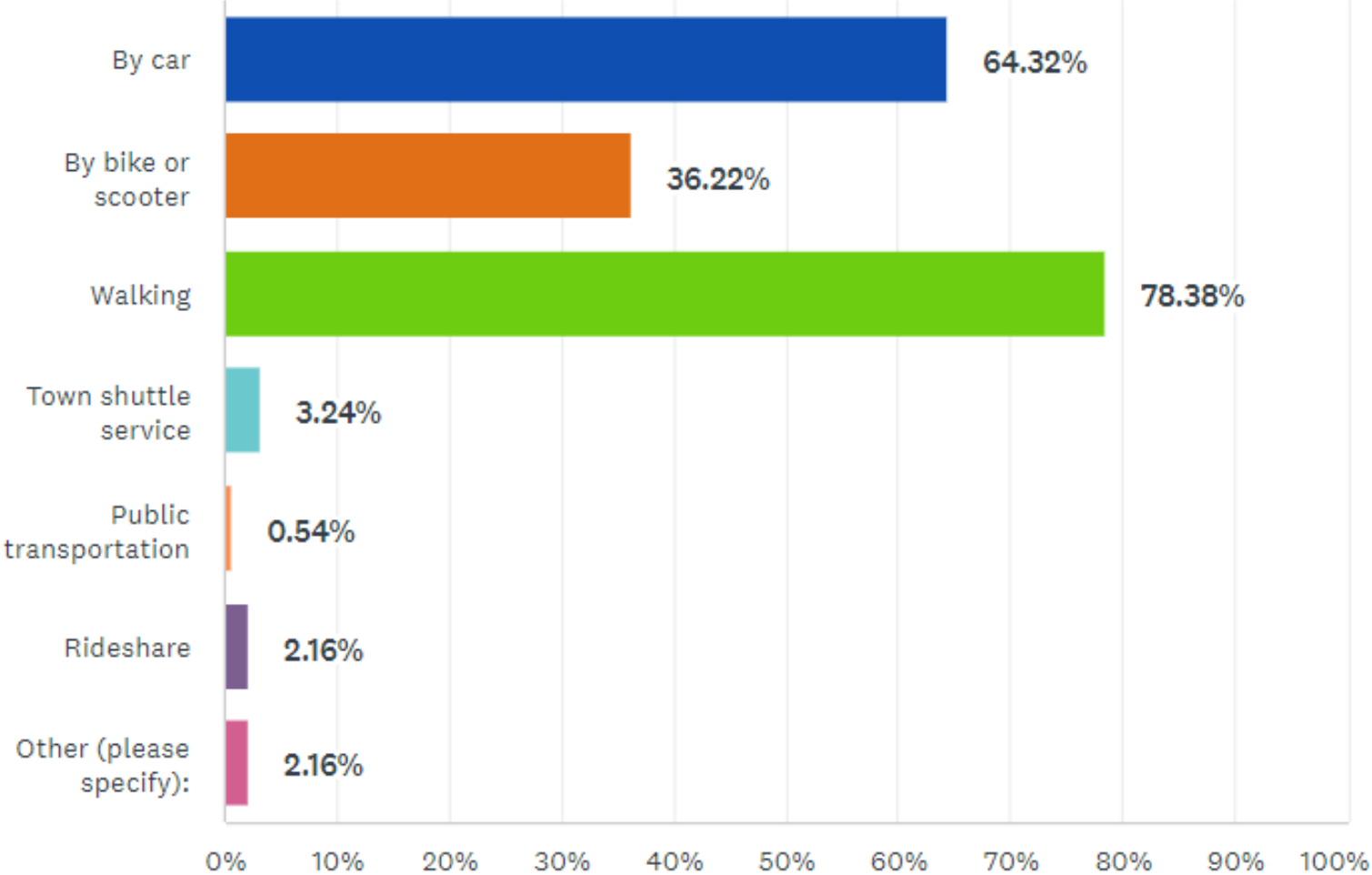
Q17. In a typical week, how many days do members in your household under the age of 18 use a bike or a scooter in the Town?



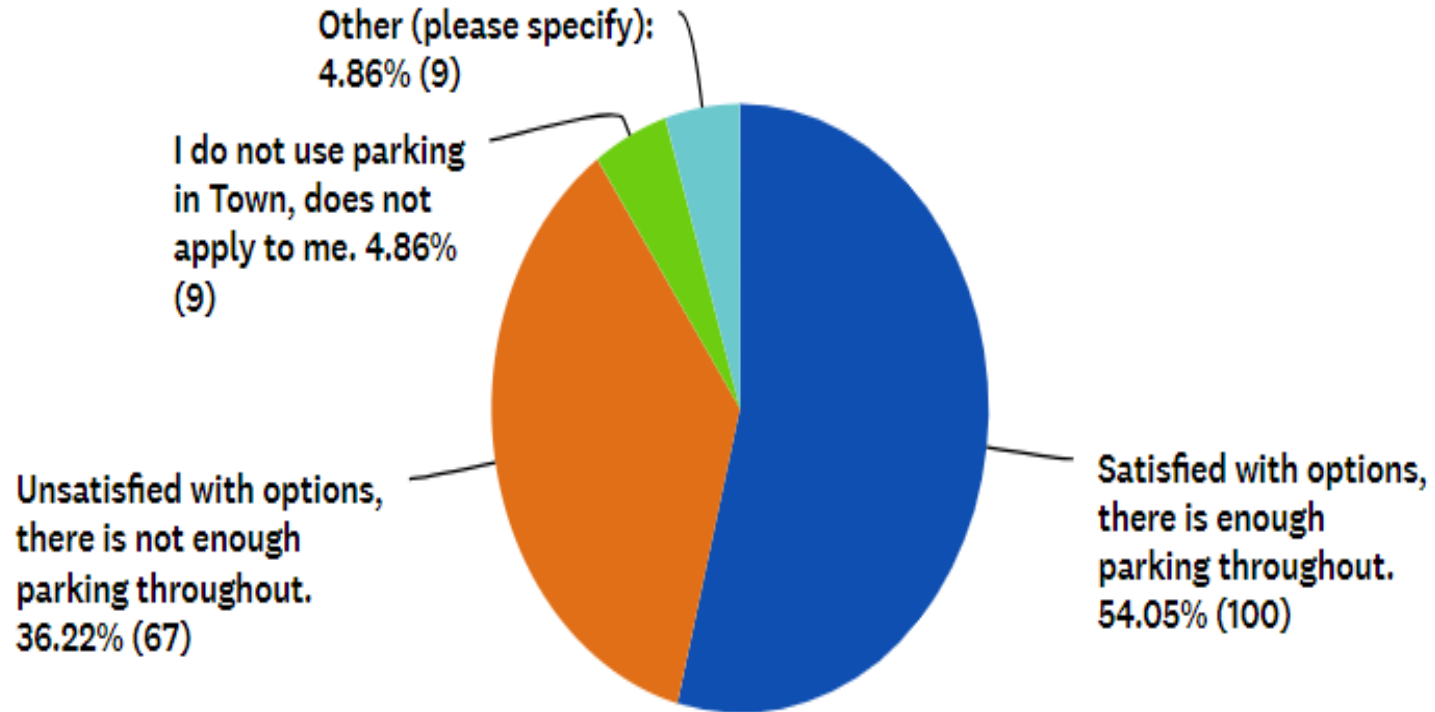
Q18. If you have children in your household, how do they primarily travel to school?
(Check all that apply.)



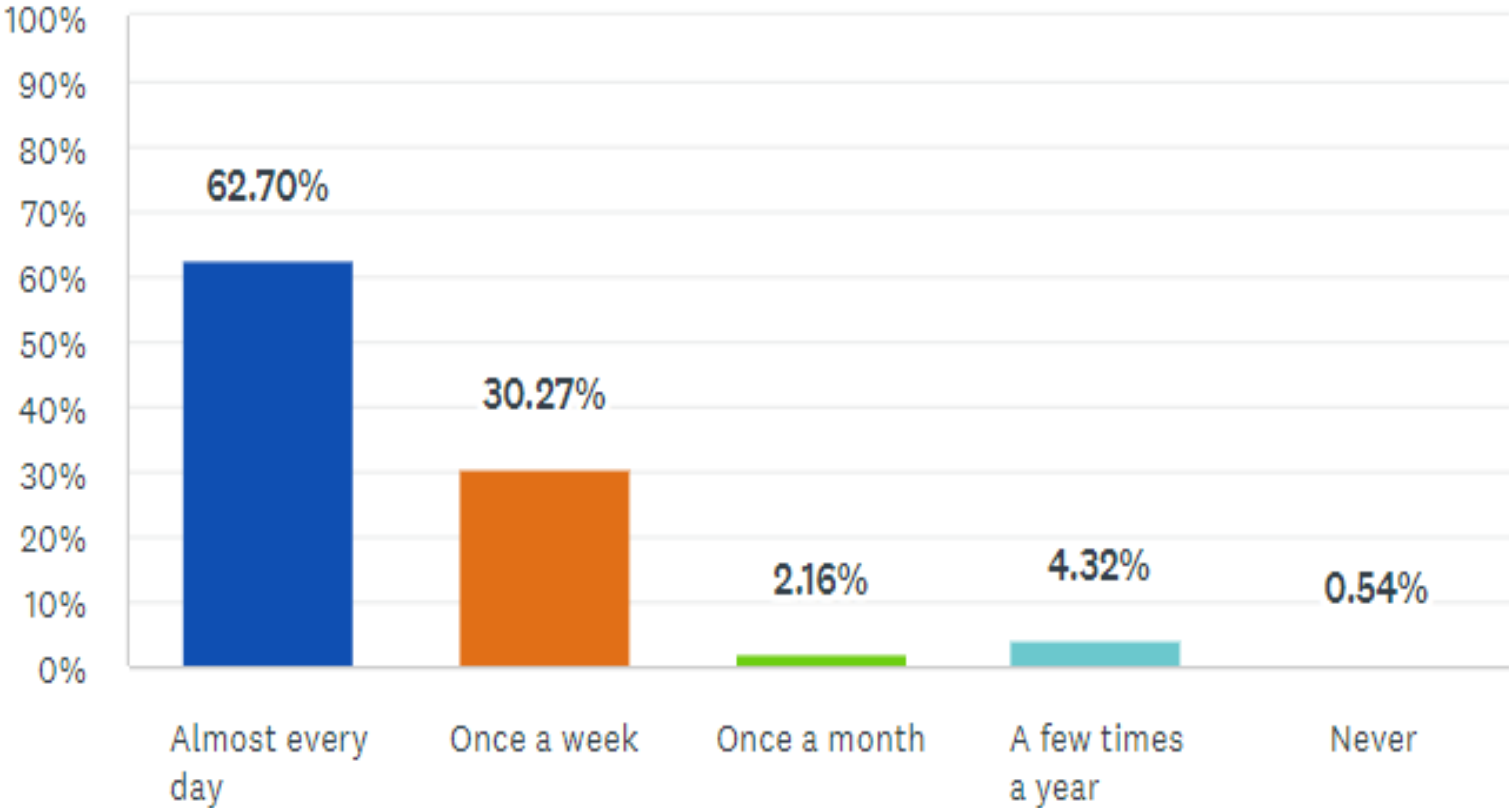
Q19. How do you and members of your household travel around downtown Surfside? (Check all that apply)



Q20. How do you feel about Town parking options?



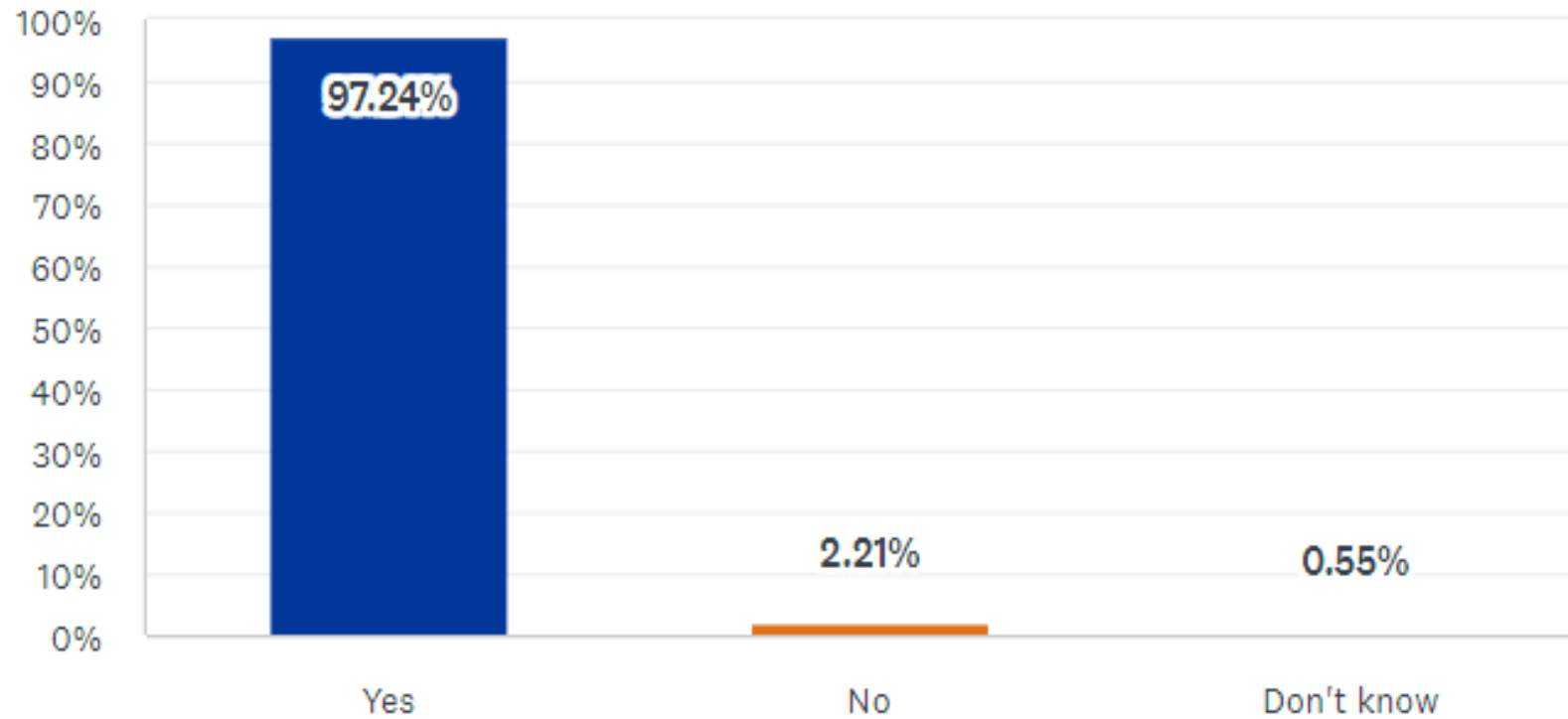
Q21. How often do you travel to downtown Surfside?



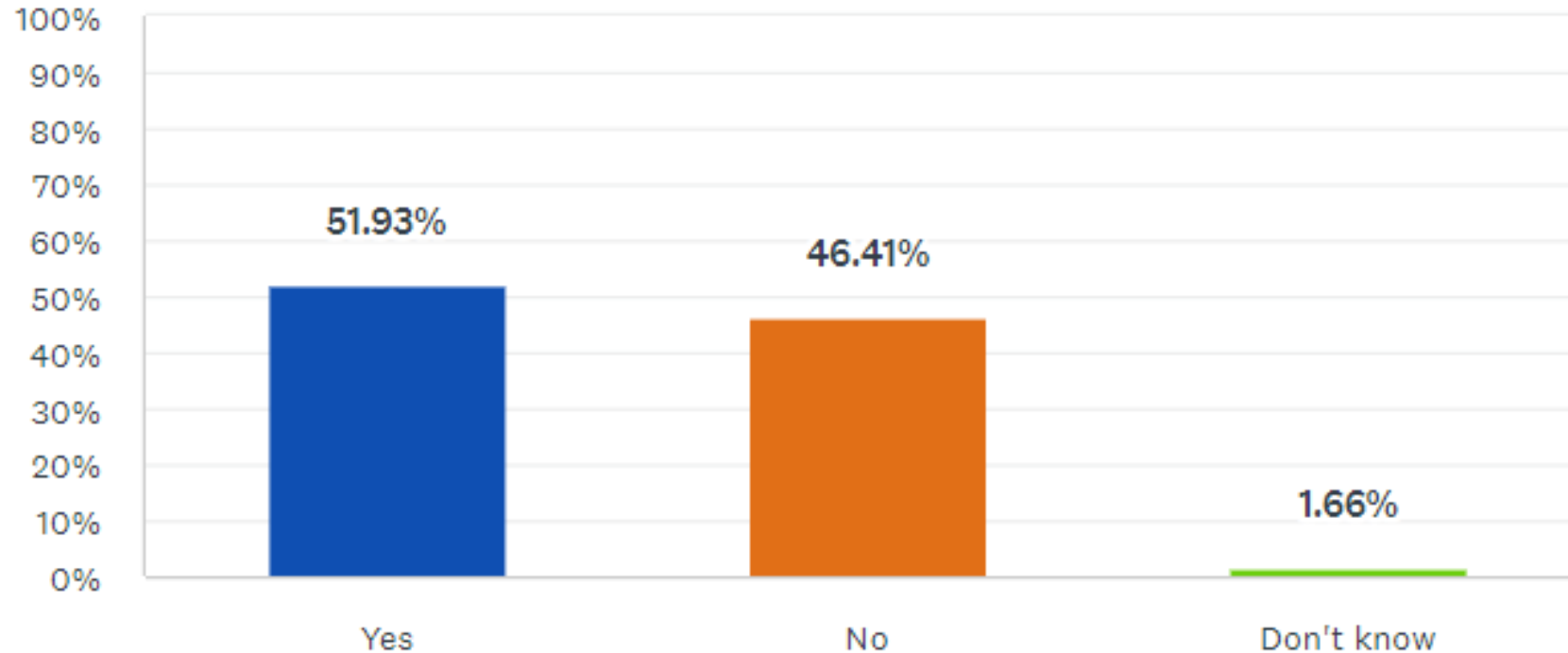


Neighborhood Environment and Safety

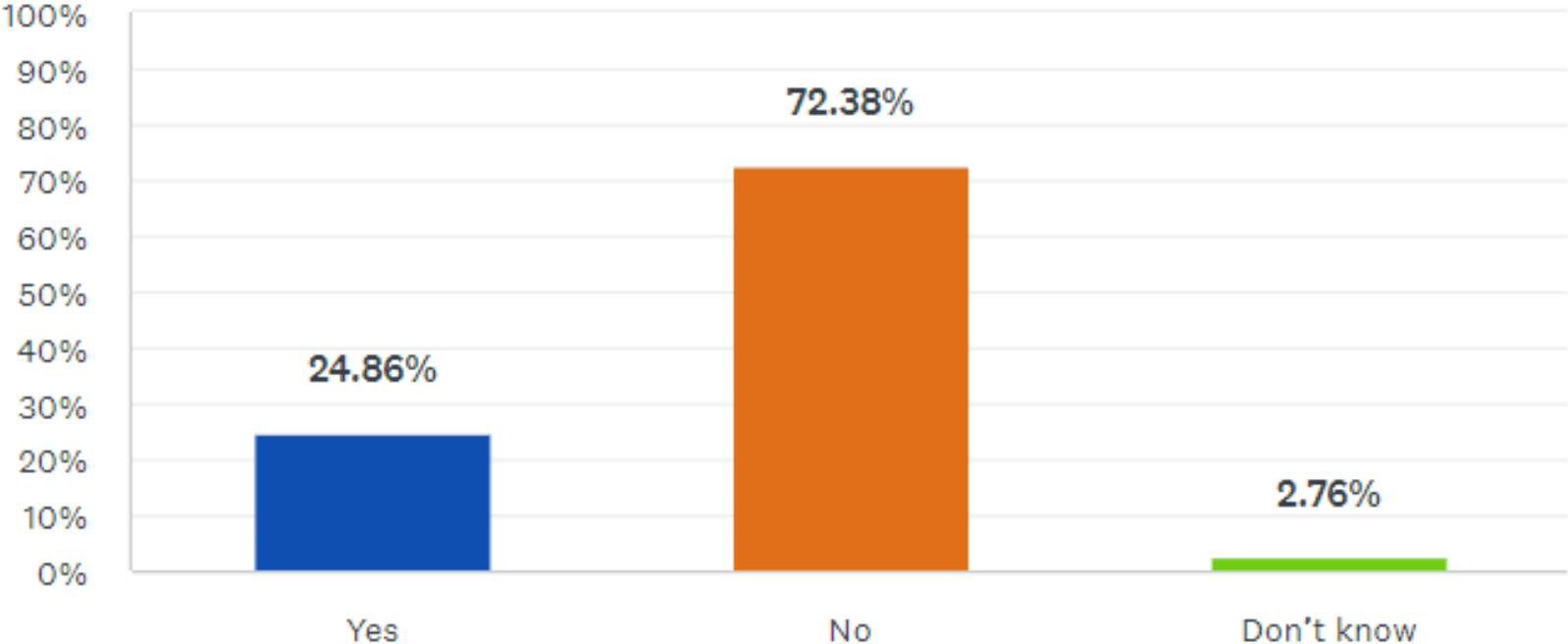
Q22. Do you see other people out walking near your residence?



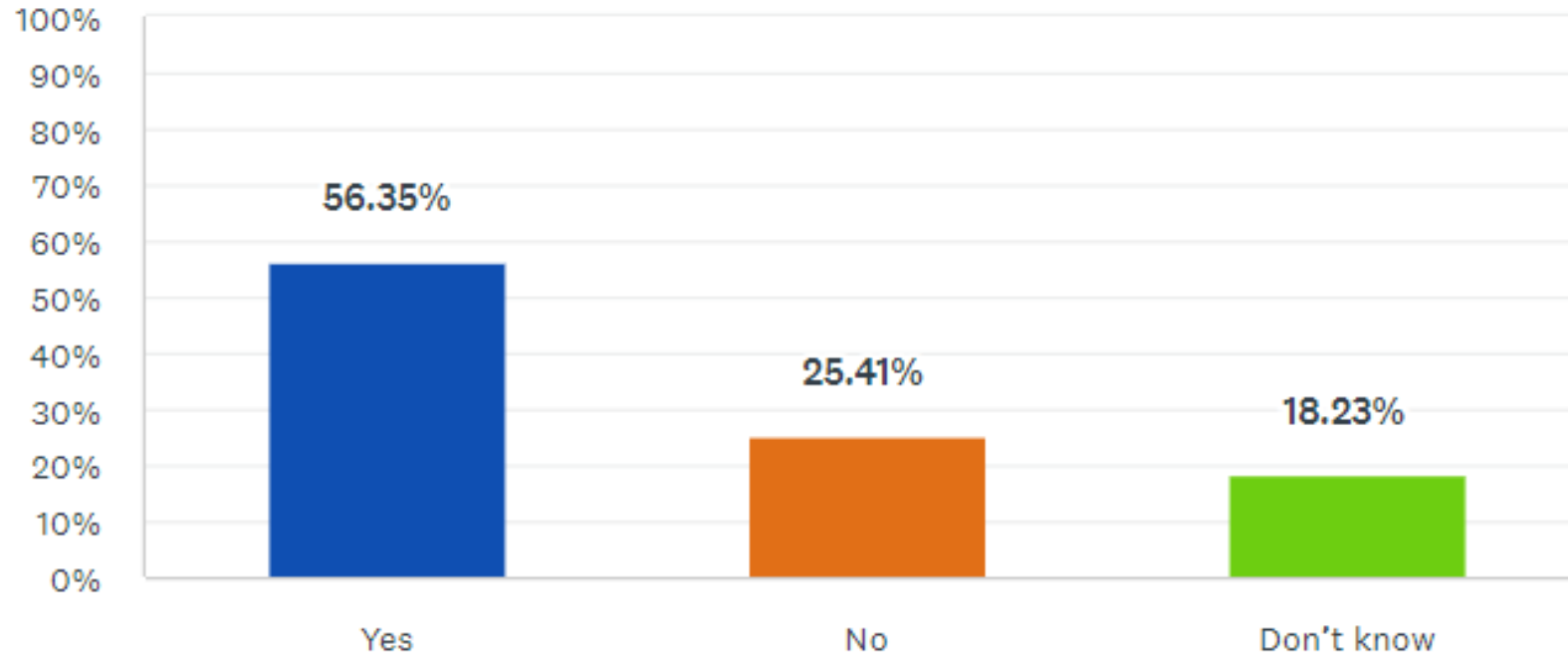
Q23. Does traffic make it difficult or unpleasant to walk near your residence?



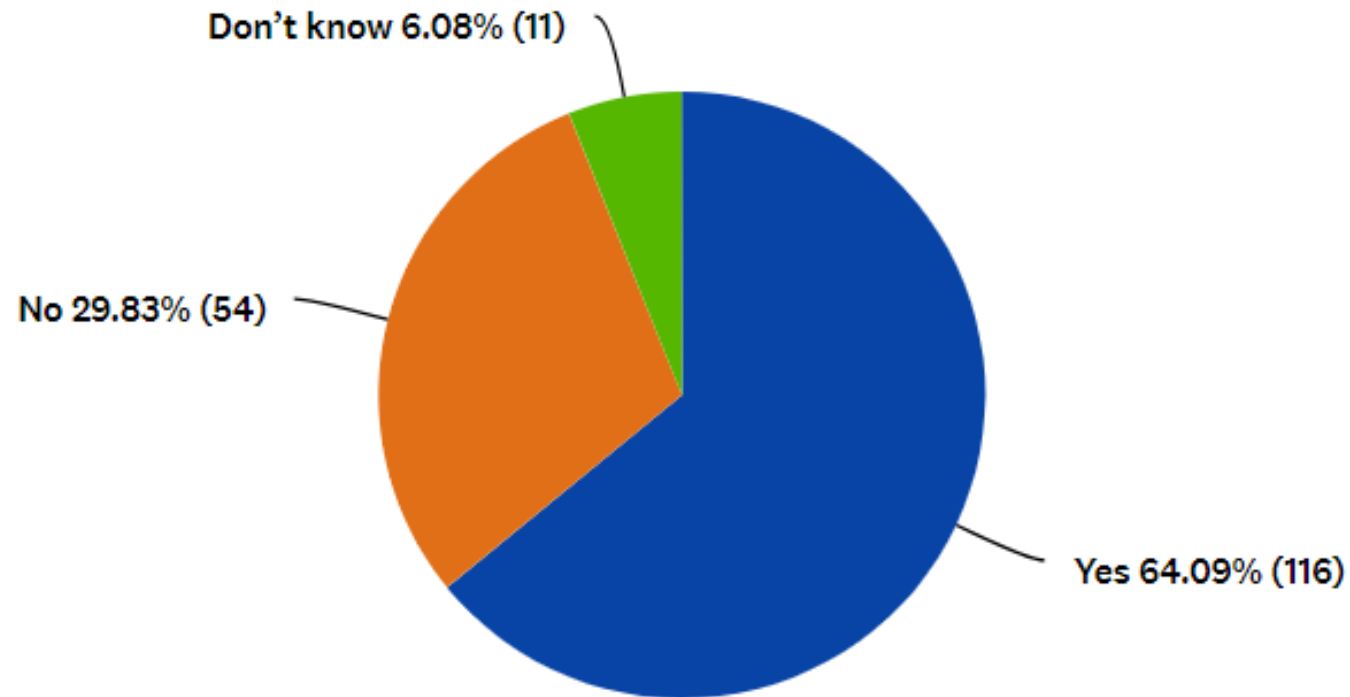
Q24. In your opinion, do you feel that drivers observe the speed limits in the Town?



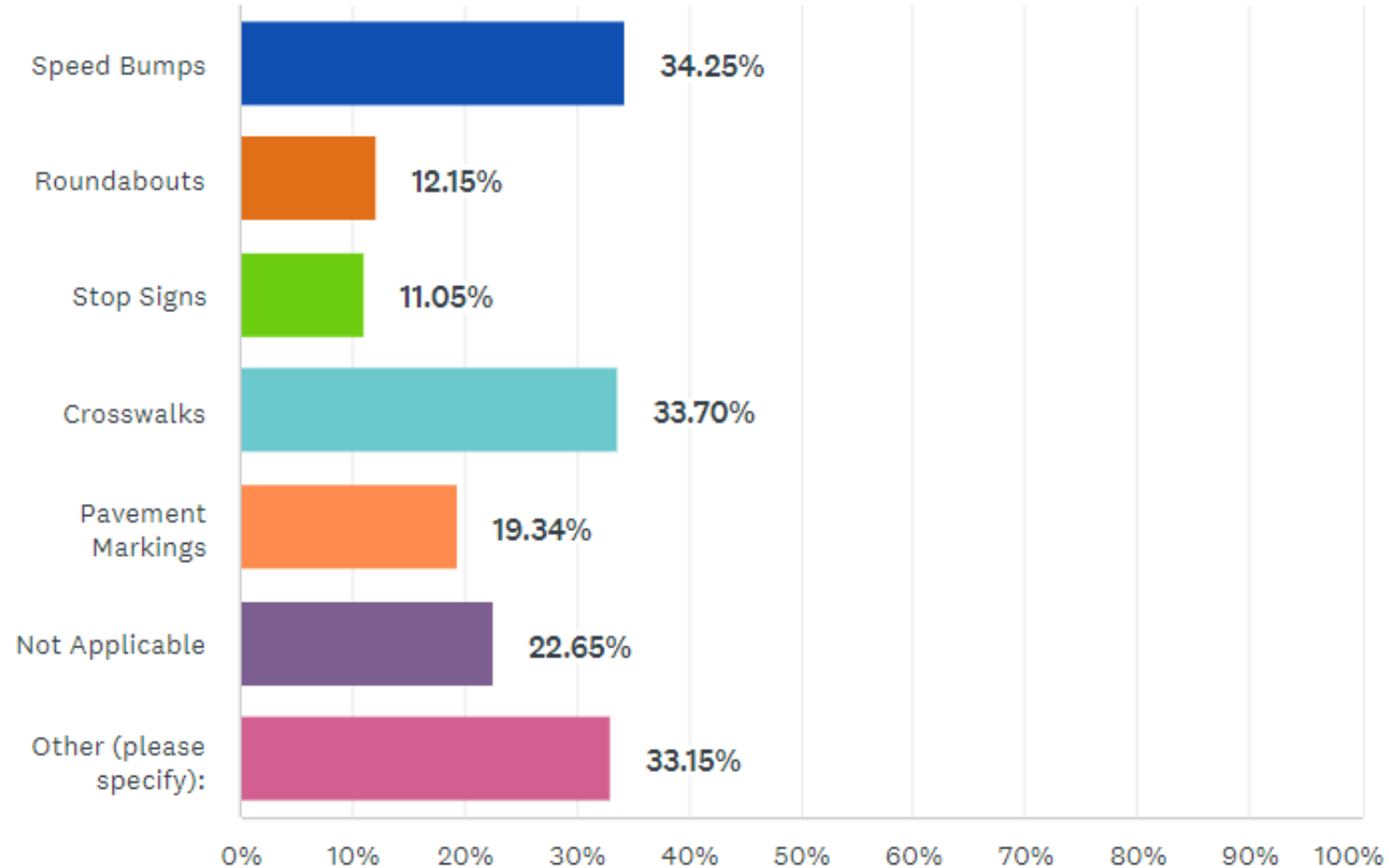
Q25. Are there posted speed limits on your street or avenue?



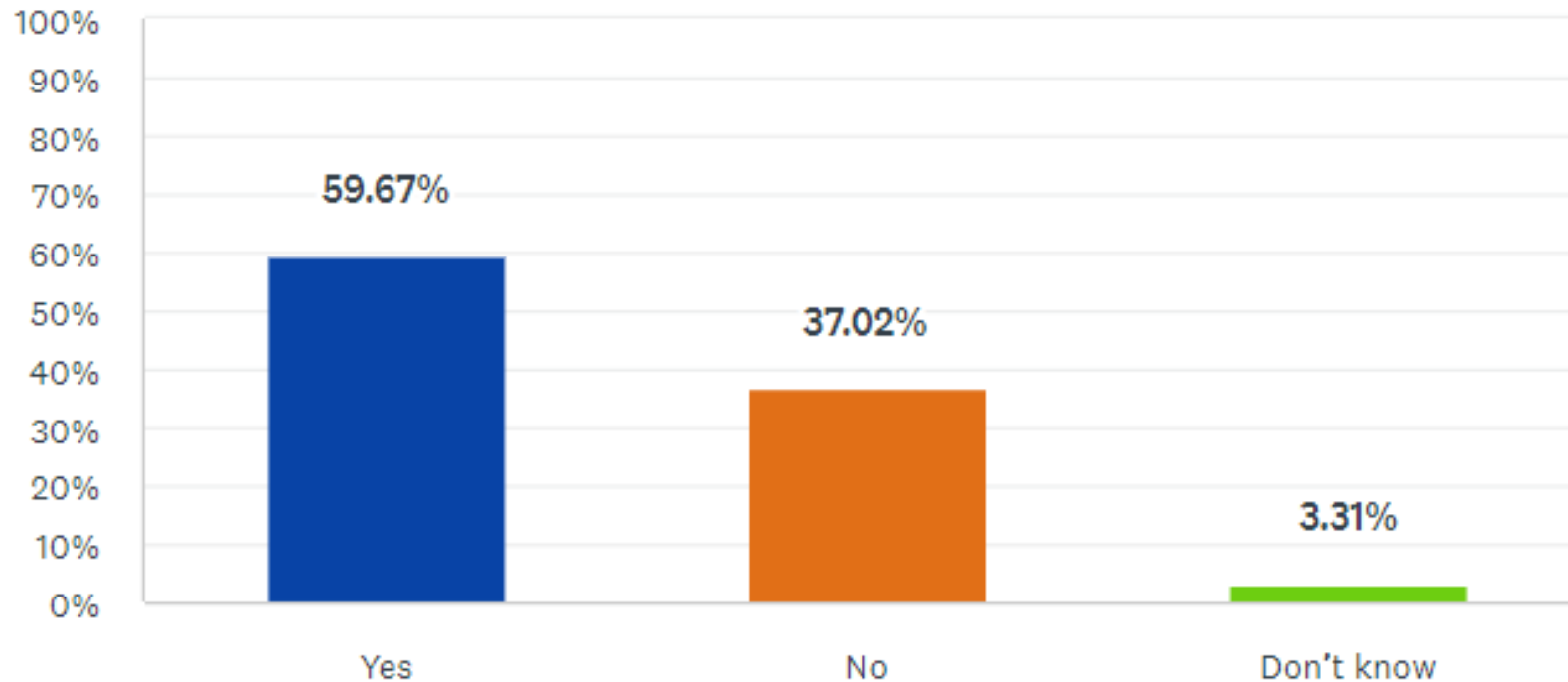
Q26. Do you think traffic calming measures are needed near your residence?



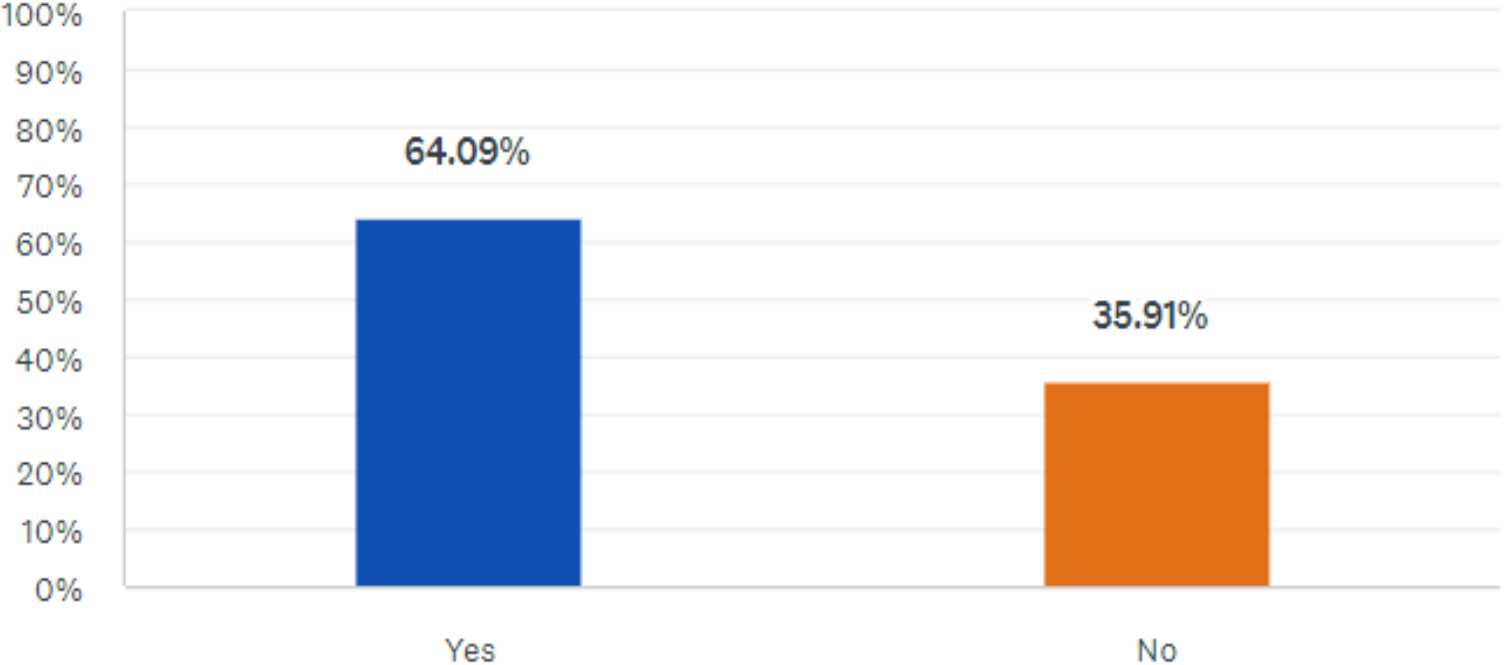
Q27. If yes, which traffic calming measures do you prefer? (Check all that apply)



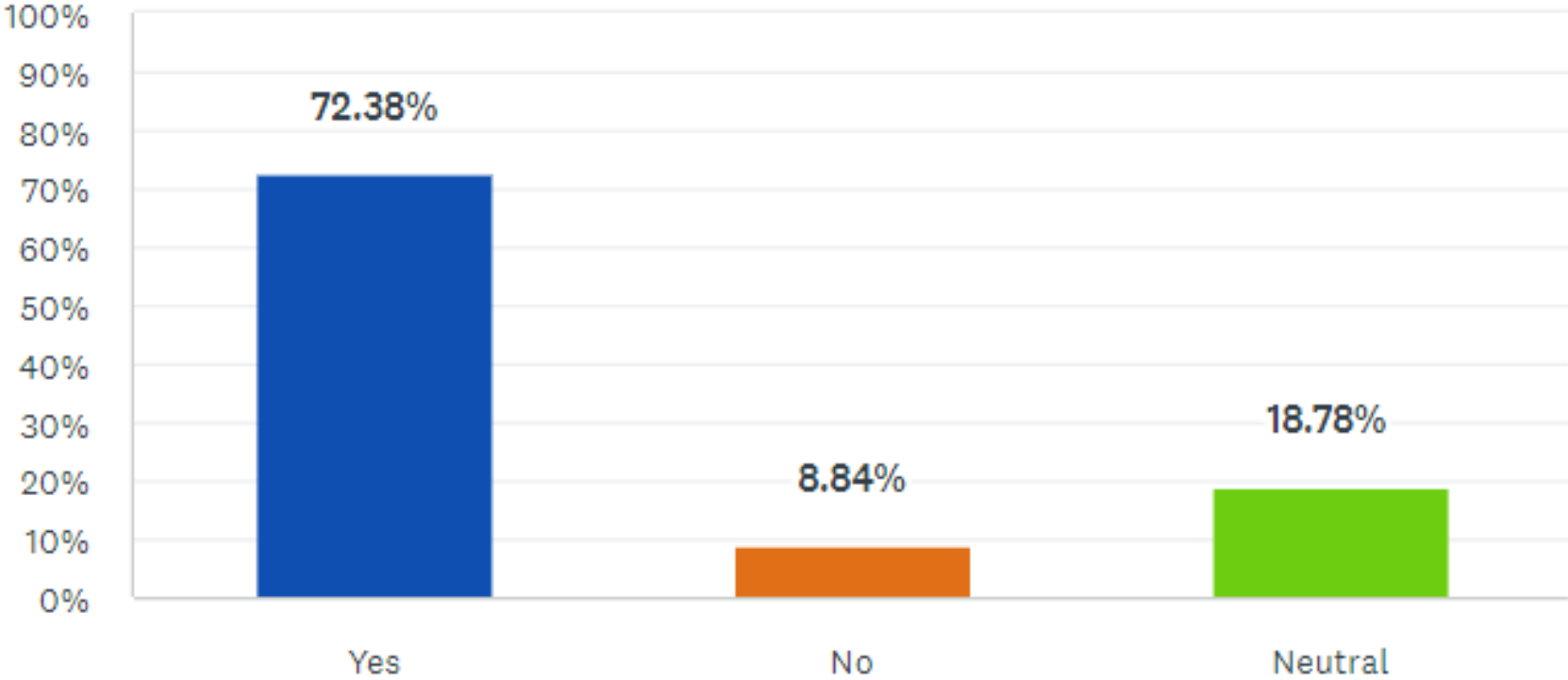
Q28. Is there adequate lighting around buildings and on streets or avenues near your residence?



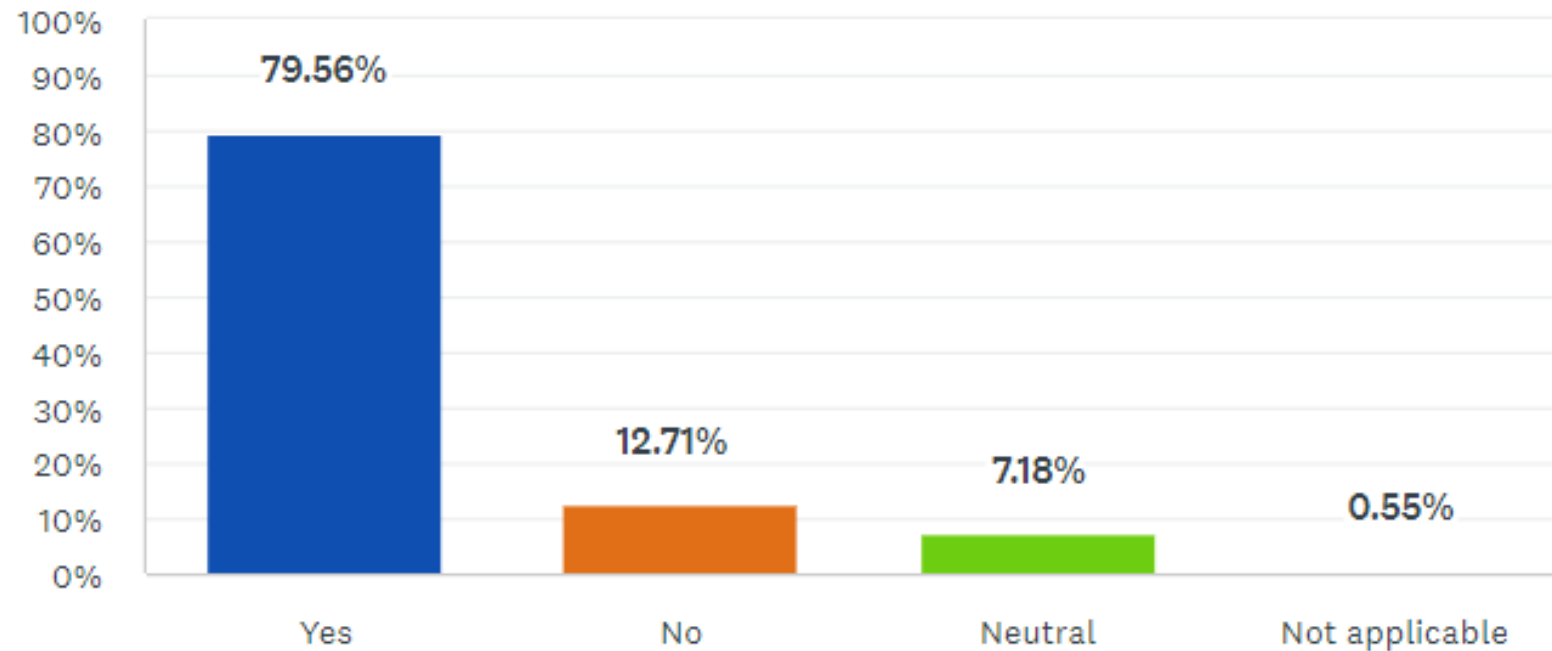
Q29. Do you often see police vehicles patrolling throughout the Town?



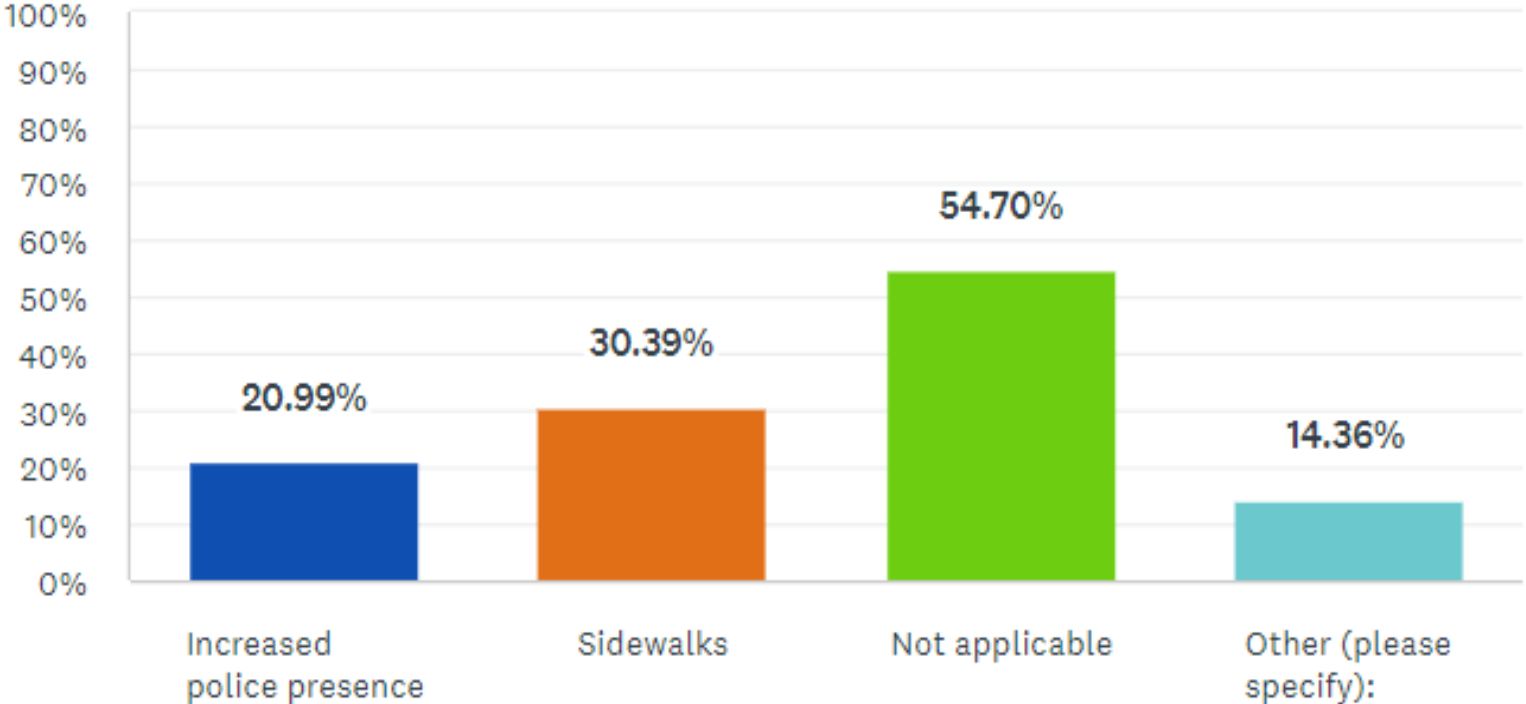
Q30. Do patrolling police vehicles make you feel safer when walking or biking/scooting in the Town?



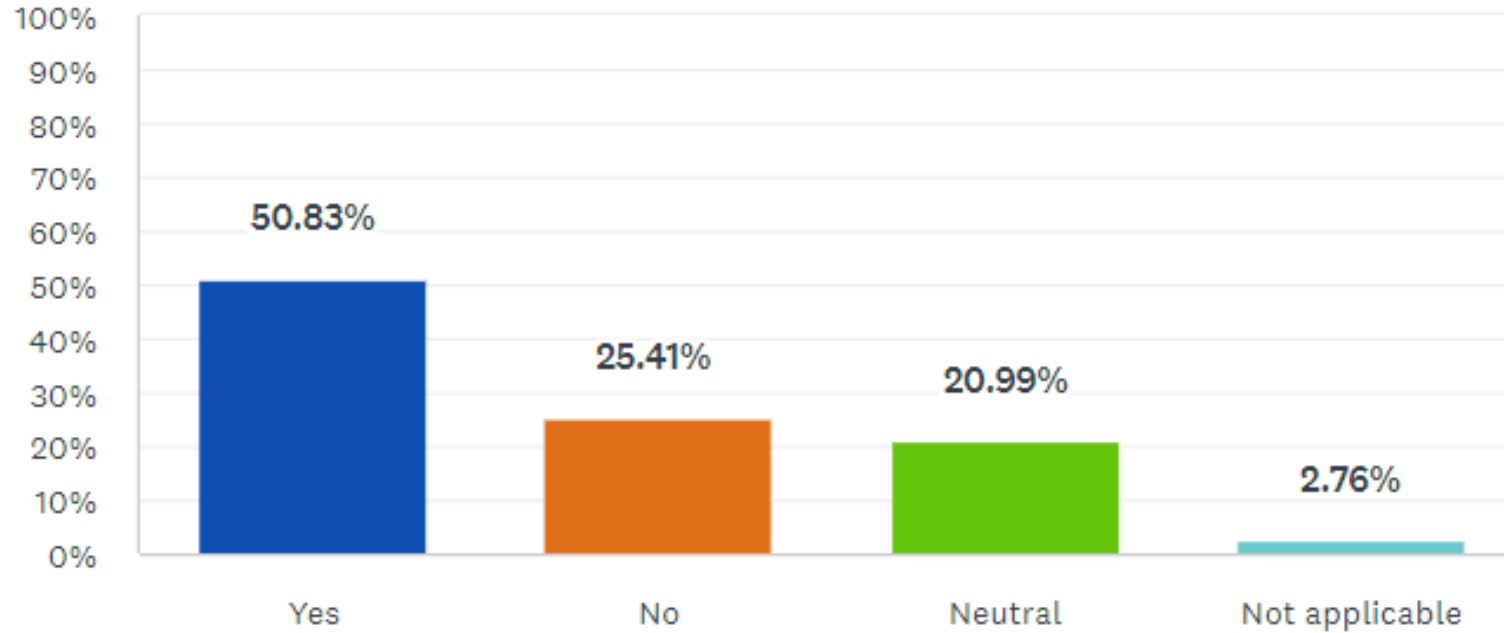
Q31. Do you feel safe walking in the Town during the day?



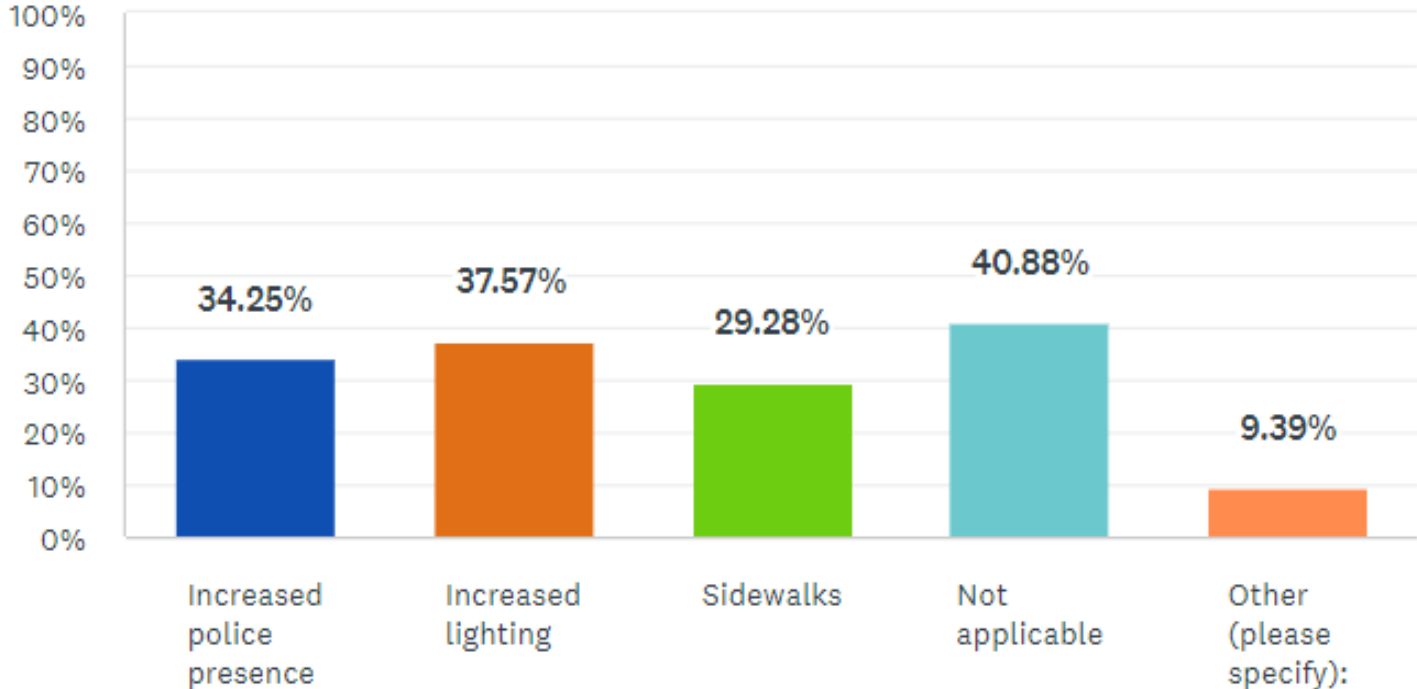
Q32. If you do not feel safe walking in the Town during the day, what might help make you feel safe? (Check all that apply)



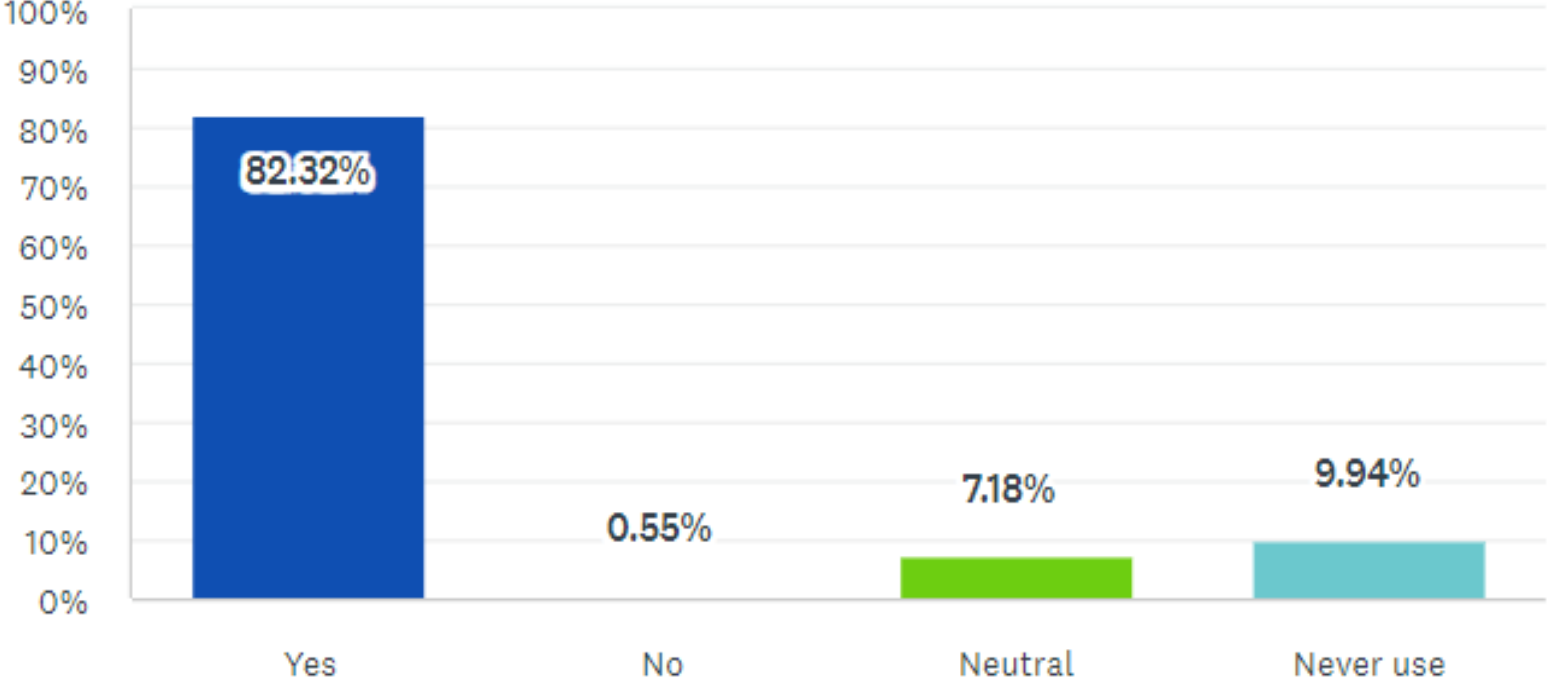
Q33. Do you feel safe walking in the Town at night?



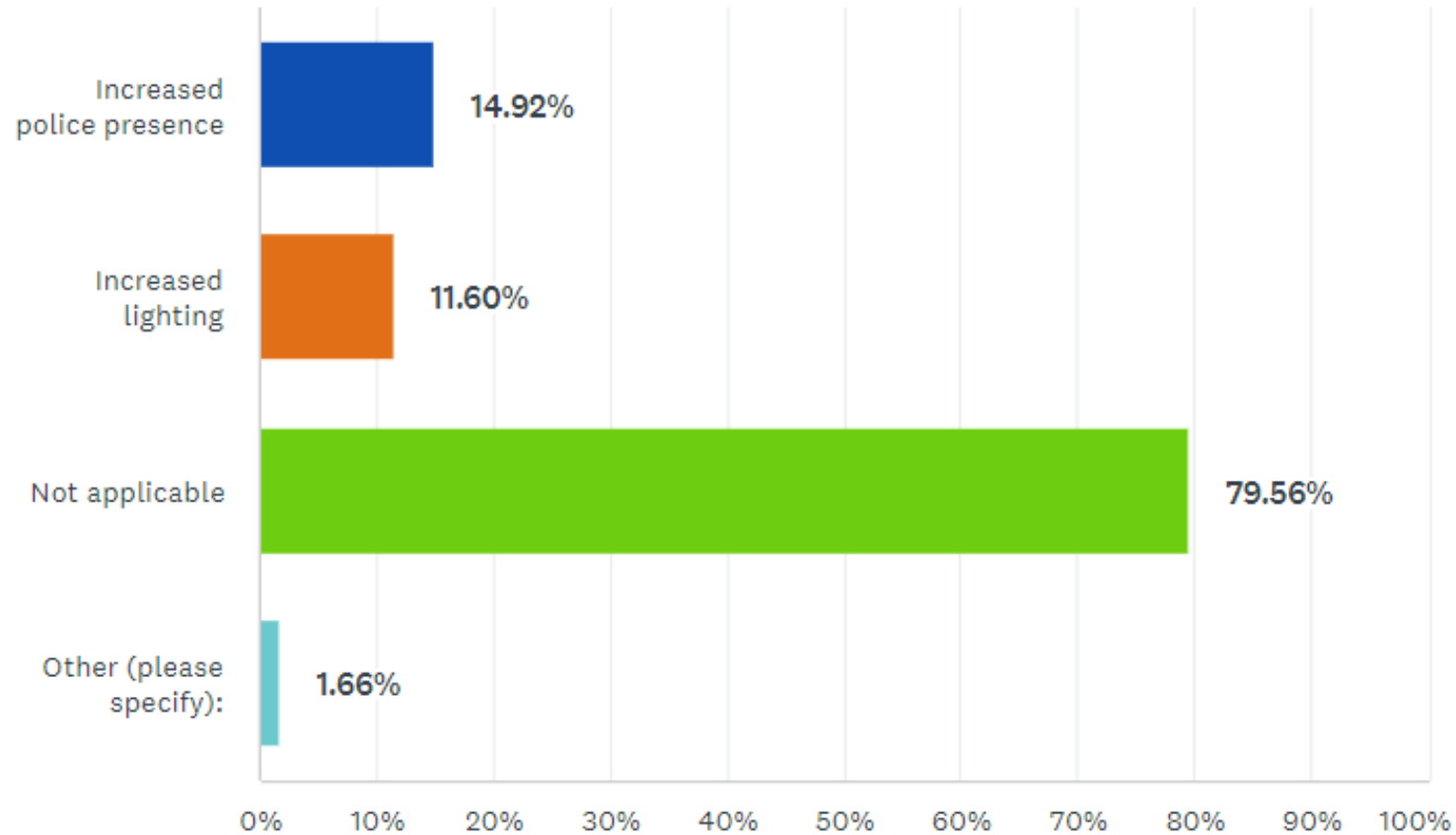
Q34. If you do not feel safe walking in the Town at night, what might help make you feel safe?
(Check all that apply)



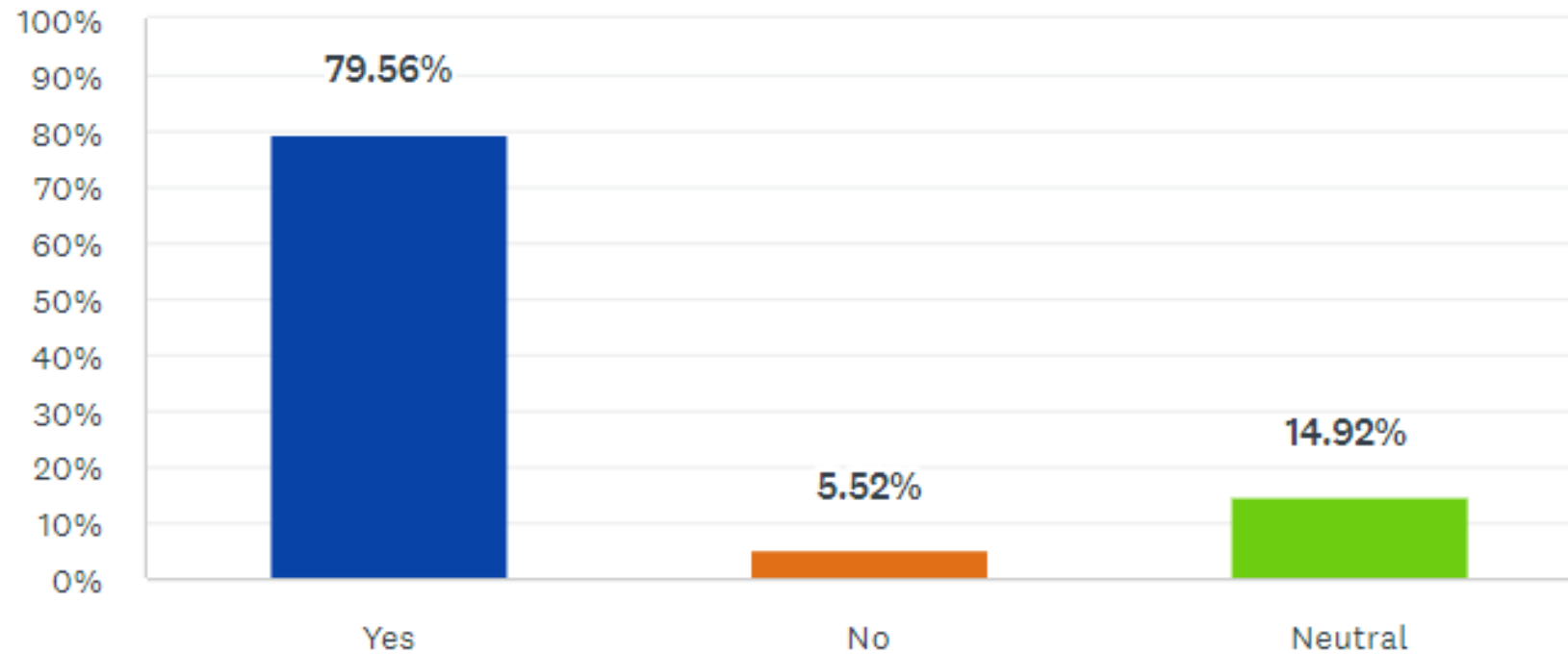
Q35. Do you generally feel safe in Town parks?



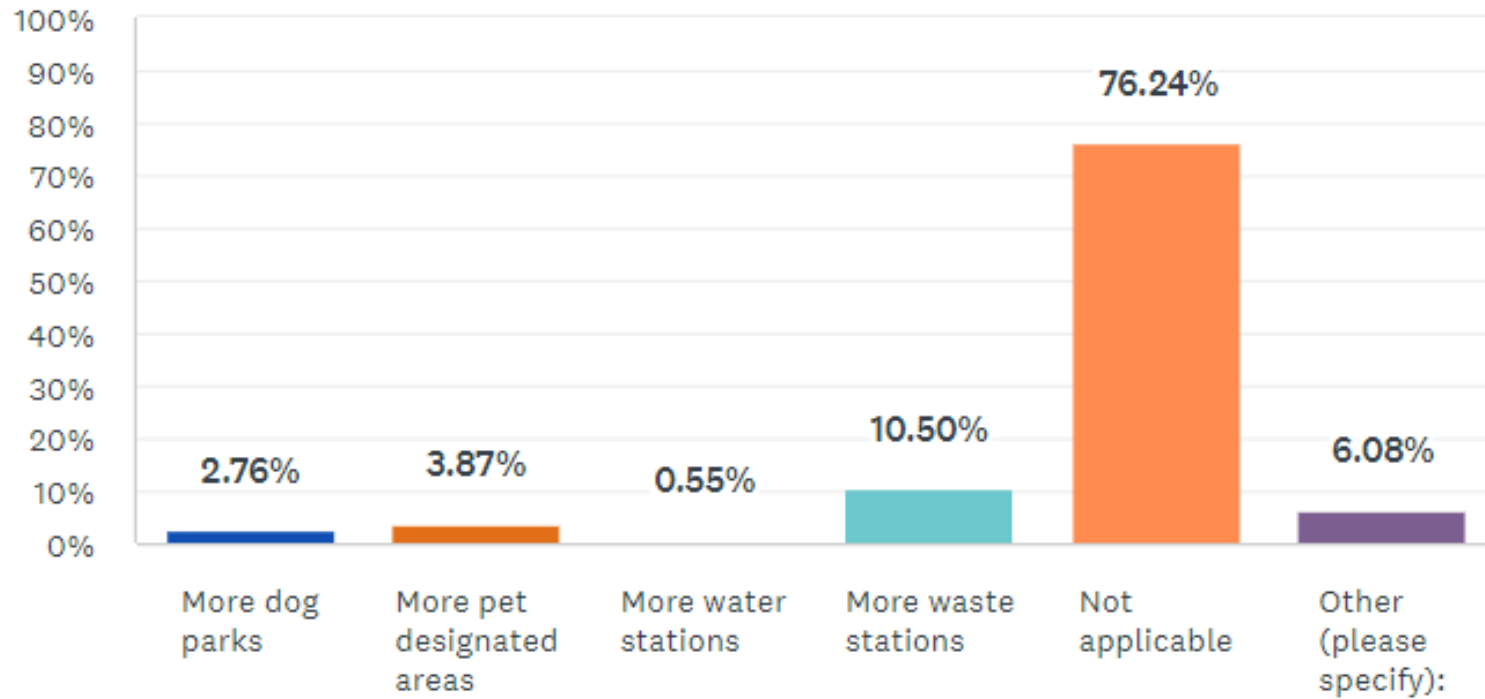
Q36. If you do not feel safe in Town parks, what might help make you feel safe?
(Check all that apply)



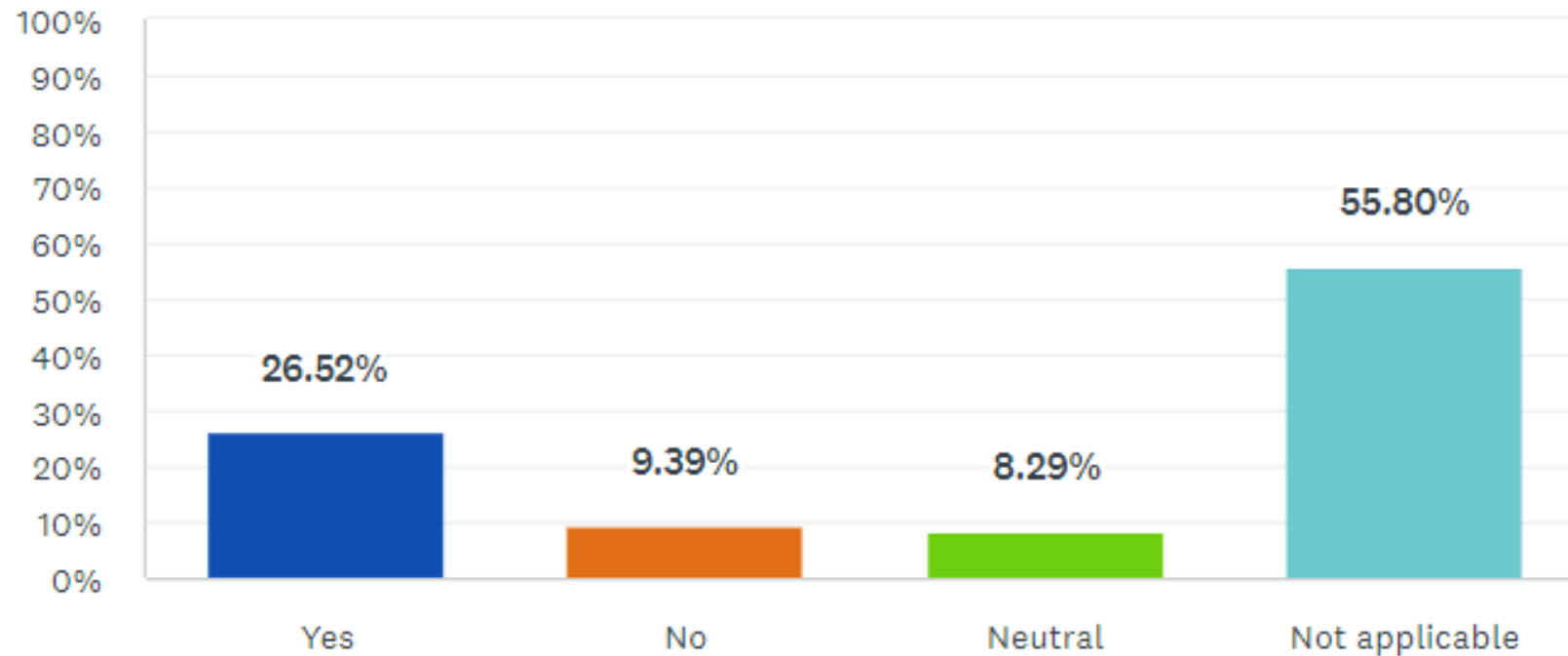
Q37. Do you feel your neighborhood is dog-friendly?



Q38. If you answered no, what might help make it more dog-friendly?



Q39. Do you feel safe walking your dog at night?



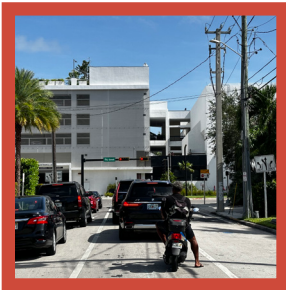


Final Thoughts

Q40. Any other comments concerning street safety you would like to share with the Town, please include here:

A word cloud of responses to Q40. The words are arranged in a roughly circular pattern. The largest words are 'more police enforcement' and 'control speeding'. Other prominent words include 'more sidewalks', 'more police presence', and 'more lighting'. Smaller words include 'visibility', 'double parking issue', 'more pavement markings', 'more speed bumps', and 'better traffic lights'.

more lighting
more police presence
more sidewalks
more speed bumps better traffic lights
visibility
more police enforcement
double parking issue
more pavement markings control speeding



Surfside
FLORIDA

