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MIAMI-DADE COUNTY
DEPARTMENT OF REGULATORY AND ECONOMIC
RESOURCES DEVELOPMENT SERVICES
By

Traffic Impact Analysis for Submittal to the Miami-Dade County

All Aboard Florida – Miami Station
City of Miami, Florida

RECEIVED
214-059
MAY 21 2014
MIAMI-DADE COUNTY
DEPARTMENT OF REGULATORY AND ECONOMIC
RESOURCES DEVELOPMENT SERVICES
By AH

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Revised June 2014
May 2014
043537000

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Memorandum

To: Joan Shen, Ph.D, P.E., PTOE
Miami-Dade County Public Works and Waste Management Department
Traffic Engineering Division

From: Adrian K. Dabkowski, P.E. (LA), PTOE
John J. McWilliams, P.E.

Cc: Tony Cotarelo, P.E., Miami-Dade County
Muhammad Khan, P.E. PTOE, Miami-Dade County
Jeff Cohen, P.E., Miami-Dade County
Yelenys Eymil, Miami-Dade County
Carlos Cruz-Casas, P.E., City of Miami
Thomas Rodrigues, City of Miami
Lee-fang Chow, P.E., Florida Department of Transportation
Omar Meitin, P.E., Florida Department of Transportation
Jose Gonzalez, FECI
Alex Gonzalez, FECI

Date: June 11, 2014

Subject: FECI All Aboard Florida – Miami Station
Traffic Study Response to Comments

We have received comments provided by Miami-Dade County Public Works and Waste Management Department for the FECI All Aboard Florida – Miami Station traffic study on Wednesday, June 4, 2014. We offer the following responses:

1. **Many transit routes are listed on page 13 of the report serving the study area with headways as little as 7.5 minutes. However, no incorporation of bus blockage/bus parking was found in any level of service analysis provided in Appendixes D, J and K. Therefore, the level of service analysis should be revised with appropriately combined transit blockage factors. Furthermore, the transit center is suggested just west of Multi-use Tower along NW 3 Street, additional transit operation should also be incorporated for the future level of service analysis.**

   Response: Consistent with the HCM 2010 methodology, Bus blockage factors were updated for intersections were bus stops are located with 250 feet. The update includes existing, background, and future total conditions.

   Please note that the Miami-Dade MPO's future transit center was not included in the traffic study as the project is still early in the planning phase. This potential project has not been

approved nor has funding been allocated for it. It is anticipated that the potential transit center will not be operational until after the All Aboard Florida – Miami Station is operational. Therefore, the potential project was not included as a background condition in the traffic study.

2. **No pedestrian counts are added based on train stations and the proposed development. It is required that the intersection level of service analysis be revised based on the projected and increased pedestrian counts.**

   Response: The area wide growth rate was applied to pedestrian conflicting movements and pedestrian calls. Furthermore, pedestrian project trips were assigned to study area intersections based on the trip generation pedestrian reduction factor. Pedestrian trip generation information is provided in Appendix I of the report. Please note that all intersections continue to operate at or above adopted level of service.

3. **NW 3 Street is providing a very important access for OB3 and Mixed-use Tower parking garages. It will become a heavily used roadway with the Hickman Parking Garage, Miami Charter School, Law Enforcement Officers Memorial High School, proposed transit center and Children's Court House located adjacent to the roadway. Currently, NW 3 Street west of NW 1 Avenue is composed of one eastbound and two westbound lanes only. It is required that this roadway section be improved to a four lane, undivided segment at least along the project's frontage. This improvement can provide separate eastbound left and right turn movements at NW 1 Avenue to avoid any blockage of Mixed-use office driveway.**

   Response: Please note that the intersection of NW 1st Avenue and NW 3rd Street is expected to operate at adopted levels of service during all analysis conditions. A detailed 95th percentile queue length analysis was conducted of the eastbound approach at the subject intersection. The results of the future total conditions analysis revealed that, during the A.M. peak hour, the eastbound queue length at the intersection of NW 3rd Street and NW 1st Avenue is expected to extend across the mixed-use tower office and Overbuild #3 block driveway.

   Based on the results of the queuing analysis, the eastbound and westbound approaches are proposed to be re-designated to accommodate the vehicle queue and maintain the existing 3-lane roadway section. The westbound approach will consist of an exclusive left-turn lane and shared through/right-turn lane with on-street parking adjacent to the exclusive left-turn lane. The eastbound approach will consist of a two-way left-turn lane between the eastbound mixed-use tower office/Overbuild #3 block driveway and NW 1st Avenue and an exclusive right-turn lane. The westbound left-turn queue length for mixed-use tower office/Overbuild #3 block driveway and NW 3rd Street was also examined to determine if the storage length of the proposed two-way left-turn lane could accommodate the back to back queues. The detailed analysis is contained in the updated traffic impact study.

4. **The following improvements should be provided to enhance the level of service at the approaches:**

   a. **Optimize signal timing for westbound left-turn movement at NW 6 Street and NW 2 Avenue intersection**

      Response: Optimized. Intersection continues to operate at adopted levels of service during the future total analysis period for both A.M. and P.M. peak hours.

   b. **Extend westbound left-turn lane at NW 3 Street and NW 2 Avenue intersection**

      Response: Please note that the newly installed mid-block pedestrian crosswalk on NW 3rd Street prevents the westbound left-turn lane from being extended to the east. Additionally, the future total conditions 95th percentile queue length for both A.M. and P.M. peak hours can be accommodated within the existing turn lane with optimized signal timings. Detailed analyses are included in the revised traffic impact study.

   c. **Extend northbound left-turn lane at NW 6 Street and NW 1 Avenue intersection**

      Response: A detailed intersection analysis which included a 95th percentile queue length analysis was conducted for the subject intersection. Please note that the 95th percentile queue length for the northbound left-turn lane during future total conditions for both A.M. and P.M. peak hours is expected to be accommodated within the existing turn lane. Furthermore, the turn lane is 'back-to-back' with the southbound left-turn lane at the intersection of NW 5th Street and NW 1st Avenue and cannot be extended without shortening that turn lane.

5. **Table 8 on page 27 summarizes the Entry Gate Analysis for parking garages. Upon review of the accessing volumes, the available queue storages should be increased for the following garages:**

   a. **Mixed-use Tower – Hotel and Residential Parking Garage**
   b. **CRA Parking Garage (two entry lanes) permanent queue storage should be increased**

      Response: Noted. Final determination of the entry gate locations will occur as part of the site plan approval process.

6. **Bicycle routing on street and on site need to be included in addressing non-motorized access to the proposed site and between transit modes.**

Response: Bicycle routing will be determined when the project seeks site plan approval. Please note that the location of on-site bicycle parking has not been made. Furthermore, bicycle accommodations on-site and on trains will be determined at a later stage of the project.

7. **The proposed Baylink light rail system should be integrated into the development frontage. If the Baylink routing adopts a westbound to northbound right turn from NW 2 Street to NW 1 Avenue, it would be preferred if both directions of track can be placed on the west side of NW 1 Avenue. This will achieve a bi-directional stop to be placed on the same side of the avenue as the AAF station entrance. A sliver of right of way and/or easement may be needed on the west side of NW 1 Avenue between NW 2 Street and NW 3 Street if the Avenue's right of way is insufficient.**

   Response: We will continue to coordinate with the Miami-Dade MPO regarding the Baylink study.

Following comments as also provided previously and should also be incorporated in future phases of the project:

8. **The following recommendations are provided to reduce vehicle-pedestrian conflicts:**

   a. **All the Metrorail to heavy rail transfers should be achieved with minimal vehicular conflicts.**

      Response: A grade-separated pedestrian transfer connection is being contemplated between the Government Center Metrorail/Metromover station and the South Concourse of the All Aboard Florida – Miami Station. Please note that at the Overtown station a grade-separated pedestrian transfer connection is not being contemplated due to the varying heights of the platforms, separate security, ticketing, and operations. At the Overtown station an at-grade pedestrian transfer connection will be provided in a manner to minimize the conflicts with vehicular traffic.

   b. **Pedestrian connections can be considered between the Wilkie D. Ferguson, Jr. Metromover station and other proposed buildings such as OB1 and OB2.**

      Response: As discussed in our June 4 meeting, a grade-separated pedestrian connection may not be feasible based on the various platform heights. Please note that a grade-separated pedestrian connection is being contemplated at the Government Center Metromover station.

   c. **All buildings (OB1, OB2, and OB3) in the proposed project should have a common level to allow for pedestrians transfer from one building to another without accessing the surface level.**

Response: As discussed in our June 4 meeting, some aspects of the buildings will not allow for grade-separated pedestrian connections. In those instances, pedestrians will access the various buildings at-grade.

d. **Field observations should be performed around the proposed development for sidewalk availability and continuity, availability for countdown pedestrian signal heads and bike lane and bike stand conditions on and around the site.**

Response: Field observation of pedestrian amenities (sidewalks and countdown pedestrian signal heads) was conducted. Recommendations and deficiencies are discussed in the updated traffic study.

e. **Development projects in urban areas significantly rely on transit. Therefore, field observations should be performed for transit occupancy and operations in order to make suggestions to improve transit, such as additional cars to Metromover and Metrorail, and increased frequency for bus service, etc.**

Response: Transit ridership data and headway data for Metrorail and Metromover was collected in 15-minute intervals during the A.M. peak period (7:30 to 9:30 A.M.) and P.M. peak period (4:00 to 6:00 P.M.). Metrorail ridership data was collected at the Government Center and Overtown stations. Metromover ridership data was collected at the Government Center and Wilkie Ferguson stations. The transit ridership data was utilized in the roadway segment analysis and revealed that at a minimum of 28 percent to 63 percent of capacity is available on the Metrorail, while 42 to 66 percent of capacity is available on the Metromover. Detailed data and analyses are provided in the updated traffic study.

9. **The following locations should also be added for the level of service review:**

   a. **NW 5 Street and NW 3 Avenue**
   b. **NW 1 Street and NW 3 Avenue**
   c. **NE 5 Street corridor east of NW 1 Avenue**

Response: The two (2) additional intersections and one (1) segment were included in the traffic study. Please note that the additional study area intersections and roadway segment operate at or above adopted levels of service for all analysis conditions.

10. **No signal warrant analysis was found in the report. It is recommended that a signal warrant analysis should be provided at the intersection of NW 6 Street and NW 1 Avenue.**

Response: Signal warrant analyses were conducted for the intersection of NW 6th Street and NW 1st Avenue. Two analyses were conducted (a) assumed the major street as NW 6th

Street and (b) assumed the major street as NW 1st Avenue. In both analyses, the intersection did not satisfy any of the Federal Highway Administration's Manual of Uniform Traffic Control Devices (MUTCD) 8-hour traffic signal warrants. Detailed analyses are provided in Attachment A.

We trust that these responses adequately address the comments provided. Please contact us if you have any questions.

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Attachment A

NW 6TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: W. ASSAM & R. MARTINEZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 6ST_1AVE
Page : 1

ALL VEHICLES

	NW 1ST AVENUE From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
Date 03/20/14	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
07:00	0	0	13	18	0	0	13	2	0	19	6	0	0	0	0	0	71
07:15	0	0	10	47	0	1	35	3	0	28	3	0	0	0	0	0	127
07:30	0	0	10	47	0	0	34	4	0	39	8	0	0	0	0	0	142
07:45	0	0	20	75	0	1	47	1	0	59	10	0	0	0	0	0	213
Hr Total	0	0	53	187	0	2	129	10	0	145	27	0	0	0	0	0	553
08:00	1	0	19	41	0	2	64	6	0	39	19	0	0	0	0	0	191
08:15	0	0	24	40	0	7	56	6	0	34	14	0	0	0	0	0	181
08:30	0	0	28	37	0	8	43	1	0	35	11	0	0	0	0	0	163
08:45	0	0	31	31	0	7	50	1	0	25	12	0	0	0	0	0	157
Hr Total	1	0	102	149	0	24	213	14	0	133	56	0	0	0	0	0	692
09:00	0	0	17	19	0	12	35	1	0	23	16	0	0	0	0	0	123
09:15	0	0	24	22	0	3	29	0	0	24	10	0	0	0	0	0	112
09:30	0	0	13	19	0	7	50	1	0	18	15	0	0	0	0	0	123
09:45	0	0	18	13	0	7	54	2	2	15	11	0	0	0	0	0	122
Hr Total	0	0	72	73	0	29	168	4	2	80	52	0	0	0	0	0	480
10:00	0	0	15	6	0	7	49	0	0	25	17	0	0	0	0	0	119
10:15	0	0	25	16	0	4	41	1	1	16	15	0	0	0	0	0	119
10:30	0	0	14	8	0	0	34	1	2	16	13	0	0	0	0	0	
10:45	0	0	11	5	0	3	36	4	2	23	20	0	0	0	0	0	
Hr Total	0	0	65	35	0	14	160	6	5	80	65	0	0	0	0	0	430
11:00	0	0	10	10	0	2	55	4	0	19	14	0	0	0	0	0	114
11:15	0	0	7	11	0	2	51	4	1	19	13	0	0	0	0	0	108
11:30	0	0	16	14	0	1	30	4	0	18	13	0	0	0	0	0	96
11:45	0	0	19	14	0	1	48	2	0	17	29	0	0	0	0	0	130
Hr Total	0	0	52	49	0	6	184	14	1	73	69	0	0	0	0	0	448
12:00	0	0	8	8	0	3	71	9	2	16	21	0	0	0	0	0	138
12:15	0	0	9	13	0	2	59	6	0	23	25	0	0	0	0	0	137
12:30	0	0	13	10	0	4	69	3	1	24	19	0	0	0	0	0	143
12:45	1	0	15	9	0	2	56	5	0	18	18	0	0	0	0	0	124
Hr Total	1	0	45	40	0	11	255	23	3	81	83	0	0	0	0	0	542
13:00	0	0	11	9	0	4	47	3	0	20	17	0	0	0	0	0	111
13:15	0	0	11	7	0	3	42	3	0	19	9	0	0	0	0	0	94
13:30	0	0	14	16	0	2	56	3	1	14	20	0	0	0	0	0	126
13:45	0	0	14	17	0	6	71	3	0	28	22	0	0	0	0	0	161
Hr Total	0	0	50	49	0	15	216	12	1	81	68	0	0	0	0	0	492

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NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 6ST_1AVE
Page : 2

ALL VEHICLES

	NW 1ST AVENUE From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
Date 03/20/14	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
14:00	0	0	10	11	0	3	69	1	1	23	17	0	0	0	0	0	135
14:15	1	0	10	6	0	2	58	5	1	10	15	0	0	0	0	0	108
14:30	1	0	16	15	0	3	48	3	0	18	26	0	0	0	0	0	130
14:45	0	0	9	19	0	3	39	5	1	14	13	0	0	0	0	0	103
Hr Total	2	0	45	51	0	11	214	14	3	65	71	0	0	0	0	0	476
15:00	1	0	5	8	0	6	71	5	0	30	28	0	0	0	0	0	154
15:15	1	0	10	9	0	1	51	3	1	19	21	0	0	0	0	0	116
15:30	3	0	14	16	0	1	88	6	1	29	19	0	0	0	0	0	177
15:45	3	0	17	29	0	1	65	3	0	23	30	0	0	0	0	0	171
Hr Total	8	0	46	62	0	9	275	17	2	101	98	0	0	0	0	0	618
16:00	0	0	9	5	0	3	101	5	1	19	35	0	0	0	0	0	178
16:15	0	0	7	5	0	2	85	9	0	12	18	0	0	0	0	0	138
16:30	0	0	13	5	0	1	111	7	1	15	41	0	0	0	0	0	194
16:45	0	0	10	4	0	2	93	9	0	22	37	0	0	0	0	0	177
Hr Total	0	0	39	19	0	8	390	30	2	68	131	0	0	0	0	0	687
17:00	0	0	10	5	0	3	141	7	0	12	32	0	0	0	0	0	210
17:15	4	0	11	9	0	0	101	4	0	14	47	0	0	0	0	0	190
[illegible]	1	0	9	6	0	2	72	6	0	11	41	0	0	0	0	0	148
[illegible]	0	0	10	15	0	4	65	6	0	12	28	0	0	0	0	0	140
Hr Total	5	0	40	35	0	9	379	23	0	49	148	0	0	0	0	0	688
18:00	0	0	12	4	0	0	76	6	0	7	21	0	0	0	0	0	126
18:15	1	0	5	2	0	2	75	4	1	7	14	0	0	0	0	0	111
18:30	1	0	9	5	0	0	71	8	0	6	8	0	0	0	0	0	108
18:45	0	0	7	1	0	1	45	4	0	2	12	0	0	0	0	0	72
Hr Total	2	0	33	12	0	3	267	22	1	22	55	0	0	0	0	0	417
19:00	1	0	4	2	0	2	43	1	0	5	10	0	0	0	0	0	68
19:15	0	0	7	5	0	0	49	2	1	5	4	0	0	0	0	0	73
19:30	0	0	6	2	0	3	52	6	1	1	10	0	0	0	0	0	81
19:45	0	0	1	0	0	1	20	1	0	1	7	0	0	0	0	0	31
Hr Total	1	0	18	9	0	6	164	10	2	12	31	0	0	0	0	0	253
20:00	0	0	3	4	0	1	23	3	0	0	4	0	0	0	0	0	38
20:15	0	0	3	1	0	0	41	5	0	2	6	0	0	0	0	0	58
20:30	0	0	6	4	0	0	26	3	0	1	7	0	0	0	0	0	47
20:45	0	0	1	3	0	1	28	2	0	4	12	0	0	0	0	0	51
Hr Total	0	0	13	12	0	2	118	13	0	7	29	0	0	0	0	0	194

Traffic Survey Specialists, Inc.
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Delray Beach, Florida 33444
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NW 6TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: W. ASSAM & R. MARTINEZ
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 6ST_1AVE

ALL VEHICLES

	NW 1ST AVENUE From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
TOTAL	20	0	673	782	0	149	3132	212	22	997	983	0	0	0	0	0	6970

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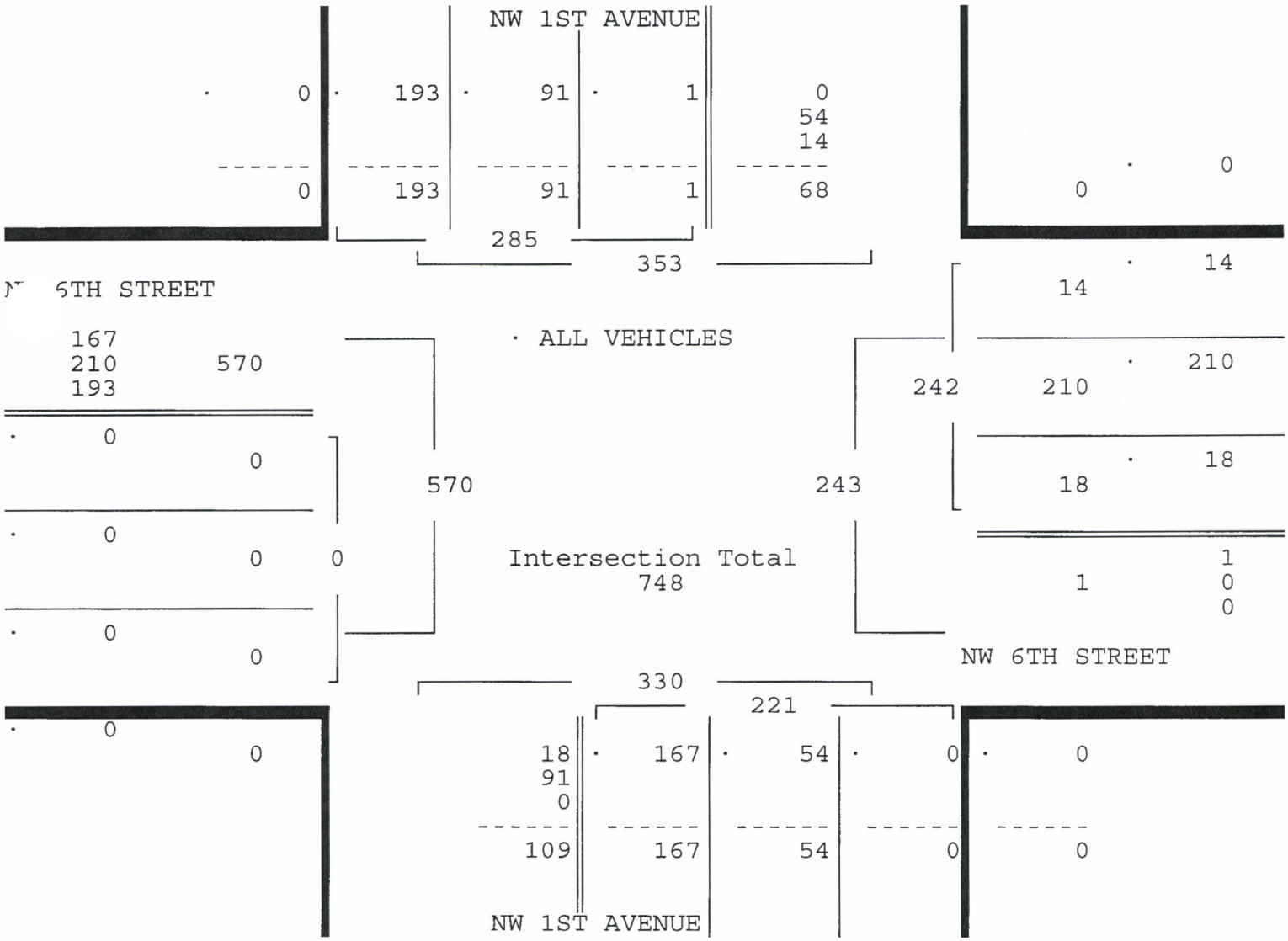
ALL VEHICLES

	NW 1ST AVENUE From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14																	
Peak start	07:45				07:45				07:45				07:45				
Volume	1	0	91	193	0	18	210	14	0	167	54	0	0	0	0	0	
Percent	0%	0%	32%	68%	0%	7%	87%	6%	0%	76%	24%	0%	0%	0%	0%	0%	
Pk total	285				242				221				0				
Highest	07:45				08:00				07:45				07:00				
Volume	0	0	20	75	0	2	64	6	0	59	10	0	0	0	0	0	
Hi total	95				72				69				0				
PHF	.75				.84				.80				.0				



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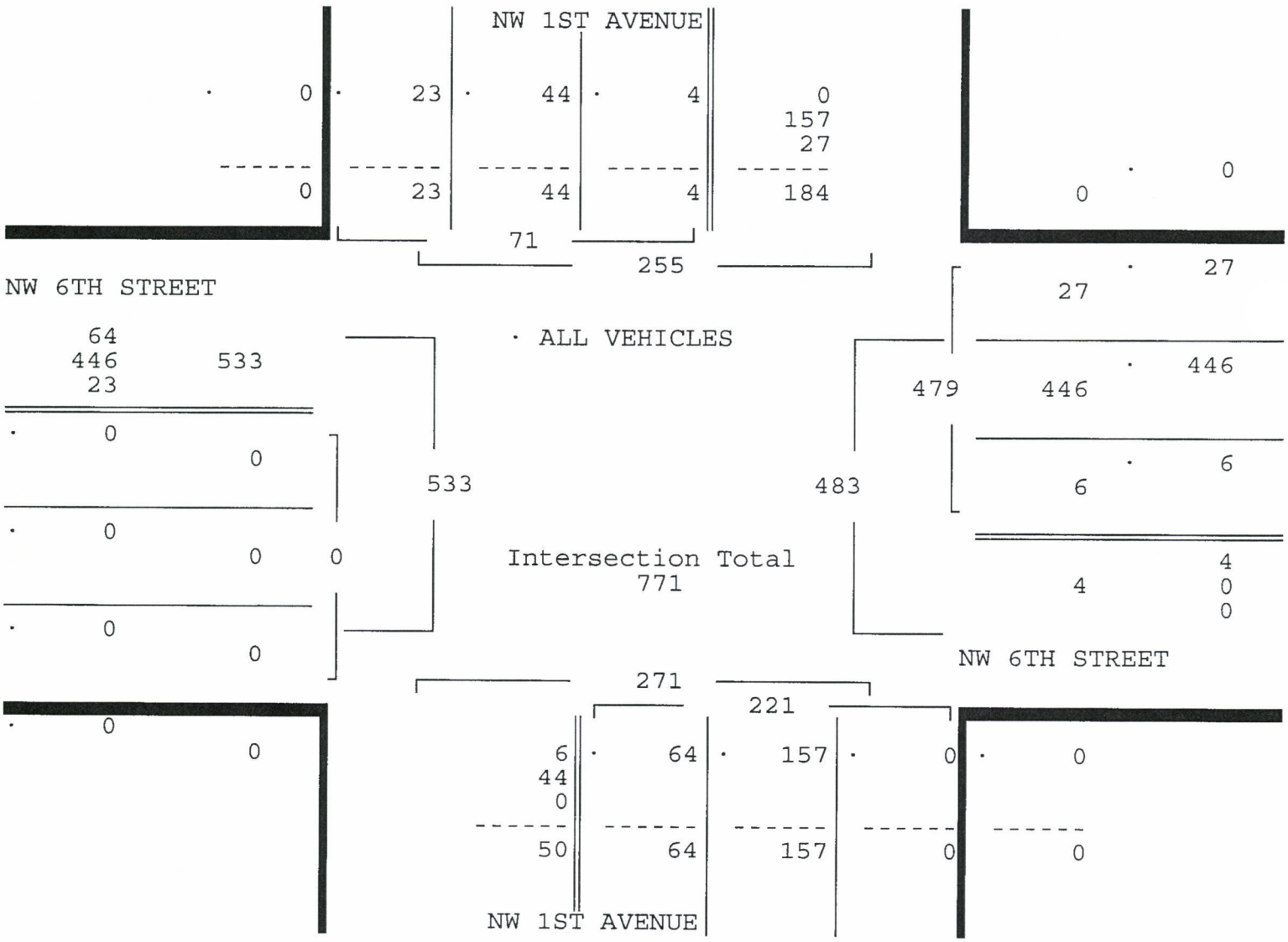
ALL VEHICLES

	NW 1ST AVENUE From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 21:00 on 03/20/14																	
Peak start	16:30				16:30				16:30				16:30				
Volume	4	0	44	23	0	6	446	27	1	63	157	0	0	0	0	0	
Percent	6%	0%	62%	32%	0%	1%	93%	6%	0%	29%	71%	0%	0%	0%	0%	0%	
Pk total	71				479				221				0				
Highest	17:15				17:00				17:15				07:00				
Volume	4	0	11	9	0	3	141	7	0	14	47	0	0	0	0	0	
Hi total	24				151				61				0				
PHF	.74				.79				.91				.0				



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Page : 1

PEDESTRIANS

	NW 1ST AVENUE From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/20/14																	
07:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	16	18
07:15	0	0	0	7	0	0	0	3	0	0	0	0	0	0	0	7	17
07:30	0	0	0	9	0	0	0	3	0	0	0	1	0	0	0	2	15
07:45	0	0	0	5	0	0	0	5	0	0	0	2	0	0	0	2	14
Hr Total	0	0	0	21	0	0	0	12	0	0	0	4	0	0	0	27	64
08:00	0	0	0	1	0	0	0	2	0	0	0	3	0	0	0	3	9
08:15	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	5	9
08:30	0	0	0	3	0	0	0	4	0	0	0	1	0	0	0	8	16
08:45	0	0	0	1	0	0	0	4	0	0	0	2	0	0	0	8	15
Hr Total	0	0	0	7	0	0	0	12	0	0	0	6	0	0	0	24	49
09:00	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	5	11
09:15	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3	7
09:30	0	0	0	4	0	0	0	1	0	0	0	3	0	0	0	5	13
09:45	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	6	13
Hr Total	0	0	0	13	0	0	0	9	0	0	0	3	0	0	0	19	44
10:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	6
10:15	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	3	9
1[illegible]	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	5
[illegible]	0	0	0	1	0	0	0	5	0	0	0	4	0	0	0	3	13
Hr [illegible]tal	0	0	0	5	0	0	0	10	0	0	0	5	0	0	0	13	33
11:00	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	4	10
11:15	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	4	9
11:30	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	2	5
11:45	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	3	7
Hr Total	0	0	0	7	0	0	0	8	0	0	0	3	0	0	0	13	31
12:00	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	4	10
12:15	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	6	11
12:30	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3	6
12:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	7
Hr Total	0	0	0	4	0	0	0	6	0	0	0	5	0	0	0	19	34
13:00	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	1	8
13:15	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	12	16
13:30	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	14	19
13:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	8	10
Hr Total	0	0	0	7	0	0	0	7	0	0	0	4	0	0	0	35	53

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 6TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: W. ASSAM & R. MARTINEZ
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 6ST_1AVE
Page : 2

PEDESTRIANS

	NW 1ST AVENUE From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/20/14																	
14:00	0	0	0	4	0	0	0	4	0	0	0	4	0	0	0	1	13
14:15	0	0	0	5	0	0	0	7	0	0	0	2	0	0	0	6	20
14:30	0	0	0	4	0	0	0	8	0	0	0	4	0	0	0	14	30
14:45	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	17	22
Hr Total	0	0	0	14	0	0	0	23	0	0	0	10	0	0	0	38	85
15:00	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	4	8
15:15	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	8	12
15:30	0	0	0	0	0	0	0	6	0	0	0	11	0	0	0	14	31
15:45	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	44	50
Hr Total	0	0	0	5	0	0	0	11	0	0	0	15	0	0	0	70	101
16:00	0	0	0	1	0	0	0	4	0	0	0	1	0	0	0	12	18
16:15	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	4	7
16:30	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	3	8
16:45	0	0	0	3	0	0	0	2	0	0	0	2	0	0	0	9	16
Hr Total	0	0	0	6	0	0	0	10	0	0	0	5	0	0	0	28	49
17:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	10	12
17:15	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	20	23
17:30	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	8	
17:45	0	0	0	3	0	0	0	4	0	0	0	1	0	0	0	17	
Hr Total	0	0	0	5	0	0	0	9	0	0	0	3	0	0	0	55	72
18:00	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	8	14
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
18:30	0	0	0	5	0	0	0	2	0	0	0	2	0	0	0	9	18
18:45	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	4	9
Hr Total	0	0	0	8	0	0	0	5	0	0	0	7	0	0	0	24	44
19:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	3
19:15	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	7	13
19:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	4
19:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	4
Hr Total	0	0	0	3	0	0	0	3	0	0	0	5	0	0	0	13	24
20:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
20:15	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	1	5
20:30	0	0	0	5	0	0	0	1	0	0	0	1	0	0	0	1	8
20:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	6
Hr Total	0	0	0	12	0	0	0	3	0	0	0	2	0	0	0	6	23

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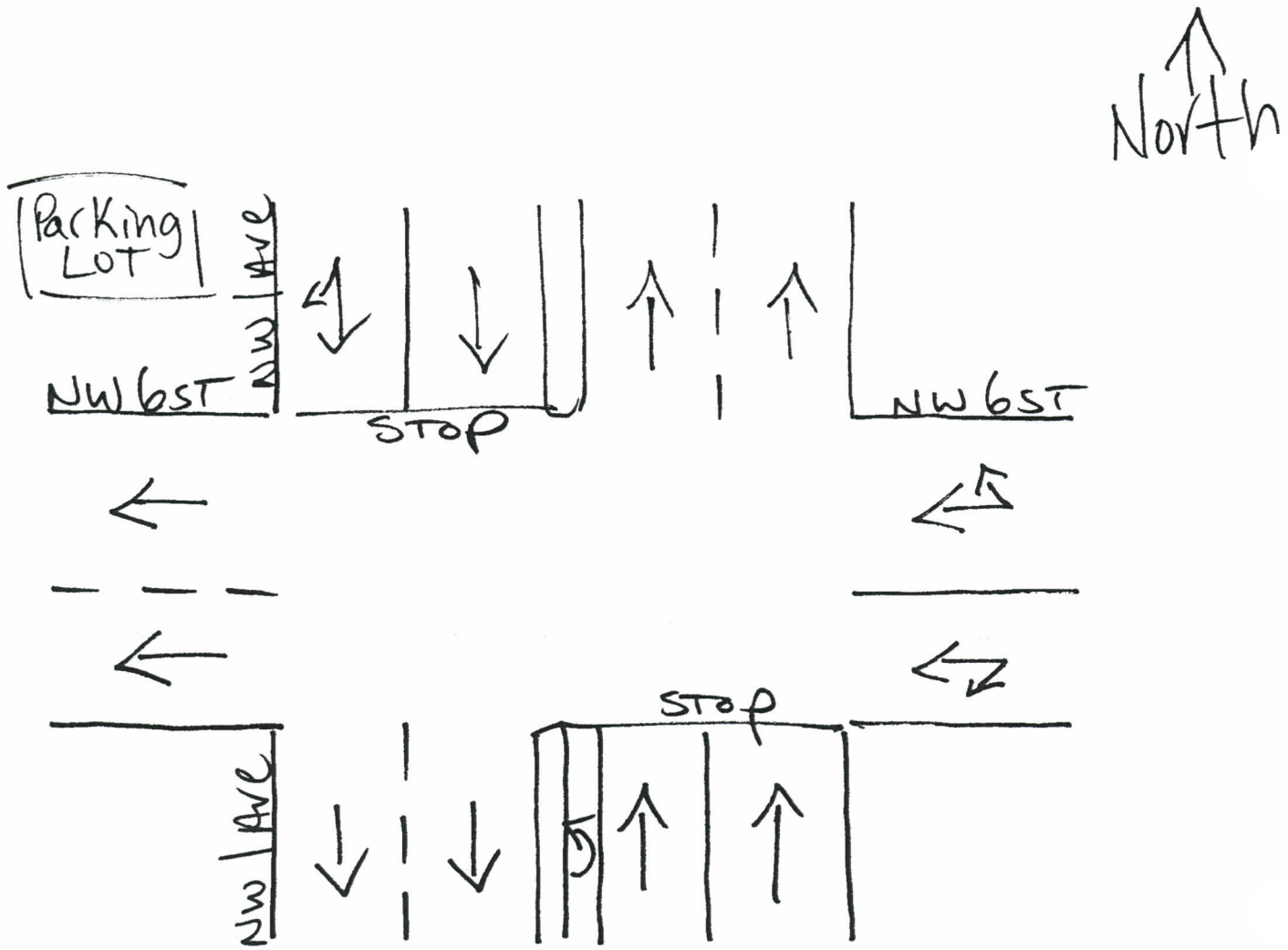
NW 6TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: W. ASSAM & R. MARTINEZ
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 6ST_1AVE

PEDESTRIANS

	NW 1ST AVENUE From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/20/14																	
TOTAL	0	0	0	117	0	0	0	128	0	0	0	77	0	0	0	384	706



Miami, Florida
March 20, 2014
drawn by: Luis Palomino
NOT Signalized

Peak Hour Trips Generated

Hourly distribution obtained from ITE Trip Generation 9th Edition - Land Use 820

Time Interval		Hourly Distribution	
		Ins	Outs
12:00 AM	1:00 AM		
1:00 AM	2:00 AM		
2:00 AM	3:00 AM		
3:00 AM	4:00 AM		
4:00 AM	5:00 AM		
5:00 AM	6:00 AM		
6:00 AM	7:00 AM		
7:00 AM	8:00 AM		
8:00 AM	9:00 AM	3.10%	1.20%
9:00 AM	10:00 AM	5.50%	2.00%
10:00 AM	11:00 AM	7.00%	4.30%
11:00 AM	12:00 PM	8.40%	6.20%
12:00 PM	1:00 PM	9.40%	8.30%
1:00 PM	2:00 PM	8.20%	8.60%
2:00 PM	3:00 PM	7.70%	8.90%
3:00 PM	4:00 PM	7.80%	8.80%
4:00 PM	5:00 PM	8.00%	8.90%
5:00 PM	6:00 PM	8.40%	9.20%
6:00 PM	7:00 PM	8.00%	7.50%
7:00 PM	8:00 PM	7.90%	7.20%
8:00 PM	9:00 PM	4.30%	7.70%
9:00 PM	10:00 PM	1.80%	7.20%
10:00 PM	11:00 PM		
11:00 PM	12:00 AM		

Approach Project Traffic Volumes

NW 1st Avenue & NW 6th Street

Time Interval		Hourly Dist.		Adjusted Hourly Dist.		Project Trips								
						Outs			Ins					
		Ins	Outs	Ins	Outs	NBL[2]	NBT[2]	SBR[2]	WBL[3]	WBT[3]	NBL[3]	SBT[3]	SBR[3]	
						1.0%	16.0%	9.0%	9.0%	6.0%	8.0%	13.0%	2.0%	
12:00 AM	1:00 AM	0.21%	0.35%	0.19%	0.31%	0	3	2	1	1	1	2	0	
1:00 AM	2:00 AM	0.21%	0.35%	0.19%	0.31%	0	3	2	1	1	1	2	0	
2:00 AM	3:00 AM	0.21%	0.35%	0.19%	0.31%	0	3	2	1	1	1	2	0	
3:00 AM	4:00 AM	0.21%	0.35%	0.19%	0.31%	0	3	2	1	1	1	2	0	
4:00 AM	5:00 AM	0.21%	0.35%	0.19%	0.31%	0	3	2	1	1	1	2	0	
5:00 AM	6:00 AM	0.21%	0.35%	0.19%	0.31%	0	3	2	1	1	1	2	0	
6:00 AM	7:00 AM	0.80%	0.30%	0.72%	0.27%	0	3	2	4	3	4	6	1	
7:00 AM	8:00 AM	2.00%	0.90%	1.81%	0.81%	1	9	5	11	7	10	16	2	
8:00 AM	9:00 AM	3.10%	1.20%	11.40%	6.10%	4	67	37	70	47	62	101	16	(1)
9:00 AM	10:00 AM	5.50%	2.00%	4.98%	1.80%	1	20	11	31	20	27	44	7	
10:00 AM	11:00 AM	7.00%	4.30%	6.34%	3.87%	3	42	24	39	26	35	56	9	
11:00 AM	12:00 PM	8.40%	6.20%	7.61%	5.58%	4	61	34	47	31	41	67	10	
12:00 PM	1:00 PM	9.40%	8.30%	8.51%	7.47%	5	81	46	52	35	46	75	12	
1:00 PM	2:00 PM	8.20%	8.60%	7.43%	7.74%	5	84	47	46	30	41	66	10	
2:00 PM	3:00 PM	7.70%	8.90%	6.98%	8.01%	5	87	49	43	29	38	62	10	
3:00 PM	4:00 PM	7.80%	8.80%	7.07%	7.92%	5	86	49	43	29	39	63	10	
4:00 PM	5:00 PM	8.00%	8.90%	7.25%	8.01%	5	87	49	44	30	40	64	10	
5:00 PM	6:00 PM	8.40%	9.20%	8.43%	13.28%	9	145	81	52	35	46	75	12	(1)
6:00 PM	7:00 PM	8.00%	7.50%	7.25%	6.75%	5	74	41	44	30	40	64	10	
7:00 PM	8:00 PM	7.90%	7.20%	7.16%	6.48%	4	71	40	44	29	39	63	10	
8:00 PM	9:00 PM	4.30%	7.70%	3.90%	6.93%	5	76	43	24	16	21	35	5	
9:00 PM	10:00 PM	1.80%	7.20%	1.63%	6.48%	4	71	40	10	7	9	14	2	
10:00 PM	11:00 PM	0.21%	0.35%	0.19%	0.31%	0	3	2	1	1	1	2	0	
11:00 PM	12:00 AM	0.21%	0.35%	0.19%	0.31%	0	3	2	1	1	1	2	0	

Notes:
(1) Peak Hour volumes obtained from Trip Generation Calculations
(2) Trips calculated with Outs hourly distribution
(3) Trips calculated with Ins hourly distribution

Total Traffic Hourly Distribution

Daily Trips Generated **13,634** **In: 6,817** **Out: 6,817**

		Hourly Distribution [1]		Adjusted Hourly Dist. [4]		Total Project Trips [8]			
		Ins	Outs	Ins	Outs	Ins	Outs	Total	
12:00 AM	1:00 AM	0.21%	0.35%	0.19%	0.31%	13	21	35	
1:00 AM	2:00 AM	0.21%	0.35%	0.19%	0.31%	13	21	35	
2:00 AM	3:00 AM	0.21%	0.35%	0.19%	0.31%	13	21	35	
3:00 AM	4:00 AM	0.21%	0.35%	0.19%	0.31%	13	21	35	
4:00 AM	5:00 AM	0.21%	0.35%	0.19%	0.31%	13	21	35	
5:00 AM	6:00 AM	0.21%	0.35%	0.19%	0.31%	13	21	35	
6:00 AM	7:00 AM	0.80%	0.30%	0.72%	0.27%	49	18	68	
7:00 AM	8:00 AM	2.00%	0.90%	1.81%	0.81%	124	55	179	
8:00 AM	9:00 AM	3.10%	1.20%	11.40%	6.10%	777	416	1,193	
9:00 AM	10:00 AM	5.50%	2.00%	4.98%	1.80%	340	123	462	
10:00 AM	11:00 AM	7.00%	4.30%	6.34%	3.87%	432	264	696	
11:00 AM	12:00 PM	8.40%	6.20%	7.61%	5.58%	519	380	899	
12:00 PM	1:00 PM	9.40%	8.30%	8.51%	7.47%	580	509	1,090	
1:00 PM	2:00 PM	8.20%	8.60%	7.43%	7.74%	506	528	1,034	
2:00 PM	3:00 PM	7.70%	8.90%	6.98%	8.01%	475	546	1,021	
3:00 PM	4:00 PM	7.80%	8.80%	7.07%	7.92%	482	540	1,021	
4:00 PM	5:00 PM	8.00%	8.90%	7.25%	8.01%	494	546	1,040	(2)(3)
5:00 PM	6:00 PM	8.40%	9.20%	8.43%	13.28%	575	905	1,480	
6:00 PM	7:00 PM	8.00%	7.50%	7.25%	6.75%	494	460	954	
7:00 PM	8:00 PM	7.90%	7.20%	7.16%	6.48%	488	442	929	
8:00 PM	9:00 PM	4.30%	7.70%	3.90%	6.93%	266	472	738	
9:00 PM	10:00 PM	1.80%	7.20%	1.63%	6.48%	111	442	553	
10:00 PM	11:00 PM	0.21%	0.35%	0.19%	0.31%	13	21	35	
11:00 PM	12:00 AM	0.21%	0.35%	0.19%	0.31%	13	21	35	
	Total	100.00%	100.00%	100.00%	100.00%				
	Peak Total [5]	11.50%	10.40%	19.83%	19.38%				
	Non Peak Total [6]	88.50%	89.60%	80.17%	80.62%				
	Peak Difference [7]	-	-	8.33%	8.98%				

Notes:

(1) Hourly distribution obtained from ITE Trip Generation 9th Edition - Land Use 820

(2) Peak Hour volumes obtained from Trip Generation Calculations

(3) Adjusted Hourly Distribution for peak hours calculated using peak and daily trip generation

(4) Adjusted Hourly Distribution for non peak hours calculated by proportionally distributing the peak difference

(5) PM Peak Hour percentage

(6) Summation of all non peak hours

(7) Difference of PM peaks of ITE Hourly Distribution and the the peaks calculated using trip generation volumes

(8) Adjusted trips calculated with adjusted hourly distribution and daily trips

NW 1st Avenue Major Street

Hour	Raw Existing TMCs													
	Eastbound			Westbound			Northbound				Southbound			
Start - End	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
7:00 AM - 8:00 AM	0	0	0	2	129	10	0	145	27	0	0	0	53	187
8:00 AM - 9:00 AM	0	0	0	24	213	14	0	133	56	0	1	0	102	149
9:00 AM - 10:00 AM	0	0	0	29	168	4	2	80	52	0	0	0	72	73
10:00 AM - 11:00 AM	0	0	0	14	160	6	5	80	65	0	0	0	65	35
11:00 AM - 12:00 PM	0	0	0	6	184	14	1	73	69	0	0	0	52	49
12:00 PM - 1:00 PM	0	0	0	11	255	23	3	81	83	0	1	0	45	40
1:00 PM - 2:00 PM	0	0	0	15	216	12	1	81	68	0	0	0	50	49
2:00 PM - 3:00 PM	0	0	0	11	214	14	3	65	71	0	2	0	45	51
3:00 PM - 4:00 PM	0	0	0	9	275	17	2	101	98	0	8	0	46	62
4:00 PM - 5:00 PM	0	0	0	8	390	30	2	68	131	0	0	0	39	19
5:00 PM - 6:00 PM	0	0	0	9	379	23	0	49	148	0	5	0	40	35
6:00 PM - 7:00 PM	0	0	0	3	267	22	1	22	55	0	2	0	33	12

Hour	Future 2018 Background TMCs						PSF = 1				Growth Rate = 2.33%			
	Eastbound			Westbound			Northbound				Southbound			
Start - End	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
7:00 AM - 8:00 AM	0	0	0	2	141	11	0	159	30	0	0	0	58	205
8:00 AM - 9:00 AM	0	0	0	26	234	15	0	146	61	0	1	0	112	163
9:00 AM - 10:00 AM	0	0	0	32	184	4	2	88	57	0	0	0	79	80
10:00 AM - 11:00 AM	0	0	0	15	175	7	5	88	71	0	0	0	71	38
11:00 AM - 12:00 PM	0	0	0	7	202	15	1	80	76	0	0	0	57	54
12:00 PM - 1:00 PM	0	0	0	12	280	25	3	89	91	0	1	0	49	44
1:00 PM - 2:00 PM	0	0	0	16	237	13	1	89	75	0	0	0	55	54
2:00 PM - 3:00 PM	0	0	0	12	235	15	3	71	78	0	2	0	49	56
3:00 PM - 4:00 PM	0	0	0	10	302	19	2	111	107	0	9	0	50	68
4:00 PM - 5:00 PM	0	0	0	9	428	33	2	75	144	0	0	0	43	21
5:00 PM - 6:00 PM	0	0	0	10	416	25	0	54	162	0	5	0	44	38
6:00 PM - 7:00 PM	0	0	0	3	293	24	1	24	60	0	2	0	36	13

Hour	Project Trips													
	Eastbound			Westbound			Northbound				Southbound			
Start - End	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
7:00 AM - 8:00 AM	0	0	0	11	7	0	0	10	9	0	0	0	16	7
8:00 AM - 9:00 AM	0	0	0	70	47	0	0	66	67	0	0	0	101	53
9:00 AM - 10:00 AM	0	0	0	31	20	0	0	28	20	0	0	0	44	18
10:00 AM - 11:00 AM	0	0	0	39	26	0	0	37	42	0	0	0	56	32
11:00 AM - 12:00 PM	0	0	0	47	31	0	0	45	61	0	0	0	67	45
12:00 PM - 1:00 PM	0	0	0	52	35	0	0	52	81	0	0	0	75	57
1:00 PM - 2:00 PM	0	0	0	46	30	0	0	46	84	0	0	0	66	58
2:00 PM - 3:00 PM	0	0	0	43	29	0	0	43	87	0	0	0	62	59
3:00 PM - 4:00 PM	0	0	0	43	29	0	0	44	86	0	0	0	63	58
4:00 PM - 5:00 PM	0	0	0	44	30	0	0	45	87	0	0	0	64	59
5:00 PM - 6:00 PM	0	0	0	52	35	0	0	55	145	0	0	0	75	93
6:00 PM - 7:00 PM	0	0	0	44	30	0	0	44	74	0	0	0	64	51

Hour	Future 2018 Total Without WB Right-Turn Reduction															
	Eastbound			Westbound			Northbound				Southbound				Major Street	Highest Minor
Start - End	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
7:00 AM - 8:00 AM	0	0	0	13	148	11	0	169	39	0	0	0	74	212	494	173
8:00 AM - 9:00 AM	0	0	0	96	281	15	0	212	128	0	1	0	213	216	771	392
9:00 AM - 10:00 AM	0	0	0	63	204	4	2	116	77	0	0	0	123	98	416	271
10:00 AM - 11:00 AM	0	0	0	54	201	7	5	125	113	0	0	0	127	70	441	262
11:00 AM - 12:00 PM	0	0	0	54	233	15	1	125	137	0	0	0	124	99	486	302
12:00 PM - 1:00 PM	0	0	0	64	315	25	3	141	172	0	1	0	124	101	542	404
1:00 PM - 2:00 PM	0	0	0	62	267	13	1	135	159	0	0	0	121	112	527	342
2:00 PM - 3:00 PM	0	0	0	55	264	15	3	114	165	0	2	0	111	115	511	334
3:00 PM - 4:00 PM	0	0	0	53	331	19	2	155	193	0	9	0	113	126	599	402
4:00 PM - 5:00 PM	0	0	0	53	458	33	2	120	231	0	0	0	107	80	539	543
5:00 PM - 6:00 PM	0	0	0	62	451	25	0	109	307	0	5	0	119	131	672	538
6:00 PM - 7:00 PM	0	0	0	47	323	24	1	68	134	0	2	0	100	64	370	394

Hour	Future 2018 Total With WB Right-Turn Reduction																	
	Pagones Reduction	Eastbound			Westbound			Northbound				Southbound					Major	Highest
Start - End	WBR	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		Street	Minor
7:00 AM - 8:00 AM	30%	0	0	0	13	148	8	0	169	39	0	0	0	74	212		494	169
8:00 AM - 9:00 AM	30%	0	0	0	96	281	11	0	212	128	0	1	0	213	216		771	388
9:00 AM - 10:00 AM	30%	0	0	0	63	204	3	2	116	77	0	0	0	123	98		416	270
10:00 AM - 11:00 AM	30%	0	0	0	54	201	5	5	125	113	0	0	0	127	70		441	260
11:00 AM - 12:00 PM	30%	0	0	0	54	233	11	1	125	137	0	0	0	124	99		486	297
12:00 PM - 1:00 PM	30%	0	0	0	64	315	18	3	141	172	0	1	0	124	101		542	396
1:00 PM - 2:00 PM	30%	0	0	0	62	267	9	1	135	159	0	0	0	121	112		527	339
2:00 PM - 3:00 PM	30%	0	0	0	55	264	11	3	114	165	0	2	0	111	115		511	329
3:00 PM - 4:00 PM	30%	0	0	0	53	331	13	2	155	193	0	9	0	113	126		599	396
4:00 PM - 5:00 PM	30%	0	0	0	53	458	23	2	120	231	0	0	0	107	80		539	533
5:00 PM - 6:00 PM	30%	0	0	0	62	451	18	0	109	307	0	5	0	119	131		672	530
6:00 PM - 7:00 PM	30%	0	0	0	47	323	17	1	68	134	0	2	0	100	64		370	387

K:\FTL_TPTO\043537000-FECI\Miami\Calcs\signal warrant\[05 29 14 Counts NW 1st Avenue Major.xls]Appendix

NW 1st Avenue and NW 6th Street

SCENARIO: 30% Southbound Right-Turn Reductions

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: NW 1st Avenue and NW 6th Street

SCENARIO: NW 1st Avenue: Future (2018) Traffic with Project (N/S)
NW 6th Street: Future (2018) Traffic with Project (E/W)

MAJOR STREET: NW 1st Avenue — # OF APPROACH LANES: 3

MINOR STREET: NW 6th Street — # OF APPROACH LANES: 2

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST NORTHBOUND/SOUTHBOUND	MINOR ST WESTBOUND	WARRANT 1-A			WARRANT 1-B			COMBINATION OF WARRANT 1-A &1-B						WARRANT 2	WARRANT 3
									WARRANT 1-A			WARRANT 1-B				
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			600	200		900	100		480	160		720	80			
07:00 AM TO 08:00 AM	494	169					Y		Y	Y	**Y**		Y			
08:00 AM TO 09:00 AM	771	388	Y	Y	**Y**		Y		Y	Y	**Y**	Y	Y	**Y**	**Y**	
09:00 AM TO 10:00 AM	416	270		Y			Y			Y			Y			
10:00 AM TO 11:00 AM	441	260		Y			Y			Y			Y			
11:00 AM TO 12:00 PM	486	297		Y			Y		Y	Y	**Y**		Y			
12:00 PM TO 01:00 PM	542	396		Y			Y		Y	Y	**Y**		Y			
01:00 PM TO 02:00 PM	527	339		Y			Y		Y	Y	**Y**		Y			
02:00 PM TO 03:00 PM	511	329		Y			Y		Y	Y	**Y**		Y			
03:00 PM TO 04:00 PM	599	396		Y			Y		Y	Y	**Y**		Y		**Y**	
04:00 PM TO 05:00 PM	539	533		Y			Y		Y	Y	**Y**		Y		**Y**	
05:00 PM TO 06:00 PM	672	530	Y	Y	**Y**		Y		Y	Y	**Y**		Y		**Y**	
06:00 PM TO 07:00 PM	370	387		Y			Y			Y			Y			
	6,367	4,296			**2**			**0**			**9**			**1**	**4**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS OF BOTH WARR #1-A AND WARR #1-B NEEDED **NOT SATISFIED**						4 HRS NEEDED **SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 -- Eight Hour Vehicular Volume

WARRANT 2 -- Four Hour Vehicular Volume

WARRANT 3 -- Peak Hour

NW 6th Street Major Street

Hour	Raw Existing TMCs															
	Eastbound			Westbound			Northbound				Southbound				Major Street	Highest Minor
Start - End	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
7:00 AM - 8:00 AM	0	0	0	2	129	10	0	145	27	0	0	0	53	187	141	172
8:00 AM - 9:00 AM	0	0	0	24	213	14	0	133	56	0	1	0	102	149	251	189
9:00 AM - 10:00 AM	0	0	0	29	168	4	2	80	52	0	0	0	72	73	201	134
10:00 AM - 11:00 AM	0	0	0	14	160	6	5	80	65	0	0	0	65	35	180	150
11:00 AM - 12:00 PM	0	0	0	6	184	14	1	73	69	0	0	0	52	49	204	143
12:00 PM - 1:00 PM	0	0	0	11	255	23	3	81	83	0	1	0	45	40	289	167
1:00 PM - 2:00 PM	0	0	0	15	216	12	1	81	68	0	0	0	50	49	243	150
2:00 PM - 3:00 PM	0	0	0	11	214	14	3	65	71	0	2	0	45	51	239	139
3:00 PM - 4:00 PM	0	0	0	9	275	17	2	101	98	0	8	0	46	62	301	201
4:00 PM - 5:00 PM	0	0	0	8	390	30	2	68	131	0	0	0	39	19	428	201
5:00 PM - 6:00 PM	0	0	0	9	379	23	0	49	148	0	5	0	40	35	411	197
6:00 PM - 7:00 PM	0	0	0	3	267	22	1	22	55	0	2	0	33	12	292	78

Hour	Future 2018 Background TMCs						PSF = 1				Growth Rate = 2.33%			
	Eastbound			Westbound			Northbound				Southbound			
Start - End	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
7:00 AM - 8:00 AM	0	0	0	2	141	11	0	159	30	0	0	0	58	205
8:00 AM - 9:00 AM	0	0	0	26	234	15	0	146	61	0	1	0	112	163
9:00 AM - 10:00 AM	0	0	0	32	184	4	2	88	57	0	0	0	79	80
10:00 AM - 11:00 AM	0	0	0	15	175	7	5	88	71	0	0	0	71	38
11:00 AM - 12:00 PM	0	0	0	7	202	15	1	80	76	0	0	0	57	54
12:00 PM - 1:00 PM	0	0	0	12	280	25	3	89	91	0	1	0	49	44
1:00 PM - 2:00 PM	0	0	0	16	237	13	1	89	75	0	0	0	55	54
2:00 PM - 3:00 PM	0	0	0	12	235	15	3	71	78	0	2	0	49	56
3:00 PM - 4:00 PM	0	0	0	10	302	19	2	111	107	0	9	0	50	68
4:00 PM - 5:00 PM	0	0	0	9	428	33	2	75	144	0	0	0	43	21
5:00 PM - 6:00 PM	0	0	0	10	416	25	0	54	162	0	5	0	44	38
6:00 PM - 7:00 PM	0	0	0	3	293	24	1	24	60	0	2	0	36	13

Hour	Project Trips													
	Eastbound			Westbound			Northbound				Southbound			
Start - End	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
7:00 AM - 8:00 AM	0	0	0	11	7	0	0	10	9	0	0	0	16	7
8:00 AM - 9:00 AM	0	0	0	70	47	0	0	66	67	0	0	0	101	53
9:00 AM - 10:00 AM	0	0	0	31	20	0	0	28	20	0	0	0	44	18
10:00 AM - 11:00 AM	0	0	0	39	26	0	0	38	42	0	0	0	56	33
11:00 AM - 12:00 PM	0	0	0	47	31	0	0	45	61	0	0	0	67	44
12:00 PM - 1:00 PM	0	0	0	52	35	0	0	51	81	0	0	0	75	58
1:00 PM - 2:00 PM	0	0	0	46	30	0	0	46	84	0	0	0	66	57
2:00 PM - 3:00 PM	0	0	0	43	29	0	0	43	87	0	0	0	62	59
3:00 PM - 4:00 PM	0	0	0	43	29	0	0	44	86	0	0	0	63	59
4:00 PM - 5:00 PM	0	0	0	44	30	0	0	45	87	0	0	0	64	59
5:00 PM - 6:00 PM	0	0	0	52	35	0	0	55	145	0	0	0	75	93
6:00 PM - 7:00 PM	0	0	0	44	30	0	0	45	74	0	0	0	64	51

Hour	Future 2018 Total															
	Eastbound			Westbound			Northbound				Southbound				Major Street	Highest Minor
Start - End	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
7:00 AM - 8:00 AM	0	0	0	13	148	11	0	169	39	0	0	0	74	212	173	208
8:00 AM - 9:00 AM	0	0	0	96	281	15	0	212	128	0	1	0	213	216	392	340
9:00 AM - 10:00 AM	0	0	0	63	204	4	2	116	77	0	0	0	123	98	271	195
10:00 AM - 11:00 AM	0	0	0	54	201	7	5	126	113	0	0	0	127	71	262	244
11:00 AM - 12:00 PM	0	0	0	54	233	15	1	125	137	0	0	0	124	98	302	263
12:00 PM - 1:00 PM	0	0	0	64	315	25	3	140	172	0	1	0	124	102	404	315
1:00 PM - 2:00 PM	0	0	0	62	267	13	1	135	159	0	0	0	121	111	342	294
2:00 PM - 3:00 PM	0	0	0	55	264	15	3	114	165	0	2	0	111	115	334	282
3:00 PM - 4:00 PM	0	0	0	53	331	19	2	155	193	0	9	0	113	127	402	350
4:00 PM - 5:00 PM	0	0	0	53	458	33	2	120	231	0	0	0	107	80	543	352
5:00 PM - 6:00 PM	0	0	0	62	451	25	0	109	307	0	5	0	119	131	538	416
6:00 PM - 7:00 PM	0	0	0	47	323	24	1	69	134	0	2	0	100	64	394	205

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NW 1st Avenue and NW 6th Street

SCENARIO: 30% Southbound Right-Turn Reductions

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: NW 1st Avenue and NW 6th Street

SCENARIO: NW 1st Avenue: Future (2018) Traffic with Project (N/S)
NW 6th Street: Future (2018) Traffic with Project (E/W)

MAJOR STREET: NW 6th Street — # OF APPROACH LANES: 2

MINOR STREET: NW 1st Avenue — # OF APPROACH LANES: 3

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST	MINOR ST	WARRANT 1-A			WARRANT 1-B			COMBINATION OF WARRANT 1-A &1-B						WARRANT 2	WARRANT 3
	WESTBOUND	NORTHBOUND	MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	WARRANT 1-A			WARRANT 1-B				
									MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			600	200		900	100		480	160		720	80			
07:00 AM TO 08:00 AM	173	208		Y			Y			Y			Y			
08:00 AM TO 09:00 AM	392	340		Y			Y			Y			Y			
09:00 AM TO 10:00 AM	271	195					Y			Y			Y			
10:00 AM TO 11:00 AM	262	244		Y			Y			Y			Y			
11:00 AM TO 12:00 PM	302	263		Y			Y			Y			Y			
12:00 PM TO 01:00 PM	404	315		Y			Y			Y			Y			
01:00 PM TO 02:00 PM	342	294		Y			Y			Y			Y			
02:00 PM TO 03:00 PM	334	282		Y			Y			Y			Y			
03:00 PM TO 04:00 PM	402	350		Y			Y			Y			Y			
04:00 PM TO 05:00 PM	543	352		Y			Y		Y	Y	**Y**		Y			
05:00 PM TO 06:00 PM	538	416		Y			Y		Y	Y	**Y**		Y			
06:00 PM TO 07:00 PM	394	205		Y			Y			Y			Y			
	4,358	3,465			**0**			**0**			**2**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS OF BOTH WARR #1-A AND WARR #1-B NEEDED **NOT SATISFIED**						4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 -- Eight Hour Vehicular Volume

WARRANT 2 -- Four Hour Vehicular Volume

WARRANT 3 -- Peak Hour

Traffic Impact Analysis for Submittal to the Miami-Dade County

All Aboard Florida – Miami Station
City of Miami, Florida

Kimley»Horn

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Revised June 2014

May 2014

043537000

Traffic Impact Analysis
for Submittal to
Miami-Dade County

All Aboard Florida – Miami Station
City of Miami, Florida

Prepared for:

All Aboard Florida – Operations LLC
Miami, Florida

Prepared by:

Kimley-Horn and Associates, Inc.

JOHN JOSEPH McWILLIAMS
LICENSE
No. 62541
STATE OF
FLORIDA
PROFESSIONAL ENGINEER
6/11/14

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Revised June 2014
May 2014
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INTRODUCTION

All Aboard Florida - Operations, LLC is proposing a mixed-use development that is generally bounded by NW 8th Street to the north, NW 2nd Street to the south, NW 2nd Avenue to the west, and NW 1st Avenue to the east. Figure 1 provides a location map of the site. Preliminary site plans are included in Appendix A. The project consists of the following:

- All Aboard Florida train station, grade-separated structure located between NW 8th Street to the north, NW 3rd Street to the south, NW 1st Avenue to the east, and NW 2nd Avenue to the west.
- Overbuild #1 block consists of 120,000 square-feet of office, 177,400 square-foot of retail (contained between Overbuild #1 and Overbuild #2), and a parking garage. The development is located on the northwest quadrant of NW 6th Street and NW 1st Avenue.
- Overbuild #2 block consists of 400 apartment dwelling units and a robotic parking garage. The development is located on the southwest quadrant of NW 6th Street and NW 1st Avenue.
- Overbuild #3 block consists of 400 apartment dwelling units and a robotic parking garage. The development is located on the northwest quadrant of NW 1st Avenue and NW 3rd Street.
- A mixed-use tower consisting of 610,000 square-feet of office, 311 high-rise residential condominium units, a 327-room hotel, an office parking garage, and a residential/hotel parking garage. The mixed-use tower is located on the southwest quadrant of NW 1st Avenue and NW 3rd Street.
- Community Redevelopment Area (CRA) site and garage consists of 109,000 square-feet of office and 45,339 square-feet of retail space along with a parking garage. The site is located on the northwest quadrant of NW 6th Street and NW 1st Court.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis for submittal to Miami-Dade County. The purpose of the study is to assess the project's impact on the surrounding transportation network and determine if adequate capacity is available to support future demand. This report summarizes the data collection, project trip generation and distribution, and capacity analyses. Methodology correspondences are included in Appendix B.

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Figure 1
Project Location Map
All Aboard Florida - Miami Station
City of Miami, Florida

DATA COLLECTION

A.M. peak period (7:30 A.M. to 9:30 A.M.) and P.M. peak period (4:00 PM to 6:00 P.M.) turning movement counts were collected at each study area intersection. Turning movement counts for the A.M. peak period were selected from 7:30 A.M. to 9:30 A.M. based on downtown and business district characteristics of the general area as well as input from City of Miami Transportation Staff, it was determined that the A.M. peak period tends to occur at a later time period than the traditional 7:00 to 9:00 A.M. peak period. The data collection date and corresponding peak season conversion factors are shown in Table 1. Turning movement counts and peak season conversion factors are provided in Appendix C.

The following intersections were examined:

- NW 8th Street and NW 2nd Avenue
- NW 8th Street and NW 1st Court
- NW 8th Street and NW 1st Avenue
- NW 7th Street and NW 2nd Avenue
- NW 7th Street and NW 1st Court
- NW 6th Street and NW 2nd Avenue
- NW 6th Street and NW 1st Court
- NW 6th Street and NW 1st Avenue
- N 6th Street and N Miami Avenue
- NE 6th Street and NE 1st Avenue
- NW 5th Street and NW 2nd Avenue
- NW 5th Street and NW 1st Court
- NW 5th Street and NW 1st Avenue
- N 5th Street and N Miami Avenue
- NE 5th Street and NE 1st Avenue
- NW 4th Street and NW 2nd Avenue
- NW 3rd Street and NW 2nd Avenue
- NW 3rd Street and NW 1st Avenue
- NW 2nd Street and NW 2nd Avenue
- NW 1st Street and NW 2nd Avenue
- NW 1st Street and NW 1st Avenue

Table 1: Data Collection Summary		
Intersection	**Date**	**Peak Season Factor**
NW 8th Street and NW 2nd Avenue	3/19/2014	1.00
NW 8th Street and NW 1st Court	3/19/2014	1.00
NW 8th Street and NW 1st Avenue	3/19/2014	1.00
NW 7th Street and NW 2nd Avenue	3/19/2014	1.00
NW 7th Street and NW 1st Court	3/19/2014	1.00
NW 6th Street and NW 2nd Avenue	3/19/2014	1.00
NW 6th Street and NW 1st Court	3/19/2014	1.00
NW 6th Street and NW 1st Avenue	3/20/2014	1.00
NW 6th Street and N Miami Avenue	4/23/2014	1.01
NW 6th Street and NE 1st Avenue	4/23/2014	1.01
NW 5th Street and NW 2nd Avenue	3/20/2014	1.00
NW 5th Street and NW 1st Court	3/20/2014	1.00
NW 5th Street and NW 1st Avenue	3/20/2014	1.00
NW 5th Street and N Miami Avenue	4/23/2014	1.01
NW 5th Street and NE 1st Avenue	4/23/2014	1.01
NW 4th Street and NW 2nd Avenue	3/20/2014	1.00
NW 3rd Street and NW 2nd Avenue	3/20/2014	1.00
NW 3rd Street and NW 1st Avenue	3/20/2014	1.00
NW 2nd Street and NW 2nd Avenue	3/20/2014	1.00
NW 1st Street and NW 2nd Avenue	3/20/2014	1.00
NW 1st Street and NW 1st Avenue	3/20/2014	1.00
NW 5th Street and NW 3rd Avenue	6/3/2014	1.04
NW 1st Avenue and NW 3rd Avenue	6/3/2014	1.04

Figure 2 presents the A.M. and P.M. peak hour turning movement volumes at the study intersections.

The study area roadway corridors for this project include:

- NW 2nd Avenue between NW 1st Street and NW 8th Street
- NW 1st Avenue between NW 1st Street and NW 8th Street
- North Miami Avenue between North 5th Street and North 6th Street
- NE 1st Avenue between NE 5th Street and NE 6th Street
- NW 5th Street east of NW 1st Avenue
- NW 5th Street west of NW 1st Avenue
- NW 6th Street between NW 1st Avenue and NW 2nd Avenue

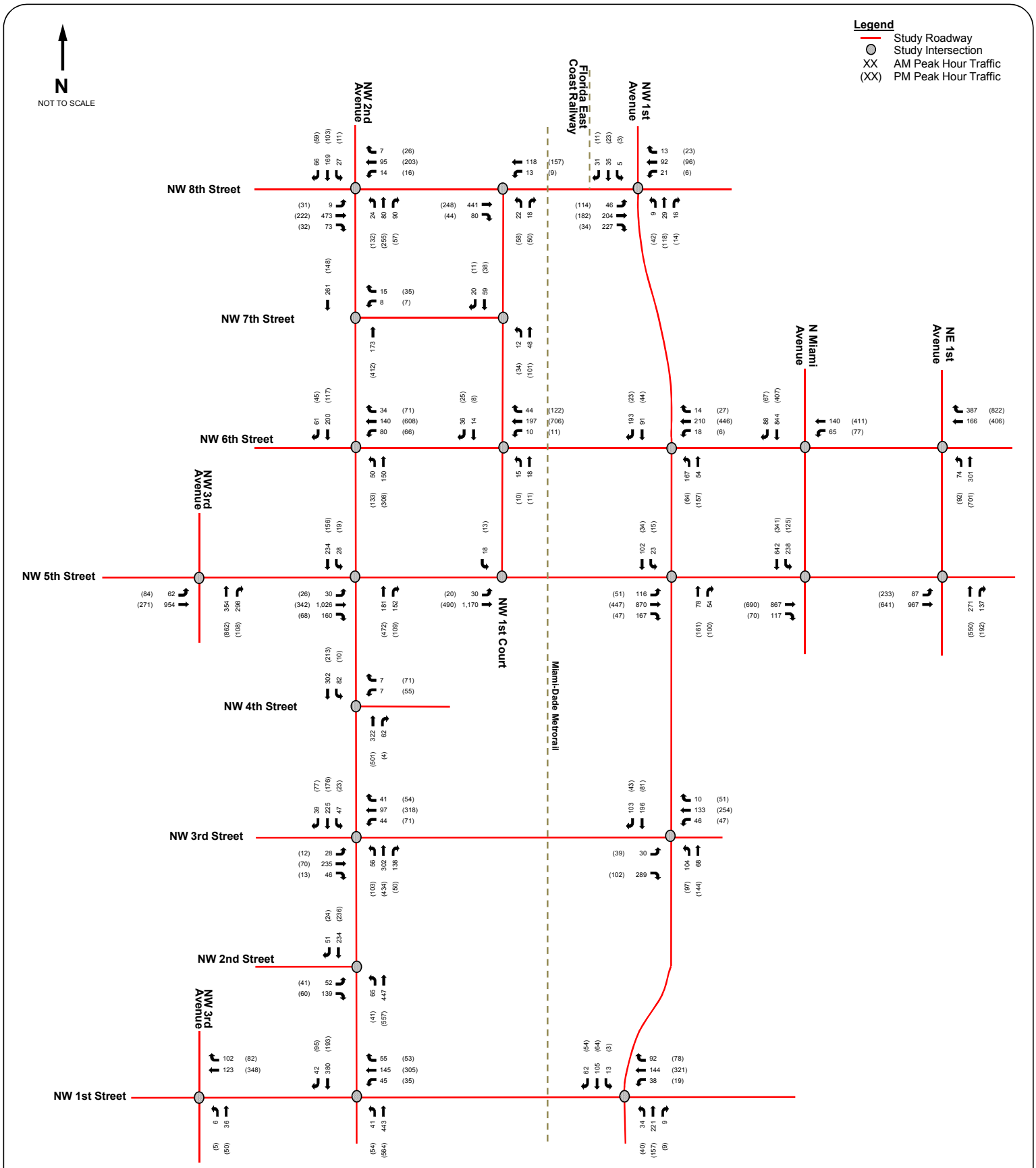

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Figure 2
2014 Existing Peak Hour Traffic
All Aboard Florida - Miami Station
City of Miami, Florida

CAPACITY ANALYSIS METHODOLOGY

Level of Service Standard

Level of service (LOS) is the traffic performance measure generally used in traffic impact analysis. Levels of service range from LOS A (free flow with negligible delays) to LOS F (heavily congested with long delays). Miami-Dade County has adopted LOS E+50 as its minimum level of service standard in this area as it is located within the Urban Infill Area (UIA) with extraordinary transit (Metromover and Metrorail) within 0.5 miles.

Transportation Corridor Level of Service Methodology

Transportation corridor traffic conditions were examined applying the methodology outlined in the *Miami Comprehensive Neighborhood Plan*. This methodology considers the person-trip capacity (including transit) for transportation corridors rather than evaluating only the vehicular capacity of a roadway. Level of service analyses were performed to assess the capacity of the transportation corridors evaluated in this study based on a comparison between person-trip volume and person-trip capacity within the corridors. The analyses of person-trip volumes and person-trip capacities account for both passenger vehicle and transit service within the corridors. Table 2 illustrates the level of service thresholds for each study corridor. The corridor level of service thresholds, measured in volume (v) to capacity (c) ratios, were developed from the 2013 version of FDOT's *Quality/Level of Service Handbook*.

Intersection Level of Service Methodology

Level of service analyses were performed for study intersections using Trafficware's *SYNCHRO 8.0* Software, which applies methodologies outlined in the *Highway Capacity Manual,* 2000 and 2010 Editions.

Table 2: Transportation Corridor Level of Service Thresholds

LOS	NW 2nd Avenue(2)		NW 1st Avenue(3)		N Miami Avenue(4)		NE 1st Avenue(4)		N 5th Street(4)		N 6th Street(4)	
	Peak Hour Directional Volume Thresholds	V/C Ratio	Peak Hour Directional Volume Thresholds	V/C Ratio	Peak Hour Directional Volume Thresholds	V/C Ratio	Peak Hour Directional Volume Thresholds	V/C Ratio	Peak Hour Directional Volume Thresholds	V/C Ratio	Peak Hour Directional Volume Thresholds	V/C Ratio
A	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
B	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
C	266	0.46	657	0.43	1,264	0.46	1,264	0.46	1,264	0.46	788	0.43
D	540	0.94	1,467	0.96	2,722	0.98	2,722	0.98	2,722	0.98	1,760	0.96
E	576	1.00	1,530	1.00	2,765	1.00	2,765	1.00	2,765	1.00	1,836	1.00
F	-	>1.00	-	>1.00	-	>1.00	-	>1.00	-	>1.00	-	>1.00

Notes:

(1) Cannot be achieved per Table 7 from FDOT's *2013 Quality/Level of Service Handbook*.
(2) Based on Class II non-state signalized roadway (10 percent reduction), 2-lane undivided roadway (20 percent reduction).
(3) Based on Class II non-state signalized roadway (10 percent reduction).
(4) Based on Class II non-state signalized roadway (10 percent reduction) and 1.2 one-way factor.

EXISTING CONDITIONS (2014) CAPACITY ANALYSIS

Transportation Corridors

Vehicular roadway conditions and transit ridership were examined to determine current level of service for the transportation corridors examined in this study. Table 3 presents the unadjusted 2014 A.M. and P.M. peak hour directional traffic volumes, peak season conversion factors, and the 2014 peak season A.M. and P.M. peak hour directional traffic volumes for the study corridors. Corridor count data is included in Appendix B.

Table 3: 2014 A.M. and P.M. Peak Hour Roadway Volumes

Roadway Segments	Direction	2014 A.M. Peak Hour Volumes	2014 P.M. Peak Hour Volumes	FDOT Peak Season Adjustment Factor	2014 Peak Season A.M. Peak Hour Volumes	2014 Peak Season P.M. Peak Hour Volumes
NW 2nd Avenue	NB	416	549	1.00	416	549
	SB	362	344	1.00	362	344
NW 1st Avenue	NB	145	258	1.00	145	258
	SB	286	115	1.00	286	115
N Miami Avenue	SB	932	537	1.01	941	542
NE 1st Avenue	NB	413	974	1.01	417	984
N 6th Street	WB	278	881	1.00	278	881
N 5th Street (West of NW 1st Avenue)	EB	1,085	600	1.00	1,085	600
N 5th Street (East of NW 1st Avenue)	EB	847	560	1.04	881	582

Existing transit conditions were examined considering the ridership on and capacity of the Miami-Dade Transit (MDT) bus service operating in the corridors.

Sixteen (16) Miami-Dade transit routes presently serve the study area during both the A.M. and the P.M. peak hours. In addition, the study area is served by the Metromover downtown automated people mover and Metrorail heavy rail system.

- **Route 2** operates with 20 minute headways in both directions.

- **Route 3** operates with 18 minute headways in both directions.
- **Route 6** operates with 60 minute headways in both directions.
- **Route 7** operates with 15 minute headways in both directions.
- **Route 8** operates with 10 minute headways in both directions.
- **Route 9** operates with 12 minute headways in both directions.
- **Route 11** operates with 8 minute headways in both directions.
- **Route 21** operates with 30 minute headways in both directions.
- **Route 77** operates with 8 minute headways in both directions.
- **Route 93** operates with 18 minute headways in the A.M. peak hour in both directions and with 15 minute headways in the P.M. peak hour in both directions.
- **Route 95/Dade Broward Express** operates with 7.5 minute headways in both directions during the P.M. peak period.
- **Route 119S** operates with 12 minute headways in both directions.
- **Route 120** operates with 12 minute headways in both directions.
- **Route 207/208** operates with 15 minute headways in both directions.
- **Route 211** operates with 45 minute headways in both directions during the P.M. peak period.
- **Route 243** operates with 30 minute headways in both directions.
- **Metromover** operates with 2.4 minute headways in the northbound direction during both peak hours, 3.2 minute headways in the southbound direction during the A.M. peak hour, and 2.9 minute headways in the southbound direction during the P.M. peak hour.
- **Metrorail** operates with 4.8 minute headways in the northbound direction during the A.M. peak hour, 4.6 minute headways in the northbound direction during the P.M. peak hour, 5.0 minute headways in the southbound direction during the A.M. peak hour, and 4.7 minute headways in the southbound direction during the P.M. peak hour.

Metrobus routes on the study corridors utilize buses with capacities of 68 riders. The ridership capacities for the bus routes were calculated for the A.M. and P.M. peak hour using the

appropriate headways and capacities. Metrobus route maps are included in Appendix C. Ridership data was collected on Thursday, June 5, 2014 in 15-minute intervals during the A.M. peak period (7:30 to 9:30 A.M.) and P.M. peak period (4:00 to 6:00 P.M.) at the Overtown Metrorail Station, Government Center Metrorail Station, Government Center Metromover Station, and the Wilkie D. Ferguson Metromover Station. The data reflects the calculation of hourly ridership from 15-minute counts taken at each of the identified stations. Tables 4 and 7 present the existing A.M. and P.M. peak hour ridership on the routes studied; the ridership data obtained from the field is included in Appendix C.

Table 4: 2014 A.M. and P.M. Peak Hour Miami-Dade Transit Conditions on NW 2nd Avenue

Transit Route Information		Direction of Travel	Peak Hour Headways A.M. (P.M.) in minutes	Buses per Hour A.M.(P.M)	Capacity Per Vehicle (riders)	Peak Hour Directional Person-Trip Capacity A.M.(P.M.)	Peak Hour Directional Route Ridership A.M.(P.M.)
NW 2nd Avenue	Route 2	Northbound	20 (20)	3 (3)	68	204 (204)	17 riders (29 riders)
		Southbound	20 (20)	3 (3)	68	204 (204)	12 riders (20 riders)
	Route 7	Northbound	15 (15)	4 (4)	68	272 (272)	24 riders (24 riders)
		Southbound	15 (15)	4 (4)	68	272 (272)	9 riders (9 riders)
	Route 21	Northbound	30 (30)	2 (2)	68	136 (136)	6 riders (17 riders)
		Southbound	30 (30)	2 (2)	68	136 (136)	2 riders (3 riders)
	Route 95	Northbound	- (7.5)	- (8)	68	- (544)	- (72 riders)
		Southbound	- (7.5)	- (8)	68	- (544)	- (72 riders)
	Route 207	Southbound	15 (15)	4 (4)	68	272 (272)	50 riders (68 riders)
	Route 208	Northbound	15 (15)	4 (4)	68	272 (272)	82 riders (85 riders)
	Route 211	Northbound	- (45)	- (1)	68	- (68)	- (13 riders)
		Southbound	- (45)	- (1)	68	- (68)	- (12 riders)
	Metromover	Northbound	2.4 (2.4)	25 (25)	75	1,875 (1,875)	1,080 riders (948 riders)
		Southbound	3.2 (2.9)	18 (20)	75	1,350 (1,500)	516 riders (1,044 riders)
	Metrorail	Northbound	4.8 (4.6)	12 (13)	504	6,048 (6,552)	2,880 riders (2,480 riders)
		Southbound	5.0 (4.7)	12 (12)	504	6,048 (6,048)	2,992 riders (4,356 riders)
	Total	**Northbound**	**-**	**50 (60)**	**-**	**8,807 (9,923)**	**4,089 riders (3,668 riders)**
		Southbound	**-**	**43 (54)**	**-**	**8,282 (9,044)**	**3,581 riders (5,584 riders)**

Table 5: 2014 A.M. and P.M. Peak Hour Miami-Dade Transit Conditions on NW 1st Avenue

Transit Route Information		Direction of Travel	Peak Hour Headways A.M. (P.M.) in minutes	Buses per Hour A.M.(P.M)	Capacity Per Vehicle (riders)	Peak Hour Directional Person-Trip Capacity A.M.(P.M.)	Peak Hour Directional Route Ridership A.M.(P.M.)
NW 1st Avenue	Route 3	Northbound	18 (18)	3 (3)	68	204 (204)	46 riders (47 riders)
		Southbound	18 (18)	3 (3)	68	204 (204)	46 riders (13 riders)
	Route 93	Northbound	18 (15)	3 (4)	68	204 (272)	55 riders (38 riders)
		Southbound	18 (15)	3 (4)	68	204 (272)	4 riders (19 riders)
	Route 95	Northbound	- (7.5)	- (8)	68	- (544)	- (72 riders)
		Southbound	- (7.5)	- (8)	68	- (544)	- (72 riders)
	Route 207	Southbound	15 (15)	4 (4)	68	272 (272)	50 riders (68 riders)
	Route 208	Northbound	15 (15)	4 (4)	68	272 (272)	82 riders (85 riders)
	Metromover	Northbound	2.4 (2.4)	25 (25)	75	1,875 (1,875)	1,080 riders (948 riders)
		Southbound	3.2 (2.9)	18 (20)	75	1,350 (1,500)	516 riders (1,044 riders)
	Metrorail	Northbound	4.8 (4.6)	12 (13)	504	6,048 (6,552)	2,880 riders (2,480 riders)
		Southbound	5.0 (4.7)	12 (12)	504	6,048 (6,048)	2,992 riders (4,356 riders)
	Total	**Northbound**	**-**	**47 (57)**	**-**	**8,603 (9,719)**	**4,143 riders (3,670 riders)**
		Southbound	**-**	**40 (51)**	**-**	**8,078 (8,840)**	**3,608 riders (5,572 riders)**

Table 6: 2014 A.M. and P.M. Peak Hour Miami-Dade Transit Conditions on N Miami Avenue and NE 1st Avenue

Transit Route Information		Direction of Travel	Peak Hour Headways A.M. (P.M.) in minutes	Buses per Hour A.M.(P.M)	Capacity Per Vehicle (riders)	Peak Hour Directional Person-Trip Capacity A.M.(P.M.)	Peak Hour Directional Route Ridership A.M.(P.M.)
N Miami Avenue (southbound) and NE 1st Avenue (northbound)	Route 2	Northbound	20 (20)	3 (3)	68	204 (204)	17 riders (29 riders)
		Southbound	20 (20)	3 (3)	68	204 (204)	12 riders (20 riders)
	Route 6	Northbound	60 (60)	1 (1)	68	68 (68)	5 riders (6 riders)
		Southbound	60 (60)	1 (1)	68	68 (68)	6 riders (7 riders)
	Route 7	Northbound	15 (15)	4 (4)	68	272 (272)	24 riders (24 riders)
		Southbound	15 (15)	4 (4)	68	272 (272)	9 riders (9 riders)
	Route 8	Northbound	10 (10)	6 (6)	68	408 (408)	6 riders (13 riders)
		Southbound	10 (10)	6 (6)	68	408 (408)	33 riders (38 riders)
	Route 9	Northbound	12 (12)	5 (5)	68	340 (340)	55 riders (47 riders)
		Southbound	12 (12)	5 (5)	68	340 (340)	45 riders (60 riders)
	Route 120	Northbound	12 (12)	5 (5)	68	340 (340)	68 riders (36 riders)
		Southbound	12 (12)	5 (5)	68	340 (340)	42 riders (28 riders)
	Metromover	Northbound	2.4 (2.4)	25 (25)	75	1,875 (1,875)	1,080 riders (948 riders)
		Southbound	3.2 (2.9)	18 (20)	75	1,350 (1,500)	516 riders (1,044 riders)
	Metrorail	Northbound	4.8 (4.6)	12 (13)	504	6,048 (6,552)	2,880 riders (2,480 riders)
		Southbound	5.0 (4.7)	12 (12)	504	6,048 (6,048)	2,992 riders (4,356 riders)
	Total	**Northbound**	-	**61 (62)**	-	**9,555 (10,059)**	**4,135 riders (3,583 riders)**
		Southbound	-	**54 (56)**	-	**9,030 (9,180)**	**3,655 riders (5,562 riders)**

Table 7: 2014 A.M. and P.M. Peak Hour Miami-Dade Transit Conditions on N 6th Street and N 5th Street

Transit Route Information		Direction of Travel	Peak Hour Headways A.M. (P.M.) in minutes	Buses per Hour A.M.(P.M)	Capacity Per Vehicle (riders)	Peak Hour Directional Person-Trip Capacity A.M.(P.M.)	Peak Hour Directional Route Ridership A.M.(P.M.)
N 6th Street (westbound) and N 5th Street (eastbound)	Route 2	Eastbound	20 (20)	3 (3)	68	204 (204)	17 riders (29 riders)
		Westbound	20 (20)	3 (3)	68	204 (204)	12 riders (20 riders)
	Route 7	Eastbound	15 (15)	4 (4)	68	272 (272)	24 riders (24 riders)
		Westbound	15 (15)	4 (4)	68	272 (272)	9 riders (9 riders)
	Route 8	Eastbound	10 (10)	6 (6)	68	408 (408)	6 riders (13 riders)
		Westbound	10 (10)	6 (6)	68	408 (408)	33 riders (38 riders)
	Route 95	Eastbound	- (7.5)	- (8)	68	- (544)	- (72 riders)
		Westbound	- (7.5)	- (8)	68	- (544)	- (72 riders)
	Route 211	Eastbound	- (45)	- (1)	68	- (68)	- (13 riders)
		Westbound	- (45)	- (1)	68	- (68)	- (12 riders)
	Route 243	Eastbound	30 (30)	2 (2)	68	136 (136)	14 riders (1 riders)
		Westbound	30 (30)	2 (2)	68	136 (136)	1 riders (3 riders)
	Metromover	Eastbound	2.4 (2.4)	25 (25)	75	1,875 (1,875)	1,080 riders (948 riders)
		Westbound	3.2 (2.9)	18 (20)	75	1,350 (1,500)	516 riders (1,044 riders)
	Metrorail	Eastbound	4.8 (4.6)	12 (13)	504	6,048 (6,552)	2,880 riders (2,480 riders)
		Westbound	5.0 (4.7)	12 (12)	504	6,048 (6,048)	2,992 riders (4,356 riders)
	Total	Eastbound	-	**52 (62)**	-	**8,943 (10,059)**	**4,021 riders (3,580 riders)**
		Westbound	-	**45 (56)**	-	**8,418 (9,180)**	**3,563 riders (5,554 riders)**

In order to determine person-trip level of service for the study area's transportation corridors, total person-trip volumes (vehicular and transit) were compared to the total person-trip capacities. The person-trip volume to capacity (v/c) ratios were compared to the person-trip v/c level of service designations outlined in Table 2. Tables 8 and 9 present the existing transportation corridor level of service. As indicated in these tables, the transportation corridors have excess person-trip capacity during the A.M. and P.M. peak hours and operate at acceptable levels of service.

Table 8: 2014 A.M. Peak Hour Transportation Corridor Segment Conditions

Principal Roadways		Peak Season A.M. Peak Hour Roadway Volumes		A.M. Peak Hour Transit Ridership	A.M. Peak Hour Total Volume (V)	Directional Peak Hour Vehicular Capacity (2)		A.M. Peak Hour Transit Capacity	A.M. Peak Hour Total Capacity (C)	A.M. Peak Hour Excess Capacity	A.M. Peak Hour Level of Service	
		Vehicles	Person-Trips (1)	Person-Trips	Person-Trips	Vehicles	Person-Trips (1)	Person-Trips	Person-Trips	Person-Trips	V/C Ratio	LOS
NW 2nd Avenue	NB	416	582	4,089	**4,671**	576	806	8,807	**9,613**	4,942	0.486	**D**
	SB	362	507	3,581	**4,088**	576	806	8,282	**9,088**	5,000	0.450	**C**
NW 1st Avenue	NB	145	203	4,143	**4,346**	1,530	2,142	8,603	**10,745**	6,399	0.404	**C**
	SB	286	400	3,608	**4,008**	1,530	2,142	8,078	**10,220**	6,212	0.392	**C**
NE 1st Avenue	NB	417	584	4,135	**4,719**	2,765	3,871	9,555	**13,426**	8,707	0.351	**C**
N Miami Avenue	SB	941	1,317	3,655	**4,972**	2,765	3,871	9,030	**12,901**	7,929	0.385	**C**
N 5th Street (West of NW 1st Avenue)	EB	1,085	1,519	4,021	**5,540**	2,765	3,871	8,943	**12,814**	7,274	0.432	**C**
N 5th Street (East of NW 1st Avenue)	EB	881	1,233	4,021	**5,254**	2,765	3,871	8,943	**12,814**	7,560	0.410	**C**
N 6th Street	WB	278	389	3,563	**3,952**	1,836	2,570	8,418	**10,988**	7,036	0.360	**C**

Notes: (1) Volumes (vehicles) were converted to person-trips using 1.4 person/vehicle occupancy per City of Miami standards.
(2) Directional peak hour capacity derived from the 2013 *FDOT Quality/LOS Handbook* and the Miami-Downtown DRI.

Table 9: 2014 P.M. Peak Hour Transportation Corridor Segment Conditions

Principal Roadways		Peak Season P.M. Peak Hour Roadway Volumes		P.M. Peak Hour Transit Ridership	P.M. Peak Hour Total Volume (V)	Directional Peak Hour Vehicular Capacity (2)		P.M. Peak Hour Transit Capacity	P.M. Peak Hour Total Capacity (C)	P.M. Peak Hour Excess Capacity	P.M. Peak Hour Level of Service	
		Vehicles	Person-Trips (1)	Person-Trips	Person-Trips	Vehicles	Person-Trips (1)	Person-Trips	Person-Trips	Person-Trips	V/C Ratio	LOS
NW 2nd Avenue	NB	549	769	3,668	**4,437**	576	806	9,923	**10,729**	6,292	0.414	**C**
	SB	344	482	5,584	**6,066**	576	806	9,044	**9,850**	3,784	0.616	**D**
NW 1st Avenue	NB	258	361	3,670	**4,031**	1,530	2,142	9,719	**11,861**	7,830	0.340	**C**
	SB	115	161	5,572	**5,733**	1,530	2,142	8,840	**10,982**	5,249	0.522	**D**
NE 1st Avenue	NB	984	1,378	3,583	**4,961**	2,765	3,871	10,059	**13,930**	8,969	0.356	**C**
N Miami Avenue	SB	542	759	5,562	**6,321**	2,765	3,871	9,180	**13,051**	6,730	0.484	**D**
N 5th Street (West of NW 1st Avenue)	EB	600	840	3,580	**4,420**	2,765	3,871	10,059	**13,930**	9,510	0.317	**C**
N 5th Street (East of NW 1st Avenue)	EB	582	815	3,580	**4,395**	2,765	3,871	10,059	**13,930**	9,535	0.316	**C**
N 6th Street	WB	881	1,233	5,554	**6,787**	1,836	2,570	9,180	**11,750**	4,963	0.578	**D**

Notes: (1) Volumes (vehicles) were converted to person-trips using 1.4 person/vehicle occupancy per City of Miami standards.
(2) Directional peak hour capacity derived from the 2009 *FDOT Quality/LOS Handbook* at the Miami-Downtown DRI.

A.M. and P.M. peak hour capacity analyses were also performed for the study intersections. Table 10 presents the results of the analyses. All study intersections operate at adopted level of service standards. Detailed information from the intersection capacity analysis is included in Appendix D.

Table 10: Existing Peak Hour Intersection Conditions		
Intersection	Peak Hour Overall Level of Service A.M.(P.M.)	
	LOS	Delay (secs)
NW 8th Street and NW 2nd Avenue (signalized)	C (C)	24.8 (32.4)
NW 8th Street and NW 1st Court (one-way, stop-controlled)(1)	B (B)	14.0 (13.3)
NW 8th Street and NW 1st Avenue (two-way, stop-controlled)(1)	B (C)	14.7 (17.3)
NW 7th Street and NW 2nd Avenue (one-way, stop-controlled)(1)	B (B)	10.6 (12.4)
NW 7th Street and NW 1st Court (free-flow)(2)	-	-
NW 6th Street and NW 2nd Avenue (signalized)	C (D)	27.7 (37.3)
NW 6th Street and NW 1st Court (two-way, stop-controlled)(1)	A (B)	9.6 (13.9)
NW 6th Street and NW 1st Avenue (two-way, stop-controlled)(1)	B (B)	12.0 (12.0)
NW 5th Street and NW 2nd Avenue (signalized)	C (B)	24.3 (12.4)
NW 5th Street and NW 1st Court (one-way, stop-controlled)(1)(4)	A (B)	9.8 (11.4)
NW 5th Street and NW 1st Avenue (signalized)	D (C)	36.4 (26.4)
NW 4th Street and NW 2nd Avenue (one-way, stop-controlled)(1)	C (C)	15.7 (18.3)
NW 3rd Street and NW 2nd Avenue (signalized)	B (B)	17.6 (15.4)
NW 3rd Street and NW 1st Avenue (signalized)	C (B)	23.5 (18.3)
NW 2nd Street and NW 2nd Avenue (signalized)	B (A)	10.9 (7.7)
NW 1st Street and NW 2nd Avenue (signalized)	B (B)	13.7 (19.0)
NW 1st Street and NW 1st Avenue (signalized)	B (C)	17.5 (20.9)
NW 6th Street and N Miami Avenue (signalized)	B (C)	13.3 (23.6)
NE 6th Street and NE 1st Avenue (signalized)(3)	B (C)	17.5 (24.2)
NW 5th Street and N Miami Avenue (signalized)	C (C)	25.0 (30.6)
NW 5th Street and NE 1st Avenue (signalized)	C (C)	26.5 (26.3)
NW 5th Street and NW 3rd Avenue (signalized)	C (B)	21.6 (14.7)
NW 1th Street and NW 3rd Avenue (signalized)(3)	B (C)	12.6 (22.7)

Notes: (1) Overall intersection LOS not provided for two-way stop-controlled intersections. The minor street with the greatest amount of delay is indicated.
(2) Overall intersection LOS is not defined, as intersection operates under free-flow or stop-control conditions.
(3) Intersection does not follow strict NEMA phasing. Therefore, it cannot be analyzed in HCM 2010 and HCM 2000 was used.
(4) Intersection cannot be analyzed in HCM 2010; therefore HCM 2000 was used.

FUTURE BACKGROUND TRAFFIC CONDITIONS

Future background traffic conditions are defined as the expected traffic conditions on the study roadway network in the Year 2018 (corresponding to total buildout of the development) without development of the proposed project. The background traffic volumes are the sum of the existing traffic and additional "background" traffic to account for expected traffic growth in the study area.

Background Area Growth

Future traffic growth on the transportation network was determined based upon historic growth trends, at nearby FDOT traffic count stations, and a comparison of the 2005 and 2035 traffic volume plots from the Southeast Florida Regional Planning Model (SERPM). Table 11 provides a summary of the analysis. The following FDOT count stations were referenced for this analysis:

- FDOT count station no. 7044 located on NW 10th Street, 350 feet east of NW 3rd Avenue
- FDOT count station no. 7062 located on NW 2nd Avenue, 100 feet south of NW 8th Street

Table 11: Area Growth Determination

	5-year Historical Trend Analysis	SERPM Forecast Area wide			Final Growth Rate
		2005	2035	Growth Rate	
NW 10th Street east of NW 3rd Avenue	-4.08%	650,429	1,105,769	2.33%	**2.33%**
NW 2nd Avenue south of NW 8th Street	-10.06%				
Average	-7.07%				

As indicated in Table 3, the 5-year historical trend analysis determined the growth rate to be negative 7.07 percent (-7.07%). A 10-year historical trend growth rate was not calculated as data is not available. Traffic volumes for area roadways obtained from the SERPM plots were used to calculate a linear growth rate. The SERPM growth rate analysis considered a broader area that includes the overall Downtown Miami area. The calculations for the SERPM volumes

determined a growth rate of 2.33 percent (2.33%). A compound growth rate of 2.33 percent was used in the analysis to provide a conservative analysis. Historical traffic count data, SERPM model volume plots and growth trend calculations are included in Appendix E.

Committed Developments

City of Miami staff was contacted to determine if any projects that have been approved but not yet completed in the vicinity of the project site should be accounted for in this analysis. City staff determined that Miami World Center and Miami's Children's Courthouse are committed developments. These developments were included as background conditions. Available information for these developments is included in Appendix E.

Programmed Roadway Improvements

The Port of Miami Tunnel is under construction and will be open to traffic in 2014. With the completion of the tunnel, the majority of through truck traffic on North 5th Street, North 6th Street, NE 1st Avenue, and NE 2nd Avenue will utilize the tunnel instead of the local street network. Vehicle classification counts for the A.M. peak hour and P.M. peak hour on study area roadway segments of NE 1st Avenue, NE 6th Street, and NE 5th Street were used to estimate the volume of trucks that would be rerouted from these roadways. Detailed vehicle classification volume data is included in Appendix F.

Additionally, FDOT is planning to reconstruct Interstate 395 (I-395) to the north of the project. The proposed configuration of the ramps would allow vehicles to access southbound N Miami Avenue from eastbound I-395. Information from the *I-395 PD&E Study-Draft Interchange Modification Report Volume* was used to refine the project's trip distribution and is contained in Appendix F.

Figure 3 present the A.M. and P.M. peak hour background conditions intersection volumes.

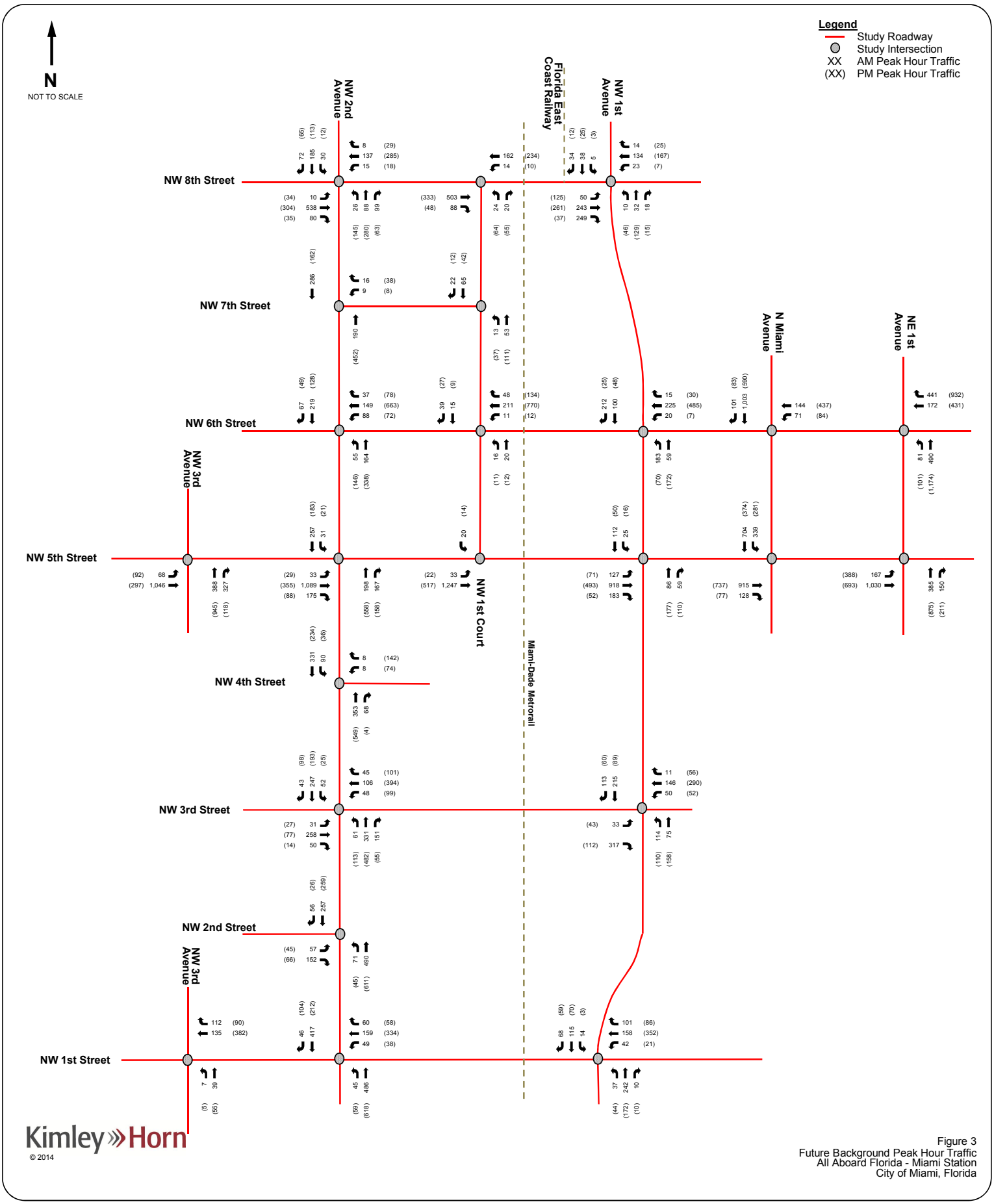

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Figure 3
Future Background Peak Hour Traffic
All Aboard Florida - Miami Station
City of Miami, Florida

PROJECT TRAFFIC

Project traffic is defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of this traffic over the roadway network.

Existing and Proposed Land Uses

As previously indicated, the project proposes to develop five blocks within the study area. The development will include 800 high-rise apartment units, 311 high-rise residential condominiums, 222,739 square-feet of retail, 839,000 square-feet of office, a 327 room hotel, and the All Aboard Florida Train Station. Construction is expected to be completed and the project occupied by the year 2018.

Project Access

Access to the site is proposed via eight (8) access connections. The following provides a summary of each connection including the land use that is accessed and type of driveway connection. Please note that drop-off areas are also provided throughout the development.

Access from NW 8th Avenue

1. Full access driveway to the Overbuild #1 block

Access from NW 1st Avenue

2. A right-in/right-out driveway with access into the Overbuild #1 block will be provided on NW 1st Avenue
3. Full access driveway for the hotel and residential components of the mixed-use tower

Access from NW 6th Street

4. Full access driveway to serve the Overbuild #1 block and Overbuild #2 block
    a. Drop-off/pick-up loop for train station passengers

Access from NW 5th Street

5. Full access driveway to serve the Overbuild #2 block

Access from NW 4th Street

6. Full access driveway to serve Overbuild #3 block, primarily used for loading activities

Access from NW 3th Street

7. Full access driveway for the office component of the mixed-use tower

Access from NW 1st Court

8. Full access driveway to serve the CRA development parcel and garage

Trip Generation

Proposed vehicular trip generation for the project was calculated using rates and equations contained in the Institute of Transportation Engineer's (ITE) Trip Generation, 9th Edition. ITE Land Use Codes 222 (High-Rise Apartments), 232 (High-Rise Condominiums), 310 (Hotel), 710 (General Office Building), and 820 (Shopping Center), and 232 (High Rise-Residential Condominiums). The trip generation for the proposed Train Station was based on the All Aboard Florida (AAF) Ridership and Revenue Data Report developed in April 2014. Project trips were estimated for the A.M. and P.M. peak hour and are provided in Table 12.

In order to account for the urban environment in which the project site is located, transit modal reduction and pedestrian reduction factors were applied to the site. It is expected that a portion of visitors and residents of the site as well as employees will utilize transit. Miami-Dade County Transit (MDT) provides bus service several routes in the vicinity of the site, in addition to the Metromover and Metrorail. The multimodal and pedestrian reduction factors were calculated for the site using rates outlined in the City of Miami's Development of Regional Impact (DRI) – Increment I and Increment II, which provides multimodal and pedestrian reduction factors to be applied to certain parts of the City. For the Downtown area, an average multimodal reduction of 23.0 percent (23.0%) and an average pedestrian reduction of 10.0 percent (10.0%) are recommended.

A portion of the trips generated by the development will be captured internally on the site. Internal capture trips were determined based upon values contained in the Institute of Transportation Engineers' (ITE), Trip Generation Handbook, June 2004. The expected internal

capture rate during the A.M. peak hour is 5.8 percent (5.8%) and 14.4 percent (14.4%) during the P.M. peak hour.

ITE trip generation assumes a vehicle occupancy rate of 1.2 persons per vehicle; however, the City of Miami has determined that 1.4 persons per vehicle are more appropriate for the local area. Therefore, vehicular trips will be reduced by 16 percent to adjust for these vehicle occupancy assumptions. The project is expected to generate 1,193 net new A.M. peak hour vehicular trips (1,670 person-trips) and 1,480 net new P.M. peak hour vehicular trips (2,072 person-trips). Detailed trip generation calculations for the project are presented in Attachment B.

Table 12: Proposed Trip Generation

A.M.(P.M.) Peak Hour Driveway Volume						
			Entering		Exiting	
Future Land Use (ITE Code)	**Scale**	**Net External Trips**	**%**	**Trips**	**%**	**Trips**
Proposed Development						
High-Rise Apartments (222)	800 du	153 (131)	25% (61%)	39 (79)	75% (39%)	114 (52)
High-Rise Condominium(232)	311 du	76 (60)	19% (62%)	15 (37)	81% (38%)	61 (23)
Hotel (310)	327 room	101 (83)	59% (51%)	59 (42)	41% (49%)	42 (41)
General Office Building (710)	839,000 ksf	720 (690)	88% (17%)	634 (117)	12% (83%)	86 (573)
Shopping Center (820)	223,000 ksf	136 (566)	62% (48%)	84 (271)	38% (52%)	52 (295)
Train Station						
Sub-Total		1,420 (1,761)		925 (684)		495 (1,077)
Net New Development						
ITE/Miami vehicular occupancy adjustment (16% reduction) (vehicles per hour)		1,193 (1,480)		777 (575)		416 (905)
Person-Trip Conversion (1.4 persons per vehicle) (person-trips)		1,670 (2,072)		1,088 (805)		582 (1,267)

Trip Distribution and Assignment

The likely distribution of project traffic will be forecasted for the trips expected to be generated by the proposed development. The trip distribution will be based on a cardinal trip distribution for the project site's traffic analysis zones (TAZs) obtained from the Miami-Dade Metropolitan Planning Organization's *2035 Cost Feasible Plan* travel demand model. The project is located within eight (8) TAZs including 515, 518, 526, 527, 528, 531, 532, and 533. Therefore, an average cardinal distribution was developed based on the eight (8) TAZs. The average cardinal distribution is shown in Table 13. Detailed cardinal distribution calculations are contained in Appendix I.

Table 13: Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips
North-Northeast	14 %
East-Northeast	13 %
East-Southeast	4 %
South-Southeast	9 %
South-Southwest	11 %
West-Southwest	17 %
West-Northwest	16 %
North-Northwest	16 %
Total	**100 %**

Figures 4 and 5 show the project trip distribution and assignment at the project driveways and adjacent intersections for the A.M. and P.M. peak hours. The project were then distributed and assigned to the roadway network.

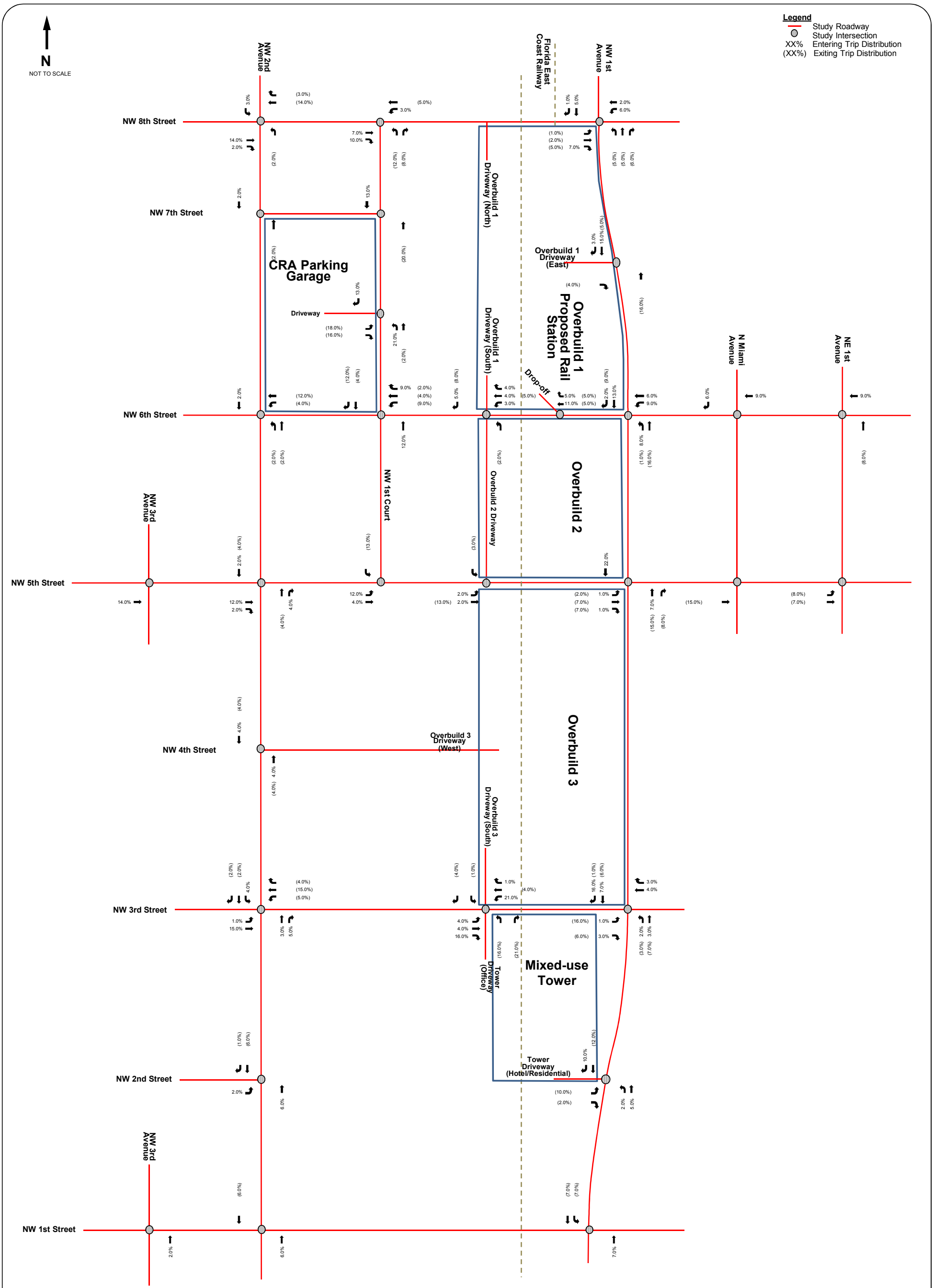

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Figure 4
Peak Hour Project Trip Distribution
All Aboard Florida - Miami Station
City of Miami, Florida

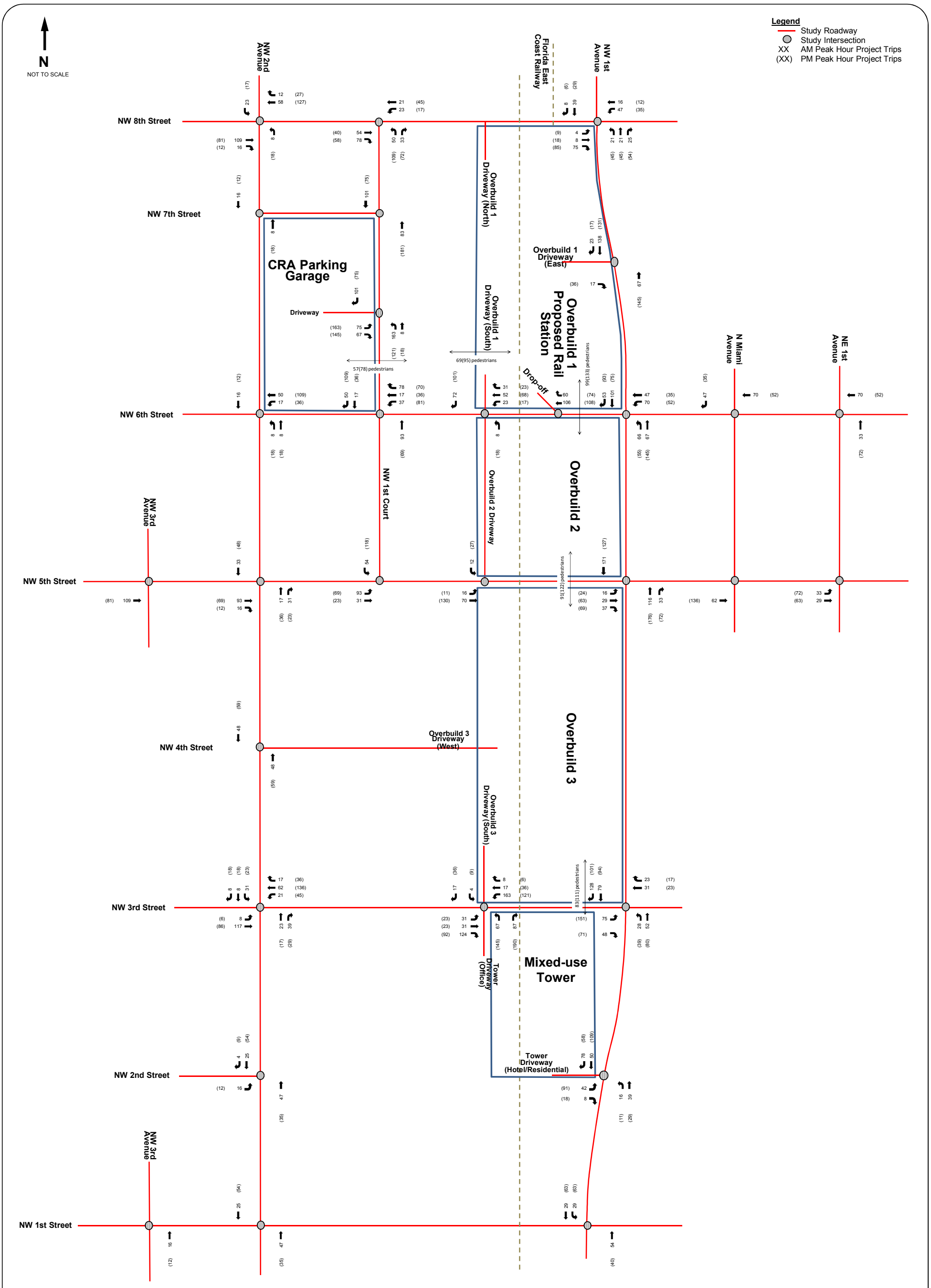

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Figure 5
Peak Hour Project Trip Assignment
All Aboard Florida - Miami Station
City of Miami, Florida

FUTURE TOTAL TRAFFIC

Total traffic volumes considered in the future year (2018) analysis for this project are the sum of 2018 background traffic volumes and the expected project traffic volumes. Figure 6 presents the total traffic for the study area. Turning movement volume development worksheets for the study intersections are included in Appendix I.

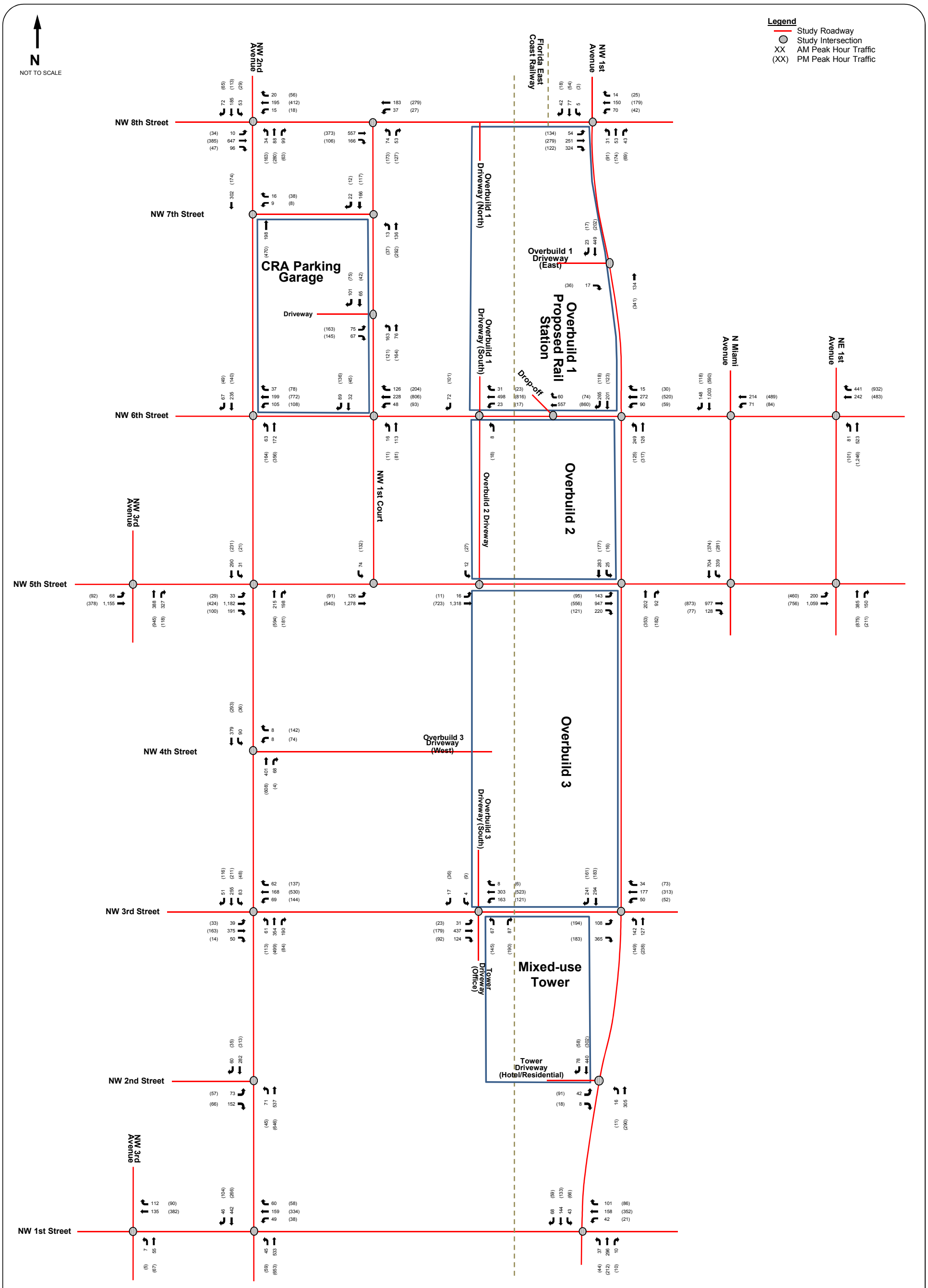

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Figure 6
Future Total Peak Hour Traffic
All Aboard Florida - Miami Station
City of Miami, Florida

FUTURE CONDITIONS CAPACITY ANALYSIS

Two separate future conditions peak hour capacity analyses were performed.

- A transportation corridor (person - trip) capacity analysis
- Intersection capacity analysis was performed at the study intersections

Future Background Traffic Conditions

Tables 14 and 15 present the results of the transportation corridor capacity analysis for the 2018 A.M. and P.M. peak hour background traffic conditions. As indicated in Tables 14 and 15, the corridors have sufficient capacity and are expected to operate at adopted levels of service (LOS E+50).

Table 16 presents the results of the intersection capacity analysis. The intersection timings were optimized to reflect the change in traffic patterns in the year 2018. All intersections are expected to operate at their adopted level of service or better. Detailed *SYNCHRO 8.0* outputs are included in Appendix J.

Table 14: Future Background A.M. Peak Hour Transportation Corridor Segment Conditions

Principal Roadways		2014 Peak Season A.M. Peak Hour Roadway Volumes		Growth Rate	2018 Peak Season A.M. Peak Hour Roadway Volumes		Committed Development: Miami World Center Traffic		Committed Development: Children's Courthouse		Committed Development: Port Tunnel Truck Reductions		A.M. Peak Hour Transit Ridership	2018 Background A.M. Peak Hour Total Volume (V)	Directional Peak Hour Vehicular Capacity[2]		A.M. Peak Hour Transit Capacity	A.M. Peak Hour Total Capacity (C)	A.M. Peak Hour Excess Capacity	A.M. Peak Hour Level of Service	
		Vehicles	Person-Trips[1]		Vehicles	Person-Trips[1]	Vehicles	Person-Trips[1]	Vehicles	Person-Trips[1]	Vehicles	Person-Trips[1]	Person-Trips	Person-Trips	Vehicles	Person-Trips[1]	Person-Trips	Person-Trips	Person-Trips	V/C Ratio	LOS
NW 2nd Avenue	NB	416	582	2.33%	456	638	0	0	0	0	0	0	4,089	**4,727**	576	806	8,807	**9,613**	4,886	0.492	D
	SB	362	507	2.33%	397	556	0	0	0	0	0	0	3,581	**4,137**	576	806	8,282	**9,088**	4,951	0.455	C
NW 1st Avenue	NB	145	203	2.33%	159	223	0	0	0	0	0	0	4,143	**4,366**	1,530	2,142	8,603	**10,745**	6,379	0.406	C
	SB	286	400	2.33%	314	439	0	0	0	0	0	0	3,608	**4,047**	1,530	2,142	8,078	**10,220**	6,173	0.396	C
NE 1st Avenue	NB	417	584	2.33%	457	640	248	347	0	0	0	0	4,135	**5,122**	2,765	3,871	9,555	**13,426**	8,304	0.381	C
N Miami Avenue	SB	941	1,317	2.33%	1,032	1,444	78	109	0	0	0	0	3,655	**5,208**	2,765	3,871	9,030	**12,901**	7,693	0.404	C
N 5th Street (West of NW 1st Avenue)	EB	1,085	1,519	2.33%	1,190	1,666	78	109	0	0	-36	-50	4,021	**5,746**	2,765	3,871	8,943	**12,814**	7,068	0.448	C
N 5th Street (East of NW 1st Avenue)	EB	881	1,233	2.33%	966	1,352	78	109	0	0	-36	-50	4,021	**5,432**	2,765	3,871	8,943	**12,814**	7,382	0.424	C
N 6th Street	WB	278	389	2.33%	305	427	5	7	0	0	-10	-14	3,563	**3,983**	1,836	2,570	8,418	**10,988**	7,005	0.362	C

Notes: (1) Volumes (vehicles) were converted to person-trips using 1.4 person/vehicle occupancy per City of Miami standards.
(2) Directional peak hour capacity derived from the 2013 *FDOT Quality/LOS Handbook* at the Miami-Downtown DRI.

Table 15: Future Background P.M. Peak Hour Transportation Corridor Segment Conditions

Principal Roadways		2014 Peak Season P.M. Peak Hour Roadway Volumes		Growth Rate	2018 Peak Season P.M. Peak Hour Roadway Volumes		Committed Development: Miami World Center Traffic		Committed Development: Children's Courthouse		Committed Development: Port Tunnel Truck Reductions		P.M. Peak Hour Transit Ridership	2018 Background P.M. Peak Hour Total Volume (V)	Directional Peak Hour Vehicular Capacity[2]		P.M. Peak Hour Transit Capacity	P.M. Peak Hour Total Capacity (C)	P.M. Peak Hour Excess Capacity	P.M. Peak Hour Level of Service	
		Vehicles	Person-Trips[1]		Vehicles	Person-Trips[1]	Vehicles	Person-Trips[1]	Vehicles	Person-Trips[1]	Vehicles	Person-Trips[1]	Person-Trips	Person-Trips	Vehicles	Person-Trips[1]	Person-Trips	Person-Trips	Person-Trips	V/C Ratio	LOS
NW 2nd Avenue	NB	549	769	2.33%	602	843	0	0	42	59	0	0	3,668	**4,570**	576	806	9,923	**10,729**	6,159	0.426	C
	SB	344	482	2.33%	377	529	0	0	17	24	0	0	5,584	**6,137**	576	806	9,044	**9,850**	3,713	0.623	D
NW 1st Avenue	NB	258	361	2.33%	283	396	0	0	4	6	0	0	3,670	**4,072**	1,530	2,142	9,719	**11,861**	7,789	0.343	C
	SB	115	161	2.33%	126	177	0	0	13	18	0	0	5,572	**5,767**	1,530	2,142	8,840	**10,982**	5,215	0.525	D
NE 1st Avenue	NB	984	1,378	2.33%	1,079	1,511	339	475	0	0	0	0	3,583	**5,569**	2,765	3,871	10,059	**13,930**	8,361	0.400	C
N Miami Avenue	SB	542	759	2.33%	594	832	144	202	0	0	0	0	5,562	**6,596**	2,765	3,871	9,180	**13,051**	6,455	0.505	D
N 5th Street (West of NW 1st Avenue)	EB	600	840	2.33%	658	921	143	200	38	53	-20	-28	3,580	**4,726**	2,765	3,871	10,059	**13,930**	9,204	0.339	C
N 5th Street (East of NW 1st Avenue)	EB	582	815	2.33%	638	894	143	200	38	53	-20	-28	3,580	**4,699**	2,765	3,871	10,059	**13,930**	9,231	0.337	C
N 6th Street	WB	881	1,233	2.33%	966	1,352	10	14	0	0	-14	-20	5,554	**6,900**	1,836	2,570	9,180	**11,750**	4,850	0.587	D

Notes: (1) Volumes (vehicles) were converted to person-trips using 1.4 person/vehicle occupancy per City of Miami standards.
(2) Directional peak hour capacity derived from the 2013 *FDOT Quality/LOS Handbook* at the Miami-Downtown DRI.

Table 16: Future Background Intersection Conditions

Intersection	Peak Hour Overall Level of Service A.M.(P.M.)	
	LOS	Delay (secs)
NW 8th Street and NW 2nd Avenue (signalized)	C (C)	27.0 (37.5)
NW 8th Street and NW 1st Court (one-way, stop-controlled)(1)	C (C)	15.8 (16.3)
NW 8th Street and NW 1st Avenue (two-way, stop-controlled)(1)	C (C)	16.7 (23.4)
NW 7th Street and NW 2nd Avenue (one-way, stop-controlled)(1)	B (B)	11.0 (13.1)
NW 7th Street and NW 1st Court (free-flow)(2)	-	-
NW 6th Street and NW 2nd Avenue (signalized)	C (D)	29.1 (47.6)
NW 6th Street and NW 1st Court (two-way, stop-controlled)(1)	A (B)	9.8 (14.8)
NW 6th Street and NW 1st Avenue (two-way, stop-controlled)(1)	B (B)	12.7 (12.6)
NW 5th Street and NW 2nd Avenue (signalized)	C (B)	25.8 (14.7)
NW 5th Street and NW 1st Court (one-way, stop-controlled)(1)(4)	A (B)	10.0 (11.7)
NW 5th Street and NW 1st Avenue (signalized)	D (C)	38.0 (27.0)
NW 4th Street and NW 2nd Avenue (one-way, stop-controlled)(1)	C (D)	17.2 (30.8)
NW 3rd Street and NW 2nd Avenue (signalized)	B (B)	19.5 (18.7)
NW 3rd Street and NW 1st Avenue (signalized)	C (B)	24.3 (18.9)
NW 2nd Street and NW 2nd Avenue (signalized)	B (A)	11.2 (8.0)
NW 1st Street and NW 2nd Avenue (signalized)	B (B)	15.1 (19.8)
NW 1st Street and NW 1st Avenue (signalized)	B (C)	17.8 (21.7)
NW 6th Street and N Miami Avenue (signalized)	B (C)	13.3 (23.8)
NE 6th Street and NE 1st Avenue (signalized)(3)	B (C)	17.6 (29.3)
NW 5th Street and N Miami Avenue (signalized)	C (C)	27.0 (31.7)
NW 5th Street and NE 1st Avenue (signalized)	C (C)	28.0 (28.6)
NW 5th Street and NW 3rd Avenue (signalized)	C (B)	22.3 (15.0)
NW 1th Street and NW 3rd Avenue (signalized)(3)	B (C)	12.6 (22.8)

Notes: (1) Overall intersection LOS not provided for two-way stop-controlled intersections. The minor street with the greatest amount of delay is indicated.
(2) Overall intersection LOS is not defined, as intersection operates under free-flow or stop-control conditions.
(3) Intersection does not follow strict NEMA phasing. Therefore, it cannot be analyzed in HCM 2010 and HCM 2000 was used.
(4) Intersection cannot be analyzed in HCM 2010; therefore HCM 2000 was used

Future Total Traffic Conditions

Tables 17 and 18 present the results of the transportation corridor capacity analysis for the 2018 A.M. and P.M. peak hour total traffic conditions. As indicated in these tables, all corridors are expected to have sufficient capacity and are expected to operate at adopted levels of service (LOS E+50 or better).

Table 19 presents the results of the intersection capacity analysis for the 2018 A.M. and P.M. peak hour total traffic conditions. All of the intersections are expected to operate at adopted level of service standard or better. Please note that based on the results of the 95th percentile queuing analysis contained in the next section, the eastbound and westbound approaches at the intersection of NW 1st Avenue and NW 3rd Street are proposed to be re-designated while maintaining the existing 3-lane roadway section. The westbound approach will consist of an exclusive left-turn lane and shared through/right-turn lane with on-street parking adjacent to the exclusive left-turn lane. The eastbound approach will consist of a two-way-left-turn lane between the eastbound Mixed-use tower office/Overbuild #3 block driveway and NW 1st Avenue and an exclusive right-turn lane. Detailed intersection calculation outputs are included in Appendix K.

Table 17: Future Total A.M. Peak Hour Transportation Corridor Segment Conditions

Principal Roadways		2018 A.M. Peak Hour Total Volume	Project A.M. Peak Hour Distribution (Maximum)	Project A.M. Peak Hour Assignment	2018 A.M. Peak Hour Total Volume (V) (1)	2018 A.M. Peak Hour Total Capacity (C) (2)	2018 A.M. Peak Hour Excess Capacity	2018 A.M. Peak Hour Total Level of Service	
		Person-Trips		Person-Trips	Person-Trips	Person-Trips	Person-Trips	V/C Ratio	LOS
NW 2nd Avenue	NB	4,727	8% In	87	**4,837**	**9,613**	4,776	**0.503**	**D**
			4% Out	23					
	SB	4,137	4% In	43	**4,221**	**9,088**	4,867	**0.464**	**D**
			7% Out	41					
NW 1st Avenue	NB	4,366	8% In	87	**4,587**	**10,745**	6,158	**0.427**	**C**
			23% Out	134					
	SB	4,047	23% In	250	**4,378**	**10,220**	5,842	**0.428**	**C**
			14% Out	81					
NE 1st Avenue	NB	5,122	8% Out	47	**5,169**	**13,426**	8,257	**0.385**	**C**
N Miami Avenue	SB	5,208	6% In	65	**5,273**	**12,901**	7,628	**0.409**	**C**
N 5th Street (West of NW 1st Avenue)	EB	5,746	16% In	174	**6,013**	**12,814**	6,801	**0.469**	**D**
			16% Out	93					
N 5th Street (East of NW 1st Avenue)	EB	5,432	16% In	174	**5,699**	**12,814**	7,115	**0.445**	**C**
			16% Out	93					
N 6th Street	WB	3,983	16% In	174	**4,250**	**10,988**	6,738	**0.387**	**C**
			16% Out	93					

Notes: (1) 2018 A.M. peak hour total volume (V) is defined as the sum of the project A.M. peak hour assignment and the background volume.
(2) Total capacity determined in Table 2.

Table 18: Future Total P.M. Peak Hour Transportation Corridor Segment Conditions

Principal Roadways		2018 A.M. Peak Hour Total Volume	Project A.M. Peak Hour Distribution (Maximum)	Project A.M. Peak Hour Assignment	2018 A.M. Peak Hour Total Volume (V) (1)	2018 A.M. Peak Hour Total Capacity (C) (2)	2018 A.M. Peak Hour Excess Capacity	2018 A.M. Peak Hour Total Level of Service	
		Person-Trips		Person-Trips	Person-Trips	Person-Trips	Person-Trips	V/C Ratio	LOS
NW 2nd Avenue	NB	4,570	8% In	64	**4,685**	**10,729**	6,044	**0.437**	**C**
			4% Out	51					
	SB	6,137	4% In	32	**6,258**	**9,850**	3,592	**0.635**	**D**
			7% Out	89					
NW 1st Avenue	NB	4,072	8% In	64	**4,427**	**11,861**	7,434	**0.373**	**C**
			23% Out	291					
	SB	5,767	23% In	185	**6,129**	**10,982**	4,853	**0.558**	**D**
			14% Out	177					
NE 1st Avenue	NB	5,569	8% Out	101	**5,670**	**13,930**	8,260	**0.407**	**C**
N Miami Avenue	SB	6,596	6% In	48	**6,644**	**13,051**	6,407	**0.509**	**D**
N 5th Street (West of NW 1st Avenue)	EB	4,726	16% In	129	**5,058**	**13,930**	8,872	**0.363**	**C**
			16% Out	203					
N 5th Street (East of NW 1st Avenue)	EB	4,699	16% In	129	**5,031**	**13,930**	8,899	**0.361**	**C**
			16% Out	203					
N 6th Street	WB	6,900	16% In	129	**7,232**	**11,750**	4,518	**0.615**	**D**
			16% Out	203					

Notes: (1) 2018 A.M. peak hour total volume (V) is defined as the sum of the project A.M. peak hour assignment and the background volume.
(2) Total capacity determined in Table 2.

Table 19: Future Total Intersection Conditions		
Intersection	**Peak Hour Overall Level of Service A.M.(P.M.)**	
	LOS	**Delay (secs)**
NW 8th Street and NW 2nd Avenue (signalized)	C (D)	34.8 (39.2)
NW 8th Street and NW 1st Court (one-way, stop-controlled)(1)(5)	D (E+50)	27.4 (67.6)
NW 8th Street and NW 1st Avenue (two-way, stop-controlled)(1)	D (E+50)	27.2 (59.0)
NW 7th Street and NW 2nd Avenue (one-way, stop-controlled)(1)	B (B)	11.1 (13.6)
NW 7th Street and NW 1st Court (free-flow)(2)	-	-
NW 6th Street and NW 2nd Avenue (signalized)(7)	C (D)	30.3 (41.9)
NW 6th Street and NW 1st Court (two-way, stop-controlled)(1)	B (C)	10.7 (18.8)
NW 6th Street and NW 1st Avenue (two-way, stop-controlled)(1)(6)	D (E+50)	29.2 (65.7)
NW 5th Street and NW 2nd Avenue (signalized)	C (B)	28.5 (18.1)
NW 5th Street and NW 1st Court (one-way, stop-controlled)(1)(4)	B (C)	11.2 (18.3)
NW 5th Street and NW 1st Avenue (signalized)	D (C)	38.1 (33.2)
NW 4th Street and NW 2nd Avenue (one-way, stop-controlled)(1)	C (E)	19.1 (46.2)
NW 3rd Street and NW 2nd Avenue (signalized)(7)	B (B)	17.5 (13.5)
NW 3rd Street and NW 1st Avenue (signalized)(7)(3)	D (B)	40.0 (16.9)
NW 2nd Street and NW 2nd Avenue (signalized)	B (A)	11.3 (8.5)
NW 1st Street and NW 2nd Avenue (signalized)	B (C)	16.2 (22.4)
NW 1st Street and NW 1st Avenue (signalized)	B (C)	16.1 (22.3)
NW 6th Street and N Miami Avenue (signalized)	B (C)	14.7 (24.4)
NE 6th Street and NE 1st Avenue (signalized)(3)	B (C)	18.0 (34.1)
NW 5th Street and N Miami Avenue (signalized)	C (C)	27.1 (32.9)
NW 5th Street and NE 1st Avenue (signalized)	C (C)	28.9 (30.4)
NW 5th Street and NW 3rd Avenue (signalized)	C (B)	23.3 (15.5)
NW 1th Street and NW 3rd Avenue (signalized)(3)	B (C)	12.8 (23.2)

Table 19 (cont'd): Future Total Intersection Conditions		
Intersection	**Peak Hour Overall Level of Service A.M.(P.M.)**	
	LOS	**Delay (secs)**
NW 1st Court and CRA Garage Driveway (two-way, stop-controlled)(1)	B (C)	13.1 (17.5)
NW 1st Avenue and Overbuild 1 Driveway (East) (two-way, stop-controlled)(1)	B (A)	10.1 (9.2)
NW 6th Street and Overbuild 1 Driveway (South)/Overbuild 2 Driveway (one-way, stop-controlled)(1)	B (B)	10.7 (14.1)
NW 5th Street and Overbuild 2 Driveway (one-way, stop-controlled)(1)	B (B)	12.7 (10.6)
NW 3rd Street and Tower Driveway (Office)/Overbuild 3 Driveway (South) (two-way, stop-controlled)(1)(7)	D (E)	31.4 (42.9)
NW 1st Avenue and Tower Driveway (Hotel/Residential)	C (C)	15.5 (15.1)

Notes: (1) Overall intersection LOS not provided for two-way stop-controlled intersections. The minor street with the greatest amount of delay is indicated.
(2) Overall intersection LOS is not defined, as intersection operates under free-flow or stop-control conditions.
(3) Intersection does not follow strict NEMA phasing. Therefore, it cannot be analyzed in HCM 2010 and HCM 2000 was used.
(4) Intersection cannot be analyzed in HCM 2010; therefore HCM 2000 was used
(5) Adopted level of service standard for stop-controlled approaches is LOS E +50 or F (75 seconds of delay).
(6) LOS calculated using a weighted average of delay between lanes
(7) Overall intersection LOS reflects delay after signal timing optimization

INTERSECTION QUEUING ANALYSIS

Detailed intersection queuing analyses were conducted for the existing (2014) traffic conditions, future (2018) background traffic conditions, and future (2018) total traffic conditions. The 95th percentile queues were analyzed using Trafficware's *SYNCRHO 8.0* software to examine the impact of the proposed development under the existing roadway configuration. Detailed intersection analyses were conducted for the following movements:

- Eastbound shared left/right turn lane at NW 3rd Street and NW 1st Avenue
- Westbound left-turn lane at NW 3rd Street and NW 2nd Avenue
- Northbound left-turn lane at NW 6th Street and NW 1st Avenue

All 95th percentile queues are expected to be accommodated within the provided storage length with the exception of the eastbound shared left/right turn lane at the intersection of NW 3rd Street and NW 1st Avenue. The future total conditions eastbound queue length at the intersection of NW 3rd Street and NW 1st Avenue is expected to extend across the Mixed-use tower office and Overbuild #3 block driveway during the P.M. peak hour. The eastbound and westbound approaches are proposed to be re-designated while maintaining the existing 3-lane roadway section. The westbound approach will consist of an exclusive left-turn lane and shared through/right-turn lane with on-street parking adjacent to the exclusive left-turn lane. The eastbound approach will consist of a two-way-left-turn lane between the eastbound Mixed-use tower office/Overbuild #3 block driveway and NW 1st Avenue and an exclusive right-turn lane. The westbound left-turn queue length for Mixed-use tower office/Overbuild #3 block driveway and NW 3rd Street was also examined to determine if the storage length of the proposed two-way-left-turn lane could accommodate the 'back-to-back' queues. The results of the queue length analysis are contained in Table 20. Detailed intersection calculation outputs are included in Appendix K.

Table 20: Queuing Analysis Summary						
Location	**Existing Storage Length (feet)**	**Future Storage Length (feet)**	**Existing 95th Percentile Queue (feet)**	**Future Background 95th Percentile Queue (feet)**	**Future Total 95th Percentile Traffic Queue (feet)**	**Future Total 95th Percentile Traffic Queue (feet)(2)**
A.M. Peak Hour (P.M. Peak Hour)						
NW 3rd Street and NW 1st Avenue Eastbound Left/Right Turn Lane	N/A	160(1)	m26 (52)	m34 (57)	m90 (222)	N/A
NW 3rd Street and NW 1st Avenue Eastbound Left-Turn Lane	N/A	160(1)	N/A	N/A	N/A	m35 (m129)
NW 3rd Street and NW 1st Avenue Eastbound Right-Turn Lane	N/A	160(1)	N/A	N/A	N/A	m146 (m15)
NW 3rd Street and Mixed-Use Tower/Overbuild #3 Driveway Westbound Left-Turn Lane	N/A	160(1)	N/A	N/A	< 25(3) (< 25(3))	< 25(3) (< 25(3))
NW 3rd Street and NW 2nd Avenue Westbound Left-Turn Lane	140	N/A	62 (81)	69 (108)	m#136 (m151)	m52 (m125)
NW 6th Street and NW 1st Avenue Northbound Left-Turn Lane	100	N/A	26 (< 25(3))	33 (< 25(3))	86 (43)	N/A

Notes: m volumes of 95th percentile queue is metered by upstream signal.
95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
(1) Storage length based on proposed location of Mixed-use Tower Office and Overbuild #3 Driveways. Total length of segment stop is approximately 160 feet.
(2) Queue lengths with optimization and/or roadway laneage re-designation\
(3) Queue less than one vehicle length

PROJECT DRIVEWAY ANALYSIS

As previously indicated, access to the site is provided via eight (8) access connections.

Access from NW 8th Avenue

1. Full access driveway to Overbuild #1 block

Access from NW 1st Avenue

2. A right-in/right-out driveway with access into Overbuild #1 block will be provided on NW 1st Avenue
3. Full access driveway for the hotel and residential components of the mixed-use tower

Access from NW 6th Street

4. Full access driveway to serve Overbuild #1 block and Overbuild #2 block
    a. Drop-off/pick-up loop for train station passengers

Access from NW 5th Street

5. Full access driveway to serve Overbuild #2 block

Access from NW 4th Street

6. Full access driveway to serve Overbuild #3 block, primarily used for loading activities

Access from NW 3th Street

7. Full access driveway to serve Overbuild #3 and mixed-use tower office

Access from NW 1st Court

8. Full access driveway to serve the CRA development parcel and garage

A total of six (6) parking garages will be constructed as part of the project and include:

1. Overbuild #1 block parking garage
2. Overbuild #2 block robotic parking garage
3. Overbuild #3 block robotic parking garage
4. Mixed-use tower office parking garage
5. Mixed-use tower residential/hotel parking garage
6. CRA parking garage

Access to the parking garages served by the project driveways are assumed to operate with a push button ticket spitter system. A queuing assessment consistent with the methodology outlined in Van Nostrand Reinhold's *Parking Structures: Planning, Design, Construction, Maintenance, and Repair,* 2001, was performed for the four (4) traditional parking garages.

A robotic parking garage queue analysis was performed for the two (2) robotic parking garages based on the methodology outlined in the ITE's *Transportation and Land Development,* 1988. The analysis was performed to determine if the robotic parking access area could accommodate vehicular queues without extending beyond the access area blocking the sidewalk and/or travel lanes on adjacent external roadways. Both the A.M. and P.M. peak hours were examined.

During the peak hour, it is assumed that the majority of the bays will be used as one-way (enter only) operation to accommodate the required entry demand. The number of bays required is a function of the available queuing area and the processing time of the robotic system.

The service rate for the robotic system corresponds to the time would take to:

1. Maneuver the vehicle into the service bay,
2. exit vehicle and proceed to entry kiosk,
3. process vehicle at kiosk, and
4. preparation of the service bay for the next vehicle.

Boomerang Systems, Inc. was contacted to obtain the appropriate operational characteristics and processing time for the proposed facility. The robotic parking garage will use a tray accumulator system within each service bay. The first seven (7) vehicles to arrive at a service bay will have a total optimum service rate of 186.64 seconds. After the first seven (7) vehicles, the tray accumulator is replenished with five (5) trays which results in a total service time of 252.64 seconds (186.64 seconds for processing time and 66 seconds for tray replenishment time). Once the trays are replenished, the service time reverts to 186.64 seconds for the next

five (5) vehicles. Please note that these are optimal conditions and service times may vary based upon numerous factors.

The queuing analysis used the multiple-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization, ρ, which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels.

If the coefficient of utilization (average service rate /service bay capacity) is greater than one (> 1), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the queuing area. The service capacity is the number of total entering vehicles the service bays can accommodate in a one-hour period multiplied by the number of service bays.

The analysis determined the required queue storage, M, which is exceeded P percent of the time. Since this analysis seeks to ensure that the queue length does not exceed the storage provided, at a level of confidence of 90 percent.

Results of the analysis are summarized in Table 21 and detailed analyses are included in Appendix L. As indicated in Table 21, all of the parking control stations have sufficient queue storage provided.

Table 21: Peak Hour Entry Gate Analysis				
Access Point	**Parking Control**	**Service Rate (vph) A.M. (P.M.)**	**Queue[1] A.M. (P.M.)**	**Available Queue Storage**
Overbuild #1 Parking Garage	Ticket Spitter – Push Button	400 (400)	< 1 veh (< 1 veh)	5 vehicles
Overbuild #2 Parking Garage	Robotic Parking System	17 (33)	1 veh (< 1 veh)	3 vehicles
Overbuild #3 Parking Garage	Robotic Parking System	17 (33)	1 veh (< 1 veh)	3 vehicles
Mixed-use Tower – Office Parking Garage (two entry lanes)	Ticket Spitter – Push Button	800 (800)	1 veh (< 1 veh)	10 vehicles[2]
Mixed-use Tower – Hotel and Residential Parking Garage	Ticket Spitter – Push Button	400 (400)	< 1 veh (< 1 veh)	5 vehicles
CRA Parking Garage (two entry lanes)	Ticket Spitter – Push Button	800 (800)	< 1 veh (1 veh)	2 vehicles[2]

Notes: (1) Number of vehicles queued behind the service position per lane.
(2) Available queue storage increases to 24 vehicles when using two entry lanes.

TRANSPORTATION CONTROL MEASURES PLAN AND PROPOSED IMPROVEMENTS

A Transportation Control Measures Plan is proposed to reduce the impacts of the project traffic on the surrounding roadway network. Miami-Dade County provides public transit in close proximity to the project site. In addition, other measures to encourage people to use public transportation, promote bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday hours are strategies under consideration. Examples of these incentives include, but are not limited to:

- Providing transit information within the site including route schedules and maps
- Providing convenient and secure areas for bicycles
- Providing other transit-oriented amenities

The applicant intends to make the site bicycle/pedestrian- and transit-friendly and will consider these features for incorporation into the site.

Bicycle Improvement Considerations

The development proposes improvements and amenities for bicyclists. Bicycle parking, both covered and on-street are being considered throughout the proposed development.

Government Center Station Metrorail/ Metromover Station Considerations

The project will consider an elevated pedestrian bridge connecting the Government Center Station's Metrorail/Metromover system to the All Aboard Florida south concourse in Overbuild #3.

Overtown Metrorail Station Considerations

The project is considering at-grade pedestrian connection at the Overtown Metrorail station that would tie-in to the All Aboard Florida north concourse.

Preliminary Pedestrian Facilities Review

A field review of pedestrian facilities was conducted on June 5, 2014 (Thursday) for intersections along roadway segments that front the project. These roadway segments consist of:

- NW 1st Avenue between NW 2nd Street and NW 8th Street
- NW 1st Court between NW 6th Street and NW 8th Street
- NW 6th Street from NW 1st Avenue to NW 1st Court

Table 22 provides a summary of the pedestrian facilities review as well as recommended improvements. Final determination of improvements will be made as part of the site plan approval process. Please note that based on the conceptual site plan, the project also proposes wide pedestrian areas along the west side of NW 1st Avenue between 3rd Street and 6th Street and along the north side of 6th Street just west of NW 1st Avenue.

Table 22: Pedestrian Facilities Review

Intersection/ Segment	Sidewalks	Crosswalks	Truncated Dome Surfaces	Pedestrian Countdown Signal Heads
NW 1st Avenue and NW 2nd Street	Sidewalks are provided on all approaches and are in fair condition.	High emphasis crosswalks are provided on the west and north legs and are in good condition. The crosswalk on NW 1st Avenue includes Rectangular Rapid Flashing Beacons (RRFB).	Provided. A truncated dome surface is missing on the northeast corner.	None are provided as intersection is stop-controlled.
Recommended Improvements	N/A	N/A	Install a truncated dome surface on northeast corner.	N/A
NW 1st Avenue and NW 3rd Street	Sidewalks are provided on all approaches and are in fair condition.	Marked crosswalks are provided on all legs and are in fair condition.	Provided on all sidewalk ramps.	Provided on all approaches.
Recommended Improvements	N/A	Remark crosswalks with high emphasis markings	N/A	N/A
NW 1st Avenue and NW 5th Street	Sidewalks are provided on all approaches and are in fair condition with the exception of the southwest corner where the sidewalk is in poor condition.	Marked crosswalks are provided on all legs and are in poor condition.	Provided on all sidewalk ramps. However, they are in poor condition.	Not provided at this intersection.
Recommended Improvements	Replace sidewalk on southwest corner.	Replace crosswalks with high emphasis markings	Replace with new truncated dome surfaces	Install pedestrian countdown signal heads.
NW 1st Avenue and NW 6th Street	Sidewalks are provided on all approaches and are in good condition.	Marked crosswalks are provided on all legs and are in fair condition.	Not provided on any sidewalk ramps.	None are provided, as intersection is stop-controlled.
Recommended Improvements	N/A	Replace crosswalks with high emphasis markings.	Install new truncated dome surfaces on all sidewalk ramps	N/A
NW 1st Avenue and NW 8th Street	Sidewalks are provided on all approaches and are in good condition.	Marked crosswalks are provided on all legs and are in poor condition.	Not provided on any sidewalk ramps.	None are provided, as intersection is stop-controlled.
Recommended Improvements	N/A	Replace crosswalks with high emphasis markings.	Install new truncated dome surfaces on all sidewalk ramps.	N/A
NW 1st Avenue and NW 6th Street	Sidewalks are provided on all approaches and are in good condition.	Marked crosswalks are provided on all legs and are in fair condition.	Not provided on any sidewalk ramps.	None are provided, as intersection is stop-controlled.
Recommended Improvements	N/A	Replace crosswalks with high emphasis markings.	Install new truncated dome surfaces on all sidewalk ramps.	N/A
NW 1st Avenue and NW 8th Street	Sidewalks are provided on all approaches and are in good condition.	Marked crosswalks are provided on all legs and are in poor condition.	Not provided on any sidewalk ramps.	None are provided, as intersection is stop-controlled.
Recommended Improvements	N/A	Replace crosswalks with high emphasis markings.	Install new truncated dome surfaces on all sidewalk ramps.	N/A
NW 1st Court and NW 6th Street	Sidewalks are provided on the north side of NW 6th Street, on the south side of NW 6th Street east of NW 1st Court, and on the east side of NW 1st Court. The sidewalks are in fair condition.	A high emphasis crosswalk is provided on the north leg and is in good condition.	Provided on all sidewalk ramps. However, the one the northeast corner is poor condition.	None are provided, as intersection is stop-controlled.
Recommended Improvements	N/A	N/A	Replace truncated dome surface on northeast corner.	N/A
NW 1st Court and NW 8th Street	Sidewalks are provided on all approaches and are in good condition.	High emphasis crosswalks are provided on the west and south legs and are in good condition.	Provided on all sidewalk ramps.	None are provided, as intersection is stop-controlled.
Recommended Improvements	N/A	N/A	N/A	N/A

CONCLUSION

This traffic impact study assessed the impacts of the Brickell CitiCentre project on the surrounding transportation network. The analysis was conducted in accordance with the City of Miami requirements, analyzing transportation corridor segments and intersections.

Trip generation calculations indicate that the project is expected to generate 1,193 new vehicular trips and 1,670 person-trips during the A.M. peak hour and 1,480 new vehicular trips and 2,072 person-trips during the PM. peak hour. These project trips were assigned to the roadway network based on a cardinal trip distribution obtained from the *2035 Cost Feasible Plan*.

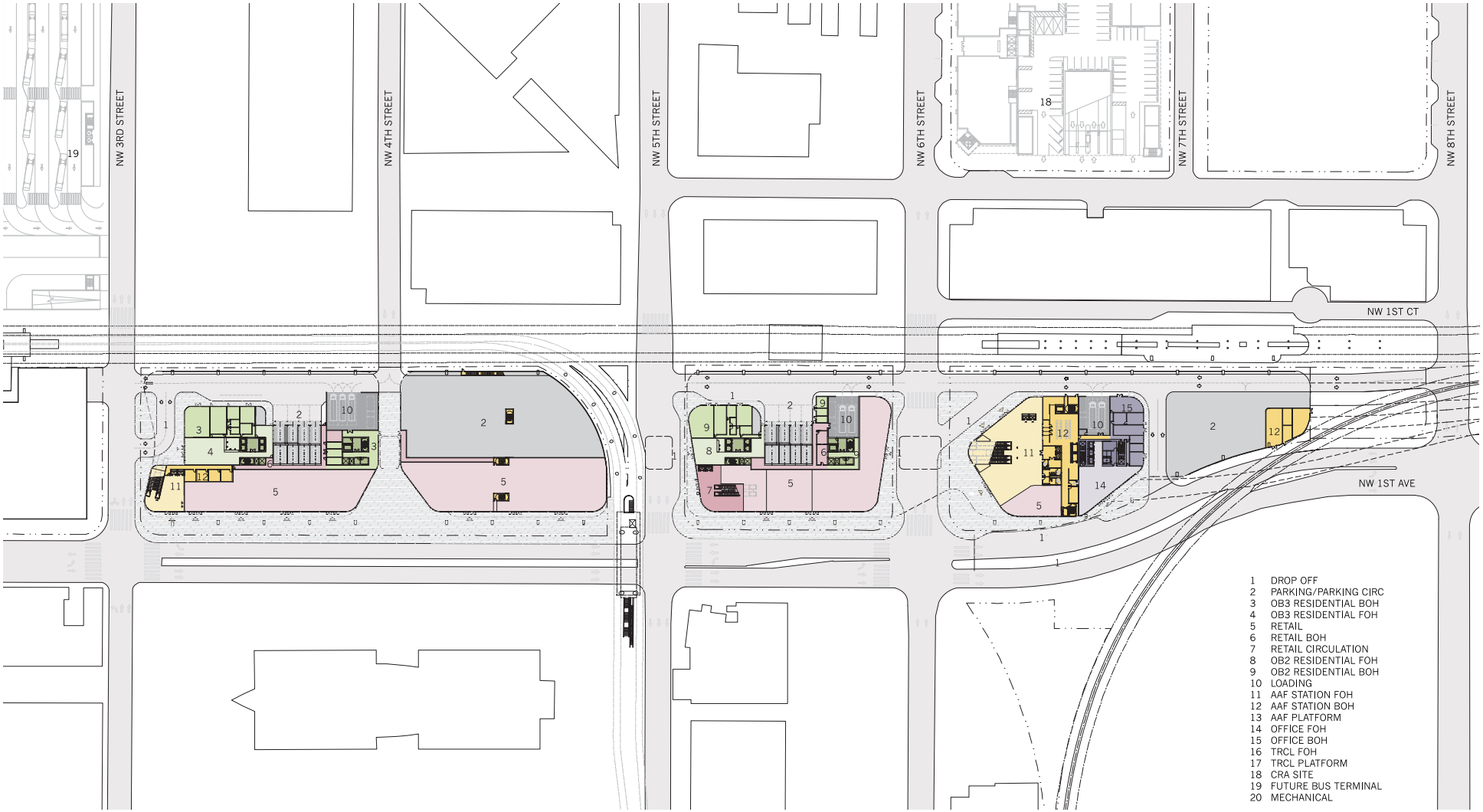
Transportation corridor intersection and segment capacity analyses were performed for existing conditions and for future conditions with and without project traffic. Results of the analyses demonstrate that the transportation corridor intersections in the vicinity of the project site operate at adopted levels of service during both the A.M. and P.M. peak hours.

Detailed intersection queuing analyses were performed for several subject turning movements. All analyzed turning movements were accommodated within the provided queue length with the exception of the eastbound shared left/right turn lane at the intersection of NW 3rd Street and NW 1st Avenue. It is proposed that the eastbound and westbound approaches are proposed to be re-designated while maintaining the existing 3-lane roadway section. The westbound approach will consist of an exclusive left-turn lane and shared through/right-turn lane with on-street parking adjacent to the exclusive left-turn lane. The eastbound approach will consist of a two-way-left-turn lane between the eastbound Mixed-use tower office/Overbuild #3 block driveway and NW 1st Avenue and an exclusive right-turn lane.

The project is contemplating a series of improvements including bicycle facilities and pedestrian improvements. These improvements will encourage people travel to and from the project to use public transportation as well as promoting bicycling and walking.

APPENDIX A:
Site Plan

GROUND LEVEL

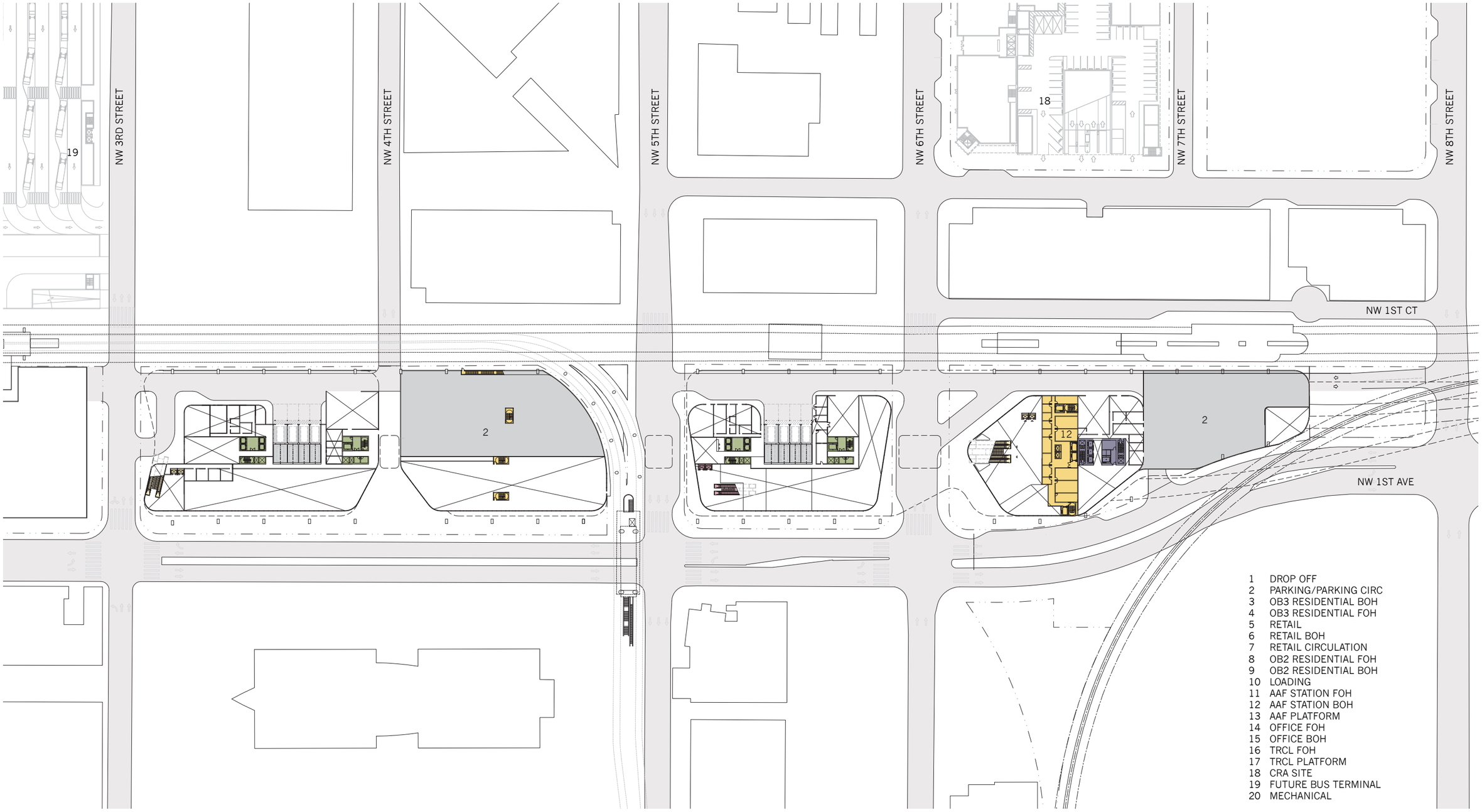


0' 25' 50' 100' 150'

AAF COURT RESI RETAIL OFFICE TRCL

© SOM 2014

PARKING MEZZANINE LEVEL



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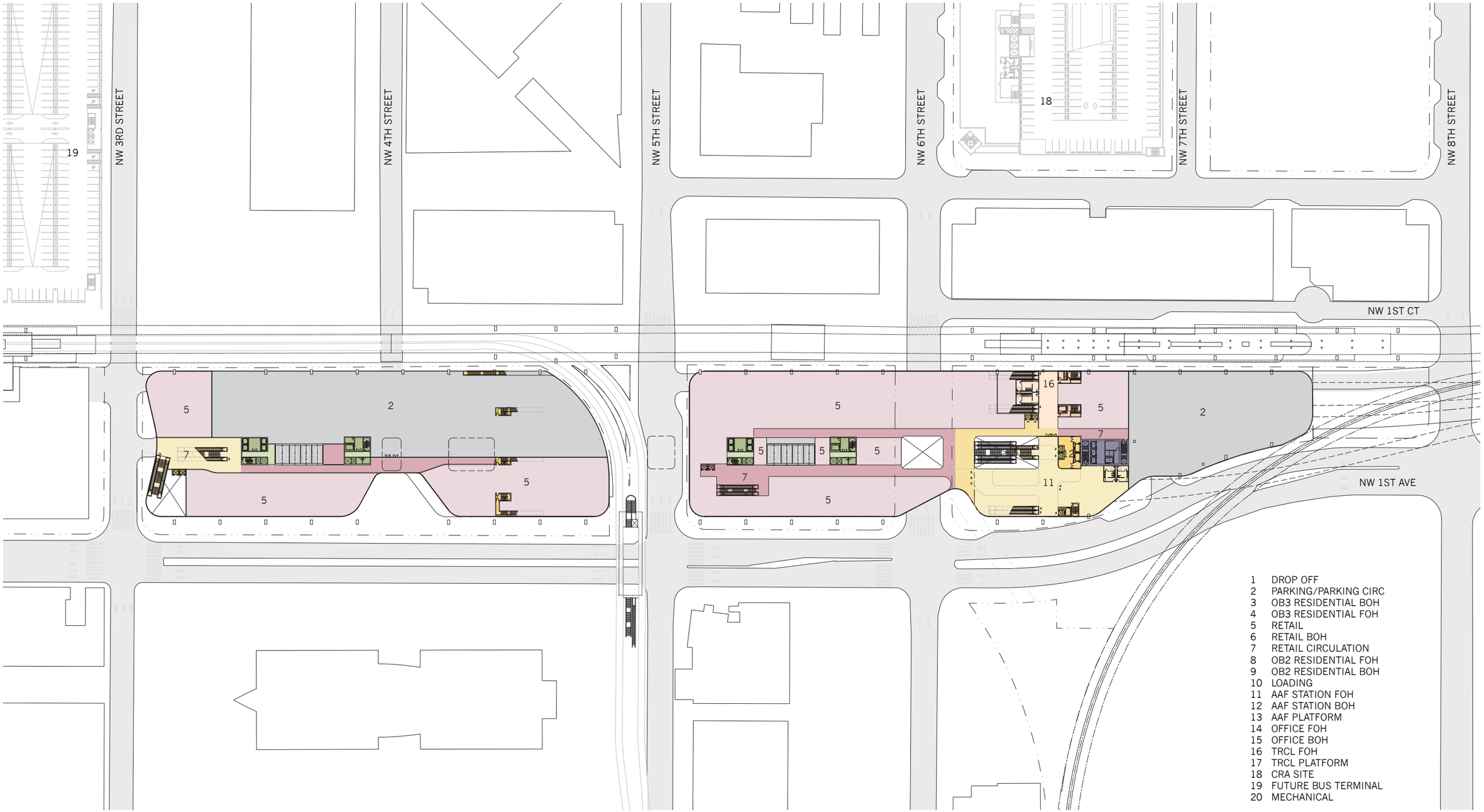
MEZZANINE LEVEL



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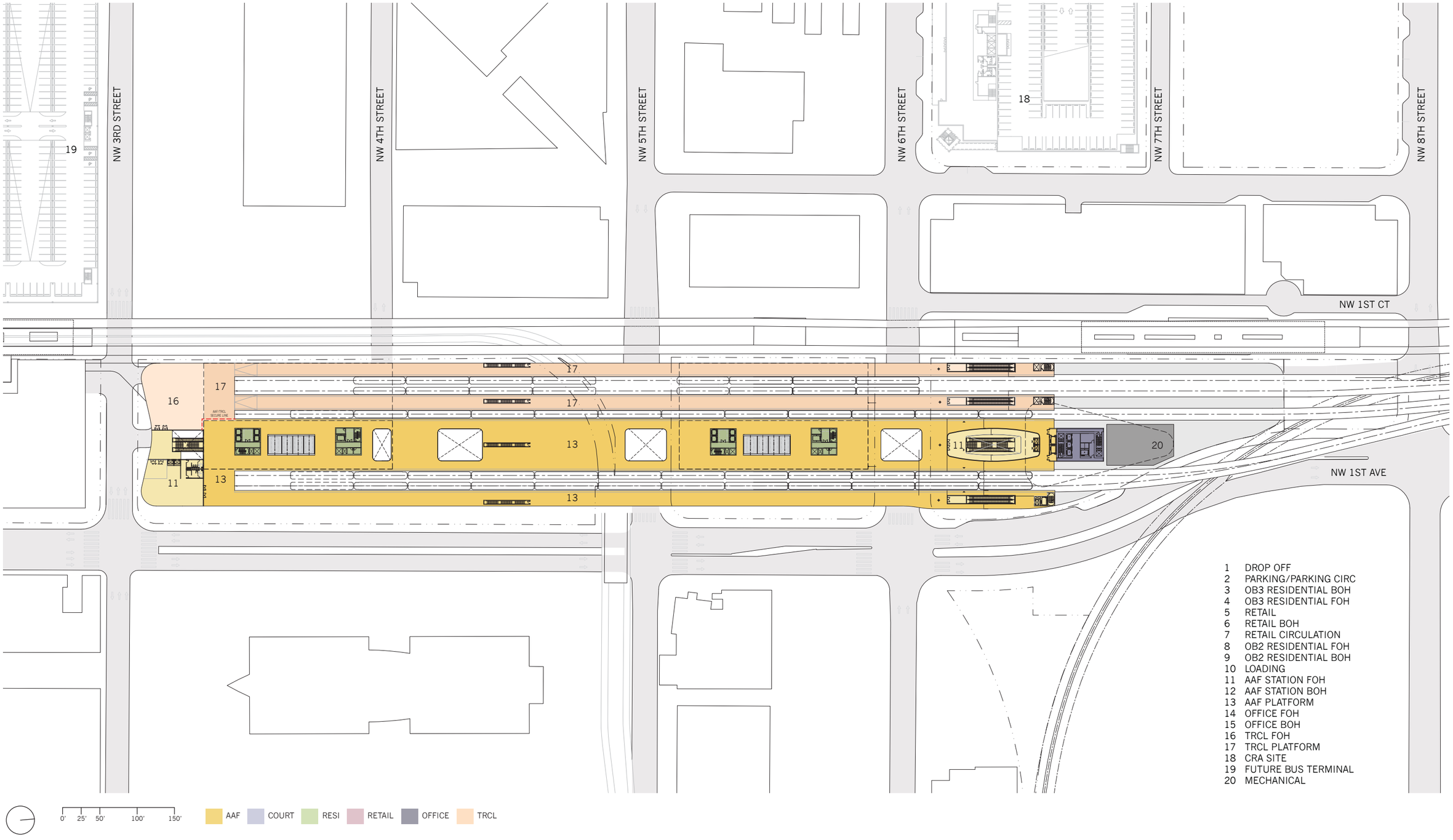
PLATFORM LEVEL



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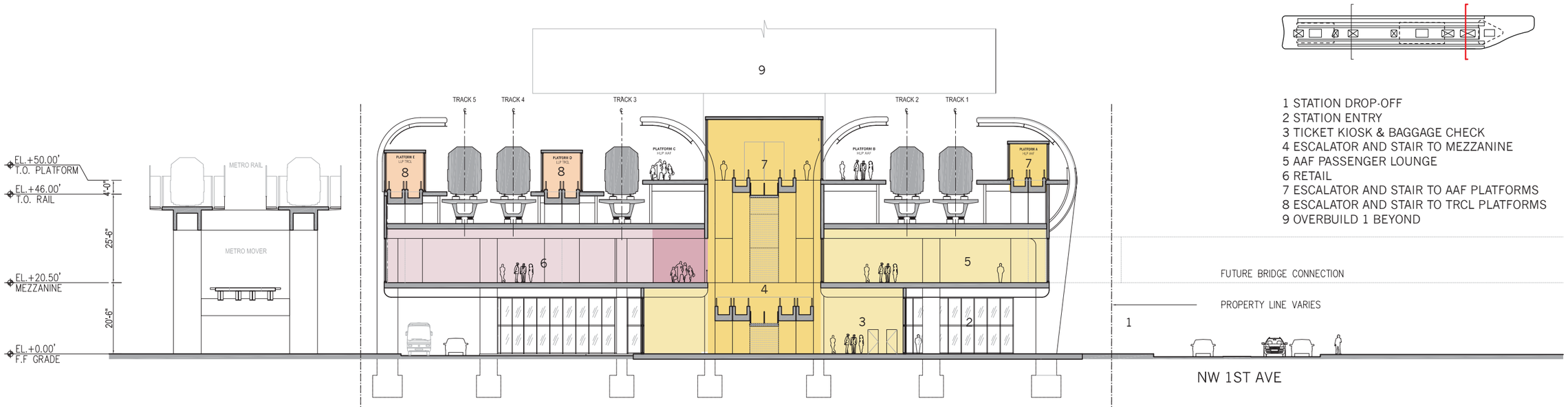
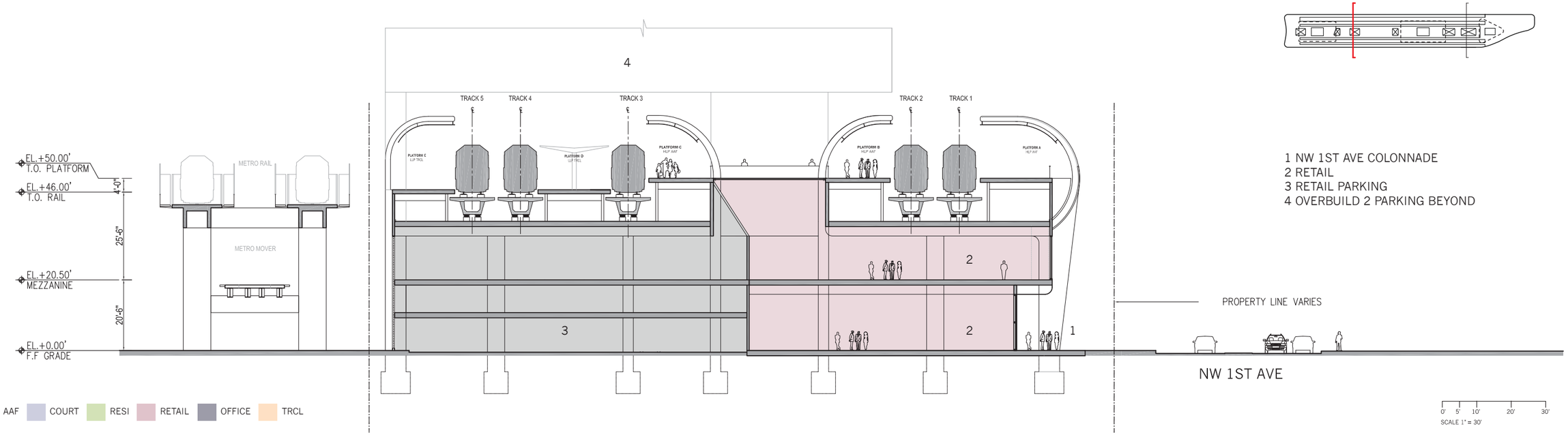
CROSS SECTIONS



1 STATION DROP-OFF
2 STATION ENTRY
3 TICKET KIOSK & BAGGAGE CHECK
4 ESCALATOR AND STAIR TO MEZZANINE
5 AAF PASSENGER LOUNGE
6 RETAIL
7 ESCALATOR AND STAIR TO AAF PLATFORMS
8 ESCALATOR AND STAIR TO TRCL PLATFORMS
9 OVERBUILD 1 BEYOND



1 NW 1ST AVE COLONNADE
2 RETAIL
3 RETAIL PARKING
4 OVERBUILD 2 PARKING BEYOND

AAF COURT RESI RETAIL OFFICE TRCL

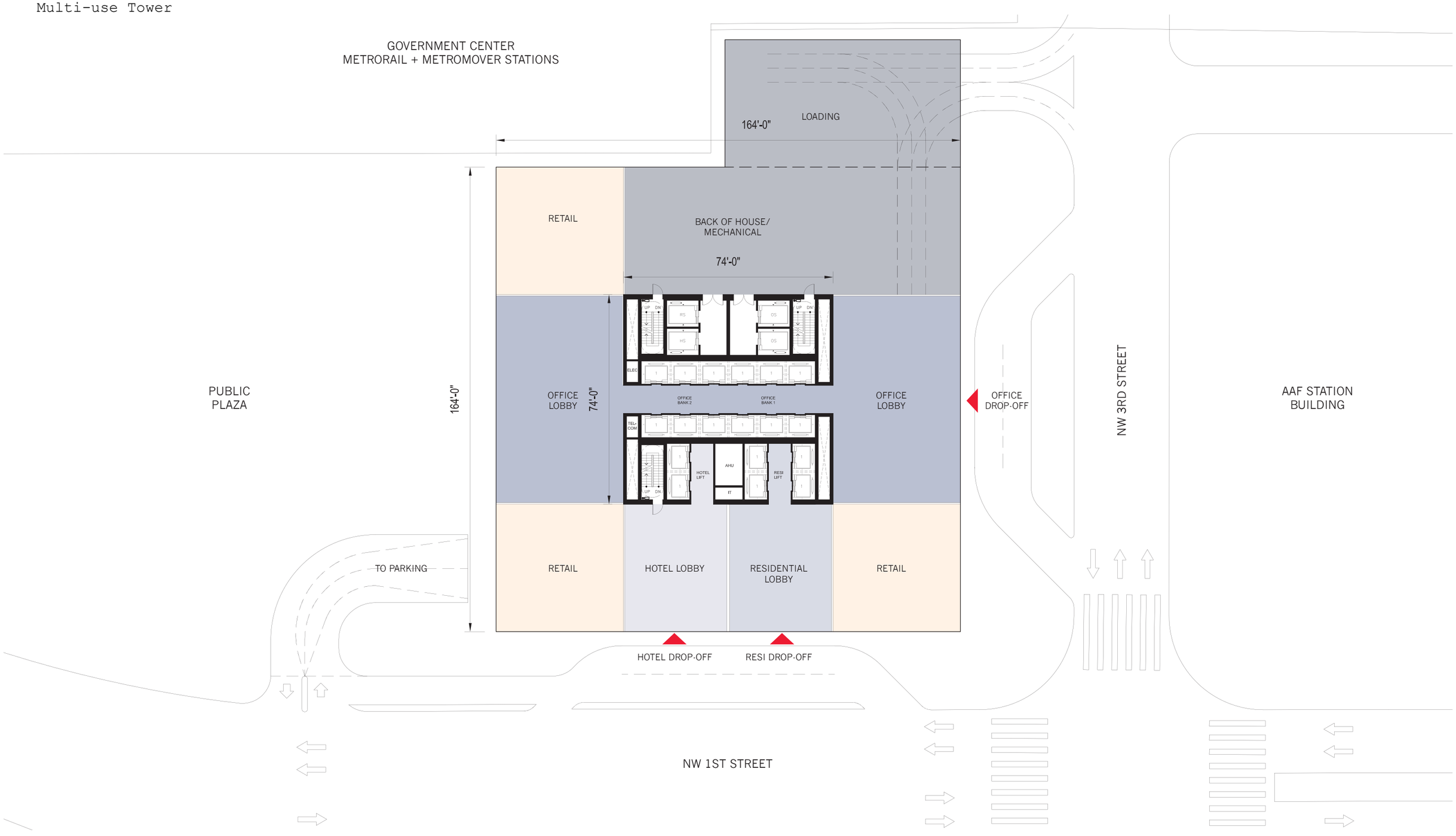
0' 5' 10' 20' 30'
SCALE 1" = 30'

© SOM 2014

LAW OFFICE TEST FIT PROPOSAL

GROUND FLOOR PLAN

Multi-use Tower



January 10, 2014 | © SOM

APPENDIX B:
Methodology Correspondence

Dabkowski, Adrian

From: Shen, Joan (PWWM) <joans@miamidade.gov>
Sent: Tuesday, May 20, 2014 11:32 AM
To: 'Cruz-Casas, Carlos'
Cc: Rodrigues, Thomas; 'Chow, LeeFang'; 'omar.meitin@dot.state.fl.us'; Khan, Muhammad (PWWM); Eymil, Yelenys (PWWM); McWilliams, John; Dabkowski, Adrian
Subject: RE: Methodology Letter for AAF Traffic Study
Attachments: 04 10 14 FECI - Traffic Study Methodologyrev.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning, Carlos,

Please see below our comments for the methodology of this traffic study. We can meet with the consultant if there are any questions.

1) A trip generation should be provided before performing the TIS for review.

2) We assume that no street closure is requested as a part of this development.

3) The following roadway flow modifications are depicted in Blocking Plan-Option A;

    a. NW 3 Street is depicted to be two-way east of NW 1 Avenue. It should be noted that it is one-way westbound in this segment.

    b. NW 6 Street is depicted to be two-way west of NW 1 Court. It should be noted that it is one-way westbound.

    c. NW 5 Street is depicted to be two-way west of the Metrorail. It should be noted that it is one-way eastbound serving the important destination of Miami-Dade College parking garage. However, it is strongly recommended that it be kept with existing configuration.

For the above or any other traffic flow modifications, traffic analyses should be added for justification.

4) The following is recommended to reduce vehicle-pedestrian conflicts:

    a. All the Metrorail to heavy rail transfers be achieved above the grade.

    b. Pedestrian connections can be considered between Wilkie D. Ferguson, Jr. Metromover station and other proposed buildings such as OB 1 and OB 2.

    c. All buildings (OB1, OB2, and OB3) in the proposed project should have a common level to have pedestrians transfer from one building to another without accessing the surface level.

d. Field observations should be performed around the proposed development for sidewalk availability and continuity, availability for countdown pedestrian signal heads and bike lane and bike stand conditions onsite and around the site.

e. Development projects in urban areas significantly rely on transit. The field observations should be performed for transit occupancy and operations in order to make suggestions to improve transit, such as additional cars to Metromover and Metrorail, and increased frequency for bus service, etc.

5) The following locations should also be added for the LOS review:

a. NW 5 Street and NW 3 Avenue

b. NW 5 Street and N Miami Avenue

c. NW 1 Street and NW 3 Avenue

d. NE 5 Street corridor east of NW 1 Avenue

Thank you,

Joan Shen, Ph.D., P.E., PTOE, Chief
Traffic Engineering Division
Miami-Dade County Public Works and Waste Management
111 NW 1st Street, Suite 1510, Miami, FL 33128
Phone: 305-375-2030, Fax: 305-372-6064
http://www.miamidade.gov/pubworks/
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From: Cruz-Casas, Carlos [mailto:Ccruz-casas@miamigov.com]
Sent: Monday, May 12, 2014 12:24 PM
To: Shen, Joan (PWWM); Khan, Muhammad (PWWM)
Cc: Rodrigues, Thomas
Subject: Methodology Letter for AAF Traffic Study

Joan,

Please see attached the Methodology Letter for the traffic study that the consultants will be submitting to the City.

Please feel free to call or email me with any questions.

Regards,

carlos cruz-casas, p.e.| chief transportation manager
capital improvements and transportation program
miami riverside center
444 sw 2nd avenue, 8th floor
miami, fl 33130
p: 305.416.1092|f: 305.416.1019
e: ccruz-casas@miamigov.com

Kimley»Horn

Memorandum

To: Joan Shen, Ph.D, P.E., PTOE
Miami-Dade County Public Works and Waste Management Department
Traffic Engineering Division

From: Adrian K. Dabkowski, P.E. (LA), PTOE
John J. McWilliams, P.E.

Cc: Carlos Cruz-Casas, P.E., City of Miami
Alex Gonzalez, FECI

Date: May 20, 2014

Subject: FECI All Aboard Florida Station
Traffic Study Methodology

The purpose of this memorandum is to summarize the traffic study methodology for the proposed All Aboard Florida train station. The proposed development is generally bounded by NW 8th Street to the north, NW 2nd Street to the south, NW 2nd Avenue to the west, and NW 1st Avenue to the east. The project consists of the following:

- All Aboard Florida train station is a grade-separated structure located between NW 8th Street to the north, NW 3rd Street to the south, NW 1st Avenue to the east, and NW 2nd Avenue to the west.
- Overbuild #1 consists of office/retail space and is located on the northwest quadrant of NW 6th Street and NW 1st Avenue.
- Overbuild #2 consists of apartment dwelling units/retail space and is located on the southwest quadrant of NW 6th Street and NW 1st Avenue.
- Overbuild #3 consists of apartment dwelling units and is located on the northwest quadrant of NW 1st Avenue and NW 3rd Street.
- Multiuse tower consists of office, residential, and hotel uses and is located on the southwest quadrant of NW 1st Avenue and NW 3rd Street.
- Community Redevelopment Area Site and Garage consists of office and retail uses along with a parking garage. The site is located on the northwest quadrant of NW 6th Street and NW 1st Court.

A site plan is provided in Attachment A.

Study Area

The following intersections and roadway segments will be examined as part of the study area:

- NW 8th Street and NW 2nd Avenue
- NW 8th Street and NW 1st Court

- NW 8th Street and NW 1st Avenue
- NW 7th Street and NW 2nd Avenue
- NW 7th Street and NW 1st Court
- NW 6th Street and NW 2nd Avenue
- NW 6th Street and NW 1st Court
- NW 6th Street and NW 1st Avenue
- N 6th Street and N Miami Avenue
- NE 6th Street and NE 1st Avenue
- NW 5th Street and NW 2nd Avenue
- NW 5th Street and NW 1st Court
- NW 5th Street and NW 1st Avenue
- N 5th Street and N Miami Avenue
- NE 5th Street and NE 1st Avenue
- NW 4th Street and NW 2nd Avenue
- NW 3rd Street and NW 2nd Avenue
- NW 3rd Street and NW 1st Avenue
- NW 2nd Street and NW 2nd Avenue
- NW 1st Street and NW 2nd Avenue
- NW 1st Street and NW 1st Avenue

The following corridors were identified for analysis:

- NW 5th Street
- NW 6th Street
- NW 2nd Avenue
- NW 1st Avenue
- N Miami Avenue
- NE 1st Avenue

Data Collection

A.M. (7:30-9:30 A.M.) and P.M. (4:00-6:00 P.M.) peak hour turning movement counts will be conducted at all identified study intersections. 24-hour machine counts will be conducted on all study corridors where Florida Department of Transportation (FDOT) 24-hour traffic data is not available. All traffic counts will be adjusted to account for seasonality using the appropriate FDOT seasonal factors. Signal timing information will be obtained from Miami-Dade County Public Works and Waste Management Department – Signals and Signs Division.

Trip Generation

Trip generation calculations for the proposed development were performed using Institute of Transportation Engineer's (ITE) Trip Generation, 9th Edition. ITE Land Use Codes 222 (High-Rise Apartments), 232 (High-Rise Condominiums), 310 (Hotel), 710 (General Office Building), and 820 (Shopping Center), and 232 (High Rise-Residential Condominiums). The trip generation for the proposed Train Station was based on the All Aboard Florida (AAF) Ridership and Revenue Data Report developed in April 2014. Project trips were estimated for the A.M. and P.M. peak hour.

In order to account for the urban environment in which the project site is located, transit modal reduction and pedestrian reduction factors were applied to the site. It is expected that a portion of visitors and residents of the site as well as employees will utilize transit. Miami-Dade County Transit (MDT) provides bus service several routes in the vicinity of the site, in addition to the Metromover and Metrorail. The multimodal and pedestrian reduction factors were calculated for the site using rates outlined in the City of Miami's Development of Regional Impact (DRI) – Increment I and Increment II, which provides multimodal and pedestrian reduction factors to be applied to certain parts of the City. For the Downtown area, an average multimodal reduction of 23.0 percent (23.0%) and an average pedestrian reduction of 10.0 percent (10.0%) are recommended.

A portion of the trips generated by the development will be captured internally on the site. Internal capture trips were determined based upon values contained in the Institute of Transportation Engineers' (ITE), *Trip Generation Handbook*, June 2004. The expected internal capture rate during the A.M. peak hour is 5.8 percent (5.8%) and 14.4 percent (14.4%) during the P.M. peak hour.

ITE trip generation assumes a vehicle occupancy rate of 1.2 persons per vehicle; however, the City of Miami has determined that 1.4 persons per vehicle are more appropriate for the local area. Therefore, vehicular trips will be reduced by 16 percent to adjust for these vehicle occupancy assumptions. The project is expected to generate 1,193 net new A.M. peak hour vehicular trips (1,670 person-trips) and 1,480 net new P.M. peak hour vehicular trips (2,072 person-trips). Detailed trip generation calculations for the project are presented in Attachment B.

Trip Distribution

The likely distribution of project traffic will be forecasted for the trips expected to be generated by the proposed development. The trip distribution will be based on a cardinal trip distribution for the project site's traffic analysis zones (TAZs) obtained from the Miami-Dade Metropolitan Planning Organization's 2035 Cost Feasible Plan travel demand model. The project is located within eight (8) TAZs including 515, 518, 526, 527, 528, 531, 532, and 533. Therefore, an average cardinal distribution was developed based on the eight (8) TAZs. The average cardinal distribution is provided in Attachment C along with the detailed cardinal distribution.

Background Growth Rate/Major Committed Development

A background growth rate will be calculated based on historic growth trends at nearby FDOT traffic count stations. Additionally, growth rates based on Miami-Dade Metropolitan Planning Organization's (MPO) projected 2005 and 2035 model network volumes will be examined. The higher of the two (2) growth rates will be used in the analysis. Documentation will be provided in the Appendix of the traffic impact study.

The City has also identified Miami World Center and the newly constructed Miami-Dade County Children's Courthouse as committed developments to be included in future background conditions.

Capacity Analysis

Capacity analyses will be conducted for the A.M. and P.M. peak hours at the study intersections. Intersection analyses will be performed using Trafficware's Synchro 8.0 traffic engineering analysis

software, which applies Highway Capacity Manual (HCM) 2000 and 2010 methodologies. Corridor analyses will be conducted using information from the Miami DRI-II (i.e. person-trip capacity) and the FDOT Quality/LOS Handbook. If intersection or roadway deficiencies are identified, strategies and improvements will be developed as mitigation measures.

Capacity analyses will be conducted for three (3) scenarios: existing, build-out without project, and build-out with project. The build-out year will be specified in the analysis. If intersection deficiencies are identified, strategies and improvements will be developed as mitigation measures.

The following graphics will be included for the study intersections:

1. Existing conditions
2. Trip distribution
3. Trip assignment
4. Future background conditions (with growth rate and committed development traffic)
5. Future total traffic conditions (with project)

Garage Entry Gate Operations Analysis

An entry gate analysis will be prepared for parking garages. The entry gate queuing analysis will be prepared for the A.M. and P.M. peak hours. Entry gate queuing analysis will be conducted consistent with the procedures outlined in Parking Structures – Planning, Design, Construction, Maintenance, and Repair, 2000 and 2011. The purpose of this analysis is to determine any future queue storage deficiencies at the entry gates and provide preliminary recommendations for mitigating these deficiencies.

Signal Warrant Analysis

A traffic signal warrant analysis will be conducted for the intersection of NW 6th Street and NW 1st Avenue. The analysis will be prepared for future conditions building upon the existing intersection turning movement count data. Future volumes for the project will be developed utilizing the project's traffic generation volumes developed from ITE's Trip Generation, 9th Edition, Trip Generation Handbook, 2nd Edition, and the trip distribution, and those volumes will be compared to the volume traffic signal warrants contained in the most recent versions of the Federal Highway Administration's (FHWA), Manual on Uniform Traffic Control Devices (MUTCD).

Documentation

The results of the traffic analysis will be summarized in a report. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis.

Maneuverability Analysis

A maneuverability analysis for the site access, parking garage, and loading vehicle access will be performed utilizing AutoTURN software. Deficiencies related to maneuverability, traffic flow, and vehicular conflicts will be documented in a technical memorandum.

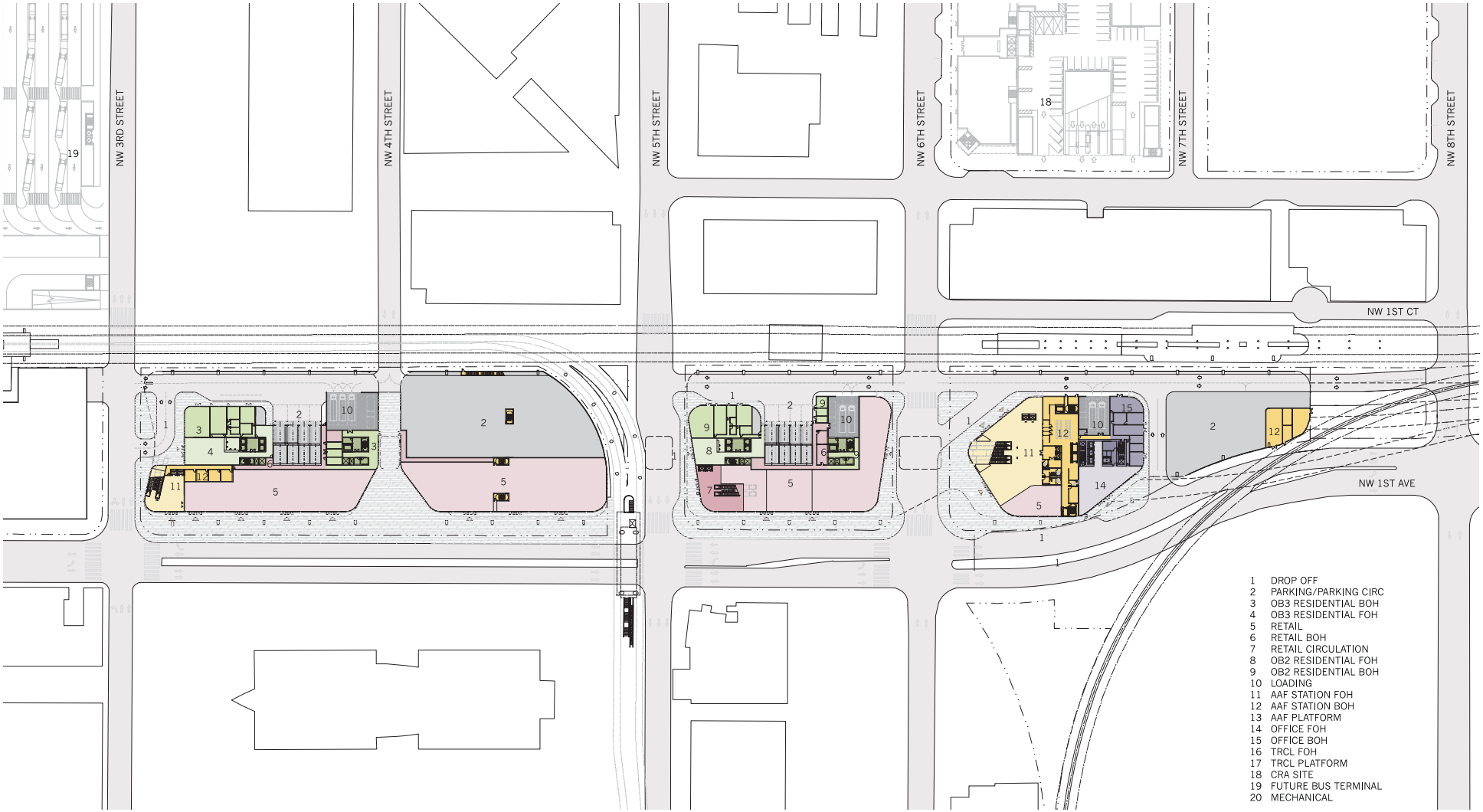
Methodology Concurrence

Please note that if the City does not agree with the proposed traffic impact analysis methodology contained in the previous sections, please respond with specific concerns within two (2) weeks of receipt of this document, so we will have adequate time to prepare the analysis. If we are not notified of concerns by the specified date, it is assumed that the City is in concurrence with the methodology.

K:\FTL_TPTO\043537000-FECI\Miami\correspondence\memo\05 20 14 traffic study methodology.docx

Attachment A

GROUND LEVEL



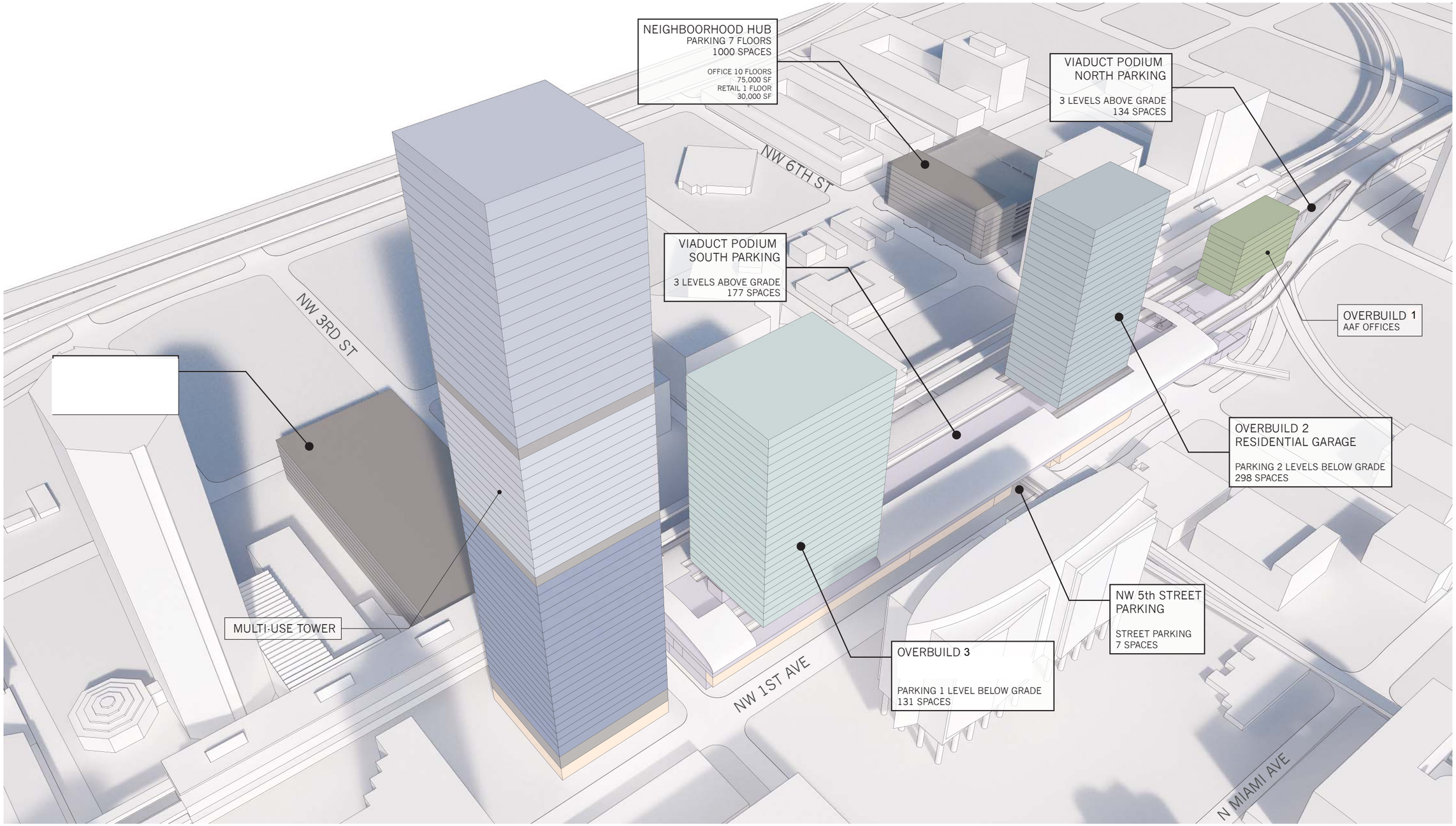
0' 25' 50' 100' 150'

AAF COURT RESI RETAIL OFFICE TRCL

© SOM 2014

OPTION A

SITE MASSING AERIAL



Attachment B

PROPOSED AM PEAK HOUR TRIP GENERATION WITH COURTHOUSE

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS PROJECT TRIPS			MULTIMODAL REDUCTION(1)		VOLUMES			10% PEDESTRIAN REDUCTION FACTOR(2)		VOLUMES			INTERNAL CAPTURE		NET NEW PROJECT TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	Trips	In	Out	Total	Percent	IC Trips	In	Out	Total
1	High-Rise Apartments	9	222	800	du	25%	75%	60	179	239	23.0%	55	46	138	184	10.0%	18	42	124	166	7.7%	13	39	114	153
2	High-Rise Residential Condos	9	232	311	du	19%	81%	23	96	119	23.0%	27	18	74	92	10.0%	9	16	66	82	7.7%	6	15	61	76
3	Hotel	9	310	327	room	59%	41%	102	71	173	23.0%	40	78	55	133	10.0%	13	70	50	120	15.8%	19	59	42	101
4	General Office Building	9	710	839	ksf	88%	12%	923	126	1,049	23.0%	241	711	97	808	10.0%	81	640	87	727	1.0%	7	634	86	720
5	Train Station					40%	60%	136	204	340	23.0%	78	105	157	262	10.0%	26	95	141	236	1.0%	2	94	140	234
6	Shopping Center	9	820	223	ksf	62%	38%	157	97	254	23.0%	58	121	75	196	10.0%	20	109	67	176	22.7%	40	84	52	136
7																									
8																									
9																									
10																									
11																									
12																									
							Net New Development	1,401	773	2,174	23.0%	499	1,079	596	1,675	10.0%	168	972	535	1,507	5.8%	87	925	495	1,420
							16% VOF Reduction																148	79	227
							Net New Vehicle Trips																777	416	1,193
							Person-Trips (1.4 persons per vehicle)																1,088	582	1,670

ITE Code	Equation
222	LN(Y) = 0.99*LN(X)+-1.14
232	Y=0.29*(X)+28.86
310	Y=0.53(X)
710	LN(Y) = 0.8*LN(X)+1.57
Train Station	Based on AAF Ridership Data, see attached data calculation
820	LN(Y) = 0.61*LN(X)+2.24

Notes: (1) Based on average DRI CBD Increment I (23.3%) and Increment II (22.6%)
(2) Based on DRI Increment II Update pedestrian reduction

PROPOSED PM PEAK HOUR TRIP GENERATION WITH COURTHOUSE

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS PROJECT TRIPS			MULTIMODAL REDUCTION(1)		VOLUMES			10% PEDESTRIAN REDUCTION FACTOR(2)		VOLUMES			INTERNAL CAPTURE		NET NEW PROJECT TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	Trips	In	Out	Total	Percent	IC Trips	In	Out	Total
1	High-Rise Apartments	9	222	800	du	61%	39%	163	105	268	23.0%	62	125	81	206	10.0%	21	112	73	185	29.0%	54	79	52	131
2	High-Rise Residential Condos	9	232	311	du	62%	38%	75	46	121	23.0%	28	58	35	93	10.0%	9	52	32	84	29.0%	24	37	23	60
3	Hotel	9	310	327	room	51%	49%	100	96	196	23.0%	45	77	74	151	10.0%	15	69	67	136	39.0%	53	42	41	83
4	General Office Building	9	710	839	ksf	17%	83%	173	845	1,018	23.0%	234	133	651	784	10.0%	78	120	586	706	2.3%	16	117	573	690
5	Train Station					60%	40%	204	136	340	23.0%	78	157	105	262	10.0%	26	141	95	236	2.3%	5	138	93	231
6	Shopping Center	9	820	223	ksf	48%	52%	492	533	1,025	23.0%	236	379	411	790	10.0%	79	341	370	711	20.4%	145	271	295	566
7																									
8																									
9																									
10																									
11																									
12																									
							Net New Development	1,207	1,761	2,968	23.0%	683	929	1,357	2,286	10.0%	228	835	1,223	2,058	14.4%	297	684	1,077	1,761
							16% VOF Reduction																109	172	281
							Net New Vehicle Trips																575	905	1,480
							Person-Trips (1.4 persons per vehicle)																805	1,267	2,072

ITE Code	Equation
222	Y=0.32*(X)+12.3
232	Y=0.34*(X)+15.47
310	Y=0.6(X)
710	Y=1.12*(X)+78.45
Train Station	Based on AAF Ridership Data, see attached data calculation
820	LN(Y) = 0.67*LN(X)+3.31

Notes: (1) Based on average DRI CBD Increment I (23.3%) and Increment II (22.6%)
(2) Based on DRI Increment II Update pedestrian reduction

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE Trip Generation Handbook, June 2004)

Project Number:
Project Name:
Scenario:
Analysis Period: AM Peak
Analyst:

Land Use A: Residential (High-Rise Apts/Condo)

ITE Land Use Code 222 & 223
Size: 1111 du

	Total	Internal	External
Enter	58	9	49
Exit	190	10	180
Total	248	19	229
%	100%	**8%**	92%

Land Use B: Residential (Hotel)

ITE Land Use Code 310
Size: 327 room

	Total	Internal	External
Enter	70	9	61
Exit	50	10	40
Total	120	19	101
%	100%	**16%**	84%

Land Use C: Office (General Office Bldg &

ITE Land Use Code 710 & N/A
Size: 839 ksf & N/A

	Total	Internal	External
Enter	735	2	733
Exit	228	8	220
Total	963	10	953
%	100%	**1%**	99%

Land Use D: Retail (Shopping Center)

ITE Land Use Code 820
Size: 223 ksf

	Total	Internal	External
Enter	109	24	85
Exit	67	16	51
Total	176	40	136
%	100%	**23%**	77%

Enter from External: 49
Exit to External: 180

Demand 0.0% 0
Balanced 0
Demand 0.0% 0

0.0% 0 Demand
0 Balanced
0.0% 0 Demand

Demand 0.0% 0
Balanced 0
Demand 0.0% 0

33.0% 19 Demand
7 Balanced
11.0% 7 Demand

Demand 38.0% 72
Balanced 10
Demand 9.0% 10

Demand 9.0% 10
10 Balanced
38.0% 19 Demand

Demand 33.0% 23
Balanced 7
Demand 11.0% 7

Enter from External: 61
Exit to External: 40

3.0% 2 Demand
2 Balanced
2.0% 5 Demand

Demand 3.0% 2
Balanced 2
Demand 2.0% 5 Demand

Demand 3.0% 2
Balanced 2
Demand 15.0% 110

Enter from External: 85
Exit to External: 51

Demand 0.0% 0
Balanced 0
Demand 0.0% 0

4.0% 4 Demand
4 Balanced
22.0% 50 Demand

Enter from External: 733
Exit to External: 220

NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	Land Use B	Land Use C	Land Use D	Total
Enter	49	61	220	85	415
Exit	180	40	733	51	1,004
Total	229	101	953	136	**1,419**
Single Use Trip Gen Estimate	248	120	963	176	**1,507**
	7.7%	15.8%	1.0%	22.7%	

Overall Internal Capture = 5.84%

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE Trip Generation Handbook, June 2004)

Project Number:
Project Name:
Scenario:
Analysis Period: PM Peak
Analyst:

Land Use A: Residential (High-Rise Apts/Condo)

ITE Land Use Code 222 & 223
Size: 1111 du

	Total	Internal	External
Enter	164	47	117
Exit	105	31	74
Total	269	78	191
%	100%	**29%**	71%

Land Use B: Residential (Hotel)

ITE Land Use Code 310
Size: 327 room

	Total	Internal	External
Enter	69	22	47
Exit	67	31	36
Total	136	53	83
%	100%	**39%**	61%

Land Use C: Office (General Office Bldg &

ITE Land Use Code 710 & N/A
Size: 839 ksf & N/A

	Total	Internal	External
Enter	261	11	250
Exit	681	11	670
Total	942	22	920
%	100%	**2%**	98%

Land Use D: Retail (Shopping Center)

ITE Land Use Code 820
Size: 223 ksf

	Total	Internal	External
Enter	341	69	272
Exit	370	76	294
Total	711	145	566
%	100%	**20%**	80%

Enter from External: 117
Exit to External: 74

Demand 0.0% 0
Balanced 0
Demand 0.0% 0

0.0% 0 Demand
0 Balanced
0.0% 0 Demand

Demand 0.0% 0
Balanced 0
Demand 0.0% 0

31.0% 51 Demand
44 Balanced
12.0% 44 Demand

Demand 53.0% 56
Balanced 31
Demand 9.0% 31

Demand 31.0% 21
Balanced 21
Demand 12.0% 44

Demand 9.0% 31
31 Balanced
53.0% 36 Demand

Enter from External: 47
Exit to External: 36

2.0% 1 Demand
1 Balanced
2.0% 14 Demand

Demand 2.0% 3
Balanced 3
Demand 2.0% 14 Demand

Demand 3.0% 11
Balanced 11
Demand 31.0% 81

Enter from External: 272
Exit to External: 294

Demand 0.0% 0
Balanced 0
Demand 0.0% 0

2.0% 7 Demand
7 Balanced
23.0% 157 Demand

Enter from External: 250
Exit to External: 670

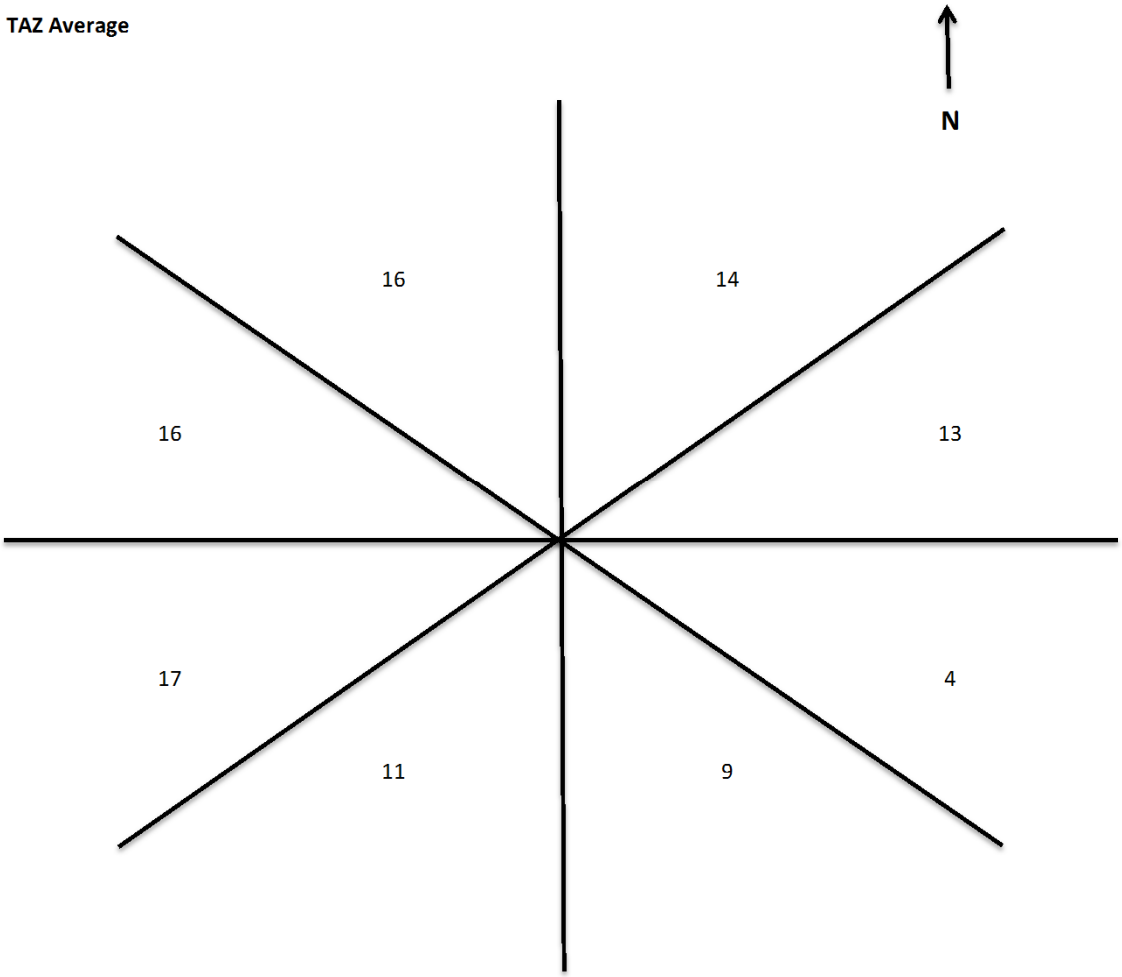
NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	Land Use B	Land Use C	Land Use D	Total
Enter	117	47	670	272	1,106
Exit	74	36	250	294	654
Total	191	83	920	566	**1,760**
Single Use Trip Gen Estimate	269	136	942	711	**2,058**
	29.0%	39.0%	2.3%	20.4%	

Overall Internal Capture = 14.48%

Attachment C

TAZ Average



MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY											
			CARDINAL DIRECTIONS								
ORIGIN ZONE			NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
		PERCENT	7.28	6.43	10.18	5.06	14.35	16.3	26.79	13.61	
511	3211	TRIPS	31	45	48	59	62	48	52	40	385
		PERCENT	8.05	11.69	12.47	15.32	16.1	12.47	13.51	10.39	
512	3212	TRIPS	42	23	14	44	47	54	56	57	337
		PERCENT	12.46	6.82	4.15	13.06	13.95	16.02	16.62	16.91	
513	3213	TRIPS	631	295	294	577	538	739	739	680	4,493
		PERCENT	14.04	6.57	6.54	12.84	11.97	16.45	16.45	15.13	
514	3214	TRIPS	476	255	563	445	390	593	896	543	4,161
		PERCENT	11.44	6.13	13.53	10.69	9.37	14.25	21.53	13.05	
515	3215	TRIPS	189	85	107	206	168	289	375	270	1,689
		PERCENT	11.19	5.03	6.34	12.2	9.95	17.11	22.2	15.99	
516	3216	TRIPS	24	14	10	28	37	38	39	30	220
		PERCENT	10.91	6.36	4.55	12.73	16.82	17.27	17.73	13.64	
517	3217	TRIPS	568	325	458	688	456	775	1073	732	5,075
		PERCENT	11.19	6.4	9.02	13.56	8.99	15.27	21.14	14.42	
518	3218	TRIPS	104	44	37	62	107	149	160	123	786
		PERCENT	13.23	5.6	4.71	7.89	13.61	18.96	20.36	15.65	
519	3219	TRIPS	77	45	17	44	168	196	168	156	871
		PERCENT	8.84	5.17	1.95	5.05	19.29	22.5	19.29	17.91	
520	3220	TRIPS	442	484	43	26	40	835	1358	579	3,807
		PERCENT	11.61	12.71	1.13	0.68	1.05	21.93	35.67	15.21	
521	3221	TRIPS	3452	1428	525	804	5642	8964	6730	8599	36,144
		PERCENT	9.55	3.95	1.45	2.22	15.61	24.8	18.62	23.79	
522	3222	TRIPS	409	279	45	108	534	882	672	688	3,617
		PERCENT	11.31	7.71	1.24	2.99	14.76	24.38	18.58	19.02	
523	3223	TRIPS	57	50	34	65	75	134	160	86	661
		PERCENT	8.62	7.56	5.14	9.83	11.35	20.27	24.21	13.01	
524	3224	TRIPS	2420	1248	399	853	2308	3484	2713	4468	17,893
		PERCENT	13.52	6.97	2.23	4.77	12.9	19.47	15.16	24.97	
525	3225	TRIPS	316	185	74	170	264	497	410	426	2,342
		PERCENT	13.49	7.9	3.16	7.26	11.27	21.22	17.51	18.19	
526	3226	TRIPS	1	2	0	0	0	0	0	1	4
		PERCENT	25	50	0	0	0	0	0	25	
527	3227	TRIPS	1	1	0	3	3	2	3	0	13
		PERCENT	7.69	7.69	0	23.08	23.08	15.38	23.08	0	
528	3228	TRIPS	489	236	198	183	345	607	500	595	3,153
		PERCENT	15.51	7.48	6.28	5.8	10.94	19.25	15.86	18.87	
529	3229	TRIPS	309	157	121	114	206	365	326	331	1,929
		PERCENT	16.02	8.14	6.27	5.91	10.68	18.92	16.9	17.16	
530	3230	TRIPS	54	35	33	27	37	71	78	66	401
		PERCENT	13.47	8.73	8.23	6.73	9.23	17.71	19.45	16.46	
531	3231	TRIPS	992	473	248	391	809	1460	1282	1449	7,104
		PERCENT	13.96	6.66	3.49	5.5	11.39	20.55	18.05	20.4	
532	3232	TRIPS	355	185	99	165	287	560	429	446	2,526
		PERCENT	14.05	7.32	3.92	6.53	11.36	22.17	16.98	17.66	
533	3233	TRIPS	12	11	6	10	11	26	13	12	101
		PERCENT	11.88	10.89	5.94	9.9	10.89	25.74	12.87	11.88	
534	3234	TRIPS	84	36	45	74	67	109	106	110	631
		PERCENT	13.31	5.71	7.13	11.73	10.62	17.27	16.8	17.43	
535	3235	TRIPS	276	183	68	145	305	622	488	514	2,601
		PERCENT	10.61	7.04	2.61	5.57	11.73	23.91	18.76	19.76	
536	3236	TRIPS	44	34	7	40	55	89	77	65	411
		PERCENT	10.71	8.27	1.7	9.73	13.38	21.65	18.73	15.82	
537	3237	TRIPS	27	16	3	7	36	50	37	29	205
		PERCENT	13.17	7.8	1.46	3.41	17.56	24.39	18.05	14.15	
538	3238	TRIPS	114	62	17	53	98	167	207	117	835
		PERCENT	13.65	7.43	2.04	6.35	11.74	20	24.79	14.01	
539	3239	TRIPS	303	185	98	96	409	962	1016	812	3,881
		PERCENT	7.81	4.77	2.53	2.47	10.54	24.79	26.18	20.92	
540	3240	TRIPS	215	192	120	74	238	440	513	349	2,141
		PERCENT	10.04	8.97	5.6	3.46	11.12	20.55	23.96	16.3	
541	3241	TRIPS	1792	781	224	333	1553	3052	2645	2931	13,311
		PERCENT	13.46	5.87	1.68	2.5	11.67	22.93	19.87	22.02	
542	3242	TRIPS	692	270	146	254	608	1282	1134	1064	5,450
		PERCENT	12.7	4.95	2.68	4.66	11.16	23.52	20.81	19.52	
543	3243	TRIPS	135	63	31	57	113	231	207	188	1,025
		PERCENT	13.17	6.15	3.02	5.56	11.02	22.54	20.2	18.34	
544	3244	TRIPS	256	155	67	106	222	405	376	368	1,955

ORIGIN-DESTINATION MATRIX

TAZ	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	Total
515	11	5	6	13	10	17	22	16	100
518	13	5	5	8	14	19	20	16	100
526	25	50	0	0	0	0	0	25	100
527	8	8	0	23	23	15	23	0	100
528	16	7	6	6	11	19	16	19	100
531	14	7	3	6	11	21	18	20	100
532	14	7	4	7	11	22	17	18	100
533	12	11	6	10	11	25	13	12	100
Average	14	13	4	9	11	17	16	16	100

APPENDIX C:
Traffic Count Data

Metrobus Ridership

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
2	2	2	1	NORTHBOUND	625	AM Peak	AM Peak	22	1	NE 1 AV NE 4 ST	1.4	.5	2.1	5.3%	8
2	2	2	1	NORTHBOUND	645	AM Peak	AM Peak	22	1	NE 1 AV NE 4 ST	4.7	.0	7.1	17.7%	33
2	2	2	1	NORTHBOUND	705	AM Peak	AM Peak	22	1	NE 1 AV NE 4 ST	3.9	.0	5.0	12.5%	34
2	2	2	1	NORTHBOUND	725	AM Peak	AM Peak	22	1	NE 1 AV NE 4 ST	1.4	.0	2.5	6.2%	13
2	2	2	1	NORTHBOUND	745	AM Peak	AM Peak	22	1	NE 1 AV NE 4 ST	4.7	.0	5.6	14.1%	19
2	2	2	1	NORTHBOUND	805	AM Peak	AM Peak	22	1	NE 1 AV NE 4 ST	5.4	.0	7.6	18.9%	7
2	2	2	1	NORTHBOUND	825	AM Peak	AM Peak	22	1	NE 1 AV NE 4 ST	2.4	.0	4.1	10.3%	28
2	2	2	1	NORTHBOUND	845	AM Peak	AM Peak	22	1	NE 1 AV NE 4 ST	3.3	.0	4.2	10.5%	33
2	2	2	1	NORTHBOUND	1505	PM Peak	PM Peak	22	1	NE 1 AV NE 4 ST	5.4	.0	7.9	19.8%	25
2	2	2	1	NORTHBOUND	1525	PM Peak	PM Peak	22	1	NE 1 AV NE 4 ST	5.7	.3	8.6	21.4%	32
2	2	2	1	NORTHBOUND	1545	PM Peak	PM Peak	22	1	NE 1 AV NE 4 ST	4.1	.0	7.6	18.9%	32
2	2	2	1	NORTHBOUND	1605	PM Peak	PM Peak	22	1	NE 1 AV NE 4 ST	6.6	.2	9.2	22.9%	25
2	2	2	1	NORTHBOUND	1625	PM Peak	PM Peak	22	1	NE 1 AV NE 4 ST	9.3	.0	10.6	26.4%	32
2	2	2	1	NORTHBOUND	1645	PM Peak	PM Peak	22	1	NE 1 AV NE 4 ST	5.5	.0	7.0	17.5%	29
2	2	2	1	NORTHBOUND	1705	PM Peak	PM Peak	22	1	NE 1 AV NE 4 ST	6.5	.0	11.8	29.4%	30
2	2	2	1	NORTHBOUND	1725	PM Peak	PM Peak	22	1	NE 1 AV NE 4 ST	4.7	.0	8.2	20.6%	31
2	2	2	1	NORTHBOUND	1745	PM Peak	PM Peak	22	1	NE 1 AV NE 4 ST	4.2	.0	6.7	16.7%	24
2	2	2	0	SOUTHBOUND	612	AM Peak	AM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	4.9	3.1	7.7%	32
2	2	2	0	SOUTHBOUND	621	AM Peak	AM Peak	22	102	NE 1 AV NE 4 ST	.0	.0	35.0	87.5%	1
2	2	2	0	SOUTHBOUND	621	AM Peak	AM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	1.5	1.9	4.8%	13
2	2	2	0	SOUTHBOUND	631	AM Peak	AM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	3.7	1.4	3.4%	33
2	2	2	0	SOUTHBOUND	703	AM Peak	AM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	4.2	.9	2.4%	18
2	2	2	0	SOUTHBOUND	713	AM Peak	AM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	3.0	3.4	8.4%	28
2	2	2	0	SOUTHBOUND	723	AM Peak	AM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	4.9	2.6	6.6%	8
2	2	2	0	SOUTHBOUND	803	AM Peak	AM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	4.0	.9	2.3%	33
2	2	2	0	SOUTHBOUND	812	AM Peak	AM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	4.7	4.6	11.4%	32
2	2	2	0	SOUTHBOUND	822	AM Peak	AM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	1.6	6.2	15.4%	13
2	2	2	0	SOUTHBOUND	1521	PM Peak	PM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	.7	5.2	13.0%	24
2	2	2	0	SOUTHBOUND	1532	PM Peak	PM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	2.4	3.6	9.0%	28
2	2	2	0	SOUTHBOUND	1541	PM Peak	PM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	1.5	3.0	7.5%	31
2	2	2	0	SOUTHBOUND	1621	PM Peak	PM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	1.1	8.3	20.8%	29
2	2	2	0	SOUTHBOUND	1637	PM Peak	PM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	2.9	5.3	13.2%	24
2	2	2	0	SOUTHBOUND	1643	PM Peak	PM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	1.9	5.9	14.8%	31
2	2	2	0	SOUTHBOUND	1726	PM Peak	PM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	2.5	2.5	6.2%	30
2	2	2	0	SOUTHBOUND	1734	PM Peak	PM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	.4	4.2	10.5%	23
2	2	2	0	SOUTHBOUND	1746	PM Peak	PM Peak	22	102	NE 1 AV NE 4 ST - EOL	.0	.9	3.1	7.7%	31

Northbound
AM Peak Hour: 17.3 riders
PM Peak Hour: 29.4 riders
Southbound
AM Peak Hour: 11.7 riders
PM Peak Hour: 19.5 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
3	3	3	1	NORTHBOUND	616	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	10.7	.2	11.5	28.9%	24
3	3	3	1	NORTHBOUND	636	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	2.5	.0	2.5	6.2%	50
3	3	3	1	NORTHBOUND	656	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	13.6	.0	13.7	34.2%	33
3	3	3	1	NORTHBOUND	714	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	16.1	.0	16.1	40.3%	9
3	3	3	1	NORTHBOUND	732	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	14.1	.2	16.4	41.0%	29
3	3	3	1	NORTHBOUND	750	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	10.6	.3	11.1	27.8%	39
3	3	3	1	NORTHBOUND	808	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	11.9	.0	12.4	31.0%	24
3	3	3	1	NORTHBOUND	826	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	13.1	.0	13.1	32.7%	47
3	3	3	1	NORTHBOUND	844	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	14.7	.0	15.1	37.8%	45
3	3	3	1	NORTHBOUND	1502	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	15.2	.0	15.2	38.1%	9
3	3	3	1	NORTHBOUND	1520	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	7.9	.0	8.0	19.9%	38
3	3	3	1	NORTHBOUND	1538	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	8.7	.0	9.6	24.0%	36
3	3	3	1	NORTHBOUND	1556	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	8.2	.0	8.5	21.2%	37
3	3	3	1	NORTHBOUND	1614	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	9.1	.4	11.6	28.9%	49
3	3	3	1	NORTHBOUND	1632	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	12.0	.0	12.9	32.2%	43
3	3	3	1	NORTHBOUND	1650	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	9.7	.0	10.8	27.0%	38
3	3	3	1	NORTHBOUND	1708	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	12.5	.0	12.5	31.3%	28
3	3	3	1	NORTHBOUND	1726	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	10.7	.0	10.8	27.0%	56
3	3	3	1	NORTHBOUND	1744	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	11.1	.0	11.2	28.0%	21
3	3	3	0	SOUTHBOUND	650	AM Peak	AM Peak	40	101	CBD TERMINAL SW 1 AV OP F	.0	13.0	.0	0.0%	1
3	3	3	0	SOUTHBOUND	725	AM Peak	AM Peak	40	101	CBD TERMINAL SW 1 AV OP F	.0	3.0	.0	0.0%	1
3	3	3	0	SOUTHBOUND	820	AM Peak	AM Peak	40	101	CBD TERMINAL SW 1 AV OP F	.0	5.0	46.0	115.0%	1
3	3	3	0	SOUTHBOUND	855	AM Peak	AM Peak	40	101	CBD TERMINAL SW 1 AV OP F	.0	.0	.0	0.0%	1
3	3	3	0	SOUTHBOUND	1606	PM Peak	PM Peak	40	101	CBD TERMINAL SW 1 AV OP F	6.5	.5	12.5	31.3%	2
3	3	3	0	SOUTHBOUND	1741	PM Peak	PM Peak	40	101	CBD TERMINAL SW 1 AV OP F	.0	9.0	.0	0.0%	1

Northbound
AM Peak Hour: 46.2 riders
PM Peak Hour: 47 riders
Southbound
AM Peak Hour: 46 riders
PM Peak Hour: 12.5 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
6	6	6	1	NORTHBOUND	830	AM Peak	AM Peak	22	78	NE 1 AV NE 4 ST	.1	.4	5.3	13.2%	46
6	6	6	1	NORTHBOUND	1530	PM Peak	PM Peak	22	78	NE 1 AV NE 4 ST	.6	.1	5.7	14.2%	38
6	6	6	1	NORTHBOUND	1630	PM Peak	PM Peak	22	78	NE 1 AV NE 4 ST	.5	.3	5.2	12.9%	45
6	6	6	1	NORTHBOUND	1730	PM Peak	PM Peak	22	78	NE 1 AV NE 4 ST	.2	.1	3.3	8.2%	46

Northbound
AM Peak Hour: 5.3 riders
PM Peak Hour: 5.7 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
6	6	6	0	SOUTHBOUND	800	AM Peak	AM Peak	1000	32	S MIAMI AV W FLAGLER ST	.6	2.0	5.6	14.0%	46
6	6	6	0	SOUTHBOUND	1500	PM Peak	PM Peak	1000	32	S MIAMI AV W FLAGLER ST	1.4	.5	7.1	17.8%	46
6	6	6	0	SOUTHBOUND	1600	PM Peak	PM Peak	1000	32	S MIAMI AV W FLAGLER ST	1.3	.6	6.9	17.2%	46
6	6	6	0	SOUTHBOUND	1700	PM Peak	PM Peak	1000	32	S MIAMI AV W FLAGLER ST	1.7	.1	6.9	17.3%	39

Southbound
AM Peak Hour: 5.6 riders
PM Peak Hour: 7.1 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
7	7	7	0	EASTBOUND	605	AM Peak	AM Peak	22	95	NE 1 AV NE 4 ST - EOL	.0	6.1	1.7	4.3%	44
7	7	7	0	EASTBOUND	630	AM Peak	AM Peak	22	95	NE 1 AV NE 4 ST - EOL	.0	10.1	1.6	3.9%	9
7	7	7	0	EASTBOUND	654	AM Peak	AM Peak	22	95	NE 1 AV NE 4 ST - EOL	.0	6.2	2.0	5.0%	21
7	7	7	0	EASTBOUND	722	AM Peak	AM Peak	22	95	NE 1 AV NE 4 ST - EOL	.0	7.8	2.6	6.5%	15
7	7	7	0	EASTBOUND	750	AM Peak	AM Peak	22	95	NE 1 AV NE 4 ST - EOL	.0	4.6	4.2	10.5%	5
7	7	7	0	EASTBOUND	819	AM Peak	AM Peak	22	95	NE 1 AV NE 4 ST - EOL	.0	6.0	3.5	8.6%	40
7	7	7	0	EASTBOUND	857	AM Peak	AM Peak	22	95	NE 1 AV NE 4 ST - EOL	.0	2.1	2.8	6.9%	21
7	7	7	0	EASTBOUND	1514	PM Peak	PM Peak	22	95	NE 1 AV NE 4 ST - EOL	.0	1.3	3.0	7.6%	26
7	7	7	0	EASTBOUND	1543	PM Peak	PM Peak	22	95	NE 1 AV NE 4 ST - EOL	.0	3.3	3.0	7.5%	51
7	7	7	0	EASTBOUND	1616	PM Peak	PM Peak	22	95	NE 1 AV NE 4 ST	.0	.0	1.0	2.5%	1
7	7	7	0	EASTBOUND	1616	PM Peak	PM Peak	22	95	NE 1 AV NE 4 ST - EOL	.0	1.4	4.7	11.8%	29
7	7	7	0	EASTBOUND	1650	PM Peak	PM Peak	22	95	NE 1 AV NE 4 ST - EOL	.0	.8	4.1	10.2%	32
7	7	7	0	EASTBOUND	1740	PM Peak	PM Peak	22	95	NE 1 AV NE 4 ST - EOL	.0	3.0	4.3	10.7%	19
7	7	7	1	WESTBOUND	600	AM Peak	AM Peak	22	1	NE 1 AV NE 4 ST	3.8	.0	5.8	14.5%	15
7	7	7	1	WESTBOUND	625	AM Peak	AM Peak	22	1	NE 1 AV NE 4 ST	12.0	.0	12.8	31.9%	4
7	7	7	1	WESTBOUND	655	AM Peak	AM Peak	22	1	NE 1 AV NE 4 ST	3.5	.0	5.0	12.5%	40
7	7	7	1	WESTBOUND	730	AM Peak	AM Peak	22	1	NE 1 AV NE 4 ST	1.8	.0	2.8	7.0%	21
7	7	7	1	WESTBOUND	800	AM Peak	AM Peak	22	1	NE 1 AV NE 4 ST	5.8	.0	6.7	16.8%	29
7	7	7	1	WESTBOUND	830	AM Peak	AM Peak	22	1	NE 1 AV NE 4 ST	3.3	.0	4.8	12.1%	35
7	7	7	1	WESTBOUND	1500	PM Peak	PM Peak	22	1	NE 1 AV NE 4 ST	8.2	.0	12.9	32.2%	33
7	7	7	1	WESTBOUND	1530	PM Peak	PM Peak	22	1	NE 1 AV NE 4 ST	4.0	.0	8.3	20.6%	32
7	7	7	1	WESTBOUND	1600	PM Peak	PM Peak	22	1	NE 1 AV NE 4 ST	6.0	.0	10.8	27.1%	24
7	7	7	1	WESTBOUND	1635	PM Peak	PM Peak	22	1	NE 1 AV NE 4 ST	7.1	.0	12.5	31.3%	46
7	7	7	1	WESTBOUND	1700	PM Peak	PM Peak	22	1	NE 1 AV NE 4 ST	7.0	.0	11.8	29.4%	25
7	7	7	1	WESTBOUND	1730	PM Peak	PM Peak	22	1	NE 1 AV NE 4 ST	6.8	.0	11.0	27.4%	33

Eastbound
AM Peak Hour: 8.8 riders
PM Peak Hour: 8.8 riders
Westbound
AM Peak Hour: 23.6 riders
PM Peak Hour: 24.3 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
8	8	8	1	WESTBOUND	655	AM Peak	AM Peak	61	1	MDCC DOWNTOWN CAMPUS	15.2	.0	15.2	37.9%	46
8	8	8	1	WESTBOUND	715	AM Peak	AM Peak	61	1	MDCC DOWNTOWN CAMPUS	8.9	.0	9.3	23.2%	7
8	8	8	1	WESTBOUND	725	AM Peak	AM Peak	61	1	MDCC DOWNTOWN CAMPUS	8.4	.0	8.5	21.4%	31
8	8	8	1	WESTBOUND	745	AM Peak	AM Peak	61	1	MDCC DOWNTOWN CAMPUS	10.8	.0	10.9	27.3%	12
8	8	8	1	WESTBOUND	755	AM Peak	AM Peak	61	1	MDCC DOWNTOWN CAMPUS	4.3	.0	4.6	11.6%	25
8	8	8	1	WESTBOUND	815	AM Peak	AM Peak	61	1	MDCC DOWNTOWN CAMPUS	14.4	.0	14.8	37.0%	14
8	8	8	1	WESTBOUND	845	AM Peak	AM Peak	61	1	MDCC DOWNTOWN CAMPUS	1.7	.0	1.9	4.6%	7
8	8	8	1	WESTBOUND	855	AM Peak	AM Peak	61	1	MDCC DOWNTOWN CAMPUS	3.6	.0	3.6	8.9%	7
8	8	8	1	WESTBOUND	1525	PM Peak	PM Peak	61	1	MDCC DOWNTOWN CAMPUS	2.9	.0	3.3	8.3%	10
8	8	8	1	WESTBOUND	1545	PM Peak	PM Peak	61	1	MDCC DOWNTOWN CAMPUS	9.0	.0	9.5	23.7%	13
8	8	8	1	WESTBOUND	1555	PM Peak	PM Peak	61	1	MDCC DOWNTOWN CAMPUS	4.6	.2	5.2	13.0%	29
8	8	8	1	WESTBOUND	1615	PM Peak	PM Peak	61	1	MDCC DOWNTOWN CAMPUS	8.5	.0	8.7	21.6%	20
8	8	8	1	WESTBOUND	1625	PM Peak	PM Peak	61	1	MDCC DOWNTOWN CAMPUS	9.4	.0	9.5	23.9%	24
8	8	8	1	WESTBOUND	1645	PM Peak	PM Peak	61	1	MDCC DOWNTOWN CAMPUS	7.0	.0	7.6	19.1%	22
8	8	8	1	WESTBOUND	1655	PM Peak	PM Peak	61	1	MDCC DOWNTOWN CAMPUS	1.9	.0	1.9	4.8%	11
8	8	8	1	WESTBOUND	1715	PM Peak	PM Peak	61	1	MDCC DOWNTOWN CAMPUS	6.3	.0	7.4	18.5%	13
8	8	8	1	WESTBOUND	1725	PM Peak	PM Peak	61	1	MDCC DOWNTOWN CAMPUS	11.1	.0	11.8	29.5%	11
8	8	8	1	WESTBOUND	1745	PM Peak	PM Peak	61	1	MDCC DOWNTOWN CAMPUS	9.0	.0	9.1	22.7%	14
8	8	8	1	WESTBOUND	1755	PM Peak	PM Peak	61	1	MDCC DOWNTOWN CAMPUS	8.4	.0	9.7	24.2%	28

Eastbound
AM Peak Hour: 6.1 riders
PM Peak Hour: 13.4 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
8	8	8	0	EASTBOUND	625	AM Peak	AM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	2.2	2.5	6.4%	24
8	8	8	0	EASTBOUND	644	AM Peak	AM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	1.6	1.0	2.6%	31
8	8	8	0	EASTBOUND	647	AM Peak	AM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	3.1	.3	0.8%	9
8	8	8	0	EASTBOUND	711	AM Peak	AM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	3.7	.6	1.4%	25
8	8	8	0	EASTBOUND	717	AM Peak	AM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	3.8	2.7	6.7%	32
8	8	8	0	EASTBOUND	747	AM Peak	AM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	.9	.7	1.8%	44
8	8	8	0	EASTBOUND	811	AM Peak	AM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	3.5	.7	1.7%	6
8	8	8	0	EASTBOUND	815	AM Peak	AM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	2.8	2.7	6.6%	43
8	8	8	0	EASTBOUND	851	AM Peak	AM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	2.6	2.7	6.8%	30
8	8	8	0	EASTBOUND	1504	PM Peak	PM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	3.3	1.9	4.8%	27
8	8	8	0	EASTBOUND	1505	PM Peak	PM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	3.3	3.5	8.9%	24
8	8	8	0	EASTBOUND	1515	PM Peak	PM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	1.8	1.2	2.9%	12
8	8	8	0	EASTBOUND	1545	PM Peak	PM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	1.7	1.7	4.3%	33
8	8	8	0	EASTBOUND	1604	PM Peak	PM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	1.2	.3	0.7%	11
8	8	8	0	EASTBOUND	1615	PM Peak	PM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	1.8	.5	1.3%	39
8	8	8	0	EASTBOUND	1634	PM Peak	PM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	.4	2.8	7.0%	10
8	8	8	0	EASTBOUND	1645	PM Peak	PM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	1.9	5.1	12.8%	42
8	8	8	0	EASTBOUND	1704	PM Peak	PM Peak	60	93	MDCC DOWNTOWN CAMPUS	.0	.0	.0	0.0%	1
8	8	8	0	EASTBOUND	1704	PM Peak	PM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	1.9	3.0	7.4%	28
8	8	8	0	EASTBOUND	1715	PM Peak	PM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	3.6	2.5	6.2%	25
8	8	8	0	EASTBOUND	1746	PM Peak	PM Peak	60	93	MDCC DOWNTOWN CAMPUS - EOL	.0	2.2	1.5	3.9%	24

Westbound
AM Peak Hour: 33.3 riders
PM Peak Hour: 38.0 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
9	9	9	1	NORTHBOUND	610	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	2.8	.2	3.6	9.0%	58
9	9	9	1	NORTHBOUND	630	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	5.6	.3	6.2	15.4%	30
9	9	9	1	NORTHBOUND	642	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	6.2	.0	8.9	22.2%	22
9	9	9	1	NORTHBOUND	654	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	6.6	.0	7.6	19.0%	5
9	9	9	1	NORTHBOUND	708	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	6.7	.0	9.0	22.6%	27
9	9	9	1	NORTHBOUND	720	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	7.4	.2	14.0	34.9%	20
9	9	9	1	NORTHBOUND	732	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	8.0	.0	10.0	25.0%	8
9	9	9	1	NORTHBOUND	744	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	6.1	.0	12.0	30.0%	8
9	9	9	1	NORTHBOUND	756	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	5.3	.0	6.1	15.3%	22
9	9	9	1	NORTHBOUND	808	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	11.3	.0	12.8	31.9%	17
9	9	9	1	NORTHBOUND	820	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	4.0	.0	5.3	13.2%	24
9	9	9	1	NORTHBOUND	832	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	3.6	.0	5.6	14.0%	20
9	9	9	1	NORTHBOUND	844	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	4.5	.0	6.9	17.3%	39
9	9	9	1	NORTHBOUND	856	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	5.0	.0	7.1	17.8%	36
9	9	9	1	NORTHBOUND	1512	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	6.2	.0	10.3	25.8%	18
9	9	9	1	NORTHBOUND	1536	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	7.3	.0	12.9	32.1%	7
9	9	9	1	NORTHBOUND	1548	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	5.8	.0	9.1	22.7%	29
9	9	9	1	NORTHBOUND	1600	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	6.0	.2	9.7	24.4%	39
9	9	9	1	NORTHBOUND	1612	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	7.2	.0	11.5	28.8%	13
9	9	9	1	NORTHBOUND	1626	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	7.8	.0	9.7	24.3%	25
9	9	9	1	NORTHBOUND	1636	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	4.8	.0	7.9	19.6%	40
9	9	9	1	NORTHBOUND	1648	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	6.6	.0	10.6	26.6%	24
9	9	9	1	NORTHBOUND	1700	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	4.4	.0	7.1	17.8%	32
9	9	9	1	NORTHBOUND	1712	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	4.9	.0	8.1	20.2%	38
9	9	9	1	NORTHBOUND	1724	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	4.6	.0	10.5	26.2%	17
9	9	9	1	NORTHBOUND	1736	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	4.4	.0	6.6	16.6%	29
9	9	9	1	NORTHBOUND	1748	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	8.0	.0	13.8	34.4%	27
9	9	9	0	SOUTHBOUND	604	AM Peak	AM Peak	40	127	CBD TERMINAL SW 1 AV OP - EOL	.0	.9	6.1	15.3%	8
9	9	9	0	SOUTHBOUND	610	AM Peak	AM Peak	40	127	CBD TERMINAL SW 1 AV OP - EOL	.0	1.2	7.7	19.2%	18
9	9	9	0	SOUTHBOUND	620	AM Peak	AM Peak	40	127	CBD TERMINAL SW 1 AV OP - EOL	.0	.0	3.9	9.7%	8
9	9	9	0	SOUTHBOUND	626	AM Peak	AM Peak	40	127	CBD TERMINAL SW 1 AV OP - EOL	.0	2.0	2.7	6.8%	17
9	9	9	0	SOUTHBOUND	626	AM Peak	AM Peak	40	127	CBD TERMINAL SW 1 AV OP F	.0	25.0	10.0	25.0%	1
9	9	9	0	SOUTHBOUND	639	AM Peak	AM Peak	40	127	CBD TERMINAL SW 1 AV OP - EOL	.0	1.5	.7	1.7%	19
9	9	9	0	SOUTHBOUND	646	AM Peak	AM Peak	40	127	CBD TERMINAL SW 1 AV OP - EOL	.0	.4	4.8	11.9%	20
9	9	9	0	SOUTHBOUND	703	AM Peak	AM Peak	40	127	CBD TERMINAL SW 1 AV OP - EOL	.0	1.1	3.7	9.1%	23
9	9	9	0	SOUTHBOUND	703	AM Peak	AM Peak	40	127	CBD TERMINAL SW 1 AV OP F	.0	.0	.0	0.0%	1
9	9	9	0	SOUTHBOUND	722	AM Peak	AM Peak	40	127	CBD TERMINAL SW 1 AV OP - EOL	.0	.9	6.9	17.2%	17
9	9	9	0	SOUTHBOUND	727	AM Peak	AM Peak	40	127	CBD TERMINAL SW 1 AV OP - EOL	.0	1.2	3.7	9.1%	38
9	9	9	0	SOUTHBOUND	727	AM Peak	AM Peak	40	127	CBD TERMINAL SW 1 AV OP F	.0	.0	27.0	67.5%	1
9	9	9	0	SOUTHBOUND	739	AM Peak	AM Peak	40	127	CBD TERMINAL SW 1 AV OP - EOL	.0	.8	4.9	12.3%	36
9	9	9	0	SOUTHBOUND	753	AM Peak	AM Peak	40	127	CBD TERMINAL SW 1 AV OP - EOL	.0	.5	7.0	17.4%	48
9	9	9	0	SOUTHBOUND	820	AM Peak	AM Peak	40	127	CBD TERMINAL SW 1 AV OP - EOL	.0	1.0	1.8	4.6%	50
9	9	9	0	SOUTHBOUND	820	AM Peak	AM Peak	40	127	CBD TERMINAL SW 1 AV OP F	1.0	12.0	1.0	2.5%	1
9	9	9	0	SOUTHBOUND	850	AM Peak	AM Peak	40	127	CBD TERMINAL SW 1 AV OP - EOL	.0	.1	3.1	7.9%	27
9	9	9	0	SOUTHBOUND	1507	PM Peak	PM Peak	40	127	CBD TERMINAL SW 1 AV OP - EOL	.0	1.1	2.1	5.3%	24
9	9	9	0	SOUTHBOUND	1508	PM Peak	PM Peak	40	127	CBD TERMINAL SW 1 AV OP - EOL	.0	1.7	7.5	18.8%	30

9	9	9	0	SOUTHBOUND	1529	PM Peak	PM Peak	40	127 CBD TERMINAL SW 1 AV OP - EOL	.0	2.6	5.4	13.4%	24
9	9	9	0	SOUTHBOUND	1532	PM Peak	PM Peak	40	127 CBD TERMINAL SW 1 AV OP - EOL	.0	.8	7.0	17.5%	17
9	9	9	0	SOUTHBOUND	1544	PM Peak	PM Peak	40	127 CBD TERMINAL SW 1 AV OP - EOL	.0	.6	4.4	10.9%	28
9	9	9	0	SOUTHBOUND	1544	PM Peak	PM Peak	40	127 CBD TERMINAL SW 1 AV OP F	.0	.0	.0	0.0%	1
9	9	9	0	SOUTHBOUND	1553	PM Peak	PM Peak	40	127 CBD TERMINAL SW 1 AV OP - EOL	.0	.4	4.3	10.7%	37
9	9	9	0	SOUTHBOUND	1608	PM Peak	PM Peak	40	127 CBD TERMINAL SW 1 AV OP - EOL	.0	1.0	5.7	14.3%	57
9	9	9	0	SOUTHBOUND	1608	PM Peak	PM Peak	40	127 CBD TERMINAL SW 1 AV OP F	8.0	.3	11.7	29.2%	3
9	9	9	0	SOUTHBOUND	1629	PM Peak	PM Peak	40	127 CBD TERMINAL SW 1 AV OP - EOL	.0	.2	7.3	18.3%	27
9	9	9	0	SOUTHBOUND	1629	PM Peak	PM Peak	40	127 CBD TERMINAL SW 1 AV OP F	.0	1.0	23.0	57.5%	1
9	9	9	0	SOUTHBOUND	1641	PM Peak	PM Peak	40	127 CBD TERMINAL SW 1 AV OP - EOL	.0	.5	3.4	8.4%	45
9	9	9	0	SOUTHBOUND	1723	PM Peak	PM Peak	40	127 CBD TERMINAL SW 1 AV OP - EOL	.0	.9	4.3	10.7%	30

Northbound
AM Peak Hour: 54.9 riders
PM Peak Hour: 46.8 riders
Southbound
AM Peak Hour: 45.4 riders
PM Peak Hour: 59.8 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
11	11	11	0	EASTBOUND	613	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	.3	1.1	2.7%	14
11	11	11	0	EASTBOUND	614	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	1.0	1.8	4.5%	33
11	11	11	0	EASTBOUND	625	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	2.6	5.1	12.7%	35
11	11	11	0	EASTBOUND	626	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	.5	1.3	3.1%	31
11	11	11	0	EASTBOUND	637	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	1.4	2.5	6.2%	17
11	11	11	0	EASTBOUND	638	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	.3	1.0	2.5%	6
11	11	11	0	EASTBOUND	652	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	.2	1.6	4.0%	13
11	11	11	0	EASTBOUND	652	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	.5	2.3	5.8%	23
11	11	11	0	EASTBOUND	705	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	.0	.3	0.6%	44
11	11	11	0	EASTBOUND	706	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	1.2	1.8	4.4%	33
11	11	11	0	EASTBOUND	720	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	2.6	2.0	5.0%	17
11	11	11	0	EASTBOUND	721	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	1.1	5.0	12.6%	26
11	11	11	0	EASTBOUND	735	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	.3	13.0	32.5%	4
11	11	11	0	EASTBOUND	738	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	2.9	4.4	10.9%	8
11	11	11	0	EASTBOUND	751	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	2.1	2.9	7.4%	19
11	11	11	0	EASTBOUND	802	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	.1	.5	1.2%	33
11	11	11	0	EASTBOUND	813	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	2.8	2.2	5.5%	15
11	11	11	0	EASTBOUND	827	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	2.7	10.3	25.7%	18
11	11	11	0	EASTBOUND	838	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	2.2	2.6	6.5%	31
11	11	11	0	EASTBOUND	853	AM Peak	AM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	6.8	14.5	36.2%	23
11	11	11	0	EASTBOUND	1507	PM Peak	PM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	1.8	4.2	10.4%	19
11	11	11	0	EASTBOUND	1510	PM Peak	PM Peak	104	93	NW 1 ST NW 1 AV	.0	.0	.0	0.0%	1
11	11	11	0	EASTBOUND	1510	PM Peak	PM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	2.1	8.0	20.0%	20
11	11	11	0	EASTBOUND	1523	PM Peak	PM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	1.2	1.4	3.4%	16
11	11	11	0	EASTBOUND	1526	PM Peak	PM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	.0	12.0	30.0%	1
11	11	11	0	EASTBOUND	1539	PM Peak	PM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	2.3	2.3	5.8%	15
11	11	11	0	EASTBOUND	1542	PM Peak	PM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	2.4	8.3	20.7%	30
11	11	11	0	EASTBOUND	1555	PM Peak	PM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	1.4	4.3	10.8%	13
11	11	11	0	EASTBOUND	1611	PM Peak	PM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	5.7	8.0	20.0%	19
11	11	11	0	EASTBOUND	1614	PM Peak	PM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	2.1	6.6	16.6%	19
11	11	11	0	EASTBOUND	1627	PM Peak	PM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	2.5	5.7	14.3%	19
11	11	11	0	EASTBOUND	1634	PM Peak	PM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	3.3	6.8	16.9%	28
11	11	11	0	EASTBOUND	1643	PM Peak	PM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	1.5	2.9	7.2%	15
11	11	11	0	EASTBOUND	1701	PM Peak	PM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	1.0	7.9	19.9%	17
11	11	11	0	EASTBOUND	1709	PM Peak	PM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	1.5	11.0	27.5%	13
11	11	11	0	EASTBOUND	1727	PM Peak	PM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	.6	6.1	15.2%	28
11	11	11	0	EASTBOUND	1736	PM Peak	PM Peak	104	93	NW 1 ST NW 1 AV - EOL	.0	2.1	4.7	11.8%	18
11	11	11	1	WESTBOUND	608	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	1.9	.0	1.9	4.7%	44
11	11	11	1	WESTBOUND	620	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	2.8	.0	3.5	8.8%	8
11	11	11	1	WESTBOUND	632	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	14.0	.0	15.5	38.8%	4
11	11	11	1	WESTBOUND	644	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	1.5	.0	1.5	3.9%	35
11	11	11	1	WESTBOUND	654	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	11.9	.0	12.9	32.3%	20
11	11	11	1	WESTBOUND	704	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	11.9	.0	12.8	32.0%	20
11	11	11	1	WESTBOUND	712	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	8.9	.0	9.7	24.2%	15
11	11	11	1	WESTBOUND	720	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	17.4	.7	18.4	46.0%	27
11	11	11	1	WESTBOUND	728	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	4.0	.0	4.6	11.5%	31

11	11	11	1	WESTBOUND	736	AM Peak	AM Peak	104	1 NW 1 ST NW 1 AV	8.4	.0	9.2	23.0%	33
11	11	11	1	WESTBOUND	744	AM Peak	AM Peak	104	1 NW 1 ST NW 1 AV	8.5	.0	9.5	23.8%	6
11	11	11	1	WESTBOUND	752	AM Peak	AM Peak	104	1 NW 1 ST NW 1 AV	12.6	.0	13.7	34.3%	36
11	11	11	1	WESTBOUND	800	AM Peak	AM Peak	104	1 NW 1 ST NW 1 AV	9.0	.0	9.3	23.2%	23
11	11	11	1	WESTBOUND	808	AM Peak	AM Peak	104	1 NW 1 ST NW 1 AV	9.8	.0	10.8	26.9%	17
11	11	11	1	WESTBOUND	816	AM Peak	AM Peak	104	1 NW 1 ST NW 1 AV	3.4	.0	3.5	8.9%	44
11	11	11	1	WESTBOUND	824	AM Peak	AM Peak	104	1 NW 1 ST NW 1 AV	12.5	.0	13.3	33.3%	13
11	11	11	1	WESTBOUND	832	AM Peak	AM Peak	104	1 NW 1 ST NW 1 AV	15.6	.0	16.1	40.1%	17
11	11	11	1	WESTBOUND	840	AM Peak	AM Peak	104	1 NW 1 ST NW 1 AV	9.8	.0	9.9	24.8%	33
11	11	11	1	WESTBOUND	848	AM Peak	AM Peak	104	1 NW 1 ST NW 1 AV	21.8	.0	23.8	59.4%	4
11	11	11	1	WESTBOUND	858	AM Peak	AM Peak	104	1 NW 1 ST NW 1 AV	13.8	.0	15.2	37.9%	28
11	11	11	1	WESTBOUND	1506	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	16.2	.0	17.9	44.8%	21
11	11	11	1	WESTBOUND	1518	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	15.1	.0	16.1	40.1%	19
11	11	11	1	WESTBOUND	1530	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	10.1	.0	10.7	26.8%	15
11	11	11	1	WESTBOUND	1542	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	15.3	.2	16.6	41.4%	29
11	11	11	1	WESTBOUND	1552	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	12.0	.0	13.6	33.9%	14
11	11	11	1	WESTBOUND	1600	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	20.8	.0	20.8	52.0%	14
11	11	11	1	WESTBOUND	1608	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	14.5	.0	16.3	40.8%	21
11	11	11	1	WESTBOUND	1624	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	11.1	.0	12.4	31.1%	19
11	11	11	1	WESTBOUND	1632	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	4.8	.0	5.6	13.9%	30
11	11	11	1	WESTBOUND	1640	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	8.9	.2	9.3	23.2%	17
11	11	11	1	WESTBOUND	1648	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	18.9	.0	19.3	48.3%	20
11	11	11	1	WESTBOUND	1656	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	21.7	.0	22.1	55.2%	15
11	11	11	1	WESTBOUND	1704	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	22.0	.0	25.0	62.5%	1
11	11	11	1	WESTBOUND	1712	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	14.4	.0	15.2	37.9%	13
11	11	11	1	WESTBOUND	1720	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	11.8	.0	12.9	32.2%	30
11	11	11	1	WESTBOUND	1728	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	16.7	.0	18.9	47.2%	19
11	11	11	1	WESTBOUND	1744	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	14.5	.0	18.4	45.9%	19
11	11	11	1	WESTBOUND	1752	PM Peak	PM Peak	104	1 NW 1 ST NW 1 AV	19.0	.0	20.3	50.8%	19

Westbound
AM Peak Hour: 75.4 riders
PM Peak Hour: 131.8 riders
Eastbound
AM Peak Hour: 33.3 riders
PM Peak Hour: 42.9 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
21	21	21	1	NORTHBOUND	605	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	.4	.0	.4	0.9%	51
21	21	21	1	NORTHBOUND	635	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	1.3	.0	1.8	4.6%	54
21	21	21	1	NORTHBOUND	705	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	4.5	.0	4.5	11.3%	58
21	21	21	1	NORTHBOUND	735	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	5.2	.0	5.2	13.0%	11
21	21	21	1	NORTHBOUND	805	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	1.2	.0	1.2	3.1%	53
21	21	21	1	NORTHBOUND	835	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	1.8	.0	1.8	4.6%	54
21	21	21	1	NORTHBOUND	1505	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	9.7	.6	11.3	28.3%	60
21	21	21	1	NORTHBOUND	1535	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	6.0	.0	6.1	15.2%	28
21	21	21	1	NORTHBOUND	1605	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	7.9	.0	8.1	20.4%	14
21	21	21	1	NORTHBOUND	1635	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	3.2	.0	3.2	8.0%	47
21	21	21	1	NORTHBOUND	1705	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	3.4	.0	3.4	8.5%	50
21	21	21	1	NORTHBOUND	1735	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	7.1	.0	7.4	18.5%	57
21	21	21	0	SOUTHBOUND	613	AM Peak	AM Peak	40	68	CBD TERMINAL SW 1 AV OP - EOL	.0	4.2	.1	0.2%	58
21	21	21	0	SOUTHBOUND	638	AM Peak	AM Peak	40	68	CBD TERMINAL SW 1 AV OP - EOL	.0	8.5	.0	0.0%	11
21	21	21	0	SOUTHBOUND	705	AM Peak	AM Peak	40	68	CBD TERMINAL SW 1 AV OP - EOL	.0	1.3	.1	0.2%	52
21	21	21	0	SOUTHBOUND	735	AM Peak	AM Peak	40	68	CBD TERMINAL SW 1 AV OP - EOL	.0	.6	.2	0.6%	53
21	21	21	0	SOUTHBOUND	805	AM Peak	AM Peak	40	68	CBD TERMINAL SW 1 AV OP - EOL	.0	6.5	.4	0.9%	58
21	21	21	0	SOUTHBOUND	837	AM Peak	AM Peak	40	68	CBD TERMINAL SW 1 AV OP - EOL	.0	11.8	1.2	2.9%	12
21	21	21	0	SOUTHBOUND	1506	PM Peak	PM Peak	40	68	CBD TERMINAL SW 1 AV OP - EOL	.0	7.6	4.3	10.7%	14
21	21	21	0	SOUTHBOUND	1536	PM Peak	PM Peak	40	68	CBD TERMINAL SW 1 AV OP - EOL	.0	1.6	.0	0.0%	45
21	21	21	0	SOUTHBOUND	1606	PM Peak	PM Peak	40	68	CBD TERMINAL SW 1 AV OP - EOL	.0	.9	.4	1.0%	50
21	21	21	0	SOUTHBOUND	1636	PM Peak	PM Peak	40	68	CBD TERMINAL SW 1 AV OP - EOL	.0	3.5	2.3	5.7%	55
21	21	21	0	SOUTHBOUND	1707	PM Peak	PM Peak	40	68	CBD TERMINAL SW 1 AV OP - EOL	.0	3.0	3.0	7.5%	26
21	21	21	0	SOUTHBOUND	1740	PM Peak	PM Peak	40	68	CBD TERMINAL SW 1 AV OP - EOL	.0	.9	.4	1.1%	46

Northbound
AM Peak Hour: 6.3 riders
PM Peak Hour: 17.4 riders
Southbound
AM Peak Hour: 1.6 riders
PM Peak Hour: 2.7 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
77	77	77	1	NORTHBOUND	600	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	6.7	.0	7.6	18.9%	37
77	77	77	1	NORTHBOUND	610	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	3.2	.0	4.5	11.2%	41
77	77	77	1	NORTHBOUND	620	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	2.9	.0	4.0	9.9%	50
77	77	77	1	NORTHBOUND	630	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	2.0	.3	2.2	5.4%	45
77	77	77	1	NORTHBOUND	640	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	3.8	.0	4.6	11.5%	43
77	77	77	1	NORTHBOUND	650	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	4.9	.0	6.7	16.8%	55
77	77	77	1	NORTHBOUND	700	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	4.8	.0	5.4	13.4%	36
77	77	77	1	NORTHBOUND	710	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	.6	.0	.7	1.7%	26
77	77	77	1	NORTHBOUND	718	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	6.7	.0	7.9	19.8%	22
77	77	77	1	NORTHBOUND	726	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	6.0	.0	6.9	17.2%	37
77	77	77	1	NORTHBOUND	734	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	3.4	.0	3.8	9.6%	23
77	77	77	1	NORTHBOUND	742	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	12.1	.1	12.3	30.9%	32
77	77	77	1	NORTHBOUND	750	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	4.0	.0	5.0	12.4%	39
77	77	77	1	NORTHBOUND	758	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	2.9	3.5	3.2	8.1%	17
77	77	77	1	NORTHBOUND	806	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	7.5	.0	8.0	19.9%	20
77	77	77	1	NORTHBOUND	814	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	8.6	.0	9.0	22.5%	10
77	77	77	1	NORTHBOUND	822	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	7.4	.0	8.1	20.2%	12
77	77	77	1	NORTHBOUND	830	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	3.9	.0	4.9	12.1%	35
77	77	77	1	NORTHBOUND	838	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	5.8	.0	6.4	16.1%	39
77	77	77	1	NORTHBOUND	846	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	7.1	.0	7.7	19.2%	31
77	77	77	1	NORTHBOUND	854	AM Peak	AM Peak	104	1	NW 1 ST NW 1 AV	4.4	.0	5.6	14.0%	42
77	77	77	1	NORTHBOUND	1500	PM Peak	PM Peak	104	1	NW 1 ST NW 1 AV	7.0	.0	9.4	23.6%	42
77	77	77	1	NORTHBOUND	1508	PM Peak	PM Peak	104	1	NW 1 ST NW 1 AV	7.4	.0	8.9	22.2%	27
77	77	77	1	NORTHBOUND	1516	PM Peak	PM Peak	104	1	NW 1 ST NW 1 AV	7.0	.0	9.7	24.3%	55
77	77	77	1	NORTHBOUND	1524	PM Peak	PM Peak	104	1	NW 1 ST NW 1 AV	6.3	.0	7.9	19.7%	23
77	77	77	1	NORTHBOUND	1532	PM Peak	PM Peak	104	1	NW 1 ST NW 1 AV	10.9	.0	13.7	34.3%	29
77	77	77	1	NORTHBOUND	1540	PM Peak	PM Peak	104	1	NW 1 ST NW 1 AV	8.0	.0	9.1	22.8%	30
77	77	77	1	NORTHBOUND	1548	PM Peak	PM Peak	104	1	NW 1 ST NW 1 AV	9.8	.0	14.0	34.9%	23
77	77	77	1	NORTHBOUND	1556	PM Peak	PM Peak	104	1	NW 1 ST NW 1 AV	6.9	.0	9.4	23.4%	28
77	77	77	1	NORTHBOUND	1604	PM Peak	PM Peak	104	1	NW 1 ST NW 1 AV	6.7	.0	8.5	21.2%	28
77	77	77	1	NORTHBOUND	1612	PM Peak	PM Peak	104	1	NW 1 ST NW 1 AV	13.2	.0	13.6	34.1%	30
77	77	77	1	NORTHBOUND	1620	PM Peak	PM Peak	104	1	NW 1 ST NW 1 AV	6.8	.1	8.9	22.3%	32
77	77	77	1	NORTHBOUND	1628	PM Peak	PM Peak	104	1	NW 1 ST NW 1 AV	10.7	.0	11.6	29.1%	27
77	77	77	1	NORTHBOUND	1636	PM Peak	PM Peak	104	1	NW 1 ST NW 1 AV	5.7	.0	6.6	16.6%	22
77	77	77	1	NORTHBOUND	1644	PM Peak	PM Peak	104	1	NW 1 ST NW 1 AV	19.0	.0	20.5	51.3%	10
77	77	77	0	SOUTHBOUND	607	AM Peak	AM Peak	104	113	NW 1 ST NW 1 AV - EOL	.0	.4	1.3	3.3%	36
77	77	77	0	SOUTHBOUND	609	AM Peak	AM Peak	104	113	NW 1 ST NW 1 AV - EOL	.0	.6	3.3	8.2%	22
77	77	77	0	SOUTHBOUND	622	AM Peak	AM Peak	104	113	NW 1 ST NW 1 AV - EOL	.0	.2	2.3	5.8%	32
77	77	77	0	SOUTHBOUND	623	AM Peak	AM Peak	104	113	NW 1 ST NW 1 AV - EOL	.0	1.1	.8	2.0%	23
77	77	77	0	SOUTHBOUND	636	AM Peak	AM Peak	104	113	NW 1 ST NW 1 AV	.0	.0	.0	0.0%	1
77	77	77	0	SOUTHBOUND	636	AM Peak	AM Peak	104	113	NW 1 ST NW 1 AV - EOL	.0	.6	4.1	10.1%	17
77	77	77	0	SOUTHBOUND	637	AM Peak	AM Peak	104	113	NW 1 ST NW 1 AV - EOL	.0	.2	2.3	5.7%	37
77	77	77	0	SOUTHBOUND	647	AM Peak	AM Peak	104	113	NW 1 ST NW 1 AV - EOL	.0	.1	4.1	10.2%	11
77	77	77	0	SOUTHBOUND	652	AM Peak	AM Peak	104	113	NW 1 ST NW 1 AV - EOL	.0	2.6	.7	1.8%	20
77	77	77	0	SOUTHBOUND	659	AM Peak	AM Peak	104	113	NW 1 ST NW 1 AV - EOL	.0	1.1	2.7	6.7%	12
77	77	77	0	SOUTHBOUND	702	AM Peak	AM Peak	104	113	NW 1 ST NW 1 AV - EOL	.0	.7	1.7	4.3%	34

77	77	77	0	SOUTHBOUND	715	AM Peak	AM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	1.3	1.3	3.2%	38
77	77	77	0	SOUTHBOUND	718	AM Peak	AM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	.5	3.6	8.9%	32
77	77	77	0	SOUTHBOUND	731	AM Peak	AM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	2.7	2.7	6.7%	42
77	77	77	0	SOUTHBOUND	734	AM Peak	AM Peak	104	113 NW 1 ST NW 1 AV	.0	5.0	10.5	26.3%	2
77	77	77	0	SOUTHBOUND	734	AM Peak	AM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	1.8	3.1	7.7%	50
77	77	77	0	SOUTHBOUND	747	AM Peak	AM Peak	104	113 NW 1 ST NW 1 AV	.0	8.0	.0	0.0%	1
77	77	77	0	SOUTHBOUND	747	AM Peak	AM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	7.6	6.4	15.9%	46
77	77	77	0	SOUTHBOUND	753	AM Peak	AM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	1.5	4.0	9.9%	37
77	77	77	0	SOUTHBOUND	808	AM Peak	AM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	2.9	2.4	6.0%	55
77	77	77	0	SOUTHBOUND	814	AM Peak	AM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	2.5	2.0	4.9%	41
77	77	77	0	SOUTHBOUND	829	AM Peak	AM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	.3	.4	0.9%	24
77	77	77	0	SOUTHBOUND	834	AM Peak	AM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	3.8	2.3	5.7%	37
77	77	77	0	SOUTHBOUND	850	AM Peak	AM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	2.7	4.3	10.7%	23
77	77	77	0	SOUTHBOUND	1500	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	2.4	5.5	13.8%	31
77	77	77	0	SOUTHBOUND	1502	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	1.3	5.3	13.3%	27
77	77	77	0	SOUTHBOUND	1516	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	1.4	4.6	11.5%	21
77	77	77	0	SOUTHBOUND	1517	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	2.0	2.8	7.0%	11
77	77	77	0	SOUTHBOUND	1525	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	2.5	5.5	13.8%	33
77	77	77	0	SOUTHBOUND	1539	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV	.0	.0	.0	0.0%	1
77	77	77	0	SOUTHBOUND	1539	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	1.3	5.4	13.5%	28
77	77	77	0	SOUTHBOUND	1541	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	1.8	2.9	7.4%	36
77	77	77	0	SOUTHBOUND	1555	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	1.5	4.4	10.9%	31
77	77	77	0	SOUTHBOUND	1557	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	2.0	3.0	7.6%	23
77	77	77	0	SOUTHBOUND	1611	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	12.1	5.5	13.8%	38
77	77	77	0	SOUTHBOUND	1613	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	.8	4.9	12.3%	42
77	77	77	0	SOUTHBOUND	1621	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV	.0	4.0	12.0	30.0%	1
77	77	77	0	SOUTHBOUND	1621	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	.4	2.4	6.1%	18
77	77	77	0	SOUTHBOUND	1635	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	.8	3.2	7.9%	26
77	77	77	0	SOUTHBOUND	1638	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	2.5	4.0	9.9%	42
77	77	77	0	SOUTHBOUND	1648	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	2.8	12.6	31.5%	55
77	77	77	0	SOUTHBOUND	1703	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	2.8	7.3	18.3%	30
77	77	77	0	SOUTHBOUND	1718	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	1.8	4.9	12.2%	23
77	77	77	0	SOUTHBOUND	1738	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	.4	4.6	11.6%	29
77	77	77	0	SOUTHBOUND	1753	PM Peak	PM Peak	104	113 NW 1 ST NW 1 AV - EOL	.0	2.9	4.6	11.6%	32

Northbound
AM Peak Hour: 64.3 riders
PM Peak Hour: 88.8 riders
Southbound
AM Peak Hour: 31.1 riders
PM Peak Hour: 46.4 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
93	93	93	1	NORTHBOUND	603	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	11.7	.0	11.7	29.2%	9
93	93	93	1	NORTHBOUND	621	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	9.6	.0	9.6	23.9%	7
93	93	93	1	NORTHBOUND	639	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	12.5	.0	14.2	35.4%	6
93	93	93	1	NORTHBOUND	657	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	8.1	.2	8.3	20.7%	11
93	93	93	1	NORTHBOUND	715	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	9.1	.0	9.2	23.0%	14
93	93	93	1	NORTHBOUND	733	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	8.0	.0	8.1	20.3%	24
93	93	93	1	NORTHBOUND	751	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	18.3	.0	18.4	45.9%	37
93	93	93	1	NORTHBOUND	809	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	17.0	.0	17.1	42.8%	9
93	93	93	1	NORTHBOUND	827	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	8.0	.0	8.0	20.0%	7
93	93	93	1	NORTHBOUND	845	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	11.4	.0	11.5	28.7%	28
93	93	93	1	NORTHBOUND	1502	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	9.7	.0	9.8	24.4%	31
93	93	93	1	NORTHBOUND	1520	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	8.6	.0	8.7	21.6%	26
93	93	93	1	NORTHBOUND	1538	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	9.2	.0	9.7	24.3%	28
93	93	93	1	NORTHBOUND	1558	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	5.5	.0	6.1	15.1%	40
93	93	93	1	NORTHBOUND	1617	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	10.9	.0	10.9	27.3%	27
93	93	93	1	NORTHBOUND	1636	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	10.0	.0	10.0	25.0%	31
93	93	93	1	NORTHBOUND	1654	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	8.6	.4	8.7	21.7%	27
93	93	93	1	NORTHBOUND	1712	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	8.0	.0	8.1	20.2%	23
93	93	93	1	NORTHBOUND	1730	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	10.9	.0	11.0	27.4%	26
93	93	93	1	NORTHBOUND	1748	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	5.1	.0	5.6	14.0%	26
93	93	93	0	SOUTHBOUND	602	AM Peak	AM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	13.2	.3	0.8%	10
93	93	93	0	SOUTHBOUND	620	AM Peak	AM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	6.6	.1	0.4%	14
93	93	93	0	SOUTHBOUND	635	AM Peak	AM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	5.5	2.0	4.9%	24
93	93	93	0	SOUTHBOUND	649	AM Peak	AM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	8.4	1.4	3.6%	37
93	93	93	0	SOUTHBOUND	707	AM Peak	AM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	13.3	.1	0.3%	9
93	93	93	0	SOUTHBOUND	725	AM Peak	AM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	4.0	.0	0.0%	7
93	93	93	0	SOUTHBOUND	743	AM Peak	AM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	11.6	.0	0.1%	28
93	93	93	0	SOUTHBOUND	800	AM Peak	AM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	4.6	.0	0.0%	9
93	93	93	0	SOUTHBOUND	818	AM Peak	AM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	9.1	3.2	8.0%	11
93	93	93	0	SOUTHBOUND	836	AM Peak	AM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	6.1	.1	0.2%	14
93	93	93	0	SOUTHBOUND	854	AM Peak	AM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	6.0	.0	0.0%	23
93	93	93	0	SOUTHBOUND	1510	PM Peak	PM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	10.2	.2	0.5%	26
93	93	93	0	SOUTHBOUND	1529	PM Peak	PM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	10.6	4.1	10.4%	28
93	93	93	0	SOUTHBOUND	1529	PM Peak	PM Peak	40	34	CBD TERMINAL SW 1 AV OP F	.0	12.0	14.0	35.0%	1
93	93	93	0	SOUTHBOUND	1546	PM Peak	PM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	10.5	.1	0.2%	24
93	93	93	0	SOUTHBOUND	1604	PM Peak	PM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	8.7	.8	2.0%	23
93	93	93	0	SOUTHBOUND	1622	PM Peak	PM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	11.5	.5	1.3%	26
93	93	93	0	SOUTHBOUND	1640	PM Peak	PM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	10.2	.5	1.3%	26
93	93	93	0	SOUTHBOUND	1658	PM Peak	PM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	10.8	1.4	3.5%	24
93	93	93	0	SOUTHBOUND	1716	PM Peak	PM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	10.1	1.0	2.5%	24
93	93	93	0	SOUTHBOUND	1735	PM Peak	PM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	5.4	1.0	2.5%	38
93	93	93	0	SOUTHBOUND	1754	PM Peak	PM Peak	40	34	CBD TERMINAL SW 1 AV OP - EOL	.0	9.6	1.1	2.7%	25

Northbound
AM Peak Hour: 55 riders
PM Peak Hour: 37.8 riders
Southbound
AM Peak Hour: 3.6 riders
PM Peak Hour: 19.2 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
95	95	95	1	NORTHBOUND	1509	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	4.5	2.6	8.8	22.0%	46
95	95	95	1	NORTHBOUND	1529	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	7.5	2.7	13.7	34.3%	48
95	95	95	1	NORTHBOUND	1548	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	15.3	.0	22.0	55.0%	3
95	95	95	1	NORTHBOUND	1552	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	4.4	.5	7.9	19.6%	34
95	95	95	1	NORTHBOUND	1558	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	.0	.0	14.0	35.0%	1
95	95	95	1	NORTHBOUND	1603	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	3.2	2.6	6.0	14.9%	45
95	95	95	1	NORTHBOUND	1613	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	5.4	2.7	9.8	24.5%	53
95	95	95	1	NORTHBOUND	1615	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	3.5	.5	8.7	21.8%	40
95	95	95	1	NORTHBOUND	1623	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	10.0	1.8	21.0	52.6%	45
95	95	95	1	NORTHBOUND	1627	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	7.6	.4	11.8	29.4%	45
95	95	95	1	NORTHBOUND	1628	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	11.0	1.5	14.3	35.8%	46
95	95	95	1	NORTHBOUND	1633	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	5.9	2.2	13.5	33.8%	38
95	95	95	1	NORTHBOUND	1643	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	7.6	3.0	12.0	30.1%	50
95	95	95	1	NORTHBOUND	1645	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	3.8	2.0	7.4	18.6%	48
95	95	95	1	NORTHBOUND	1647	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	5.9	.5	10.4	25.9%	46
95	95	95	1	NORTHBOUND	1653	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	3.4	1.7	6.9	17.3%	30
95	95	95	1	NORTHBOUND	1657	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	3.6	.5	9.9	24.7%	33
95	95	95	1	NORTHBOUND	1703	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	6.7	1.7	11.3	28.1%	44
95	95	95	1	NORTHBOUND	1707	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	3.0	.4	8.2	20.4%	34
95	95	95	1	NORTHBOUND	1722	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	.0	1.0	16.0	40.0%	1
95	95	95	1	NORTHBOUND	1723	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	4.0	2.4	7.7	19.3%	37
95	95	95	1	NORTHBOUND	1735	PM Peak	PM Peak	595	29	W FLAGLER ST NW 1 AV	2.7	3.1	6.2	15.4%	44

Northbound
PM Peak Hour: 72.4
Southbound
PM Peak Hour: 72.4

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
119	119	119	1	NORTHBOUND	610	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	9.0	.0	9.0	22.6%	46
119	119	119	1	NORTHBOUND	622	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	2.2	.0	2.2	5.6%	53
119	119	119	1	NORTHBOUND	634	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	16.0	.0	16.9	42.3%	28
119	119	119	1	NORTHBOUND	646	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	10.8	.0	10.9	27.2%	43
119	119	119	1	NORTHBOUND	658	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	14.4	.0	14.4	36.0%	38
119	119	119	1	NORTHBOUND	710	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	2.7	.0	2.7	6.7%	45
119	119	119	1	NORTHBOUND	722	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	9.9	.0	10.0	25.0%	10
119	119	119	1	NORTHBOUND	734	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	25.5	.0	25.5	63.8%	32
119	119	119	1	NORTHBOUND	746	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	16.4	.0	16.7	41.8%	51
119	119	119	1	NORTHBOUND	758	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	16.8	.0	17.0	42.5%	57
119	119	119	1	NORTHBOUND	810	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	8.3	.0	8.7	21.7%	44
119	119	119	1	NORTHBOUND	822	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	15.0	.0	15.3	38.1%	12
119	119	119	1	NORTHBOUND	834	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	15.9	.0	16.7	41.6%	41
119	119	119	1	NORTHBOUND	846	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	14.9	.0	15.1	37.8%	56
119	119	119	1	NORTHBOUND	858	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	6.7	.0	6.8	17.1%	59
119	119	119	1	NORTHBOUND	1510	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	4.6	.0	5.3	13.3%	10
119	119	119	1	NORTHBOUND	1522	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	4.9	.0	6.0	15.0%	22
119	119	119	1	NORTHBOUND	1534	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	22.1	.0	22.1	55.3%	31
119	119	119	1	NORTHBOUND	1546	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	12.3	.1	12.7	31.7%	53
119	119	119	1	NORTHBOUND	1558	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	9.5	.0	9.9	24.8%	52
119	119	119	1	NORTHBOUND	1610	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	6.7	.0	7.2	18.0%	38
119	119	119	1	NORTHBOUND	1622	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	7.3	.0	7.4	18.4%	14
119	119	119	0	SOUTHBOUND	601	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	4.5	2.3	5.7%	32
119	119	119	0	SOUTHBOUND	611	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	1.6	2.3	5.7%	51
119	119	119	0	SOUTHBOUND	622	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	2.9	1.9	4.7%	57
119	119	119	0	SOUTHBOUND	633	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	3.9	1.2	3.0%	43
119	119	119	0	SOUTHBOUND	643	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	1.8	.6	1.6%	11
119	119	119	0	SOUTHBOUND	643	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP F	.0	.0	.0	0.0%	1
119	119	119	0	SOUTHBOUND	652	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	3.3	.4	0.9%	40
119	119	119	0	SOUTHBOUND	703	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	3.6	.5	1.3%	56
119	119	119	0	SOUTHBOUND	714	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	3.0	.8	1.9%	57
119	119	119	0	SOUTHBOUND	714	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP F	.0	.0	.0	0.0%	1
119	119	119	0	SOUTHBOUND	726	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	4.9	1.0	2.6%	35
119	119	119	0	SOUTHBOUND	737	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	1.0	1.2	2.9%	6
119	119	119	0	SOUTHBOUND	749	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	3.2	1.3	3.2%	56
119	119	119	0	SOUTHBOUND	758	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	4.3	1.1	2.8%	50
119	119	119	0	SOUTHBOUND	758	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP F	.0	7.0	.0	0.0%	1
119	119	119	0	SOUTHBOUND	810	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	2.0	2.6	6.6%	51
119	119	119	0	SOUTHBOUND	822	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	.2	.1	0.3%	54
119	119	119	0	SOUTHBOUND	834	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	5.3	2.9	7.3%	27
119	119	119	0	SOUTHBOUND	846	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	3.9	5.9	14.9%	37
119	119	119	0	SOUTHBOUND	846	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP F	.0	.0	5.5	13.8%	2
119	119	119	0	SOUTHBOUND	858	AM Peak	AM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	4.2	.7	1.8%	39
119	119	119	0	SOUTHBOUND	1507	PM Peak	PM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	5.3	4.4	11.0%	25
119	119	119	0	SOUTHBOUND	1519	PM Peak	PM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	2.6	1.5	3.8%	52
119	119	119	0	SOUTHBOUND	1531	PM Peak	PM Peak	40	108	CBD TERMINAL SW 1 AV OP - EOL	.0	5.1	.7	1.9%	35

119	119	119	0	SOUTHBOUND	1531	PM Peak	PM Peak	40	108 CBD TERMINAL SW 1 AV OP F	.0	.0	.0	0.0%	1
119	119	119	0	SOUTHBOUND	1543	PM Peak	PM Peak	40	108 CBD TERMINAL SW 1 AV OP - EOL	.0	7.3	3.2	7.9%	6
119	119	119	0	SOUTHBOUND	1555	PM Peak	PM Peak	40	108 CBD TERMINAL SW 1 AV OP - EOL	.0	7.5	2.6	6.6%	54
119	119	119	0	SOUTHBOUND	1607	PM Peak	PM Peak	40	108 CBD TERMINAL SW 1 AV OP - EOL	.0	7.9	1.5	3.8%	53
119	119	119	0	SOUTHBOUND	1619	PM Peak	PM Peak	40	108 CBD TERMINAL SW 1 AV OP - EOL	.0	5.5	1.4	3.4%	45
119	119	119	0	SOUTHBOUND	1619	PM Peak	PM Peak	40	108 CBD TERMINAL SW 1 AV OP F	.0	.0	.0	0.0%	1
119	119	119	0	SOUTHBOUND	1631	PM Peak	PM Peak	40	108 CBD TERMINAL SW 1 AV OP - EOL	.0	1.2	.6	1.5%	51
119	119	119	0	SOUTHBOUND	1643	PM Peak	PM Peak	40	108 CBD TERMINAL SW 1 AV OP - EOL	.0	3.0	.8	2.0%	22
119	119	119	0	SOUTHBOUND	1643	PM Peak	PM Peak	40	108 CBD TERMINAL SW 1 AV OP F	.0	.0	.0	0.0%	2
119	119	119	0	SOUTHBOUND	1655	PM Peak	PM Peak	40	108 CBD TERMINAL SW 1 AV OP - EOL	.0	5.6	1.6	4.0%	39
119	119	119	0	SOUTHBOUND	1707	PM Peak	PM Peak	40	108 CBD TERMINAL SW 1 AV OP - EOL	.0	5.2	1.2	2.9%	35
119	119	119	0	SOUTHBOUND	1719	PM Peak	PM Peak	40	108 CBD TERMINAL SW 1 AV OP - EOL	.0	1.5	.0	0.0%	44
119	119	119	0	SOUTHBOUND	1737	PM Peak	PM Peak	40	108 CBD TERMINAL SW 1 AV OP - EOL	.0	1.7	4.2	10.6%	9
119	119	119	0	SOUTHBOUND	1752	PM Peak	PM Peak	40	108 CBD TERMINAL SW 1 AV OP - EOL	.0	4.1	4.7	11.8%	27

Northbound
AM Peak Hour: 77.9 riders
PM Peak Hour: 59.3 riders
Southbound
AM Peak Hour: 19.4 riders
PM Peak Hour: 12.4 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
120	120	120	1	NORTHBOUND	620	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	13.2	.0	13.2	33.0%	43
120	120	120	1	NORTHBOUND	644	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	15.4	.0	15.4	38.5%	24
120	120	120	1	NORTHBOUND	700	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	13.7	.8	13.8	34.4%	16
120	120	120	1	NORTHBOUND	712	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	15.7	.0	16.2	40.4%	61
120	120	120	1	NORTHBOUND	724	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	2.8	.0	2.8	6.9%	44
120	120	120	1	NORTHBOUND	736	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	20.2	.1	20.2	50.4%	64
120	120	120	1	NORTHBOUND	748	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	7.7	.3	9.4	23.6%	27
120	120	120	1	NORTHBOUND	800	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	14.8	.0	14.8	37.0%	41
120	120	120	1	NORTHBOUND	812	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	9.5	.0	9.5	23.8%	42
120	120	120	1	NORTHBOUND	824	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	8.0	.0	8.0	19.9%	45
120	120	120	1	NORTHBOUND	836	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	7.6	.0	7.6	19.0%	44
120	120	120	1	NORTHBOUND	848	AM Peak	AM Peak	40	1	CBD TERMINAL SW 1 AV OP F	1.0	.1	1.0	2.4%	64
120	120	120	1	NORTHBOUND	1504	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	14.8	.0	16.7	41.7%	15
120	120	120	1	NORTHBOUND	1516	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	.8	.0	.9	2.1%	60
120	120	120	1	NORTHBOUND	1528	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	1.9	.0	1.9	4.8%	43
120	120	120	1	NORTHBOUND	1540	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	5.9	.6	6.9	17.3%	39
120	120	120	1	NORTHBOUND	1552	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	9.0	.2	9.4	23.6%	26
120	120	120	1	NORTHBOUND	1604	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	6.6	.0	6.7	16.7%	33
120	120	120	1	NORTHBOUND	1616	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	6.7	1.3	6.8	17.0%	39
120	120	120	1	NORTHBOUND	1628	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	6.6	.0	7.2	17.9%	25
120	120	120	1	NORTHBOUND	1640	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	5.2	1.2	5.9	14.6%	27
120	120	120	1	NORTHBOUND	1652	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	7.0	.7	7.4	18.6%	57
120	120	120	1	NORTHBOUND	1704	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	7.9	.0	7.9	19.7%	41
120	120	120	1	NORTHBOUND	1716	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	13.2	.2	14.4	36.1%	64
120	120	120	1	NORTHBOUND	1728	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	5.5	1.6	6.0	15.1%	43
120	120	120	1	NORTHBOUND	1740	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	9.5	.9	11.1	27.8%	38
120	120	120	1	NORTHBOUND	1752	PM Peak	PM Peak	40	1	CBD TERMINAL SW 1 AV OP F	12.9	.3	13.0	32.5%	12
120	120	120	0	SOUTHBOUND	601	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP - EOL	.0	.9	.3	0.8%	15
120	120	120	0	SOUTHBOUND	620	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP - EOL	.0	1.0	.7	1.7%	63
120	120	120	0	SOUTHBOUND	620	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP F	3.0	20.0	4.0	10.0%	1
120	120	120	0	SOUTHBOUND	623	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP - EOL	.0	.1	.0	0.0%	44
120	120	120	0	SOUTHBOUND	641	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP - EOL	.0	1.0	1.2	2.9%	41
120	120	120	0	SOUTHBOUND	644	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP - EOL	.0	1.0	1.9	4.7%	23
120	120	120	0	SOUTHBOUND	700	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP - EOL	.0	.6	.9	2.3%	45
120	120	120	0	SOUTHBOUND	706	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP - EOL	.0	.7	5.7	14.2%	42
120	120	120	0	SOUTHBOUND	723	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP - EOL	.0	1.1	.2	0.4%	62
120	120	120	0	SOUTHBOUND	727	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP - EOL	.0	2.2	1.2	3.0%	43
120	120	120	0	SOUTHBOUND	735	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP - EOL	.0	2.0	4.5	11.4%	48
120	120	120	0	SOUTHBOUND	735	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP F	2.0	2.7	29.7	74.2%	3
120	120	120	0	SOUTHBOUND	744	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP - EOL	.0	2.6	2.0	5.1%	40
120	120	120	0	SOUTHBOUND	807	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP - EOL	.0	2.1	1.9	4.7%	34
120	120	120	0	SOUTHBOUND	812	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP - EOL	.0	.4	2.8	7.1%	17
120	120	120	0	SOUTHBOUND	831	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP - EOL	.0	1.3	1.4	3.6%	23
120	120	120	0	SOUTHBOUND	836	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP - EOL	.0	.0	1.1	2.7%	45
120	120	120	0	SOUTHBOUND	855	AM Peak	AM Peak	40	33	CBD TERMINAL SW 1 AV OP - EOL	.0	1.0	2.0	5.1%	59
120	120	120	0	SOUTHBOUND	1503	PM Peak	PM Peak	40	33	CBD TERMINAL SW 1 AV OP - EOL	.0	3.2	5.1	12.8%	39

120	120	120	0	SOUTHBOUND	1522	PM Peak	PM Peak	40	33 CBD TERMINAL SW 1 AV OP - EOL	.0	3.0	2.0	5.0%	56
120	120	120	0	SOUTHBOUND	1527	PM Peak	PM Peak	40	33 CBD TERMINAL SW 1 AV OP - EOL	.0	1.8	3.8	9.4%	26
120	120	120	0	SOUTHBOUND	1544	PM Peak	PM Peak	40	33 CBD TERMINAL SW 1 AV OP - EOL	.0	1.1	3.4	8.6%	58
120	120	120	0	SOUTHBOUND	1544	PM Peak	PM Peak	40	33 CBD TERMINAL SW 1 AV OP F	2.5	2.5	2.5	6.3%	2
120	120	120	0	SOUTHBOUND	1551	PM Peak	PM Peak	40	33 CBD TERMINAL SW 1 AV OP - EOL	.0	1.9	2.5	6.2%	41
120	120	120	0	SOUTHBOUND	1608	PM Peak	PM Peak	40	33 CBD TERMINAL SW 1 AV OP - EOL	.0	1.4	2.1	5.2%	37
120	120	120	0	SOUTHBOUND	1615	PM Peak	PM Peak	40	33 CBD TERMINAL SW 1 AV OP - EOL	.0	1.2	3.5	8.8%	42
120	120	120	0	SOUTHBOUND	1632	PM Peak	PM Peak	40	33 CBD TERMINAL SW 1 AV OP - EOL	.0	1.2	2.3	5.8%	43
120	120	120	0	SOUTHBOUND	1639	PM Peak	PM Peak	40	33 CBD TERMINAL SW 1 AV OP - EOL	.0	1.0	2.5	6.3%	12
120	120	120	0	SOUTHBOUND	1658	PM Peak	PM Peak	40	33 CBD TERMINAL SW 1 AV OP - EOL	.0	.6	.2	0.5%	57
120	120	120	0	SOUTHBOUND	1658	PM Peak	PM Peak	40	33 CBD TERMINAL SW 1 AV OP F	3.5	.0	6.0	15.0%	2
120	120	120	0	SOUTHBOUND	1705	PM Peak	PM Peak	40	33 CBD TERMINAL SW 1 AV OP - EOL	.0	.3	.9	2.3%	42
120	120	120	0	SOUTHBOUND	1728	PM Peak	PM Peak	40	33 CBD TERMINAL SW 1 AV OP - EOL	.0	1.7	2.5	6.3%	32
120	120	120	0	SOUTHBOUND	1729	PM Peak	PM Peak	40	33 CBD TERMINAL SW 1 AV OP - EOL	.0	1.0	13.3	33.3%	21

Northbound
AM Peak Hour: 68.4 riders
PM Peak Hour: 35.8 riders
Southbound
AM Peak Hour: 42.3 riders
PM Peak Hour: 27.7 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
207	207	207	0	UNTERCLOCKWISE	610	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	3.2	.0	3.2	7.9%	52
207	207	207	0	UNTERCLOCKWISE	610	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST - EOL	.0	.0	.0	0.0%	1
207	207	207	0	UNTERCLOCKWISE	610	AM Peak	AM Peak	1241	43	NW 1 AV NW 2 ST - EOL	.0	1.9	1.0	2.5%	52
207	207	207	0	UNTERCLOCKWISE	625	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	12.4	.0	12.4	31.0%	17
207	207	207	0	UNTERCLOCKWISE	625	AM Peak	AM Peak	1241	43	NW 1 AV NW 2 ST - EOL	.0	1.4	.2	0.4%	17
207	207	207	0	UNTERCLOCKWISE	640	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	1.0	.0	1.2	2.9%	45
207	207	207	0	UNTERCLOCKWISE	640	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST - EOL	.0	.0	.0	0.0%	1
207	207	207	0	UNTERCLOCKWISE	640	AM Peak	AM Peak	1241	43	NW 1 AV NW 2 ST	.0	.0	13.0	32.5%	2
207	207	207	0	UNTERCLOCKWISE	640	AM Peak	AM Peak	1241	43	NW 1 AV NW 2 ST - EOL	.0	.4	.0	0.1%	46
207	207	207	0	UNTERCLOCKWISE	655	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	3.2	.0	3.3	8.1%	52
207	207	207	0	UNTERCLOCKWISE	655	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST - EOL	5.0	.0	5.0	12.5%	1
207	207	207	0	UNTERCLOCKWISE	655	AM Peak	AM Peak	1241	43	NW 1 AV NW 2 ST - EOL	.0	4.3	1.5	3.6%	51
207	207	207	0	UNTERCLOCKWISE	710	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	11.9	.0	11.9	29.7%	16
207	207	207	0	UNTERCLOCKWISE	710	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST - EOL	.0	.0	.0	0.0%	1
207	207	207	0	UNTERCLOCKWISE	710	AM Peak	AM Peak	1241	43	NW 1 AV NW 2 ST - EOL	.0	1.0	1.5	3.8%	17
207	207	207	0	UNTERCLOCKWISE	725	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	5.3	.0	5.3	13.3%	32
207	207	207	0	UNTERCLOCKWISE	725	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST - EOL	.0	1.0	2.0	5.0%	1
207	207	207	0	UNTERCLOCKWISE	725	AM Peak	AM Peak	1241	43	NW 1 AV NW 2 ST - EOL	.0	1.7	3.8	9.5%	33
207	207	207	0	UNTERCLOCKWISE	740	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	1.5	.0	1.6	4.0%	10
207	207	207	0	UNTERCLOCKWISE	740	AM Peak	AM Peak	1241	43	NW 1 AV NW 2 ST - EOL	.0	1.6	2.8	6.9%	9
207	207	207	0	UNTERCLOCKWISE	755	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	6.2	.4	6.2	15.5%	48
207	207	207	0	UNTERCLOCKWISE	755	AM Peak	AM Peak	1241	43	NW 1 AV NW 2 ST	7.0	.0	12.0	30.0%	1
207	207	207	0	UNTERCLOCKWISE	755	AM Peak	AM Peak	1241	43	NW 1 AV NW 2 ST - EOL	.0	6.5	1.1	2.9%	47
207	207	207	0	UNTERCLOCKWISE	810	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	8.5	.0	8.9	22.4%	17
207	207	207	0	UNTERCLOCKWISE	810	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST - EOL	.0	.0	.0	0.0%	1
207	207	207	0	UNTERCLOCKWISE	810	AM Peak	AM Peak	1241	43	NW 1 AV NW 2 ST	3.0	.0	16.5	41.3%	2
207	207	207	0	UNTERCLOCKWISE	810	AM Peak	AM Peak	1241	43	NW 1 AV NW 2 ST - EOL	.0	3.9	2.5	6.3%	18
207	207	207	0	UNTERCLOCKWISE	825	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	.7	.0	.7	1.8%	45
207	207	207	0	UNTERCLOCKWISE	825	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST - EOL	5.5	2.0	5.5	13.8%	2
207	207	207	0	UNTERCLOCKWISE	825	AM Peak	AM Peak	1241	43	NW 1 AV NW 2 ST	.0	.0	.0	0.0%	2
207	207	207	0	UNTERCLOCKWISE	825	AM Peak	AM Peak	1241	43	NW 1 AV NW 2 ST - EOL	.0	.0	.0	0.1%	40
207	207	207	0	UNTERCLOCKWISE	840	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	7.2	.1	7.2	18.0%	48
207	207	207	0	UNTERCLOCKWISE	840	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST - EOL	.0	2.0	.0	0.0%	1
207	207	207	0	UNTERCLOCKWISE	840	AM Peak	AM Peak	1241	43	NW 1 AV NW 2 ST - EOL	.2	4.0	1.6	4.1%	49
207	207	207	0	UNTERCLOCKWISE	855	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	10.7	.0	10.7	26.7%	15
207	207	207	0	UNTERCLOCKWISE	855	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST - EOL	.0	.0	.0	0.0%	3
207	207	207	0	UNTERCLOCKWISE	855	AM Peak	AM Peak	1241	43	NW 1 AV NW 2 ST	.0	.0	.0	0.0%	1
207	207	207	0	UNTERCLOCKWISE	855	AM Peak	AM Peak	1241	43	NW 1 AV NW 2 ST - EOL	.0	1.6	2.0	5.0%	14
207	207	207	0	UNTERCLOCKWISE	1515	PM Peak	PM Peak	1241	1	NW 1 AV NW 2 ST	7.6	.7	7.6	19.0%	26
207	207	207	0	UNTERCLOCKWISE	1515	PM Peak	PM Peak	1241	1	NW 1 AV NW 2 ST - EOL	.3	.0	.3	0.8%	3
207	207	207	0	UNTERCLOCKWISE	1515	PM Peak	PM Peak	1241	43	NW 1 AV NW 2 ST - EOL	.0	3.4	3.4	8.4%	17
207	207	207	0	UNTERCLOCKWISE	1535	PM Peak	PM Peak	1241	1	NW 1 AV NW 2 ST	15.6	.0	15.6	39.1%	17
207	207	207	0	UNTERCLOCKWISE	1535	PM Peak	PM Peak	1241	1	NW 1 AV NW 2 ST - EOL	9.3	29.3	9.3	23.1%	4
207	207	207	0	UNTERCLOCKWISE	1535	PM Peak	PM Peak	1241	43	NW 1 AV NW 2 ST - EOL	.0	1.9	5.6	14.1%	16
207	207	207	0	UNTERCLOCKWISE	1555	PM Peak	PM Peak	1241	1	NW 1 AV NW 2 ST	14.5	.0	14.5	36.3%	25
207	207	207	0	UNTERCLOCKWISE	1555	PM Peak	PM Peak	1241	1	NW 1 AV NW 2 ST - EOL	.0	.0	.0	0.0%	1

207	207	207	0	UNTERCLOCKWISE	1555	PM Peak	PM Peak	1241	43 NW 1 AV NW 2 ST - EOL	.0	2.0	.2	0.5%	24
207	207	207	0	UNTERCLOCKWISE	1610	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST	5.9	.0	5.9	14.9%	19
207	207	207	0	UNTERCLOCKWISE	1610	PM Peak	PM Peak	1241	43 NW 1 AV NW 2 ST	.0	.0	.0	0.0%	1
207	207	207	0	UNTERCLOCKWISE	1610	PM Peak	PM Peak	1241	43 NW 1 AV NW 2 ST - EOL	.0	1.3	.6	1.6%	27
207	207	207	0	UNTERCLOCKWISE	1625	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST	13.7	.0	14.0	35.0%	33
207	207	207	0	UNTERCLOCKWISE	1625	PM Peak	PM Peak	1241	43 NW 1 AV NW 2 ST	1.0	.0	1.0	2.5%	1
207	207	207	0	UNTERCLOCKWISE	1625	PM Peak	PM Peak	1241	43 NW 1 AV NW 2 ST - EOL	.0	3.4	.9	2.2%	31
207	207	207	0	UNTERCLOCKWISE	1640	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST	9.0	.0	9.0	22.5%	10
207	207	207	0	UNTERCLOCKWISE	1640	PM Peak	PM Peak	1241	43 NW 1 AV NW 2 ST - EOL	.0	2.6	1.1	2.8%	10
207	207	207	0	UNTERCLOCKWISE	1655	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST	15.5	.0	15.6	39.0%	23
207	207	207	0	UNTERCLOCKWISE	1655	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST - EOL	.0	13.5	.0	0.0%	2
207	207	207	0	UNTERCLOCKWISE	1655	PM Peak	PM Peak	1241	43 NW 1 AV NW 2 ST - EOL	.0	1.7	.5	1.3%	23
207	207	207	0	UNTERCLOCKWISE	1710	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST	7.1	.0	7.3	18.3%	27
207	207	207	0	UNTERCLOCKWISE	1710	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST - EOL	.0	.0	.0	0.0%	2
207	207	207	0	UNTERCLOCKWISE	1710	PM Peak	PM Peak	1241	43 NW 1 AV NW 2 ST - EOL	.0	3.1	.5	1.2%	27
207	207	207	0	UNTERCLOCKWISE	1725	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST	12.0	.0	12.0	30.1%	29
207	207	207	0	UNTERCLOCKWISE	1725	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST - EOL	9.0	.8	12.8	31.9%	4
207	207	207	0	UNTERCLOCKWISE	1725	PM Peak	PM Peak	1241	43 NW 1 AV NW 2 ST - EOL	.0	3.8	.6	1.6%	28
207	207	207	0	UNTERCLOCKWISE	1740	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST	10.3	.0	10.3	25.8%	10
207	207	207	0	UNTERCLOCKWISE	1740	PM Peak	PM Peak	1241	43 NW 1 AV NW 2 ST - EOL	.0	1.9	.3	0.6%	8
207	207	207	0	UNTERCLOCKWISE	1755	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST	12.7	.0	12.8	32.1%	23
207	207	207	0	UNTERCLOCKWISE	1755	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST - EOL	5.3	3.3	5.3	13.3%	3
207	207	207	0	UNTERCLOCKWISE	1755	PM Peak	PM Peak	1241	43 NW 1 AV NW 2 ST - EOL	.0	1.0	.2	0.5%	23

Clockwise
AM Peak Hour: 50 riders
PM Peak Hour: 67.6 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
208	208	208	0	UNTERCLOCKWISE	603	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	4.6	.0	4.6	11.6%	8
208	208	208	0	UNTERCLOCKWISE	603	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST - EOL	.0	.0	.0	0.0%	1
208	208	208	0	UNTERCLOCKWISE	603	AM Peak	AM Peak	1241	40	NW 1 AV NW 2 ST - EOL	.0	3.0	.8	1.9%	8
208	208	208	0	UNTERCLOCKWISE	618	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	1.3	.0	1.3	3.3%	48
208	208	208	0	UNTERCLOCKWISE	618	AM Peak	AM Peak	1241	40	NW 1 AV NW 2 ST - EOL	.0	5.9	.5	1.1%	46
208	208	208	0	UNTERCLOCKWISE	633	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	7.3	.0	7.3	18.3%	15
208	208	208	0	UNTERCLOCKWISE	633	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST - EOL	.0	.0	.0	0.0%	1
208	208	208	0	UNTERCLOCKWISE	633	AM Peak	AM Peak	1241	40	NW 1 AV NW 2 ST - EOL	.0	2.0	1.7	4.2%	15
208	208	208	0	UNTERCLOCKWISE	648	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	5.1	.0	5.1	12.8%	9
208	208	208	0	UNTERCLOCKWISE	648	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST - EOL	.0	.0	15.0	37.5%	1
208	208	208	0	UNTERCLOCKWISE	648	AM Peak	AM Peak	1241	40	NW 1 AV NW 2 ST - EOL	.0	1.1	.3	0.8%	10
208	208	208	0	UNTERCLOCKWISE	703	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	4.1	.0	4.1	10.3%	44
208	208	208	0	UNTERCLOCKWISE	703	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST - EOL	7.5	.3	7.5	18.8%	4
208	208	208	0	UNTERCLOCKWISE	703	AM Peak	AM Peak	1241	40	NW 1 AV NW 2 ST	.0	1.0	.0	0.0%	1
208	208	208	0	UNTERCLOCKWISE	703	AM Peak	AM Peak	1241	40	NW 1 AV NW 2 ST - EOL	.0	7.4	1.8	4.5%	43
208	208	208	0	UNTERCLOCKWISE	718	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	10.9	.0	11.0	27.5%	15
208	208	208	0	UNTERCLOCKWISE	718	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST - EOL	.0	.0	.0	0.0%	1
208	208	208	0	UNTERCLOCKWISE	718	AM Peak	AM Peak	1241	40	NW 1 AV NW 2 ST	.0	.0	25.0	62.5%	1
208	208	208	0	UNTERCLOCKWISE	718	AM Peak	AM Peak	1241	40	NW 1 AV NW 2 ST - EOL	.0	2.5	3.3	8.2%	17
208	208	208	0	UNTERCLOCKWISE	733	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	.6	.0	.6	1.5%	46
208	208	208	0	UNTERCLOCKWISE	733	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST - EOL	.0	.0	.0	0.0%	1
208	208	208	0	UNTERCLOCKWISE	733	AM Peak	AM Peak	1241	40	NW 1 AV NW 2 ST - EOL	.0	.3	.0	0.1%	47
208	208	208	0	UNTERCLOCKWISE	748	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	5.0	.0	5.0	12.6%	51
208	208	208	0	UNTERCLOCKWISE	748	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST - EOL	2.0	.0	2.0	5.0%	1
208	208	208	0	UNTERCLOCKWISE	748	AM Peak	AM Peak	1241	40	NW 1 AV NW 2 ST - EOL	.0	3.3	1.6	4.1%	47
208	208	208	0	UNTERCLOCKWISE	803	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	12.0	.0	12.0	30.0%	18
208	208	208	0	UNTERCLOCKWISE	803	AM Peak	AM Peak	1241	40	NW 1 AV NW 2 ST - EOL	.0	1.8	1.8	4.5%	15
208	208	208	0	UNTERCLOCKWISE	818	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	4.6	.1	4.7	11.9%	35
208	208	208	0	UNTERCLOCKWISE	818	AM Peak	AM Peak	1241	40	NW 1 AV NW 2 ST - EOL	.0	3.4	1.2	3.0%	34
208	208	208	0	UNTERCLOCKWISE	833	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	1.2	.0	1.4	3.6%	9
208	208	208	0	UNTERCLOCKWISE	833	AM Peak	AM Peak	1241	40	NW 1 AV NW 2 ST - EOL	.0	2.3	5.7	14.3%	10
208	208	208	0	UNTERCLOCKWISE	848	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST	2.6	.0	2.7	6.6%	46
208	208	208	0	UNTERCLOCKWISE	848	AM Peak	AM Peak	1241	1	NW 1 AV NW 2 ST - EOL	10.0	.0	10.0	25.0%	1
208	208	208	0	UNTERCLOCKWISE	848	AM Peak	AM Peak	1241	40	NW 1 AV NW 2 ST	.0	.0	.0	0.0%	1
208	208	208	0	UNTERCLOCKWISE	848	AM Peak	AM Peak	1241	40	NW 1 AV NW 2 ST - EOL	.0	7.1	.5	1.3%	47
208	208	208	0	UNTERCLOCKWISE	1505	PM Peak	PM Peak	1241	1	NW 1 AV NW 2 ST	9.1	.1	9.1	22.8%	38
208	208	208	0	UNTERCLOCKWISE	1505	PM Peak	PM Peak	1241	1	NW 1 AV NW 2 ST - EOL	10.3	7.0	10.3	25.6%	4
208	208	208	0	UNTERCLOCKWISE	1505	PM Peak	PM Peak	1241	40	NW 1 AV NW 2 ST - EOL	.0	2.5	1.3	3.3%	35
208	208	208	0	UNTERCLOCKWISE	1525	PM Peak	PM Peak	1241	1	NW 1 AV NW 2 ST	10.0	.3	10.2	25.5%	33
208	208	208	0	UNTERCLOCKWISE	1525	PM Peak	PM Peak	1241	1	NW 1 AV NW 2 ST - EOL	34.0	.0	34.0	85.0%	1
208	208	208	0	UNTERCLOCKWISE	1525	PM Peak	PM Peak	1241	40	NW 1 AV NW 2 ST - EOL	.0	4.0	.7	1.9%	31
208	208	208	0	UNTERCLOCKWISE	1545	PM Peak	PM Peak	1241	1	NW 1 AV NW 2 ST	4.9	.0	4.9	12.3%	11
208	208	208	0	UNTERCLOCKWISE	1545	PM Peak	PM Peak	1241	40	NW 1 AV NW 2 ST - EOL	.0	3.7	.6	1.5%	10
208	208	208	0	UNTERCLOCKWISE	1603	PM Peak	PM Peak	1241	1	NW 1 AV NW 2 ST	5.2	.0	5.2	13.1%	36
208	208	208	0	UNTERCLOCKWISE	1603	PM Peak	PM Peak	1241	1	NW 1 AV NW 2 ST - EOL	8.8	4.0	8.8	21.9%	4
208	208	208	0	UNTERCLOCKWISE	1603	PM Peak	PM Peak	1241	40	NW 1 AV NW 2 ST - EOL	.0	1.6	1.3	3.3%	36

208	208	208	0	UNTERCLOCKWISE	1618	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST	.0	.0	.0	0.0%	2
208	208	208	0	UNTERCLOCKWISE	1618	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST - EOL	.0	.0	.0	0.0%	1
208	208	208	0	UNTERCLOCKWISE	1618	PM Peak	PM Peak	1241	40 NW 1 AV NW 2 ST - EOL	.0	3.0	.3	0.8%	3
208	208	208	0	UNTERCLOCKWISE	1633	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST	12.5	.0	17.4	43.6%	21
208	208	208	0	UNTERCLOCKWISE	1633	PM Peak	PM Peak	1241	40 NW 1 AV NW 2 ST	.0	.0	46.0	115.0%	1
208	208	208	0	UNTERCLOCKWISE	1633	PM Peak	PM Peak	1241	40 NW 1 AV NW 2 ST - EOL	.0	3.2	.1	0.3%	18
208	208	208	0	UNTERCLOCKWISE	1648	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST	7.9	.0	7.9	19.8%	22
208	208	208	0	UNTERCLOCKWISE	1648	PM Peak	PM Peak	1241	40 NW 1 AV NW 2 ST - EOL	.0	1.1	.8	2.1%	26
208	208	208	0	UNTERCLOCKWISE	1703	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST	6.9	.6	6.9	17.2%	37
208	208	208	0	UNTERCLOCKWISE	1703	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST - EOL	1.8	3.3	1.8	4.4%	4
208	208	208	0	UNTERCLOCKWISE	1703	PM Peak	PM Peak	1241	40 NW 1 AV NW 2 ST - EOL	.0	1.5	2.9	7.3%	34
208	208	208	0	UNTERCLOCKWISE	1718	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST	10.5	.0	10.5	26.3%	4
208	208	208	0	UNTERCLOCKWISE	1718	PM Peak	PM Peak	1241	40 NW 1 AV NW 2 ST - EOL	.0	2.4	.0	0.0%	5
208	208	208	0	UNTERCLOCKWISE	1733	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST	7.6	.0	7.6	19.0%	18
208	208	208	0	UNTERCLOCKWISE	1733	PM Peak	PM Peak	1241	40 NW 1 AV NW 2 ST - EOL	.0	1.7	.8	2.1%	18
208	208	208	0	UNTERCLOCKWISE	1748	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST	7.4	.0	7.4	18.6%	27
208	208	208	0	UNTERCLOCKWISE	1748	PM Peak	PM Peak	1241	1 NW 1 AV NW 2 ST - EOL	.0	.0	.0	0.0%	1
208	208	208	0	UNTERCLOCKWISE	1748	PM Peak	PM Peak	1241	40 NW 1 AV NW 2 ST	13.0	.0	14.0	35.0%	1
208	208	208	0	UNTERCLOCKWISE	1748	PM Peak	PM Peak	1241	40 NW 1 AV NW 2 ST - EOL	.0	1.5	4.3	10.8%	28

Counterclockwise
AM Peak Hour: 82.1 riders
PM Peak Hour: 84.6 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
211	211	211	0	EASTBOUND	1500	PM Peak	PM Peak	6949	14	NW 2 AV NW 6 ST	.4	.1	3.8	9.4%	27
211	211	211	0	EASTBOUND	1545	PM Peak	PM Peak	6949	14	NW 2 AV NW 6 ST	.1	.1	4.8	12.1%	25
211	211	211	0	EASTBOUND	1630	PM Peak	PM Peak	6949	14	NW 2 AV NW 6 ST	.2	.2	4.3	10.7%	25
211	211	211	0	EASTBOUND	1715	PM Peak	PM Peak	6949	14	NW 2 AV NW 6 ST	.2	.0	8.5	21.3%	27

Eastbound

PM Peak Hour: 12.8 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
211	211	211	1	WESTBOUND	1518	PM Peak	PM Peak	9997	14	NW 6 ST NW 2 AV	.3	.5	6.5	16.2%	29
211	211	211	1	WESTBOUND	1603	PM Peak	PM Peak	9997	14	NW 6 ST NW 2 AV	.4	.3	5.3	13.2%	28
211	211	211	1	WESTBOUND	1648	PM Peak	PM Peak	9997	14	NW 6 ST NW 2 AV	.0	.2	5.6	14.0%	24
211	211	211	1	WESTBOUND	1733	PM Peak	PM Peak	9997	14	NW 6 ST NW 2 AV	.0	.2	2.4	6.0%	29

Westbound

PM Peak Hour: 11.8 riders

Route_Pat	ROUTE	ROUTE_	AADRCTN	DIRECTION	TRIPTIME	TIME_PERIOD	TIME PERIOD_	AQSTOP	ASTOP	ANAMSTP	AON	AOFF	ALOAD	A_LF	NSAMPLES
243	243	243	0	EASTBOUND	634	AM Peak	AM Peak	10287	1	NW 8 ST NW 1 AV	2.4	.0	2.4	5.9%	36
243	243	243	0	EASTBOUND	704	AM Peak	AM Peak	10287	1	NW 8 ST NW 1 AV	4.8	.0	4.9	12.4%	37
243	243	243	0	EASTBOUND	734	AM Peak	AM Peak	10287	1	NW 8 ST NW 1 AV	6.7	.0	6.7	16.8%	38
243	243	243	0	EASTBOUND	804	AM Peak	AM Peak	10287	1	NW 8 ST NW 1 AV	7.1	.0	7.1	17.8%	38
243	243	243	0	EASTBOUND	834	AM Peak	AM Peak	10287	1	NW 8 ST NW 1 AV	6.2	.0	6.2	15.6%	38
243	243	243	0	EASTBOUND	1504	PM Peak	PM Peak	10287	1	NW 8 ST NW 1 AV	.5	.0	.5	1.3%	38
243	243	243	0	EASTBOUND	1534	PM Peak	PM Peak	10287	1	NW 8 ST NW 1 AV	.5	.0	.5	1.3%	41
243	243	243	0	EASTBOUND	1604	PM Peak	PM Peak	10287	1	NW 8 ST NW 1 AV	.4	.0	.4	1.1%	41
243	243	243	0	EASTBOUND	1634	PM Peak	PM Peak	10287	1	NW 8 ST NW 1 AV	.2	.0	.2	0.5%	41
243	243	243	0	EASTBOUND	1704	PM Peak	PM Peak	10287	1	NW 8 ST NW 1 AV	.5	.0	.5	1.2%	41
243	243	243	0	EASTBOUND	1734	PM Peak	PM Peak	10287	1	NW 8 ST NW 1 AV	.5	.0	.5	1.3%	41
243	243	243	1	WESTBOUND	642	AM Peak	AM Peak	10287	4	NW 8 ST NW 1 AV - EOL	.0	.3	.6	1.5%	36
243	243	243	1	WESTBOUND	712	AM Peak	AM Peak	10287	4	NW 8 ST NW 1 AV - EOL	.0	.2	.4	0.9%	38
243	243	243	1	WESTBOUND	742	AM Peak	AM Peak	10287	4	NW 8 ST NW 1 AV - EOL	.0	.5	.3	0.7%	37
243	243	243	1	WESTBOUND	812	AM Peak	AM Peak	10287	4	NW 8 ST NW 1 AV - EOL	.0	.3	.4	0.9%	37
243	243	243	1	WESTBOUND	842	AM Peak	AM Peak	10287	4	NW 8 ST NW 1 AV - EOL	.0	.3	.5	1.2%	38
243	243	243	1	WESTBOUND	1516	PM Peak	PM Peak	10287	4	NW 8 ST NW 1 AV	.0	.0	2.0	5.0%	1
243	243	243	1	WESTBOUND	1516	PM Peak	PM Peak	10287	4	NW 8 ST NW 1 AV - EOL	.0	.7	.2	0.4%	39
243	243	243	1	WESTBOUND	1546	PM Peak	PM Peak	10287	4	NW 8 ST NW 1 AV - EOL	.0	.6	.3	0.7%	40
243	243	243	1	WESTBOUND	1616	PM Peak	PM Peak	10287	4	NW 8 ST NW 1 AV - EOL	.0	.6	.2	0.6%	40
243	243	243	1	WESTBOUND	1646	PM Peak	PM Peak	10287	4	NW 8 ST NW 1 AV - EOL	.0	1.5	.2	0.6%	39
243	243	243	1	WESTBOUND	1716	PM Peak	PM Peak	10287	4	NW 8 ST NW 1 AV	.0	.0	.0	0.0%	2
243	243	243	1	WESTBOUND	1716	PM Peak	PM Peak	10287	4	NW 8 ST NW 1 AV - EOL	.0	1.5	.2	0.6%	39
243	243	243	1	WESTBOUND	1746	PM Peak	PM Peak	10287	4	NW 8 ST NW 1 AV - EOL	.0	1.8	.4	1.0%	38

Northbound
AM Peak Hour: 13.8 riders
PM Peak Hour: 1.0 riders
Southbound
AM Peak Hour: 1.0 riders
PM Peak Hour: 2.5 riders

Metrorail and Metromover Ridership

Ridership for Metrorail and Metromover

AM Peak Hour Ridership							
	15-Minute Counts			Calculated Peak Hour			
Station	In	Out	Directional Ridership	In	Out	Directional Ridership	Headway
Overtown Metrorail (Southbound)	-	-	248	-	-	992	5 min, 25 sec
Overtown Metrorail (Northbound)	-	-	260	-	-	1040	3 min, 25 sec
Government Center Metrorail (Southbound)	-	-	500	-	-	2000	4 min, 30 sec
Government Center Metrorail (Northbound)	-	-	460	-	-	1840	6 min, 15 sec
Government Center Metromover (Outerloop)	67	29	67	268	116	268	2 min, 25 sec
Government Center Metromover (Innerloop)	169	13	22	676	52	88	2 min, 32 sec
Wilkie D Ferguson Metromover (Outerloop)	25	3	62	100	12	248	3 min, 53 sec
Wilkie D Ferguson Metromover (Innerloop)	17	25	248	68	100	992	2 min, 16 sec

PM Peak Hour Ridership							
	15-Minute Counts			Calculated Peak Hour			
Station	In	Out	Directional Ridership	In	Out	Directional Ridership	Headway
Overtown Metrorail (Southbound)	-	-	620	-	-	2480	4 min, 30 sec
Overtown Metrorail (Northbound)	-	-	280	-	-	1120	4 min, 28 sec
Government Center Metrorail (Southbound)	-	-	469	-	-	1876	4 min, 55 sec
Government Center Metrorail (Northbound)	-	-	340	-	-	1360	4 min, 45 sec
Government Center Metromover (Outerloop)	37	86	138	148	344	552	3 min, 20 sec
Government Center Metromover (Innerloop)	46	97	110	184	388	440	2 min, 20 sec
Wilkie D Ferguson Metromover (Outerloop)	12	9	123	48	36	492	2 min, 30 sec
Wilkie D Ferguson Metromover (Innerloop)	13	18	127	52	72	508	2 min, 25 sec

Transit Ridership Summary

Transit Route Information	Direction of Travel	Average Peak Hour Headways A.M. (P.M.) in minutes	Average Trains per Hour A.M. (P.M.)	Capacity Per Vehicle (riders)	Peak Hour Directional Person-Trip Capacity A.M. (P.M.)	Peak Hour Directional Route Ridership A.M. (P.M.)
Metromover	Northbound	2.4 (2.4)	25 (25)	75	1,875 (1,875)	1,080 (948)
	Southbound	3.2 (2.9)	18 (20)	75	1,350 (1,500)	516 (1,044)
Metrorail	Northbound	4.8 (4.6)	12 (13)	504	6,048 (6,552)	2,880 (2,480)
	Southbound	5.0 (4.7)	12 (12)	504	6,048 (6,048)	2,992 (4,356)

K:\FTL_TPTO\043537000-FECI\Miami\Calcs\[Ridership for Metrorail and Metromover.xlsx]Ridership

Intersection Turning Movement Counts

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 8TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 8STR2AVE
Page : 1

ALL VEHICLES

	NW 2ND AVENUE From North				NW 8TH STREET From East				NW 2ND AVENUE From South				NW 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
07:30	0	11	34	14	0	1	17	3	1	5	19	18	0	4	114	7	248
07:45	0	8	35	15	0	4	26	2	0	5	15	24	0	2	137	17	290
08:00	0	9	42	18	0	0	32	2	0	5	20	17	0	1	124	20	290
08:15	0	6	44	14	0	9	24	2	0	8	17	22	0	3	119	22	290
Hr Total	0	34	155	61	0	14	99	9	1	23	71	81	0	10	494	66	1118
08:30	0	4	48	19	0	1	13	1	0	6	28	27	0	3	93	14	257
08:45	0	4	40	14	0	8	19	1	0	5	23	12	0	4	96	13	239
09:00	0	7	43	14	0	4	22	2	0	4	12	16	0	5	111	17	257
09:15	0	8	29	12	0	9	32	1	0	10	14	13	0	0	101	21	250
Hr Total	0	23	160	59	0	22	86	5	0	25	77	68	0	12	401	65	1003
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	2	20	16	0	7	41	4	0	11	38	11	0	6	44	4	204
16:15	0	4	18	14	0	5	35	2	2	20	49	18	1	0	44	4	216
Hr Total	0	6	38	30	0	12	76	6	2	31	87	29	1	6	88	8	420
16:30	0	3	15	13	0	4	51	3	0	26	49	11	0	7	42	10	234
16:45	0	1	27	6	0	7	42	5	0	31	61	16	0	4	57	9	266
17:00	0	1	24	23	0	3	77	4	0	39	58	14	0	7	49	2	301
17:15	0	6	30	18	0	5	47	10	0	37	77	13	0	14	63	13	333
Hr Total	0	11	96	60	0	19	217	22	0	133	245	54	0	32	211	34	1134
17:30	0	3	22	12	0	1	37	7	0	25	59	14	0	6	53	8	247
17:45	0	4	23	20	0	4	25	5	0	17	43	14	0	8	59	3	225
Hr Total	0	7	45	32	0	5	62	12	0	42	102	28	0	14	112	11	472
TOTAL	0	81	494	242	0	72	540	54	3	254	582	260	1	74	1306	184	4147

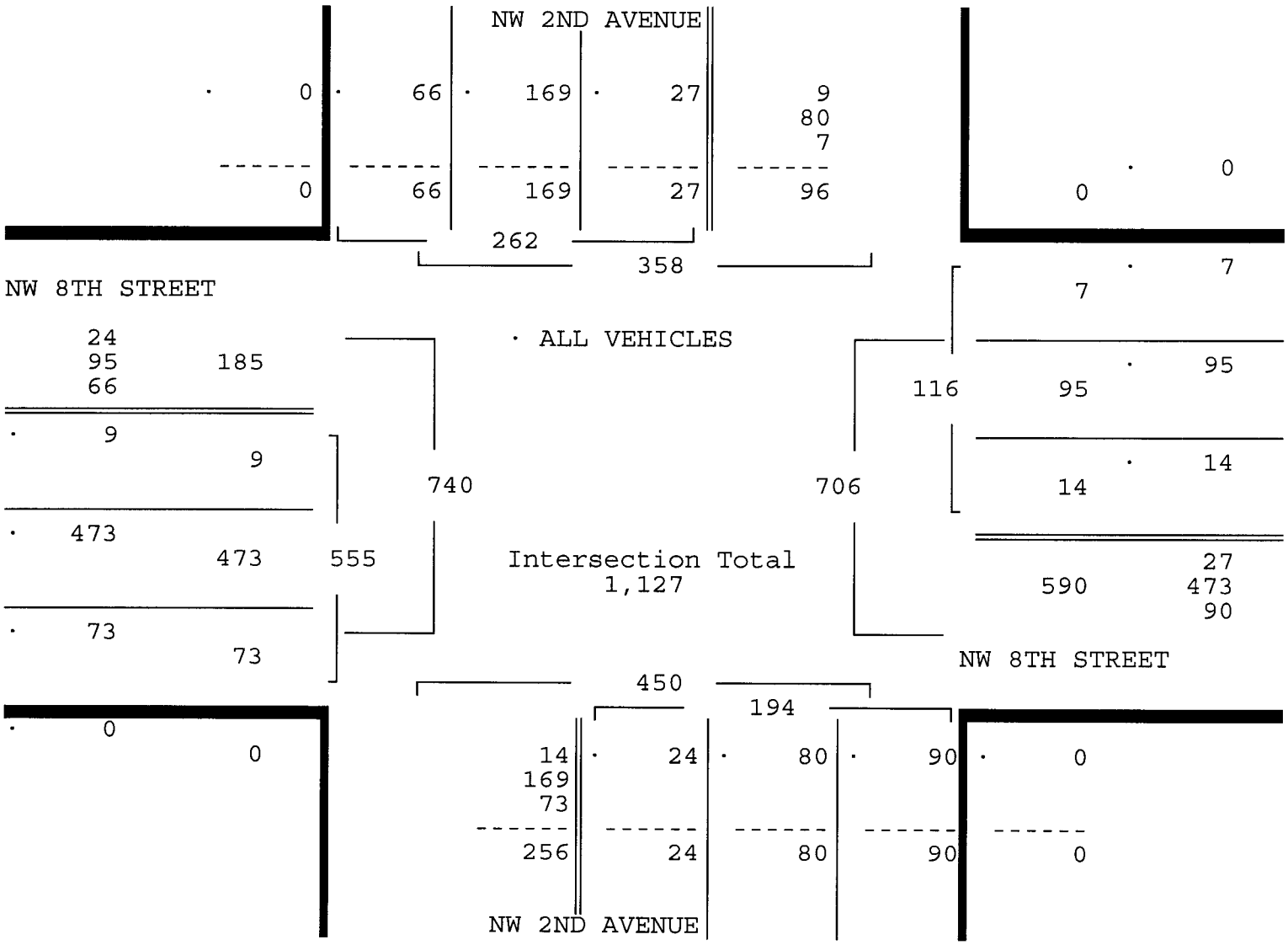
NW 8TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 8STR2AVE
Page : 2

ALL VEHICLES

	NW 2ND AVENUE From North				NW 8TH STREET From East				NW 2ND AVENUE From South				NW 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/19/14																	
Peak start	07:45				07:45				07:45				07:45				
Volume	0	27	169	66	0	14	95	7	0	24	80	90	0	9	473	73	
Percent	0%	10%	65%	25%	0%	12%	82%	6%	0%	12%	41%	46%	0%	2%	85%	13%	
Pk total	262				116				194				555				
Highest	08:30				08:15				08:30				07:45				
Volume	0	4	48	19	0	9	24	2	0	6	28	27	0	2	137	17	
Hi total	71				35				61				156				
PHF	.92				.83				.80				.89				



Traffic Survey Specialists, Inc.
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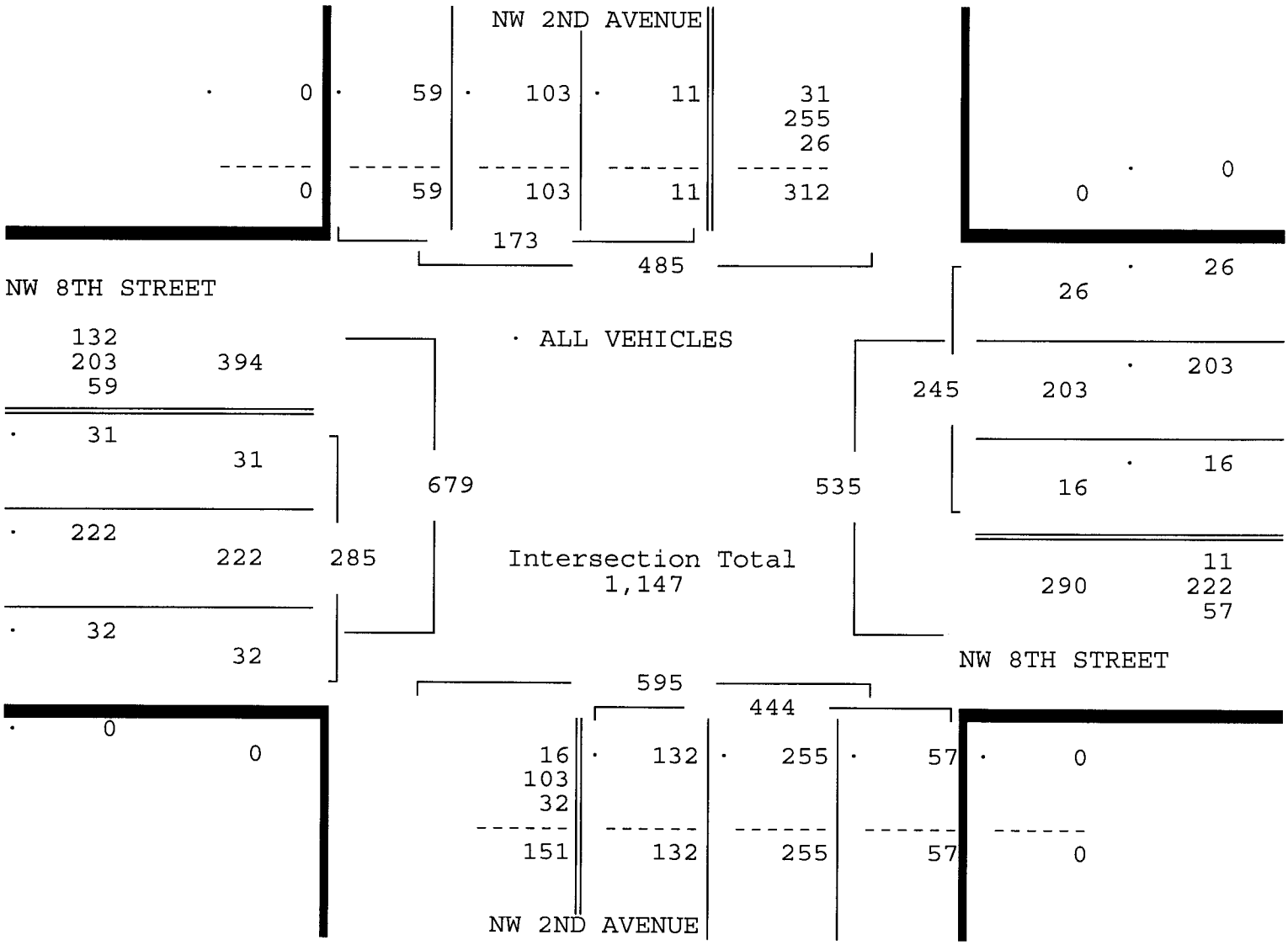
NW 8TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 8STR2AVE
Page : 3

ALL VEHICLES

	NW 2ND AVENUE From North				NW 8TH STREET From East				NW 2ND AVENUE From South				NW 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/19/14																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	11	103	59	0	16	203	26	0	132	255	57	0	31	222	32	
Percent	0%	6%	60%	34%	0%	7%	83%	11%	0%	30%	57%	13%	0%	11%	78%	11%	
Pk total	173				245				444				285				
Highest	17:15				17:00				17:15				17:15				
Volume	0	6	30	18	0	3	77	4	0	37	77	13	0	14	63	13	
Hi total	54				84				127				90				
PHF	.80				.73				.87				.79				



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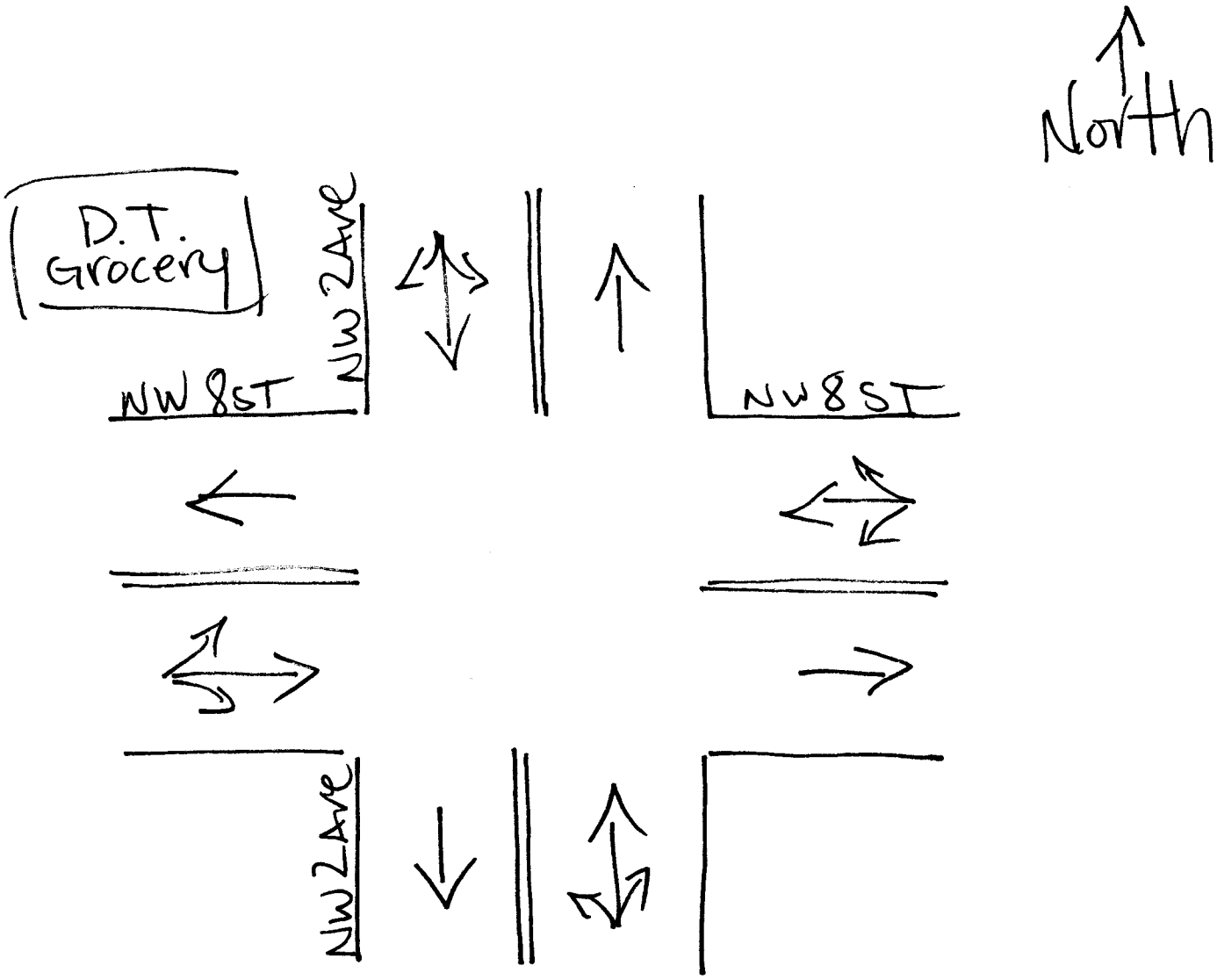
NW 8TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 8STR2AVE
Page : 1

PEDESTRIANS

	NW 2ND AVENUE From North				NW 8TH STREET From East				NW 2ND AVENUE From South				NW 8TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/19/14																	
07:30	0	0	0	3	0	0	0	1	0	0	0	6	0	0	0	0	10
07:45	0	0	0	3	0	0	0	2	0	0	0	3	0	0	0	0	8
08:00	0	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	9
08:15	0	0	0	6	0	0	0	4	0	0	0	3	0	0	0	0	13
Hr Total	0	0	0	19	0	0	0	9	0	0	0	12	0	0	0	0	40
08:30	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	1	6
08:45	0	0	0	4	0	0	0	3	0	0	0	1	0	0	0	0	8
09:00	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	8
09:15	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	0	6
Hr Total	0	0	0	10	0	0	0	5	0	0	0	12	0	0	0	1	28
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	7	10
16:15	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	6	11
Hr Total	0	0	0	5	0	0	0	2	0	0	0	1	0	0	0	13	21
16:30	0	0	0	1	0	0	0	3	0	0	0	5	0	0	0	7	16
16:45	0	0	0	1	0	0	0	0	0	0	0	8	0	0	0	11	20
17:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	8	10
17:15	0	0	0	8	0	0	0	1	0	0	0	6	0	0	0	6	21
Hr Total	0	0	0	10	0	0	0	6	0	0	0	19	0	0	0	32	67
17:30	0	0	0	5	0	0	0	4	0	0	0	5	0	0	0	7	21
17:45	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	8	12
Hr Total	0	0	0	9	0	0	0	4	0	0	0	5	0	0	0	15	33
TOTAL	0	0	0	53	0	0	0	26	0	0	0	49	0	0	0	61	189



Miami, Florida
March 19, 2019
drawn by: Luis Palomino
Signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 8TH STREET & NW 1ST COURT
MIAMI, FLORIDA
COUNTED BY: CRISTINA PALOMINO
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 8STR_1CT
Page : 1

ALL VEHICLES

	PARKING LOT From North				NW 8TH STREET From East				NW 1ST COURT From South				NW 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
07:30	0	0	0	0	0	2	20	0	0	6	0	4	0	0	109	18	159
07:45	0	0	0	0	0	6	34	0	0	6	0	6	0	0	117	24	193
08:00	0	0	0	0	0	0	29	0	0	7	0	7	0	0	105	18	166
08:15	0	0	0	0	0	5	35	0	0	3	0	1	0	0	110	20	174
Hr Total	0	0	0	0	0	13	118	0	0	22	0	18	0	0	441	80	692
08:30	0	0	0	0	0	0	16	0	0	5	0	4	0	0	92	20	137
08:45	0	0	0	0	0	2	30	0	0	6	0	6	0	0	85	13	142
09:00	0	0	0	0	0	5	17	0	0	6	0	7	0	0	110	14	159
09:15	0	0	0	0	0	2	30	0	0	14	0	5	0	0	92	25	168
Hr Total	0	0	0	0	0	9	93	0	0	31	0	22	0	0	379	72	606
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	3	35	0	0	8	0	7	0	0	56	13	122
16:15	0	0	0	0	0	2	30	0	0	3	0	8	0	0	58	9	110
Hr Total	0	0	0	0	0	5	65	0	0	11	0	15	0	0	114	22	232
16:30	0	0	0	0	0	6	36	0	0	16	0	9	0	0	50	12	129
16:45	0	0	0	0	1	1	37	0	0	6	0	11	0	0	58	14	128
17:00	0	0	0	0	0	0	48	0	0	20	0	20	0	0	60	7	155
17:15	0	0	0	0	0	1	36	0	0	16	0	10	0	0	80	11	154
Hr Total	0	0	0	0	1	8	157	0	0	58	0	50	0	0	248	44	566
17:30	0	0	0	0	0	0	33	0	0	8	0	6	0	0	68	4	119
17:45	0	0	0	0	0	3	29	0	0	6	0	5	0	0	74	1	118
Hr Total	0	0	0	0	0	3	62	0	0	14	0	11	0	0	142	5	237
TOTAL	0	0	0	0	1	38	495	0	0	136	0	116	0	0	1324	223	2333

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NW 8TH STREET & NW 1ST COURT
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Site Code : 00140065
Start Date: 03/19/14
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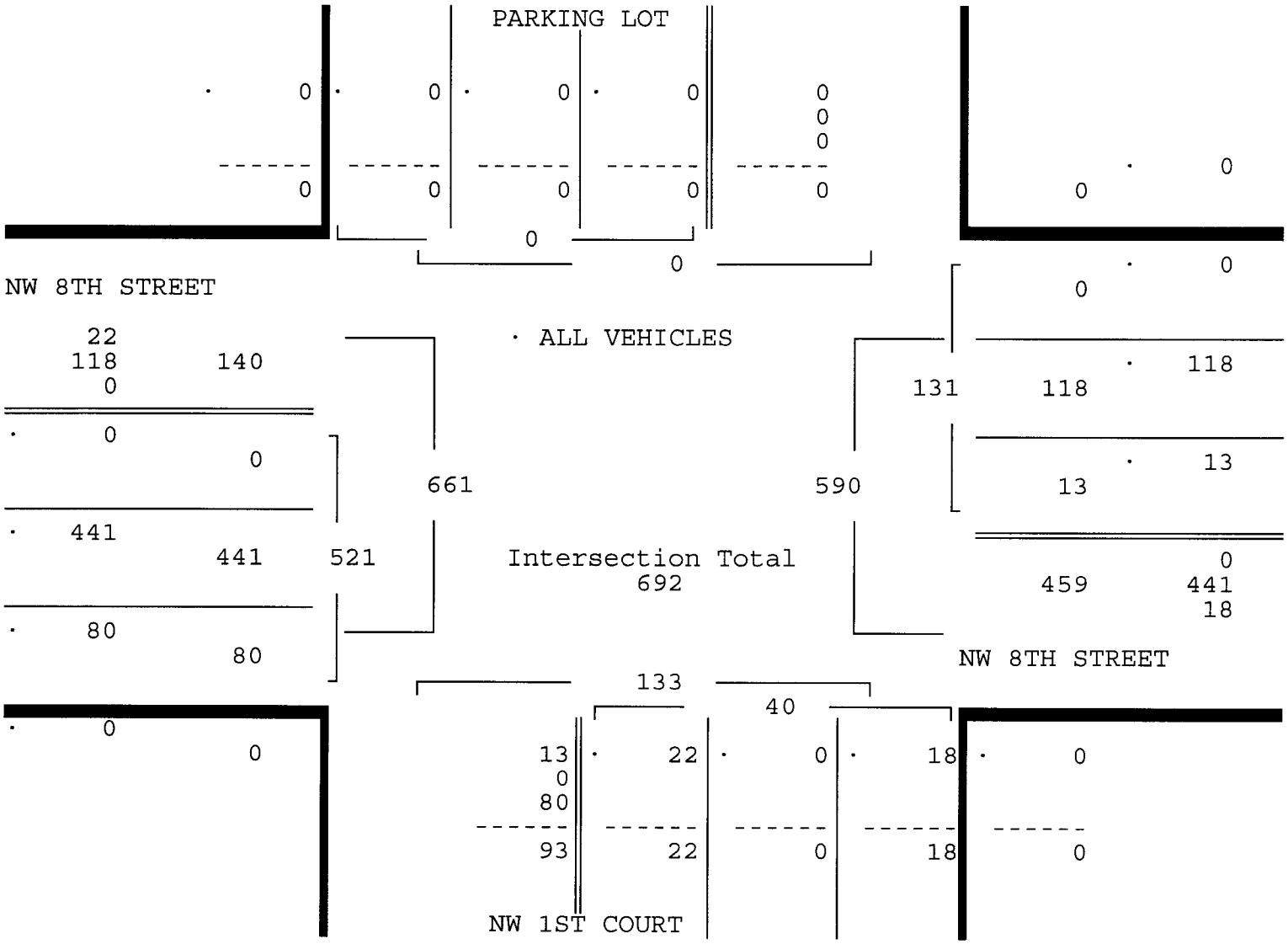
Page : 2

ALL VEHICLES

	PARKING LOT From North				NW 8TH STREET From East				NW 1ST COURT From South				NW 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/19/14																	
Peak start 07:30					07:30				07:30				07:30				
Volume	0	0	0	0	0	13	118	0	0	22	0	18	0	0	441	80	
Percent	0%	0%	0%	0%	0%	10%	90%	0%	0%	55%	0%	45%	0%	0%	85%	15%	
Pk total	0				131				40				521				
Highest	07:30				07:45				08:00				07:45				
Volume	0	0	0	0	0	6	34	0	0	7	0	7	0	0	117	24	
Hi total	0				40				14				141				
PHF	.0				.82				.71				.92				



NW 8TH STREET & NW 1ST COURT
MIAMI, FLORIDA
COUNTED BY: CRISTINA PALOMINO
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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Site Code : 00140065
Start Date: 03/19/14
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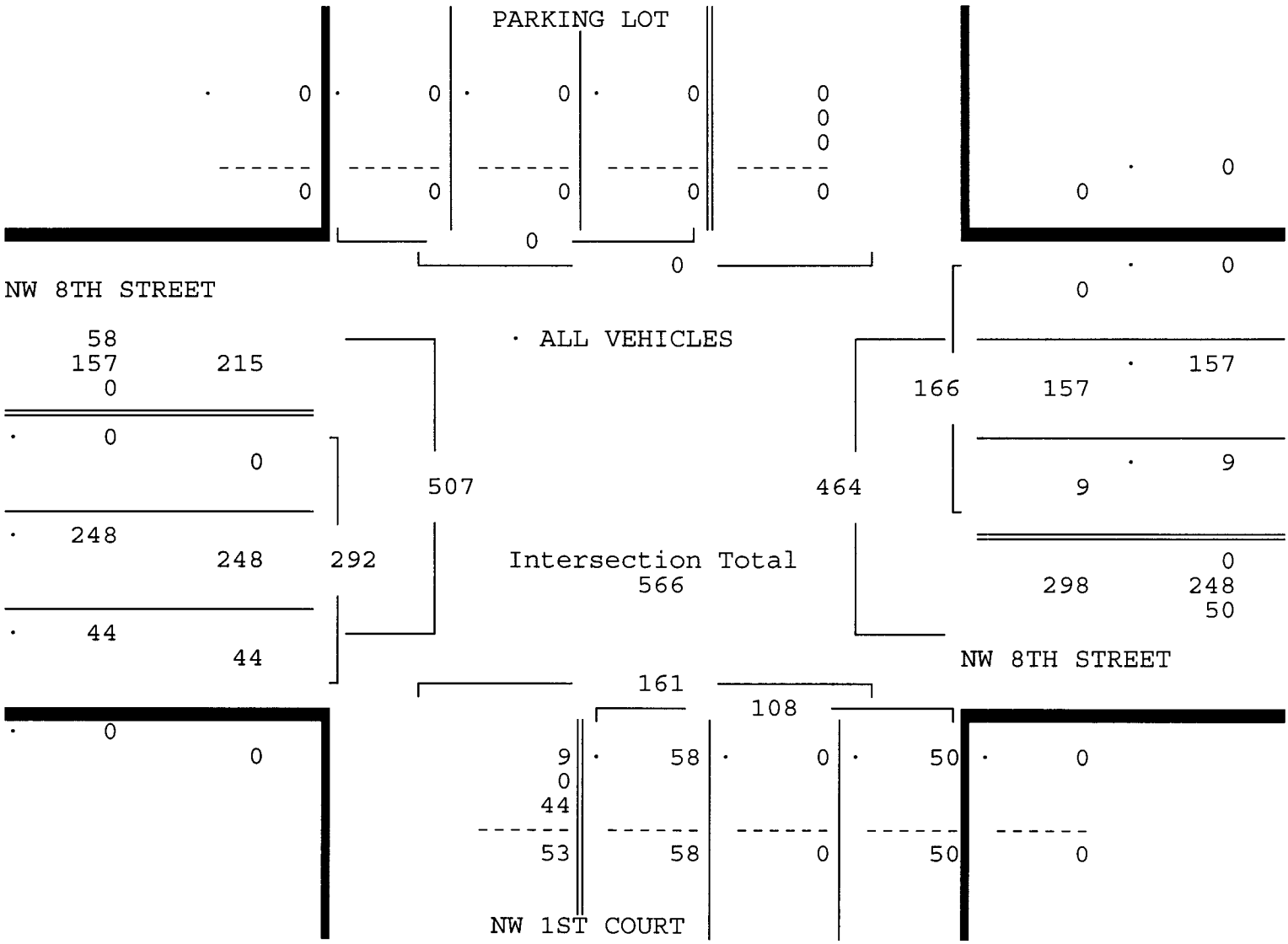
Page : 3

ALL VEHICLES

	PARKING LOT From North				NW 8TH STREET From East				NW 1ST COURT From South				NW 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/19/14																	
Peak start 16:30					16:30				16:30				16:30				
Volume	0	0	0	0	1	8	157	0	0	58	0	50	0	0	248	44	
Percent	0%	0%	0%	0%	1%	5%	95%	0%	0%	54%	0%	46%	0%	0%	85%	15%	
Pk total	0				166				108				292				
Highest	07:30				17:00				17:00				17:15				
Volume	0	0	0	0	0	0	48	0	0	20	0	20	0	0	80	11	
Hi total	0				48				40				91				
PHF	.0				.86				.68				.80				



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NW 8TH STREET & NW 1ST COURT
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Site Code : 00140065
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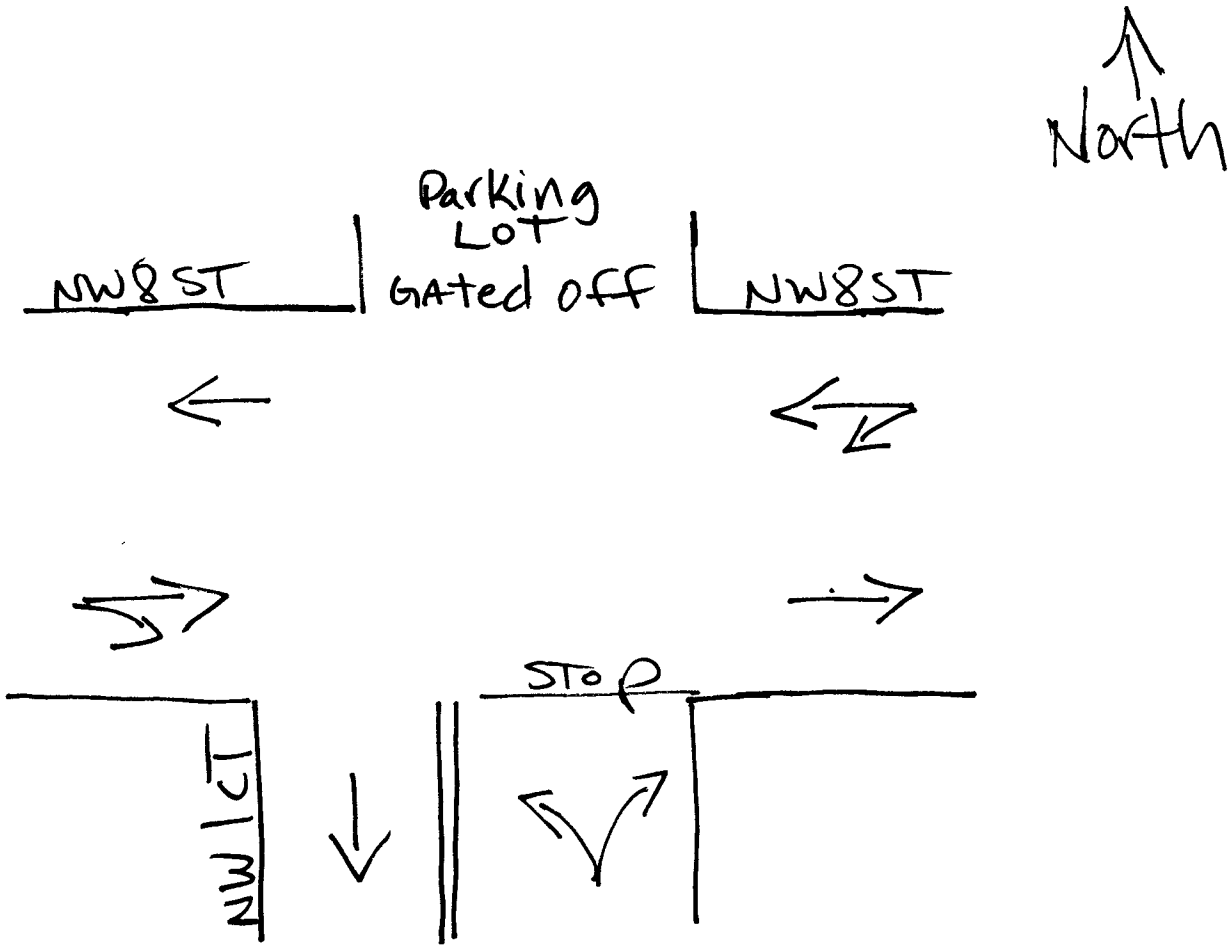
Page : 1

PEDESTRIANS

	PARKING LOT From North				NW 8TH STREET From East				NW 1ST COURT From South				NW 8TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/19/14																	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
08:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Hr Total	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	1	13
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
09:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5
09:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
Hr Total	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	1	15
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	2	0	0	0	7	0	0	0	0	9
16:15	0	0	0	0	0	0	0	6	0	0	0	5	0	0	0	1	12
Hr Total	0	0	0	0	0	0	0	8	0	0	0	12	0	0	0	1	21
16:30	0	0	0	1	0	0	0	12	0	0	0	6	0	0	0	1	20
16:45	0	0	0	3	0	0	0	9	0	0	0	7	0	0	0	2	21
17:00	0	0	0	0	0	0	0	11	0	0	0	2	0	0	0	0	13
17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	4	0	0	0	34	0	0	0	15	0	0	0	3	56
17:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
TOTAL	0	0	0	5	0	0	0	44	0	0	0	53	0	0	0	6	108



Miami, Florida
March 19, 2014
drawn by: Luis Palomino
NOT Signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 8TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 8ST_1AVE
Page : 1

ALL VEHICLES

	NW 1ST AVENUE From North				NW 8TH STREET From East				NW 1ST AVENUE From South				NW 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
07:30	0	2	6	6	0	3	15	2	0	0	3	5	0	7	48	62	159
07:45	0	0	9	9	0	6	27	2	0	3	8	3	0	15	60	56	198
08:00	0	1	10	4	0	6	23	3	1	2	11	4	0	11	41	61	178
08:15	0	2	10	12	0	6	27	6	2	1	7	4	0	13	55	48	193
Hr Total	0	5	35	31	0	21	92	13	3	6	29	16	0	46	204	227	728
08:30	0	0	12	1	0	7	14	4	0	2	5	5	0	8	58	31	147
08:45	0	3	8	2	1	8	30	2	1	1	7	2	0	12	52	32	161
09:00	1	1	15	7	0	5	10	1	1	3	10	0	0	15	62	37	168
09:15	0	1	5	4	0	3	25	4	0	3	15	2	0	11	54	36	163
Hr Total	1	5	40	14	1	23	79	11	2	9	37	9	0	46	226	136	639
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	0	5	5	0	1	24	9	0	9	21	1	0	25	30	10	141
16:15	0	0	4	4	0	4	21	2	1	10	12	0	0	20	38	8	124
Hr Total	1	0	9	9	0	5	45	11	1	19	33	1	0	45	68	18	265
16:30	0	2	5	2	0	1	24	0	0	16	16	1	0	17	35	8	127
16:45	0	2	4	3	0	5	26	2	0	12	27	7	0	19	39	10	156
17:00	0	0	6	4	0	2	30	8	1	13	27	5	0	30	42	7	175
17:15	0	0	5	4	0	1	21	5	0	10	26	2	0	30	53	10	167
Hr Total	0	4	20	13	0	9	101	15	1	51	96	15	0	96	169	35	625
17:30	0	1	7	2	0	2	23	5	0	8	38	4	0	28	41	6	165
17:45	0	2	5	1	0	1	22	5	1	9	27	3	0	26	46	11	159
Hr Total	0	3	12	3	0	3	45	10	1	17	65	7	0	54	87	17	324
TOTAL	2	17	116	70	1	61	362	60	8	102	260	48	0	287	754	433	2581

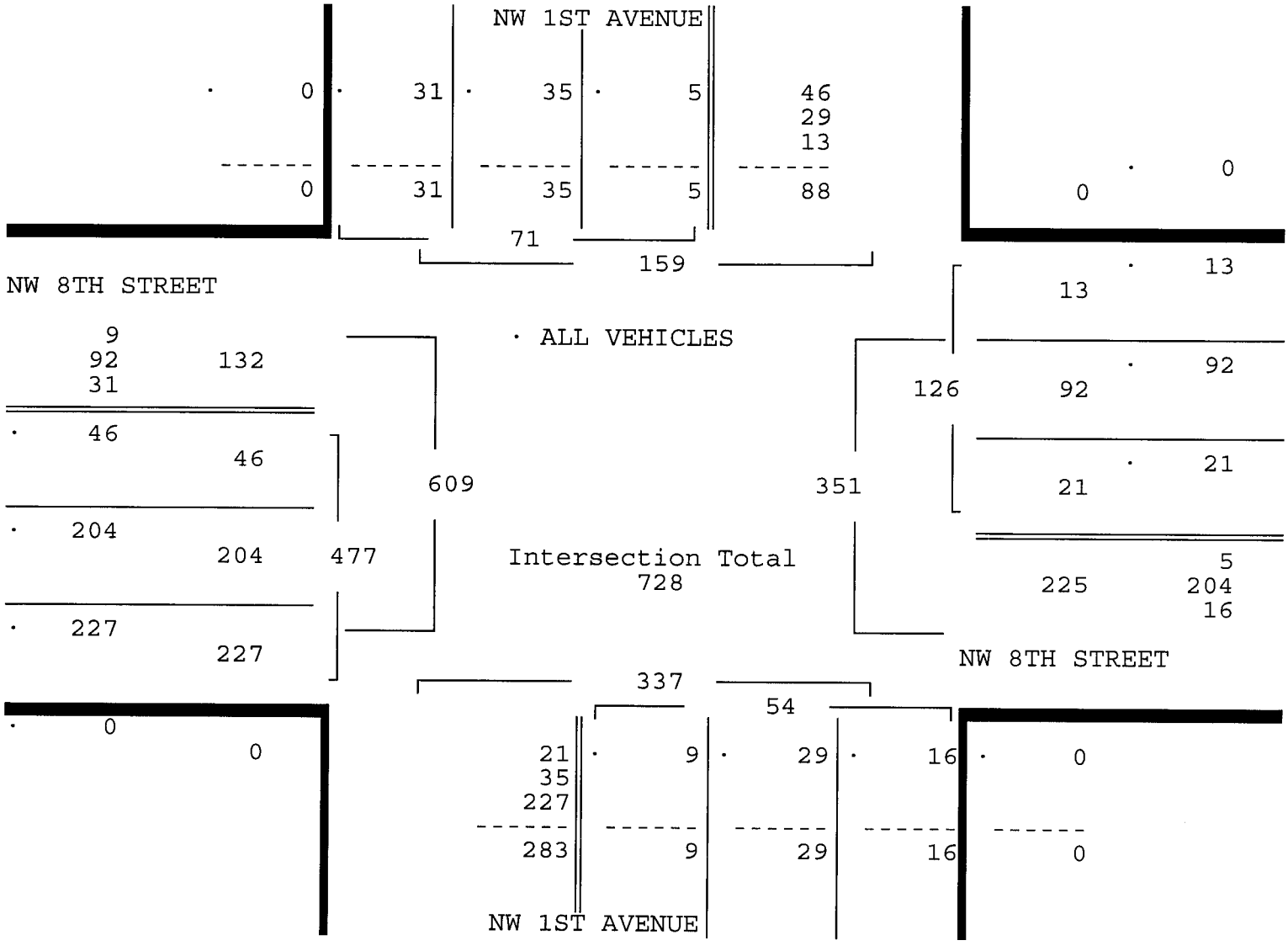
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 8TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 8ST_1AVE
Page : 2

ALL VEHICLES

	NW 1ST AVENUE From North				NW 8TH STREET From East				NW 1ST AVENUE From South				NW 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/19/14																	
Peak start 07:30					07:30				07:30				07:30				
Volume	0	5	35	31	0	21	92	13	3	6	29	16	0	46	204	227	
Percent	0%	7%	49%	44%	0%	17%	73%	10%	6%	11%	54%	30%	0%	10%	43%	48%	
Pk total	71				126				54				477				
Highest	08:15				08:15				08:00				07:45				
Volume	0	2	10	12	0	6	27	6	1	2	11	4	0	15	60	56	
Hi total	24				39				18				131				
PHF	.74				.81				.75				.91				



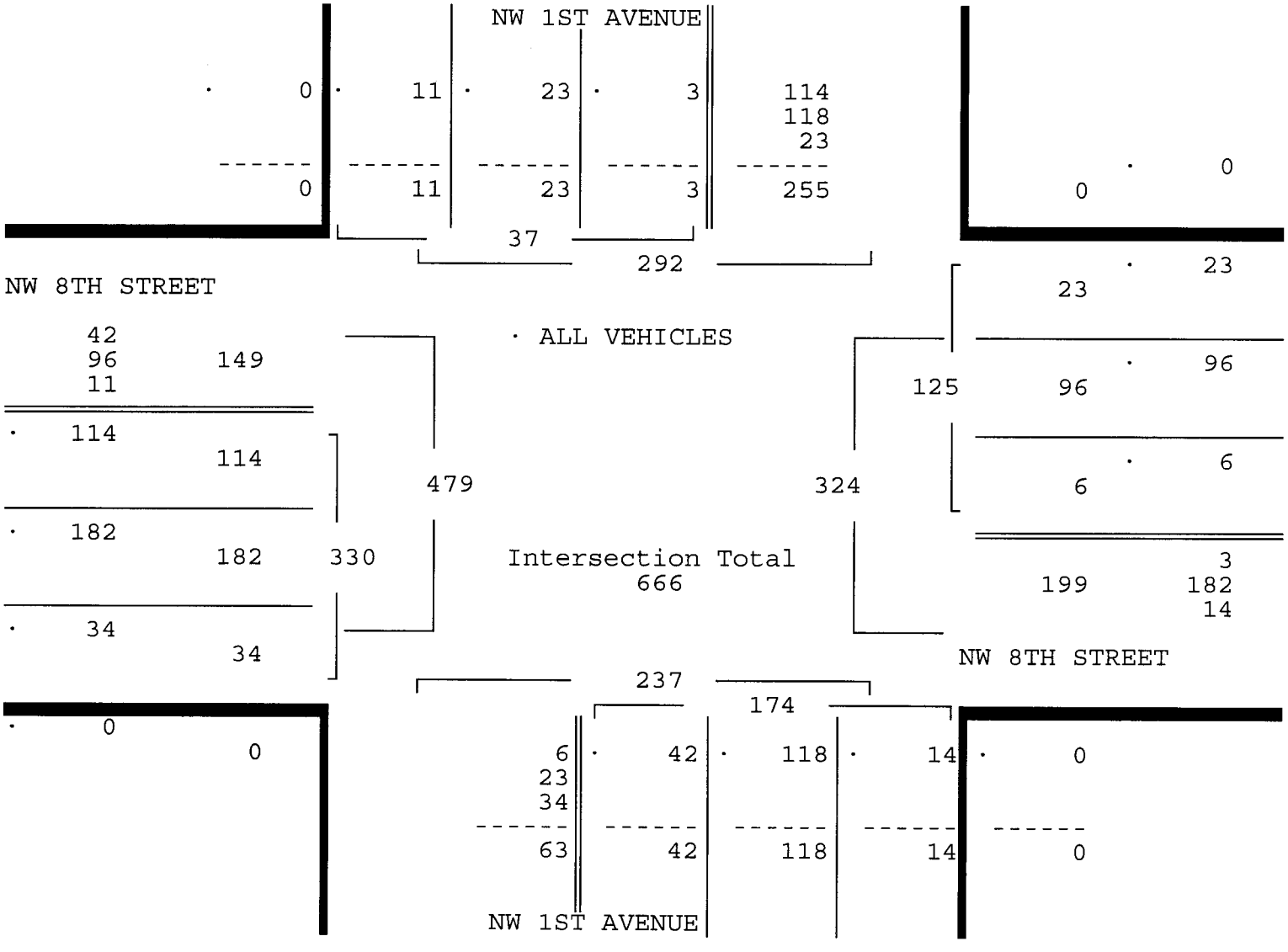
NW 8TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 8ST_1AVE
Page : 3

ALL VEHICLES

	NW 1ST AVENUE From North				NW 8TH STREET From East				NW 1ST AVENUE From South				NW 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/19/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	3	23	11	0	6	96	23	2	40	118	14	0	114	182	34	
Percent	0%	8%	62%	30%	0%	5%	77%	18%	1%	23%	68%	8%	0%	35%	55%	10%	
Pk total	37				125				174				330				
Highest	17:00				17:00				17:30				17:15				
Volume	0	0	6	4	0	2	30	8	0	8	38	4	0	30	53	10	
Hi total	10				40				50				93				
PHF	.92				.78				.87				.89				



NW 8TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
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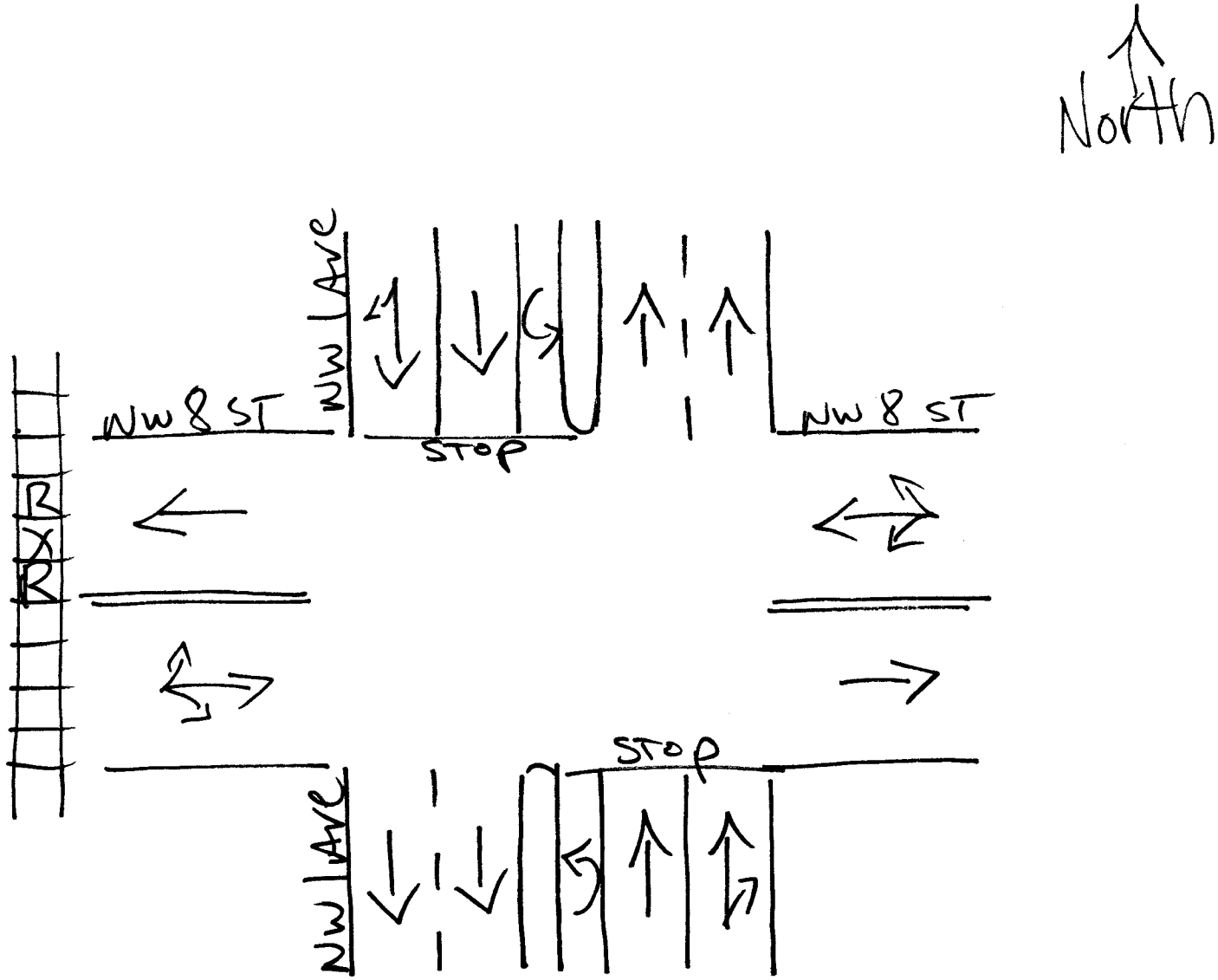
Site Code : 00140065
Start Date: 03/19/14
File I.D. : 8ST_1AVE
Page : 1

PEDESTRIANS

	NW 1ST AVENUE From North				NW 8TH STREET From East				NW 1ST AVENUE From South				NW 8TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/19/14																	
07:30	0	0	0	2	0	0	0	7	0	0	0	5	0	0	0	4	18
07:45	0	0	0	3	0	0	0	3	0	0	0	5	0	0	0	8	19
08:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4
08:15	0	0	0	1	0	0	0	1	0	0	0	6	0	0	0	2	10
Hr Total	0	0	0	6	0	0	0	11	0	0	0	19	0	0	0	15	51
08:30	0	0	0	5	0	0	0	1	0	0	0	3	0	0	0	3	12
08:45	0	0	0	6	0	0	0	3	0	0	0	3	0	0	0	10	22
09:00	0	0	0	4	0	0	0	1	0	0	0	4	0	0	0	2	11
09:15	0	0	0	0	0	0	0	3	0	0	0	6	0	0	0	1	10
Hr Total	0	0	0	15	0	0	0	8	0	0	0	16	0	0	0	16	55
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	4	0	0	0	7	0	0	0	4	0	0	0	5	20
16:15	0	0	0	5	0	0	0	1	0	0	0	1	0	0	0	4	11
Hr Total	0	0	0	9	0	0	0	8	0	0	0	5	0	0	0	9	31
16:30	0	0	0	6	0	0	0	2	0	0	0	6	0	0	0	5	19
16:45	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	6	14
17:00	0	0	0	5	0	0	0	3	0	0	0	10	0	0	0	8	26
17:15	0	0	0	3	0	0	0	8	0	0	0	5	0	0	0	3	19
Hr Total	0	0	0	17	0	0	0	13	0	0	0	26	0	0	0	22	78
17:30	0	0	0	4	0	0	0	3	0	0	0	2	0	0	0	3	12
17:45	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	5	11
Hr Total	0	0	0	8	0	0	0	3	0	0	0	4	0	0	0	8	23
TOTAL	0	0	0	55	0	0	0	43	0	0	0	70	0	0	0	70	238



Miami, Florida
March, 19, 2014
drawn by: Luis Palomino
not signalized

NW 7TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 7ST_2AVE
Page : 1

ALL VEHICLES

	NW 2ND AVENUE From North				NW 7TH STREET From East				NW 2ND AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
07:30	0	0	43	0	0	1	0	4	0	0	36	0	0	0	0	0	84
07:45	0	0	56	0	0	3	0	2	1	0	40	0	0	0	0	0	102
08:00	0	0	60	0	0	1	0	4	0	0	39	0	0	0	0	0	104
08:15	1	0	67	0	0	2	0	4	0	0	45	0	0	0	0	0	119
Hr Total	1	0	226	0	0	7	0	14	1	0	160	0	0	0	0	0	409
08:30	0	0	69	0	0	0	0	4	0	0	60	0	0	0	0	0	133
08:45	0	0	60	0	0	2	0	4	0	0	36	0	0	0	0	0	102
09:00	0	0	65	0	0	4	0	3	0	0	32	0	0	0	0	0	104
09:15	0	0	58	0	0	1	0	7	0	0	28	0	0	0	0	0	94
Hr Total	0	0	252	0	0	7	0	18	0	0	156	0	0	0	0	0	433
---------- * BREAK * ----------																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	31	0	0	3	0	3	0	0	57	0	0	0	0	0	94
16:15	0	0	26	0	0	3	0	7	0	0	79	0	0	0	0	0	115
Hr Total	0	0	57	0	0	6	0	10	0	0	136	0	0	0	0	0	209
16:30	1	0	29	0	0	5	0	13	0	0	75	0	0	0	0	0	123
16:45	0	0	42	0	0	2	0	8	0	0	100	0	0	0	0	0	152
17:00	0	0	29	0	0	5	0	15	1	0	97	0	0	0	0	0	147
17:15	0	0	47	0	0	0	0	8	0	0	116	0	0	0	0	0	171
Hr Total	1	0	147	0	0	12	0	44	1	0	388	0	0	0	0	0	593
17:30	0	0	30	0	0	0	0	4	0	0	99	0	0	0	0	0	133
17:45	0	0	30	0	0	1	0	1	0	0	72	0	0	0	0	0	104
Hr Total	0	0	60	0	0	1	0	5	0	0	171	0	0	0	0	0	237
TOTAL	2	0	742	0	0	33	0	91	2	0	1011	0	0	0	0	0	1881

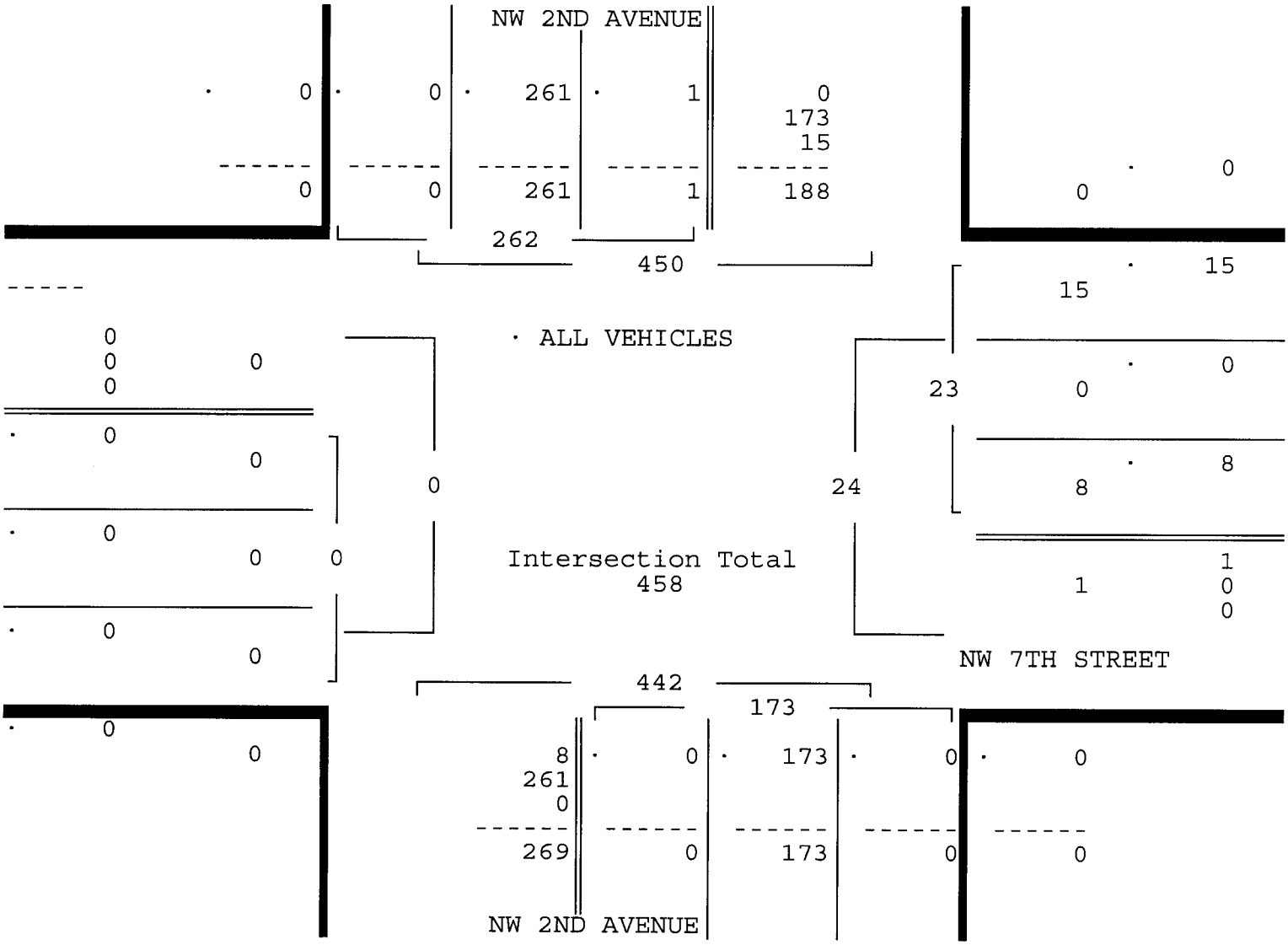
NW 7TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 7ST_2AVE
Page : 2

ALL VEHICLES

	NW 2ND AVENUE From North				NW 7TH STREET From East				NW 2ND AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/19/14																	
Peak start	08:15				08:15				08:15				08:15				
Volume	1	0	261	0	0	8	0	15	0	0	173	0	0	0	0	0	
Percent	0%	0%	100%	0%	0%	35%	0%	65%	0%	0%	100%	0%	0%	0%	0%	0%	
Pk total	262				23				173				0				
Highest	08:30				09:00				08:30				07:30				
Volume	0	0	69	0	0	4	0	3	0	0	60	0	0	0	0	0	
Hi total	69				7				60				0				
PHF	.95				.82				.72				.0				



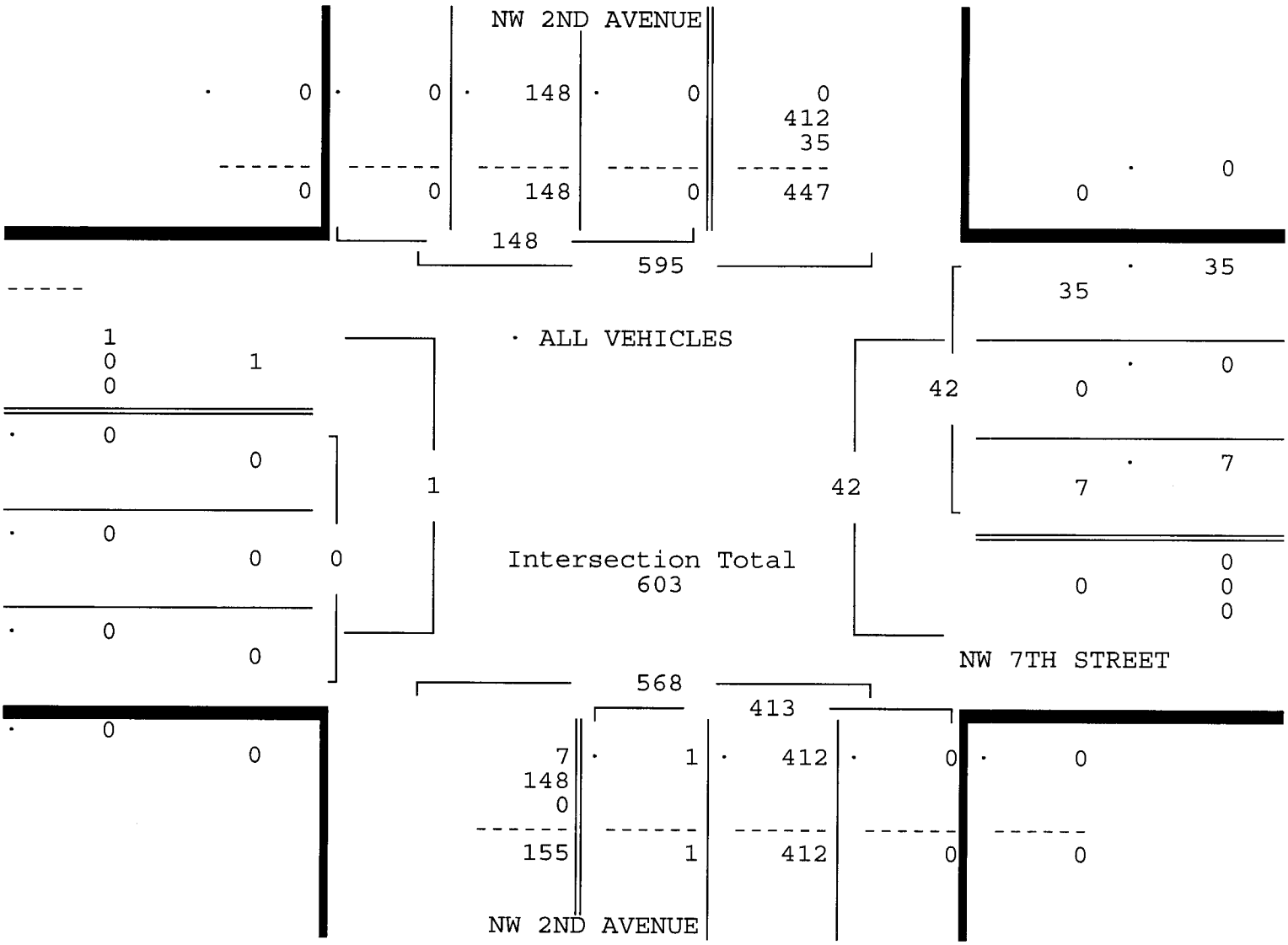
NW 7TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 7ST_2AVE
Page : 3

ALL VEHICLES

	NW 2ND AVENUE From North				NW 7TH STREET From East				NW 2ND AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/19/14																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	0	148	0	0	7	0	35	1	0	412	0	0	0	0	0	
Percent	0%	0%	100%	0%	0%	17%	0%	83%	0%	0%	100%	0%	0%	0%	0%	0%	
Pk total	148				42				413				0				
Highest	17:15				17:00				17:15				07:30				
Volume	0	0	47	0	0	5	0	15	0	0	116	0	0	0	0	0	
Hi total	47				20				116				0				
PHF	.79				.52				.89				.0				



Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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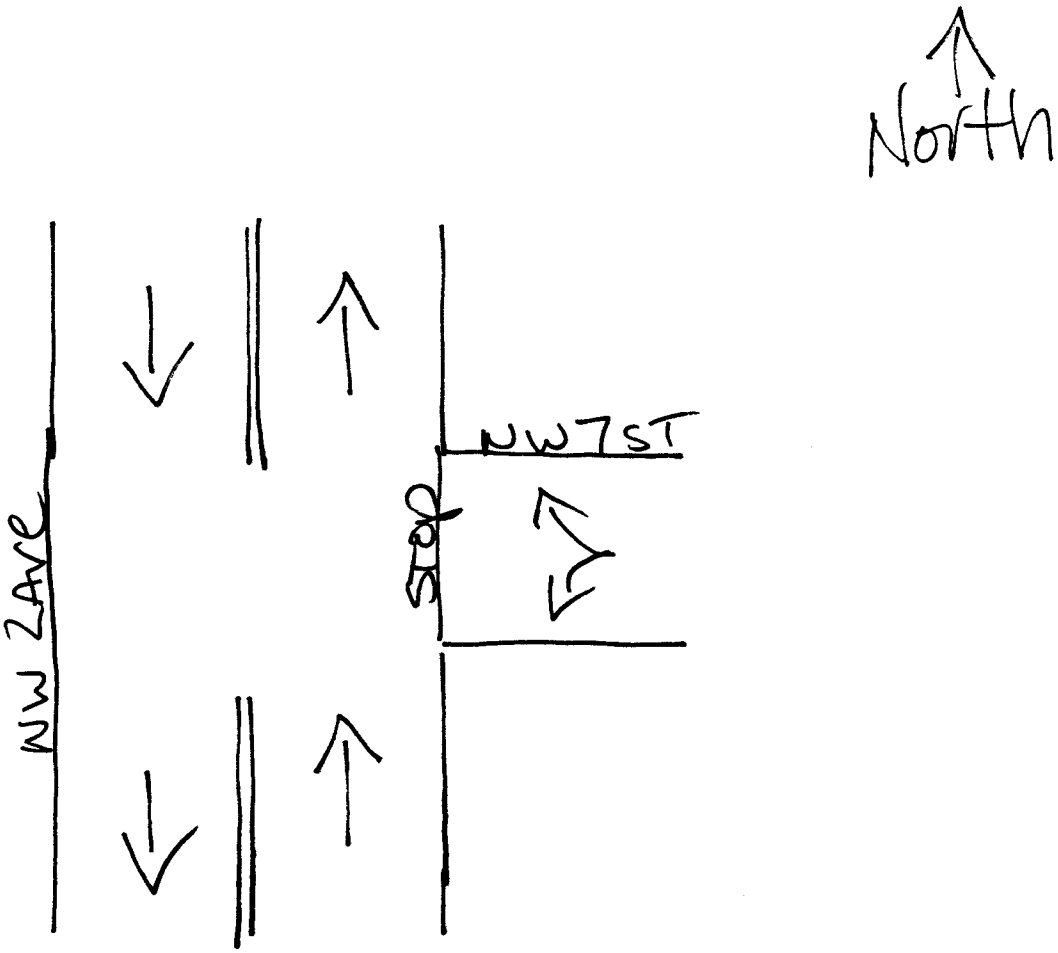
NW 7TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 7ST_2AVE
Page : 1

PEDESTRIANS

	NW 2ND AVENUE From North				NW 7TH STREET From East				NW 2ND AVENUE From South				----- From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/19/14																	
07:30	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	5
07:45	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	0	7
08:00	0	0	0	3	0	0	0	1	0	0	0	4	0	0	0	0	8
08:15	0	0	0	1	0	0	0	2	0	0	0	4	0	0	0	0	7
Hr Total	0	0	0	8	0	0	0	8	0	0	0	11	0	0	0	0	27
08:30	0	0	0	0	0	0	0	3	0	0	0	5	0	0	0	0	8
08:45	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	0	6
09:00	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4
09:15	0	0	0	3	0	0	0	4	0	0	0	3	0	0	0	0	10
Hr Total	0	0	0	7	0	0	0	12	0	0	0	9	0	0	0	0	28
---------- * BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	2	0	0	0	3	0	0	0	3	0	0	0	0	8
16:15	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	3
Hr Total	0	0	0	3	0	0	0	4	0	0	0	4	0	0	0	0	11
16:30	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	9
16:45	0	0	0	5	0	0	0	3	0	0	0	1	0	0	0	0	9
17:00	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	4
17:15	0	0	0	1	0	0	0	2	0	0	0	3	0	0	0	0	6
Hr Total	0	0	0	11	0	0	0	12	0	0	0	5	0	0	0	0	28
17:30	0	0	0	4	0	0	0	4	0	0	0	4	0	0	0	0	12
17:45	0	0	0	2	0	0	0	1	0	0	0	6	0	0	0	0	9
Hr Total	0	0	0	6	0	0	0	5	0	0	0	10	0	0	0	0	21
TOTAL	0	0	0	35	0	0	0	41	0	0	0	39	0	0	0	0	115



Miami, Florida
March 19, 2014
drawn by: Luis Palomino
NOT Signalized

NW 7TH STREET & NW 1ST COURT
MIAMI, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 7STR_1CT
Page : 1

ALL VEHICLES

	NW 1ST COURT From North				----- From East				NW 1ST COURT From South				NW 7TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
07:30	2	0	18	5	0	0	0	0	0	3	10	0	0	0	0	0	38
07:45	2	0	21	3	0	0	0	0	0	2	11	0	0	0	0	0	39
08:00	0	0	14	6	0	0	0	0	0	2	12	0	0	0	0	0	34
08:15	0	0	17	5	0	0	0	0	0	4	4	0	0	0	0	0	30
Hr Total	4	0	70	19	0	0	0	0	0	11	37	0	0	0	0	0	141
08:30	1	0	13	5	0	0	0	0	0	2	12	0	0	0	0	0	33
08:45	0	0	12	6	0	0	0	0	0	3	10	0	0	0	0	0	31
09:00	3	0	14	2	0	0	0	0	0	4	11	0	0	0	0	0	34
09:15	0	0	20	7	0	0	0	0	0	3	15	0	0	0	0	0	45
Hr Total	4	0	59	20	0	0	0	0	0	12	48	0	0	0	0	0	143
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	0	11	3	0	0	0	0	2	2	11	0	0	0	0	0	30
16:15	2	0	7	3	0	0	0	0	0	1	9	0	0	0	0	0	22
Hr Total	3	0	18	6	0	0	0	0	2	3	20	0	0	0	0	0	52
16:30	1	0	12	2	0	0	0	0	1	8	22	0	0	0	0	0	46
16:45	1	0	13	2	0	0	0	0	0	5	17	0	0	0	0	0	38
17:00	1	0	5	4	0	0	0	0	0	12	38	0	0	0	0	0	60
17:15	1	0	8	3	0	0	0	0	1	7	24	0	0	0	0	0	44
Hr Total	4	0	38	11	0	0	0	0	2	32	101	0	0	0	0	0	188
17:30	1	0	2	2	0	0	0	0	0	1	13	0	0	0	0	0	19
17:45	2	0	4	0	0	0	0	0	0	0	11	0	0	0	0	0	17
Hr Total	3	0	6	2	0	0	0	0	0	1	24	0	0	0	0	0	36
TOTAL	18	0	191	58	0	0	0	0	4	59	230	0	0	0	0	0	560

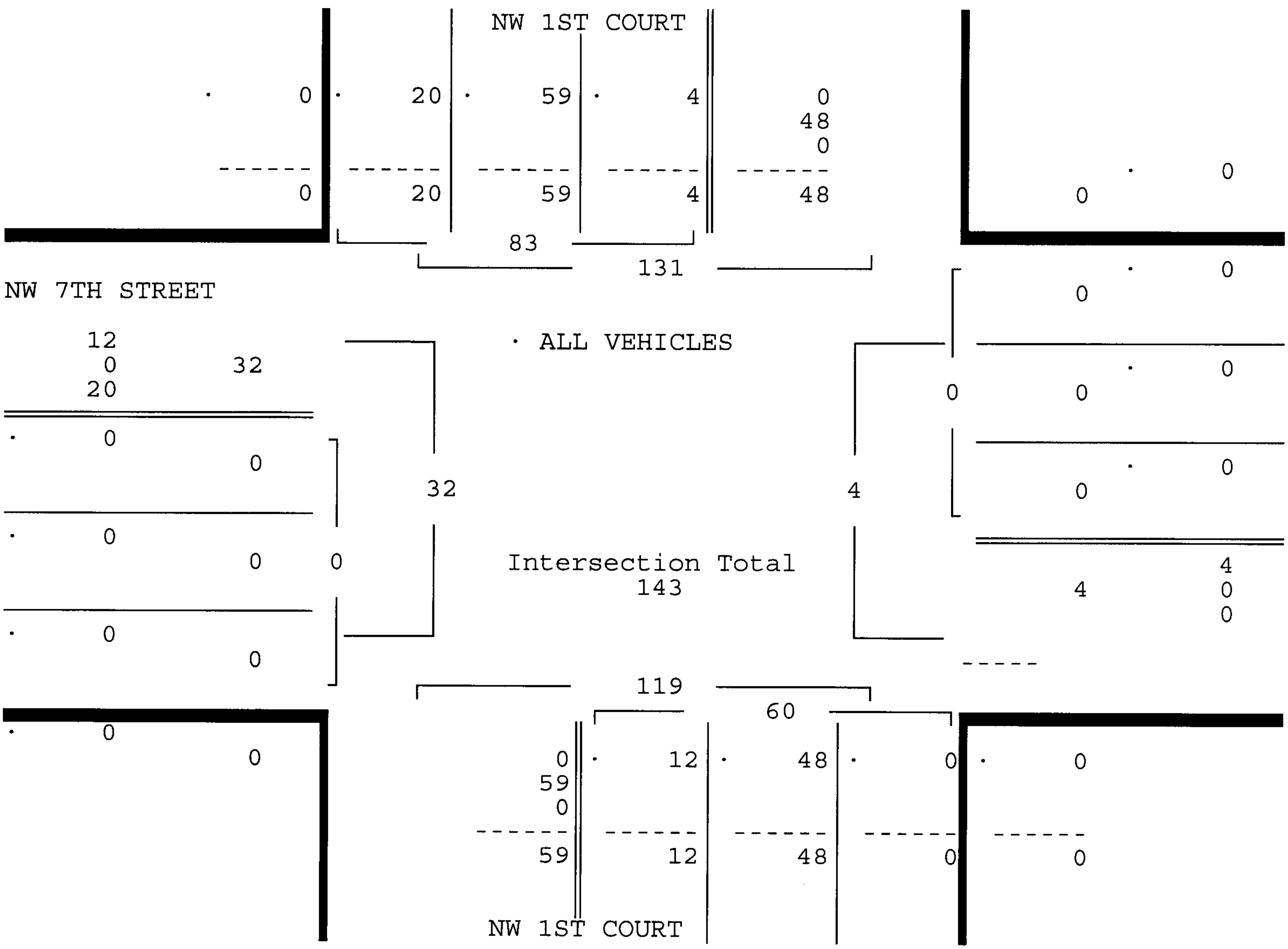
NW 7TH STREET & NW 1ST COURT
MIAMI, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 7STR_1CT
Page : 2

ALL VEHICLES

	NW 1ST COURT From North				----- From East				NW 1ST COURT From South				NW 7TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/19/14																	
Peak start	08:30				08:30				08:30				08:30				
Volume	4	0	59	20	0	0	0	0	0	12	48	0	0	0	0	0	
Percent	5%	0%	71%	24%	0%	0%	0%	0%	0%	20%	80%	0%	0%	0%	0%	0%	
Pk total	83				0				60				0				
Highest	09:15				07:30				09:15				07:30				
Volume	0	0	20	7	0	0	0	0	0	3	15	0	0	0	0	0	
Hi total	27				0				18				0				
PHF	.77				.0				.83				.0				



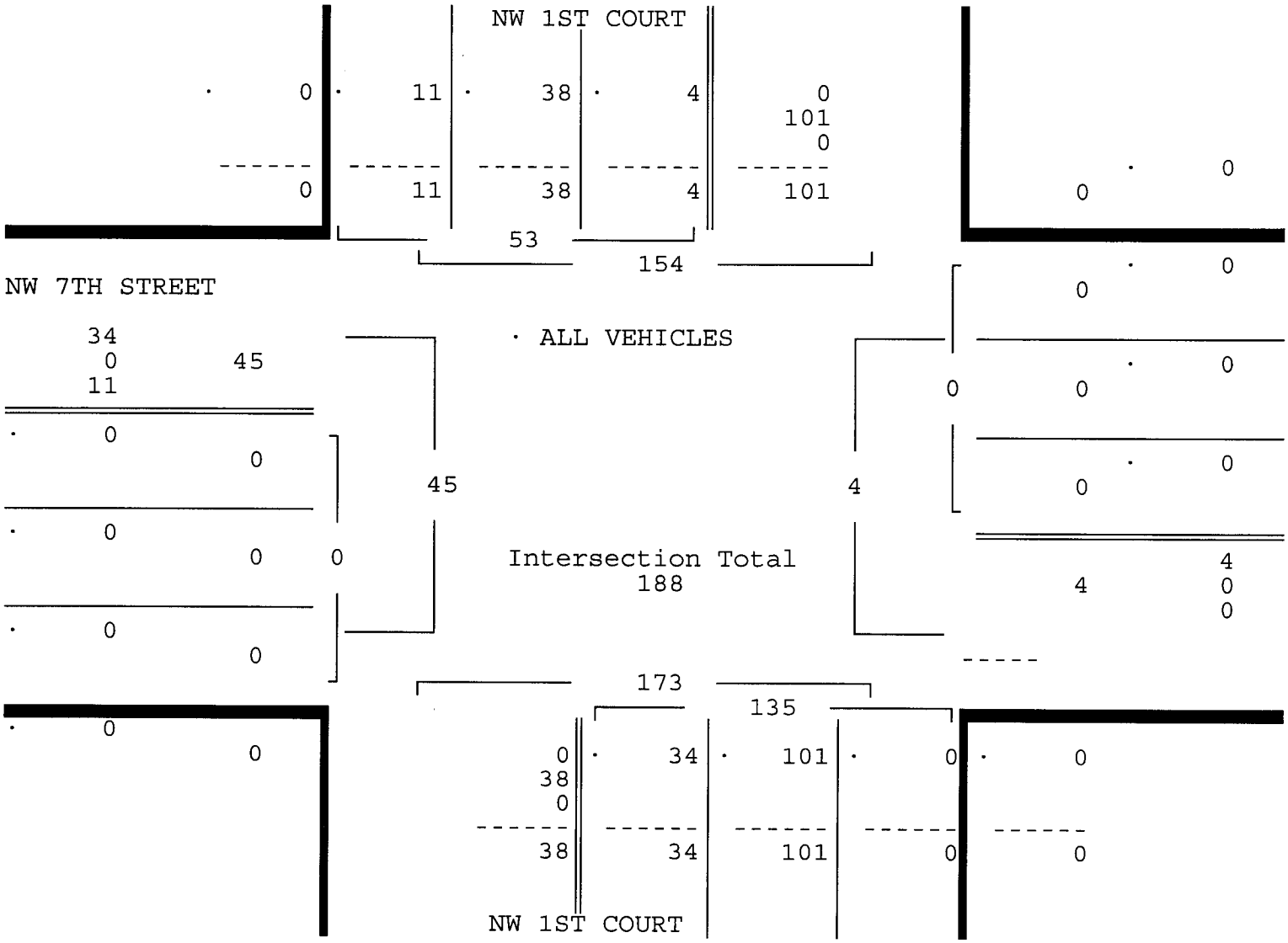
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 7TH STREET & NW 1ST COURT
MIAMI, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 7STR_1CT
Page : 3

ALL VEHICLES

	NW 1ST COURT From North				----- From East				NW 1ST COURT From South				NW 7TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/19/14																	
Peak start	16:30				16:30				16:30				16:30				
Volume	4	0	38	11	0	0	0	0	2	32	101	0	0	0	0	0	
Percent	8%	0%	72%	21%	0%	0%	0%	0%	1%	24%	75%	0%	0%	0%	0%	0%	
Pk total	53				0				135				0				
Highest	16:45				07:30				17:00				07:30				
Volume	1	0	13	2	0	0	0	0	0	12	38	0	0	0	0	0	
Hi total	16				0				50				0				
PHF	.83				.0				.68				.0				



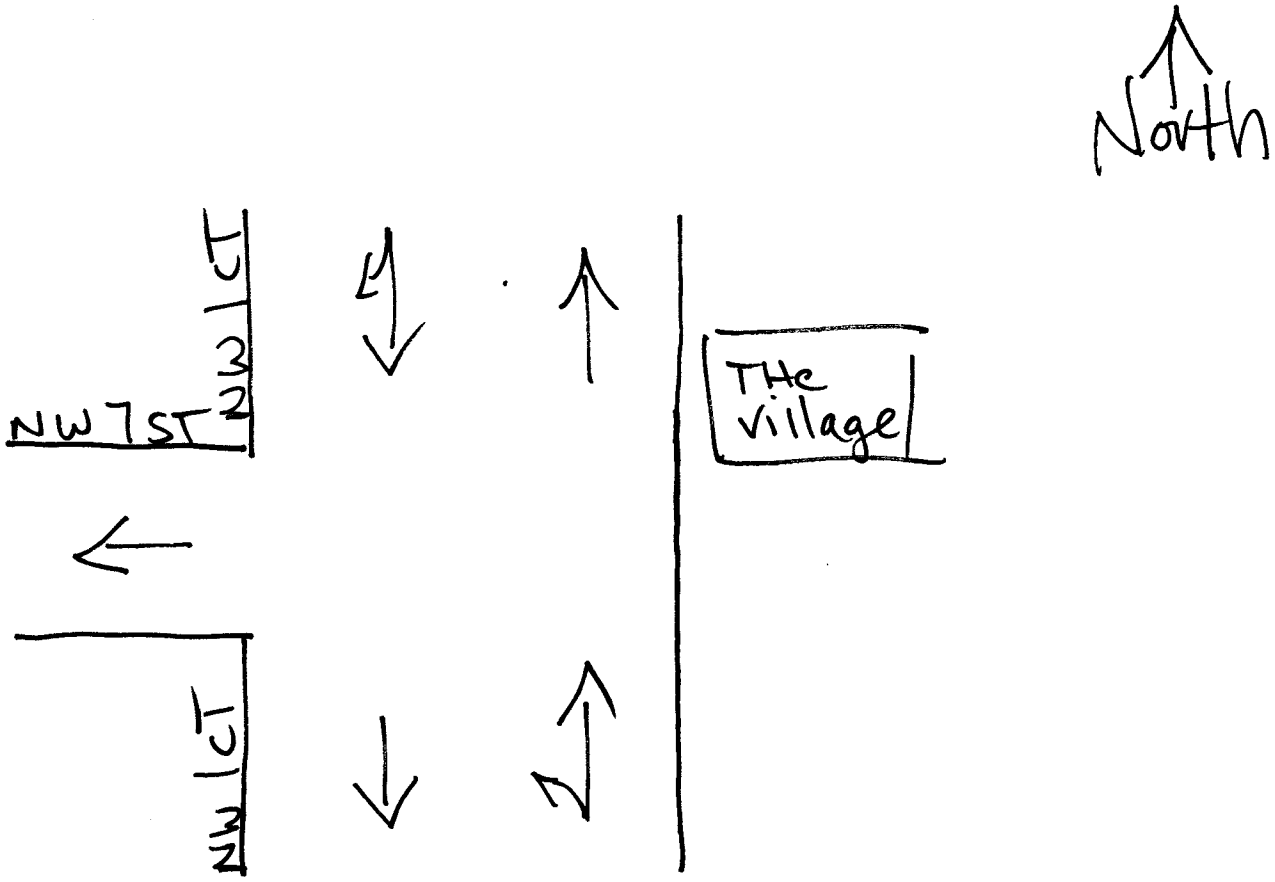
NW 7TH STREET & NW 1ST COURT
MIAMI, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 7STR_1CT
Page : 1

PEDESTRIANS

	NW 1ST COURT From North				----- From East				NW 1ST COURT From South				NW 7TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/19/14																	
07:30	0	0	0	24	0	0	0	0	0	0	0	1	0	0	0	4	29
07:45	0	0	0	31	0	0	0	0	0	0	0	6	0	0	0	7	44
08:00	0	0	0	27	0	0	0	0	0	0	0	5	0	0	0	7	39
08:15	0	0	0	15	0	0	0	0	0	0	0	1	0	0	0	2	18
Hr Total	0	0	0	97	0	0	0	0	0	0	0	13	0	0	0	20	130
08:30	0	0	0	11	0	0	0	0	0	0	0	8	0	0	0	13	32
08:45	0	0	0	22	0	0	0	0	0	0	0	4	0	0	0	7	33
09:00	0	0	0	7	0	0	0	0	0	0	0	8	0	0	0	16	31
09:15	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	7	18
Hr Total	0	0	0	51	0	0	0	0	0	0	0	20	0	0	0	43	114
---------- * BREAK * ----------																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	5	9
16:15	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	2	11
Hr Total	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	7	20
16:30	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	6	10
16:45	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	4	12
17:00	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	7	17
17:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	7
Hr Total	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	21	46
17:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
17:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	5
Hr Total	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	8
TOTAL	0	0	0	190	0	0	0	0	0	0	0	33	0	0	0	95	318



Miami, Florida
March 19, 2014
drawn by: Luis Palomino
not signalized
no stop signs.

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 6TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: CARLOS PALOMINO
SIGNALIZED

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 6ST__2AV
Page : 1

ALL VEHICLES

	NW 2ND AVENUE From North				NW 6TH STREET From East				NW 2ND AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
07:30	0	0	35	7	0	19	30	10	0	11	27	0	0	0	0	0	139
07:45	0	0	52	10	0	25	33	9	0	6	32	0	0	0	0	0	167
08:00	0	0	47	15	0	18	39	8	0	17	32	0	0	0	0	0	176
08:15	0	0	49	21	0	19	35	8	0	11	40	0	0	0	0	0	183
Hr Total	0	0	183	53	0	81	137	35	0	45	131	0	0	0	0	0	665
08:30	0	0	49	13	0	26	28	11	0	14	48	0	0	0	0	0	189
08:45	0	0	55	12	0	17	38	7	0	8	30	0	0	0	0	0	167
09:00	0	0	64	9	0	12	41	13	0	10	20	0	0	0	0	0	169
09:15	0	0	52	6	0	15	36	9	0	12	17	0	0	0	0	0	147
Hr Total	0	0	220	40	0	70	143	40	0	44	115	0	0	0	0	0	672
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	27	8	0	14	141	11	0	26	45	0	0	0	0	0	272
16:15	0	0	22	12	0	12	95	6	0	30	72	0	0	0	0	0	249
Hr Total	0	0	49	20	0	26	236	17	0	56	117	0	0	0	0	0	521
16:30	0	0	24	10	0	18	152	20	0	34	51	0	0	0	0	0	309
16:45	0	0	30	10	0	16	123	16	0	32	79	0	0	0	0	0	306
17:00	0	0	22	16	0	21	184	15	0	39	82	0	0	0	0	0	379
17:15	0	0	41	9	0	11	149	20	0	28	96	0	0	0	0	0	354
Hr Total	0	0	117	45	0	66	608	71	0	133	308	0	0	0	0	0	1348
17:30	0	0	21	8	0	8	100	12	0	24	88	0	0	0	0	0	261
17:45	0	0	23	8	0	5	93	4	0	35	65	0	0	0	0	0	233
Hr Total	0	0	44	16	0	13	193	16	0	59	153	0	0	0	0	0	494
TOTAL	0	0	613	174	0	256	1317	179	0	337	824	0	0	0	0	0	3700

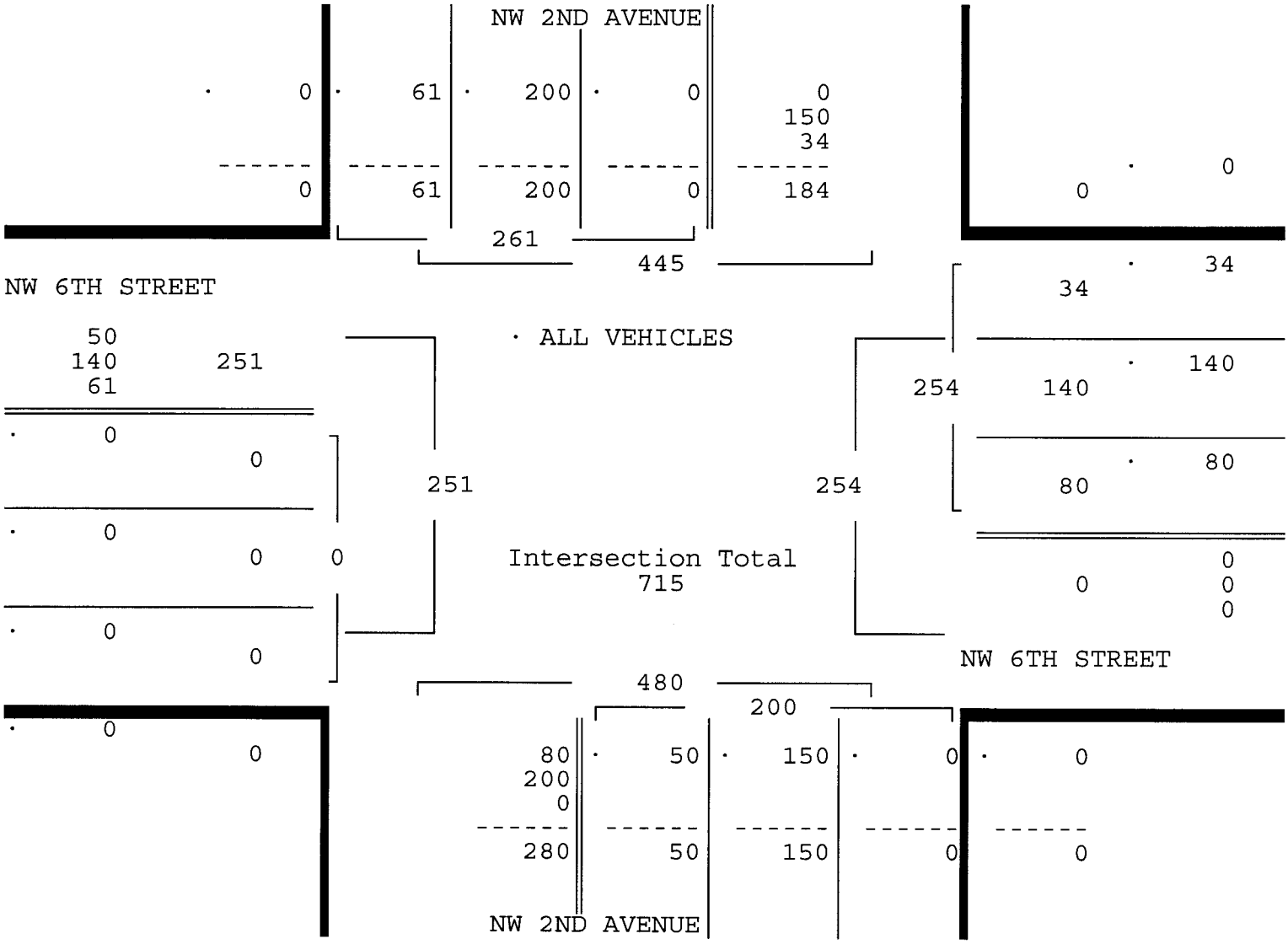
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 6TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: CARLOS PALOMINO
SIGNALIZED

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 6ST__2AV
Page : 2

ALL VEHICLES

	NW 2ND AVENUE From North				NW 6TH STREET From East				NW 2ND AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/19/14																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	200	61	0	80	140	34	0	50	150	0	0	0	0	0	
Percent	0%	0%	77%	23%	0%	31%	55%	13%	0%	25%	75%	0%	0%	0%	0%	0%	
Pk total	261				254				200				0				
Highest	08:15				08:00				08:30				07:30				
Volume	0	0	49	21	0	18	39	8	0	14	48	0	0	0	0	0	
Hi total	70				65				62				0				
PHF	.93				.98				.81				.0				



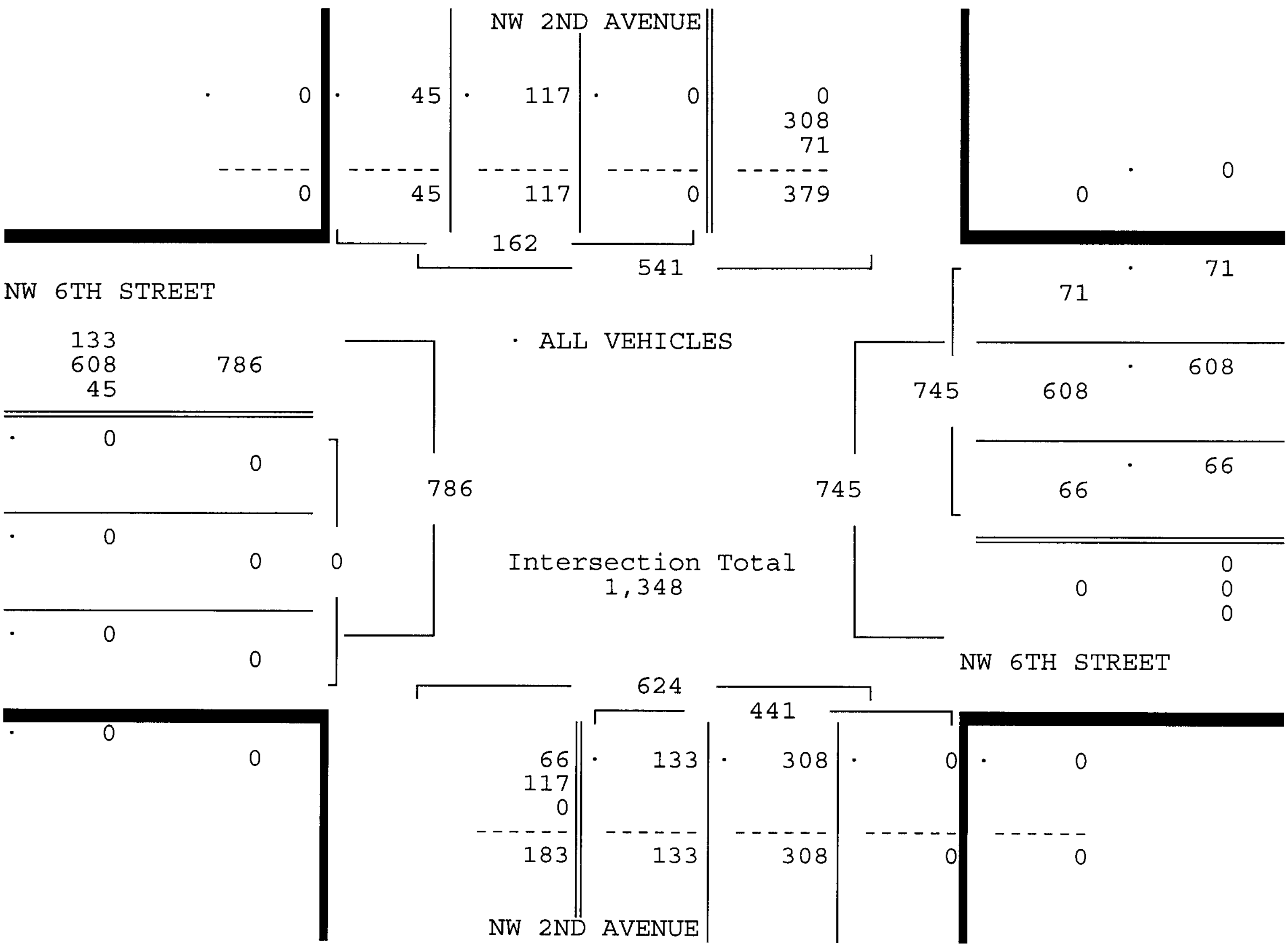
NW 6TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: CARLOS PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 6ST__2AV
Page : 3

ALL VEHICLES

	NW 2ND AVENUE From North				NW 6TH STREET From East				NW 2ND AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/19/14																	
Peak start	16:30				16:30				16:30				16:30				
Volume	0	0	117	45	0	66	608	71	0	133	308	0	0	0	0	0	
Percent	0%	0%	72%	28%	0%	9%	82%	10%	0%	30%	70%	0%	0%	0%	0%	0%	
Pk total	162				745				441				0				
Highest	17:15				17:00				17:15				07:30				
Volume	0	0	41	9	0	21	184	15	0	28	96	0	0	0	0	0	
Hi total	50				220				124				0				
PHF	.81				.85				.89				.0				



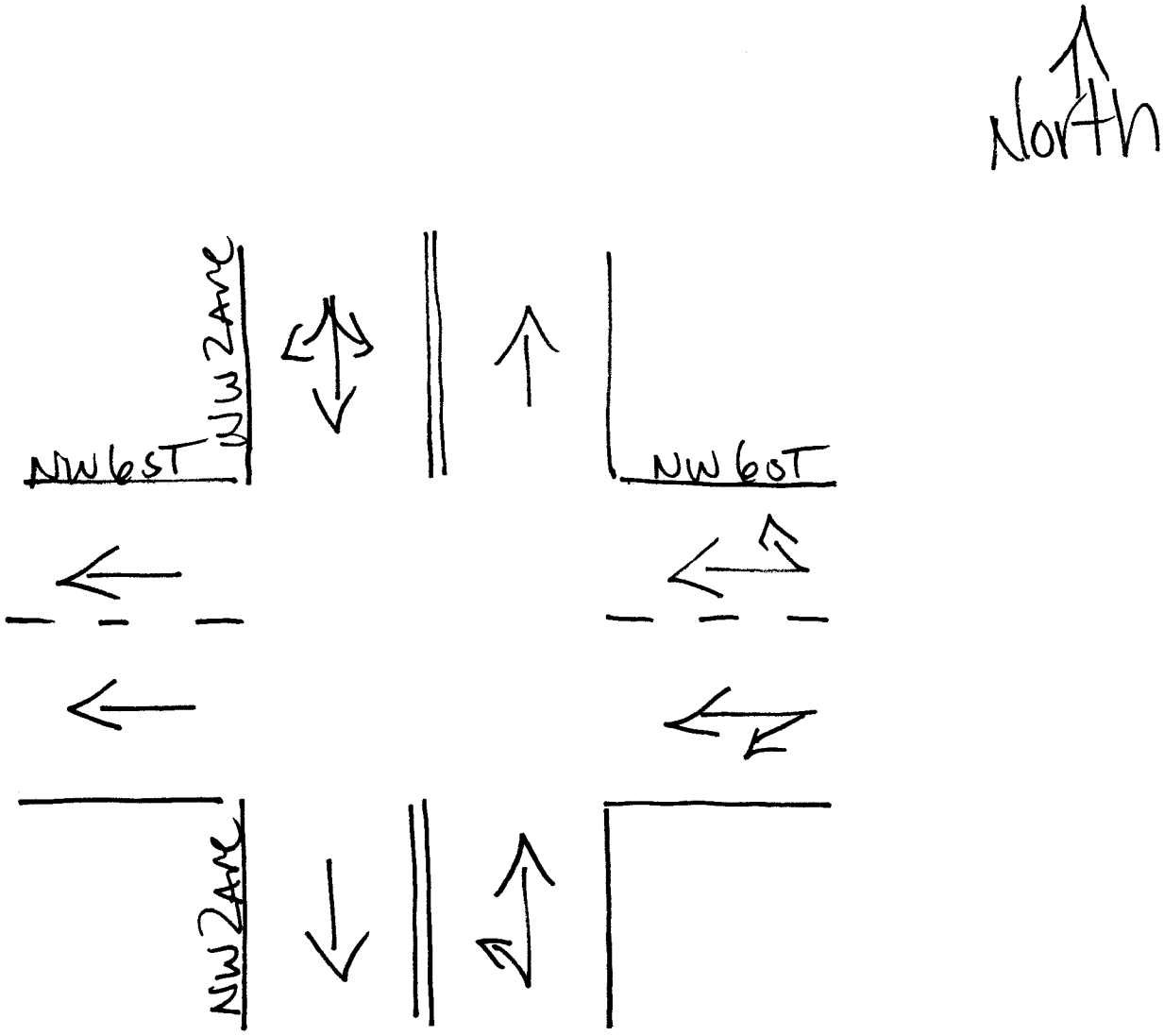
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 6TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: CARLOS PALOMINO
SIGNALIZED

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 6ST__2AV
Page : 1

PEDESTRIANS

	NW 2ND AVENUE From North				NW 6TH STREET From East				NW 2ND AVENUE From South				NW 6TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/19/14																	
07:30	0	0	0	1	0	0	0	5	0	0	0	1	0	0	0	3	10
07:45	0	0	0	3	0	0	0	3	0	0	0	2	0	0	0	3	11
08:00	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	6
08:15	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	2	7
Hr Total	0	0	0	7	0	0	0	15	0	0	0	4	0	0	0	8	34
08:30	0	0	0	6	0	0	0	2	0	0	0	1	0	0	0	3	12
08:45	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	9	13
09:00	0	0	0	1	0	0	0	9	0	0	0	0	0	0	0	1	11
09:15	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	1	8
Hr Total	0	0	0	8	0	0	0	21	0	0	0	1	0	0	0	14	44
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	1	0	0	0	6	0	0	0	3	0	0	0	4	14
16:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	6	8
Hr Total	0	0	0	1	0	0	0	7	0	0	0	4	0	0	0	10	22
16:30	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	4	9
16:45	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	4	9
17:00	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	2	7
17:15	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	6
Hr Total	0	0	0	4	0	0	0	12	0	0	0	2	0	0	0	13	31
17:30	0	0	0	1	0	0	0	5	0	0	0	1	0	0	0	1	8
17:45	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	4	9
Hr Total	0	0	0	3	0	0	0	7	0	0	0	2	0	0	0	5	17
TOTAL	0	0	0	23	0	0	0	62	0	0	0	13	0	0	0	50	148



Miami, Florida
March 19, 2014
drawn by: Luis Palomino
Signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 6TH STREET & NW 1ST COURT
MIAMI, FLORIDA
COUNTED BY: RALPH ESPADA
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 6STR_1CT
Page : 1

ALL VEHICLES

	NW 1ST COURT From North				NW 6TH STREET From East				NW 1ST COURT From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
07:30	0	0	1	15	0	3	48	6	0	1	7	0	0	0	0	0	81
07:45	0	0	4	10	0	3	57	6	0	1	5	0	0	0	0	0	86
08:00	0	0	3	16	0	2	50	7	0	1	6	0	0	0	0	0	85
08:15	1	0	0	14	0	2	51	8	0	0	4	0	0	0	0	0	80
Hr Total	1	0	8	55	0	10	206	27	0	3	22	0	0	0	0	0	332
08:30	0	0	1	11	0	0	49	9	0	4	3	0	0	0	0	0	77
08:45	0	0	6	4	0	4	54	11	0	5	2	0	0	0	0	0	86
09:00	0	0	0	12	0	1	52	11	0	4	6	0	0	0	0	0	86
09:15	1	0	7	9	0	5	42	13	0	2	7	0	0	0	0	0	86
Hr Total	1	0	14	36	0	10	197	44	0	15	18	0	0	0	0	0	335
---------- * BREAK * ----------																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	2	10	0	2	148	9	0	2	5	0	0	0	0	0	178
16:15	0	0	3	8	0	3	101	12	0	3	1	0	0	0	0	0	131
Hr Total	0	0	5	18	0	5	249	21	0	5	6	0	0	0	0	0	309
16:30	0	0	3	9	0	4	183	25	0	2	6	0	0	0	0	0	232
16:45	0	0	2	8	0	0	142	21	0	3	2	0	0	0	0	0	178
17:00	0	0	1	3	0	5	222	49	0	1	3	0	0	0	0	0	284
17:15	0	0	2	5	0	2	159	27	0	4	0	0	0	0	0	0	199
Hr Total	0	0	8	25	0	11	706	122	0	10	11	0	0	0	0	0	893
17:30	0	0	0	3	0	0	114	10	0	3	2	0	0	0	0	0	132
17:45	0	0	1	3	0	0	96	8	0	3	3	0	0	0	0	0	114
Hr Total	0	0	1	6	0	0	210	18	0	6	5	0	0	0	0	0	246
TOTAL	2	0	36	140	0	36	1568	232	0	39	62	0	0	0	0	0	2115

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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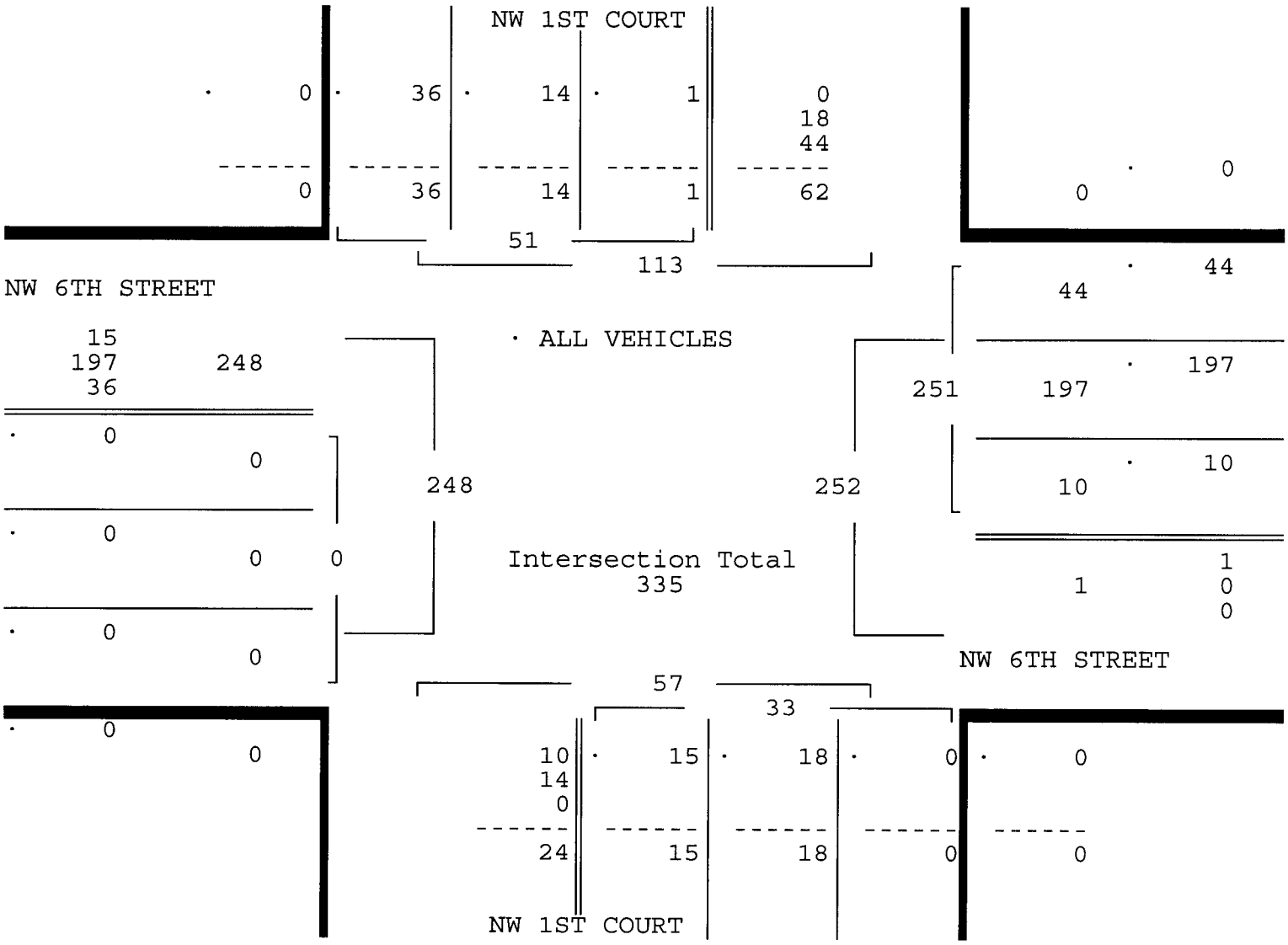
NW 6TH STREET & NW 1ST COURT
MIAMI, FLORIDA
COUNTED BY: RALPH ESPADA
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 6STR_1CT
Page : 2

ALL VEHICLES

	NW 1ST COURT From North				NW 6TH STREET From East				NW 1ST COURT From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/19/14																	
Peak start	08:30				08:30				08:30				08:30				
Volume	1	0	14	36	0	10	197	44	0	15	18	0	0	0	0	0	
Percent	2%	0%	27%	71%	0%	4%	78%	18%	0%	45%	55%	0%	0%	0%	0%	0%	
Pk total	51				251				33				0				
Highest	09:15				08:45				09:00				07:30				
Volume	1	0	7	9	0	4	54	11	0	4	6	0	0	0	0	0	
Hi total	17				69				10				0				
PHF	.75				.91				.82				.0				



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NW 6TH STREET & NW 1ST COURT
MIAMI, FLORIDA
COUNTED BY: RALPH ESPADA
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 6STR_1CT
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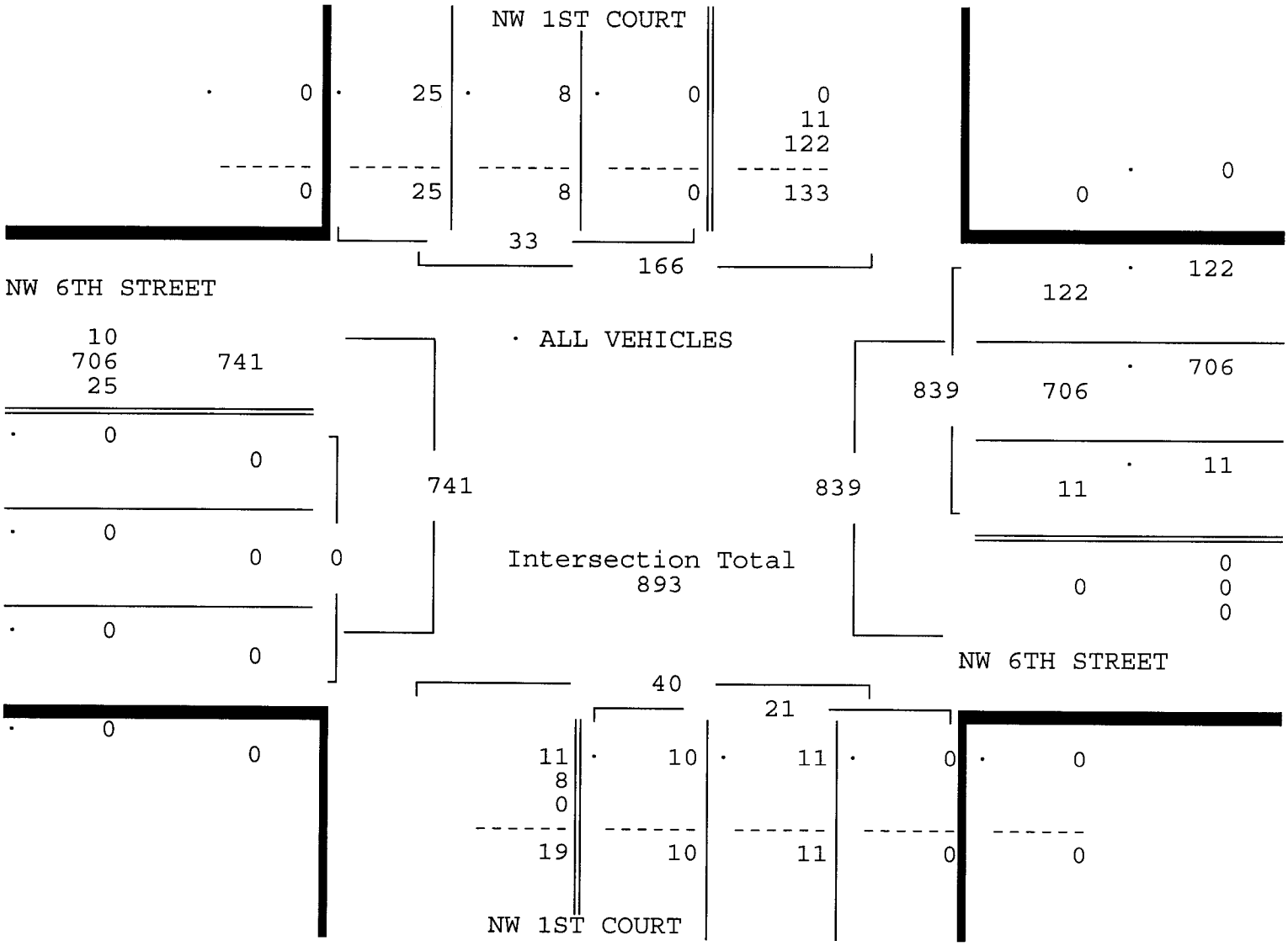
ALL VEHICLES

	NW 1ST COURT From North				NW 6TH STREET From East				NW 1ST COURT From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/19/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/19/14																	
Peak start	16:30				16:30				16:30				16:30				
Volume	0	0	8	25	0	11	706	122	0	10	11	0	0	0	0	0	
Percent	0%	0%	24%	76%	0%	1%	84%	15%	0%	48%	52%	0%	0%	0%	0%	0%	
Pk total	33				839				21				0				
Highest	16:30				17:00				16:30				07:30				
Volume	0	0	3	9	0	5	222	49	0	2	6	0	0	0	0	0	
Hi total	12				276				8				0				
PHF	.69				.76				.66				.0				



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NW 6TH STREET & NW 1ST COURT
MIAMI, FLORIDA
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NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/19/14
File I.D. : 6STR_1CT
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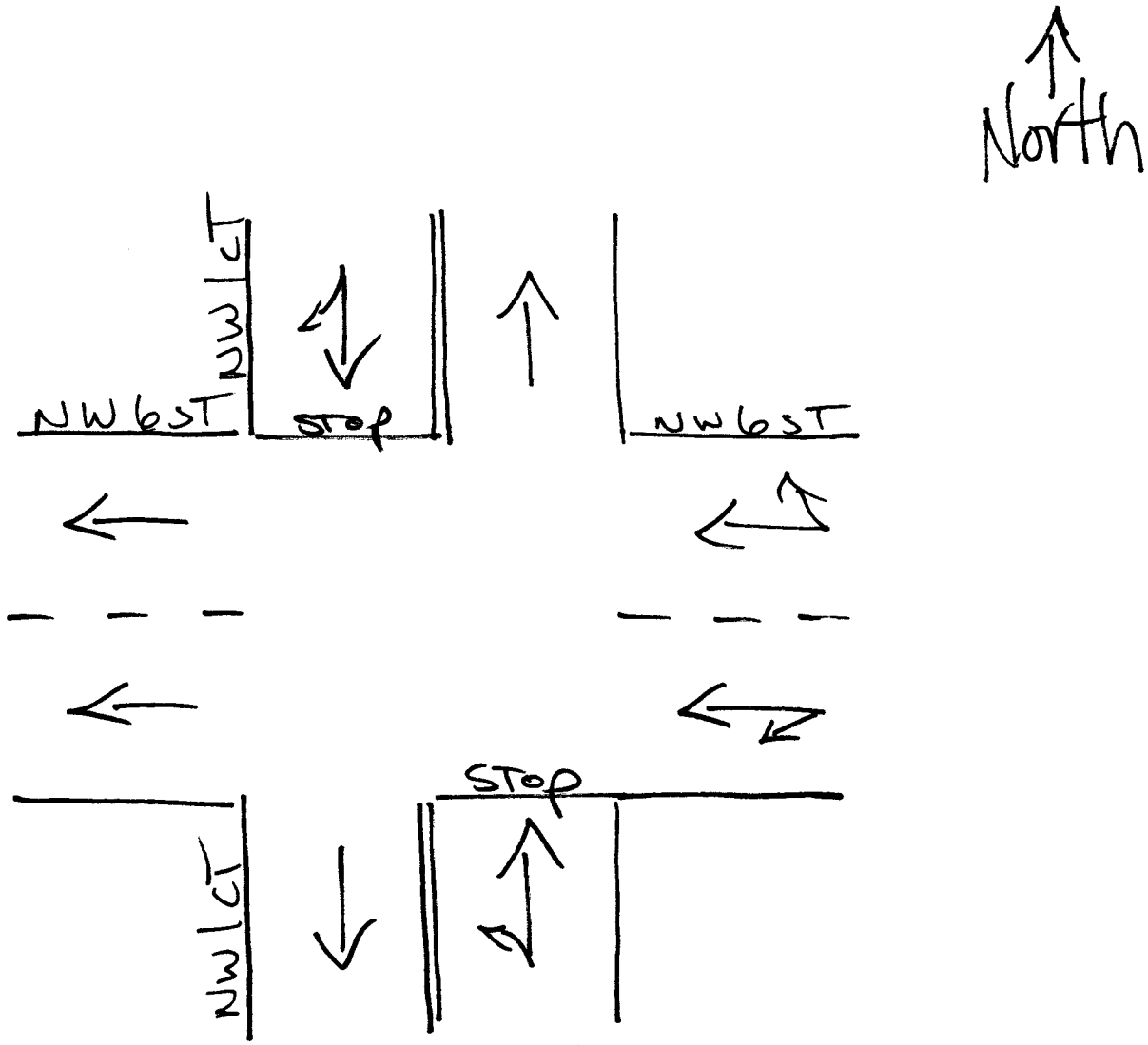
PEDESTRIANS

	NW 1ST COURT From North				NW 6TH STREET From East				NW 1ST COURT From South				NW 6TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/19/14																	
07:30	0	0	0	9	0	0	0	6	0	0	0	2	0	0	0	0	17
07:45	0	0	0	5	0	0	0	5	0	0	0	1	0	0	0	1	12
08:00	0	0	0	5	0	0	0	9	0	0	0	0	0	0	0	3	17
08:15	0	0	0	9	0	0	0	6	0	0	0	3	0	0	0	3	21
Hr Total	0	0	0	28	0	0	0	26	0	0	0	6	0	0	0	7	67
08:30	0	0	0	12	0	0	0	7	0	0	0	6	0	0	0	5	30
08:45	0	0	0	5	0	0	0	6	0	0	0	1	0	0	0	1	13
09:00	0	0	0	2	0	0	0	7	0	0	0	3	0	0	0	4	16
09:15	0	0	0	9	0	0	0	14	0	0	0	2	0	0	0	2	27
Hr Total	0	0	0	28	0	0	0	34	0	0	0	12	0	0	0	12	86
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	13
16:15	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	4	11
Hr Total	0	0	0	4	0	0	0	16	0	0	0	0	0	0	0	4	24
16:30	0	0	0	3	0	0	0	14	0	0	0	0	0	0	0	0	17
16:45	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	3	8
17:00	0	0	0	0	0	0	0	12	0	0	0	1	0	0	0	0	13
17:15	0	0	0	2	0	0	0	10	0	0	0	0	0	0	0	0	12
Hr Total	0	0	0	5	0	0	0	39	0	0	0	3	0	0	0	3	50
17:30	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	3	11
17:45	0	0	0	1	0	0	0	6	0	0	0	2	0	0	0	4	13
Hr Total	0	0	0	5	0	0	0	8	0	0	0	4	0	0	0	7	24
TOTAL	0	0	0	70	0	0	0	123	0	0	0	25	0	0	0	33	251



Miami, Florida
March 19, 2014
drawn by: Luis Palomino
not signalized

NW 6TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: W. ASSAM & R. MARTINEZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 6ST_1AVE
Page : 1

ALL VEHICLES

	NW 1ST AVENUE From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
Date 03/20/14	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
07:00	0	0	13	18	0	0	13	2	0	19	6	0	0	0	0	0	71
07:15	0	0	10	47	0	1	35	3	0	28	3	0	0	0	0	0	127
07:30	0	0	10	47	0	0	34	4	0	39	8	0	0	0	0	0	142
07:45	0	0	20	75	0	1	47	1	0	59	10	0	0	0	0	0	213
Hr Total	0	0	53	187	0	2	129	10	0	145	27	0	0	0	0	0	553
08:00	1	0	19	41	0	2	64	6	0	39	19	0	0	0	0	0	191
08:15	0	0	24	40	0	7	56	6	0	34	14	0	0	0	0	0	181
08:30	0	0	28	37	0	8	43	1	0	35	11	0	0	0	0	0	163
08:45	0	0	31	31	0	7	50	1	0	25	12	0	0	0	0	0	157
Hr Total	1	0	102	149	0	24	213	14	0	133	56	0	0	0	0	0	692
09:00	0	0	17	19	0	12	35	1	0	23	16	0	0	0	0	0	123
09:15	0	0	24	22	0	3	29	0	0	24	10	0	0	0	0	0	112
09:30	0	0	13	19	0	7	50	1	0	18	15	0	0	0	0	0	123
09:45	0	0	18	13	0	7	54	2	2	15	11	0	0	0	0	0	122
Hr Total	0	0	72	73	0	29	168	4	2	80	52	0	0	0	0	0	480
10:00	0	0	15	6	0	7	49	0	0	25	17	0	0	0	0	0	119
10:15	0	0	25	16	0	4	41	1	1	16	15	0	0	0	0	0	119
10:30	0	0	14	8	0	0	34	1	2	16	13	0	0	0	0	0	88
10:45	0	0	11	5	0	3	36	4	2	23	20	0	0	0	0	0	104
Hr Total	0	0	65	35	0	14	160	6	5	80	65	0	0	0	0	0	430
11:00	0	0	10	10	0	2	55	4	0	19	14	0	0	0	0	0	114
11:15	0	0	7	11	0	2	51	4	1	19	13	0	0	0	0	0	108
11:30	0	0	16	14	0	1	30	4	0	18	13	0	0	0	0	0	96
11:45	0	0	19	14	0	1	48	2	0	17	29	0	0	0	0	0	130
Hr Total	0	0	52	49	0	6	184	14	1	73	69	0	0	0	0	0	448
12:00	0	0	8	8	0	3	71	9	2	16	21	0	0	0	0	0	138
12:15	0	0	9	13	0	2	59	6	0	23	25	0	0	0	0	0	137
12:30	0	0	13	10	0	4	69	3	1	24	19	0	0	0	0	0	143
12:45	1	0	15	9	0	2	56	5	0	18	18	0	0	0	0	0	124
Hr Total	1	0	45	40	0	11	255	23	3	81	83	0	0	0	0	0	542
13:00	0	0	11	9	0	4	47	3	0	20	17	0	0	0	0	0	111
13:15	0	0	11	7	0	3	42	3	0	19	9	0	0	0	0	0	94
13:30	0	0	14	16	0	2	56	3	1	14	20	0	0	0	0	0	126
13:45	0	0	14	17	0	6	71	3	0	28	22	0	0	0	0	0	161
Hr Total	0	0	50	49	0	15	216	12	1	81	68	0	0	0	0	0	492

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 6TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: W. ASSAM & R. MARTINEZ
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 6ST_1AVE
Page : 2

ALL VEHICLES

	NW 1ST AVENUE From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
14:00	0	0	10	11	0	3	69	1	1	23	17	0	0	0	0	0	135
14:15	1	0	10	6	0	2	58	5	1	10	15	0	0	0	0	0	108
14:30	1	0	16	15	0	3	48	3	0	18	26	0	0	0	0	0	130
14:45	0	0	9	19	0	3	39	5	1	14	13	0	0	0	0	0	103
Hr Total	2	0	45	51	0	11	214	14	3	65	71	0	0	0	0	0	476
15:00	1	0	5	8	0	6	71	5	0	30	28	0	0	0	0	0	154
15:15	1	0	10	9	0	1	51	3	1	19	21	0	0	0	0	0	116
15:30	3	0	14	16	0	1	88	6	1	29	19	0	0	0	0	0	177
15:45	3	0	17	29	0	1	65	3	0	23	30	0	0	0	0	0	171
Hr Total	8	0	46	62	0	9	275	17	2	101	98	0	0	0	0	0	618
16:00	0	0	9	5	0	3	101	5	1	19	35	0	0	0	0	0	178
16:15	0	0	7	5	0	2	85	9	0	12	18	0	0	0	0	0	138
16:30	0	0	13	5	0	1	111	7	1	15	41	0	0	0	0	0	194
16:45	0	0	10	4	0	2	93	9	0	22	37	0	0	0	0	0	177
Hr Total	0	0	39	19	0	8	390	30	2	68	131	0	0	0	0	0	687
17:00	0	0	10	5	0	3	141	7	0	12	32	0	0	0	0	0	210
17:15	4	0	11	9	0	0	101	4	0	14	47	0	0	0	0	0	190
17:30	1	0	9	6	0	2	72	6	0	11	41	0	0	0	0	0	148
17:45	0	0	10	15	0	4	65	6	0	12	28	0	0	0	0	0	140
Hr Total	5	0	40	35	0	9	379	23	0	49	148	0	0	0	0	0	688
18:00	0	0	12	4	0	0	76	6	0	7	21	0	0	0	0	0	126
18:15	1	0	5	2	0	2	75	4	1	7	14	0	0	0	0	0	111
18:30	1	0	9	5	0	0	71	8	0	6	8	0	0	0	0	0	108
18:45	0	0	7	1	0	1	45	4	0	2	12	0	0	0	0	0	72
Hr Total	2	0	33	12	0	3	267	22	1	22	55	0	0	0	0	0	417
19:00	1	0	4	2	0	2	43	1	0	5	10	0	0	0	0	0	68
19:15	0	0	7	5	0	0	49	2	1	5	4	0	0	0	0	0	73
19:30	0	0	6	2	0	3	52	6	1	1	10	0	0	0	0	0	81
19:45	0	0	1	0	0	1	20	1	0	1	7	0	0	0	0	0	31
Hr Total	1	0	18	9	0	6	164	10	2	12	31	0	0	0	0	0	253
20:00	0	0	3	4	0	1	23	3	0	0	4	0	0	0	0	0	38
20:15	0	0	3	1	0	0	41	5	0	2	6	0	0	0	0	0	58
20:30	0	0	6	4	0	0	26	3	0	1	7	0	0	0	0	0	47
20:45	0	0	1	3	0	1	28	2	0	4	12	0	0	0	0	0	51
Hr Total	0	0	13	12	0	2	118	13	0	7	29	0	0	0	0	0	194

Traffic Survey Specialists, Inc.
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NW 6TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: W. ASSAM & R. MARTINEZ
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 6ST_1AVE
Page : 3

ALL VEHICLES

	NW 1ST AVENUE From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
Date 03/20/14	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
TOTAL	20	0	673	782	0	149	3132	212	22	997	983	0	0	0	0	0	6970

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NW 6TH STREET & NW 1ST AVENUE
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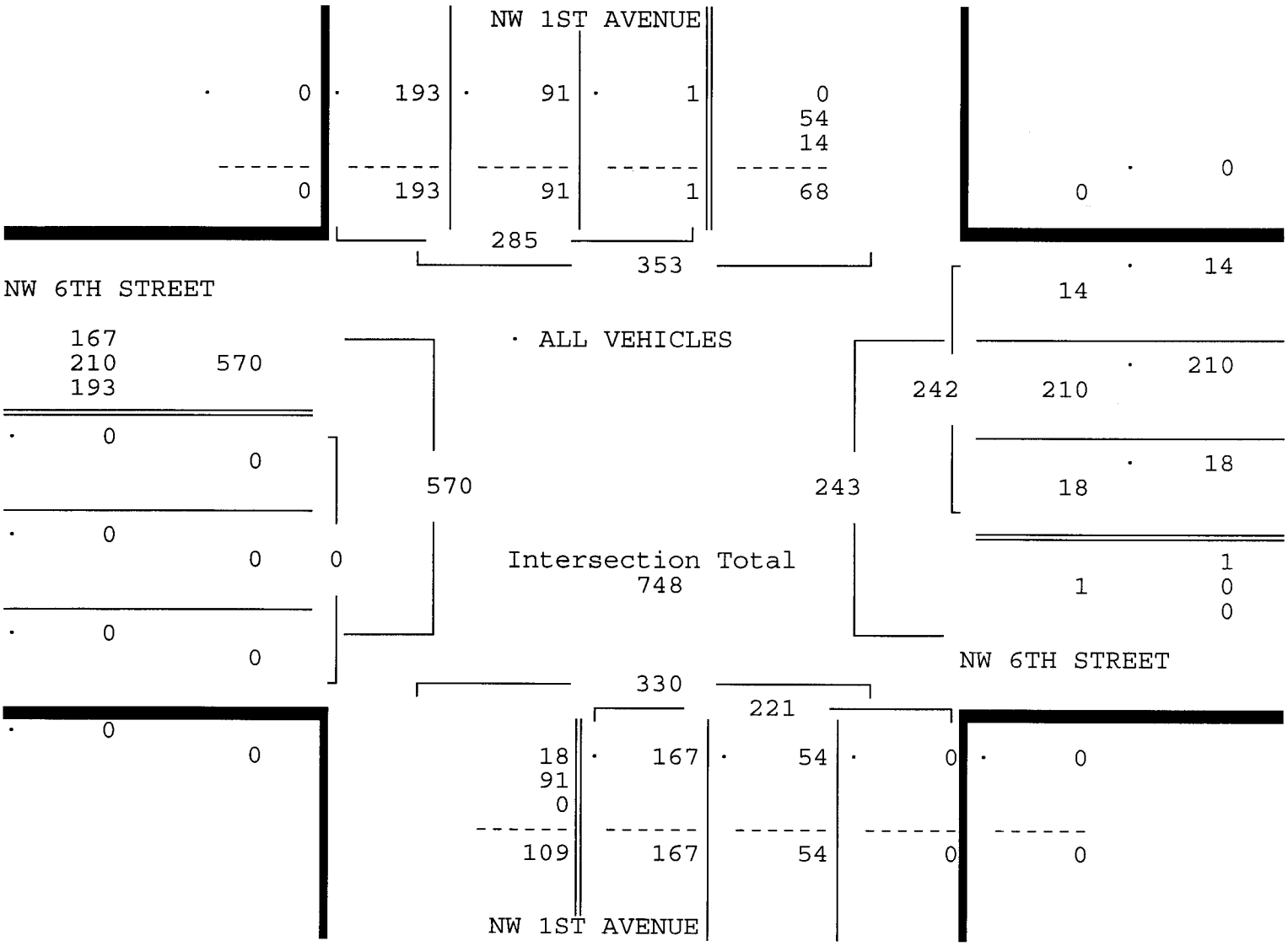
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 6ST_1AVE
Page : 1

ALL VEHICLES

	NW 1ST AVENUE From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14																	
Peak start	07:45				07:45				07:45				07:45				
Volume	1	0	91	193	0	18	210	14	0	167	54	0	0	0	0	0	
Percent	0%	0%	32%	68%	0%	7%	87%	6%	0%	76%	24%	0%	0%	0%	0%	0%	
Pk total	285				242				221				0				
Highest	07:45				08:00				07:45				07:00				
Volume	0	0	20	75	0	2	64	6	0	59	10	0	0	0	0	0	
Hi total	95				72				69				0				
PHF	.75				.84				.80				.0				



NW 6TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: W. ASSAM & R. MARTINEZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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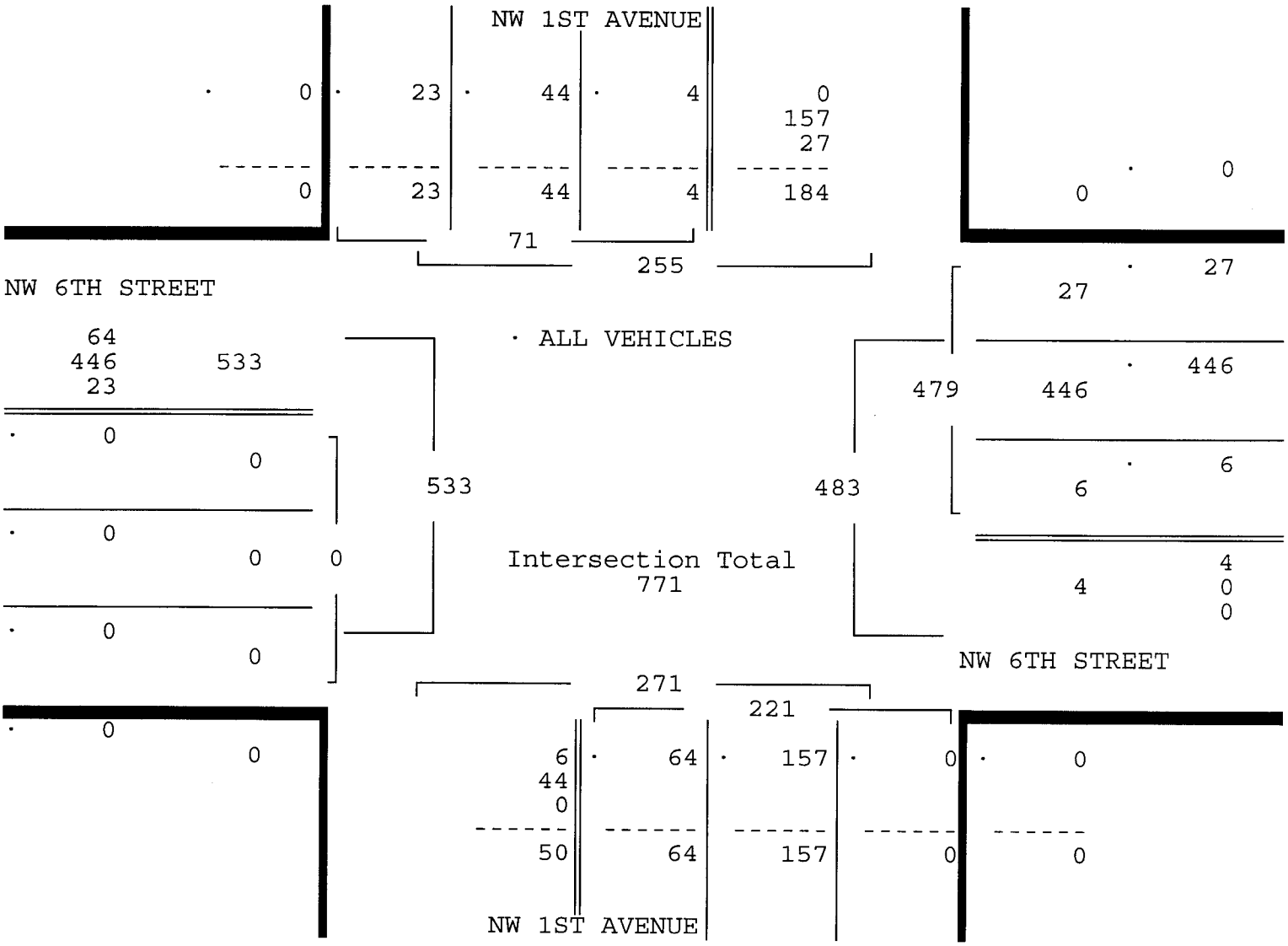
Site Code : 00140065
Start Date: 03/20/14
File I.D. : 6ST_1AVE
Page : 1

ALL VEHICLES

	NW 1ST AVENUE From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14																	
Peak start	16:30				16:30				16:30				16:30				
Volume	4	0	44	23	0	6	446	27	1	63	157	0	0	0	0	0	
Percent	6%	0%	62%	32%	0%	1%	93%	6%	0%	29%	71%	0%	0%	0%	0%	0%	
Pk total	71				479				221				0				
Highest	17:15				17:00				17:15				07:00				
Volume	4	0	11	9	0	3	141	7	0	14	47	0	0	0	0	0	
Hi total	24				151				61				0				
PHF	.74				.79				.91				.0				



NW 6TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: W. ASSAM & R. MARTINEZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
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Delray Beach, Florida 33444
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Site Code : 00140065
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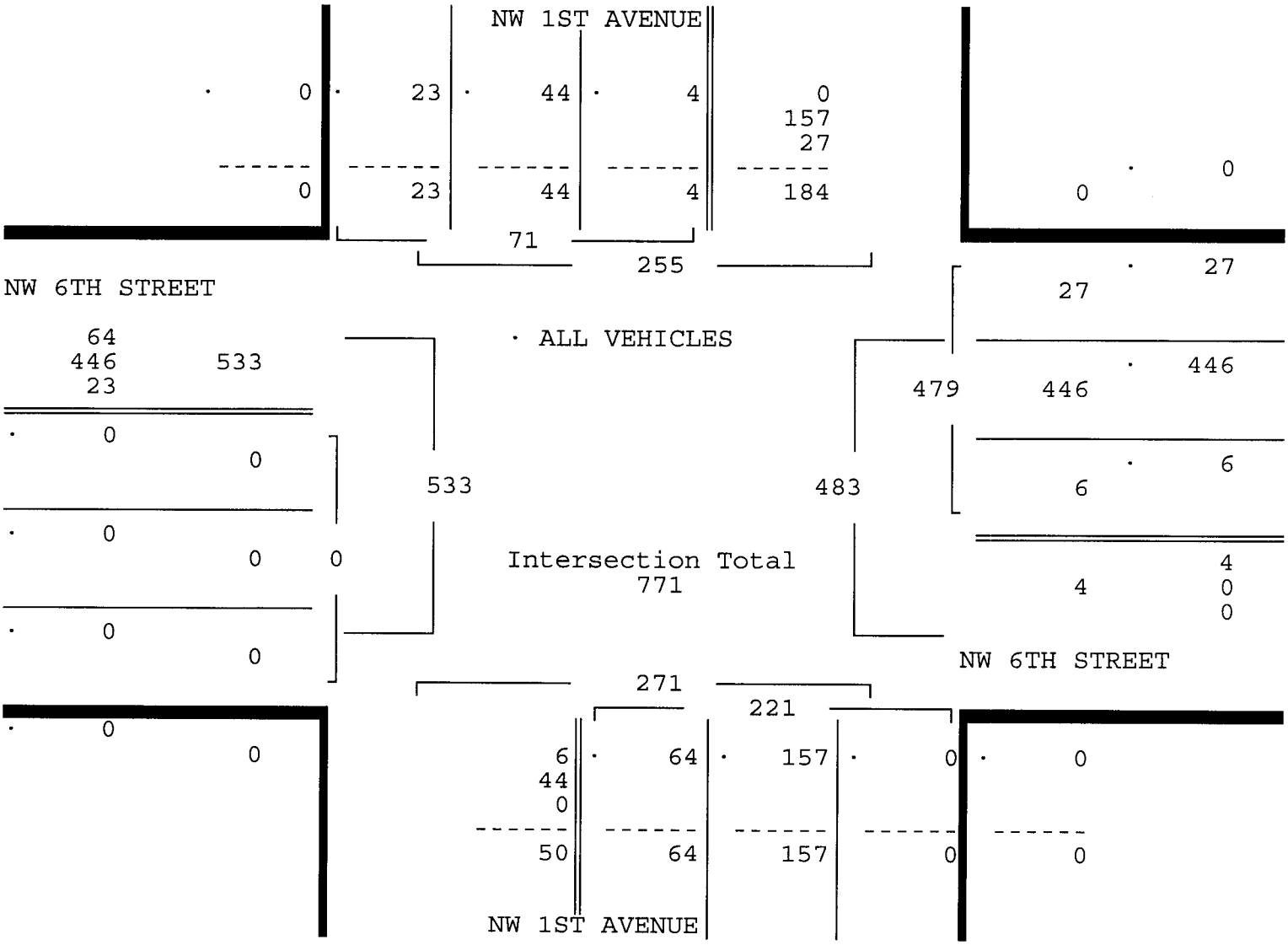
ALL VEHICLES

	NW 1ST AVENUE From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 21:00 on 03/20/14																	
Peak start	16:30				16:30				16:30				16:30				
Volume	4	0	44	23	0	6	446	27	1	63	157	0	0	0	0	0	
Percent	6%	0%	62%	32%	0%	1%	93%	6%	0%	29%	71%	0%	0%	0%	0%	0%	
Pk total	71				479				221				0				
Highest	17:15				17:00				17:15				07:00				
Volume	4	0	11	9	0	3	141	7	0	14	47	0	0	0	0	0	
Hi total	24				151				61				0				
PHF	.74				.79				.91				.0				



NW 6TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: W. ASSAM & R. MARTINEZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 6ST_1AVE
Page : 1

PEDESTRIANS

	NW 1ST AVENUE From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/20/14																	
07:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	16	18
07:15	0	0	0	7	0	0	0	3	0	0	0	0	0	0	0	7	17
07:30	0	0	0	9	0	0	0	3	0	0	0	1	0	0	0	2	15
07:45	0	0	0	5	0	0	0	5	0	0	0	2	0	0	0	2	14
Hr Total	0	0	0	21	0	0	0	12	0	0	0	4	0	0	0	27	64
08:00	0	0	0	1	0	0	0	2	0	0	0	3	0	0	0	3	9
08:15	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	5	9
08:30	0	0	0	3	0	0	0	4	0	0	0	1	0	0	0	8	16
08:45	0	0	0	1	0	0	0	4	0	0	0	2	0	0	0	8	15
Hr Total	0	0	0	7	0	0	0	12	0	0	0	6	0	0	0	24	49
09:00	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	5	11
09:15	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3	7
09:30	0	0	0	4	0	0	0	1	0	0	0	3	0	0	0	5	13
09:45	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	6	13
Hr Total	0	0	0	13	0	0	0	9	0	0	0	3	0	0	0	19	44
10:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	6
10:15	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	3	9
10:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	5
10:45	0	0	0	1	0	0	0	5	0	0	0	4	0	0	0	3	13
Hr Total	0	0	0	5	0	0	0	10	0	0	0	5	0	0	0	13	33
11:00	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	4	10
11:15	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	4	9
11:30	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	2	5
11:45	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	3	7
Hr Total	0	0	0	7	0	0	0	8	0	0	0	3	0	0	0	13	31
12:00	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	4	10
12:15	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	6	11
12:30	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3	6
12:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	7
Hr Total	0	0	0	4	0	0	0	6	0	0	0	5	0	0	0	19	34
13:00	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	1	8
13:15	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	12	16
13:30	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	14	19
13:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	8	10
Hr Total	0	0	0	7	0	0	0	7	0	0	0	4	0	0	0	35	53

NW 6TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: W. ASSAM & R. MARTINEZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 6ST_1AVE
Page : 2

PEDESTRIANS

	NW 1ST AVENUE From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
Date 03/20/14	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
14:00	0	0	0	4	0	0	0	4	0	0	0	4	0	0	0	1	13
14:15	0	0	0	5	0	0	0	7	0	0	0	2	0	0	0	6	20
14:30	0	0	0	4	0	0	0	8	0	0	0	4	0	0	0	14	30
14:45	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	17	22
Hr Total	0	0	0	14	0	0	0	23	0	0	0	10	0	0	0	38	85
15:00	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	4	8
15:15	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	8	12
15:30	0	0	0	0	0	0	0	6	0	0	0	11	0	0	0	14	31
15:45	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	44	50
Hr Total	0	0	0	5	0	0	0	11	0	0	0	15	0	0	0	70	101
16:00	0	0	0	1	0	0	0	4	0	0	0	1	0	0	0	12	18
16:15	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	4	7
16:30	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	3	8
16:45	0	0	0	3	0	0	0	2	0	0	0	2	0	0	0	9	16
Hr Total	0	0	0	6	0	0	0	10	0	0	0	5	0	0	0	28	49
17:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	10	12
17:15	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	20	23
17:30	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	8	12
17:45	0	0	0	3	0	0	0	4	0	0	0	1	0	0	0	17	25
Hr Total	0	0	0	5	0	0	0	9	0	0	0	3	0	0	0	55	72
18:00	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	8	14
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
18:30	0	0	0	5	0	0	0	2	0	0	0	2	0	0	0	9	18
18:45	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	4	9
Hr Total	0	0	0	8	0	0	0	5	0	0	0	7	0	0	0	24	44
19:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	3
19:15	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	7	13
19:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	4
19:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	4
Hr Total	0	0	0	3	0	0	0	3	0	0	0	5	0	0	0	13	24
20:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
20:15	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	1	5
20:30	0	0	0	5	0	0	0	1	0	0	0	1	0	0	0	1	8
20:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	6
Hr Total	0	0	0	12	0	0	0	3	0	0	0	2	0	0	0	6	23

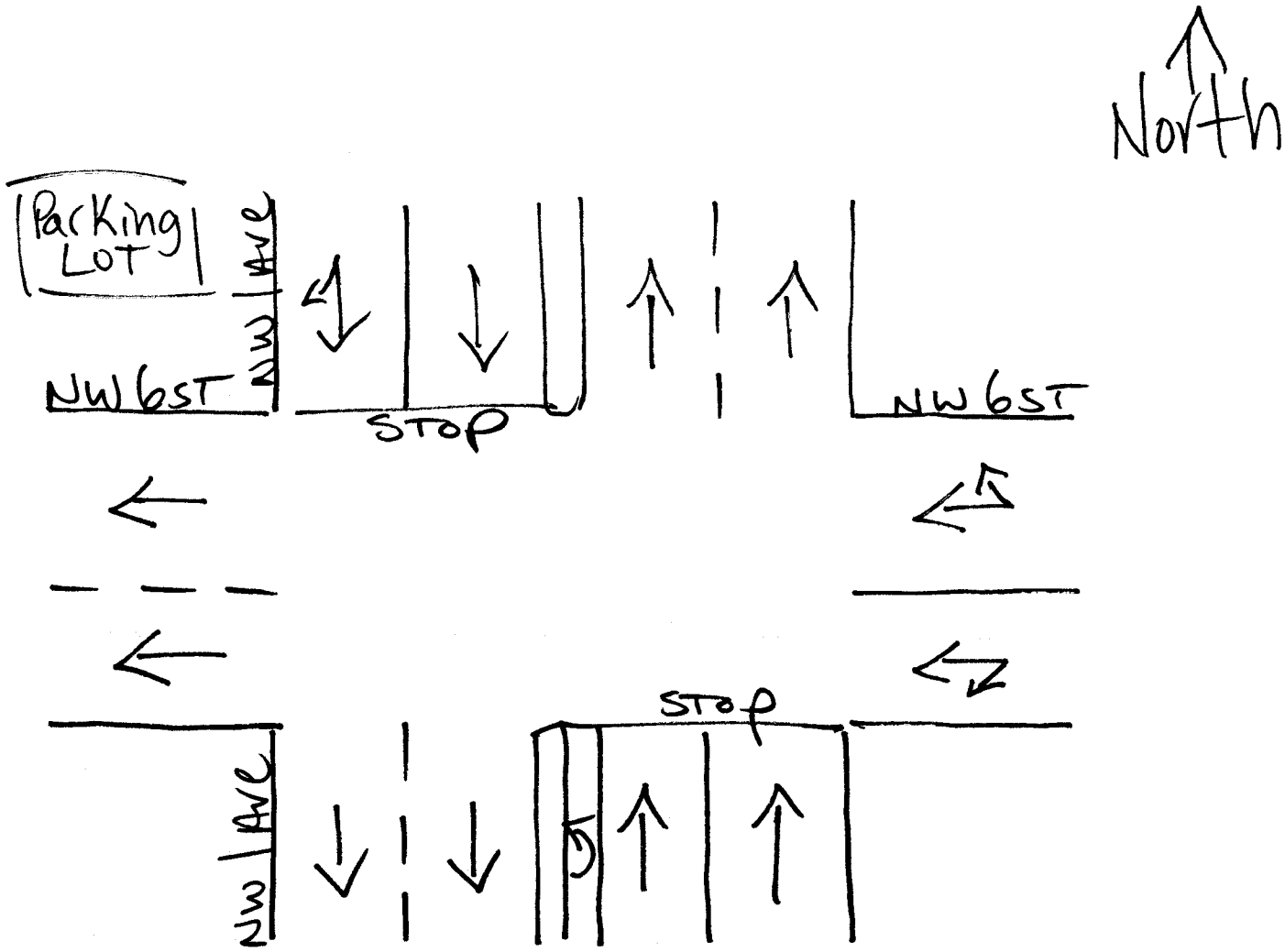
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 6TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: W. ASSAM & R. MARTINEZ
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 6ST_1AVE

PEDESTRIANS

	NW 1ST AVENUE From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/20/14																	
TOTAL	0	0	0	117	0	0	0	128	0	0	0	77	0	0	0	384	706



Miami, Florida
March 20, 2014
drawn by: Luis Palomino
NOT Signalized

NW 5TH STREET & NW 3RD AVENUE
MIAMI, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140124
Start Date: 06/03/14
File I.D. : 5ST__3AV
Page : 1

ALL VEHICLES

	NW 3RD AVENUE From North				NW 5TH STREET From East				NW 3RD AVENUE From South				NW 5TH STREET From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/03/14																	
07:30	0	0	0	0	0	0	0	0	68	86	0	0	0	233	0	24	411
07:45	0	0	0	0	0	0	0	0	83	105	0	0	0	254	0	10	452
08:00	0	0	0	0	0	0	0	0	69	79	0	0	0	196	0	13	357
08:15	0	0	0	0	0	0	0	0	67	70	0	0	0	234	0	13	384
Hr Total	0	0	0	0	0	0	0	0	287	340	0	0	0	917	0	60	1604
08:30	0	0	0	0	0	0	0	0	79	77	0	0	0	226	0	21	403
08:45	0	0	0	0	0	0	0	0	67	89	0	0	0	201	0	21	378
09:00	0	0	0	0	0	0	0	0	58	90	0	0	0	178	0	14	340
09:15	0	0	0	0	0	0	0	0	54	82	0	0	0	166	0	11	313
Hr Total	0	0	0	0	0	0	0	0	258	338	0	0	0	771	0	67	1434
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	20	178	0	0	0	54	0	25	277
16:15	0	0	0	0	0	0	0	0	23	135	0	0	0	64	0	14	236
Hr Total	0	0	0	0	0	0	0	0	43	313	0	0	0	118	0	39	513
16:30	0	0	0	0	0	0	0	0	17	205	0	0	0	56	0	19	297
16:45	0	0	0	0	0	0	0	0	26	228	0	0	0	57	0	17	328
17:00	0	0	0	0	0	0	0	0	16	208	0	0	0	68	0	23	315
17:15	0	0	0	0	0	0	0	0	28	184	0	0	0	74	0	16	302
Hr Total	0	0	0	0	0	0	0	0	87	825	0	0	0	255	0	75	1242
17:30	0	0	0	0	0	0	0	0	34	209	0	0	0	62	0	25	330
17:45	0	0	0	0	0	0	0	0	17	167	0	0	0	60	0	11	255
Hr Total	0	0	0	0	0	0	0	0	51	376	0	0	0	122	0	36	585
TOTAL	0	0	0	0	0	0	0	0	726	2192	0	0	0	2183	0	277	5378

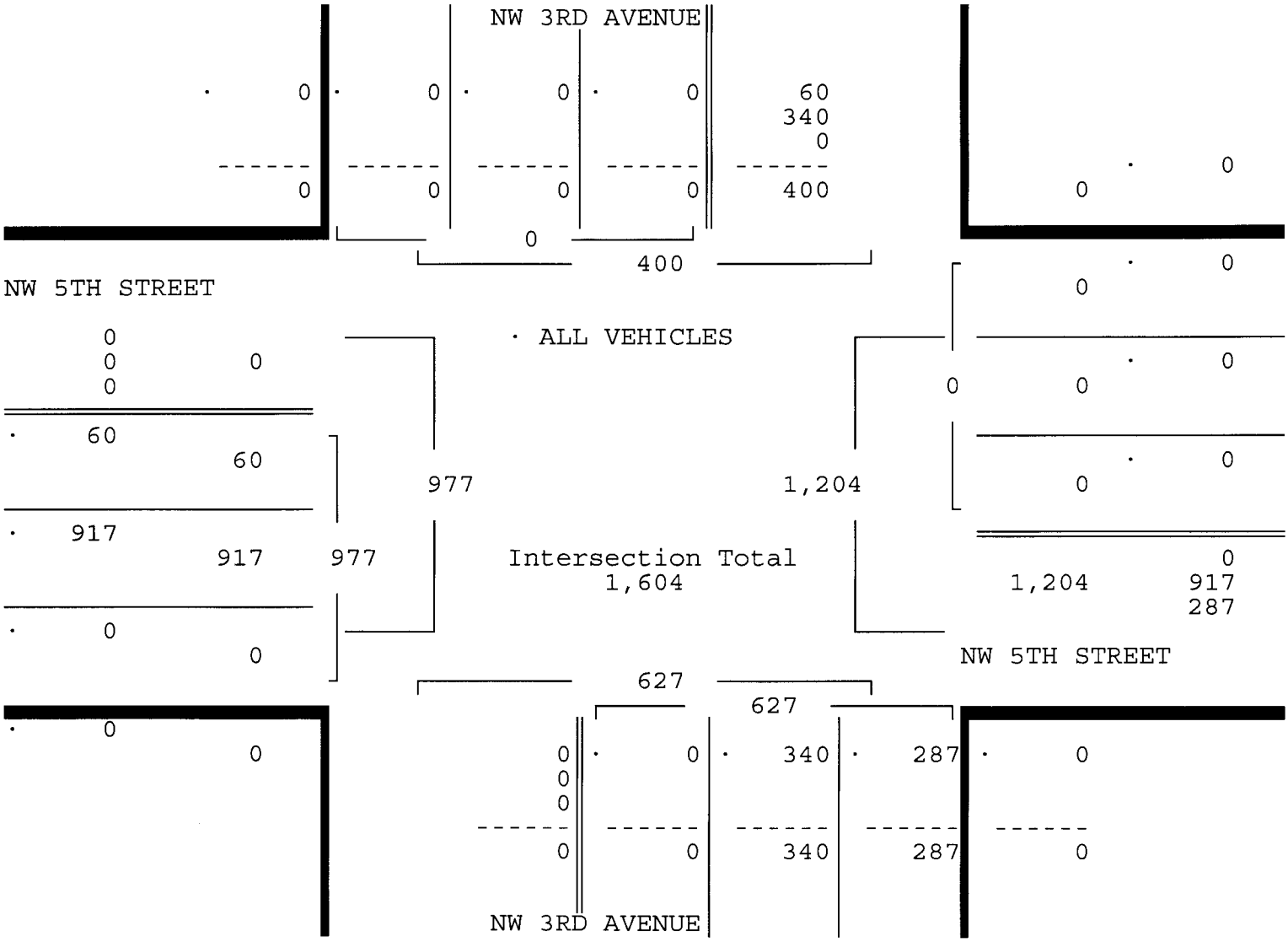
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 5TH STREET & NW 3RD AVENUE
MIAMI, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00140124
Start Date: 06/03/14
File I.D. : 5ST__3AV
Page : 2

ALL VEHICLES

	NW 3RD AVENUE From North				NW 5TH STREET From East				NW 3RD AVENUE From South				NW 5TH STREET From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/03/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 06/03/14																	
Peak start	07:30				07:30				07:30				07:30				
Volume	0	0	0	0	0	0	0	0	287	340	0	0	0	917	0	60	
Percent	0%	0%	0%	0%	0%	0%	0%	0%	46%	54%	0%	0%	0%	94%	0%	6%	
Pk total	0				0				627				977				
Highest	07:30				07:30				07:45				07:45				
Volume	0	0	0	0	0	0	0	0	83	105	0	0	0	254	0	10	
Hi total	0				0				188				264				
PHF	.0				.0				.83				.93				



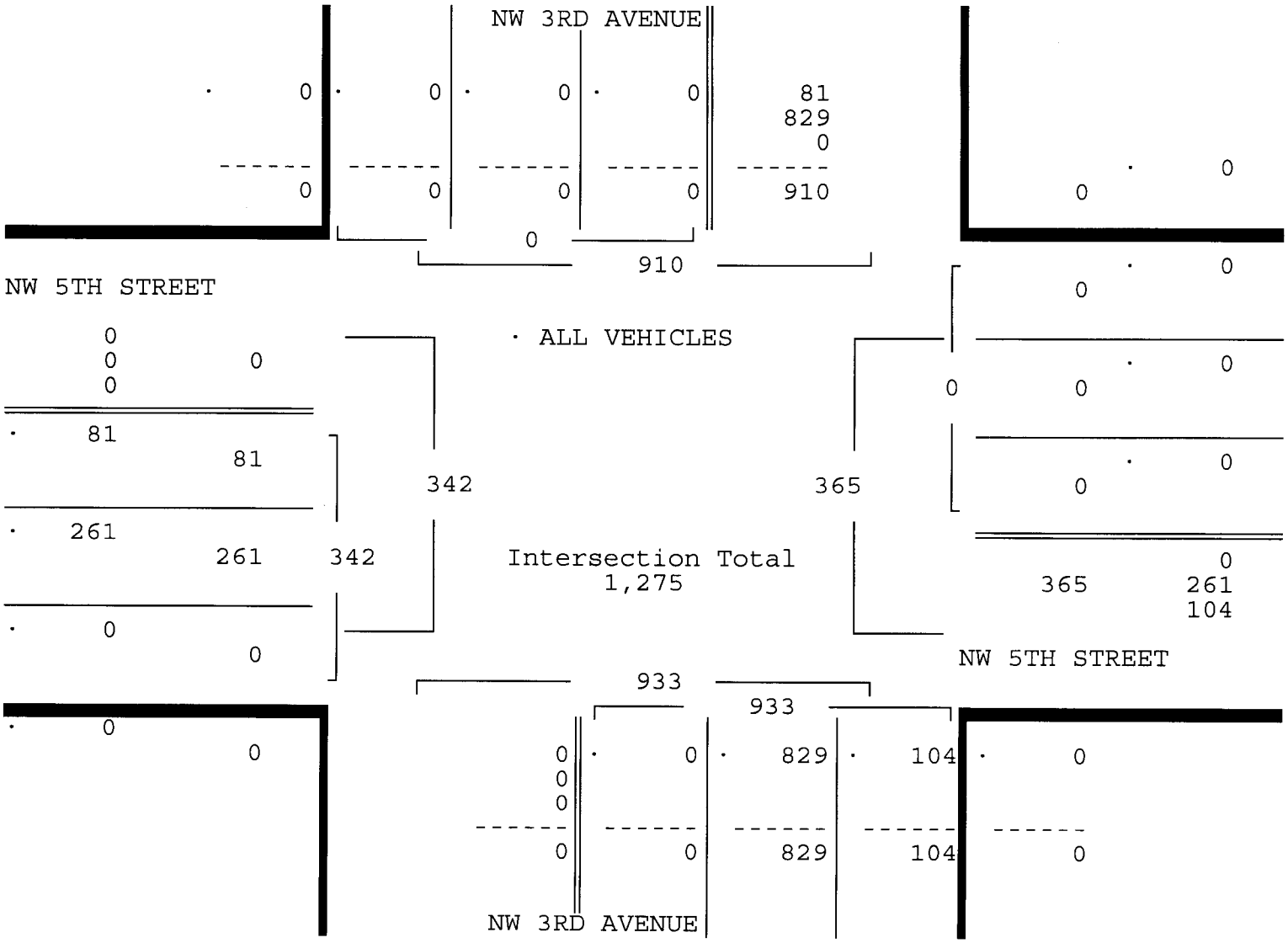
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 5TH STREET & NW 3RD AVENUE
MIAMI, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00140124
Start Date: 06/03/14
File I.D. : 5ST__3AV
Page : 3

ALL VEHICLES

	NW 3RD AVENUE From North				NW 5TH STREET From East				NW 3RD AVENUE From South				NW 5TH STREET From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/03/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/03/14																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	0	0	0	0	0	0	0	104	829	0	0	0	261	0	81	
Percent	0%	0%	0%	0%	0%	0%	0%	0%	11%	89%	0%	0%	0%	76%	0%	24%	
Pk total	0				0				933				342				
Highest	07:30				07:30				16:45				17:00				
Volume	0	0	0	0	0	0	0	0	26	228	0	0	0	68	0	23	
Hi total	0				0				254				91				
PHF	.0				.0				.92				.94				



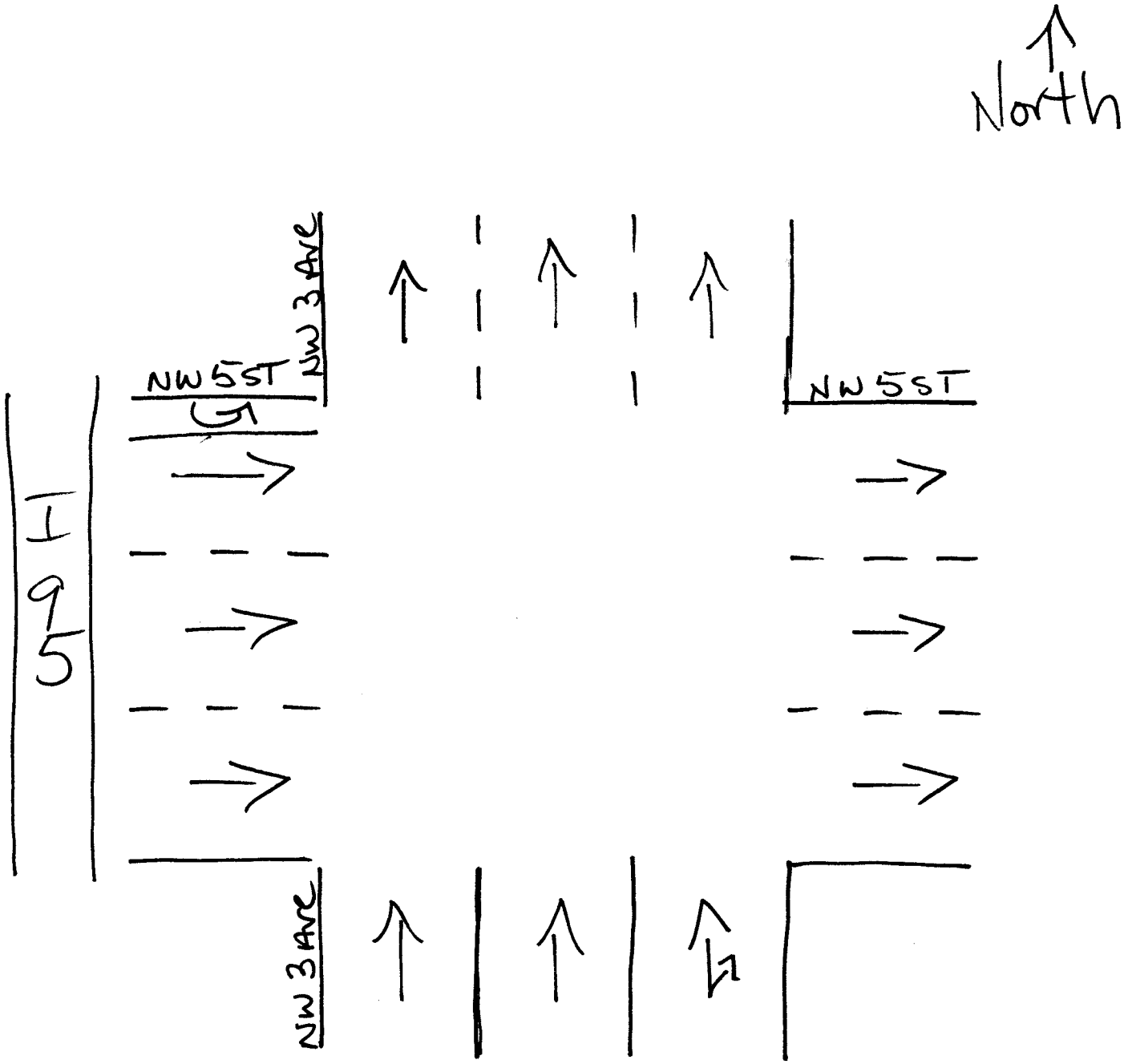
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 5TH STREET & NW 3RD AVENUE
MIAMI, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00140124
Start Date: 06/03/14
File I.D. : 5ST__3AV
Page : 1

PEDESTRIANS

	NW 3RD AVENUE From North				NW 5TH STREET From East				NW 3RD AVENUE From South				NW 5TH STREET From West				
	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Total
Date 06/03/14																	
07:30	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	4
07:45	4	0	0	0	6	0	0	0	4	0	0	0	0	0	0	0	14
08:00	1	0	0	0	6	0	0	0	7	0	0	0	0	0	0	0	14
08:15	2	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	9
Hr Total	8	0	0	0	13	0	0	0	20	0	0	0	0	0	0	0	41
08:30	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	6
08:45	1	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	6
09:00	1	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	7
09:15	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
Hr Total	7	0	0	0	2	0	0	0	13	0	0	0	1	0	0	0	23
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	4	0	0	0	6	0	0	0	0	0	0	0	11
16:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
Hr Total	1	0	0	0	4	0	0	0	10	0	0	0	0	0	0	0	15
16:30	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4
16:45	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
17:00	1	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	6
17:15	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
Hr Total	5	0	0	0	3	0	0	0	8	0	0	0	0	0	0	0	16
17:30	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6
17:45	1	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	5
Hr Total	4	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	11
TOTAL	25	0	0	0	24	0	0	0	56	0	0	0	1	0	0	0	106



Miami, Florida
June 03, 2014
drawn by: Luis Palomino
signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 5TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 5ST__2AV
Page : 1

ALL VEHICLES

	NW 2ND AVENUE From North				NW 5TH STREET From East				NW 2ND AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
07:30	0	4	38	0	0	0	0	0	0	0	39	40	0	7	208	50	386
07:45	0	3	63	0	0	0	0	0	0	0	41	43	0	6	268	60	484
08:00	0	7	55	0	0	0	0	0	0	0	43	41	0	8	288	37	479
08:15	0	13	54	0	0	0	0	0	0	0	48	37	0	9	229	33	423
Hr Total	0	27	210	0	0	0	0	0	0	0	171	161	0	30	993	180	1772
08:30	0	5	62	0	0	0	0	0	0	0	49	31	0	7	241	30	425
08:45	0	13	73	0	0	0	0	0	0	0	43	32	0	5	255	40	461
09:00	0	14	61	0	0	0	0	0	0	0	60	31	0	5	229	40	440
09:15	0	14	45	0	0	0	0	0	1	0	51	35	0	2	245	38	431
Hr Total	0	46	241	0	0	0	0	0	1	0	203	129	0	19	970	148	1757
---------- * BREAK * ----------																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	4	35	0	0	0	0	0	0	0	74	27	0	12	57	14	223
16:15	0	4	27	0	0	0	0	0	0	0	85	20	0	4	81	11	232
Hr Total	0	8	62	0	0	0	0	0	0	0	159	47	0	16	138	25	455
16:30	0	1	33	0	0	0	0	0	0	0	112	27	0	7	76	18	274
16:45	0	1	33	0	0	0	0	0	0	0	110	20	0	12	90	21	287
17:00	0	7	51	0	0	0	0	0	0	0	118	35	0	4	83	18	316
17:15	0	10	39	0	0	0	0	0	0	0	132	27	0	3	93	11	315
Hr Total	0	19	156	0	0	0	0	0	0	0	472	109	0	26	342	68	1192
17:30	0	3	21	0	0	0	0	0	0	0	93	33	0	6	93	14	263
17:45	0	7	27	0	0	0	0	0	0	0	80	22	0	5	81	16	238
Hr Total	0	10	48	0	0	0	0	0	0	0	173	55	0	11	174	30	501
TOTAL	0	110	717	0	0	0	0	0	1	0	1178	501	0	102	2617	451	5677

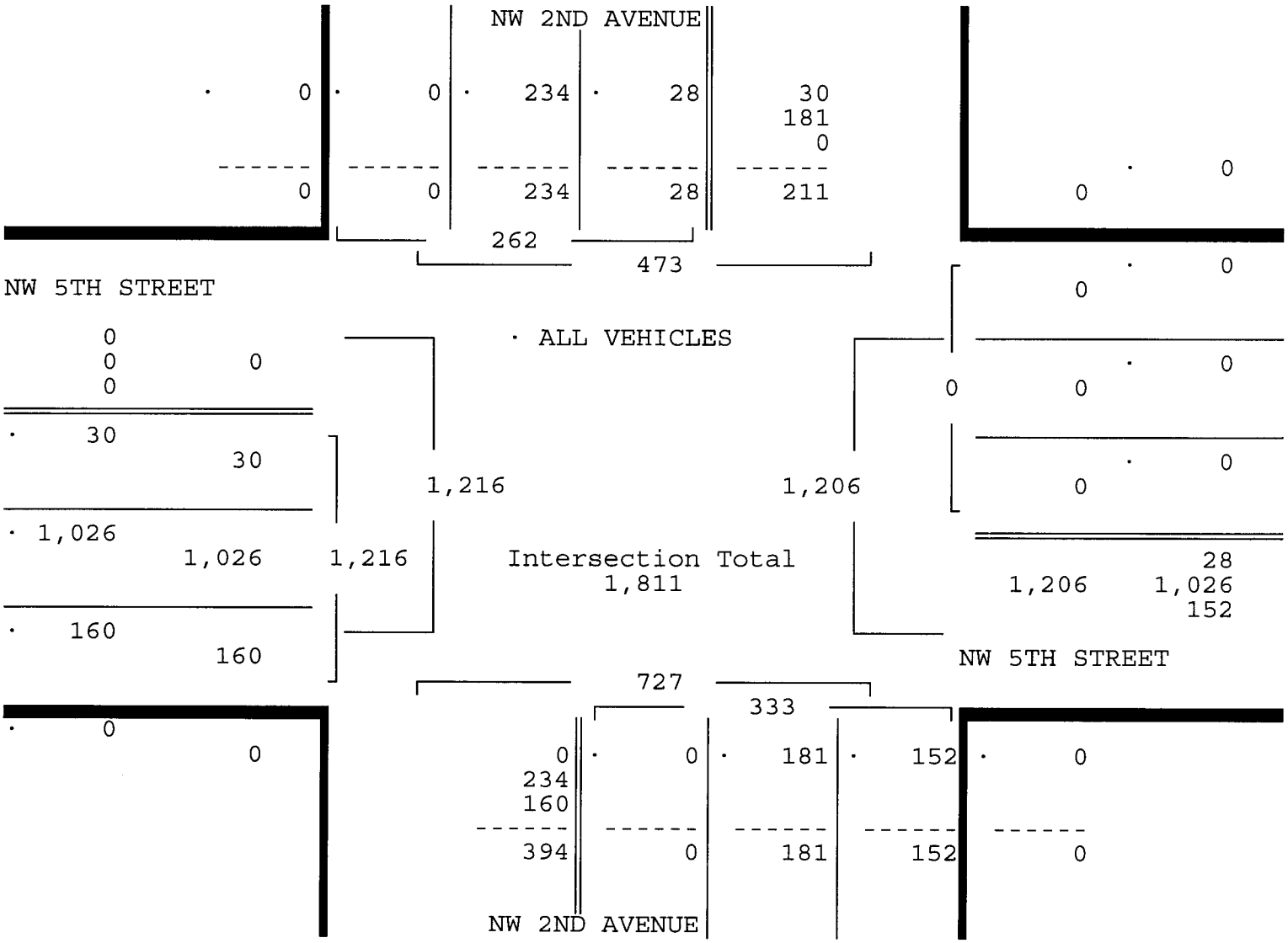
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 5TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 5ST__2AV
Page : 2

ALL VEHICLES

	NW 2ND AVENUE From North				NW 5TH STREET From East				NW 2ND AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14																	
Peak start	07:45				07:45				07:45				07:45				
Volume	0	28	234	0	0	0	0	0	0	0	181	152	0	30	1026	160	
Percent	0%	11%	89%	0%	0%	0%	0%	0%	0%	0%	54%	46%	0%	2%	84%	13%	
Pk total	262				0				333				1216				
Highest	08:15				07:30				08:15				07:45				
Volume	0	13	54	0	0	0	0	0	0	0	48	37	0	6	268	60	
Hi total	67				0				85				334				
PHF	.98				.0				.98				.91				



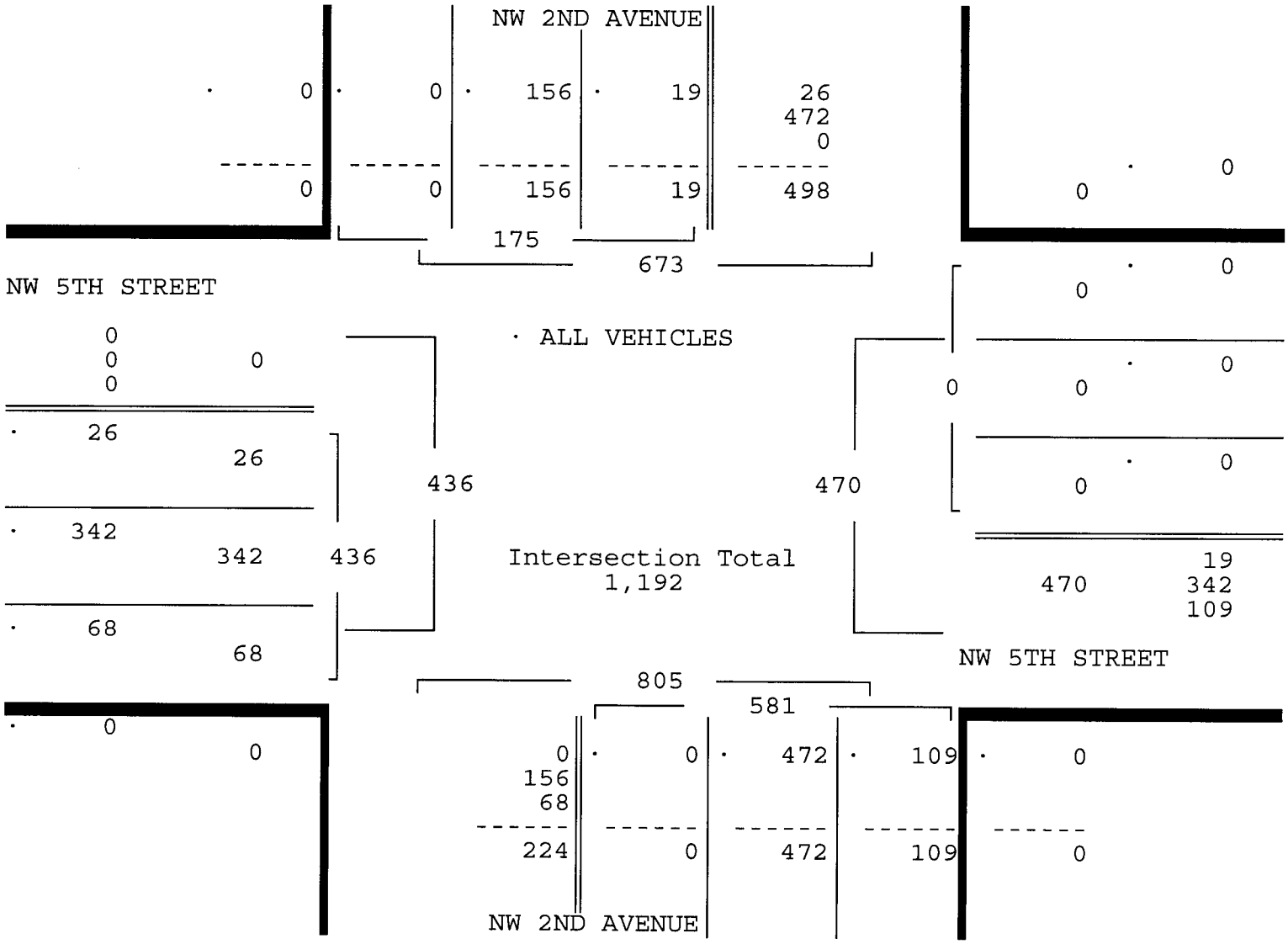
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 5TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 5ST__2AV
Page : 3

ALL VEHICLES

	NW 2ND AVENUE From North				NW 5TH STREET From East				NW 2ND AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14																	
Peak start	16:30				16:30				16:30				16:30				
Volume	0	19	156	0	0	0	0	0	0	0	472	109	0	26	342	68	
Percent	0%	11%	89%	0%	0%	0%	0%	0%	0%	0%	81%	19%	0%	6%	78%	16%	
Pk total	175				0				581				436				
Highest	17:00				07:30				17:15				16:45				
Volume	0	7	51	0	0	0	0	0	0	0	132	27	0	12	90	21	
Hi total	58				0				159				123				
PHF	.75				.0				.91				.89				



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624 Gardenia Terrace
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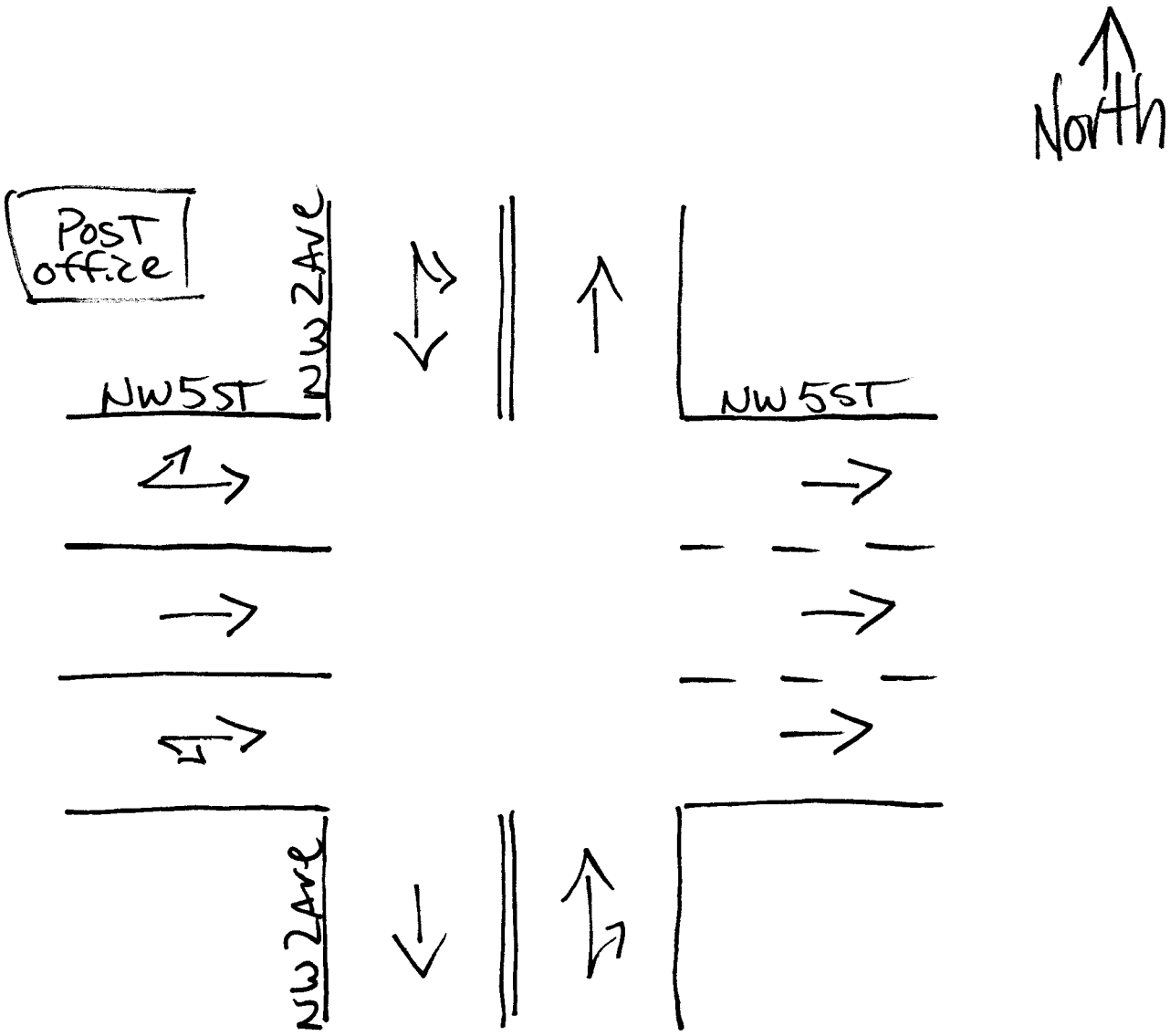
NW 5TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 5ST__2AV
Page : 1

PEDESTRIANS

	NW 2ND AVENUE From North				NW 5TH STREET From East				NW 2ND AVENUE From South				NW 5TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/20/14																	
07:30	0	0	0	2	0	0	0	6	0	0	0	1	0	0	0	2	11
07:45	0	0	0	2	0	0	0	2	0	0	0	6	0	0	0	3	13
08:00	0	0	0	5	0	0	0	5	0	0	0	4	0	0	0	4	18
08:15	0	0	0	3	0	0	0	1	0	0	0	8	0	0	0	13	25
Hr Total	0	0	0	12	0	0	0	14	0	0	0	19	0	0	0	22	67
08:30	0	0	0	3	0	0	0	3	0	0	0	4	0	0	0	3	13
08:45	0	0	0	3	0	0	0	3	0	0	0	10	0	0	0	8	24
09:00	0	0	0	3	0	0	0	7	0	0	0	8	0	0	0	6	24
09:15	0	0	0	6	0	0	0	8	0	0	0	6	0	0	0	15	35
Hr Total	0	0	0	15	0	0	0	21	0	0	0	28	0	0	0	32	96
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	8	0	0	0	7	0	0	0	6	0	0	0	13	34
16:15	0	0	0	7	0	0	0	6	0	0	0	2	0	0	0	3	18
Hr Total	0	0	0	15	0	0	0	13	0	0	0	8	0	0	0	16	52
16:30	0	0	0	8	0	0	0	5	0	0	0	4	0	0	0	2	19
16:45	0	0	0	1	0	0	0	6	0	0	0	3	0	0	0	3	13
17:00	0	0	0	4	0	0	0	4	0	0	0	4	0	0	0	6	18
17:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	4
Hr Total	0	0	0	13	0	0	0	16	0	0	0	12	0	0	0	13	54
17:30	0	0	0	2	0	0	0	5	0	0	0	2	0	0	0	2	11
17:45	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
Hr Total	0	0	0	3	0	0	0	5	0	0	0	3	0	0	0	3	14
TOTAL	0	0	0	58	0	0	0	69	0	0	0	70	0	0	0	86	283



Miami, Florida
March 20 2014
drawn by: Luis Palomino
Signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 5TH STREET & NW 1ST COURT
MIAMI, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 5STR_1CT
Page : 1

ALL VEHICLES

	NW 1ST COURT From North				NW 5TH STREET From East				----- From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
07:30	0	4	0	0	0	0	0	0	0	0	0	0	0	8	242	0	254
07:45	0	6	0	0	0	0	0	0	0	0	0	0	0	11	307	0	324
08:00	0	3	0	0	0	0	0	0	0	0	0	0	0	6	323	0	332
08:15	1	3	0	0	0	0	0	0	0	0	0	0	0	5	271	0	280
Hr Total	1	16	0	0	0	0	0	0	0	0	0	0	0	30	1143	0	1190
08:30	1	4	0	0	0	0	0	0	0	0	0	0	0	8	269	0	282
08:45	1	2	0	0	0	0	0	0	0	0	0	0	0	4	288	0	295
09:00	2	2	0	0	0	0	0	0	0	0	0	0	0	4	260	0	268
09:15	0	5	0	0	0	0	0	0	0	0	0	0	0	3	283	0	291
Hr Total	4	13	0	0	0	0	0	0	0	0	0	0	0	19	1100	0	1136
---------- * BREAK * ----------																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	4	0	0	0	0	0	0	0	0	0	0	0	10	81	0	95
16:15	0	5	0	0	0	0	0	0	0	0	0	0	0	11	99	0	115
Hr Total	0	9	0	0	0	0	0	0	0	0	0	0	0	21	180	0	210
16:30	0	4	0	0	0	0	0	0	0	0	0	0	0	5	104	0	113
16:45	0	2	0	0	0	0	0	0	0	0	0	0	0	4	110	0	116
17:00	0	6	0	0	0	0	0	0	0	0	0	0	0	7	120	0	133
17:15	0	3	0	0	0	0	0	0	0	0	0	0	0	6	129	0	138
Hr Total	0	15	0	0	0	0	0	0	0	0	0	0	0	22	463	0	500
17:30	0	2	0	0	0	0	0	0	0	0	0	0	0	3	131	0	136
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	3	104	0	108
Hr Total	0	3	0	0	0	0	0	0	0	0	0	0	0	6	235	0	244
TOTAL	5	56	0	0	0	0	0	0	0	0	0	0	0	98	3121	0	3280

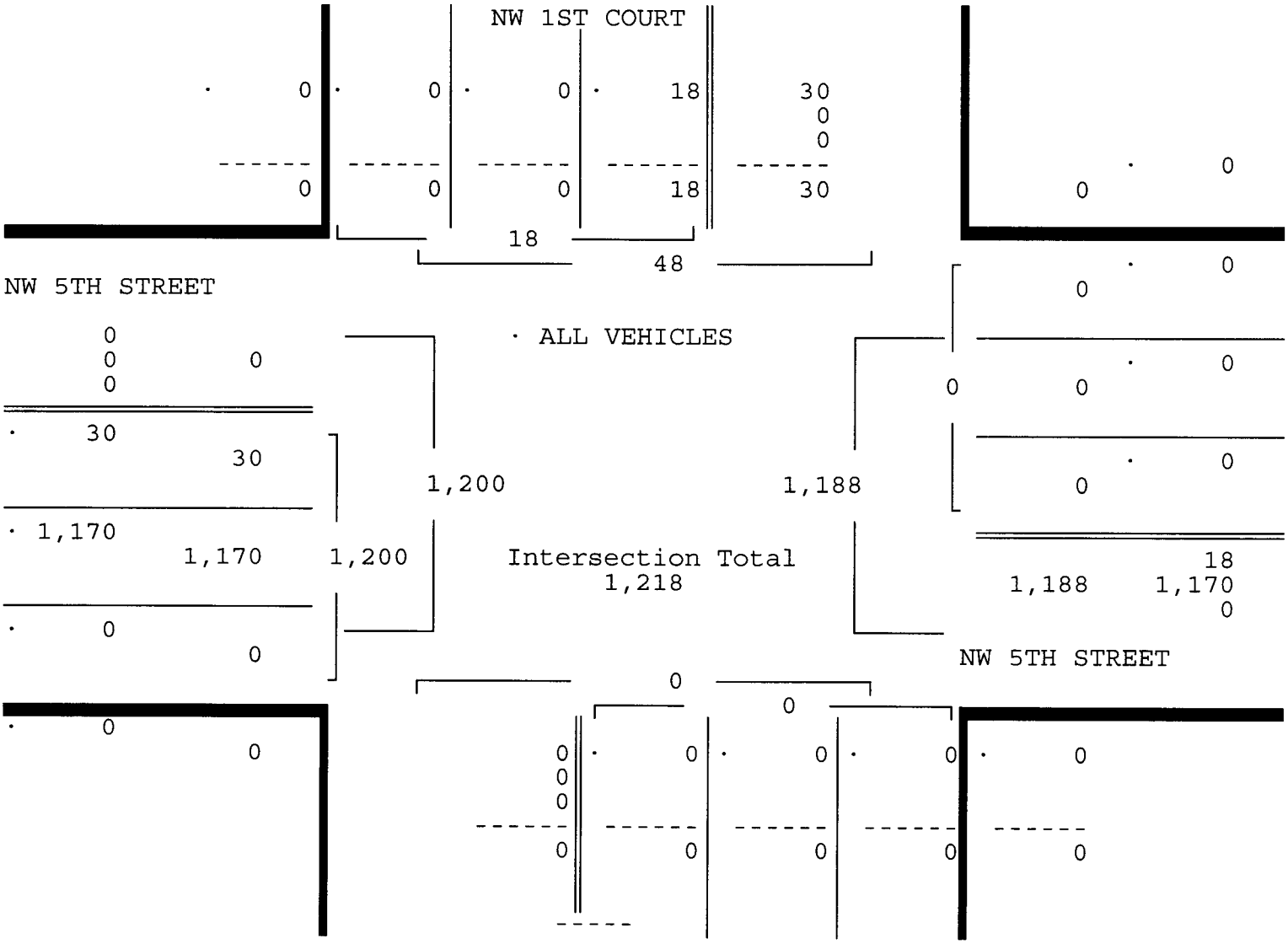
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 5TH STREET & NW 1ST COURT
MIAMI, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 5STR_1CT
Page : 2

ALL VEHICLES

	NW 1ST COURT From North				NW 5TH STREET From East				----- From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14																	
Peak start 07:45					07:45				07:45				07:45				
Volume	2	16	0	0	0	0	0	0	0	0	0	0	0	30	1170	0	
Percent	11%	89%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	98%	0%	
Pk total	18				0				0				1200				
Highest	07:45				07:30				07:30				08:00				
Volume	0	6	0	0	0	0	0	0	0	0	0	0	0	6	323	0	
Hi total	6				0				0				329				
PHF	.75				.0				.0				.91				



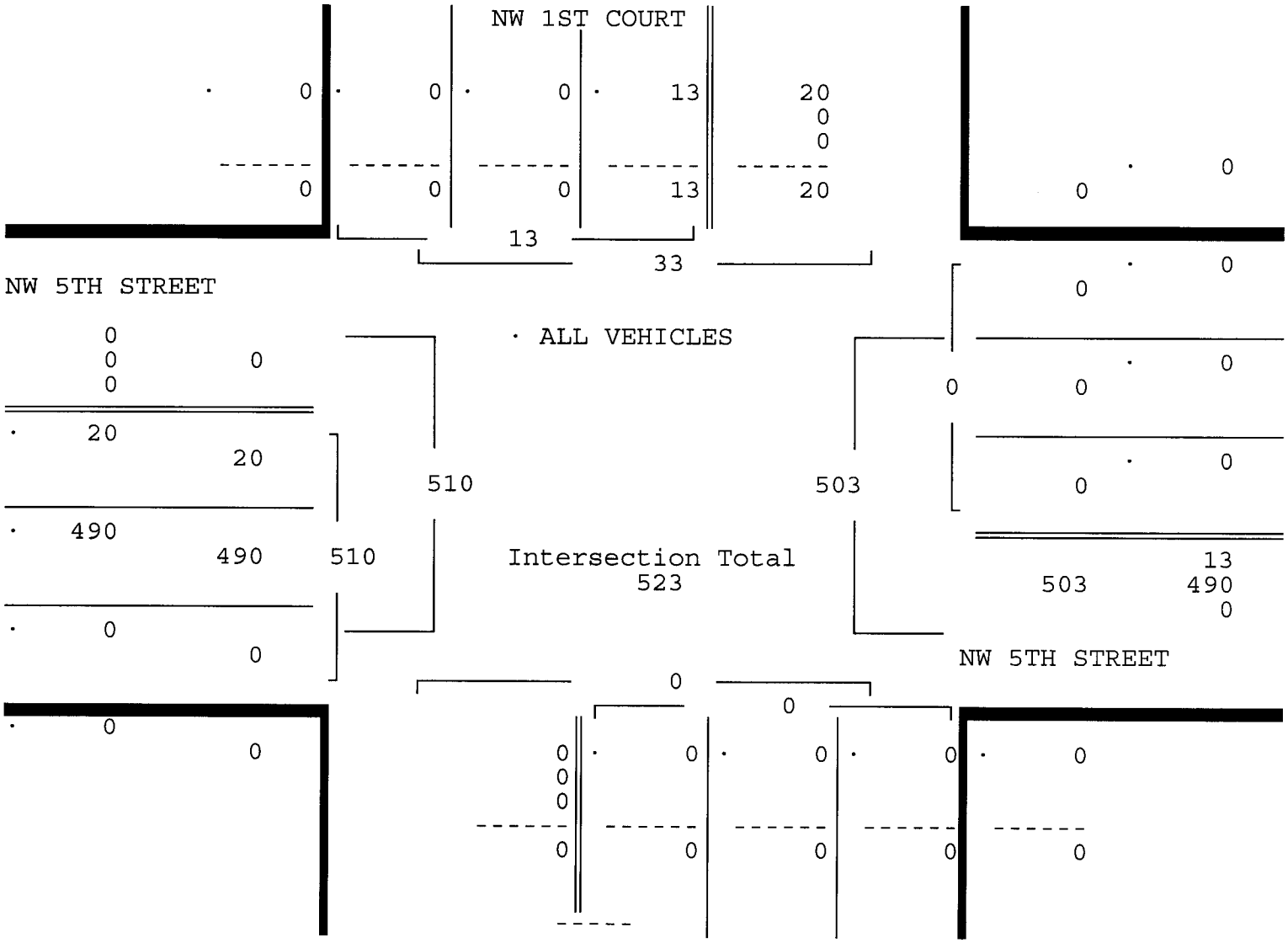
NW 5TH STREET & NW 1ST COURT
MIAMI, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 5STR_1CT
Page : 3

ALL VEHICLES

	NW 1ST COURT From North				NW 5TH STREET From East				----- From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	13	0	0	0	0	0	0	0	0	0	0	0	20	490	0	
Percent	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	96%	0%	
Pk total	13				0				0				510				
Highest	17:00				07:30				07:30				17:15				
Volume	0	6	0	0	0	0	0	0	0	0	0	0	0	6	129	0	
Hi total	6				0				0				135				
PHF	.54				.0				.0				.94				



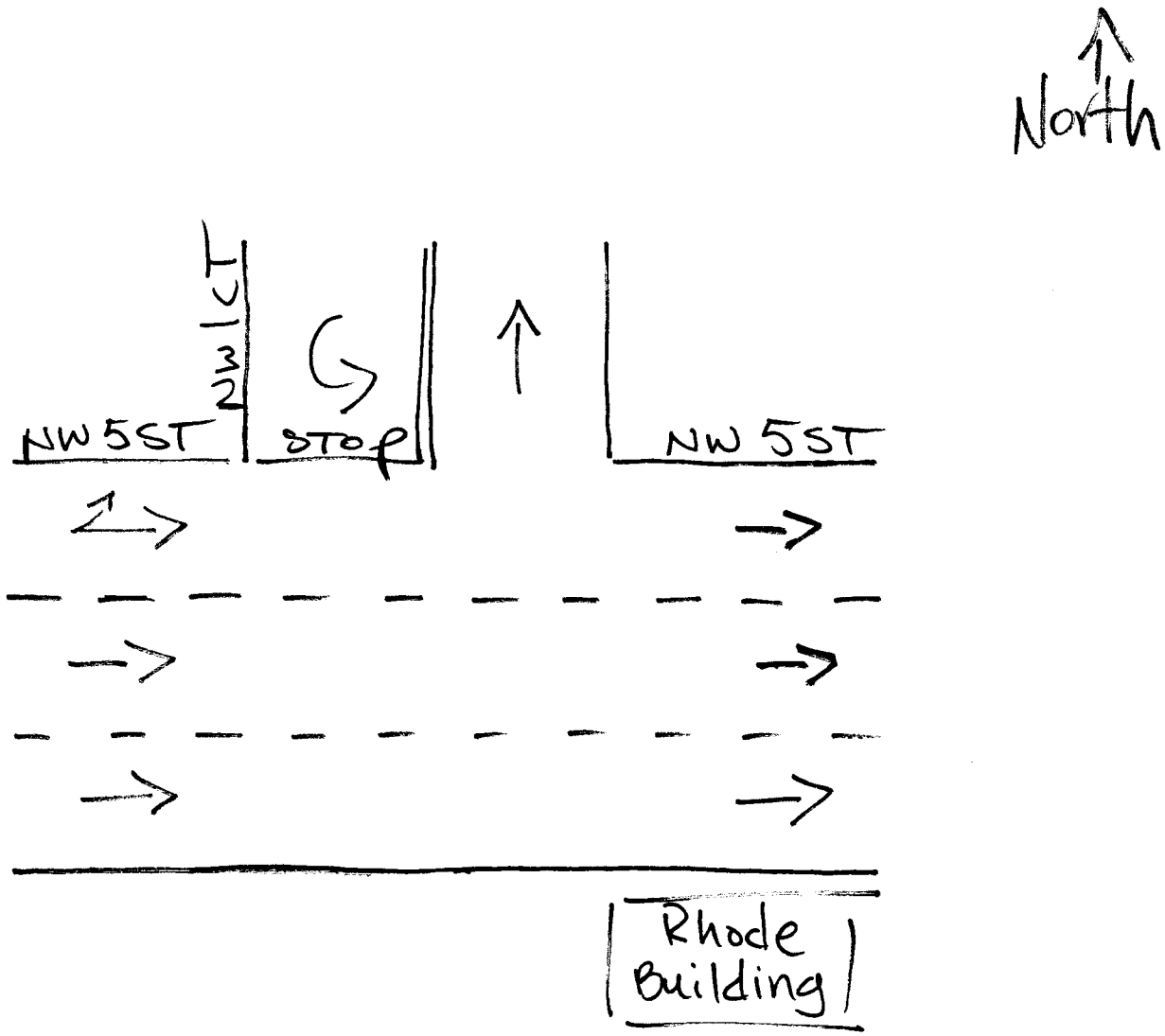
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 5TH STREET & NW 1ST COURT
MIAMI, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 5STR_1CT
Page : 1

PEDESTRIANS

	NW 1ST COURT From North				NW 5TH STREET From East				----- From South				NW 5TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/20/14																	
07:30	0	0	0	4	0	0	0	41	0	0	0	0	0	0	0	0	45
07:45	0	0	0	2	0	0	0	49	0	0	0	0	0	0	0	1	52
08:00	0	0	0	4	0	0	0	43	0	0	0	0	0	0	0	0	47
08:15	0	0	0	3	0	0	0	28	0	0	0	0	0	0	0	0	31
Hr Total	0	0	0	13	0	0	0	161	0	0	0	0	0	0	0	1	175
08:30	0	0	0	2	0	0	0	14	0	0	0	0	0	0	0	1	17
08:45	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	1	22
09:00	0	0	0	1	0	0	0	16	0	0	0	0	0	0	0	0	17
09:15	0	0	0	5	0	0	0	15	0	0	0	0	0	0	0	2	22
Hr Total	0	0	0	8	0	0	0	66	0	0	0	0	0	0	0	4	78
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	11	0	0	0	14	0	0	0	0	0	0	0	1	26
16:15	0	0	0	4	0	0	0	28	0	0	0	0	0	0	0	2	34
Hr Total	0	0	0	15	0	0	0	42	0	0	0	0	0	0	0	3	60
16:30	0	0	0	6	0	0	0	36	0	0	0	0	0	0	0	1	43
16:45	0	0	0	3	0	0	0	34	0	0	0	0	0	0	0	0	37
17:00	0	0	0	0	0	0	0	87	0	0	0	0	0	0	0	4	91
17:15	0	0	0	2	0	0	0	20	0	0	0	0	0	0	0	4	26
Hr Total	0	0	0	11	0	0	0	177	0	0	0	0	0	0	0	9	197
17:30	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	18
17:45	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4
Hr Total	0	0	0	1	0	0	0	21	0	0	0	0	0	0	0	0	22
TOTAL	0	0	0	48	0	0	0	467	0	0	0	0	0	0	0	17	532



Miami, Florida
March 20, 2014
drawn by: Luis Palomino
NOT signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 5TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 5ST_1AVE
Page : 1

ALL VEHICLES

	NW 1ST AVENUE From North				NW 5TH STREET From East				NW 1ST AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
07:30	0	4	7	0	0	0	0	0	0	0	16	11	0	36	166	35	275
07:45	0	4	17	0	0	0	0	0	0	0	15	9	0	52	221	38	356
08:00	0	6	15	0	0	0	0	0	0	0	27	11	0	33	247	46	385
08:15	0	8	22	0	0	0	0	0	0	0	16	18	0	33	204	30	331
Hr Total	0	22	61	0	0	0	0	0	0	0	74	49	0	154	838	149	1347
08:30	0	5	32	0	0	0	0	0	0	0	13	11	0	30	204	38	333
08:45	0	4	33	0	0	0	0	0	0	0	22	14	0	20	215	53	361
09:00	0	8	22	0	0	0	0	0	0	0	21	11	0	19	194	42	317
09:15	0	5	22	0	0	0	0	0	0	0	14	8	0	21	229	42	341
Hr Total	0	22	109	0	0	0	0	0	0	0	70	44	0	90	842	175	1352
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	1	13	0	0	0	0	0	0	0	45	20	0	10	72	6	167
16:15	0	0	9	0	0	0	0	0	0	0	18	25	0	12	86	12	162
Hr Total	0	1	22	0	0	0	0	0	0	0	63	45	0	22	158	18	329
16:30	0	4	10	0	0	0	0	0	0	0	50	24	0	14	84	23	209
16:45	0	3	9	0	0	0	0	0	0	0	45	19	0	10	95	13	194
17:00	0	4	9	0	0	0	0	0	1	0	30	33	0	16	111	16	220
17:15	0	4	6	0	0	0	0	0	0	0	45	28	0	13	114	14	224
Hr Total	0	15	34	0	0	0	0	0	1	0	170	104	0	53	404	66	847
17:30	0	4	10	0	0	0	0	0	1	0	41	20	0	12	127	4	219
17:45	1	3	10	0	0	0	0	0	0	0	31	15	0	9	97	7	173
Hr Total	1	7	20	0	0	0	0	0	1	0	72	35	0	21	224	11	392
TOTAL	1	67	246	0	0	0	0	0	2	0	449	277	0	340	2466	419	4267

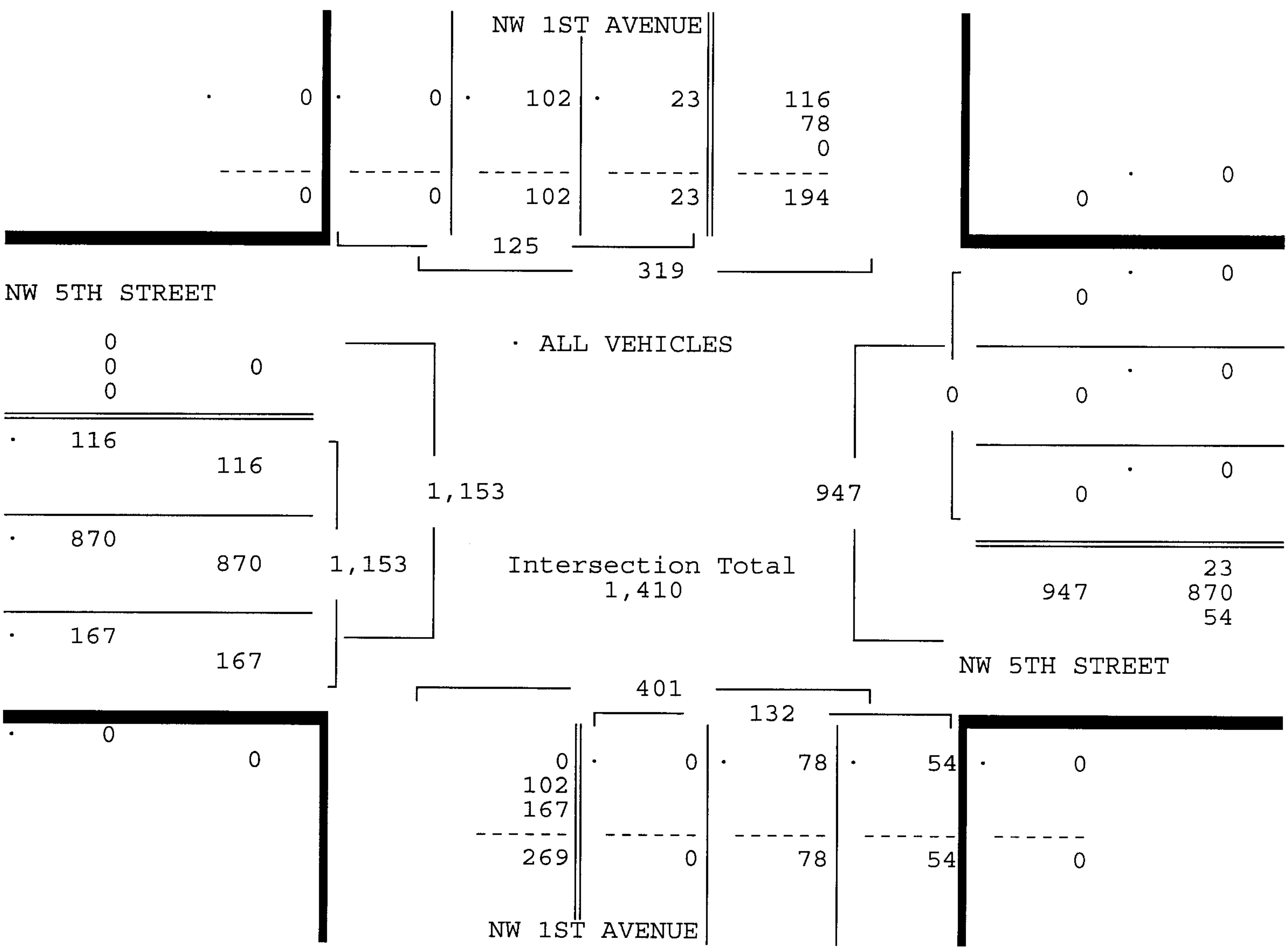
NW 5TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 5ST_1AVE
Page : 2

ALL VEHICLES

	NW 1ST AVENUE From North				NW 5TH STREET From East				NW 1ST AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	23	102	0	0	0	0	0	0	0	78	54	0	116	870	167	
Percent	0%	18%	82%	0%	0%	0%	0%	0%	0%	0%	59%	41%	0%	10%	75%	14%	
Pk total	125				0				132				1153				
Highest	08:30				07:30				08:00				08:00				
Volume	0	5	32	0	0	0	0	0	0	0	27	11	0	33	247	46	
Hi total	37				0				38				326				
PHF	.84				.0				.87				.88				



NW 5TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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Site Code : 00140065
Start Date: 03/20/14
File I.D. : 5ST_1AVE
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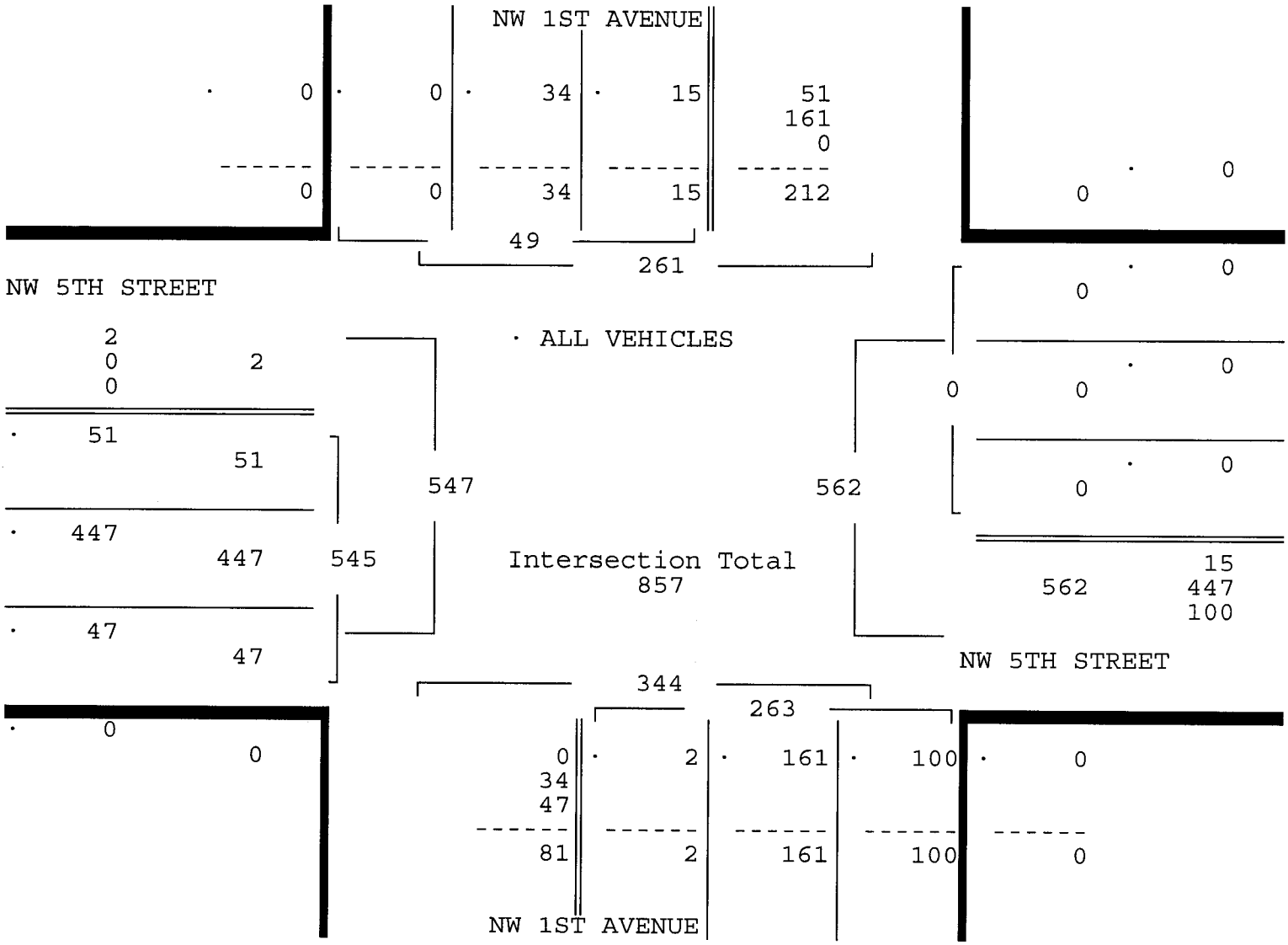
ALL VEHICLES

	NW 1ST AVENUE From North				NW 5TH STREET From East				NW 1ST AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	15	34	0	0	0	0	0	2	0	161	100	0	51	447	47	
Percent	0%	31%	69%	0%	0%	0%	0%	0%	1%	0%	61%	38%	0%	9%	82%	9%	
Pk total	49				0				263				545				
Highest	17:30				07:30				17:15				17:00				
Volume	0	4	10	0	0	0	0	0	0	0	45	28	0	16	111	16	
Hi total	14				0				73				143				
PHF	.88				.0				.90				.95				



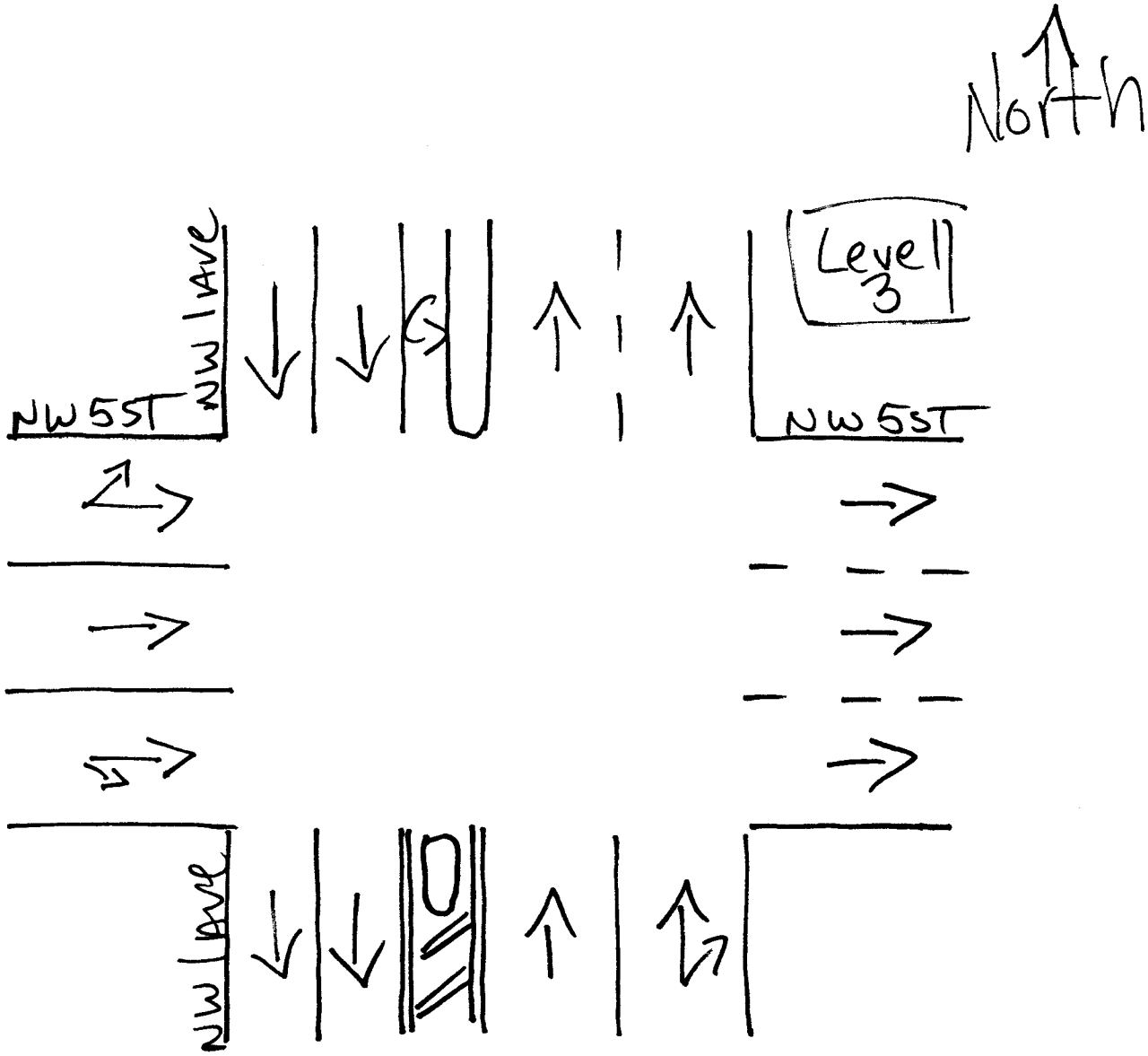
NW 5TH STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 5ST_1AVE
Page : 1

PEDESTRIANS

	NW 1ST AVENUE From North				NW 5TH STREET From East				NW 1ST AVENUE From South				NW 5TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/20/14																	
07:30	0	0	0	6	0	0	0	9	0	0	0	2	0	0	0	0	17
07:45	0	0	0	1	0	0	0	10	0	0	0	0	0	0	0	7	18
08:00	0	0	0	1	0	0	0	6	0	0	0	2	0	0	0	8	17
08:15	0	0	0	4	0	0	0	3	0	0	0	1	0	0	0	7	15
Hr Total	0	0	0	12	0	0	0	28	0	0	0	5	0	0	0	22	67
08:30	0	0	0	1	0	0	0	2	0	0	0	6	0	0	0	10	19
08:45	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	11	17
09:00	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	11	18
09:15	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	10	15
Hr Total	0	0	0	4	0	0	0	9	0	0	0	14	0	0	0	42	69
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	14	18
16:15	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	4	9
Hr Total	0	0	0	3	0	0	0	4	0	0	0	2	0	0	0	18	27
16:30	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	8	13
16:45	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	5	11
17:00	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	10	15
17:15	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	24	27
Hr Total	0	0	0	0	0	0	0	8	0	0	0	11	0	0	0	47	66
17:30	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	11	17
17:45	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	15	21
Hr Total	0	0	0	0	0	0	0	10	0	0	0	2	0	0	0	26	38
TOTAL	0	0	0	19	0	0	0	59	0	0	0	34	0	0	0	155	267



Miami, Florida
March 20, 2014
drawn by: Luis Palomino
signalized

NW 4TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 4STR_2AV
Page : 1

ALL VEHICLES

	NW 2ND AVENUE From North				NW 4TH STREET From East				NW 2ND AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
07:30	0	23	63	0	0	4	0	3	0	0	76	21	0	0	0	0	190
07:45	0	24	98	0	0	0	0	1	0	0	82	15	0	0	0	0	220
08:00	2	18	75	0	0	2	0	0	0	0	83	12	0	0	0	0	192
08:15	1	14	66	0	0	1	0	3	0	0	81	14	0	0	0	0	180
Hr Total	3	79	302	0	0	7	0	7	0	0	322	62	0	0	0	0	782
08:30	1	21	74	0	0	2	0	0	0	0	77	8	0	0	0	0	183
08:45	0	32	85	0	0	3	0	5	0	0	68	12	0	0	0	0	205
09:00	1	19	81	0	0	3	0	3	0	0	89	11	0	0	0	0	207
09:15	1	18	64	0	0	0	0	2	0	0	82	9	0	0	0	0	176
Hr Total	3	90	304	0	0	8	0	10	0	0	316	40	0	0	0	0	771
---------- * BREAK * ----------																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	3	47	0	0	12	0	13	0	0	87	0	0	0	0	0	162
16:15	0	1	35	0	0	5	0	14	0	0	90	1	0	0	0	0	146
Hr Total	0	4	82	0	0	17	0	27	0	0	177	1	0	0	0	0	308
16:30	0	2	49	0	0	17	0	22	0	0	118	0	0	0	0	0	208
16:45	0	6	46	0	0	11	0	13	1	0	116	0	0	0	0	0	193
17:00	1	0	69	0	0	14	0	24	0	0	126	1	0	0	0	0	235
17:15	0	1	49	0	0	13	0	12	0	0	141	3	0	0	0	0	219
Hr Total	1	9	213	0	0	55	0	71	1	0	501	4	0	0	0	0	855
17:30	0	1	36	0	0	10	0	7	0	0	121	0	0	0	0	0	175
17:45	0	1	39	0	0	7	0	6	0	0	97	0	0	0	0	0	150
Hr Total	0	2	75	0	0	17	0	13	0	0	218	0	0	0	0	0	325
TOTAL	7	184	976	0	0	104	0	128	1	0	1534	107	0	0	0	0	3041

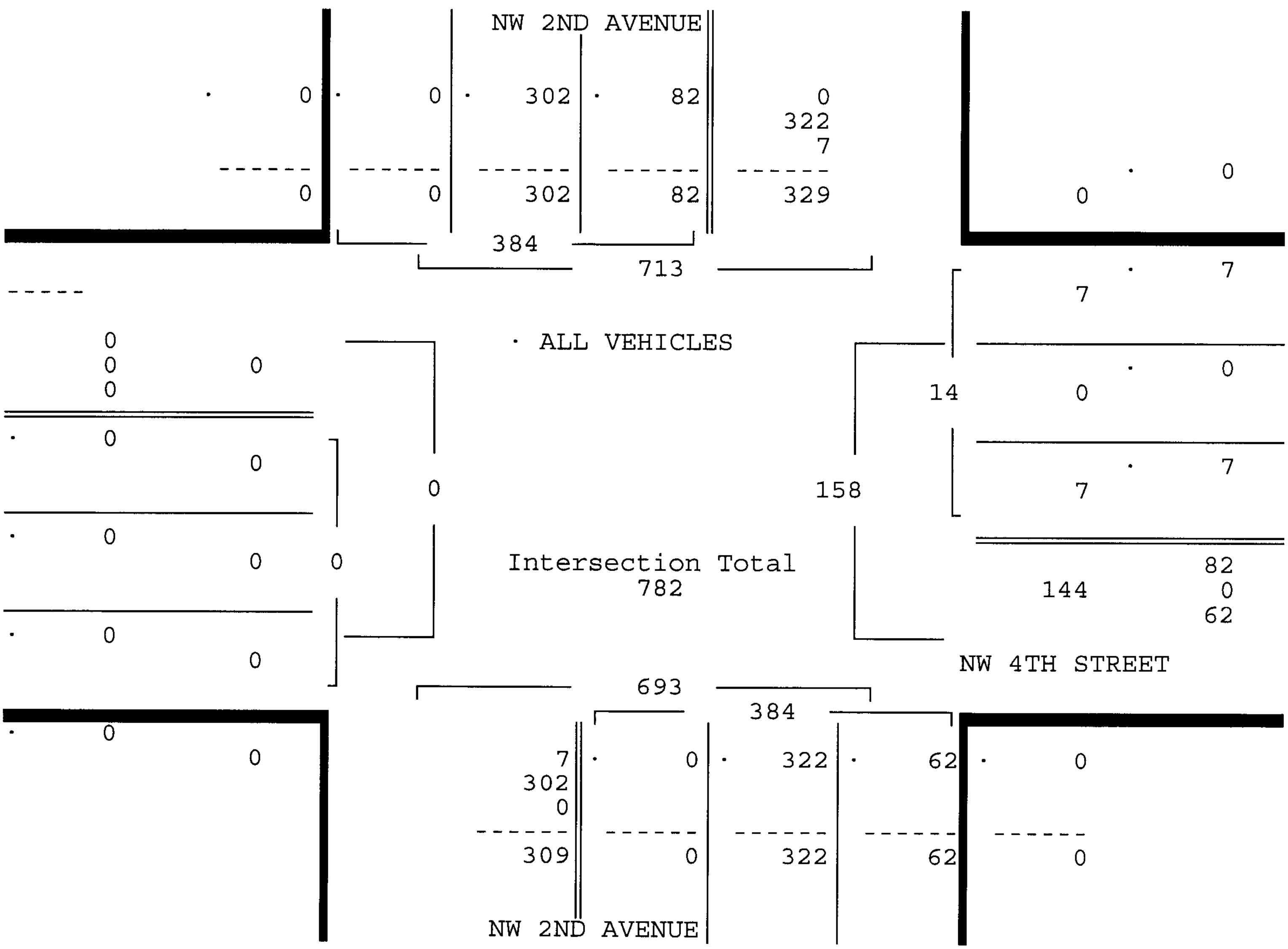
NW 4TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 4STR_2AV
Page : 2

ALL VEHICLES

	NW 2ND AVENUE From North				NW 4TH STREET From East				NW 2ND AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14																	
Peak start	07:30				07:30				07:30				07:30				
Volume	3	79	302	0	0	7	0	7	0	0	322	62	0	0	0	0	
Percent	1%	21%	79%	0%	0%	50%	0%	50%	0%	0%	84%	16%	0%	0%	0%	0%	
Pk total	384				14				384				0				
Highest	07:45				07:30				07:30				07:30				
Volume	0	24	98	0	0	4	0	3	0	0	76	21	0	0	0	0	
Hi total	122				7				97				0				
PHF	.79				.50				.99				.0				



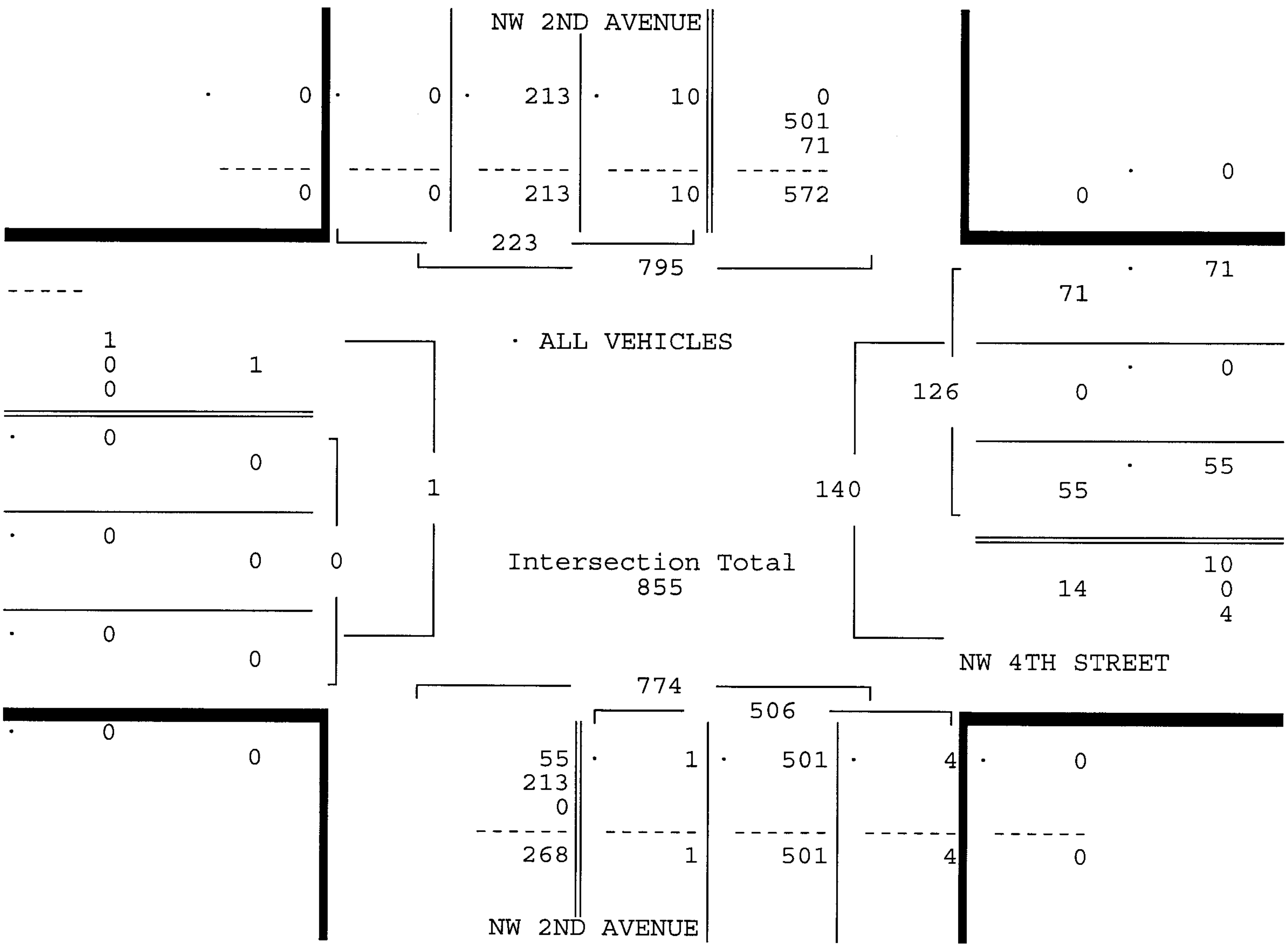
NW 4TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 4STR_2AV
Page : 3

ALL VEHICLES

	NW 2ND AVENUE From North				NW 4TH STREET From East				NW 2ND AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14																	
Peak start	16:30				16:30				16:30				16:30				
Volume	1	9	213	0	0	55	0	71	1	0	501	4	0	0	0	0	
Percent	0%	4%	96%	0%	0%	44%	0%	56%	0%	0%	99%	1%	0%	0%	0%	0%	
Pk total	223				126				506				0				
Highest	17:00				16:30				17:15				07:30				
Volume	1	0	69	0	0	17	0	22	0	0	141	3	0	0	0	0	
Hi total	70				39				144				0				
PHF	.80				.81				.88				.0				



Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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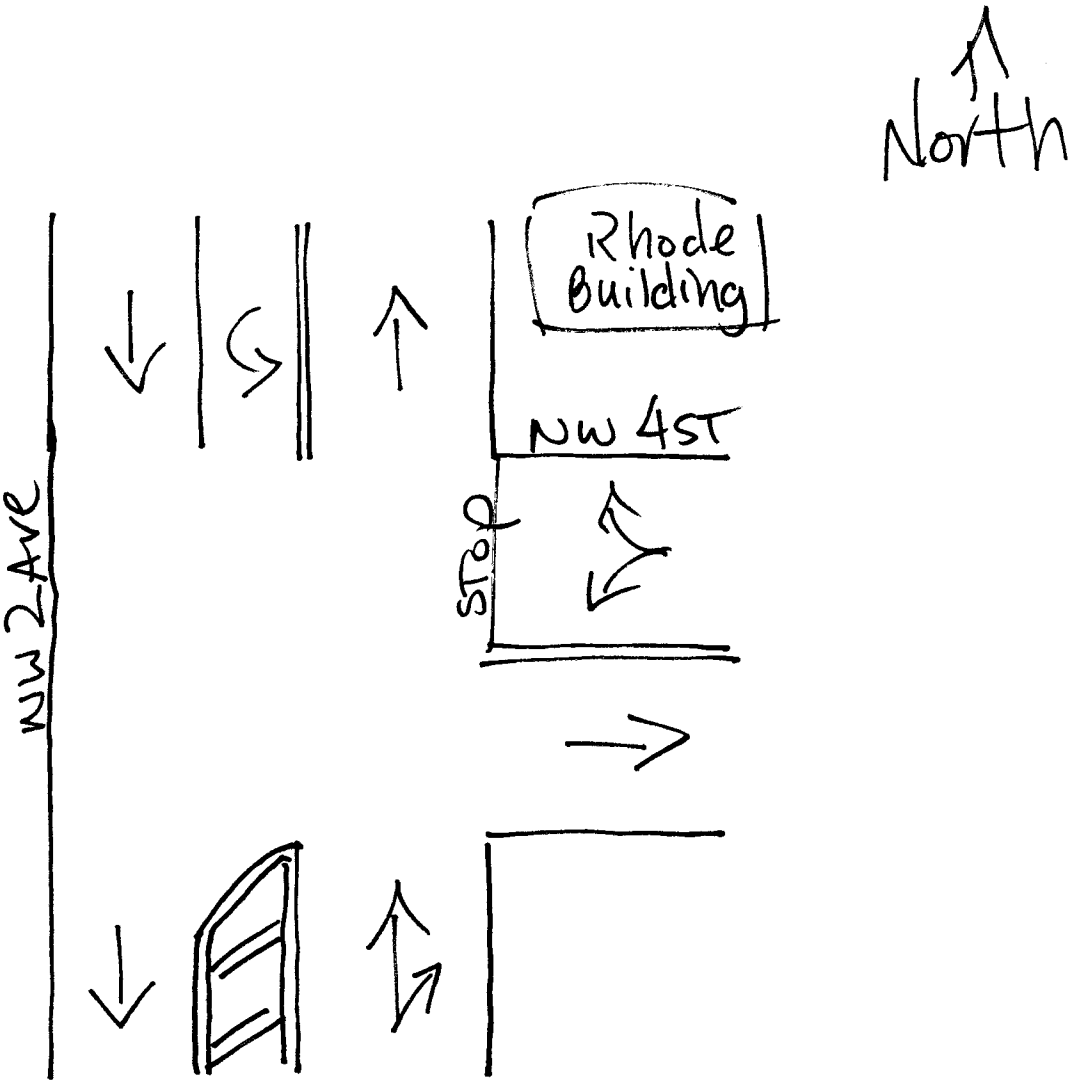
NW 4TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 4STR_2AV
Page : 1

PEDESTRIANS

	NW 2ND AVENUE From North				NW 4TH STREET From East				NW 2ND AVENUE From South				----- From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/20/14																	
07:30	0	0	0	4	0	0	0	11	0	0	0	0	0	0	0	0	15
07:45	0	0	0	4	0	0	0	8	0	0	0	5	0	0	0	0	17
08:00	0	0	0	2	0	0	0	10	0	0	0	0	0	0	0	0	12
08:15	0	0	0	6	0	0	0	9	0	0	0	0	0	0	0	0	15
Hr Total	0	0	0	16	0	0	0	38	0	0	0	5	0	0	0	0	59
08:30	0	0	0	5	0	0	0	15	0	0	0	1	0	0	0	0	21
08:45	0	0	0	10	0	0	0	7	0	0	0	1	0	0	0	0	18
09:00	0	0	0	5	0	0	0	10	0	0	0	1	0	0	0	0	16
09:15	0	0	0	3	0	0	0	11	0	0	0	2	0	0	0	0	16
Hr Total	0	0	0	23	0	0	0	43	0	0	0	5	0	0	0	0	71
---------- * BREAK * ----------																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	1	0	0	0	14	0	0	0	0	0	0	0	0	15
16:15	0	0	0	1	0	0	0	6	0	0	0	1	0	0	0	0	8
Hr Total	0	0	0	2	0	0	0	20	0	0	0	1	0	0	0	0	23
16:30	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	0	7
17:00	0	0	0	5	0	0	0	6	0	0	0	2	0	0	0	0	13
17:15	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4
Hr Total	0	0	0	7	0	0	0	19	0	0	0	3	0	0	0	0	29
17:30	0	0	0	3	0	0	0	15	0	0	0	2	0	0	0	0	20
17:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	3	0	0	0	16	0	0	0	2	0	0	0	0	21
TOTAL	0	0	0	51	0	0	0	136	0	0	0	16	0	0	0	0	203



Miami, Florida
March 20, 2014
drawn by: Luis Palomino
not signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 3RD STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: EDIE SAPORITTO
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 3ST__2AV
Page : 1

ALL VEHICLES

	NW 2ND AVENUE From North				NW 3RD STREET From East				NW 2ND AVENUE From South				NW 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
07:30	0	11	38	16	0	9	19	2	0	16	83	24	0	12	39	14	283
07:45	0	9	46	40	0	8	33	8	0	12	79	38	0	7	49	21	350
08:00	0	7	47	24	0	17	23	11	0	18	82	21	0	7	51	8	316
08:15	0	13	47	14	0	7	21	17	0	10	75	33	0	4	55	14	310
Hr Total	0	40	178	94	0	41	96	38	0	56	319	116	0	30	194	57	1259
08:30	0	9	46	13	0	11	28	8	0	18	71	35	0	7	55	14	315
08:45	0	11	73	10	0	8	25	6	0	16	71	37	0	6	55	7	325
09:00	0	20	59	5	0	6	27	12	0	14	86	25	0	8	67	12	341
09:15	0	7	47	11	0	19	17	15	0	8	74	41	0	7	58	13	317
Hr Total	0	47	225	39	0	44	97	41	0	56	302	138	0	28	235	46	1298
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	5	41	16	0	17	81	4	0	19	80	12	0	2	11	6	294
16:15	0	7	27	9	0	12	72	9	0	21	82	9	0	1	15	4	268
Hr Total	0	12	68	25	0	29	153	13	0	40	162	21	0	3	26	10	562
16:30	0	6	44	15	0	8	83	11	0	24	99	10	0	3	24	2	329
16:45	0	5	37	19	0	14	75	12	0	30	104	14	0	2	19	4	335
17:00	0	7	58	19	0	25	77	13	0	25	110	14	0	2	16	2	368
17:15	0	5	37	24	0	24	83	18	0	24	121	12	0	5	11	5	369
Hr Total	0	23	176	77	0	71	318	54	0	103	434	50	0	12	70	13	1401
17:30	0	4	32	14	0	16	43	11	0	20	107	14	0	4	14	4	283
17:45	0	5	30	11	0	12	58	10	0	21	87	11	0	1	8	9	263
Hr Total	0	9	62	25	0	28	101	21	0	41	194	25	0	5	22	13	546
TOTAL	0	131	709	260	0	213	765	167	0	296	1411	350	0	78	547	139	5066

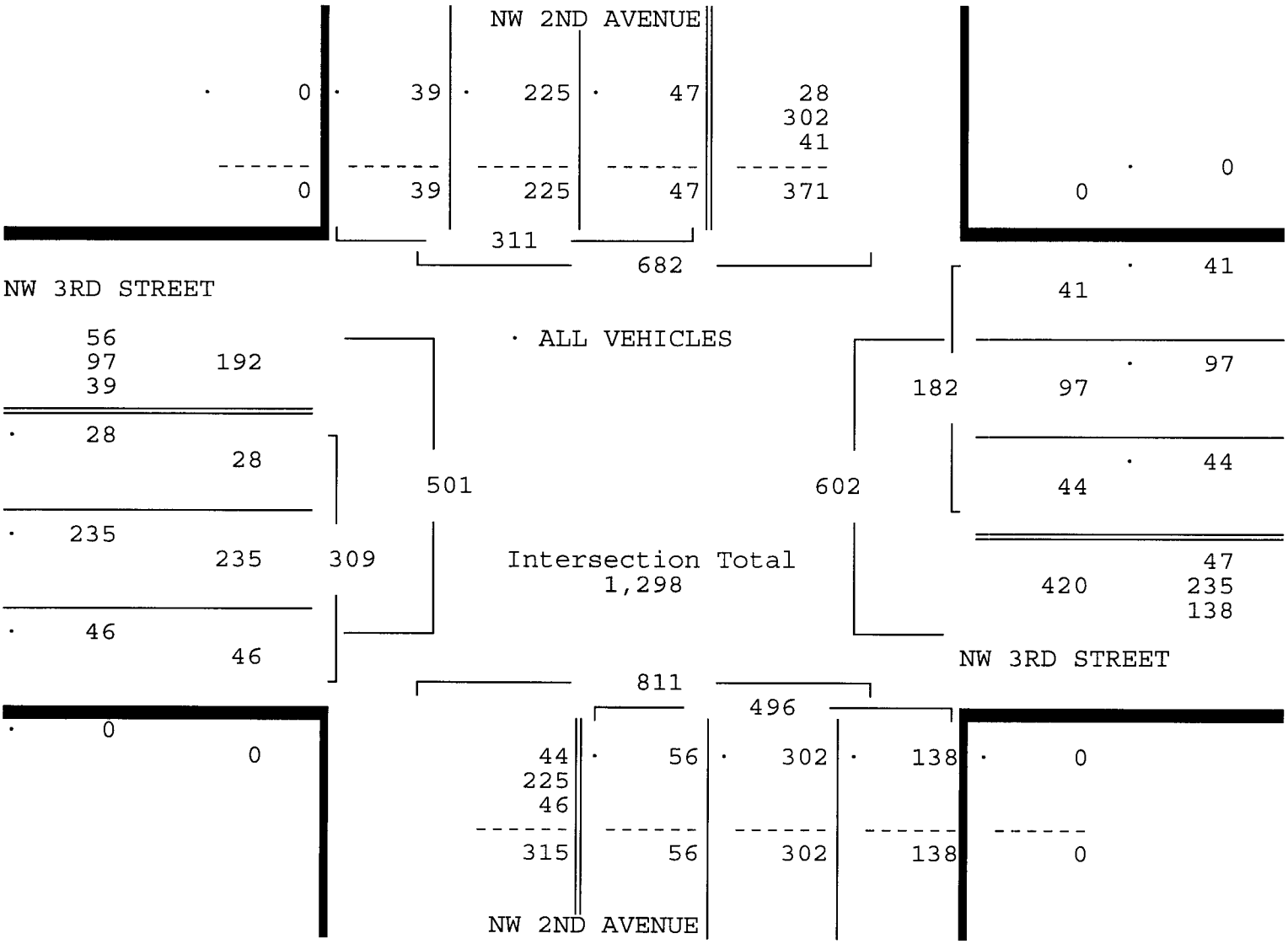
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 3RD STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: EDIE SAPORITTO
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 3ST__2AV
Page : 2

ALL VEHICLES

	NW 2ND AVENUE From North				NW 3RD STREET From East				NW 2ND AVENUE From South				NW 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14																	
Peak start 08:30					08:30				08:30				08:30				
Volume	0	47	225	39	0	44	97	41	0	56	302	138	0	28	235	46	
Percent	0%	15%	72%	13%	0%	24%	53%	23%	0%	11%	61%	28%	0%	9%	76%	15%	
Pk total	311				182				496				309				
Highest	08:45				09:15				09:00				09:00				
Volume	0	11	73	10	0	19	17	15	0	14	86	25	0	8	67	12	
Hi total	94				51				125				87				
PHF	.83				.89				.99				.89				



NW 3RD STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: EDIE SAPORITTO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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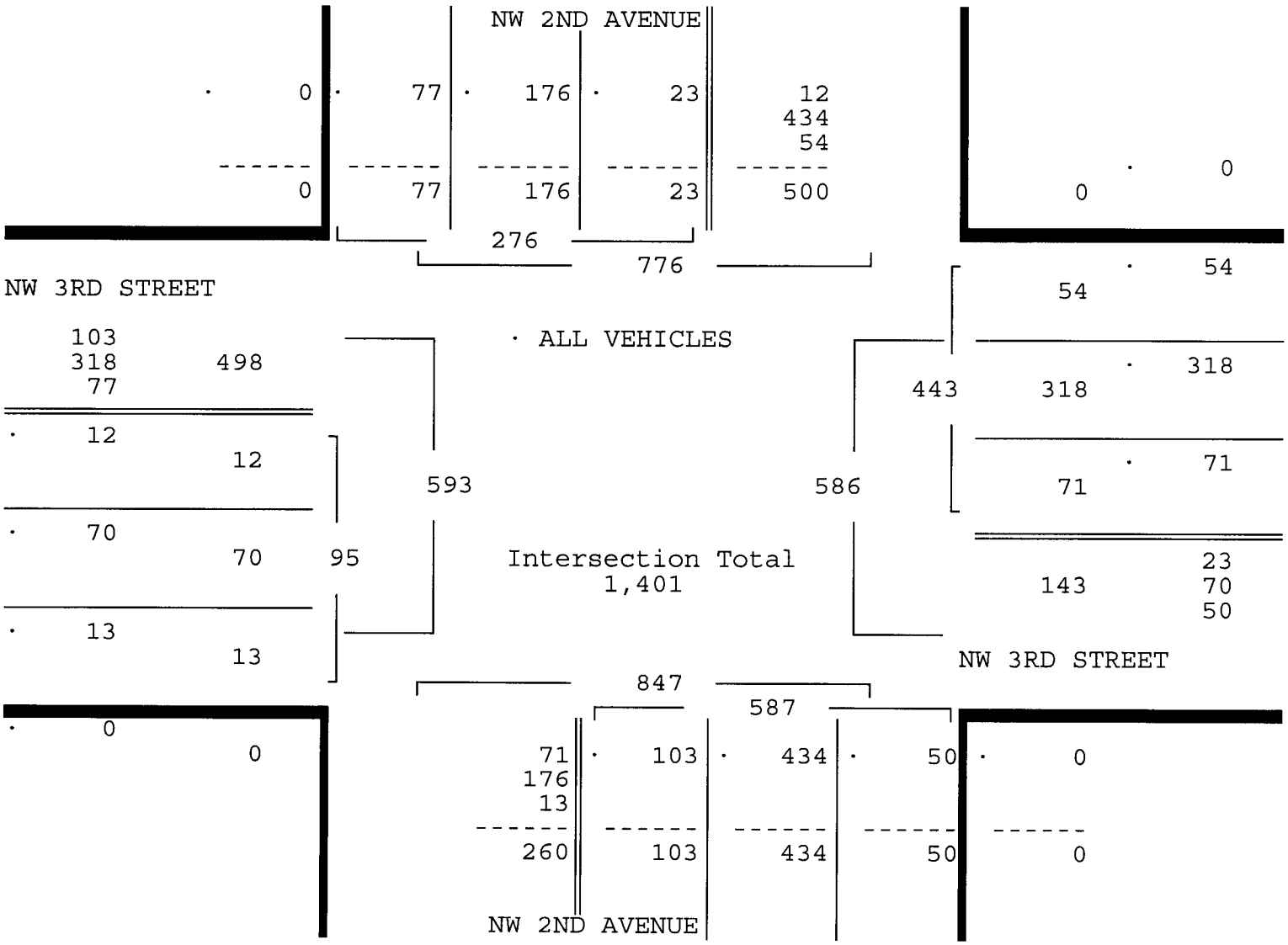
Site Code : 00140065
Start Date: 03/20/14
File I.D. : 3ST__2AV
Page : 3

ALL VEHICLES

	NW 2ND AVENUE From North				NW 3RD STREET From East				NW 2ND AVENUE From South				NW 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14																	
Peak start	16:30				16:30				16:30				16:30				
Volume	0	23	176	77	0	71	318	54	0	103	434	50	0	12	70	13	
Percent	0%	8%	64%	28%	0%	16%	72%	12%	0%	18%	74%	9%	0%	13%	74%	14%	
Pk total	276				443				587				95				
Highest	17:00				17:15				17:15				16:30				
Volume	0	7	58	19	0	24	83	18	0	24	121	12	0	3	24	2	
Hi total	84				125				157				29				
PHF	.82				.89				.93				.82				



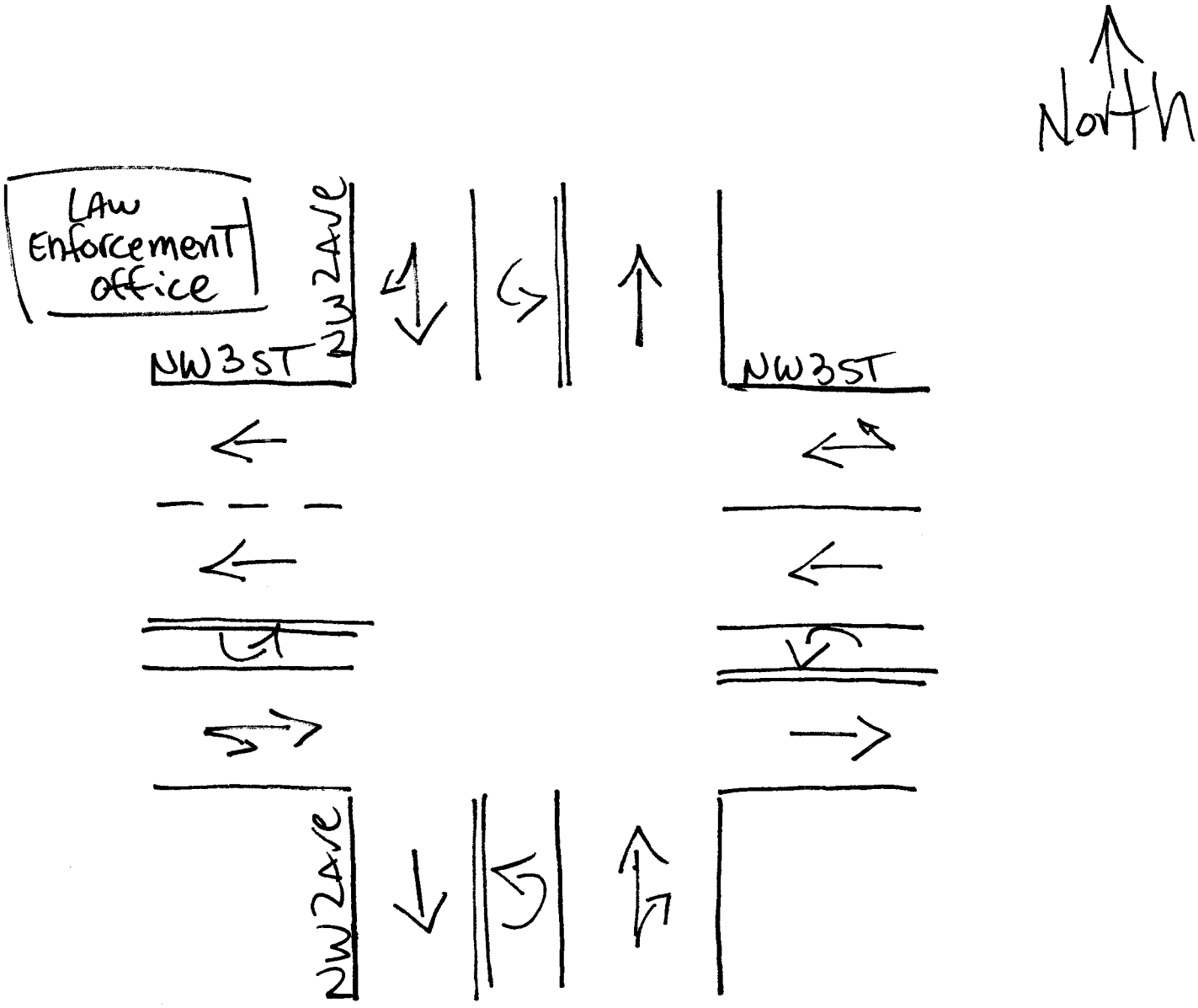
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 3RD STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: EDIE SAPORITTO
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 3ST__2AV
Page : 1

PEDESTRIANS

	NW 2ND AVENUE From North				NW 3RD STREET From East				NW 2ND AVENUE From South				NW 3RD STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/20/14																	
07:30	0	0	0	5	0	0	0	13	0	0	0	17	0	0	0	7	42
07:45	0	0	0	3	0	0	0	4	0	0	0	11	0	0	0	3	21
08:00	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	2	7
08:15	0	0	0	0	0	0	0	21	0	0	0	7	0	0	0	7	35
Hr Total	0	0	0	8	0	0	0	42	0	0	0	36	0	0	0	19	105
08:30	0	0	0	0	0	0	0	11	0	0	0	3	0	0	0	6	20
08:45	0	0	0	3	0	0	0	14	0	0	0	12	0	0	0	8	37
09:00	0	0	0	1	0	0	0	19	0	0	0	1	0	0	0	3	24
09:15	0	0	0	0	0	0	0	8	0	0	0	5	0	0	0	19	32
Hr Total	0	0	0	4	0	0	0	52	0	0	0	21	0	0	0	36	113
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	3	0	0	0	17	0	0	0	7	0	0	0	6	33
16:15	0	0	0	1	0	0	0	7	0	0	0	3	0	0	0	5	16
Hr Total	0	0	0	4	0	0	0	24	0	0	0	10	0	0	0	11	49
16:30	0	0	0	5	0	0	0	9	0	0	0	6	0	0	0	1	21
16:45	0	0	0	2	0	0	0	9	0	0	0	4	0	0	0	4	19
17:00	0	0	0	0	0	0	0	4	0	0	0	10	0	0	0	9	23
17:15	0	0	0	1	0	0	0	2	0	0	0	3	0	0	0	2	8
Hr Total	0	0	0	8	0	0	0	24	0	0	0	23	0	0	0	16	71
17:30	0	0	0	0	0	0	0	3	0	0	0	7	0	0	0	8	18
17:45	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	1	6
Hr Total	0	0	0	1	0	0	0	4	0	0	0	10	0	0	0	9	24
TOTAL	0	0	0	25	0	0	0	146	0	0	0	100	0	0	0	91	362



Miami, Florida
March 20 2014
drawn by: Luis Palomino
signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 3RD STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: CARLOS PALOMINO
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 3ST_1AVE
Page : 1

ALL VEHICLES

	NW 1ST AVENUE From North				NW 3RD STREET From East				NW 1ST AVENUE From South				NW 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
07:30	0	0	25	15	0	8	22	4	0	12	15	0	0	4	0	57	162
07:45	0	0	39	18	0	9	44	5	0	6	19	0	0	6	0	64	210
08:00	0	0	36	21	0	12	41	9	0	15	24	0	0	5	0	57	220
08:15	0	0	36	22	0	16	35	12	0	16	22	0	0	5	0	55	219
Hr Total	0	0	136	76	0	45	142	30	0	49	80	0	0	20	0	233	811
08:30	0	0	57	19	0	12	45	3	0	19	10	0	0	11	0	70	246
08:45	0	0	51	35	0	11	23	3	0	24	23	0	0	9	0	68	247
09:00	0	0	44	26	0	8	36	3	0	30	22	0	0	6	0	73	248
09:15	0	0	44	23	0	15	29	1	0	31	13	0	0	4	0	78	238
Hr Total	0	0	196	103	0	46	133	10	0	104	68	0	0	30	0	289	979
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	17	8	0	15	56	11	0	17	35	0	0	7	0	27	193
16:15	0	0	18	5	0	9	58	9	0	16	23	0	0	5	0	26	169
Hr Total	0	0	35	13	0	24	114	20	0	33	58	0	0	12	0	53	362
16:30	0	0	26	10	0	8	64	13	0	21	37	0	0	13	0	28	220
16:45	0	0	21	10	0	9	52	13	0	26	32	0	0	12	0	26	201
17:00	0	0	18	14	0	13	54	10	0	27	38	0	0	9	0	21	204
17:15	0	0	16	9	0	17	84	15	0	23	37	0	0	5	0	27	233
Hr Total	0	0	81	43	0	47	254	51	0	97	144	0	0	39	0	102	858
17:30	0	0	10	5	0	10	49	11	0	14	30	0	0	15	0	19	163
17:45	0	0	16	6	0	12	52	7	0	18	30	0	0	6	0	19	166
Hr Total	0	0	26	11	0	22	101	18	0	32	60	0	0	21	0	38	329
TOTAL	0	0	474	246	0	184	744	129	0	315	410	0	0	122	0	715	3339

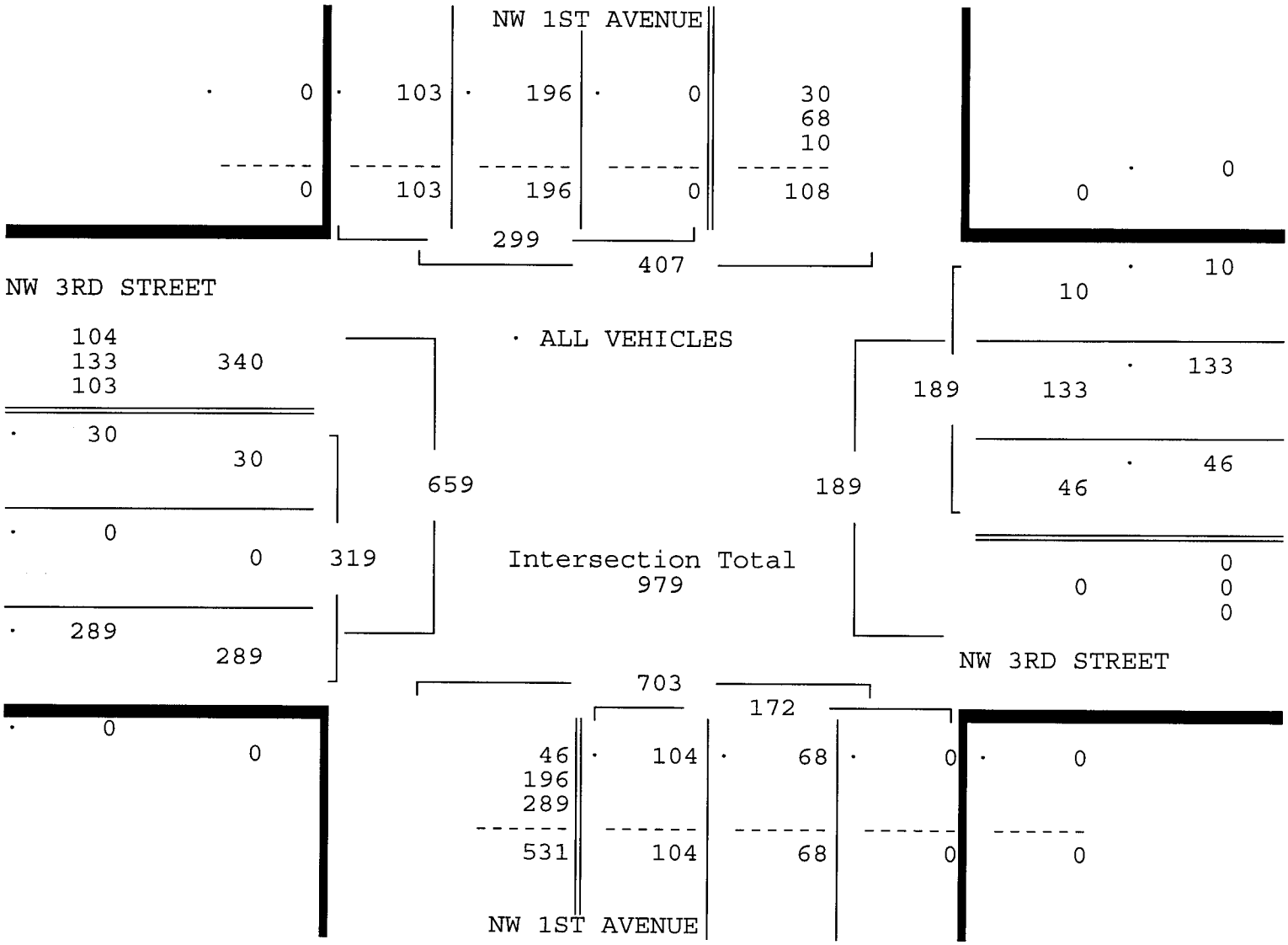
NW 3RD STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: CARLOS PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 3ST_1AVE
Page : 2

ALL VEHICLES

	NW 1ST AVENUE From North				NW 3RD STREET From East				NW 1ST AVENUE From South				NW 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14																	
Peak start 08:30					08:30				08:30				08:30				
Volume	0	0	196	103	0	46	133	10	0	104	68	0	0	30	0	289	
Percent	0%	0%	66%	34%	0%	24%	70%	5%	0%	60%	40%	0%	0%	9%	0%	91%	
Pk total	299				189				172				319				
Highest	08:45				08:30				09:00				09:15				
Volume	0	0	51	35	0	12	45	3	0	30	22	0	0	4	0	78	
Hi total	86				60				52				82				
PHF	.87				.79				.83				.97				



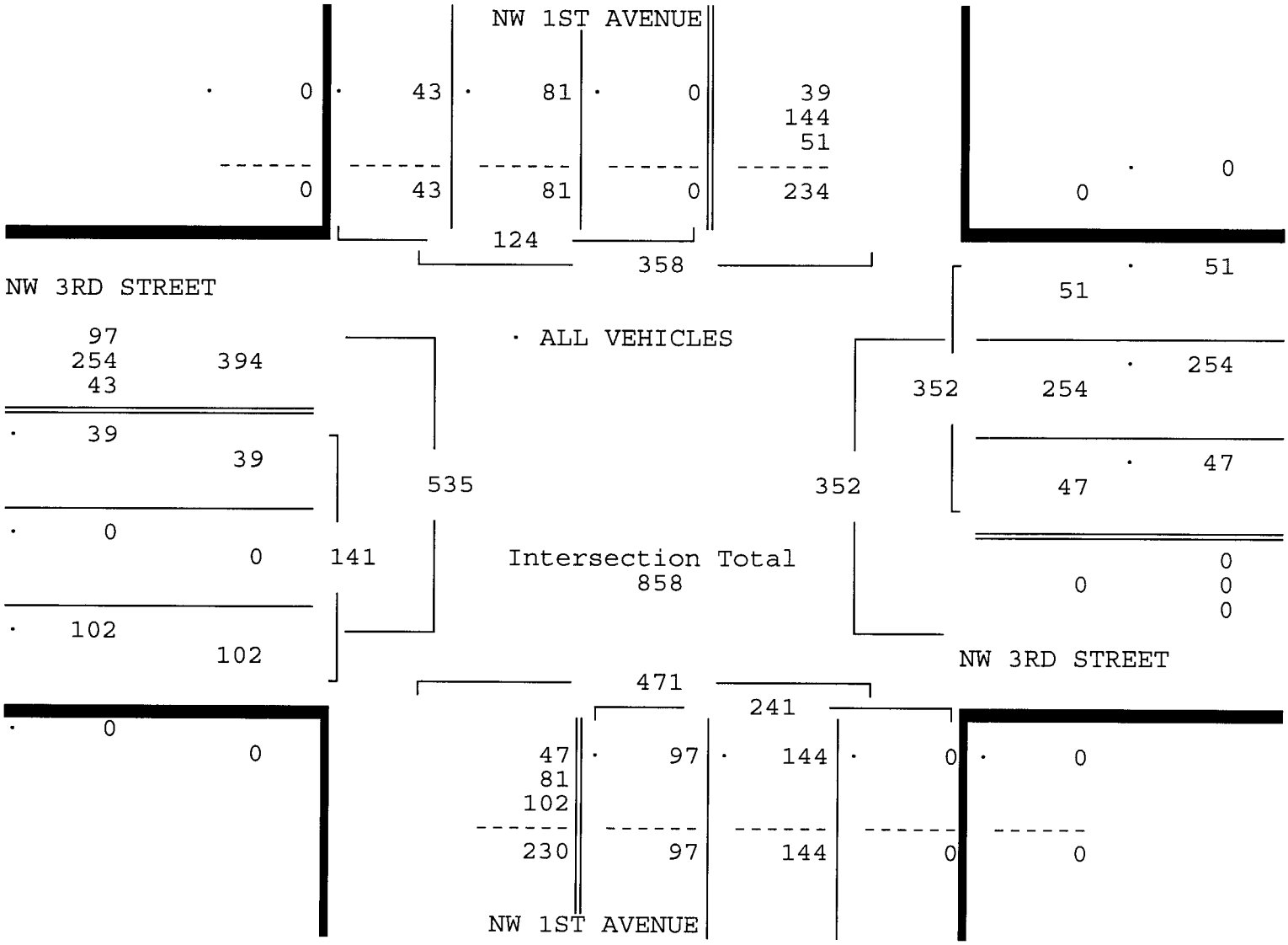
NW 3RD STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: CARLOS PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 3ST_1AVE
Page : 3

ALL VEHICLES

	NW 1ST AVENUE From North				NW 3RD STREET From East				NW 1ST AVENUE From South				NW 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14																	
Peak start	16:30				16:30				16:30				16:30				
Volume	0	0	81	43	0	47	254	51	0	97	144	0	0	39	0	102	
Percent	0%	0%	65%	35%	0%	13%	72%	14%	0%	40%	60%	0%	0%	28%	0%	72%	
Pk total	124				352				241				141				
Highest	16:30				17:15				17:00				16:30				
Volume	0	0	26	10	0	17	84	15	0	27	38	0	0	13	0	28	
Hi total	36				116				65				41				
PHF	.86				.76				.93				.86				



Traffic Survey Specialists, Inc.
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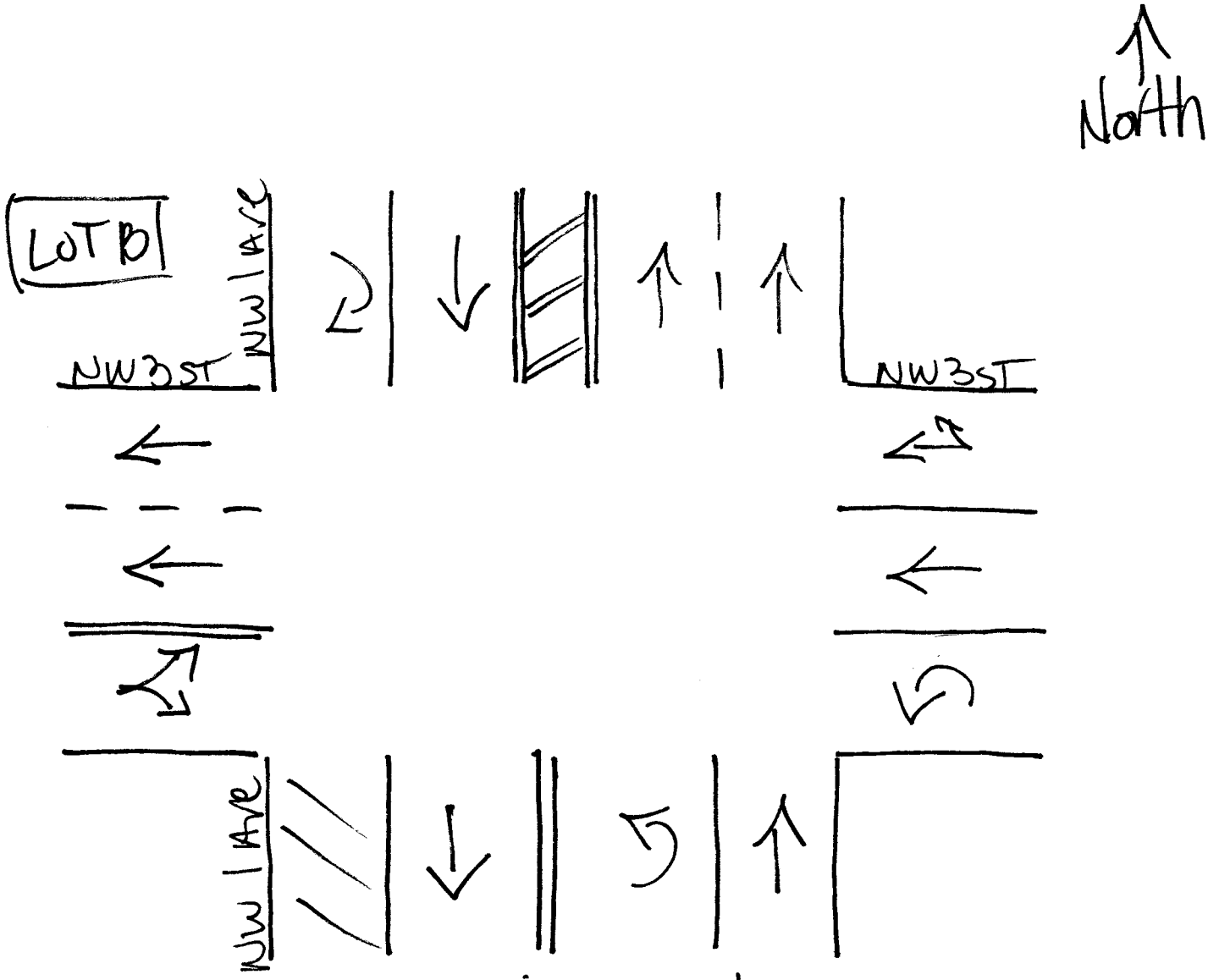
NW 3RD STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: CARLOS PALOMINO
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 3ST_1AVE
Page : 1

PEDESTRIANS

	NW 1ST AVENUE From North				NW 3RD STREET From East				NW 1ST AVENUE From South				NW 3RD STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/20/14																	
07:30	0	0	0	4	0	0	0	4	0	0	0	3	0	0	0	7	18
07:45	0	0	0	11	0	0	0	28	0	0	0	5	0	0	0	11	55
08:00	0	0	0	8	0	0	0	16	0	0	0	2	0	0	0	9	35
08:15	0	0	0	5	0	0	0	7	0	0	0	2	0	0	0	22	36
Hr Total	0	0	0	28	0	0	0	55	0	0	0	12	0	0	0	49	144
08:30	0	0	0	6	0	0	0	6	0	0	0	7	0	0	0	19	38
08:45	0	0	0	4	0	0	0	8	0	0	0	4	0	0	0	28	44
09:00	0	0	0	5	0	0	0	14	0	0	0	3	0	0	0	22	44
09:15	0	0	0	7	0	0	0	8	0	0	0	5	0	0	0	30	50
Hr Total	0	0	0	22	0	0	0	36	0	0	0	19	0	0	0	99	176
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	6	0	0	0	11	0	0	0	11	0	0	0	19	47
16:15	0	0	0	2	0	0	0	3	0	0	0	4	0	0	0	5	14
Hr Total	0	0	0	8	0	0	0	14	0	0	0	15	0	0	0	24	61
16:30	0	0	0	5	0	0	0	8	0	0	0	11	0	0	0	11	35
16:45	0	0	0	4	0	0	0	12	0	0	0	4	0	0	0	11	31
17:00	0	0	0	7	0	0	0	5	0	0	0	8	0	0	0	17	37
17:15	0	0	0	4	0	0	0	5	0	0	0	2	0	0	0	7	18
Hr Total	0	0	0	20	0	0	0	30	0	0	0	25	0	0	0	46	121
17:30	0	0	0	1	0	0	0	3	0	0	0	7	0	0	0	6	17
17:45	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	9	15
Hr Total	0	0	0	3	0	0	0	4	0	0	0	10	0	0	0	15	32
TOTAL	0	0	0	81	0	0	0	139	0	0	0	81	0	0	0	233	534



Miami, Florida
March 20, 2014
drawn by: Luis Palomino
Signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 2ND STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: RALPH ESPADA
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 2ST_2AVE
Page : 1

ALL VEHICLES

	NW 2ND AVENUE From North				---- From East				NW 2ND AVENUE From South				NW 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
07:30	0	0	53	7	0	0	0	0	0	10	108	0	0	15	0	28	221
07:45	0	0	61	13	0	0	0	0	0	15	113	0	0	21	0	29	252
08:00	0	0	60	14	0	0	0	0	0	22	114	0	0	10	0	44	264
08:15	0	0	49	16	0	0	0	0	0	12	102	0	0	10	0	38	227
Hr Total	0	0	223	50	0	0	0	0	0	59	437	0	0	56	0	139	964
08:30	0	0	64	8	0	0	0	0	0	16	118	0	0	11	0	28	245
08:45	0	0	70	17	0	0	0	0	0	16	109	0	0	10	0	29	251
09:00	0	0	69	9	0	0	0	0	0	5	116	0	0	6	0	45	250
09:15	0	0	68	7	0	0	0	0	0	7	91	0	0	15	0	40	228
Hr Total	0	0	271	41	0	0	0	0	0	44	434	0	0	42	0	142	974
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	61	4	0	0	0	0	0	10	108	0	0	7	0	15	205
16:15	0	0	41	3	0	0	0	0	0	11	110	0	0	2	0	10	177
Hr Total	0	0	102	7	0	0	0	0	0	21	218	0	0	9	0	25	382
16:30	0	0	53	6	0	0	0	0	0	10	122	0	1	7	0	15	214
16:45	1	0	52	4	0	0	0	0	0	9	145	0	0	9	0	12	232
17:00	0	0	72	6	0	0	0	0	0	12	133	0	0	17	0	21	261
17:15	0	0	59	8	0	0	0	0	0	10	157	0	0	7	0	12	253
Hr Total	1	0	236	24	0	0	0	0	0	41	557	0	1	40	0	60	960
17:30	0	0	51	1	0	0	0	0	0	11	133	0	0	5	0	11	212
17:45	0	0	51	2	0	0	0	0	0	11	110	0	0	5	0	8	187
Hr Total	0	0	102	3	0	0	0	0	0	22	243	0	0	10	0	19	399
TOTAL	1	0	934	125	0	0	0	0	0	187	1889	0	1	157	0	385	3679

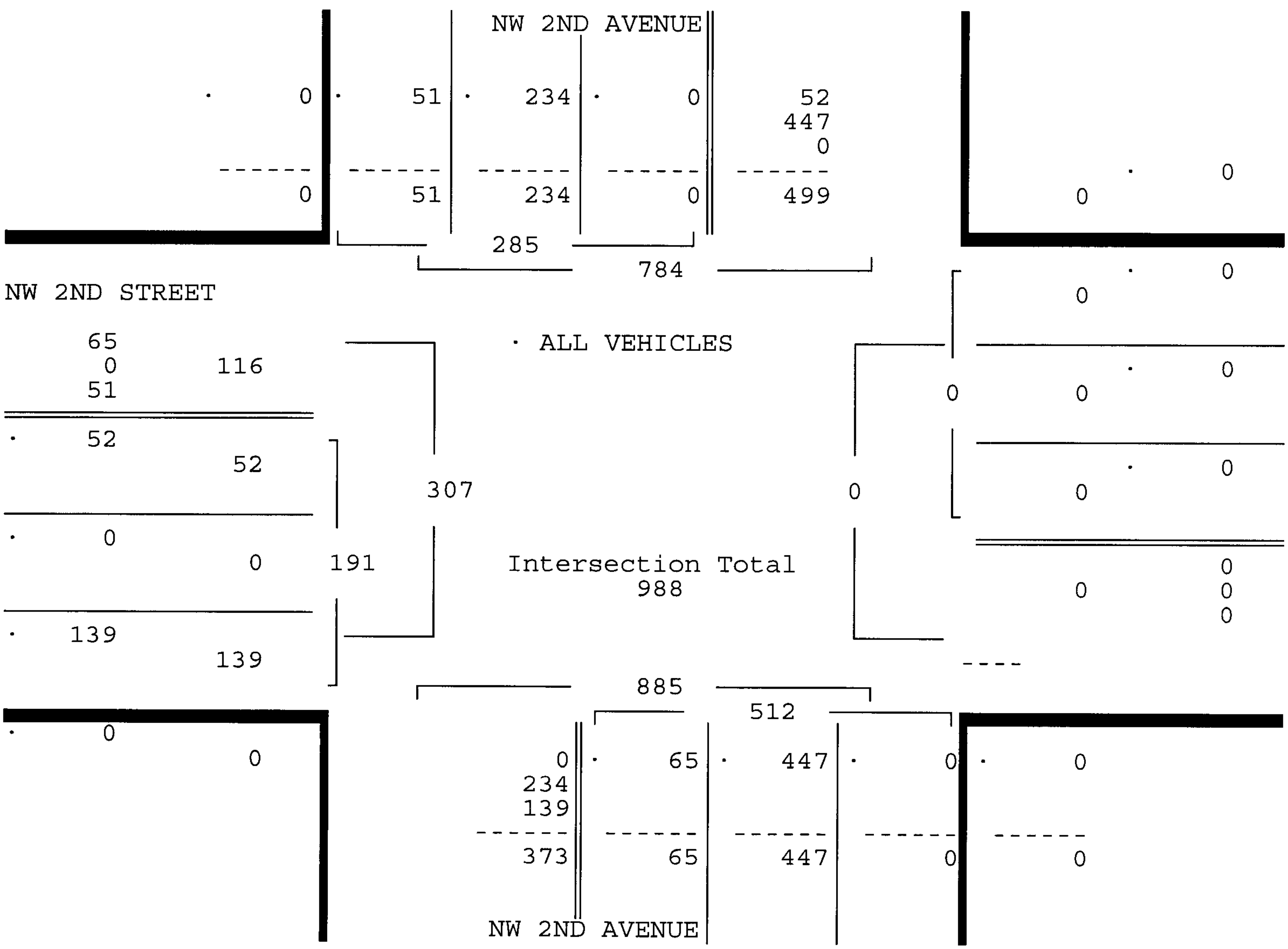
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 2ND STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: RALPH ESPADA
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 2ST_2AVE
Page : 2

ALL VEHICLES

	NW 2ND AVENUE From North				---- From East				NW 2ND AVENUE From South				NW 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14																	
Peak start	07:45				07:45				07:45				07:45				
Volume	0	0	234	51	0	0	0	0	0	65	447	0	0	52	0	139	
Percent	0%	0%	82%	18%	0%	0%	0%	0%	0%	13%	87%	0%	0%	27%	0%	73%	
Pk total	285				0				512				191				
Highest	07:45				07:30				08:00				08:00				
Volume	0	0	61	13	0	0	0	0	0	22	114	0	0	10	0	44	
Hi total	74				0				136				54				
PHF	.96				.0				.94				.88				



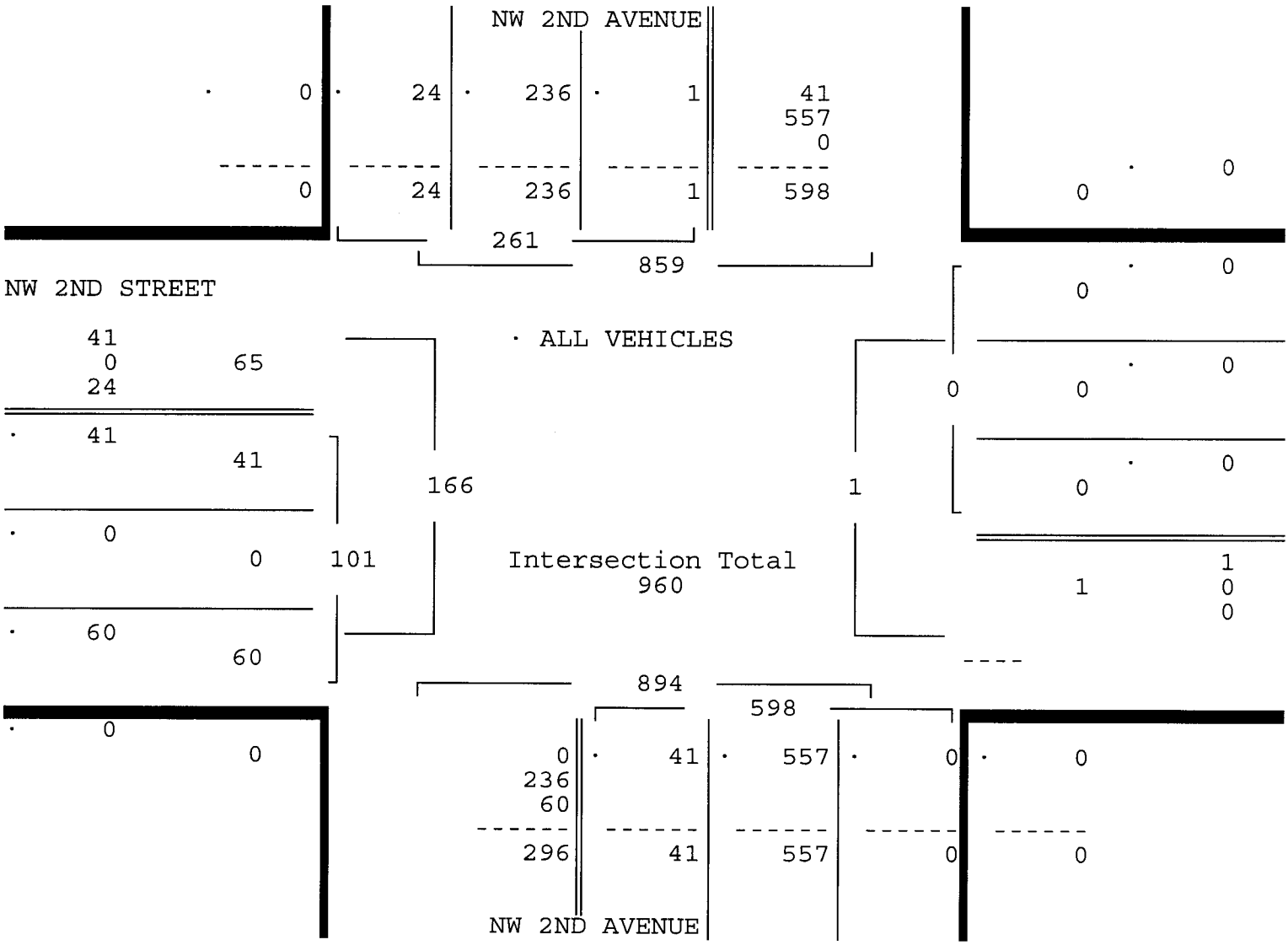
NW 2ND STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: RALPH ESPADA
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 2ST_2AVE
Page : 3

ALL VEHICLES

	NW 2ND AVENUE From North				---- From East				NW 2ND AVENUE From South				NW 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14																	
Peak start	16:30				16:30				16:30				16:30				
Volume	1	0	236	24	0	0	0	0	0	41	557	0	1	40	0	60	
Percent	0%	0%	90%	9%	0%	0%	0%	0%	0%	7%	93%	0%	1%	40%	0%	59%	
Pk total	261				0				598				101				
Highest	17:00				07:30				17:15				17:00				
Volume	0	0	72	6	0	0	0	0	0	10	157	0	0	17	0	21	
Hi total	78				0				167				38				
PHF	.84				.0				.90				.66				



Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 2ND STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: RALPH ESPADA
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 2ST_2AVE
Page : 1

PEDESTRIANS

	NW 2ND AVENUE From North				---- From East				NW 2ND AVENUE From South				NW 2ND STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/20/14																	
07:30	0	0	0	20	0	0	0	0	0	0	0	68	0	0	0	1	89
07:45	0	0	0	26	0	0	0	0	0	0	0	86	0	0	0	3	115
08:00	0	0	0	38	0	0	0	0	0	0	0	74	0	0	0	3	115
08:15	0	0	0	25	0	0	0	0	0	0	0	34	0	0	0	3	62
Hr Total	0	0	0	109	0	0	0	0	0	0	0	262	0	0	0	10	381
08:30	0	0	0	16	0	0	0	0	0	0	0	46	0	0	0	3	65
08:45	0	0	0	14	0	0	0	0	0	0	0	29	0	0	0	7	50
09:00	0	0	0	17	0	0	0	0	0	0	0	19	0	0	0	0	36
09:15	0	0	0	27	0	0	0	0	0	0	0	36	0	0	0	7	70
Hr Total	0	0	0	74	0	0	0	0	0	0	0	130	0	0	0	17	221
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	19	0	0	0	0	0	0	0	38	0	0	0	3	60
16:15	0	0	0	13	0	0	0	0	0	0	0	20	0	0	0	3	36
Hr Total	0	0	0	32	0	0	0	0	0	0	0	58	0	0	0	6	96
16:30	0	0	0	28	0	0	0	0	0	0	0	34	0	0	0	5	67
16:45	0	0	0	37	0	0	0	0	0	0	0	39	0	0	0	4	80
17:00	0	0	0	24	0	0	0	0	0	0	0	52	0	0	0	4	80
17:15	0	0	0	24	0	0	0	0	0	0	0	24	0	0	0	1	49
Hr Total	0	0	0	113	0	0	0	0	0	0	0	149	0	0	0	14	276
17:30	0	0	0	24	0	0	0	0	0	0	0	19	0	0	0	4	47
17:45	0	0	0	13	0	0	0	0	0	0	0	25	0	0	0	4	42
Hr Total	0	0	0	37	0	0	0	0	0	0	0	44	0	0	0	8	89
TOTAL	0	0	0	365	0	0	0	0	0	0	0	643	0	0	0	55	1063

Miami, Florida
March 20, 2014
drawn by: Luis Palomino
Signalized

NW 1ST STREET & NW 3RD AVENUE
MIAMI, FLORIDA
COUNTED BY: RALPH ESPADA
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140124
Start Date: 06/03/14
File I.D. : 1ST__3AV
Page : 1

ALL VEHICLES

	NW 3RD AVENUE From North				NW 1ST STREET From East				NW 3RD AVENUE From South				NW 1ST STREET From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/03/14																	
07:30	0	0	0	0	11	34	0	0	0	10	0	2	0	0	0	0	57
07:45	0	0	0	0	20	34	0	0	0	9	0	3	0	0	0	0	66
08:00	0	0	0	0	18	38	0	0	0	2	0	1	0	0	0	0	59
08:15	0	0	0	0	18	24	0	0	0	12	0	0	0	0	0	0	54
Hr Total	0	0	0	0	67	130	0	0	0	33	0	6	0	0	0	0	236
08:30	0	0	0	0	24	23	0	0	0	7	0	1	0	0	0	0	55
08:45	0	0	0	0	28	33	0	0	0	14	0	1	0	0	0	0	76
09:00	0	0	0	0	29	32	0	0	0	8	0	2	0	0	0	0	71
09:15	0	0	0	0	17	30	0	0	0	6	0	2	0	0	0	0	55
Hr Total	0	0	0	0	98	118	0	0	0	35	0	6	0	0	0	0	257
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	29	64	0	0	0	13	0	0	0	0	0	0	106
16:15	0	0	0	0	19	47	0	0	0	16	0	0	0	0	0	0	82
Hr Total	0	0	0	0	48	111	0	0	0	29	0	0	0	0	0	0	188
16:30	0	0	0	0	24	68	0	0	0	14	0	3	0	0	0	0	109
16:45	0	0	0	0	18	78	0	0	0	7	0	2	0	0	0	0	105
17:00	0	0	0	0	24	85	0	0	0	13	0	1	0	0	0	0	123
17:15	0	0	0	0	22	86	0	0	0	13	0	2	0	0	0	0	123
Hr Total	0	0	0	0	88	317	0	0	0	47	0	8	0	0	0	0	460
17:30	0	0	0	0	21	79	0	0	0	10	0	1	0	0	0	0	111
17:45	0	0	0	0	12	85	0	0	0	12	0	1	0	0	0	0	110
Hr Total	0	0	0	0	33	164	0	0	0	22	0	2	0	0	0	0	221
TOTAL	0	0	0	0	334	840	0	0	0	166	0	22	0	0	0	0	1362

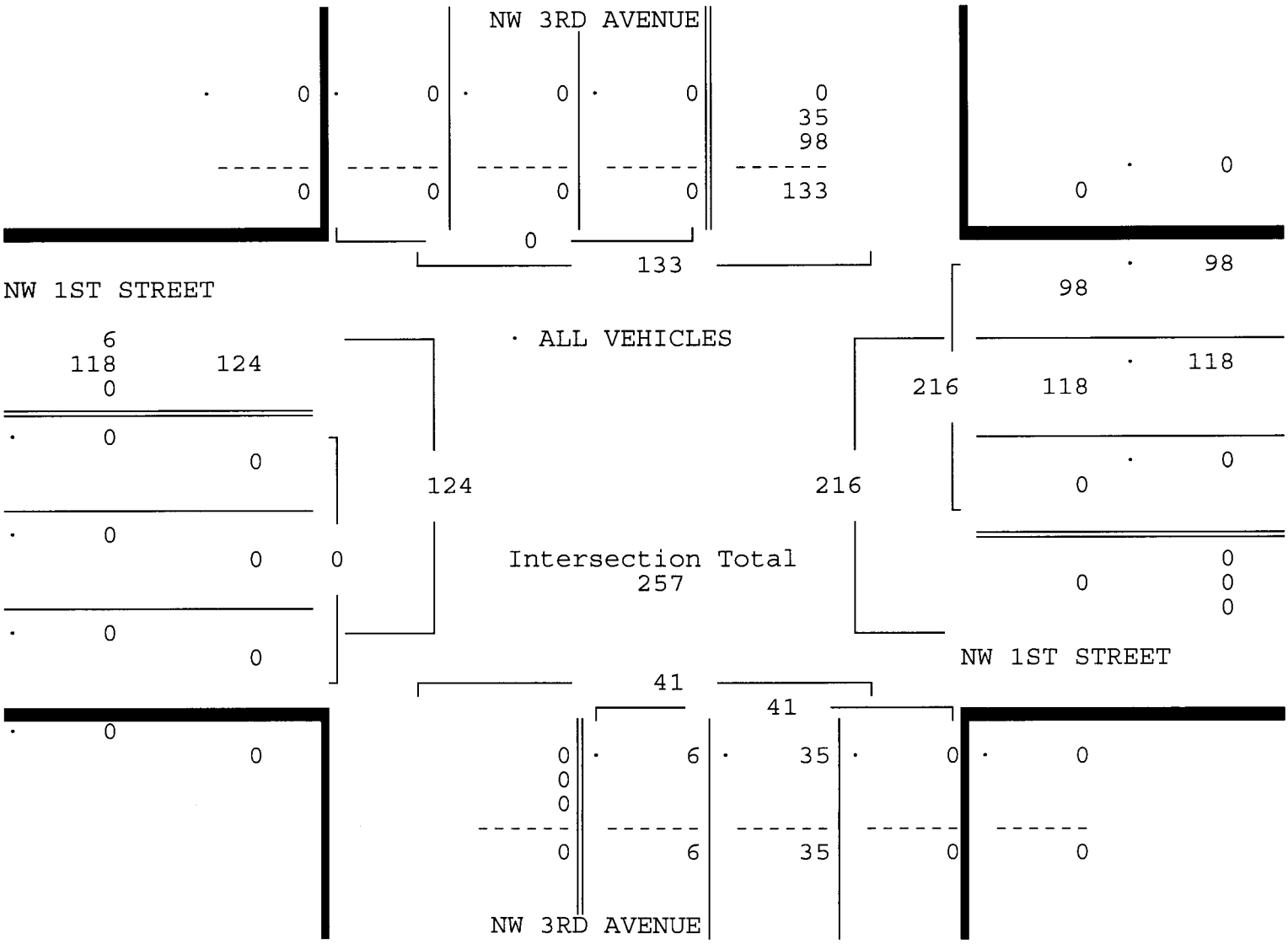
NW 1ST STREET & NW 3RD AVENUE
MIAMI, FLORIDA
COUNTED BY: RALPH ESPADA
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140124
Start Date: 06/03/14
File I.D. : 1ST__3AV
Page : 2

ALL VEHICLES

	NW 3RD AVENUE From North				NW 1ST STREET From East				NW 3RD AVENUE From South				NW 1ST STREET From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/03/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 06/03/14																	
Peak start 08:30					08:30				08:30				08:30				
Volume	0	0	0	0	98	118	0	0	0	35	0	6	0	0	0	0	
Percent	0%	0%	0%	0%	45%	55%	0%	0%	0%	85%	0%	15%	0%	0%	0%	0%	
Pk total	0				216				41				0				
Highest	07:30				08:45				08:45				07:30				
Volume	0	0	0	0	28	33	0	0	0	14	0	1	0	0	0	0	
Hi total	0				61				15				0				
PHF	.0				.89				.68				.0				



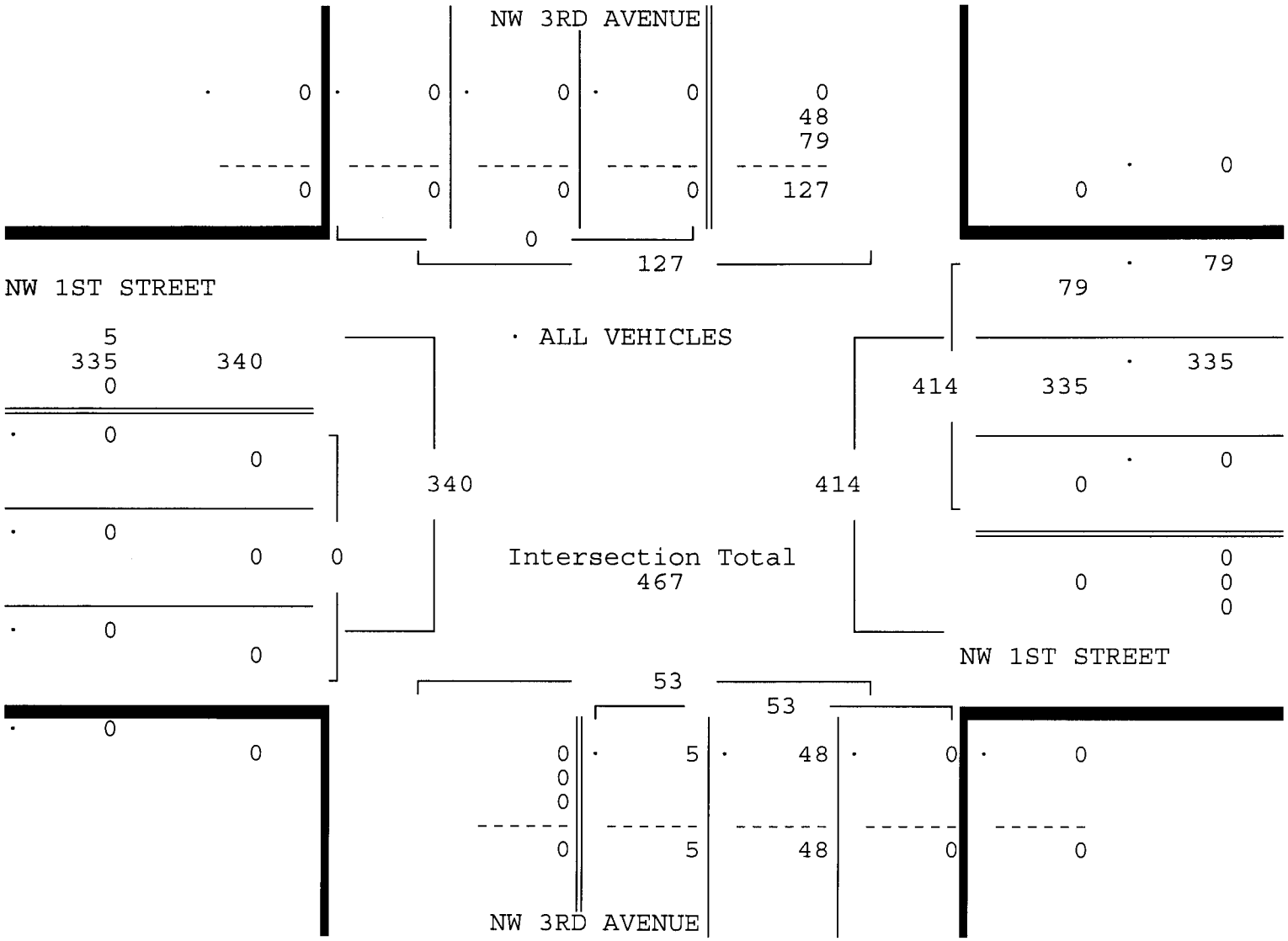
NW 1ST STREET & NW 3RD AVENUE
MIAMI, FLORIDA
COUNTED BY: RALPH ESPADA
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140124
Start Date: 06/03/14
File I.D. : 1ST__3AV
Page : 3

ALL VEHICLES

	NW 3RD AVENUE From North				NW 1ST STREET From East				NW 3RD AVENUE From South				NW 1ST STREET From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/03/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/03/14																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	0	0	0	79	335	0	0	0	48	0	5	0	0	0	0	
Percent	0%	0%	0%	0%	19%	81%	0%	0%	0%	91%	0%	9%	0%	0%	0%	0%	
Pk total	0				414				53				0				
Highest	07:30				17:00				17:15				07:30				
Volume	0	0	0	0	24	85	0	0	0	13	0	2	0	0	0	0	
Hi total	0				109				15				0				
PHF	.0				.95				.88				.0				



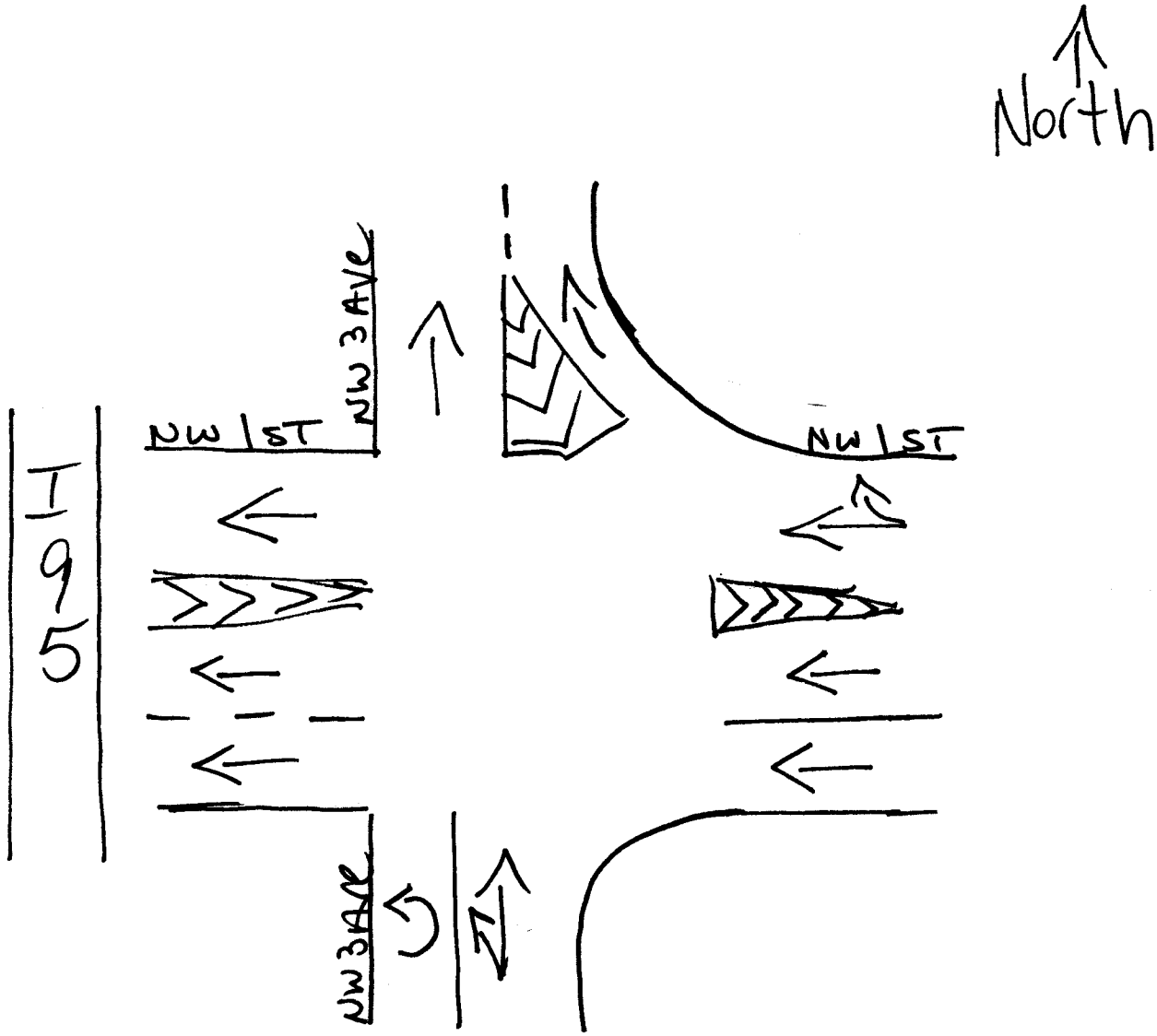
NW 1ST STREET & NW 3RD AVENUE
MIAMI, FLORIDA
COUNTED BY: RALPH ESPADA
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140124
Start Date: 06/03/14
File I.D. : 1ST__3AV
Page : 1

PEDESTRIANS

	NW 3RD AVENUE From North				NW 1ST STREET From East				NW 3RD AVENUE From South				NW 1ST STREET From West				
	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Total
Date 06/03/14																	
07:30	8	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	10
07:45	9	0	0	0	2	0	0	0	2	0	0	0	3	0	0	0	16
08:00	13	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	15
08:15	11	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	13
Hr Total	41	0	0	0	4	0	0	0	5	0	0	0	4	0	0	0	54
08:30	8	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	13
08:45	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	10
09:00	7	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	8
09:15	7	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	11
Hr Total	29	0	0	0	7	0	0	0	4	0	0	0	2	0	0	0	42
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	14	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	19
16:15	7	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	10
Hr Total	21	0	0	0	2	0	0	0	4	0	0	0	2	0	0	0	29
16:30	7	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	11
16:45	5	0	0	0	0	0	0	0	10	0	0	0	1	0	0	0	16
17:00	3	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	8
17:15	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	10
Hr Total	24	0	0	0	3	0	0	0	14	0	0	0	4	0	0	0	45
17:30	6	0	0	0	1	0	0	0	6	0	0	0	5	0	0	0	18
17:45	5	0	0	0	1	0	0	0	4	0	0	0	3	0	0	0	13
Hr Total	11	0	0	0	2	0	0	0	10	0	0	0	8	0	0	0	31
TOTAL	126	0	0	0	18	0	0	0	37	0	0	0	20	0	0	0	201



Miami, Florida
June 03, 2014
drawn by: Luis Palomino
signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 1ST STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 1ST_2AVE
Page : 1

ALL VEHICLES

	NW 2ND AVENUE From North				NW 1ST STREET From East				NW 2ND AVENUE From South				NW 1ST STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
07:30	0	0	68	11	0	10	25	9	0	8	109	0	0	0	0	0	240
07:45	0	0	77	6	0	11	28	9	0	9	117	0	0	0	0	0	257
08:00	0	0	94	11	0	6	32	5	0	9	130	0	0	0	0	0	287
08:15	0	0	74	16	0	13	28	10	0	2	107	0	0	0	0	0	250
Hr Total	0	0	313	44	0	40	113	33	0	28	463	0	0	0	0	0	1034
08:30	0	0	79	8	1	14	37	15	0	5	125	0	0	0	0	0	284
08:45	0	0	93	10	0	6	40	10	0	9	112	0	0	0	0	0	280
09:00	0	0	104	10	0	9	28	13	0	10	112	0	0	0	0	0	286
09:15	0	0	104	14	0	15	40	17	0	17	94	0	0	0	0	0	301
Hr Total	0	0	380	42	1	44	145	55	0	41	443	0	0	0	0	0	1151
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	48	27	0	8	78	10	0	14	106	0	0	0	0	0	291
16:15	0	0	34	16	0	6	58	6	0	14	115	0	0	0	0	0	249
Hr Total	0	0	82	43	0	14	136	16	0	28	221	0	0	0	0	0	540
16:30	0	0	46	19	0	9	60	8	0	9	126	0	0	0	0	0	277
16:45	0	0	45	19	0	6	51	13	0	11	139	0	0	0	0	0	284
17:00	0	0	55	38	0	9	90	15	0	18	136	0	0	0	0	0	361
17:15	0	0	48	23	0	12	84	15	0	13	155	0	0	0	0	0	350
Hr Total	0	0	194	99	0	36	285	51	0	51	556	0	0	0	0	0	1272
17:30	0	0	45	15	0	8	80	10	0	12	134	0	0	0	0	0	304
17:45	0	0	47	12	0	7	76	6	0	9	117	0	0	0	0	0	274
Hr Total	0	0	92	27	0	15	156	16	0	21	251	0	0	0	0	0	578
TOTAL	0	0	1061	255	1	149	835	171	0	169	1934	0	0	0	0	0	4575

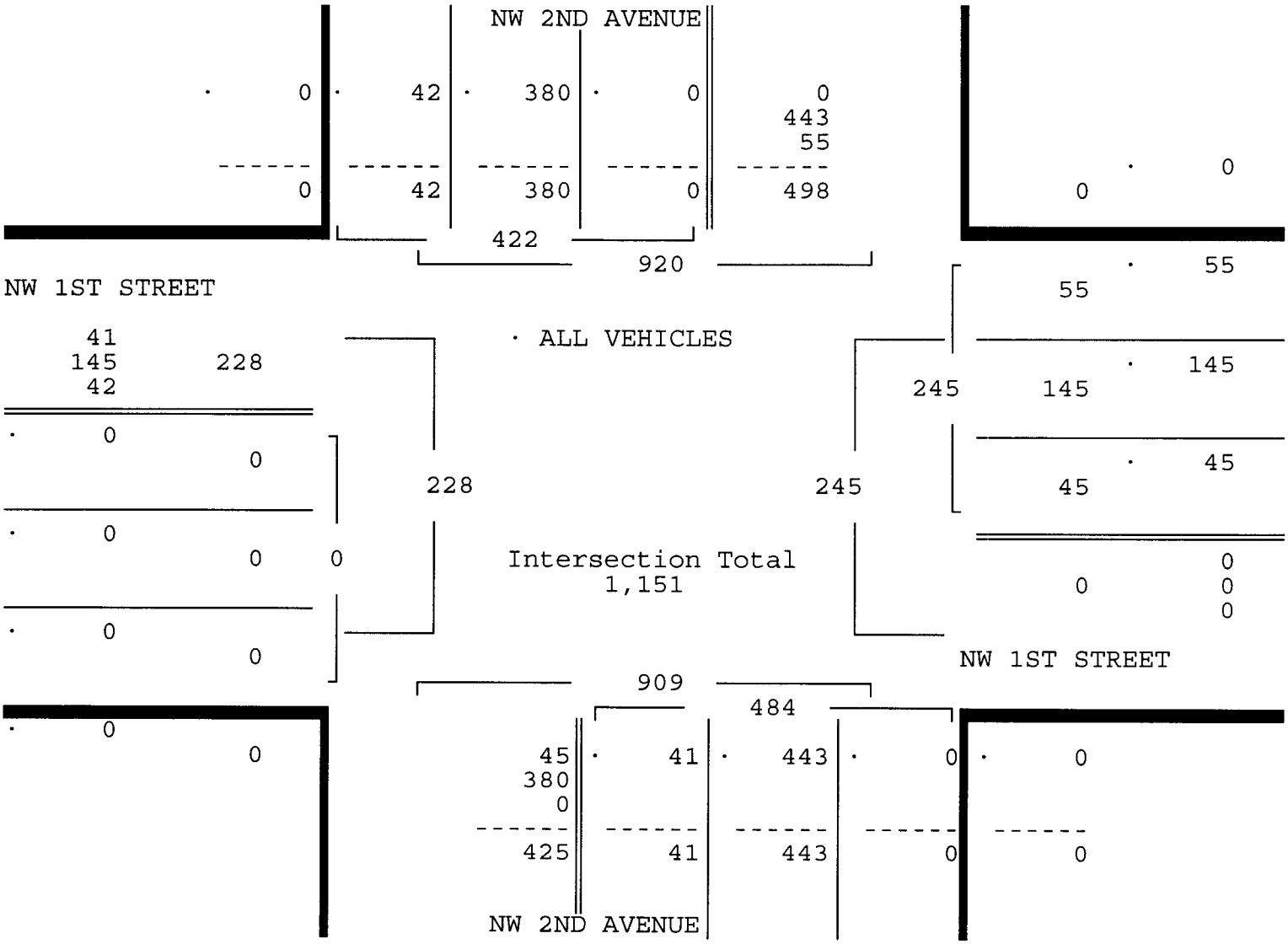
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 1ST STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 1ST_2AVE
Page : 2

ALL VEHICLES

	NW 2ND AVENUE From North				NW 1ST STREET From East				NW 2ND AVENUE From South				NW 1ST STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14																	
Peak start 08:30					08:30				08:30				08:30				
Volume	0	0	380	42	1	44	145	55	0	41	443	0	0	0	0	0	
Percent	0%	0%	90%	10%	0%	18%	59%	22%	0%	8%	92%	0%	0%	0%	0%	0%	
Pk total	422				245				484				0				
Highest	09:15				09:15				08:30				07:30				
Volume	0	0	104	14	0	15	40	17	0	5	125	0	0	0	0	0	
Hi total	118				72				130				0				
PHF	.89				.85				.93				.0				



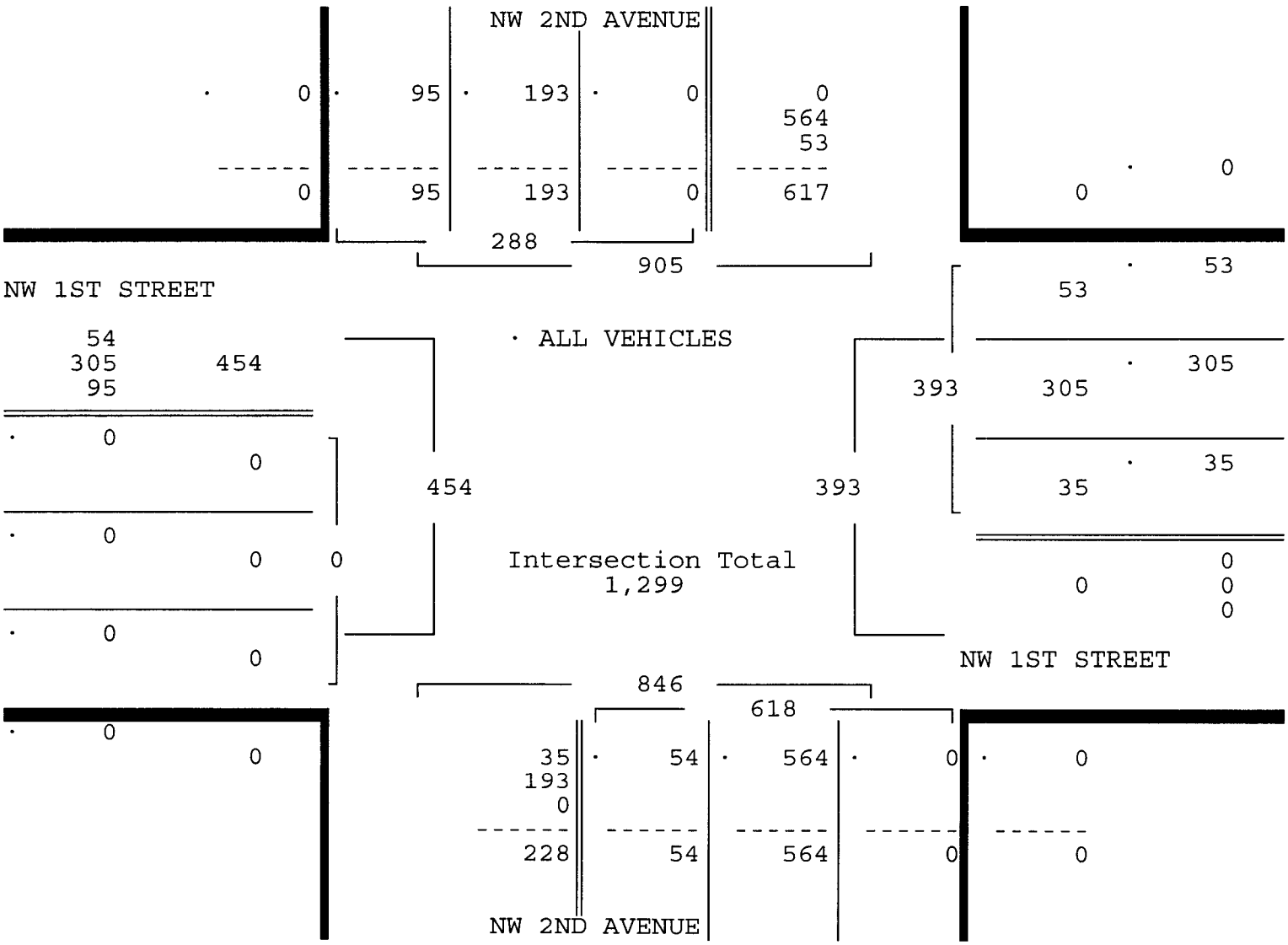
NW 1ST STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 1ST_2AVE
Page : 3

ALL VEHICLES

	NW 2ND AVENUE From North				NW 1ST STREET From East				NW 2ND AVENUE From South				NW 1ST STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14																	
Peak start 16:45					16:45				16:45				16:45				
Volume	0	0	193	95	0	35	305	53	0	54	564	0	0	0	0	0	
Percent	0%	0%	67%	33%	0%	9%	78%	13%	0%	9%	91%	0%	0%	0%	0%	0%	
Pk total	288				393				618				0				
Highest	17:00				17:00				17:15				07:30				
Volume	0	0	55	38	0	9	90	15	0	13	155	0	0	0	0	0	
Hi total	93				114				168				0				
PHF	.77				.86				.92				.0				



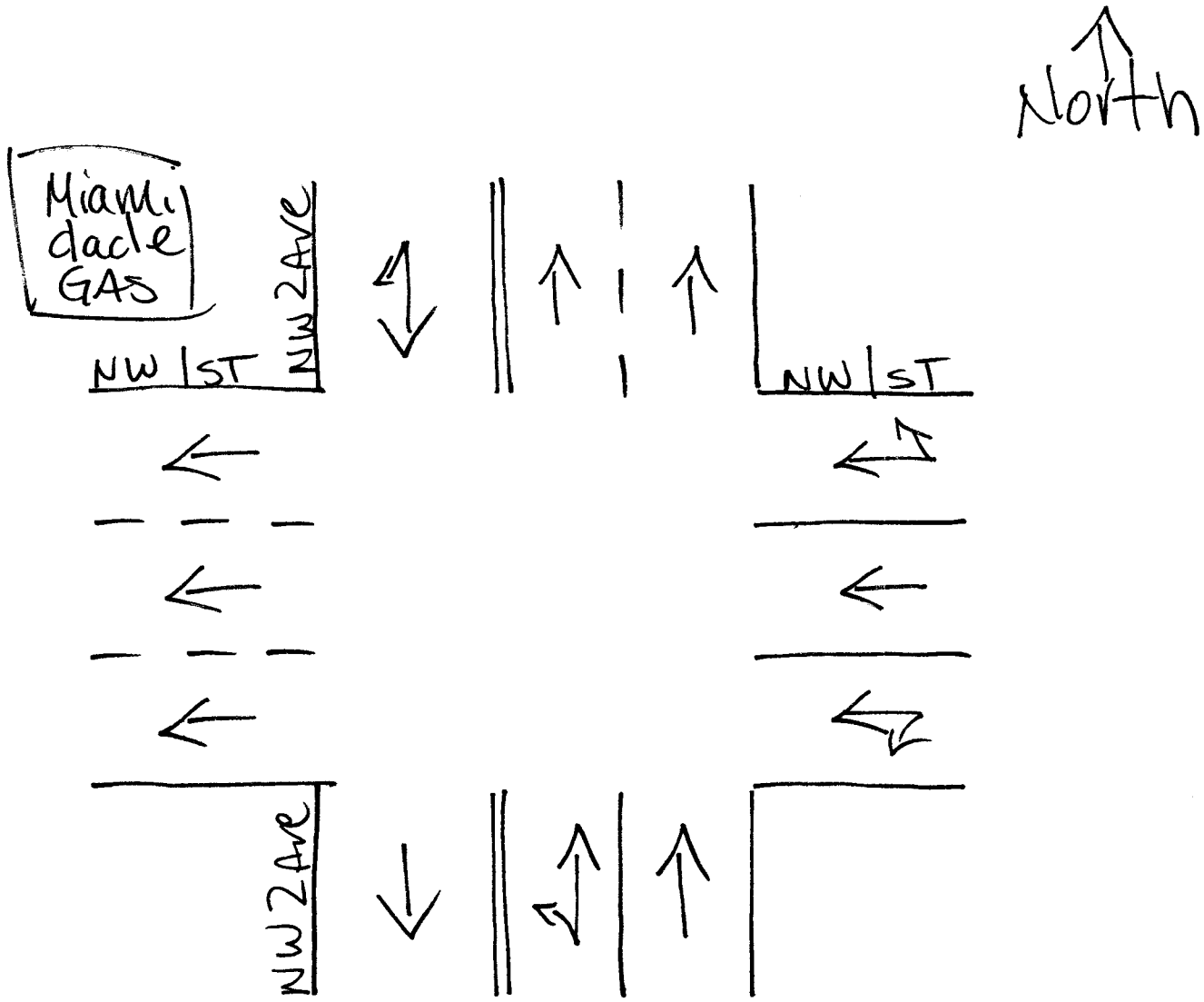
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 1ST STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 1ST_2AVE
Page : 1

PEDESTRIANS

	NW 2ND AVENUE From North				NW 1ST STREET From East				NW 2ND AVENUE From South				NW 1ST STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/20/14																	
07:30	0	0	0	38	0	0	0	10	0	0	0	20	0	0	0	3	71
07:45	0	0	0	31	0	0	0	8	0	0	0	26	0	0	0	4	69
08:00	0	0	0	50	0	0	0	1	0	0	0	19	0	0	0	14	84
08:15	0	0	0	31	0	0	0	10	0	0	0	18	0	0	0	1	60
Hr Total	0	0	0	150	0	0	0	29	0	0	0	83	0	0	0	22	284
08:30	0	0	0	36	0	0	0	4	0	0	0	15	0	0	0	5	60
08:45	0	0	0	28	0	0	0	10	0	0	0	20	0	0	0	5	63
09:00	0	0	0	26	0	0	0	4	0	0	0	21	0	0	0	3	54
09:15	0	0	0	48	0	0	0	6	0	0	0	15	0	0	0	16	85
Hr Total	0	0	0	138	0	0	0	24	0	0	0	71	0	0	0	29	262
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	37	0	0	0	4	0	0	0	9	0	0	0	7	57
16:15	0	0	0	22	0	0	0	12	0	0	0	10	0	0	0	4	48
Hr Total	0	0	0	59	0	0	0	16	0	0	0	19	0	0	0	11	105
16:30	0	0	0	33	0	0	0	9	0	0	0	15	0	0	0	8	65
16:45	0	0	0	38	0	0	0	10	0	0	0	39	0	0	0	3	90
17:00	0	0	0	32	0	0	0	12	0	0	0	33	0	0	0	5	82
17:15	0	0	0	22	0	0	0	12	0	0	0	21	0	0	0	1	56
Hr Total	0	0	0	125	0	0	0	43	0	0	0	108	0	0	0	17	293
17:30	0	0	0	18	0	0	0	10	0	0	0	16	0	0	0	4	48
17:45	0	0	0	17	0	0	0	9	0	0	0	10	0	0	0	2	38
Hr Total	0	0	0	35	0	0	0	19	0	0	0	26	0	0	0	6	86
TOTAL	0	0	0	507	0	0	0	131	0	0	0	307	0	0	0	85	1030



Miami, Florida
March 20, 2014
drawn by: Luis Palomino
Signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 1ST STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: REY LOPEZ
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 1ST_1AVE
Page : 1

ALL VEHICLES

	NW 1ST AVENUE From North				NW 1ST STREET From East				NW 1ST AVENUE From South				NW 1ST STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
07:30	0	3	12	13	0	3	29	16	0	11	43	2	0	0	0	0	132
07:45	0	6	9	9	0	7	28	8	0	7	41	1	0	0	0	0	116
08:00	0	6	16	6	0	8	24	19	0	7	40	4	0	0	0	0	130
08:15	0	2	13	17	0	7	32	23	0	9	53	2	0	0	0	0	158
Hr Total	0	17	50	45	0	25	113	66	0	34	177	9	0	0	0	0	536
08:30	0	6	19	23	0	8	40	14	0	4	46	2	0	0	0	0	162
08:45	1	2	24	12	0	10	30	15	0	12	62	3	0	0	0	0	171
09:00	0	3	27	12	0	11	29	36	0	9	64	0	0	0	0	0	191
09:15	0	1	35	15	0	9	45	27	0	9	49	4	0	0	0	0	194
Hr Total	1	12	105	62	0	38	144	92	0	34	221	9	0	0	0	0	718
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	2	24	14	0	9	75	31	0	12	29	3	0	0	0	0	199
16:15	0	1	19	14	0	6	53	23	0	5	28	5	0	0	0	0	154
Hr Total	0	3	43	28	0	15	128	54	0	17	57	8	0	0	0	0	353
16:30	0	2	24	14	0	6	52	25	0	12	33	7	0	0	0	0	175
16:45	0	2	16	10	0	6	54	27	0	10	25	1	0	0	0	0	151
17:00	0	0	11	11	0	6	93	26	0	11	37	1	0	0	0	0	196
17:15	1	1	23	18	0	5	79	22	0	14	49	3	0	0	0	0	215
Hr Total	1	5	74	53	0	23	278	100	0	47	144	12	0	0	0	0	737
17:30	0	1	11	11	0	3	83	14	0	8	36	1	0	0	0	0	168
17:45	0	0	19	14	0	5	66	16	0	7	35	4	0	0	0	0	166
Hr Total	0	1	30	25	0	8	149	30	0	15	71	5	0	0	0	0	334
TOTAL	2	38	302	213	0	109	812	342	0	147	670	43	0	0	0	0	2678

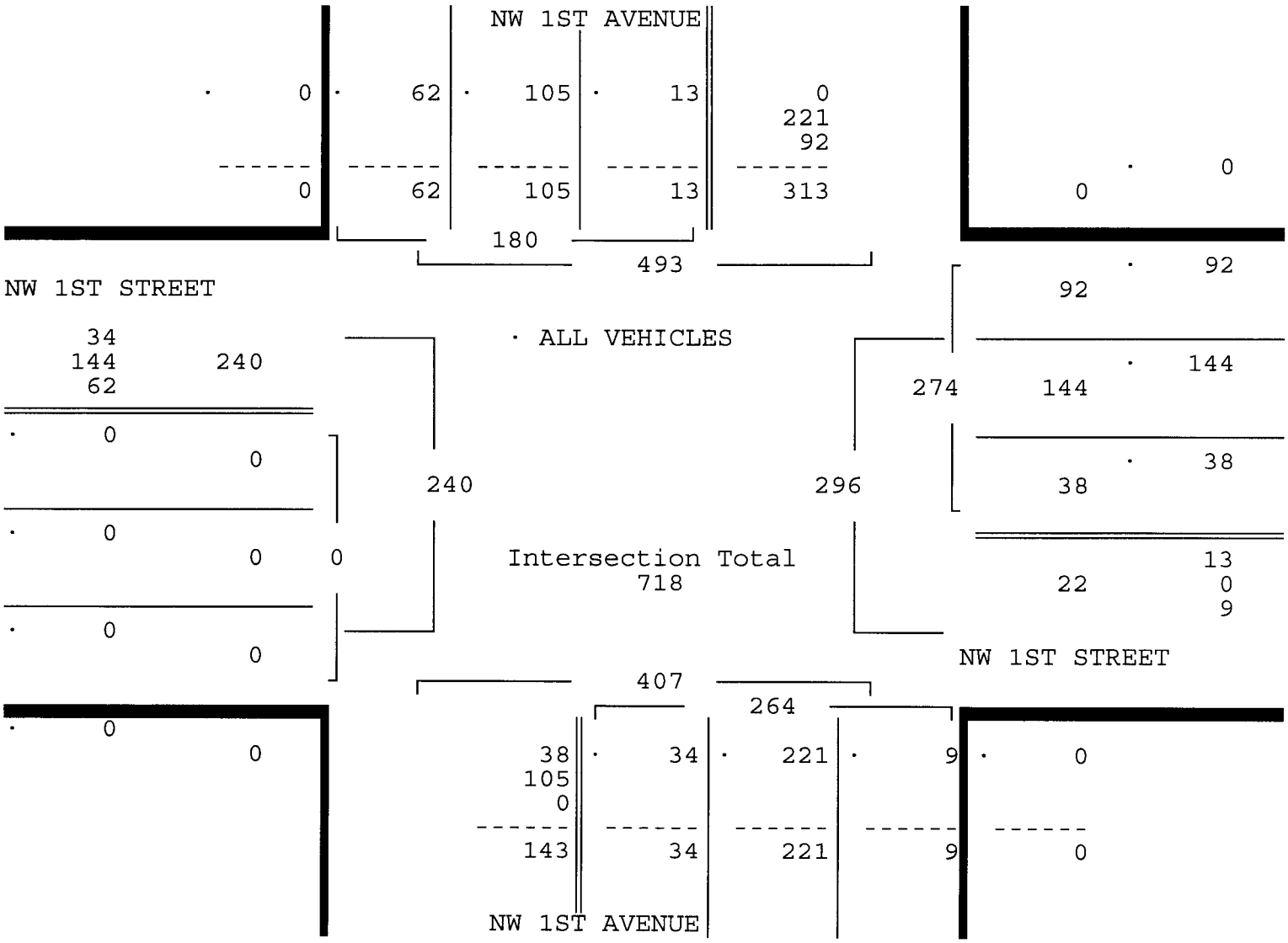
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 1ST STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: REY LOPEZ
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 1ST_1AVE
Page : 2

ALL VEHICLES

	NW 1ST AVENUE From North				NW 1ST STREET From East				NW 1ST AVENUE From South				NW 1ST STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14																	
Peak start 08:30					08:30				08:30				08:30				
Volume	1	12	105	62	0	38	144	92	0	34	221	9	0	0	0	0	
Percent	1%	7%	58%	34%	0%	14%	53%	34%	0%	13%	84%	3%	0%	0%	0%	0%	
Pk total	180				274				264				0				
Highest	09:15				09:15				08:45				07:30				
Volume	0	1	35	15	0	9	45	27	0	12	62	3	0	0	0	0	
Hi total	51				81				77				0				
PHF	.88				.85				.86				.0				



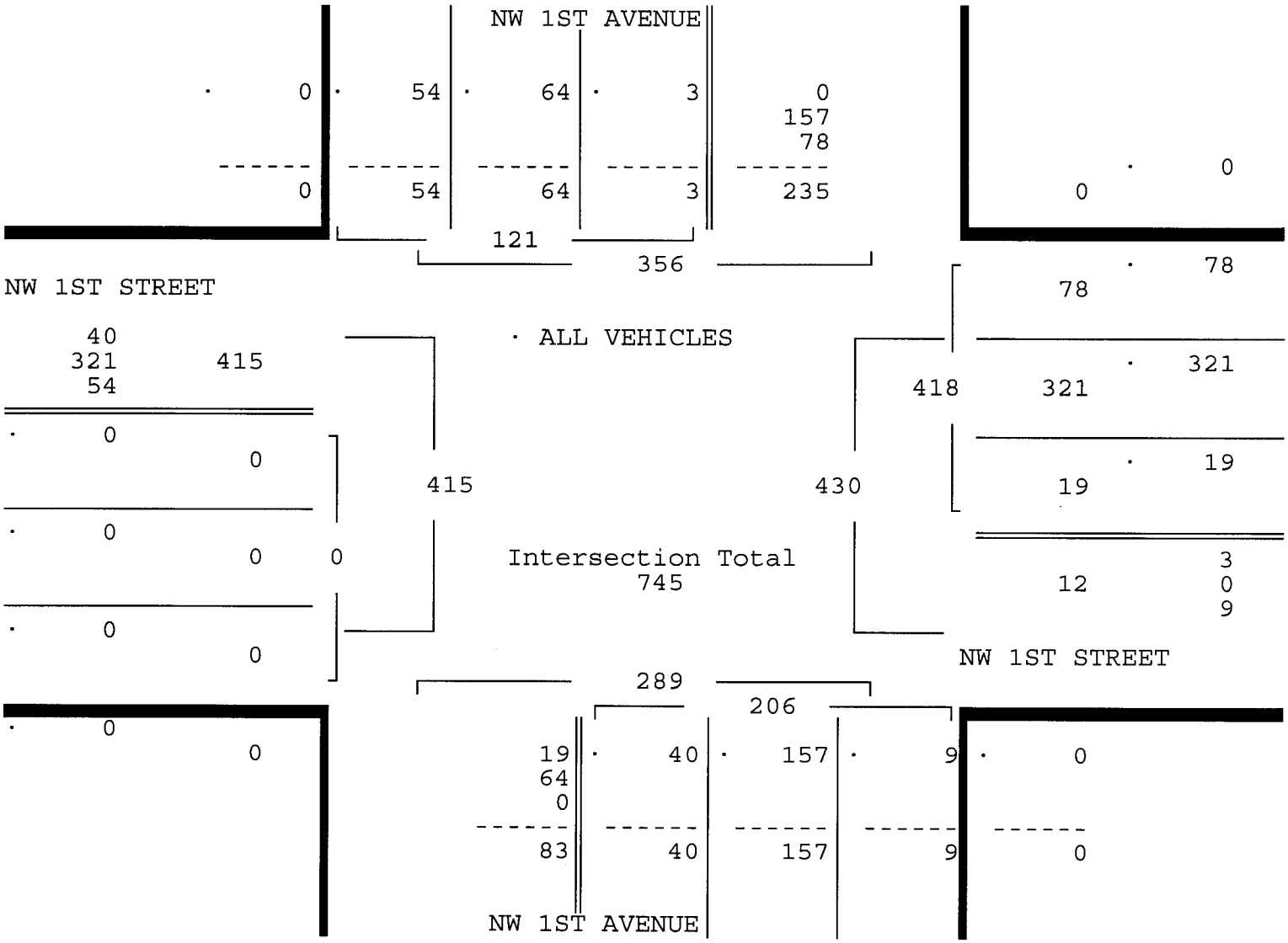
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 1ST STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: REY LOPEZ
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 1ST_1AVE
Page : 3

ALL VEHICLES

	NW 1ST AVENUE From North				NW 1ST STREET From East				NW 1ST AVENUE From South				NW 1ST STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/20/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	1	2	64	54	0	19	321	78	0	40	157	9	0	0	0	0	
Percent	1%	2%	53%	45%	0%	5%	77%	19%	0%	19%	76%	4%	0%	0%	0%	0%	
Pk total	121				418				206				0				
Highest	17:15				17:00				17:15				07:30				
Volume	1	1	23	18	0	6	93	26	0	14	49	3	0	0	0	0	
Hi total	43				125				66				0				
PHF	.70				.84				.78				.0				



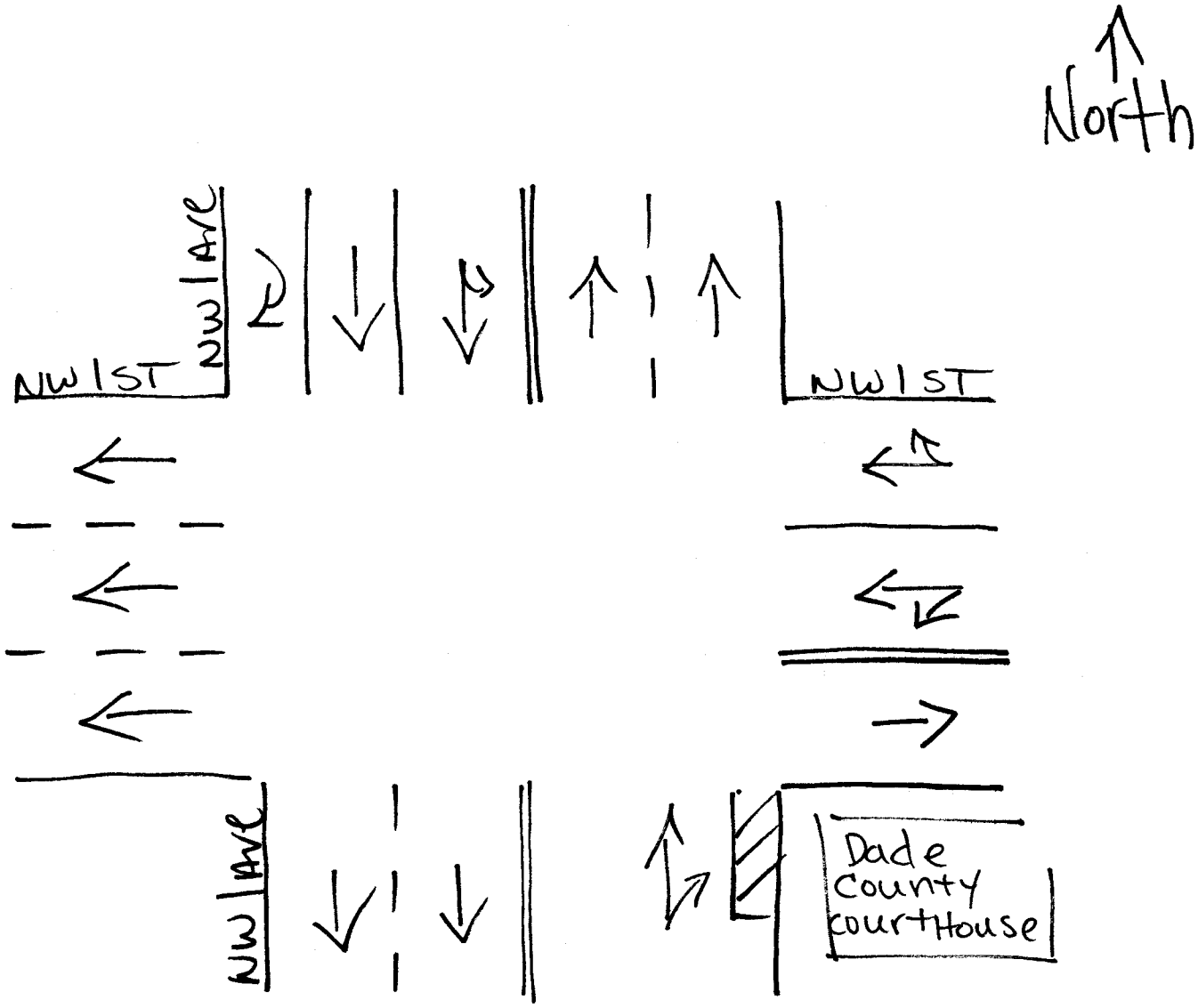
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 1ST STREET & NW 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: REY LOPEZ
SIGNALIZED

Site Code : 00140065
Start Date: 03/20/14
File I.D. : 1ST_1AVE
Page : 1

PEDESTRIANS

	NW 1ST AVENUE From North				NW 1ST STREET From East				NW 1ST AVENUE From South				NW 1ST STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 03/20/14																	
07:30	0	0	0	48	0	0	0	1	0	0	0	61	0	0	0	17	127
07:45	0	0	0	42	0	0	0	0	0	0	0	63	0	0	0	16	121
08:00	0	0	0	42	0	0	0	2	0	0	0	70	0	0	0	3	117
08:15	0	0	0	52	0	0	0	4	0	0	0	67	0	0	0	13	136
Hr Total	0	0	0	184	0	0	0	7	0	0	0	261	0	0	0	49	501
08:30	0	0	0	58	0	0	0	1	0	0	0	35	0	0	0	9	103
08:45	0	0	0	82	0	0	0	3	0	0	0	76	0	0	0	12	173
09:00	0	0	0	61	0	0	0	2	0	0	0	67	0	0	0	9	139
09:15	0	0	0	75	0	0	0	9	0	0	0	83	0	0	0	6	173
Hr Total	0	0	0	276	0	0	0	15	0	0	0	261	0	0	0	36	588
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	57	0	0	0	3	0	0	0	47	0	0	0	14	121
16:15	0	0	0	43	0	0	0	5	0	0	0	25	0	0	0	9	82
Hr Total	0	0	0	100	0	0	0	8	0	0	0	72	0	0	0	23	203
16:30	0	0	0	61	0	0	0	4	0	0	0	78	0	0	0	8	151
16:45	0	0	0	101	0	0	0	6	0	0	0	130	0	0	0	4	241
17:00	0	0	0	53	0	0	0	3	0	0	0	46	0	0	0	11	113
17:15	0	0	0	68	0	0	0	1	0	0	0	46	0	0	0	7	122
Hr Total	0	0	0	283	0	0	0	14	0	0	0	300	0	0	0	30	627
17:30	0	0	0	42	0	0	0	2	0	0	0	17	0	0	0	4	65
17:45	0	0	0	32	0	0	0	0	0	0	0	21	0	0	0	2	55
Hr Total	0	0	0	74	0	0	0	2	0	0	0	38	0	0	0	6	120
TOTAL	0	0	0	917	0	0	0	46	0	0	0	932	0	0	0	144	2039



Miami, Florida
March 20, 2014
drawn by: Luis Palomino
signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 10TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: REY LOPEZ
SIGNALIZED

Site Code : 00140065
Start Date: 04/02/14
File I.D. : 10ST2AV_
Page : 1

ALL VEHICLES

	NW 2ND AVENUE From North				NW 10TH STREET From East				NW 2ND AVENUE From South				NW 10TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/02/14																	
07:30	0	3	30	0	0	0	0	0	0	0	18	2	0	2	12	11	78
07:45	0	0	30	0	0	0	0	0	0	0	26	3	0	1	21	16	97
08:00	0	0	19	0	0	0	0	0	0	0	24	2	0	3	23	16	87
08:15	0	2	20	0	0	0	0	0	0	0	21	8	0	4	18	13	86
Hr Total	0	5	99	0	0	0	0	0	0	0	89	15	0	10	74	56	348
08:30	0	2	30	0	0	0	0	0	0	0	25	7	0	3	10	9	86
08:45	0	4	30	0	0	0	0	0	0	0	26	7	0	3	17	14	101
09:00	0	5	27	0	0	0	0	0	0	0	15	4	0	4	17	15	87
09:15	0	4	17	0	0	0	0	0	0	0	13	2	0	2	9	8	55
Hr Total	0	15	104	0	0	0	0	0	0	0	79	20	0	12	53	46	329
* BREAK *																	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	3	21	0	0	0	0	0	0	0	46	3	0	5	8	6	92
16:15	0	2	9	0	0	0	0	0	0	0	39	2	0	1	4	9	66
Hr Total	0	5	30	0	0	0	0	0	0	0	85	5	0	6	12	15	158
16:30	0	0	19	0	0	0	0	0	0	0	46	4	0	4	11	12	96
16:45	0	1	16	0	0	0	0	0	0	0	64	5	0	5	13	12	116
17:00	0	1	19	0	0	0	0	0	0	0	71	9	0	5	14	13	132
17:15	0	2	7	0	0	0	0	0	0	0	74	7	0	4	16	8	118
Hr Total	0	4	61	0	0	0	0	0	0	0	255	25	0	18	54	45	462
17:30	0	1	11	0	0	0	0	0	0	0	56	5	0	2	13	5	93
17:45	0	1	10	0	0	0	0	0	0	0	37	8	0	0	18	11	85
Hr Total	0	2	21	0	0	0	0	0	0	0	93	13	0	2	31	16	178
TOTAL	0	31	315	0	0	0	0	0	0	0	601	78	0	48	224	178	1475

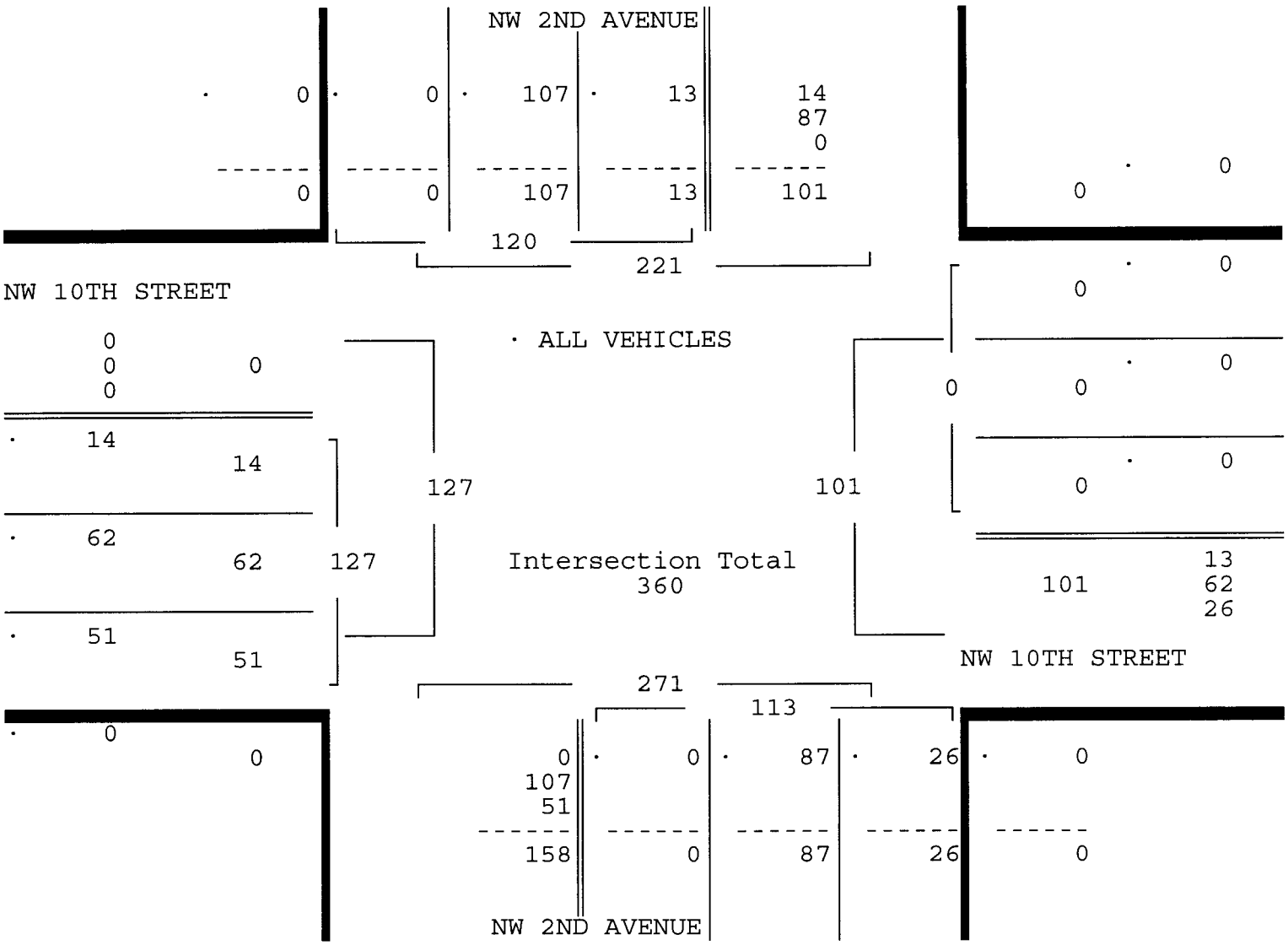
NW 10TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: REY LOPEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 04/02/14
File I.D. : 10ST2AV_
Page : 2

ALL VEHICLES

	NW 2ND AVENUE From North				NW 10TH STREET From East				NW 2ND AVENUE From South				NW 10TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/02/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 04/02/14																	
Peak start	08:15				08:15				08:15				08:15				
Volume	0	13	107	0	0	0	0	0	0	0	87	26	0	14	62	51	
Percent	0%	11%	89%	0%	0%	0%	0%	0%	0%	0%	77%	23%	0%	11%	49%	40%	
Pk total	120				0				113				127				
Highest	08:45				07:30				08:45				09:00				
Volume	0	4	30	0	0	0	0	0	0	0	26	7	0	4	17	15	
Hi total	34				0				33				36				
PHF	.88				.0				.86				.88				



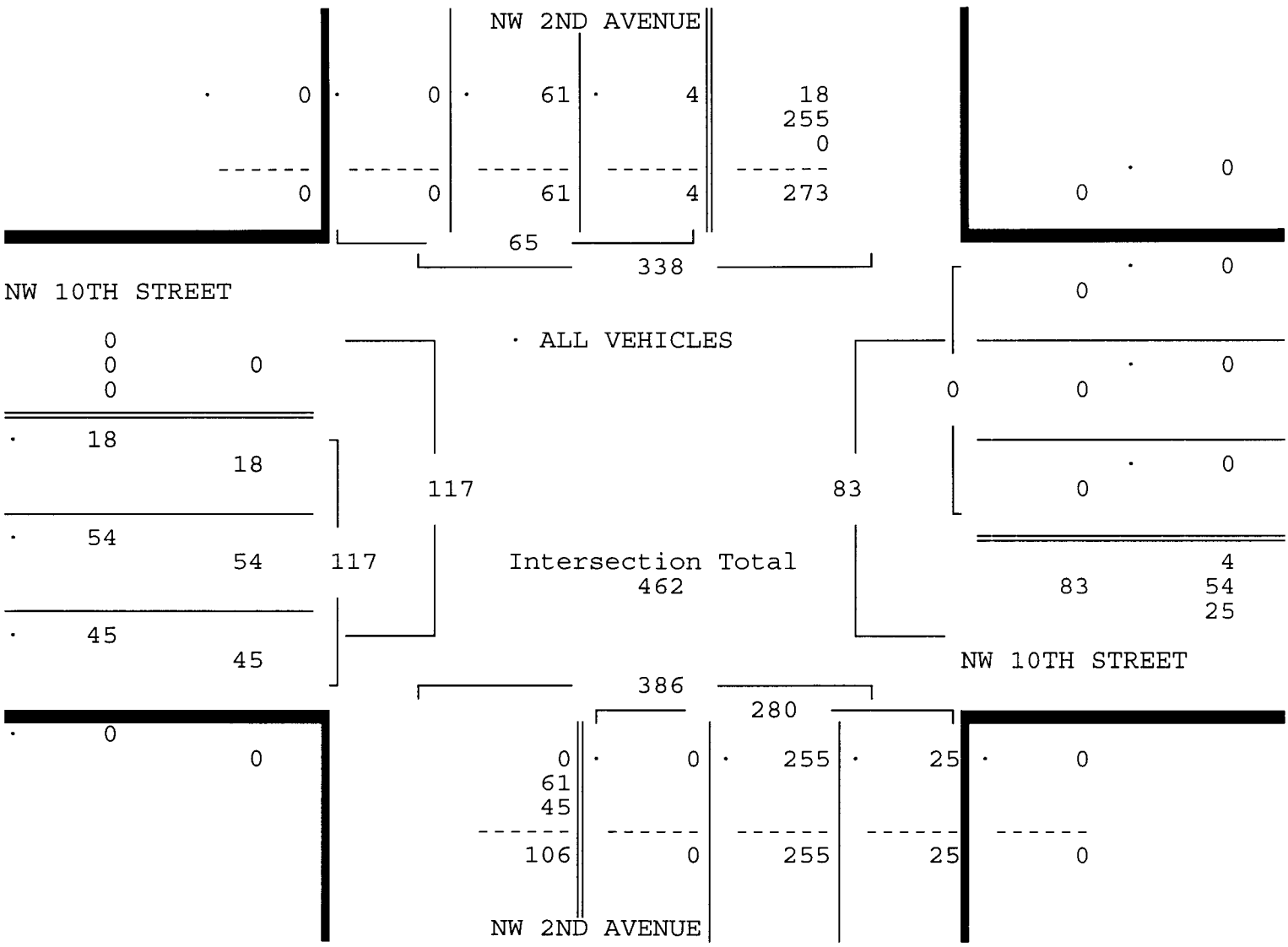
NW 10TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: REY LOPEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140065
Start Date: 04/02/14
File I.D. : 10ST2AV_
Page : 3

ALL VEHICLES

	NW 2ND AVENUE From North				NW 10TH STREET From East				NW 2ND AVENUE From South				NW 10TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/02/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/02/14																	
Peak start	16:30				16:30				16:30				16:30				
Volume	0	4	61	0	0	0	0	0	0	0	255	25	0	18	54	45	
Percent	0%	6%	94%	0%	0%	0%	0%	0%	0%	0%	91%	9%	0%	15%	46%	38%	
Pk total	65				0				280				117				
Highest	17:00				07:30				17:15				17:00				
Volume	0	1	19	0	0	0	0	0	0	0	74	7	0	5	14	13	
Hi total	20				0				81				32				
PHF	.81				.0				.86				.91				



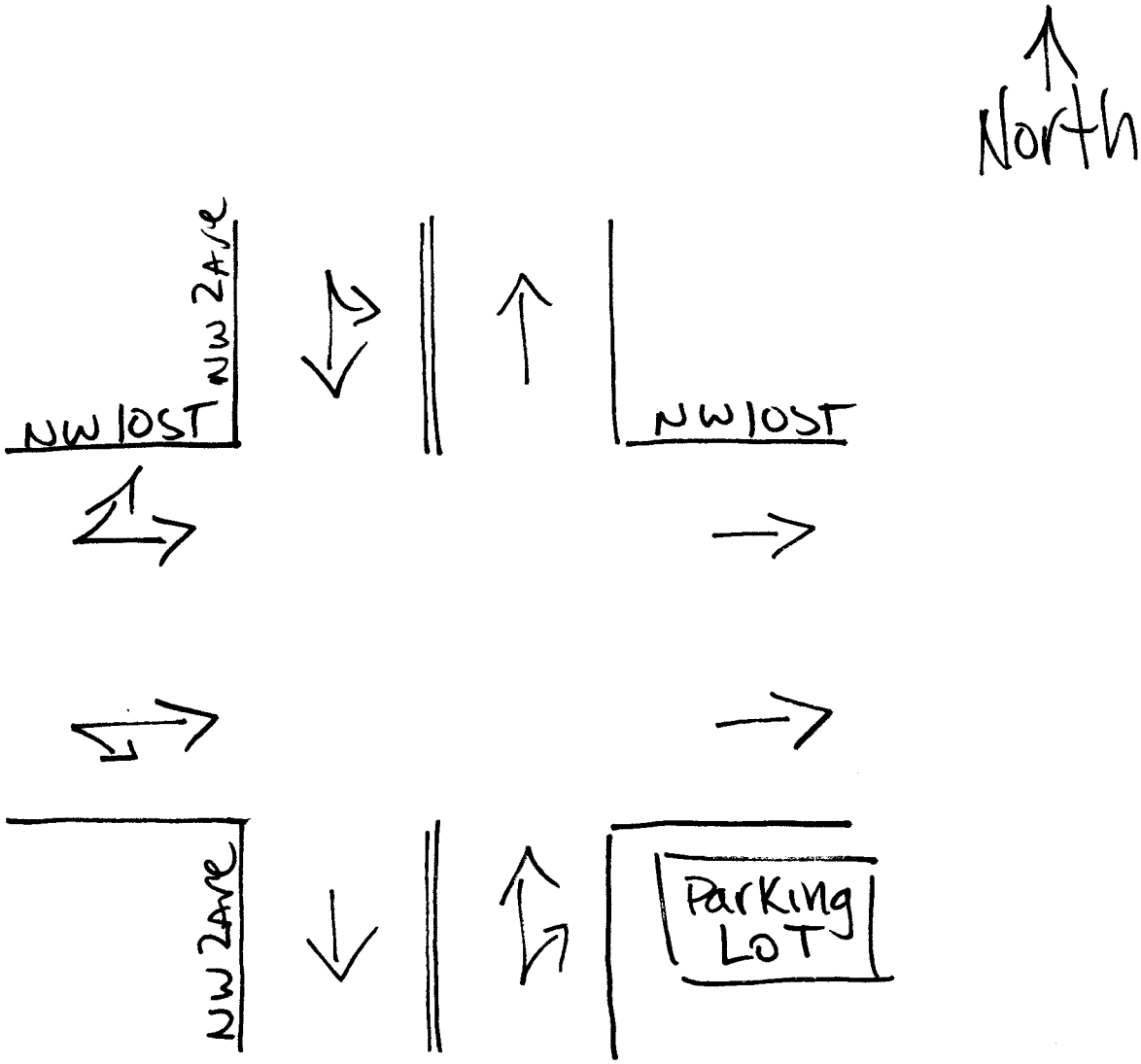
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 10TH STREET & NW 2ND AVENUE
MIAMI, FLORIDA
COUNTED BY: REY LOPEZ
SIGNALIZED

Site Code : 00140065
Start Date: 04/02/14
File I.D. : 10ST2AV_
Page : 1

PEDESTRIANS

	NW 2ND AVENUE From North				NW 10TH STREET From East				NW 2ND AVENUE From South				NW 10TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 04/02/14																	
07:30	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0	3	8
07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
08:00	0	0	0	2	0	0	0	4	0	0	0	3	0	0	0	0	9
08:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Hr Total	0	0	0	5	0	0	0	6	0	0	0	5	0	0	0	5	21
08:30	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	7	17
08:45	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1	4
09:00	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	3	9
09:15	0	0	0	2	0	0	0	6	0	0	0	2	0	0	0	3	13
Hr Total	0	0	0	10	0	0	0	17	0	0	0	2	0	0	0	14	43
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3	6
16:15	0	0	0	0	0	0	0	7	0	0	0	2	0	0	0	4	13
Hr Total	0	0	0	2	0	0	0	8	0	0	0	2	0	0	0	7	19
16:30	0	0	0	2	0	0	0	6	0	0	0	0	0	0	0	2	10
16:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	5
17:00	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	15	22
17:15	0	0	0	2	0	0	0	7	0	0	0	0	0	0	0	4	13
Hr Total	0	0	0	6	0	0	0	21	0	0	0	0	0	0	0	23	50
17:30	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	2	6
17:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
Hr Total	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	3	8
TOTAL	0	0	0	24	0	0	0	56	0	0	0	9	0	0	0	52	141



Miami, Florida
March 19, 2014
drawn by: Luis Palomino
signalized

NE/NW 6TH STREET & N MIAMI AVENUE
MIAMI, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140084
Start Date: 04/23/14
File I.D. : 6STRMIAM
Page : 1

ALL VEHICLES

	N MIAMI AVENUE From North				NE 6TH STREET From East				N MIAMI AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/23/14																	
07:30	0	0	89	16	0	9	32	0	0	0	0	0	0	0	0	0	146
07:45	0	0	137	28	0	6	30	0	0	0	0	0	0	0	0	0	201
08:00	0	0	167	35	0	7	29	0	0	0	0	0	0	0	0	0	238
08:15	0	0	156	31	0	11	24	0	0	0	0	0	0	0	0	0	222
Hr Total	0	0	549	110	0	33	115	0	0	0	0	0	0	0	0	0	807
08:30	0	0	227	21	0	16	37	0	0	0	0	0	0	0	0	0	301
08:45	0	0	237	19	0	18	37	0	0	0	0	0	0	0	0	0	311
09:00	0	0	216	16	0	19	41	0	0	0	0	0	0	0	0	0	292
09:15	0	0	145	11	0	21	32	0	0	0	0	0	0	0	0	0	209
Hr Total	0	0	825	67	0	74	147	0	0	0	0	0	0	0	0	0	1113
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	78	9	0	11	77	0	0	0	0	0	0	0	0	0	175
16:15	0	0	70	14	0	17	53	0	0	0	0	0	0	0	0	0	154
Hr Total	0	0	148	23	0	28	130	0	0	0	0	0	0	0	0	0	329
16:30	0	0	97	14	0	20	99	0	0	0	0	0	0	0	0	0	230
16:45	0	0	102	15	0	15	84	0	0	0	0	0	0	0	0	0	216
17:00	0	0	103	17	0	14	120	0	0	0	0	0	0	0	0	0	254
17:15	0	0	101	20	0	27	104	0	0	0	0	0	0	0	0	0	252
Hr Total	0	0	403	66	0	76	407	0	0	0	0	0	0	0	0	0	952
17:30	0	0	88	18	0	13	84	0	0	0	0	0	0	0	0	0	203
17:45	0	0	75	8	0	18	71	0	0	0	0	0	0	0	0	0	172
Hr Total	0	0	163	26	0	31	155	0	0	0	0	0	0	0	0	0	375
TOTAL	0	0	2088	292	0	242	954	0	0	0	0	0	0	0	0	0	3576

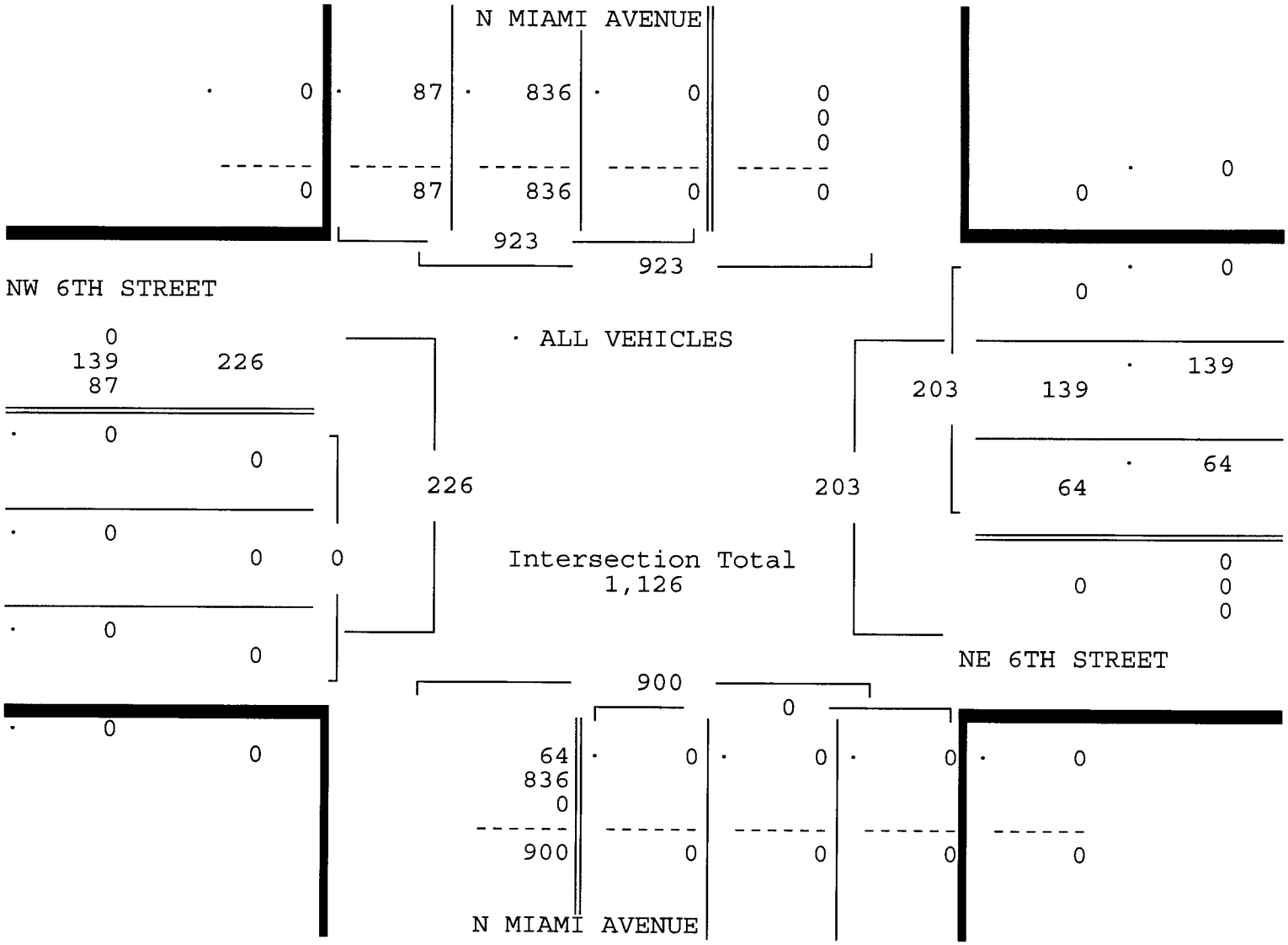
NE/NW 6TH STREET & N MIAMI AVENUE
MIAMI, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140084
Start Date: 04/23/14
File I.D. : 6STRMIAM
Page : 2

ALL VEHICLES

	N MIAMI AVENUE From North				NE 6TH STREET From East				N MIAMI AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/23/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 04/23/14																	
Peak start	08:15				08:15				08:15				08:15				
Volume	0	0	836	87	0	64	139	0	0	0	0	0	0	0	0	0	
Percent	0%	0%	91%	9%	0%	32%	68%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Pk total	923				203				0				0				
Highest	08:45				09:00				07:30				07:30				
Volume	0	0	237	19	0	19	41	0	0	0	0	0	0	0	0	0	
Hi total	256				60				0				0				
PHF	.90				.85				.0				.0				

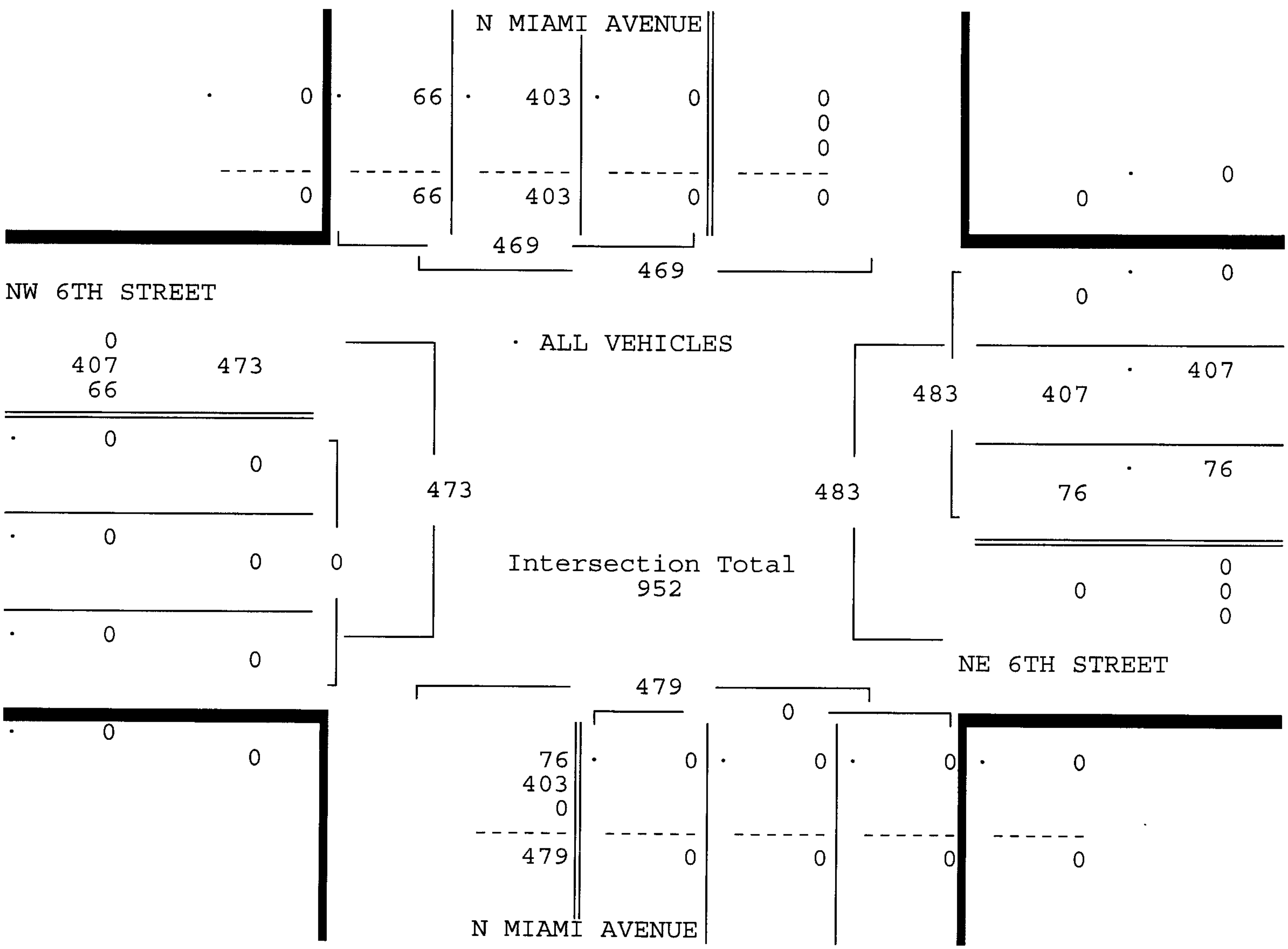


NE/NW 6TH STREET & N MIAMI AVENUE
MIAMI, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

ALL VEHICLES

	N MIAMI AVENUE From North				NE 6TH STREET From East				N MIAMI AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/23/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/23/14																	
Peak start	16:30				16:30				16:30				16:30				
Volume	0	0	403	66	0	76	407	0	0	0	0	0	0	0	0	0	
Percent	0%	0%	86%	14%	0%	16%	84%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Pk total	469				483				0				0				
Highest	17:15				17:00				07:30				07:30				
Volume	0	0	101	20	0	14	120	0	0	0	0	0	0	0	0	0	
Hi total	121				134				0				0				
PHF	.97				.90				.0				.0				



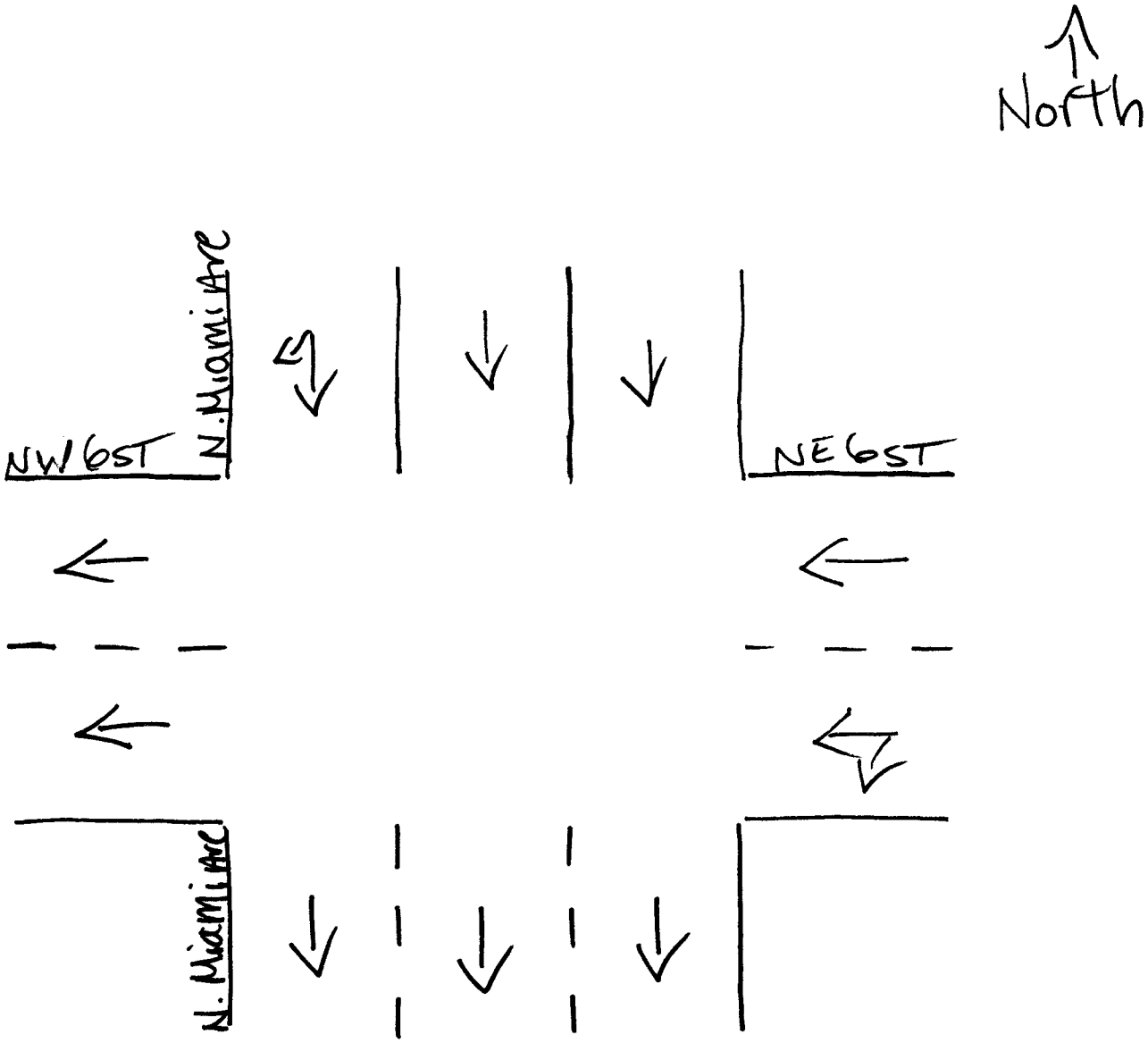
NE/NW 6TH STREET & N MIAMI AVENUE
MIAMI, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140084
Start Date: 04/23/14
File I.D. : 6STRMIAM
Page : 1

PEDESTRIANS

	N MIAMI AVENUE From North				NE 6TH STREET From East				N MIAMI AVENUE From South				NW 6TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 04/23/14																	
07:30	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	1	8
07:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2	5
08:00	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	3	7
08:15	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	1	7
Hr Total	0	0	0	6	0	0	0	7	0	0	0	7	0	0	0	7	27
08:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	3
08:45	0	0	0	4	0	0	0	3	0	0	0	5	0	0	0	5	17
09:00	0	0	0	2	0	0	0	6	0	0	0	4	0	0	0	3	15
09:15	0	0	0	1	0	0	0	2	0	0	0	3	0	0	0	2	8
Hr Total	0	0	0	7	0	0	0	13	0	0	0	12	0	0	0	11	43
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	5
16:15	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	4	8
Hr Total	0	0	0	0	0	0	0	4	0	0	0	3	0	0	0	6	13
16:30	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	5
16:45	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	5	10
17:00	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	3	9
17:15	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	5	8
Hr Total	0	0	0	4	0	0	0	11	0	0	0	3	0	0	0	14	32
17:30	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
17:45	0	0	0	1	0	0	0	4	0	0	0	3	0	0	0	1	9
Hr Total	0	0	0	3	0	0	0	4	0	0	0	4	0	0	0	1	12
TOTAL	0	0	0	20	0	0	0	39	0	0	0	29	0	0	0	39	127



Miami, Florida
April 24, 2014
drawn by: Luis Palomino
Signalized

NE/NW 5TH STREET & N MIAMI AVENUE
MIAMI, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140084
Start Date: 04/23/14
File I.D. : 5STRMIAM
Page : 1

ALL VEHICLES

	N MIAMI AVENUE From North				NE 5TH STREET From East				N MIAMI AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/23/14																	
07:30	0	29	64	0	0	0	0	0	0	0	0	0	0	0	171	15	279
07:45	0	44	80	0	0	0	0	0	0	0	0	0	0	0	213	18	355
08:00	0	52	127	0	0	0	0	0	0	0	0	0	0	0	178	25	382
08:15	0	44	125	0	0	0	0	0	0	0	0	0	0	0	201	24	394
Hr Total	0	169	396	0	0	0	0	0	0	0	0	0	0	0	763	82	1410
08:30	0	61	166	0	0	0	0	0	0	0	0	0	0	0	199	28	454
08:45	0	72	175	0	0	0	0	0	0	0	0	0	0	0	264	27	538
09:00	0	59	170	0	0	0	0	0	0	0	0	0	0	0	194	37	460
09:15	0	39	123	0	0	0	0	0	0	0	0	0	0	0	174	32	368
Hr Total	0	231	634	0	0	0	0	0	0	0	0	0	0	0	831	124	1820
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	13	74	0	0	0	0	0	0	0	0	0	0	0	70	20	177
16:15	0	21	67	0	0	0	0	0	0	0	0	0	0	0	83	20	191
Hr Total	0	34	141	0	0	0	0	0	0	0	0	0	0	0	153	40	368
16:30	0	23	93	0	0	0	0	0	0	0	0	0	0	0	111	27	254
16:45	0	29	88	0	0	0	0	0	0	0	0	0	0	0	124	22	263
17:00	0	28	84	0	0	0	0	0	0	0	0	0	0	0	199	21	332
17:15	0	39	93	0	0	0	0	0	0	0	0	0	0	0	187	13	332
Hr Total	0	119	358	0	0	0	0	0	0	0	0	0	0	0	621	83	1181
17:30	0	28	73	0	0	0	0	0	0	0	0	0	0	0	173	13	287
17:45	0	22	68	0	0	0	0	0	0	0	0	0	0	0	148	7	245
Hr Total	0	50	141	0	0	0	0	0	0	0	0	0	0	0	321	20	532
TOTAL	0	603	1670	0	0	0	0	0	0	0	0	0	0	0	2689	349	5311

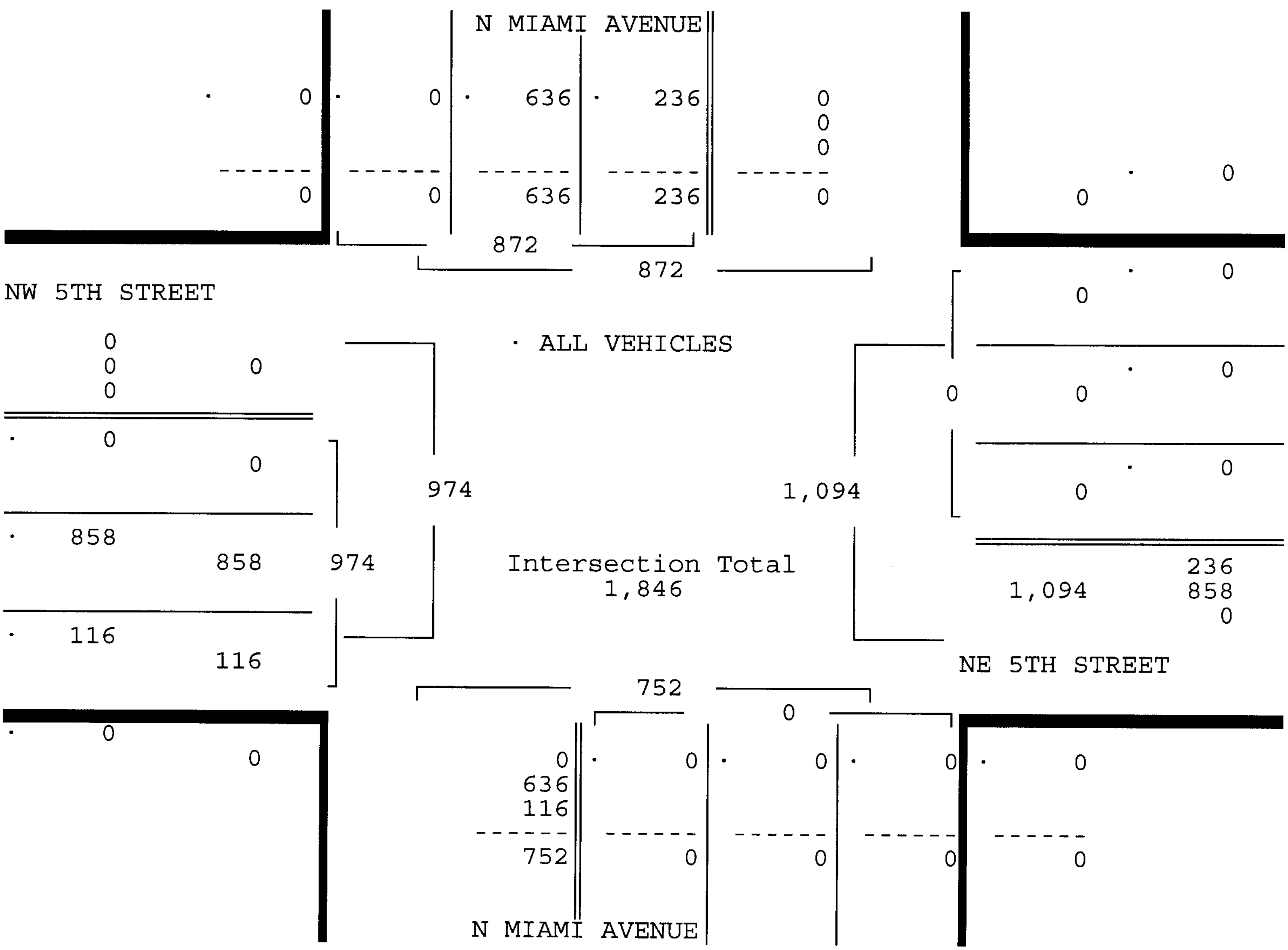
NE/NW 5TH STREET & N MIAMI AVENUE
MIAMI, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140084
Start Date: 04/23/14
File I.D. : 5STRMIAM
Page : 2

ALL VEHICLES

	N MIAMI AVENUE From North				NE 5TH STREET From East				N MIAMI AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/23/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 04/23/14																	
Peak start	08:15				08:15				08:15				08:15				
Volume	0	236	636	0	0	0	0	0	0	0	0	0	0	0	858	116	
Percent	0%	27%	73%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	88%	12%	
Pk total	872				0				0				974				
Highest	08:45				07:30				07:30				08:45				
Volume	0	72	175	0	0	0	0	0	0	0	0	0	0	0	264	27	
Hi total	247				0				0				291				
PHF	.88				.0				.0				.84				

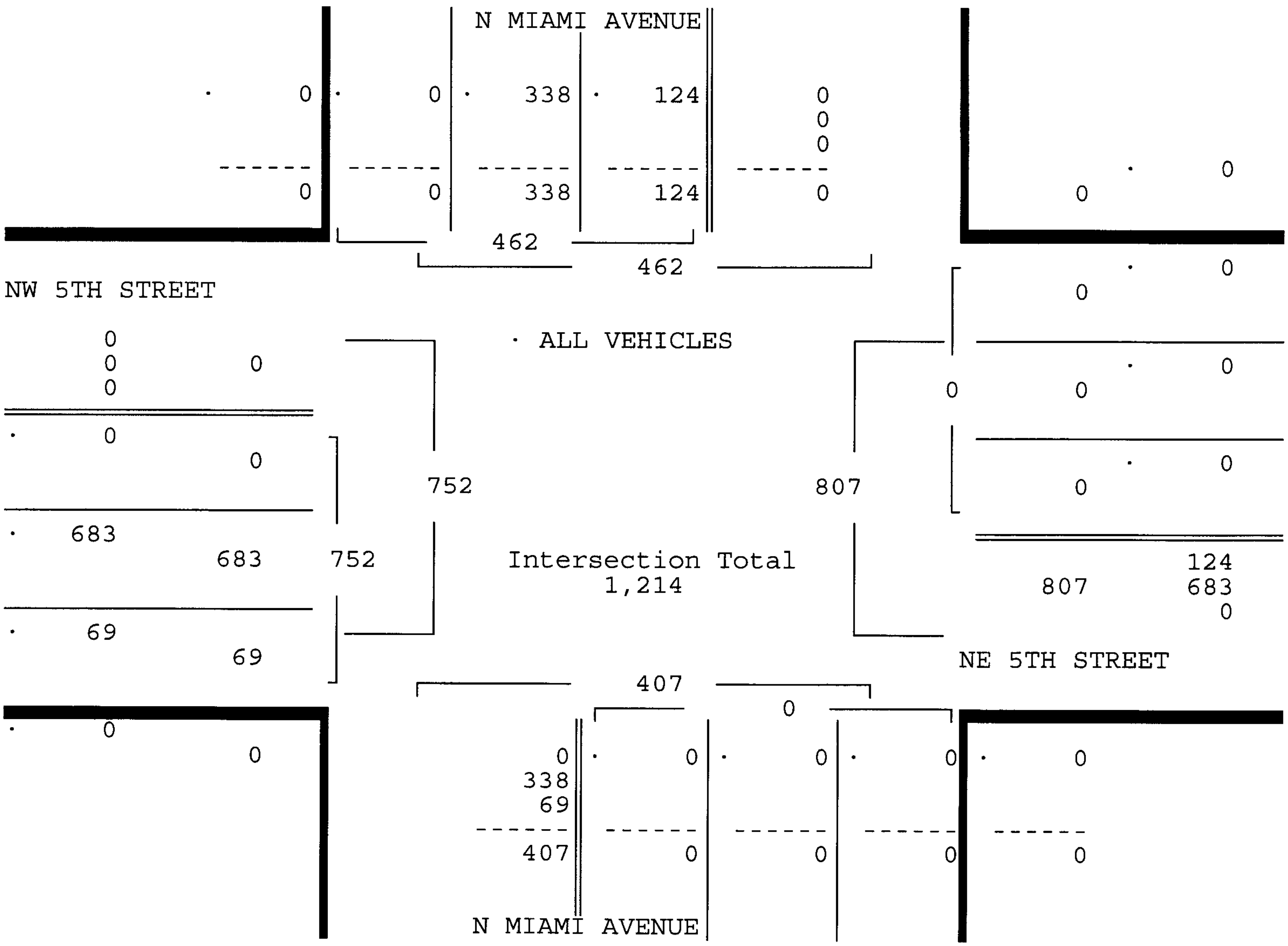


Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NE/NW 5TH STREET & N MIAMI AVENUE
MIAMI, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

ALL VEHICLES

	N MIAMI AVENUE From North				NE 5TH STREET From East				N MIAMI AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/23/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/23/14																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	124	338	0	0	0	0	0	0	0	0	0	0	0	683	69	
Percent	0%	27%	73%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	91%	9%	
Pk total	462				0				0				752				
Highest	17:15				07:30				07:30				17:00				
Volume	0	39	93	0	0	0	0	0	0	0	0	0	0	0	199	21	
Hi total	132				0				0				220				
PHF	.88				.0				.0				.85				



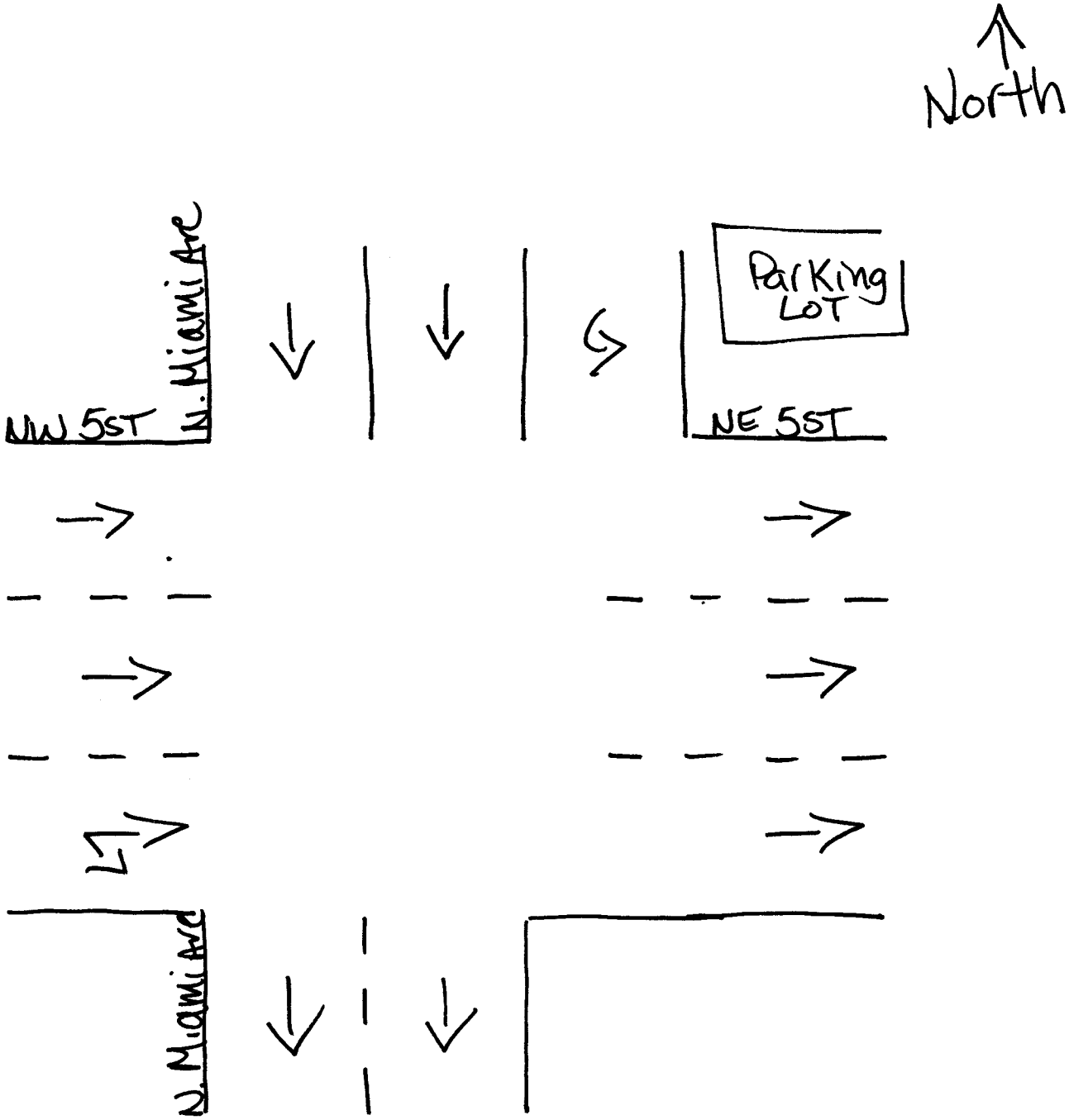
NE/NW 5TH STREET & N MIAMI AVENUE
MIAMI, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140084
Start Date: 04/23/14
File I.D. : 5STRMIAM
Page : 1

PEDESTRIANS

	N MIAMI AVENUE From North				NE 5TH STREET From East				N MIAMI AVENUE From South				NW 5TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 04/23/14																	
07:30	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	4
07:45	0	0	0	3	0	0	0	3	0	0	0	5	0	0	0	0	11
08:00	0	0	0	0	0	0	0	5	0	0	0	4	0	0	0	0	9
08:15	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	0	7
Hr Total	0	0	0	4	0	0	0	12	0	0	0	15	0	0	0	0	31
08:30	0	0	0	3	0	0	0	5	0	0	0	5	0	0	0	5	18
08:45	0	0	0	2	0	0	0	4	0	0	0	3	0	0	0	1	10
09:00	0	0	0	2	0	0	0	8	0	0	0	4	0	0	0	0	14
09:15	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	1	6
Hr Total	0	0	0	7	0	0	0	21	0	0	0	13	0	0	0	7	48
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	3	8
16:15	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	1	6
Hr Total	0	0	0	3	0	0	0	4	0	0	0	3	0	0	0	4	14
16:30	0	0	0	1	0	0	0	4	0	0	0	2	0	0	0	2	9
16:45	0	0	0	2	0	0	0	3	0	0	0	2	0	0	0	2	9
17:00	0	0	0	1	0	0	0	7	0	0	0	4	0	0	0	2	14
17:15	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	3	9
Hr Total	0	0	0	4	0	0	0	16	0	0	0	12	0	0	0	9	41
17:30	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	4	9
17:45	0	0	0	3	0	0	0	2	0	0	0	2	0	0	0	1	8
Hr Total	0	0	0	3	0	0	0	4	0	0	0	5	0	0	0	5	17
TOTAL	0	0	0	21	0	0	0	57	0	0	0	48	0	0	0	25	151



Miami, Florida
April 24, 2014
drawn by: Luis Palomino
Signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NE 6TH STREET & NE 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

Site Code : 00140084
Start Date: 04/23/14
File I.D. : 6ST__1AV
Page : 1

ALL VEHICLES

	NE 1ST AVENUE From North				NE 6TH STREET From East				NE 1ST AVENUE From South				NE 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/23/14																	
07:30	0	0	0	0	0	0	26	51	0	18	72	0	0	0	0	0	167
07:45	0	0	0	0	0	0	26	65	0	11	74	0	0	0	0	0	176
08:00	0	0	0	0	0	0	19	74	0	21	73	0	0	0	0	0	187
08:15	0	0	0	0	0	0	28	80	0	10	59	0	0	0	0	0	177
Hr Total	0	0	0	0	0	0	99	270	0	60	278	0	0	0	0	0	707
08:30	0	0	0	0	0	0	36	86	0	16	71	0	0	0	0	0	209
08:45	0	0	0	0	0	0	46	104	0	15	83	0	0	0	0	0	248
09:00	0	0	0	0	0	0	46	104	0	20	72	0	0	0	0	0	242
09:15	0	0	0	0	0	0	36	89	0	22	72	0	0	0	0	0	219
Hr Total	0	0	0	0	0	0	164	383	0	73	298	0	0	0	0	0	918
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	70	174	0	20	135	0	0	0	0	0	399
16:15	0	0	0	0	0	0	55	175	0	14	125	0	0	0	0	0	369
Hr Total	0	0	0	0	0	0	125	349	0	34	260	0	0	0	0	0	768
16:30	0	0	0	0	0	0	100	174	0	22	184	0	0	0	0	0	480
16:45	0	0	0	0	0	0	89	188	0	15	134	0	0	0	0	0	426
17:00	0	0	0	0	0	0	109	242	0	23	210	0	0	0	0	0	584
17:15	0	0	0	0	0	0	104	210	0	31	166	0	0	0	0	0	511
Hr Total	0	0	0	0	0	0	402	814	0	91	694	0	0	0	0	0	2001
17:30	0	0	0	0	0	0	66	180	0	17	174	0	0	0	0	0	437
17:45	0	0	0	0	0	0	78	157	0	18	196	0	0	0	0	0	449
Hr Total	0	0	0	0	0	0	144	337	0	35	370	0	0	0	0	0	886
TOTAL	0	0	0	0	0	0	934	2153	0	293	1900	0	0	0	0	0	5280

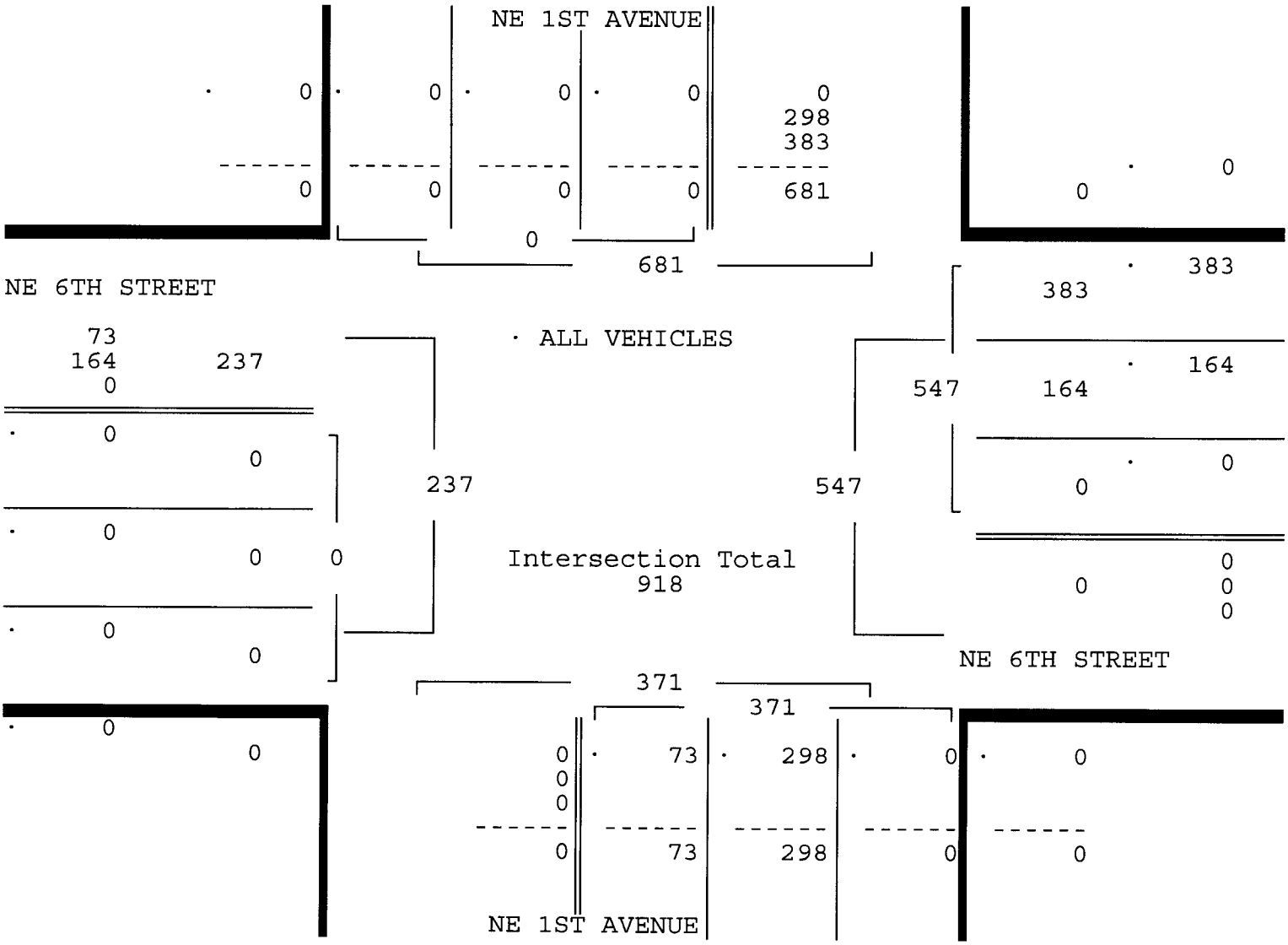
NE 6TH STREET & NE 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140084
Start Date: 04/23/14
File I.D. : 6ST__1AV
Page : 2

ALL VEHICLES

	NE 1ST AVENUE From North				NE 6TH STREET From East				NE 1ST AVENUE From South				NE 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/23/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 04/23/14																	
Peak start 08:30					08:30				08:30				08:30				
Volume	0	0	0	0	0	0	164	383	0	73	298	0	0	0	0	0	
Percent	0%	0%	0%	0%	0%	0%	30%	70%	0%	20%	80%	0%	0%	0%	0%	0%	
Pk total	0				547				371				0				
Highest	07:30				08:45				08:45				07:30				
Volume	0	0	0	0	0	0	46	104	0	15	83	0	0	0	0	0	
Hi total	0				150				98				0				
PHF	.0				.91				.95				.0				



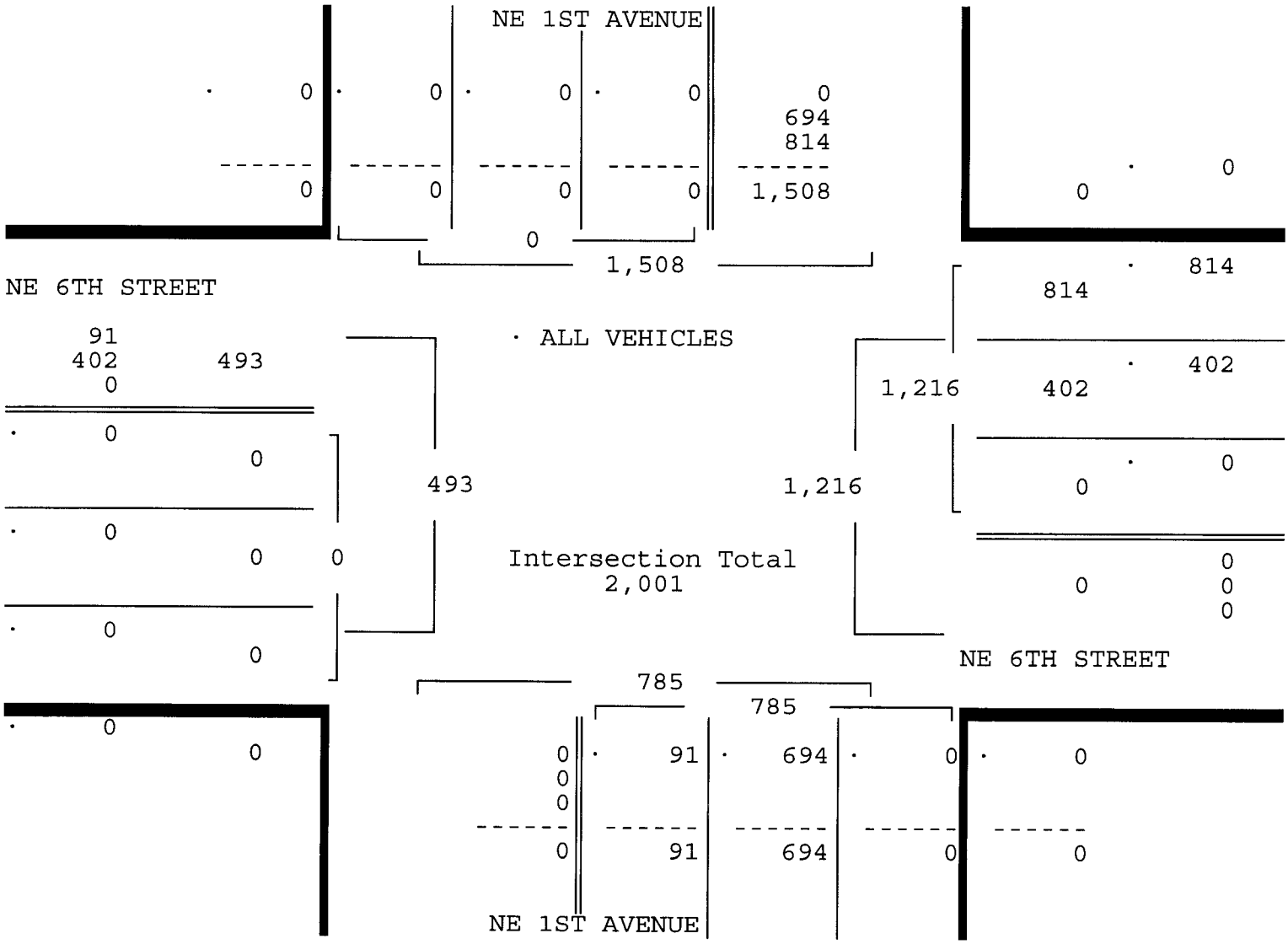
NE 6TH STREET & NE 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140084
Start Date: 04/23/14
File I.D. : 6ST__1AV
Page : 3

ALL VEHICLES

	NE 1ST AVENUE From North				NE 6TH STREET From East				NE 1ST AVENUE From South				NE 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/23/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/23/14																	
Peak start	16:30				16:30				16:30				16:30				
Volume	0	0	0	0	0	0	402	814	0	91	694	0	0	0	0	0	
Percent	0%	0%	0%	0%	0%	0%	33%	67%	0%	12%	88%	0%	0%	0%	0%	0%	
Pk total	0				1216				785				0				
Highest	07:30				17:00				17:00				07:30				
Volume	0	0	0	0	0	0	109	242	0	23	210	0	0	0	0	0	
Hi total	0				351				233				0				
PHF	.0				.87				.84				.0				



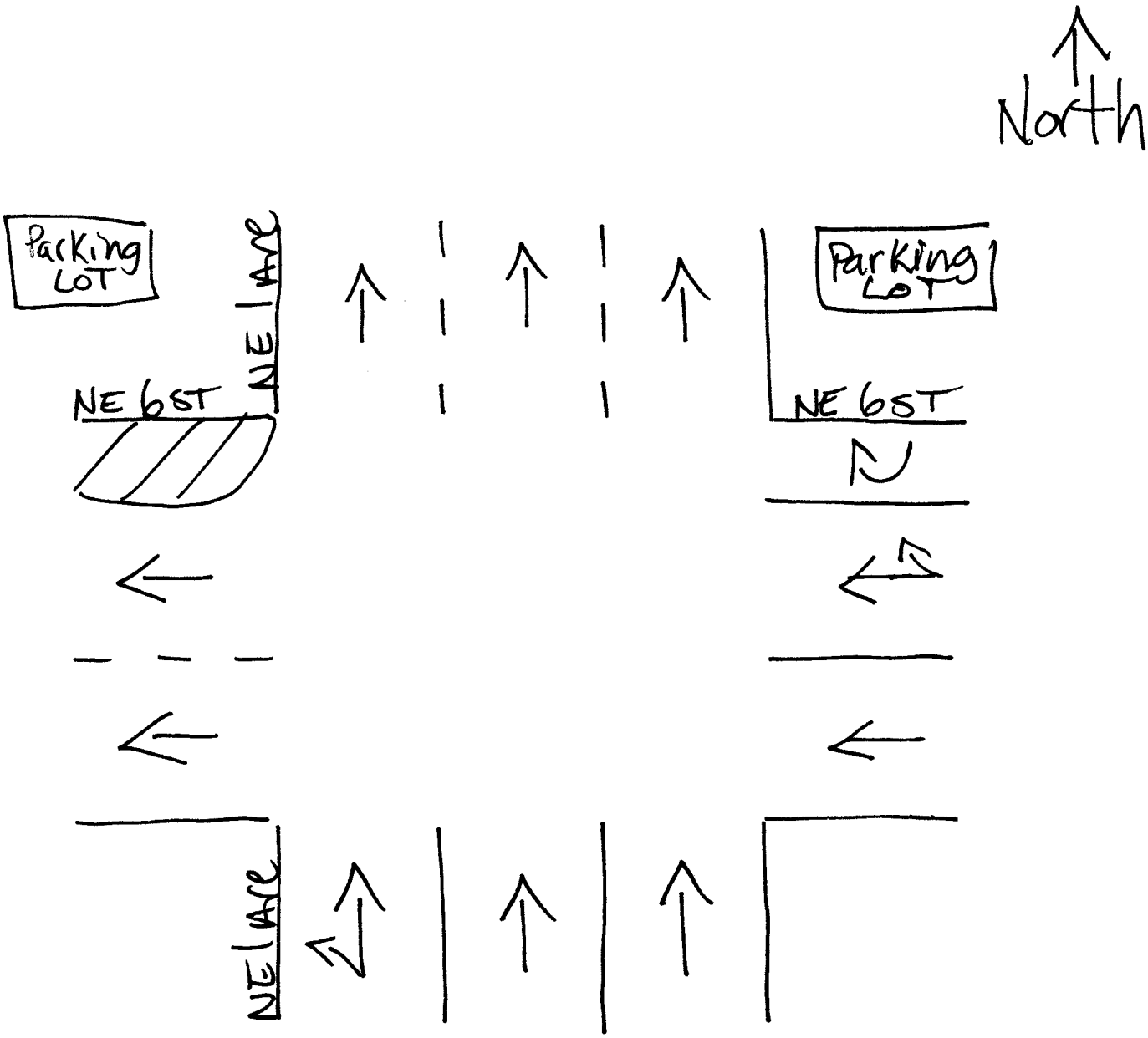
NE 6TH STREET & NE 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140084
Start Date: 04/23/14
File I.D. : 6ST__1AV
Page : 1

PEDESTRIANS

	NE 1ST AVENUE From North				NE 6TH STREET From East				NE 1ST AVENUE From South				NE 6TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 04/23/14																	
07:30	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	8
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:00	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	3	6
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
Hr Total	0	0	0	2	0	0	0	1	0	0	0	6	0	0	0	10	19
08:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
08:45	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	8	13
09:00	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3	6
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	1	0	0	0	3	0	0	0	6	0	0	0	13	23
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	2	0	0	0	7	0	0	0	6	0	0	0	6	21
16:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3	5
Hr Total	0	0	0	2	0	0	0	8	0	0	0	7	0	0	0	9	26
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
16:45	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	6	13
17:00	0	0	0	0	0	0	0	6	0	0	0	2	0	0	0	7	15
17:15	0	0	0	0	0	0	0	1	0	0	0	7	0	0	0	7	15
Hr Total	0	0	0	5	0	0	0	7	0	0	0	11	0	0	0	23	46
17:30	0	0	0	1	0	0	0	3	0	0	0	8	0	0	0	8	20
17:45	0	0	0	10	0	0	0	3	0	0	0	6	0	0	0	8	27
Hr Total	0	0	0	11	0	0	0	6	0	0	0	14	0	0	0	16	47
TOTAL	0	0	0	21	0	0	0	25	0	0	0	44	0	0	0	71	161



Miami, Florida
April 24, 2014
drawn by: Luis Palomino
Signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NE 5TH STREET & NE 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00140084
Start Date: 04/23/14
File I.D. : 5STR_1AV
Page : 1

ALL VEHICLES

	NE 1ST AVENUE From North				NE 5TH STREET From East				NE 1ST AVENUE From South				NE 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/23/14																	
07:30	0	0	0	0	0	0	0	0	0	0	88	22	0	11	177	0	298
07:45	0	0	0	0	0	0	0	0	0	0	77	36	0	25	214	0	352
08:00	0	0	0	0	0	0	0	0	0	0	85	30	0	16	205	0	336
08:15	0	0	0	0	0	0	0	0	0	0	60	33	0	14	217	0	324
Hr Total	0	0	0	0	0	0	0	0	0	0	310	121	0	66	813	0	1310
08:30	0	0	0	0	0	0	0	0	0	0	69	33	0	19	235	0	356
08:45	0	0	0	0	0	0	0	0	0	0	70	32	0	38	287	0	427
09:00	0	0	0	0	0	0	0	0	0	0	69	38	0	15	218	0	340
09:15	0	0	0	0	0	0	0	0	0	0	68	35	0	23	170	0	296
Hr Total	0	0	0	0	0	0	0	0	0	0	276	138	0	95	910	0	1419
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	93	33	0	37	62	0	225
16:15	0	0	0	0	0	0	0	0	0	0	91	35	0	42	72	0	240
Hr Total	0	0	0	0	0	0	0	0	0	0	184	68	0	79	134	0	465
16:30	0	0	0	0	0	0	0	0	0	0	130	39	0	45	92	0	306
16:45	0	0	0	0	0	0	0	0	0	0	102	26	0	40	118	0	286
17:00	0	0	0	0	0	0	0	0	0	0	132	44	0	78	161	0	415
17:15	0	0	0	0	0	0	0	0	0	0	129	50	0	53	185	0	417
Hr Total	0	0	0	0	0	0	0	0	0	0	493	159	0	216	556	0	1424
17:30	0	0	0	0	0	0	0	0	0	0	117	58	0	61	162	0	398
17:45	0	0	0	0	0	0	0	0	0	0	167	38	0	39	127	0	371
Hr Total	0	0	0	0	0	0	0	0	0	0	284	96	0	100	289	0	769
TOTAL	0	0	0	0	0	0	0	0	0	0	1547	582	0	556	2702	0	5387

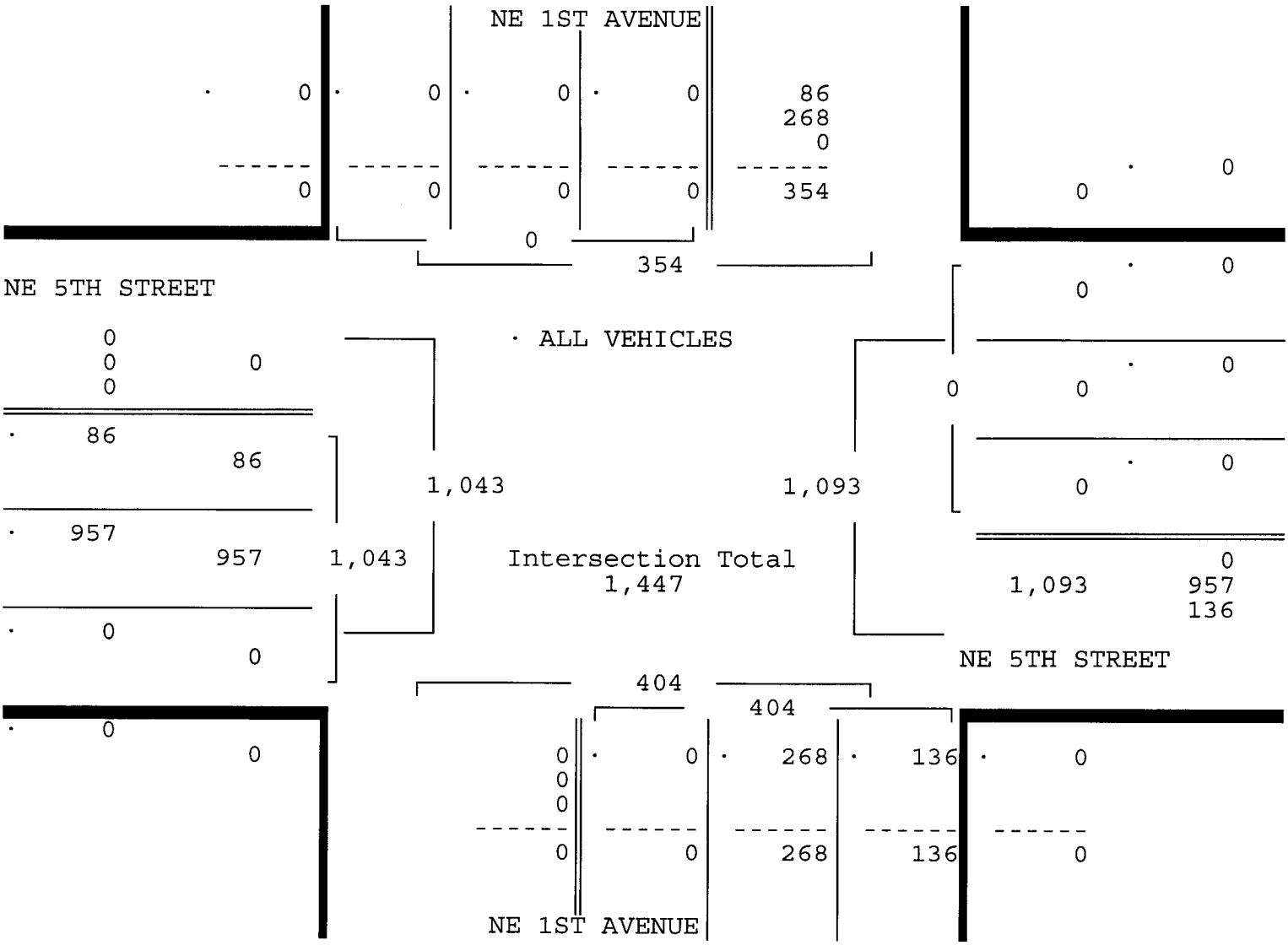
NE 5TH STREET & NE 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140084
Start Date: 04/23/14
File I.D. : 5STR_1AV
Page : 2

ALL VEHICLES

	NE 1ST AVENUE From North				NE 5TH STREET From East				NE 1ST AVENUE From South				NE 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/23/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 04/23/14																	
Peak start	08:15				08:15				08:15				08:15				
Volume	0	0	0	0	0	0	0	0	0	0	268	136	0	86	957	0	
Percent	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	66%	34%	0%	8%	92%	0%	
Pk total	0				0				404				1043				
Highest	07:30				07:30				09:00				08:45				
Volume	0	0	0	0	0	0	0	0	0	0	69	38	0	38	287	0	
Hi total	0				0				107				325				
PHF	.0				.0				.94				.80				



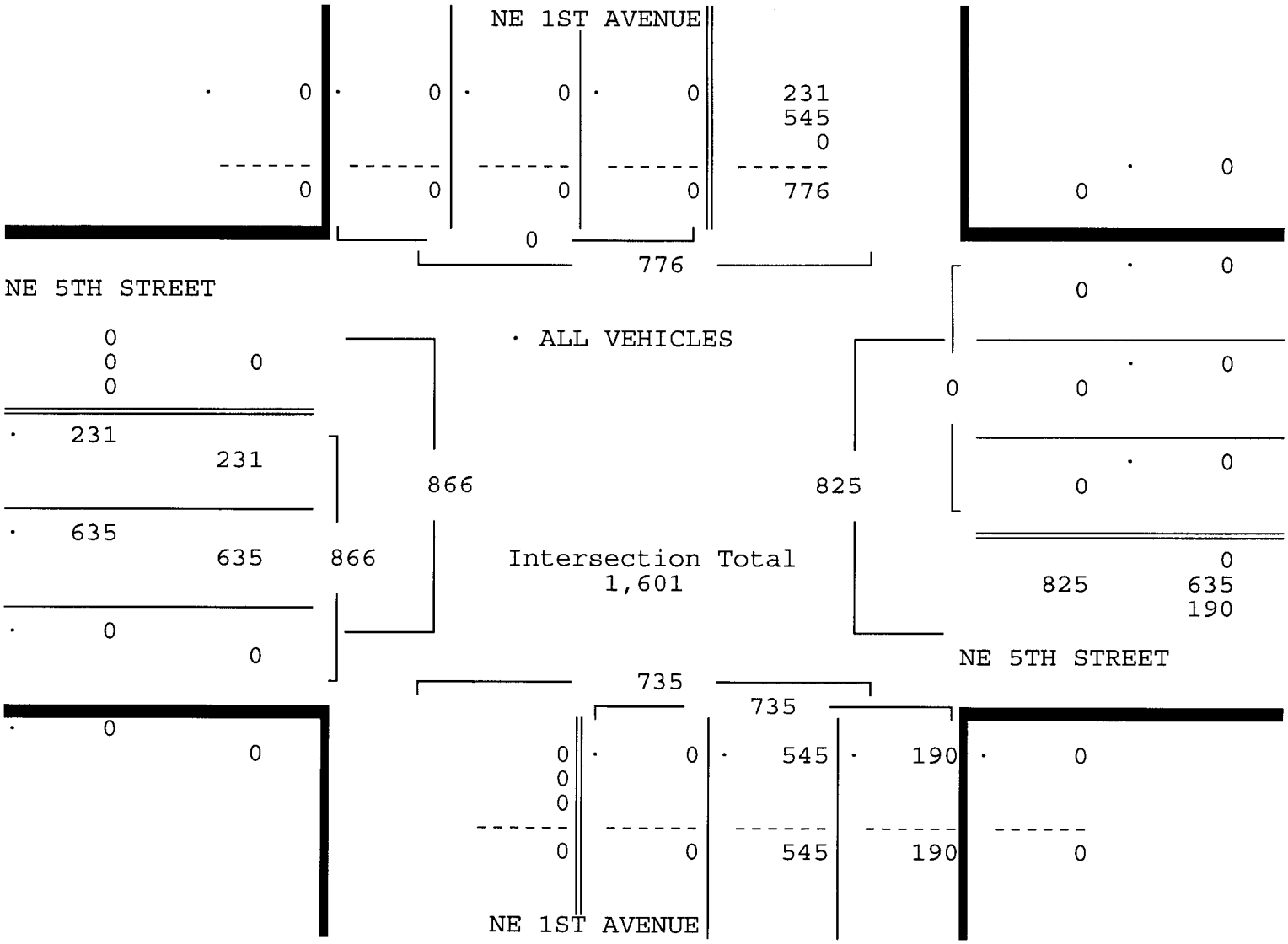
NE 5TH STREET & NE 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140084
Start Date: 04/23/14
File I.D. : 5STR_1AV
Page : 3

ALL VEHICLES

	NE 1ST AVENUE From North				NE 5TH STREET From East				NE 1ST AVENUE From South				NE 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/23/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/23/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	0	0	0	0	0	0	0	0	0	545	190	0	231	635	0	
Percent	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	74%	26%	0%	27%	73%	0%	
Pk total	0				0				735				866				
Highest	07:30				07:30				17:45				17:00				
Volume	0	0	0	0	0	0	0	0	0	0	167	38	0	78	161	0	
Hi total	0				0				205				239				
PHF	.0				.0				.90				.91				



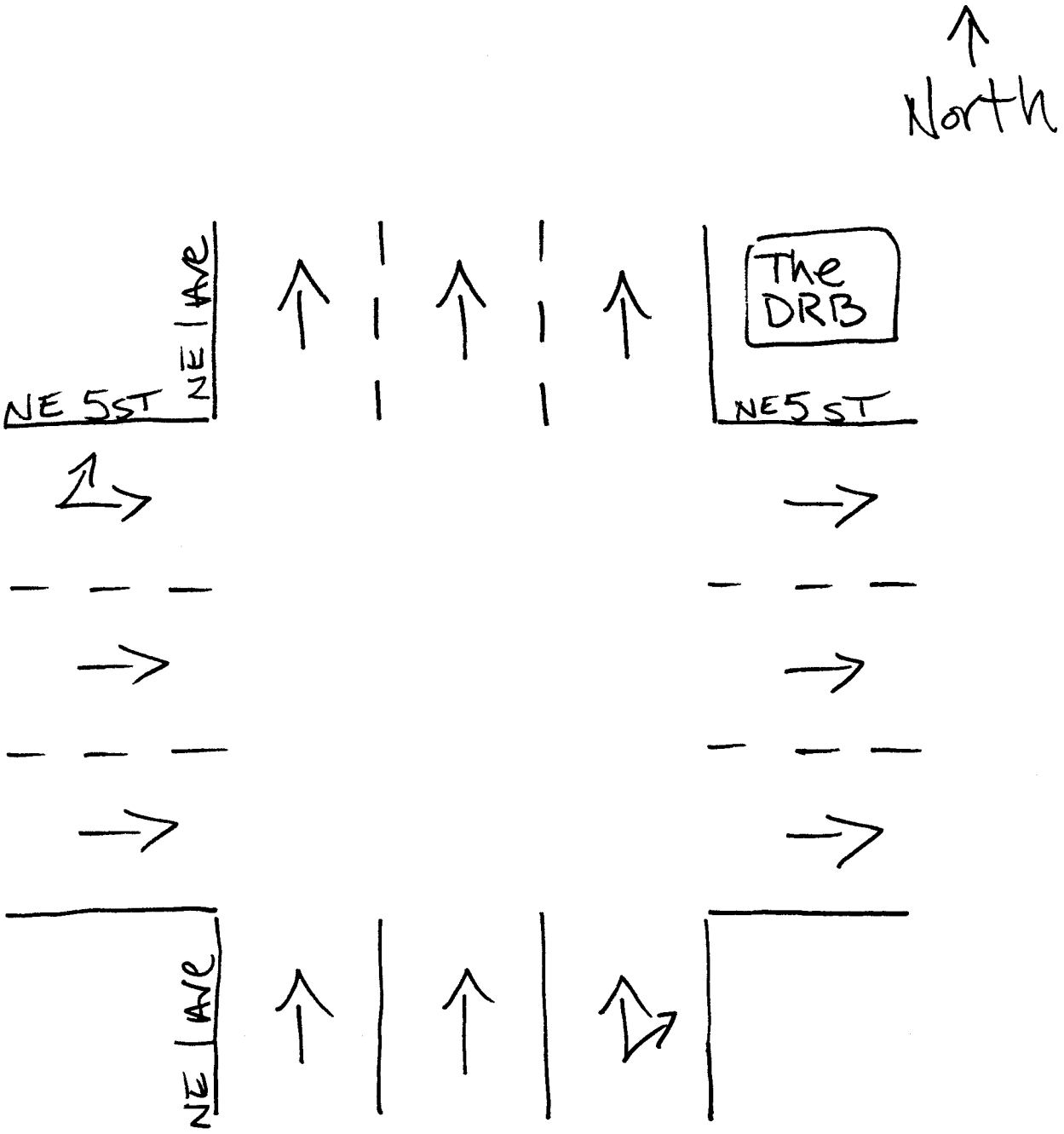
NE 5TH STREET & NE 1ST AVENUE
MIAMI, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140084
Start Date: 04/23/14
File I.D. : 5STR_1AV
Page : 1

PEDESTRIANS

	NE 1ST AVENUE From North				NE 5TH STREET From East				NE 1ST AVENUE From South				NE 5TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 04/23/14																	
07:30	0	0	0	1	0	0	0	4	0	0	0	2	0	0	0	3	10
07:45	0	0	0	1	0	0	0	5	0	0	0	7	0	0	0	4	17
08:00	0	0	0	2	0	0	0	9	0	0	0	5	0	0	0	7	23
08:15	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	4	9
Hr Total	0	0	0	4	0	0	0	20	0	0	0	17	0	0	0	18	59
08:30	0	0	0	0	0	0	0	4	0	0	0	6	0	0	0	5	15
08:45	0	0	0	1	0	0	0	4	0	0	0	4	0	0	0	20	29
09:00	0	0	0	2	0	0	0	7	0	0	0	9	0	0	0	17	35
09:15	0	0	0	1	0	0	0	5	0	0	0	4	0	0	0	4	14
Hr Total	0	0	0	4	0	0	0	20	0	0	0	23	0	0	0	46	93
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	5	0	0	0	11	0	0	0	4	0	0	0	8	28
16:15	0	0	0	3	0	0	0	4	0	0	0	7	0	0	0	7	21
Hr Total	0	0	0	8	0	0	0	15	0	0	0	11	0	0	0	15	49
16:30	0	0	0	2	0	0	0	6	0	0	0	9	0	0	0	8	25
16:45	0	0	0	5	0	0	0	4	0	0	0	2	0	0	0	13	24
17:00	0	0	0	11	0	0	0	6	0	0	0	14	0	0	0	7	38
17:15	0	0	0	5	0	0	0	3	0	0	0	4	0	0	0	5	17
Hr Total	0	0	0	23	0	0	0	19	0	0	0	29	0	0	0	33	104
17:30	0	0	0	17	0	0	0	7	0	0	0	9	0	0	0	7	40
17:45	0	0	0	19	0	0	0	8	0	0	0	11	0	0	0	8	46
Hr Total	0	0	0	36	0	0	0	15	0	0	0	20	0	0	0	15	86
TOTAL	0	0	0	75	0	0	0	89	0	0	0	100	0	0	0	127	391



Miami, Florida
April 24, 2014
drawn by: Luis Palomino
Signalized

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

****

Data File : D0319002.PRN
Station : 000000031705
Identification : 000110252089
Start date : Mar 19, 14
Stop date : Mar 19, 14
City/Town : Miami, Florida
Location : NW 2 Ave Between NW 3 St & NW 4 St

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

****

Mar 19 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	8	8	4	4	9	16	61	93	106	98	75
30	11	6	4	6	5	5	20	87	111	59	95	85
45	10	2	3	2	3	10	34	98	122	108	62	80
00	8	6	8	1	3	14	67	114	99	117	95	99
Hr Total	41	22	23	13	15	38	137	360	425	390	350	339

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	71	108	106	89	152	125	44	48	27	28	11
30	105	104	96	87	97	149	108	59	38	28	28	17
45	90	78	42	96	117	117	71	43	43	29	27	15
00	89	108	87	76	131	113	61	24	20	18	15	14
Hr Total	359	361	333	365	434	531	365	170	149	102	98	57

24 Hour Total : 5477
AM peak hour begins : 07:45 AM peak volume : 440 Peak hour factor : 0.90
PM peak hour begins : 16:30 PM peak volume : 549 Peak hour factor : 0.90

****

Mar 19 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	8	1	6	3	4	15	105	75	72	76	61
30	7	5	4	1	0	9	19	66	79	84	73	58
45	4	2	1	1	3	11	37	106	77	81	62	81
00	5	5	2	5	8	12	46	102	83	103	70	63
Hr Total	25	20	8	13	14	36	117	379	314	340	281	263

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	63	96	73	66	98	66	34	14	19	15	7
30	60	64	96	62	53	62	31	31	24	15	10	3
45	62	54	73	77	97	54	34	31	21	14	18	8
00	85	65	72	64	87	43	27	10	15	17	11	7
Hr Total	275	246	337	276	303	257	158	106	74	65	54	25

24 Hour Total : 3986
AM peak hour begins : 07:00 AM peak volume : 379 Peak hour factor : 0.89
PM peak hour begins : 16:30 PM peak volume : 344 Peak hour factor : 0.88

****

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

****

Data File : D0319001.PRN
Station : 000000031704
Identification : 000058410087
Start date : Mar 19, 14
Stop date : Mar 19, 14
City/Town : Miami, Florida
Location : NW 1 Ave Between NW 3 St & NW 5 St

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

****

Mar 19 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	4	3	4	4	18	28	37	52	32
30	2	4	1	1	1	5	10	19	27	38	58	50
45	3	7	1	0	1	4	7	15	33	41	40	51
00	1	1	1	1	0	6	19	19	37	37	51	44
Hr Total	9	14	3	6	5	19	40	71	125	153	201	177

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	41	42	62	56	67	42	13	10	19	8	8
30	35	40	48	64	50	54	32	18	18	12	5	6
45	38	44	49	54	64	75	25	21	8	6	7	4
00	51	44	44	40	62	40	21	16	12	9	13	5
Hr Total	174	169	183	220	232	236	120	68	48	46	33	23

24 Hour Total : 2375
AM peak hour begins : 10:00 AM peak volume : 201 Peak hour factor : 0.87
PM peak hour begins : 16:45 PM peak volume : 258 Peak hour factor : 0.86

****

Mar 19 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	0	2	5	15	43	57	75	53	46
30	1	0	0	2	1	7	19	38	59	78	36	29
45	0	0	0	1	3	13	27	69	58	64	47	40
00	2	4	1	1	2	16	27	64	75	67	33	32
Hr Total	6	5	1	4	8	41	88	214	249	284	169	147

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	34	29	30	32	29	21	15	10	4	1	1
30	31	47	36	25	22	36	17	7	2	3	7	5
45	30	38	29	36	24	24	16	5	8	4	4	1
00	38	41	28	32	26	25	7	6	4	4	2	11
Hr Total	129	160	122	123	104	114	61	33	24	15	14	18

24 Hour Total : 2133
AM peak hour begins : 08:45 AM peak volume : 292 Peak hour factor : 0.94
PM peak hour begins : 13:00 PM peak volume : 160 Peak hour factor : 0.85

****

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

****

Data File : D0424003.PRN
Station : 000000042301
Identification : 009601100052
Start date : Apr 24, 14
Stop date : Apr 24, 14
City/Town : Miami, Florida
Location : N Miami Ave Between N 5 St & N 6 St

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

****

Apr 24 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	23	15	8	9	8	21	77	134	216	101	97
30	19	14	7	8	8	9	26	99	216	203	136	84
45	18	16	10	11	4	9	43	100	244	197	93	82
00	19	11	9	10	9	19	53	140	256	130	82	90
Hr Total	84	64	41	37	30	45	143	416	850	746	412	353

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	100	91	87	90	160	107	187	219	69	46	30
30	76	92	88	88	95	149	93	198	242	65	36	25
45	99	98	110	75	113	116	188	209	152	49	31	23
00	89	99	78	95	112	84	203	262	146	47	31	38
Hr Total	361	389	367	345	410	509	591	856	759	230	144	116

24 Hour Total : 8298
AM peak hour begins : 08:15 AM peak volume : 932 Peak hour factor : 0.91
PM peak hour begins : 19:30 PM peak volume : 932 Peak hour factor : 0.89

****

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

****

Data File : D0424002.PRN
Station : 000000042302
Identification : 000110252090
Start date : Apr 24, 14
Stop date : Apr 24, 14
City/Town : Miami, Florida
Location : NE 1 Ave Between NE 5 St & NE 6 St

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

****

Apr 24 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	18	5	5	5	13	37	53	85	102	85	122
30	22	22	7	2	2	12	27	95	108	96	110	110
45	22	13	6	4	5	14	37	99	102	124	87	125
00	19	10	1	8	4	21	60	65	101	120	94	103
Hr Total	111	63	19	19	16	60	161	312	396	442	376	460

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	99	107	152	165	194	239	180	83	145	176	102	51
30	116	119	174	189	187	271	166	104	175	160	72	50
45	125	165	180	183	222	235	124	110	163	153	82	38
00	136	167	160	198	229	181	155	127	157	140	67	39
Hr Total	476	558	666	735	832	926	625	424	640	629	323	178

24 Hour Total : 9447
AM peak hour begins : 11:00 AM peak volume : 460 Peak hour factor : 0.92
PM peak hour begins : 16:45 PM peak volume : 974 Peak hour factor : 0.90

****

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

****

Data File : D0319003.PRN
Station : 000000031702
Identification : 009701450001
Start date : Mar 19, 14
Stop date : Mar 19, 14
City/Town : Miami, Florida
Location : NW 6 St Between NW 1 Ave & NW 1 Ct

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

****

Mar 19 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	2	1	2	4	5	11	36	58	66	97	91
30	4	2	3	0	2	6	11	44	62	74	84	67
45	7	1	0	1	3	8	12	59	64	76	58	85
00	9	2	5	5	0	11	23	70	74	79	71	97
Hr Total	29	7	9	8	9	30	57	209	258	295	310	340

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	119	68	83	111	157	296	127	73	41	24	18	10
30	87	76	84	89	121	190	90	44	31	26	16	13
45	69	96	99	126	221	124	88	54	28	13	21	22
00	80	74	99	135	174	102	67	42	17	24	17	9
Hr Total	355	314	365	461	673	712	372	213	117	87	72	54

24 Hour Total : 5356
AM peak hour begins : 11:30 AM peak volume : 388 Peak hour factor : 0.82
PM peak hour begins : 16:30 PM peak volume : 881 Peak hour factor : 0.74

****

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

****

Data File : D0319004.PRN
Station : 000000031703
Identification : 000210521057
Start date : Mar 19, 14
Stop date : Mar 19, 14
City/Town : Miami, Florida
Location : NW 5 St Between NW 1 Ave & NW 1 Ct

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

****

Mar 19 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	1	4	4	16	68	202	255	278	238	151
30	4	4	2	3	5	28	99	213	217	249	193	141
45	2	2	3	2	6	56	140	282	248	234	170	135
00	6	5	2	4	10	70	183	316	310	231	157	141
Hr Total	20	17	8	13	25	170	490	1013	1030	992	758	568

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	136	144	131	115	100	158	126	62	42	34	29	14
30	130	137	136	101	94	181	83	70	30	24	21	14
45	128	127	98	123	131	140	64	66	31	38	34	10
00	153	130	122	116	121	109	63	48	32	28	15	20
Hr Total	547	538	487	455	446	588	336	246	135	124	99	58

24 Hour Total : 9163
AM peak hour begins : 08:30 AM peak volume : 1085 Peak hour factor : 0.88
PM peak hour begins : 16:45 PM peak volume : 600 Peak hour factor : 0.83

****

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

****

Data File : D0605008.PRN
Station : 000000060214
Identification : 009601100039
Start date : Jun 5, 14
Stop date : Jun 5, 14
City/Town : Miami, Florida
Location : NW 5 Street East of NW 1 Avenue

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

****

Jun 5 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	6	1	2	10	64	142	181	225	160	133
30	12	3	4	0	4	29	73	160	183	211	203	153
45	6	2	3	6	7	41	102	187	206	222	149	146
00	5	5	1	7	11	60	132	206	205	184	141	124
Hr Total	29	13	14	14	24	140	371	695	775	842	653	556

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	115	106	96	106	144	123	84	65	63	25	24
30	139	118	116	118	101	150	89	87	63	33	30	14
45	125	114	121	99	100	146	86	74	79	51	27	14
00	127	102	118	118	89	120	87	55	84	30	18	25
Hr Total	540	449	461	431	396	560	385	300	291	177	100	77

24 Hour Total : 8293
AM peak hour begins : 08:45 AM peak volume : 863 Peak hour factor : 0.96
PM peak hour begins : 17:00 PM peak volume : 560 Peak hour factor : 0.93

****

Peak Season Factor Category Report

2013 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2013 - 01/05/2013	1.03	1.06
2	01/06/2013 - 01/12/2013	1.03	1.06
3	01/13/2013 - 01/19/2013	1.03	1.06
4	01/20/2013 - 01/26/2013	1.01	1.04
5	01/27/2013 - 02/02/2013	1.00	1.03
6	02/03/2013 - 02/09/2013	0.99	1.02
* 7	02/10/2013 - 02/16/2013	0.97	1.00
* 8	02/17/2013 - 02/23/2013	0.96	0.99
* 9	02/24/2013 - 03/02/2013	0.96	0.99
*10	03/03/2013 - 03/09/2013	0.96	0.99
*11	03/10/2013 - 03/16/2013	0.96	0.99
*12	03/17/2013 - 03/23/2013	0.97	1.00
*13	03/24/2013 - 03/30/2013	0.97	1.00
*14	03/31/2013 - 04/06/2013	0.97	1.00
*15	04/07/2013 - 04/13/2013	0.98	1.01
*16	04/14/2013 - 04/20/2013	0.98	1.01
*17	04/21/2013 - 04/27/2013	0.98	1.01
*18	04/28/2013 - 05/04/2013	0.99	1.02
*19	05/05/2013 - 05/11/2013	0.99	1.02
20	05/12/2013 - 05/18/2013	1.00	1.03
21	05/19/2013 - 05/25/2013	1.00	1.03
22	05/26/2013 - 06/01/2013	1.00	1.03
23	06/02/2013 - 06/08/2013	1.01	1.04
24	06/09/2013 - 06/15/2013	1.01	1.04
25	06/16/2013 - 06/22/2013	1.02	1.05
26	06/23/2013 - 06/29/2013	1.02	1.05
27	06/30/2013 - 07/06/2013	1.03	1.06
28	07/07/2013 - 07/13/2013	1.04	1.07
29	07/14/2013 - 07/20/2013	1.05	1.08
30	07/21/2013 - 07/27/2013	1.04	1.07
31	07/28/2013 - 08/03/2013	1.03	1.06
32	08/04/2013 - 08/10/2013	1.03	1.06
33	08/11/2013 - 08/17/2013	1.02	1.05
34	08/18/2013 - 08/24/2013	1.02	1.05
35	08/25/2013 - 08/31/2013	1.02	1.05
36	09/01/2013 - 09/07/2013	1.02	1.05
37	09/08/2013 - 09/14/2013	1.02	1.05
38	09/15/2013 - 09/21/2013	1.02	1.05
39	09/22/2013 - 09/28/2013	1.02	1.05
40	09/29/2013 - 10/05/2013	1.01	1.04
41	10/06/2013 - 10/12/2013	1.01	1.04
42	10/13/2013 - 10/19/2013	1.01	1.04
43	10/20/2013 - 10/26/2013	1.01	1.04
44	10/27/2013 - 11/02/2013	1.01	1.04
45	11/03/2013 - 11/09/2013	1.01	1.04
46	11/10/2013 - 11/16/2013	1.01	1.04
47	11/17/2013 - 11/23/2013	1.02	1.05
48	11/24/2013 - 11/30/2013	1.02	1.05
49	12/01/2013 - 12/07/2013	1.02	1.05
50	12/08/2013 - 12/14/2013	1.02	1.05
51	12/15/2013 - 12/21/2013	1.03	1.06
52	12/22/2013 - 12/28/2013	1.03	1.06
53	12/29/2013 - 12/31/2013	1.03	1.06

* PEAK SEASON

Signal Timing

TOD Schedule Report

for 2302: NW 2 Av&NW 1 St

Print Date: 8/30/2013

Print Time: 8:03 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2302	NW 2 Av&NW 1 St	DOW-6		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	1 - 1 - 1	51 - 51 - 51	0 - 51 - 51	4	1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	2 - 2 - 2	31 - 31 - 31	41 - 31 - 31	4	1
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	1 - 1 - 1	51 - 51 - 51	0 - 51 - 51	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	2	70	0	40	0	20	0	40	0	0	0	0
	3	100	0	50	0	40	0	50	0	0	0	2
	4	110	0	65	0	35	0	65	0	0	0	97
	5	90	0	41	0	39	0	41	0	0	0	72
	6	100	0	40	0	50	0	40	0	0	0	54
	7	90	0	63	0	17	0	63	0	0	0	28
	8	90	0	45	0	35	0	45	0	0	0	2
	9	90	0	56	0	24	0	56	0	0	0	2
	10	90	0	53	0	27	0	53	0	0	0	66
	11	100	0	58	0	32	0	58	0	0	0	41
	12	100	0	50	0	40	0	50	0	0	0	87
	13	90	0	45	0	35	0	45	0	0	0	80
	14	100	0	56	0	34	0	56	0	0	0	50
	15	100	0	56	0	34	0	56	0	0	0	50
	16	100	0	56	0	34	0	56	0	0	0	50
	17	70	0	46	0	14	0	46	0	0	0	58
	19	70	0	35	0	25	0	35	0	0	0	13
	20	90	0	55	0	25	0	55	0	0	0	13
	21	70	0	35	0	25	0	35	0	0	0	0
	22	90	0	45	0	35	0	45	0	0	0	0

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	Flash	Su S
0600	19	Su S
0600	2	M T W Th F
0700	3	M T W Th F
0900	4	M T W Th F
0900	20	Su S
1100	5	M T W Th F
1300	8	M T W Th F
1300	21	Su S
1600	12	M T W Th F
1900	13	M T W Th F S
1900	22	Su S
2300	Free	Su S
2300	Free	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

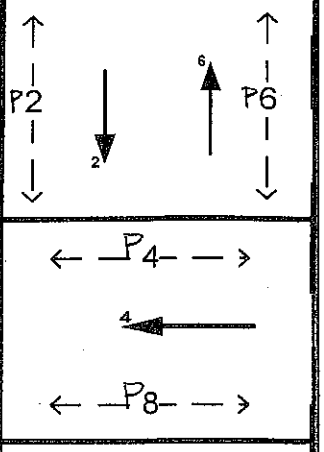
No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

	Direction	SB	NB	WB						Ped Heads			
Timing Phases	Head No.	2	6	4						P6	P2	P8	P4
N/SB	Dwell	G	G	R						W/F	W/F	DW	DW
	Clear 4	Y	Y	R						DW	DW	DW	DW
2+6													
Recall													
WB	Dwell	R	R	G						DW	DW	W/F	W/F
	Clear 2+6	R	R	Y						DW	DW	DW	DW
4													
Recall													
	Dwell												
	Clear												
	Dwell												
	Clear to												
	Dwell												
	Clear to												
	Dwell												
	Clear												
Flashing Operation		FY	FY	FR									

N

Movements/Display/Actuation



Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date				
R. Fernandez	2/14/10	NW 2 Av & NW 1 St			
Checked	Date	Placed in Service		Phasing No.	Asset Number
H. HERNANDEZ	2/15/11	Date 2/28/11	By AGC	9	2302

TOD Schedule Report

for 2323: NW 2 Av&NW 5 St

Print Date: 8/17/2013

Print Time: 1:09 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2323	NW 2 Av&NW 5 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	1 - 1 - 1	44 - 44 - 44	0 - 44 - 44	4	1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	EBT	7 - 7 - 7	7 - 7 - 7	7 - 7 - 7	2.5 - 2.5 - 2.5	38 - 38 - 38	55 - 40 - 40	4	1
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	1 - 1 - 1	44 - 44 - 44	0 - 44 - 44	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 EBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	2	90	0	50	0	30	0	50	0	0	0	71
	4	90	0	50	0	30	0	50	0	0	0	77
	5	90	0	50	0	30	0	50	0	0	0	77
	6	100	0	44	0	46	0	44	0	0	0	62
	7	70	0	40	0	20	0	40	0	0	0	27
	8	100	0	45	0	45	0	45	0	0	0	25
	9	90	0	45	0	35	0	45	0	0	0	60
	10	90	0	50	0	30	0	50	0	0	0	56
	11	100	0	58	0	32	0	58	0	0	0	97
	12	90	0	56	0	24	0	56	0	0	0	5
	13	70	0	30	0	30	0	30	0	0	0	26
	14	100	0	58	0	32	0	58	0	0	0	77
	15	100	0	58	0	32	0	58	0	0	0	77
	16	100	0	58	0	32	0	58	0	0	0	77
	17	70	0	37	0	23	0	37	0	0	0	68

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0600	13	Su M T W Th F S
0730	8	M T W Th F
0900	9	M T W Th F
1000	9	S
1115	10	S
1145	10	M T W Th F
1315	9	M T W Th F S
1545	11	M T W Th F
1800	12	M T W Th F
1815	13	S
1900	7	M T W Th F
2100	17	Su M T W Th F S

Current Time of Day Function

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

Local Time of Day Function

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

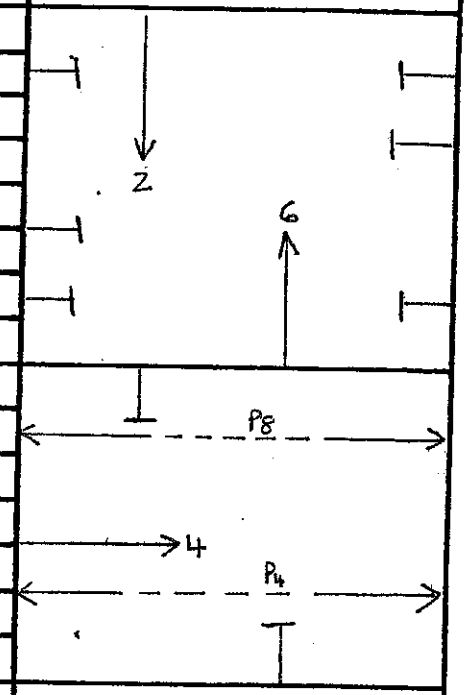
*** Settings**

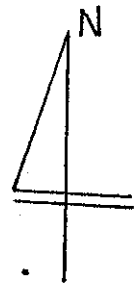
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

PHASE		SIGNAL HEAD NUMBER											
	INT	2	6	4	-	P4	P8						
ϕ_2 (2+6)	R/W	G	G	R		DW	DW						
	PED. CL												
NBND & SBND	TO CLEAR ϕ_4	Y	Y	R		DW	DW						
NW 2 AV													
RECALL													
ϕ_4 (4+P4+P8)	R/W	R	R	G		W	W						
	PED. CL	R	R	G		FDW	FDW						
EBND	TO CLEAR ϕ_{2+6}	R	R	Y		DW	DW						
NW 5 ST													
RECALL													
	R/W												
	PED. CL												
	TO CLEAR												
	R/W												
	PED. CL												
	TO CLEAR												
FLASH OPERATION		FY	FY	FR									





Drawn	Date
REVISION No. 1 H. FRANCILLON	4/7/99
Check	**Date**
REVISION No. 1 H. HERNANDEZ	4/8/99
Division Engineer	**Date**

MIAMI-DADE COUNTY
DEPARTMENT OF PUBLIC WORKS

REVISION No. 1

NW 2 AV & 5 ST

ASSET NO. 2323

Placed in Service		Phasing Number
Date: EARLY 92	By:	5

TOD Schedule Report

for 2338: NW 2 Av&NW 8 St

Print Date: 8/17/2013

Print Time: 1:10 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2338	NW 2 Av&NW 8 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	7 - 7 - 7	6 - 6 - 6	7 - 7 - 7	1 - 1 - 1	28 - 28 - 28	0 - 45 - 45	4	1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	7 - 7 - 7	6 - 6 - 6	7 - 7 - 7	2 - 2 - 2	28 - 28 - 28	50 - 40 - 40	4	1
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	6 - 6 - 6	7 - 7 - 7	1 - 1 - 1	28 - 28 - 28	0 - 45 - 45	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	7 - 7 - 7	6 - 6 - 6	7 - 7 - 7	2 - 2 - 2	28 - 28 - 28	50 - 40 - 40	0	1

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	1	60	0	19	0	31	0	19	0	31	0	42
	4	60	0	19	0	31	0	19	0	31	0	18
	5	60	0	19	0	31	0	19	0	31	0	0
	7	100	0	18	0	72	0	18	0	72	0	42
	8	100	0	45	0	45	0	45	0	49	0	23
	9	90	0	40	0	40	0	40	0	44	0	89
	10	90	0	40	0	40	0	40	0	44	0	65
	11	100	0	55	0	35	0	55	0	39	0	31
	12	90	0	40	0	40	0	40	0	44	0	27
	13	70	0	29	0	31	0	29	0	35	0	9
	14	90	0	62	0	18	0	62	0	18	0	44
	15	90	0	62	0	18	0	62	0	18	0	44
	16	100	0	75	0	15	0	75	0	15	0	68

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0600	13	Su M T W Th F S
0730	8	M T W Th F
0900	9	M T W Th F
1000	9	S
1115	10	S
1145	10	M T W Th F
1315	9	M T W Th F S
1545	11	M T W Th F
1800	12	M T W Th F
1815	13	S
1900	13	M T W Th F
2100	Free	Su M T W Th F S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

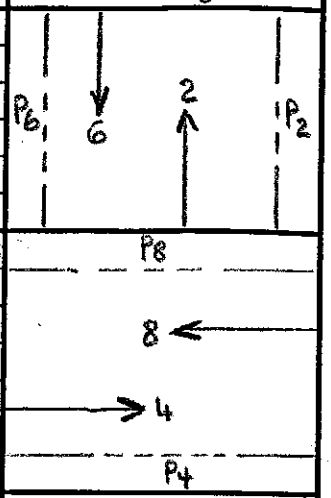
No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

Phase	Direction / Head No.	NB 2	SB 6	EB 4	WB 8					Ped Heads P2	P6	P4	P8
Φ 2 N/S NW 2 AV RECALL	Dwell	G	G	R	R					W/F	W/F	DW	DW
	Clear to Φ4	Y	Y	R	R					DW	DW	DW	DW
Φ4 E/W NW 8 ST RECALL	Dwell	R	R	G	G					DW	DW	W/F	W/F
	Clear to Φ2	R	R	Y	Y					DW	DW	DW	DW
	Dwell												
	Clear to												
	Dwell												
	Clear to												
	Dwell												
	Clear to												
	Dwell												
	Clear to												
Flashing Operation		FY	FY	FR	FR								

Drawing



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Miami-Dade County Public Works Department

Drawn	Date				
H. FRANCILLON	4/10/01	NW 2 AV & NW 8 ST			
Checked	**Date**	**Placed in Service**		**Phasing No.**	**Asset Number**
H. HERNANDEZ	4/11/01	Date 4/6/01	By SHOP	4	2338

Blank12

TOD Schedule Report
for 3288: NW 2 Av&NW 6 St

Print Date: 8/17/2013

Print Time: 2:45 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3288	NW 2 Av&NW 6 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	36 - 36 - 36	0 - 42 - 42	4	1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	2.5 - 2.5 - 2.5	16 - 16 - 16	42 - 42 - 42	4	1
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	36 - 36 - 36	0 - 42 - 42	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	2	90	0	49	0	31	0	49	0	0	0	64
	4	90	0	49	0	31	0	49	0	0	0	72
	5	90	0	49	0	31	0	49	0	0	0	72
	6	100	0	35	0	55	0	35	0	0	0	50
	7	60	0	28	0	22	0	28	0	0	0	14
	8	100	0	55	0	35	0	55	0	0	0	86
	9	90	0	50	0	30	0	50	0	0	0	45
	10	90	0	55	0	25	0	55	0	0	0	38
	11	100	0	61	0	29	0	61	0	0	0	88
	12	90	0	49	0	31	0	49	0	0	0	14
	13	70	0	45	0	15	0	45	0	0	0	52
	14	100	0	53	0	37	0	53	0	0	0	78
	15	100	0	25	0	65	0	25	0	0	0	18
	16	100	0	53	0	37	0	53	0	0	0	78
	17	70	0	45	0	15	0	45	0	0	0	22

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0600	13	Su M T W Th F S
0730	8	M T W Th F
0900	9	M T W Th F
1000	9	S
1115	10	S
1145	10	M T W Th F
1315	9	M T W Th F S
1545	11	M T W Th F
1800	12	M T W Th F
1815	13	S
1900	13	M T W Th F
2100	17	Su M T W Th F S
2300	Flash	Su M T W Th F S

Current Time of Day Function

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

Local Time of Day Function

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

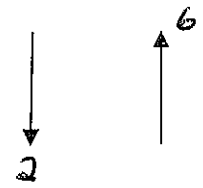
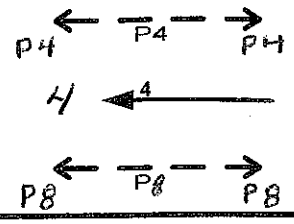
*** Settings**

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

	Direction	SB	NB	WB						Ped Heads				
Timing Phases	Head No.	2	6	4						P6	P2	P8	P4	Movements/Display/Actuation
2+6 N/SB RECALL	Dwell	G	G	R									DW	
	Clear 4	Y	Y	R									DW	
4 WB RECALL	Dwell	R	R	G									WF	
	Clear 2+6	R	R	Y									DW	
	Dwell													
	Clear													
	Dwell													
	Clear to													
	Dwell													
	Clear to													
	Dwell													
	Clear													
Flashing Operation		FY	FY	FR										Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date				
R.Fernandez	2/23/11	NW 2 AV & NW 6 ST			
Checked	Date	Placed in Service		Phasing No.	Asset Number
H. Hernandez	3/17/11	Date 4/19/11	By AGC	5	3288

TOD Schedule Report

for 3379: NW 2 Av&NW 2 St

Print Date: 9/14/2013

Print Time: 8:06 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3379	NW 2 Av&NW 2 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1	2	3	Don't Walk 1	2	3	Min Initial 1	2	3	Veh Ext 1	2	3	Max Limit 1	2	3	Max 2 1	2	3	Yellow	Red
1	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	SBT	7	7	7	11	11	11	7	7	7	1	1	1	55	55	55	0	55	55	4	0.6
3	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	NBT	7	7	7	11	11	11	7	7	7	1	1	1	55	55	55	0	55	55	4	0.6
7	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	EBT	7	7	7	10	10	10	7	7	7	2.5	2.5	2.5	27	27	27	37	27	27	4	0.6

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 -	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	2	70	0	33	0	0	0	33	0	27	0	0
	3	100	0	65	0	0	0	65	0	25	0	24
	4	110	0	75	0	0	0	75	0	25	0	6
	5	90	0	55	0	0	0	55	0	25	0	4
	7	60	0	33	0	0	0	33	0	17	0	52
	8	90	0	56	0	0	0	56	0	24	0	8
	9	90	0	55	0	0	0	55	0	25	0	72
	10	90	0	67	0	0	0	67	0	13	0	68
	11	100	0	77	0	0	0	77	0	13	0	0
	12	100	0	70	0	0	0	70	0	20	0	94
	13	90	0	60	0	0	0	60	0	20	0	88
	14	100	0	70	0	0	0	70	0	20	0	74
	15	100	0	70	0	0	0	70	0	20	0	74
	16	100	0	70	0	0	0	70	0	20	0	74
	17	70	0	47	0	0	0	47	0	13	0	66
	19	70	0	45	0	0	0	45	0	15	0	12
	20	90	0	60	0	0	0	60	0	20	0	8
	21	70	0	45	0	0	0	45	0	15	0	0
	22	90	0	60	0	0	0	60	0	20	0	0

Local TOD Schedule

Time	Plan	DOW	
0000	Flash	M T W Th F	
0000	Flash	Su	S
0600	19	Su	S
0600	2	M T W Th F	
0700	3	M T W Th F	
0900	4	M T W Th F	
0900	20	Su	S
1100	5	M T W Th F	
1300	8	M T W Th F	
1300	21	Su	S
1600	12	M T W Th F	
1900	13	M T W Th F	S
1900	22	Su	S
2300	Free	Su	S
2300	Free	M T W Th F	

Current Time of Day Function

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

Local Time of Day Function

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

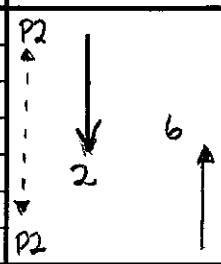
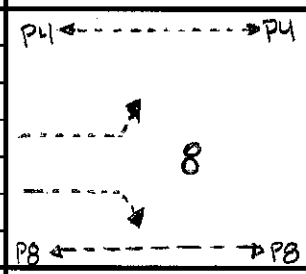
*** Settings**

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

	Direction	NB	SB	EB		Ped Heads				
Timing Phases	Head No.	6	2	8		P6	P2	P8	P4	Movements/Display/Actuation
	Dwell									
	Clear to									
	Dwell									
	Clear to									
(2+6)	Dwell	G	G	R			W/F	DW	DW	
N/S	(4+8)	Y	Y	R			DW	DW	DW	
NW 2 AV	Clear to									
(Recall)										
	Dwell									
	Clear to									
	Dwell									
	Clear to									
(EB)	Dwell	R	R	G			DW	W/F	W/F	
EB	(2+6)	R	R	Y			DW	DW	DW	
NW 2 ST	Clear to									
(Recall)										
Flashing Operation		FY	FY	FR						Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date			
C. Vasquez	2/23/11	NW 2 AV & NW 2 ST.		
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	5/24/11	Date 3/23/11 By AGC	5	3379

TwoPhaseConcPeds

TOD Schedule Report

for 3380: NW 2 Av&NW 3 St

Print Date: 8/30/2013

Print Time: 8:05 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3380	NW 2 Av&NW 3 St	DOW-6		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	1 - 1 - 1	20 - 20 - 20	0 - 40 - 40	4	0.8
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 15	40 - 40 - 40	4	1
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	1 - 1 - 1	20 - 20 - 20	0 - 40 - 40	4	0.8
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 15	40 - 40 - 40	4	1

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	2	70	0	35	0	25	0	35	0	25	0	9
	3	100	0	65	0	25	0	65	0	25	0	31
	4	110	0	70	0	30	0	70	0	30	0	9
	5	90	0	55	0	25	0	55	0	25	0	85
	6	100	0	61	0	29	0	61	0	29	0	82
	7	60	0	29	0	21	0	29	0	21	0	44
	8	90	0	51	0	29	0	51	0	29	0	2
	9	90	0	52	0	28	0	52	0	28	0	21
	10	90	0	52	0	28	0	52	0	28	0	50
	11	100	0	54	0	36	0	54	0	36	0	56
	12	100	0	60	0	30	0	60	0	30	0	79
	13	90	0	54	0	26	0	54	0	26	0	75
	14	100	0	53	0	37	0	53	0	37	0	68
	15	100	0	53	0	37	0	53	0	37	0	68
	16	100	0	53	0	37	0	53	0	37	0	68
	19	70	0	35	0	25	0	35	0	25	0	0
	20	90	0	54	0	26	0	54	0	26	0	88
	21	70	0	35	0	25	0	35	0	25	0	51
	22	90	0	54	0	26	0	54	0	26	0	85

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	Flash	Su S
0600	19	Su S
0600	2	M T W Th F
0700	3	M T W Th F
0900	4	M T W Th F
0900	20	Su S
1100	5	M T W Th F
1300	8	M T W Th F
1300	21	Su S
1600	12	M T W Th F
1900	13	M T W Th F S
1900	22	Su S
2300	Free	Su S
2300	Free	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

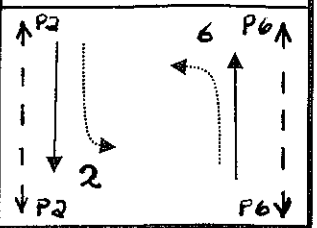
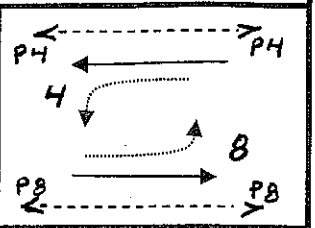
*** Settings**

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

	Direction	SB		NB	WB		EB							Ped Heads				
Timing Phases	Head No.	2		6	4		8							P6	P2	P8	P4	Movements/Display/Actuation
N/SB	Dwell	G		G	R		R							WF	W/F	DW	DW	
	4+8	Y		Y	R		R							DW	DW	DW	DW	
2+6	Clear																	
Recall																		
E/WB	Dwell	R		R	G		G							DW	DW	W/F	WF	
	2+6	R		R	Y		Y							DW	DW	DW	WF	
4+8	Clear																	
Recall																		
	Dwell																	
	Clear																	
	Dwell																	
	Clear to																	
	Dwell																	
	Clear to																	
	Dwell																	
	Clear																	
Flashing Operation		FY		FY	FR		FR											Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date				
R. Fernandez	2/22/11	NW 2Av & NW 3 ST			
Checked	Date	Placed in Service		Phasing No.	Asset Number
H. Hernandez	5/24/11	Date 4/20/11	By AGC	5	3380

TOD Schedule Report

for 3584: NW 1 Av&NW 3 St

Print Date: 8/17/2013

Print Time: 3:15 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3584	NW 1 Av&NW 3 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1	2	3	Don't Walk 1	2	3	Min Initial 1	2	3	Veh Ext 1	2	3	Max Limit 1	2	3	Max 2 1	2	3	Yellow	Red
1	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	SBT	7	7	7	14	14	14	7	7	7	1	1	1	30	30	30	0	34	34	4	0.6
3	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	WBT	7	7	7	17	17	17	7	7	7	2.5	2.5	2.5	35	35	35	65	65	65	4	1
5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	NBT	7	7	7	14	14	14	7	7	7	1	1	1	30	30	30	0	34	34	4	0.6
7	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	EBT	7	7	7	17	17	17	7	7	7	2.5	2.5	2.5	35	35	35	65	65	65	4	1

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	2	90	0	34	0	46	0	34	0	46	0	34
	4	90	0	34	0	46	0	34	0	46	0	48
	5	90	0	34	0	46	0	34	0	46	0	48
	6	100	0	30	0	60	0	30	0	60	0	58
	7	60	0	40	0	10	0	40	0	10	0	56
	8	100	0	32	0	58	0	32	0	58	0	72
	9	90	0	39	0	41	0	39	0	41	0	41
	10	90	0	39	0	41	0	39	0	41	0	44
	11	100	0	26	0	64	0	26	0	64	0	70
	12	90	0	22	0	58	0	22	0	58	0	6
	13	70	0	26	0	34	0	26	0	34	0	22
	14	100	0	32	0	58	0	32	0	58	0	22
	15	100	0	32	0	58	0	32	0	58	0	22
	16	100	0	32	0	58	0	32	0	58	0	22
	17	70	0	26	0	34	0	26	0	34	0	16

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0600	13	Su M T W Th F S
0730	8	M T W Th F
0900	9	M T W Th F
1000	9	S
1115	10	S
1145	10	M T W Th F
1315	9	M T W Th F S
1545	11	M T W Th F
1800	12	M T W Th F
1815	13	S
1900	13	M T W Th F
2100	17	Su M T W Th F S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

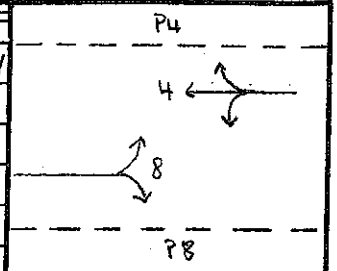
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

Timing Phases	Direction / Head No.	NB 6	SB 2	EB 8	WB 4	Ped Heads P6	P2	P8	P4	Movements/Display/Actuation
	Dwell									
	Clear to									
	Dwell									
	Clear to									
(2+6)	Dwell	G	G	R	R	W/F	W/F	DW	DW	
N/S	(4+8)	Y	Y	R	R	DW	DW	DW	DW	
NW 1AV	Clear to									
(Recall)										
	Dwell									
	Clear to									
	Dwell									
	Clear to									
(4+8)	Dwell	R	R	G	G	DW	DW	W/F	W/F	
E/W	(2+6)	R	R	Y	Y	DW	DW	DW	DW	
NW 3 ST	Clear to									
(RECALL)										
Flashing Operation		FY	FY	FR	FR					Page 1 of 1



Miami-Dade County Public Works Department

Drawn	Date			
H. FRANCILLON	7/16/07	NW 1 AV & NW 3 ST		
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	7/17/07	Date from 7/07 By SHOP.	8	3584

TwoPhaseConcPeds

TOD Schedule Report

for 4972: NW 1 Av&NW 1 St

Print Date: 8/17/2013

Print Time: 5:31 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4972	NW 1 Av&NW 1 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	WBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	2 - 2 - 2	54 - 54 - 54	0 - 56 - 56	4	1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	NBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	2 - 2 - 2	28 - 28 - 28	56 - 56 - 56	4	1
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	2 - 2 - 2	28 - 28 - 28	56 - 56 - 56	4	1

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 -	6 -	7 -	8 SBT	Ring Offset	Offset
	2	90	0	45	0	35	0	0	0	35	0	44
	4	90	0	45	0	35	0	0	0	35	0	58
	5	90	0	45	0	35	0	0	0	35	0	58
	6	100	0	55	0	35	0	0	0	35	0	84
	7	60	0	29	0	21	0	0	0	21	0	44
	8	100	0	40	0	50	0	0	0	50	0	20
	9	90	0	35	0	45	0	0	0	45	0	12
	10	90	0	35	0	45	0	0	0	45	0	12
	11	100	0	35	0	55	0	0	0	55	0	24
	12	90	0	35	0	45	0	0	0	45	0	32
	13	70	0	26	0	34	0	0	0	34	0	8
	14	100	0	55	0	35	0	0	0	35	0	44
	15	100	0	55	0	35	0	0	0	35	0	44
	16	100	0	55	0	35	0	0	0	35	0	44
	17	70	0	35	0	25	0	0	0	25	0	18

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0600	13	Su M T W Th F S
0730	8	M T W Th F
0900	9	M T W Th F
1000	9	S
1115	10	S
1145	10	M T W Th F
1315	9	M T W Th F S
1545	11	M T W Th F
1800	12	M T W Th F
1815	13	S
1900	13	M T W Th F
2100	17	Su M T W Th F S
2300	Free	Su M T W Th F S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

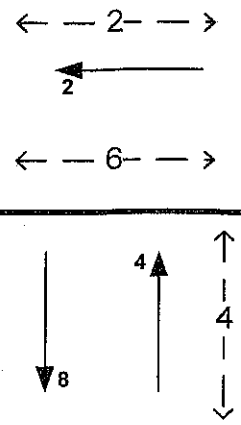
No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

	Direction	WB	NB	SB			Ped Heads			
Timing Phases	Head No.	2	4	8			P6	P2	P8	P4
WB	Dwell	G	R	R			W/F	W/F		DW
	Clear 4+8	Y	R	R			DW	DW		DW
2										
Recall										
N/SB	Dwell	R	G	G			DW	DW		W/F
	Clear 2	R	Y	Y			DW	DW		DW
4+8										
Recall										
	Dwell									
	Clear									
	Dwell									
	Clear to									
	Dwell									
	Clear to									
	Dwell									
	Clear									
Flashing Operation		FY	FR	FR						

Movements/Display/Actuation



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Miami-Dade County Public Works Department

Drawn	Date				
R. Fernandez	2/14/11	NW 1 Av & NW 1 St			
Checked	Date	Placed in Service		Phasing No.	Asset Number
H. HERNANDEZ	2/15/11	Date 2/28/11	By AGC	3	4972

TOD Schedule Report
for 5171: NW 1 Av&NW 5 St

Print Date: 8/17/2013

Print Time: 5:49 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5171	NW 1 Av&NW 5 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	NBT	2 - 2 - 2	10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	18 - 18 - 18	50 - 40 - 40	4	1
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	EBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	42 - 42 - 42	0 - 42 - 42	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	2 - 2 - 2	10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	18 - 18 - 18	50 - 40 - 40	4	1

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 -	3 -	4 NBT	5 -	6 EBT	7 -	8 SBT	Ring Offset	Offset
	2	90	0	0	0	35	0	45	0	35	0	28
	4	90	0	0	0	35	0	45	0	35	0	8
	5	90	0	0	0	35	0	45	0	35	0	8
	6	100	0	0	0	24	0	66	0	24	0	26
	7	60	0	0	0	20	0	30	0	20	0	12
	8	100	0	0	0	45	0	45	0	45	0	97
	9	90	0	0	0	25	0	55	0	25	0	45
	10	90	0	0	0	22	0	58	0	22	0	46
	11	100	0	0	0	29	0	61	0	29	0	82
	12	90	0	0	0	19	0	61	0	19	0	83
	13	70	0	0	0	18	0	42	0	18	0	21
	14	100	0	0	0	29	0	61	0	29	0	36
	15	100	0	0	0	29	0	61	0	29	0	36
	16	100	0	0	0	29	0	61	0	29	0	36
	17	70	0	0	0	18	0	42	0	18	0	67

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0600	13	Su M T W Th F S
0730	8	M T W Th F
0900	9	M T W Th F
1000	9	S
1115	10	S
1145	10	M T W Th F
1315	9	M T W Th F S
1545	11	M T W Th F
1800	12	M T W Th F
1815	13	S
1900	13	M T W Th F
2100	17	Su M T W Th F S
2300	Free	Su M T W Th F S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

	Direction		EB	NB	SB	Ped Heads				
Timing Phases	Head No.		6	4	8	P6	P2	P8	P4	Movements/Display/Actuation
6 EB	Dwell		G	R	R					
	Clear	4+8	Y	R	R					
Recall										
4+8 NBT+SBT	Dwell		R	G	G					
	Clear	6	R	Y	Y					
Actuated										
	Dwell									
	Clear									
	Dwell									
	Clear to									
	Dwell									
	Clear to									
	Dwell									
	Clear									
Flashing Operation			FY	FR	FR					Page 1 of 1

Note. This SOP replaces an original that has been misplaced.

Miami-Dade County Public Works Department

Drawn	Date			
R. Fernandez	7/30/12	NW 1 AV & NW 5 ST		
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	8/20/12	Date Before 1996 By	1	5171

TOD Schedule Report
for 5323: NW 3 Av&NW 1 St

Print Date: 8/17/2013

Print Time: 6:02 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5323	NW 3 Av&NW 1 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	45 - 30 - 30	4	1
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	25 - 25 - 25	0 - 30 - 30	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	-	WBT	-	NBT	-	-		
	2	90	0	0	0	28	0	52	0	0	0	42
	4	90	0	0	0	28	0	52	0	0	0	35
	5	90	0	0	0	28	0	52	0	0	0	34
	6	100	0	0	0	32	0	58	0	0	0	87
	7	60	0	0	0	19	0	31	0	0	0	23
	8	100	0	0	0	40	0	50	0	0	0	52
	9	90	0	0	0	30	0	50	0	0	0	11
	10	90	0	0	0	30	0	50	0	0	0	9
	11	100	0	0	0	40	0	50	0	0	0	43
	12	90	0	0	0	30	0	50	0	0	0	42
	13	70	0	0	0	24	0	36	0	0	0	63
	14	100	0	0	0	32	0	58	0	0	0	40
	15	100	0	0	0	32	0	58	0	0	0	40
	16	100	0	0	0	32	0	58	0	0	0	40
	17	70	0	0	0	25	0	35	0	0	0	21

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0600	13	Su M T W Th F S
0730	8	M T W Th F
0900	9	M T W Th F
1000	9	S
1115	10	S
1145	10	M T W Th F
1315	9	M T W Th F S
1545	11	M T W Th F
1800	12	M T W Th F
1815	13	S
1900	13	M T W Th F
2100	17	Su M T W Th F S
2300	Free	Su M T W Th F S

Current Time of Day Function

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

Local Time of Day Function

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

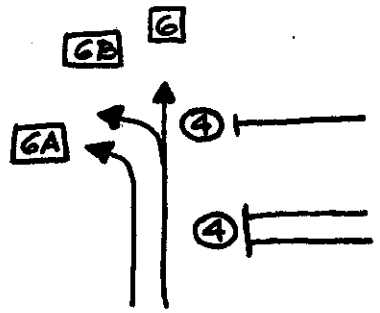
*** Settings**

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

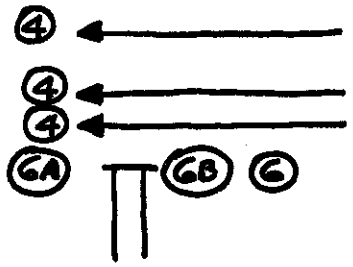
No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

PHASE		SIGNAL HEAD NUMBER											
	INT	4	6	6A	6B								
φ2 NORTHBOUND	R/W	R	G	←	G/←								
	TO CLEAR φ4	R	Y	Y	Y								
NON-ACTUATED (PRE-TIMED)													



φ4 WESTBOUND	R/W	↑	R	R	R								
	TO CLEAR φ2	Y	R	R	R								
NON-ACTUATED (PRE-TIMED)													



FLASHING OPS.	R/W	FR	FY	FY	FY								
	TO CLEAR												

	R/W												
	TO CLEAR												

Drawn	Date	METROPOLITAN DADE COUNTY DEPARTMENT OF TRAFFIC AND TRANSPORTATION
C.L. ROQUE	5/5/87	ASSET NO: 35323
Check: E Lee	Date 5/5/87	NW 3 AVE & 1 STREET
Division Engineer	Date	

Placed in Service			Phasing Number
Date: 5/14/87	BY: CONTRACTOR	—	1

TOD Schedule Report

for 3425: NW 3 Av&NW 5 St

Print Date: 8/17/2013

Print Time: 2:58 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3425	NW 3 Av&NW 5 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	20 - 20 - 20	0 - 26 - 26	4	1.9
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	1 - 1 - 1	15 - 15 - 15	50 - 26 - 26	4	2.1

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 -	3 -	4 -	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	2	90	0	0	0	0	0	47	0	31	0	68
	4	90	0	0	0	0	0	59	0	19	0	16
	6	100	0	0	0	0	0	63	0	25	0	50
	8	100	0	0	0	0	0	49	0	39	0	17
	9	90	0	0	0	0	0	44	0	34	0	49
	10	90	0	0	0	0	0	49	0	29	0	44
	11	100	0	0	0	0	0	63	0	25	0	87
	12	90	0	0	0	0	0	49	0	29	0	82
	13	70	0	0	0	0	0	24	0	34	0	12
	14	100	0	0	0	0	0	66	0	22	0	82
	15	100	0	0	0	0	0	66	0	22	0	52
	16	100	0	0	0	0	0	66	0	22	0	82
	17	70	0	0	0	0	0	36	0	22	0	57

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0600	13	Su M T W Th F S
0730	8	M T W Th F
0900	9	M T W Th F
1000	9	S
1115	10	S
1145	10	M T W Th F
1315	9	M T W Th F S
1545	11	M T W Th F
1800	12	M T W Th F
1815	13	S
1900	13	M T W Th F
2100	17	Su M T W Th F S
2300	Flash	Su M T W Th F S

Current Time of Day Function

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

Local Time of Day Function

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

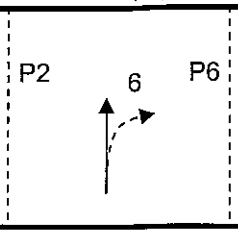
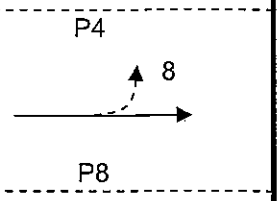
*** Settings**

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

Timing Phases	Direction / Head No.	NB 6		EB 8		Ped Heads P6	P2	P8	P4	Movements/Display/Actuation
(6) NBT NW 3 AV (Recall)	Dwell	G		R		W/F	W/F	DW	DW	
	Clear to 8	Y		R		DW	DW	DW	DW	
(8) EBT NW 5 ST (Recall)	Dwell	R		G		DW	DW	W/F	W/F	
	Clear to 6	R		Y		DW	DW	DW	DW	
	Dwell									
	Clear to									
	Dwell									
	Clear to									
	Dwell									
	Clear to									
	Dwell									
	Clear to									
Flashing Operation		FY		FR						Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	NW 3 AV & NW 5 ST		
Erick Zapata	2/15/2011			
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. Hernandez	3/1/11	Date 3/16/11 By AGC	6	3425

TOD Schedule Report

for 2320: NE 1 Av&NE 5 St

Print Date: 3/30/2014

Print Time: 8:05 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2320	NE 1 Av&NE 5 St	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	10 - 52 - 52	0 - 52 - 52	4	0.9
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	50 - 30 - 30	46 - 46 - 46	4	0.9

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 -	3 -	4 -	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	2	90	0	0	0	0	0	49	0	31	0	38
	3	90	0	0	0	0	0	43	0	37	0	20
	5	90	0	0	0	0	0	51	0	29	0	56
	6	100	0	0	0	0	0	70	0	20	0	52
	7	60	0	0	0	0	0	25	0	25	0	30
	8	90	0	0	0	0	0	35	0	45	0	26
	9	100	0	0	0	0	0	45	0	45	0	44
	10	100	0	0	0	0	0	45	0	45	0	34
	11	100	0	0	0	0	0	45	0	45	0	58
	12	90	0	0	0	0	0	45	0	35	0	28
	13	60	0	0	0	0	0	27	0	23	0	40
	14	90	0	0	0	0	0	45	0	35	0	28
	15	100	0	0	0	0	0	70	0	20	0	52
	16	110	0	0	0	0	0	59	0	41	0	16
	17	60	0	0	0	0	0	27	0	23	0	34

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	13	Su M T W Th F S
0700	8	M T W Th F
0900	9	Su M T W Th F
0930	14	S
1345	10	M T W Th F
1545	11	M T W Th F
1800	12	M T W Th F
1800	13	Su S
1900	13	M T W Th F
2300	Free	Su M T W Th

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

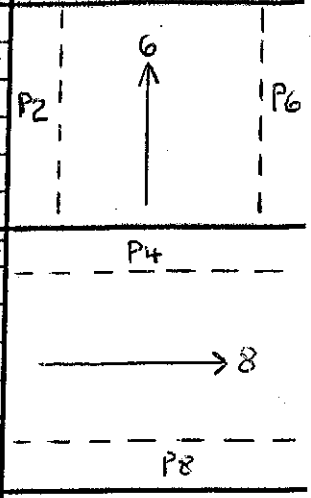
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

Timing Phases	Direction	NB	EB	Ped Heads P2	P6	P4	P8
6 NB NE 1 AV RECALL	Dwell	G	R	W/F	W/F	DW	DW
	Clear to Φ8	Y	R	DW	DW	DW	DW
8 EB NE 5 ST RECALL	Dwell	R	G	DW	DW	W/F	W/F
	Clear to Φ6	R	Y	DW	DW	DW	DW
	Dwell						
	Clear to						
	Dwell						
	Clear to						
	Dwell						
	Clear to						
	Dwell						
	Clear to						
Flashing Operation		FY	FR				

Movements/Display/Actuatio



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Miami-Dade County Public Works Department

Drawn	Date	NE 1 AV & NE 5 ST		
H. FRANCILLON	3/18/11			
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	4/11/11	Date 5/16/11 By A.G.C.	6	2320

Blank16

TOD Schedule Report

for 2321: N Miami Av&N 5 St

Print Date: 3/30/2014

Print Time: 8:05 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2321	N Miami Av&N 5 St	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	7 - 7 - 7	8 - 8 - 8	7 - 7 - 7	1 - 1 - 1	28 - 28 - 28	0 - 52 - 52	4	0.8
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	7 - 7 - 7	9 - 9 - 9	7 - 7 - 7	1 - 1 - 1	22 - 22 - 22	52 - 52 - 52	4	0.8

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	-	-	-	-	-	EBT		
	2	90	0	47	0	0	0	0	0	33	0	30
	3	90	0	53	0	0	0	0	0	27	0	18
	5	90	0	45	0	0	0	0	0	35	0	22
	6	100	0	35	0	0	0	0	0	55	0	56
	7	60	0	27	0	0	0	0	0	23	0	22
	8	90	0	40	0	0	0	0	0	40	0	3
	9	100	0	45	0	0	0	0	0	45	0	1
	10	100	0	45	0	0	0	0	0	45	0	86
	11	100	0	50	0	0	0	0	0	40	0	3
	12	90	0	45	0	0	0	0	0	35	0	7
	13	60	0	25	0	0	0	0	0	25	0	24
	14	90	0	45	0	0	0	0	0	35	0	22
	15	100	0	65	0	0	0	0	0	25	0	86
	16	110	0	59	0	0	0	0	0	41	0	6
	17	60	0	29	0	0	0	0	0	21	0	22

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0600	13	Su M T W Th F S
0700	8	M T W Th F
0900	9	Su M T W Th F
0930	14	S
1300	10	M T W Th F
1500	11	M T W Th F
1800	13	Su S
1900	12	M T W Th F
2200	Free	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

	Direction	SB	EB			Ped Heads				
Timing Phases	Head No.	2	8			P2	P6	P4	P8	Movements/Display/Actuation
2	Dwell	G	R			W/F	W/F	DW	DW	
SB	Clear to 8	Y	R			DW	DW	DW	DW	
N MIAMI AV										2
(RECALL)										P2 P6
	Dwell									
	Clear to									
8	Dwell	R	G			DW	DW	W/F	W/F	
EB	Clear to 2	R	Y			DW	DW	DW	DW	P4
5 STREET										8
(RECALL)										P8
	Dwell									
	Clear to									
	Dwell									
	Clear to									
	Dwell									
	Clear to									
Flashing Operation		Y	R							Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date			
WILLIAM RIVERA PAZ	3/2/2011	N MIAMI AV & 5 STREET		
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. Hernandez	3/10/11	Date 4/21/11	7	2321

TOD Schedule Report

for 3335: N Miami Av&N 6 St

Print Date: 3/30/2014

Print Time: 8:10 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3335	N Miami Av&N 6 St	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	7 - 7 - 7	6 - 6 - 6	7 - 7 - 7	1 - 1 - 1	20 - 20 - 20	0 - 56 - 56	4	0
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	7 - 7 - 7	6 - 6 - 6	7 - 7 - 7	1 - 1 - 1	28 - 28 - 28	56 - 56 - 56	4	0
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 -	7 -	8 -	Ring Offset	Offset
	2	90	0	43	0	39	0	0	0	0	0	19
	3	90	0	50	0	32	0	0	0	0	0	4
	5	90	0	38	0	44	0	0	0	0	0	6
	6	100	0	36	0	56	0	0	0	0	0	56
	7	60	0	24	0	28	0	0	0	0	0	8
	8	90	0	52	0	30	0	0	0	0	0	10
	9	100	0	51	0	41	0	0	0	0	0	94
	10	100	0	46	0	46	0	0	0	0	0	79
	11	100	0	46	0	46	0	0	0	0	0	94
	12	90	0	46	0	36	0	0	0	0	0	2
	13	60	0	24	0	28	0	0	0	0	0	13
	14	90	0	38	0	44	0	0	0	0	0	6
	15	100	0	26	0	66	0	0	0	0	0	88
	16	110	0	54	0	48	0	0	0	0	0	106
	17	60	0	20	0	32	0	0	0	0	0	4

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0600	13	Su M T W Th F S
0700	8	M T W Th F
0900	9	Su M T W Th F
0930	14	S
1300	10	M T W Th F
1500	11	M T W Th F
1800	13	Su S
1900	12	M T W Th F
2200	Free	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

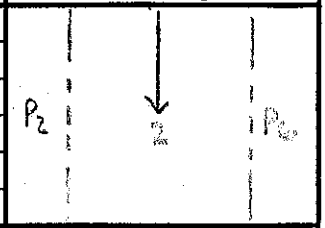
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

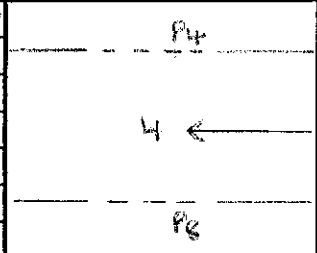
No Calendar Defined/Enabled

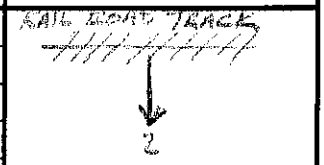
SIGNAL OPERATING PLAN

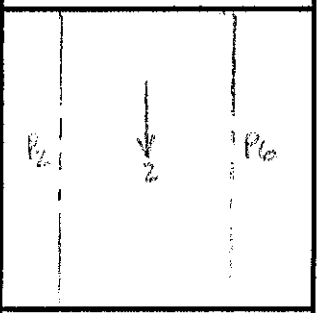
N

Phase	Direction / Head No.	SB 2	WB 4	Ped Heads P2	P6	P4	P8	Drawing
ϕ_2 SBND N. MIAMI AV RECALL	Dwell	G	R	W/F	W/F	DW	DW	
	Clear to PE	G	R	DW	DW	DW	DW	
	Clear to 4	Y	R	DW	DW	DW	DW	
ϕ_4 WBND 6 ST RECALL	Dwell	R	G	DW	DW	W/F	W/F	
	Clear to PE	R	Y	DW	DW	DW	DW	
	Clear to 2	R	Y	DW	DW	DW	DW	
PE CLEARANCE SBND N. MIAMI AV	Dwell	G	R	DW	DW	DW	DW	
	Clear to DWELL	Y	R	DW	DW	DW	DW	
PE DWELL WBND 6 ST	Dwell	R	G	DW	DW	W/F	W/F	
	Clear to RECOVERY	R	Y	DW	DW	DW	DW	
PE RECOVERY SBND N. MIAMI AV	Dwell	G	R	W/F	W/F	DW	DW	
	Clear to 2	G	R	DW	DW	DW	DW	
	Dwell							
	Clear to							
Flashing Operation		FY	FR					









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Miami-Dade County Public Works Department

Drawn	Date				
H. FRANCILLON	9/18/01	N. MIAMI AV & 6 ST			
Checked	**Date**	**Placed in Service**		**Phasing No.**	**Asset Number**
H. HERNANDEL	9/18/01	Date	By SSI	6	3335

Blank12

TOD Schedule Report

for 3336: NE 1 Av&NE 6 St

Print Date: 3/30/2014

Print Time: 8:10 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3336	NE 1 Av&NE 6 St	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	7 - 7 - 7	8 - 8 - 8	7 - 7 - 7	2 - 2 - 2	30 - 30 - 30	60 - 36 - 36	4	1
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	8 - 8 - 8	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 52 - 52	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	-	WBT	-	NBT	-	-		
	2	90	0	0	0	35	0	45	0	0	0	19
	3	90	0	0	0	38	0	42	0	0	0	75
	5	90	0	0	0	30	0	50	0	0	0	63
	6	100	0	0	0	45	0	45	0	0	0	88
	7	60	0	0	0	21	0	29	0	0	0	40
	8	100	0	0	0	40	0	50	0	0	0	19
	9	100	0	0	0	45	0	45	0	0	0	3
	10	100	0	0	0	45	0	45	0	0	0	7
	11	100	0	0	0	45	0	45	0	0	0	3
	12	90	0	0	0	33	0	47	0	0	0	14
	13	60	0	0	0	15	0	35	0	0	0	55
	14	90	0	0	0	30	0	50	0	0	0	79
	15	100	0	0	0	65	0	25	0	0	0	76
	16	110	0	0	0	55	0	45	0	0	0	98
	17	60	0	0	0	19	0	31	0	0	0	50
	21	100	0	0	0	35	0	55	0	0	0	21

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0600	13	Su M T W Th F S
0700	8	M T W Th F
0900	14	Su S
0900	9	M T W Th F
1345	10	M T W Th F
1545	11	M T W Th F
1800	12	M T W Th F
1800	13	Su S
1900	13	M T W Th F
2300	Flash	Su M T W Th

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

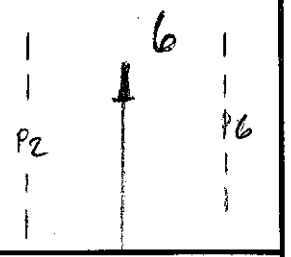
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

	Direction	NB			WB	Ped Heads			
Timing Phases	Head No.	6			4	P6	P2	P8	Movements/Display/Actuation
	Dwell								
	Clear to								
	Dwell								
	Clear to								
('6) NB NE 1 Av (Recall)	Dwell	G			R	W/F	W/F	DW	
	4 Clear to	Y			R	DW	DW	DW	
	Dwell								
	Clear to								
	Dwell								
	Clear to								
('4) WB NE 6 St (Recall)	Dwell	R			G	DW	DW	W/F	
	6 Clear to	R			Y	DW	DW	DW	
Flashing Operation		FY			FR				Page 1 of 1



Miami-Dade County Public Works Department

Drawn	Date	NE 1 Av & 6 St		
F.Badrampour	3/14/11			
Checked	Date	Placed in Service	Phasing No.	Asset Number
H.Hernandez	4/11/11	Date 6/15/11 By AGC.	6	3336

TwoPhaseConcPeds

APPENDIX D:
Existing Conditions Analysis

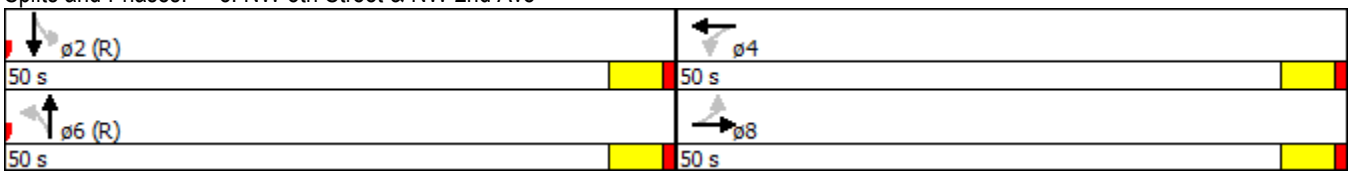
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	9	473	14	95	24	80	27	169
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 5: NW 8th Street & NW 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	473	73	14	95	7	24	80	90	27	169	66
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1810	1900	1900	1810	1900	1900	1810	1900	1900	1810	1900
Adj Flow Rate, veh/h	9	488	75	14	98	7	25	82	93	28	174	68
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	41	684	104	91	594	40	87	243	252	89	513	189
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.15	0.15	0.15	0.45	0.45	0.45
Sat Flow, veh/h	10	1519	231	113	1320	90	104	540	560	110	1140	421
Grp Volume(v), veh/h	572	0	0	119	0	0	200	0	0	270	0	0
Grp Sat Flow(s),veh/h/ln	1759	0	0	1522	0	0	1204	0	0	1671	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	26.4	0.0	0.0	3.9	0.0	0.0	14.3	0.0	0.0	10.2	0.0	0.0
Prop In Lane	0.02		0.13	0.12		0.06	0.12		0.46	0.10		0.25
Lane Grp Cap(c), veh/h	828	0	0	725	0	0	582	0	0	792	0	0
V/C Ratio(X)	0.69	0.00	0.00	0.16	0.00	0.00	0.34	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	828	0	0	725	0	0	582	0	0	792	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.4	0.0	0.0	16.2	0.0	0.0	29.5	0.0	0.0	17.9	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.0	0.0	0.5	0.0	0.0	1.6	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.8	0.0	0.0	2.0	0.0	0.0	5.2	0.0	0.0	5.1	0.0	0.0
LnGrp Delay(d),s/veh	27.1	0.0	0.0	16.7	0.0	0.0	31.1	0.0	0.0	19.1	0.0	0.0
LnGrp LOS	C			B			C			B		
Approach Vol, veh/h		572			119			200			270	
Approach Delay, s/veh		27.1			16.7			31.1			19.1	
Approach LOS		C			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0		50.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		45.0		45.0		45.0		45.0
Max Q Clear Time (g_c+I1), s		12.2		5.9		16.3		28.4
Green Ext Time (p_c), s		1.1		3.3		1.1		2.9

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	441	80	13	118	22	18
Conflicting Peds, #/hr	0	12	12	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	490	89	14	131	24	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	580	0	695	547
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	979	-	404	531
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	861	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	969	-	393	525
Mov Cap-2 Maneuver	-	-	-	-	393	-
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	839	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	443	-	-	969	-
HCM Lane V/C Ratio	0.1	-	-	0.015	-
HCM Control Delay (s)	14	-	-	8.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	46	204	227	21	92	13	9	29	16
Conflicting Peds, #/hr	6	0	19	19	0	6	15	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	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	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	50	222	247	23	100	14	10	32	17

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	129	0	0	483	0	0	664	635	379
Stage 1	-	-	-	-	-	-	460	460	-
Stage 2	-	-	-	-	-	-	204	175	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345
Pot Cap-1 Maneuver	1438	-	-	1064	-	-	370	392	661
Stage 1	-	-	-	-	-	-	576	561	-
Stage 2	-	-	-	-	-	-	791	749	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1415	-	-	1047	-	-	296	355	642
Mov Cap-2 Maneuver	-	-	-	-	-	-	296	355	-
Stage 1	-	-	-	-	-	-	540	526	-
Stage 2	-	-	-	-	-	-	693	723	-

Approach	EB	WB	NB
HCM Control Delay, s	0.7	1.4	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	296	355	464	1415	-	-	1047	-	-	313	304
HCM Lane V/C Ratio	0.033	0.044	0.071	0.035	-	-	0.022	-	-	0.017	0.063
HCM Control Delay (s)	17.6	15.6	13.4	7.6	0	-	8.5	0	-	16.7	17.6
HCM Lane LOS	C	C	B	A	A	-	A	A	-	C	C
HCM 95th %tile Q(veh)	0.1	0.1	0.2	0.1	-	-	0.1	-	-	0.1	0.2

Intersection	
Int Delay, s/veh	

Movement	SBL	SBT	SBR
Vol, veh/h	5	35	31
Conflicting Peds, #/hr	6	0	15
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	0	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	5	5	5
Mvmt Flow	5	38	34

Major/Minor	Minor2		
Conflicting Flow All	653	751	141
Stage 1	168	168	-
Stage 2	485	583	-
Critical Hdwy	7.15	6.55	6.25
Critical Hdwy Stg 1	6.15	5.55	-
Critical Hdwy Stg 2	6.15	5.55	-
Follow-up Hdwy	3.545	4.045	3.345
Pot Cap-1 Maneuver	376	336	899
Stage 1	827	754	-
Stage 2	558	494	-
Platoon blocked, %			
Mov Cap-1 Maneuver	313	304	874
Mov Cap-2 Maneuver	313	304	-
Stage 1	776	727	-
Stage 2	477	463	-

Approach	SB
HCM Control Delay, s	14.2
HCM LOS	B

Minor Lane/Major Mvmt	SBLn3

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	15	173	0	0	261
Conflicting Peds, #/hr	10	5	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	9	17	201	0	0	303

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	514	221	0	0	211	0
Stage 1	211	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	515	811	-	-	1342	-
Stage 1	817	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	506	798	-	-	1331	-
Mov Cap-2 Maneuver	506	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	736	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

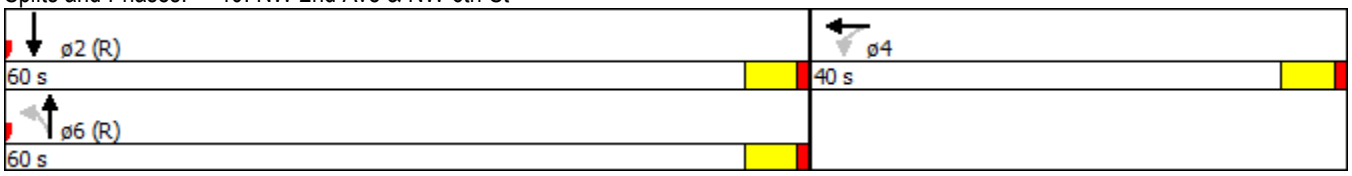
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	665	1331	-
HCM Lane V/C Ratio	-	-	0.04	-	-
HCM Control Delay (s)	-	-	10.6	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	140	50	150	200
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	15.0	15.0	15.0
Minimum Split (s)	27.0	21.0	21.0	21.0
Total Split (s)	40.0	60.0	60.0	60.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 86 (86%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 10: NW 2nd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	80	140	34	50	150	0	0	200	61
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	0	0	1629	1710
Adj Flow Rate, veh/h				84	147	36	53	158	0	0	211	64
Adj No. of Lanes				0	2	0	0	1	0	0	1	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	5	0	5	5	0	0	5	5
Cap, veh/h				331	609	154	165	454	0	0	500	152
Arrive On Green				0.35	0.35	0.35	0.18	0.18	0.00	0.00	0.18	0.18
Sat Flow, veh/h				945	1740	440	217	825	0	0	909	276
Grp Volume(v), veh/h				141	0	126	211	0	0	0	0	275
Grp Sat Flow(s),veh/h/ln				1581	0	1544	1042	0	0	0	0	1185
Q Serve(g_s), s				6.3	0.0	5.8	6.8	0.0	0.0	0.0	0.0	20.6
Cycle Q Clear(g_c), s				6.3	0.0	5.8	27.4	0.0	0.0	0.0	0.0	20.6
Prop In Lane				0.60		0.28	0.25		0.00	0.00		0.23
Lane Grp Cap(c), veh/h				553	0	540	618	0	0	0	0	652
V/C Ratio(X)				0.25	0.00	0.23	0.34	0.00	0.00	0.00	0.00	0.42
Avail Cap(c_a), veh/h				553	0	540	618	0	0	0	0	652
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				23.2	0.0	23.0	29.3	0.0	0.0	0.0	0.0	26.8
Incr Delay (d2), s/veh				1.1	0.0	1.0	1.5	0.0	0.0	0.0	0.0	2.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	0.0	2.6	5.6	0.0	0.0	0.0	0.0	7.1
LnGrp Delay(d),s/veh				24.3	0.0	24.0	30.8	0.0	0.0	0.0	0.0	28.8
LnGrp LOS				C		C	C					C
Approach Vol, veh/h					267			211			275	
Approach Delay, s/veh					24.2			30.8			28.8	
Approach LOS					C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		60.0		40.0		60.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		55.0		35.0		55.0		
Max Q Clear Time (g_c+I1), s		22.6		8.3		29.4		
Green Ext Time (p_c), s		1.1		0.0		1.1		

Intersection Summary	
HCM 2010 Ctrl Delay	27.7
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	10	197	44	15	18	0
Conflicting Peds, #/hr	28	0	12	12	0	28	12	0	34
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	10	203	45	15	19	0

Major/Minor	Major2			Minor1		
Conflicting Flow All	34	0	0	197	337	62
Stage 1	-	-	-	34	34	-
Stage 2	-	-	-	163	303	-
Critical Hdwy	-	-	-	6.9	6.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.9	5.6	-
Follow-up Hdwy	-	-	-	3.55	4.05	-
Pot Cap-1 Maneuver	-	-	-	765	576	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	840	655	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	743	0	-
Mov Cap-2 Maneuver	-	-	-	743	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	840	0	-

Approach	WB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	827
HCM Lane V/C Ratio	-	-	-	-	0.062
HCM Control Delay (s)	-	-	-	-	9.6
HCM Lane LOS	-	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-	0.2

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	0	14	36
Conflicting Peds, #/hr	34	0	12
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	97	97	97
Heavy Vehicles, %	5	5	5
Mvmt Flow	0	14	37

Major/Minor	Minor2		
Conflicting Flow All	323	314	157
Stage 1	280	280	-
Stage 2	43	34	-
Critical Hdwy	6.9	6.6	7
Critical Hdwy Stg 1	5.9	5.6	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.55	4.05	3.35
Pot Cap-1 Maneuver	638	593	851
Stage 1	733	670	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	602	0	827
Mov Cap-2 Maneuver	602	0	-
Stage 1	712	0	-
Stage 2	-	0	-

Approach	SB
HCM Control Delay, s	9.6
HCM LOS	A

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	18	210	14	167	54	0
Conflicting Peds, #/hr	11	0	6	6	0	11	18	0	13
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	20	239	16	190	61	0

Major/Minor	Major2			Minor1		
Conflicting Flow All	18	0	0	248	331	29
Stage 1	-	-	-	18	18	-
Stage 2	-	-	-	230	313	-
Critical Hdwy	-	-	-	6.9	6.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.9	5.6	-
Follow-up Hdwy	-	-	-	3.55	4.05	-
Pot Cap-1 Maneuver	-	-	-	711	580	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	777	648	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	700	0	-
Mov Cap-2 Maneuver	-	-	-	700	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	777	0	-

Approach	WB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	700	-	-	-	-	-	-	855
HCM Lane V/C Ratio	0.271	-	-	-	-	-	-	0.317
HCM Control Delay (s)	12	-	-	-	-	-	-	11.2
HCM Lane LOS	B	-	-	-	-	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	-	-	-	-	1.4

Intersection	
Int Delay, s/veh	

Movement	SBL	SBT	SBR
Vol, veh/h	0	91	193
Conflicting Peds, #/hr	13	0	18
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	88	88	88
Heavy Vehicles, %	5	5	5
Mvmt Flow	0	103	219

Major/Minor	Minor2		
Conflicting Flow All	355	324	144
Stage 1	306	306	-
Stage 2	49	18	-
Critical Hdwy	6.9	6.6	7
Critical Hdwy Stg 1	5.9	5.6	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.55	4.05	3.35
Pot Cap-1 Maneuver	609	586	868
Stage 1	711	653	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	591	0	855
Mov Cap-2 Maneuver	591	0	-
Stage 1	700	0	-
Stage 2	-	0	-

Approach	SB
HCM Control Delay, s	
HCM LOS	-

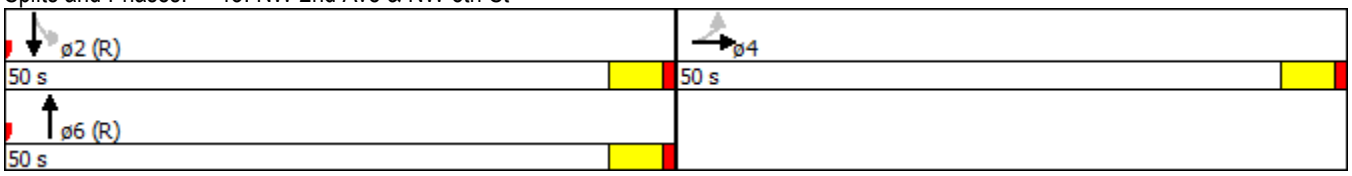
Minor Lane/Major Mvmt

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	1026	181	28	234
Turn Type	NA	NA	Perm	NA
Protected Phases	4	6		2
Permitted Phases			2	
Detector Phase	4	6	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 25 (25%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 13: NW 2nd Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	1026	160	0	0	0	0	181	152	28	234	0
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	0.75				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710				0	1629	1710	1710	1629	0
Adj Flow Rate, veh/h	32	1091	170				0	193	162	30	249	0
Adj No. of Lanes	0	3	0				0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	5	0				0	5	5	5	5	0
Cap, veh/h	44	1593	258				0	366	308	88	645	0
Arrive On Green	0.45	0.45	0.45				0.00	0.90	0.90	0.15	0.15	0.00
Sat Flow, veh/h	99	3539	574				0	814	684	106	1434	0
Grp Volume(v), veh/h	527	438	327				0	0	355	279	0	0
Grp Sat Flow(s),veh/h/ln	1624	1482	1106				0	0	1498	1540	0	0
Q Serve(g_s), s	26.5	23.1	23.1				0.0	0.0	4.5	0.2	0.0	0.0
Cycle Q Clear(g_c), s	26.5	23.1	23.1				0.0	0.0	4.5	15.5	0.0	0.0
Prop In Lane	0.06		0.52				0.00		0.46	0.11		0.00
Lane Grp Cap(c), veh/h	731	667	498				0	0	674	733	0	0
V/C Ratio(X)	0.72	0.66	0.66				0.00	0.00	0.53	0.38	0.00	0.00
Avail Cap(c_a), veh/h	731	667	498				0	0	674	733	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.4	21.5	21.5				0.0	0.0	3.0	30.0	0.0	0.0
Incr Delay (d2), s/veh	6.1	5.0	6.7				0.0	0.0	2.9	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.0	10.3	7.9				0.0	0.0	2.1	7.3	0.0	0.0
LnGrp Delay(d),s/veh	28.5	26.5	28.1				0.0	0.0	5.9	31.5	0.0	0.0
LnGrp LOS	C	C	C						A	C		
Approach Vol, veh/h		1293						355			279	
Approach Delay, s/veh		27.7						5.9			31.5	
Approach LOS		C						A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		45.0		45.0		45.0		
Max Q Clear Time (g_c+I1), s		17.5		28.5		6.5		
Green Ext Time (p_c), s		1.5		0.0		1.5		

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	30	1170	0	0	18	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	1272	0	0	20	0
Pedestrians		2	134		11	
Lane Width (ft)		12.0	0.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		352	500			
pX, platoon unblocked					0.79	
vC, conflicting volume	11				634	13
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	11				0	13
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				97	100
cM capacity (veh/h)	1571				775	1043

Direction, Lane #	EB 1	EB 2	EB 3	SB 1
Volume Total	287	509	509	20
Volume Left	33	0	0	20
Volume Right	0	0	0	0
cSH	1571	1700	1700	775
Volume to Capacity	0.02	0.30	0.30	0.03
Queue Length 95th (ft)	2	0	0	2
Control Delay (s)	1.0	0.0	0.0	9.8
Lane LOS	A			A
Approach Delay (s)	0.2			9.8
Approach LOS				A

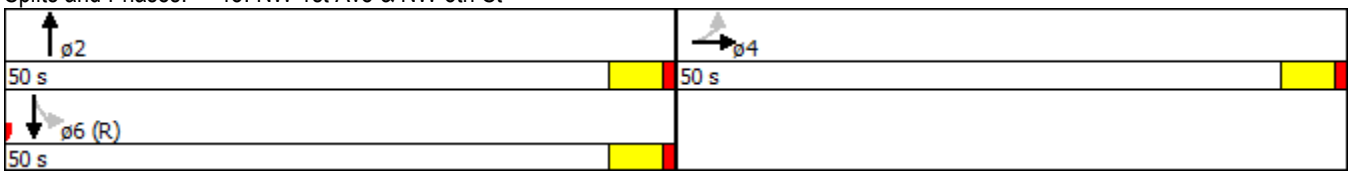
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	36.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	870	78	23	102
Turn Type	NA	NA	Perm	NA
Protected Phases	4	2		6
Permitted Phases			6	6
Detector Phase	4	2	6	6
Switch Phase				
Minimum Initial (s)	18.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 97 (97%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 15: NW 1st Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	116	870	167	0	0	0	0	78	54	23	102	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	0.75				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710				0	1629	1710	1629	1629	0
Adj Flow Rate, veh/h	126	946	182				0	85	59	25	111	0
Adj No. of Lanes	0	3	0				0	2	0	1	2	0
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	5	0				0	5	5	5	5	0
Cap, veh/h	179	1426	284				0	814	518	525	1392	0
Arrive On Green	0.15	0.15	0.15				0.00	0.45	0.45	0.45	0.45	0.00
Sat Flow, veh/h	399	3168	632				0	1890	1152	1078	3176	0
Grp Volume(v), veh/h	509	426	319				0	72	72	25	111	0
Grp Sat Flow(s),veh/h/ln	1609	1482	1108				0	1547	1413	1078	1547	0
Q Serve(g_s), s	30.1	27.1	27.1				0.0	2.7	3.0	1.4	2.0	0.0
Cycle Q Clear(g_c), s	30.1	27.1	27.1				0.0	2.7	3.0	4.3	2.0	0.0
Prop In Lane	0.25		0.57				0.00		0.82	1.00		0.00
Lane Grp Cap(c), veh/h	724	667	498				0	696	636	525	1392	0
V/C Ratio(X)	0.70	0.64	0.64				0.00	0.10	0.11	0.05	0.08	0.00
Avail Cap(c_a), veh/h	724	667	498				0	696	636	525	1392	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.2	34.9	35.0				0.0	15.9	15.9	17.2	15.7	0.0
Incr Delay (d2), s/veh	5.6	4.6	6.2				0.0	0.3	0.4	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	12.0	9.2				0.0	1.2	1.2	0.4	0.9	0.0
LnGrp Delay(d),s/veh	41.8	39.6	41.2				0.0	16.2	16.3	17.4	15.8	0.0
LnGrp LOS	D	D	D					B	B	B	B	
Approach Vol, veh/h		1254						144			136	
Approach Delay, s/veh		40.9						16.2			16.1	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		45.0		45.0		45.0		
Max Q Clear Time (g_c+I1), s		5.0		32.1		6.3		
Green Ext Time (p_c), s		1.4		0.0		1.4		

Intersection Summary	
HCM 2010 Ctrl Delay	36.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	7	7	322	62	82	302
Conflicting Peds, #/hr	5	16	0	38	38	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	8	8	362	70	92	339

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	937	451	0	0	447	0
Stage 1	413	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	290	602	-	-	1098	-
Stage 1	661	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	253	575	-	-	1063	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	520	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	1.9
HCM LOS	C		

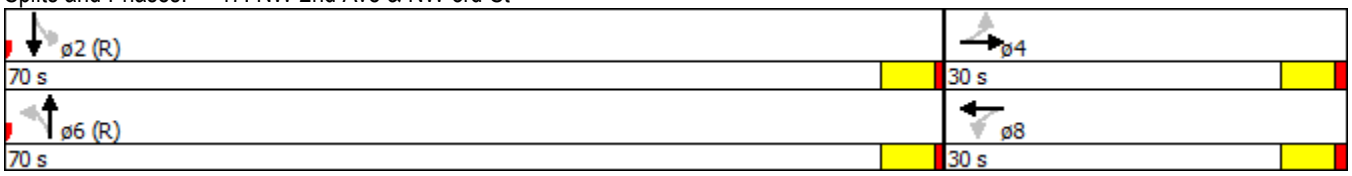
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	351	1063	-
HCM Lane V/C Ratio	-	-	0.045	0.087	-
HCM Control Delay (s)	-	-	15.7	8.7	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.3	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	28	235	44	97	56	302	47	225
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		6		2
Permitted Phases	4		8		6		2	
Detector Phase	4	4	8	8	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	30.0	30.0	30.0	31.8	31.8	31.8	31.8
Total Split (s)	30.0	30.0	30.0	30.0	70.0	70.0	70.0	70.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.8	4.8	4.8	4.8
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 17: NW 2nd Ave & NW 3rd St



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	295	46	145	59	463	49	278
v/c Ratio	0.11	0.74	0.33	0.19	0.10	0.45	0.10	0.27
Control Delay	30.3	45.9	38.1	21.4	2.9	5.4	7.3	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	30.3	45.9	38.1	21.4	2.9	5.6	7.3	7.4
Queue Length 50th (ft)	14	168	24	27	4	34	10	57
Queue Length 95th (ft)	38	#288	62	49	9	58	m19	m89
Internal Link Dist (ft)		193		778		276		274
Turn Bay Length (ft)	360		140				195	
Base Capacity (vph)	267	400	141	765	594	1028	469	1037
Starvation Cap Reductn	0	0	0	0	0	112	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.74	0.33	0.19	0.10	0.51	0.10	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	235	46	44	97	41	56	302	138	47	225	39
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.96	0.98		0.96	0.98		0.98	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1629	1629	1710	1629	1629	1710	1629	1629	1710	1629	1629	1710
Adj Flow Rate, veh/h	29	247	48	46	102	43	59	318	145	49	237	41
Adj No. of Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	292	329	64	143	534	211	685	687	313	542	878	152
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.87	0.87	0.87	1.00	1.00	1.00
Sat Flow, veh/h	1048	1315	256	927	2138	845	941	1054	480	804	1347	233
Grp Volume(v), veh/h	29	0	295	46	72	73	59	0	463	49	0	278
Grp Sat Flow(s),veh/h/ln	1048	0	1570	927	1547	1436	941	0	1534	804	0	1580
Q Serve(g_s), s	2.2	0.0	17.3	4.8	3.7	4.0	0.9	0.0	6.7	0.7	0.0	0.0
Cycle Q Clear(g_c), s	6.3	0.0	17.3	22.2	3.7	4.0	0.9	0.0	6.7	7.4	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.59	1.00		0.31	1.00		0.15
Lane Grp Cap(c), veh/h	292	0	393	143	387	359	685	0	1000	542	0	1030
V/C Ratio(X)	0.10	0.00	0.75	0.32	0.19	0.20	0.09	0.00	0.46	0.09	0.00	0.27
Avail Cap(c_a), veh/h	292	0	393	143	387	359	685	0	1000	542	0	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	34.6	44.9	29.5	29.6	2.4	0.0	2.8	0.4	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	12.5	5.9	1.1	1.3	0.2	0.0	1.5	0.3	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	8.9	1.5	1.7	1.7	0.3	0.0	3.0	0.2	0.0	0.2
LnGrp Delay(d),s/veh	32.8	0.0	47.1	50.7	30.6	30.9	2.6	0.0	4.3	0.7	0.0	0.6
LnGrp LOS	C		D	D	C	C	A		A	A		A
Approach Vol, veh/h		324			191			522			327	
Approach Delay, s/veh		45.8			35.6			4.1			0.7	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		70.0		30.0		70.0		30.0
Change Period (Y+Rc), s		* 4.8		5.0		* 4.8		5.0
Max Green Setting (Gmax), s		* 65		25.0		* 65		25.0
Max Q Clear Time (g_c+I1), s		9.4		19.3		8.7		24.2
Green Ext Time (p_c), s		2.0		1.3		2.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B

Notes

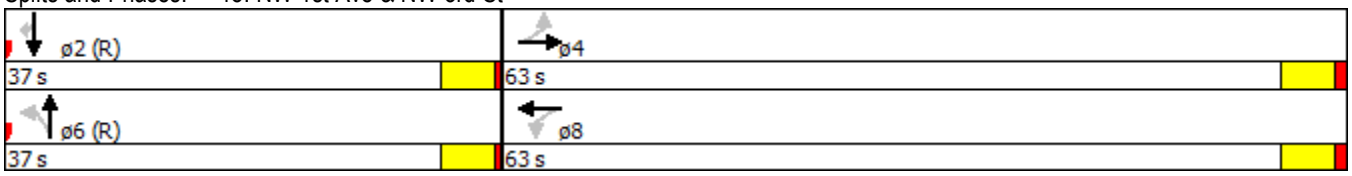
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Volume (vph)	30	0	46	133	104	68	196	103
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA	Perm
Protected Phases		4		8		6	2	
Permitted Phases	4		8		6			2
Detector Phase	4	4	8	8	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	26.0	26.0	25.6	25.6	25.6	25.6
Total Split (s)	63.0	63.0	63.0	63.0	37.0	37.0	37.0	37.0
Total Split (%)	63.0%	63.0%	63.0%	63.0%	37.0%	37.0%	37.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.6	0.6	0.6	0.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	4.6	4.6	4.6	4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 72 (72%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 18: NW 1st Ave & NW 3rd St



Lane Group	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	322	46	144	105	69	198	104
v/c Ratio	0.37	0.09	0.08	0.39	0.13	0.38	0.23
Control Delay	2.3	9.9	8.8	23.6	18.9	24.5	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.3	9.9	8.8	23.6	18.9	24.5	7.1
Queue Length 50th (ft)	1	12	18	33	21	82	2
Queue Length 95th (ft)	m26	29	32	61	42	m126	m8
Internal Link Dist (ft)	778		395		275	628	
Turn Bay Length (ft)				120			
Base Capacity (vph)	866	512	1775	266	527	527	451
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.09	0.08	0.39	0.13	0.38	0.23

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	0	289	46	133	10	104	68	0	0	196	103
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	0.95		1.00	1.00		0.85
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710	1629	1629	1710	1629	1629	0	0	1629	1629
Adj Flow Rate, veh/h	30	0	292	46	134	10	105	69	0	0	198	104
Adj No. of Lanes	0	1	0	1	2	0	1	1	0	0	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	0	0	5	5
Cap, veh/h	89	24	711	500	1693	125	260	528	0	0	528	380
Arrive On Green	0.58	0.00	0.58	0.58	0.58	0.58	0.32	0.32	0.00	0.00	0.11	0.11
Sat Flow, veh/h	85	41	1226	943	2919	216	889	1629	0	0	1629	1173
Grp Volume(v), veh/h	322	0	0	46	70	74	105	69	0	0	198	104
Grp Sat Flow(s),veh/h/ln	1352	0	0	943	1547	1588	889	1629	0	0	1629	1173
Q Serve(g_s), s	0.0	0.0	0.0	2.8	2.0	2.0	10.6	3.0	0.0	0.0	11.3	8.2
Cycle Q Clear(g_c), s	12.7	0.0	0.0	15.5	2.0	2.0	21.9	3.0	0.0	0.0	11.3	8.2
Prop In Lane	0.09		0.91	1.00		0.14	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	823	0	0	500	897	921	260	528	0	0	528	380
V/C Ratio(X)	0.39	0.00	0.00	0.09	0.08	0.08	0.40	0.13	0.00	0.00	0.38	0.27
Avail Cap(c_a), veh/h	823	0	0	500	897	921	260	528	0	0	528	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	15.7	9.2	9.2	35.3	23.9	0.0	0.0	35.2	33.8
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.4	0.2	0.2	4.6	0.5	0.0	0.0	2.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	0.8	0.9	0.9	2.9	1.4	0.0	0.0	5.4	2.8
LnGrp Delay(d),s/veh	12.9	0.0	0.0	16.1	9.4	9.4	39.9	24.4	0.0	0.0	37.3	35.6
LnGrp LOS	B			B	A	A	D	C			D	D
Approach Vol, veh/h		322			190			174			302	
Approach Delay, s/veh		12.9			11.0			33.8			36.7	
Approach LOS		B			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.0		63.0		37.0		63.0
Change Period (Y+Rc), s		* 4.6		5.0		* 4.6		5.0
Max Green Setting (Gmax), s		* 32		58.0		* 32		58.0
Max Q Clear Time (g_c+I1), s		13.3		14.7		23.9		17.5
Green Ext Time (p_c), s		0.8		3.0		0.6		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.5
HCM 2010 LOS	C

Notes

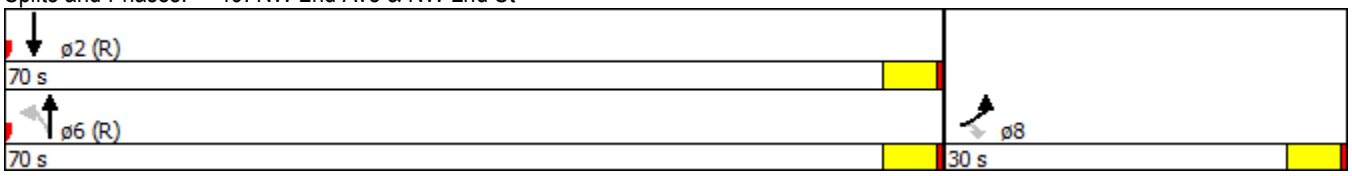
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	52	139	65	447	234
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	8			6	2
Permitted Phases		8	6		
Detector Phase	8	8	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.6	22.6	22.6
Total Split (s)	30.0	30.0	70.0	70.0	70.0
Total Split (%)	30.0%	30.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	0.6	0.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6		4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 19: NW 2nd Ave & NW 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	52	139	65	447	234	51
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	0.99			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1629	1629	1710	1629	1629	1710
Adj Flow Rate, veh/h	55	148	69	476	249	54
Adj No. of Lanes	1	1	0	2	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	394	352	248	1631	847	184
Arrive On Green	0.25	0.25	0.65	0.65	1.00	1.00
Sat Flow, veh/h	1551	1384	311	2567	1295	281
Grp Volume(v), veh/h	55	148	277	268	0	303
Grp Sat Flow(s),veh/h/ln	1551	1384	1396	1408	0	1576
Q Serve(g_s), s	2.7	8.9	1.3	8.1	0.0	0.0
Cycle Q Clear(g_c), s	2.7	8.9	7.3	8.1	0.0	0.0
Prop In Lane	1.00	1.00	0.25			0.18
Lane Grp Cap(c), veh/h	394	352	958	921	0	1031
V/C Ratio(X)	0.14	0.42	0.29	0.29	0.00	0.29
Avail Cap(c_a), veh/h	394	352	958	921	0	1031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	31.2	7.2	7.4	0.0	0.0
Incr Delay (d2), s/veh	0.7	3.7	0.8	0.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.8	3.4	3.3	0.0	0.2
LnGrp Delay(d),s/veh	29.6	34.8	8.0	8.2	0.0	0.7
LnGrp LOS	C	C	A	A		A
Approach Vol, veh/h	203			545	303	
Approach Delay, s/veh	33.4			8.1	0.7	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.0				70.0		30.0
Change Period (Y+Rc), s		* 4.6				* 4.6		4.6
Max Green Setting (Gmax), s		* 65				* 65		25.4
Max Q Clear Time (g_c+I1), s		2.0				10.1		10.9
Green Ext Time (p_c), s		2.0				2.0		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

Notes

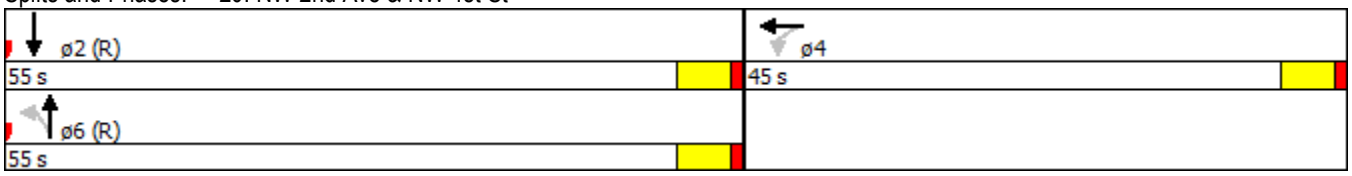
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	145	41	443	380
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	25.0	25.0	25.0
Total Split (s)	45.0	55.0	55.0	55.0
Total Split (%)	45.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 2 (2%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 20: NW 2nd Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	45	145	55	41	443	0	0	380	42
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.90	0.98		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	0	0	1629	1710
Adj Flow Rate, veh/h				47	151	57	43	461	0	0	396	44
Adj No. of Lanes				0	3	0	0	2	0	0	1	0
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				0	5	0	5	5	0	0	5	5
Cap, veh/h				315	1072	375	135	1333	0	0	545	61
Arrive On Green				0.40	0.40	0.40	0.50	0.50	0.00	0.00	1.00	1.00
Sat Flow, veh/h				788	2681	938	185	2740	0	0	1091	121
Grp Volume(v), veh/h				95	79	81	260	244	0	0	0	440
Grp Sat Flow(s),veh/h/ln				1589	1482	1336	1443	1408	0	0	0	1212
Q Serve(g_s), s				3.8	3.4	3.9	0.0	10.5	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				3.8	3.4	3.9	9.5	10.5	0.0	0.0	0.0	0.0
Prop In Lane				0.50		0.70	0.17		0.00	0.00		0.10
Lane Grp Cap(c), veh/h				636	593	534	763	704	0	0	0	606
V/C Ratio(X)				0.15	0.13	0.15	0.34	0.35	0.00	0.00	0.00	0.73
Avail Cap(c_a), veh/h				636	593	534	763	704	0	0	0	606
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				19.1	19.0	19.2	14.9	15.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.5	0.5	0.6	1.2	1.4	0.0	0.0	0.0	7.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.7	1.5	1.5	4.5	4.3	0.0	0.0	0.0	1.2
LnGrp Delay(d),s/veh				19.6	19.5	19.8	16.1	16.5	0.0	0.0	0.0	7.4
LnGrp LOS				B	B	B	B	B				A
Approach Vol, veh/h					255			504			440	
Approach Delay, s/veh					19.6			16.3			7.4	
Approach LOS					B			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		55.0		45.0		55.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		50.0		40.0		50.0		
Max Q Clear Time (g_c+I1), s		2.0		5.9		12.5		
Green Ext Time (p_c), s		2.2		0.0		2.2		

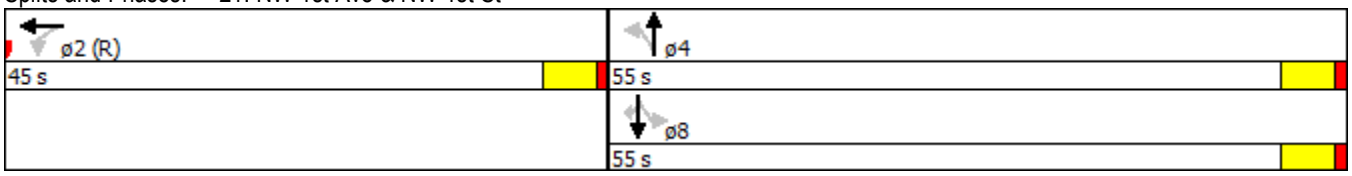
Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B

Lane Group	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations						
Volume (vph)	144	34	221	13	105	62
Turn Type	NA	Perm	NA	Perm	NA	Perm
Protected Phases	2		4		8	
Permitted Phases		4		8		8
Detector Phase	2	4	4	8	8	8
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	45.0	55.0	55.0	55.0	55.0	55.0
Total Split (%)	45.0%	55.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 20 (20%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 21: NW 1st Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	38	144	92	34	221	9	13	105	62
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.81	0.99		0.96	0.99		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	1710	1710	1629	1629
Adj Flow Rate, veh/h				41	155	99	37	238	10	14	113	67
Adj No. of Lanes				0	2	0	0	1	0	0	2	1
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	5	0	5	5	5	5	5	5
Cap, veh/h				159	597	371	113	668	27	170	1308	677
Arrive On Green				0.40	0.40	0.40	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h				397	1492	927	145	1335	54	253	2616	1354
Grp Volume(v), veh/h				166	0	129	285	0	0	67	60	67
Grp Sat Flow(s),veh/h/ln				1609	0	1207	1533	0	0	1462	1408	1354
Q Serve(g_s), s				6.9	0.0	7.2	0.0	0.0	0.0	0.0	2.2	2.6
Cycle Q Clear(g_c), s				6.9	0.0	7.2	10.7	0.0	0.0	2.2	2.2	2.6
Prop In Lane				0.25		0.77	0.13		0.04	0.21		1.00
Lane Grp Cap(c), veh/h				643	0	483	807	0	0	774	704	677
V/C Ratio(X)				0.26	0.00	0.27	0.35	0.00	0.00	0.09	0.08	0.10
Avail Cap(c_a), veh/h				643	0	483	807	0	0	774	704	677
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				20.1	0.0	20.2	15.2	0.0	0.0	13.0	13.1	13.2
Incr Delay (d2), s/veh				1.0	0.0	1.4	1.2	0.0	0.0	0.2	0.2	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.2	0.0	2.6	5.0	0.0	0.0	1.0	0.9	1.0
LnGrp Delay(d),s/veh				21.0	0.0	21.5	16.4	0.0	0.0	13.3	13.3	13.4
LnGrp LOS				C		C	B			B	B	B
Approach Vol, veh/h					295			285			194	
Approach Delay, s/veh					21.2			16.4			13.3	
Approach LOS					C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		45.0		55.0				55.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		40.0		50.0				50.0
Max Q Clear Time (g_c+I1), s		9.2		12.7				4.6
Green Ext Time (p_c), s		0.0		1.8				1.8

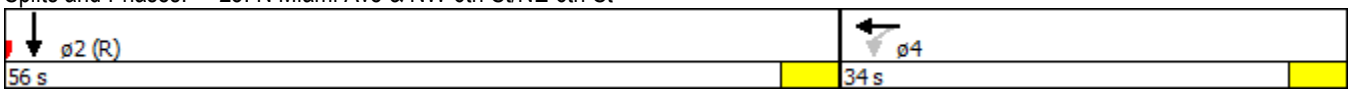
Intersection Summary	
HCM 2010 Ctrl Delay	17.5
HCM 2010 LOS	B

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	140	844
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.0	22.0
Total Split (s)	34.0	56.0
Total Split (%)	37.8%	62.2%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 25: N Miami Ave & NW 6th St/NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	65	140	0	0	0	0	0	844	88
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	0.72
Adj Sat Flow, veh/h/ln				1900	1810	0				0	1810	1900
Adj Flow Rate, veh/h				71	154	0				0	927	97
Adj No. of Lanes				0	2	0				0	3	0
Peak Hour Factor				0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %				5	5	0				0	5	5
Cap, veh/h				349	748	0				0	2361	246
Arrive On Green				0.33	0.33	0.00				0.00	0.58	0.58
Sat Flow, veh/h				857	2326	0				0	4248	426
Grp Volume(v), veh/h				120	105	0				0	746	278
Grp Sat Flow(s),veh/h/ln				1536	1564	0				0	1647	1218
Q Serve(g_s), s				3.5	4.3	0.0				0.0	11.1	11.2
Cycle Q Clear(g_c), s				4.9	4.3	0.0				0.0	11.1	11.2
Prop In Lane				0.59		0.00				0.00		0.35
Lane Grp Cap(c), veh/h				576	521	0				0	1903	704
V/C Ratio(X)				0.21	0.20	0.00				0.00	0.39	0.39
Avail Cap(c_a), veh/h				576	521	0				0	1903	704
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				21.6	21.4	0.0				0.0	10.4	10.4
Incr Delay (d2), s/veh				0.8	0.9	0.0				0.0	0.6	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.3	2.0	0.0				0.0	5.1	4.0
LnGrp Delay(d),s/veh				22.4	22.3	0.0				0.0	11.0	12.0
LnGrp LOS				C	C						B	B
Approach Vol, veh/h					225						1024	
Approach Delay, s/veh					22.3						11.3	
Approach LOS					C						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				
Phs Duration (G+Y+Rc), s		56.0		34.0				
Change Period (Y+Rc), s		4.0		4.0				
Max Green Setting (Gmax), s		52.0		30.0				
Max Q Clear Time (g_c+I1), s		13.2		6.9				
Green Ext Time (p_c), s		2.9		0.4				

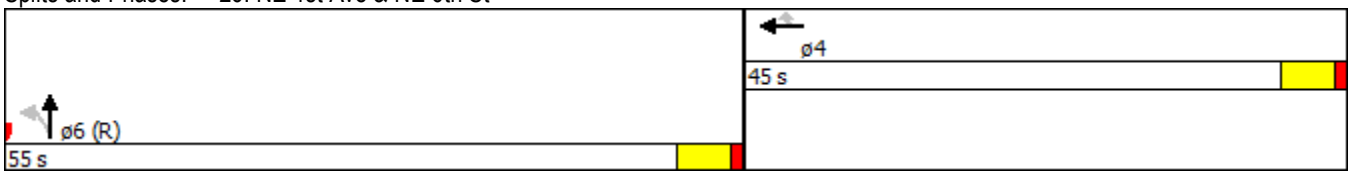
Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

Lane Group	WBT	WBR	NBT
Lane Configurations			
Volume (vph)	166	387	301
Turn Type	NA	Perm	NA
Protected Phases	4		6
Permitted Phases		4	
Detector Phase	4	4	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	45.0	45.0	55.0
Total Split (%)	45.0%	45.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	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?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 19 (19%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 26: NE 1st Ave & NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	166	387	74	301	0	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					0.91	0.91		0.91				
Frpb, ped/bikes					0.99	0.99		1.00				
Flpb, ped/bikes					1.00	1.00		0.99				
Frt					0.92	0.85		1.00				
Flt Protected					1.00	1.00		0.99				
Satd. Flow (prot)					3004	1380		4406				
Flt Permitted					1.00	1.00		0.99				
Satd. Flow (perm)					3004	1380		4406				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	0	178	416	80	324	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	125	125	0	40	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	261	83	0	364	0	0	0	0
Confl. Peds. (#/hr)	1		6	6		1	13		3	3		13
Bus Blockages (#/hr)	0	0	0	0	0	0	0	71	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					4			6				
Permitted Phases						4	6					
Actuated Green, G (s)					40.0	40.0		50.0				
Effective Green, g (s)					40.0	40.0		50.0				
Actuated g/C Ratio					0.40	0.40		0.50				
Clearance Time (s)					5.0	5.0		5.0				
Lane Grp Cap (vph)					1201	552		2203				
v/s Ratio Prot					c0.09							
v/s Ratio Perm						0.06		0.08				
v/c Ratio					0.22	0.15		0.17				
Uniform Delay, d1					19.7	19.2		13.6				
Progression Factor					1.00	1.00		1.00				
Incremental Delay, d2					0.4	0.6		0.2				
Delay (s)					20.1	19.7		13.8				
Level of Service					C	B		B				
Approach Delay (s)		0.0			20.0			13.8			0.0	
Approach LOS		A			B			B			A	

Intersection Summary

HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		

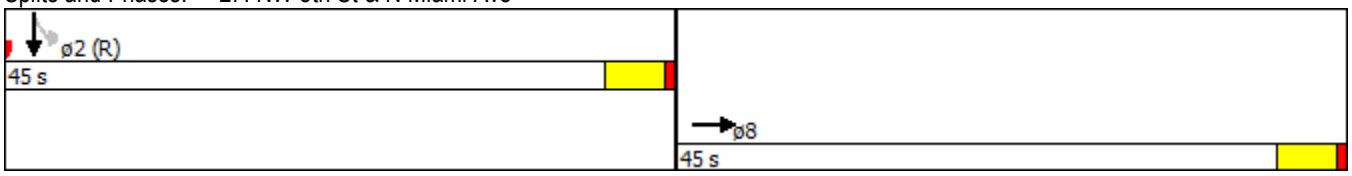
c Critical Lane Group

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	867	642
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	45.0	45.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 3 (3%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 27: NW 5th St & N Miami Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	867	117	0	0	0	0	0	0	238	642	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1810	1900							1900	1810	0
Adj Flow Rate, veh/h	0	1008	136							277	747	0
Adj No. of Lanes	0	3	0							0	3	0
Peak Hour Factor	0.86	0.86	0.86							0.86	0.86	0.86
Percent Heavy Veh, %	0	5	5							5	5	0
Cap, veh/h	0	1965	265							574	1483	0
Arrive On Green	0.00	0.45	0.45							0.15	0.15	0.00
Sat Flow, veh/h	0	4561	592							1127	3468	0
Grp Volume(v), veh/h	0	754	390							356	668	0
Grp Sat Flow(s),veh/h/ln	0	1647	1697							1450	1498	0
Q Serve(g_s), s	0.0	14.8	14.8							20.5	18.5	0.0
Cycle Q Clear(g_c), s	0.0	14.8	14.8							20.5	18.5	0.0
Prop In Lane	0.00		0.35							0.78		0.00
Lane Grp Cap(c), veh/h	0	1471	758							719	1339	0
V/C Ratio(X)	0.00	0.51	0.51							0.50	0.50	0.00
Avail Cap(c_a), veh/h	0	1471	758							719	1339	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	17.9	17.9							30.0	29.1	0.0
Incr Delay (d2), s/veh	0.0	1.3	2.5							2.4	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.0	7.5							8.7	7.9	0.0
LnGrp Delay(d),s/veh	0.0	19.2	20.4							32.4	30.4	0.0
LnGrp LOS		B	C							C	C	
Approach Vol, veh/h		1144									1024	
Approach Delay, s/veh		19.6									31.1	
Approach LOS		B									C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2						8
Phs Duration (G+Y+Rc), s		45.0						45.0
Change Period (Y+Rc), s		* 4.8						4.8
Max Green Setting (Gmax), s		* 40						40.2
Max Q Clear Time (g_c+I1), s		22.5						16.8
Green Ext Time (p_c), s		2.6						3.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.0
HCM 2010 LOS	C

Notes

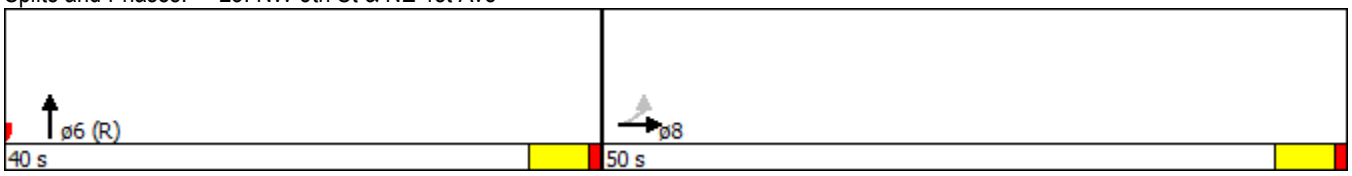
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	967	271
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	50.0	40.0
Total Split (%)	55.6%	44.4%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 26 (29%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 28: NW 5th St & NE 1st Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	87	967	0	0	0	0	0	271	137	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1810	0				0	1810	1900			
Adj Flow Rate, veh/h	102	1138	0				0	319	161			
Adj No. of Lanes	0	3	0				0	3	0			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	5	5	0				0	5	5			
Cap, veh/h	214	2191	0				0	1284	592			
Arrive On Green	0.17	0.17	0.00				0.00	0.39	0.39			
Sat Flow, veh/h	329	4521	0				0	3456	1518			
Grp Volume(v), veh/h	454	786	0				0	319	161			
Grp Sat Flow(s),veh/h/ln	1704	1498	0				0	1647	1518			
Q Serve(g_s), s	15.6	21.6	0.0				0.0	5.9	6.5			
Cycle Q Clear(g_c), s	21.7	21.6	0.0				0.0	5.9	6.5			
Prop In Lane	0.22		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	903	1502	0				0	1284	592			
V/C Ratio(X)	0.50	0.52	0.00				0.00	0.25	0.27			
Avail Cap(c_a), veh/h	903	1502	0				0	1284	592			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	27.6	27.7	0.0				0.0	18.5	18.7			
Incr Delay (d2), s/veh	2.0	1.3	0.0				0.0	0.5	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.8	9.2	0.0				0.0	2.7	2.9			
LnGrp Delay(d),s/veh	29.6	29.1	0.0				0.0	19.0	19.9			
LnGrp LOS	C	C						B	B			
Approach Vol, veh/h		1240						480				
Approach Delay, s/veh		29.3						19.3				
Approach LOS		C						B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs						6		8
Phs Duration (G+Y+Rc), s						40.0		50.0
Change Period (Y+Rc), s						4.9		4.9
Max Green Setting (Gmax), s						35.1		45.1
Max Q Clear Time (g_c+I1), s						8.5		23.7
Green Ext Time (p_c), s						1.2		3.4

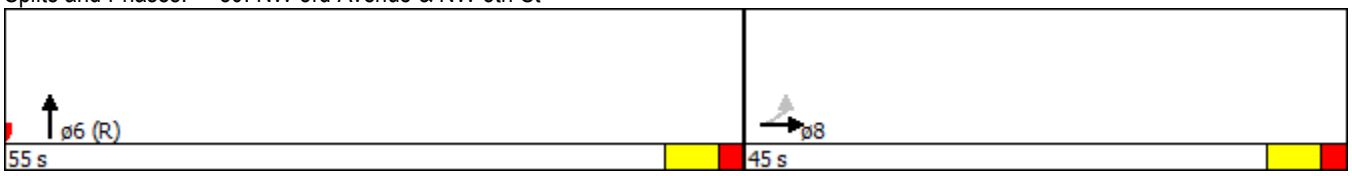
Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Lane Group	EBL	EBT	NBT
Lane Configurations			
Volume (vph)	62	954	354
Turn Type	Perm	NA	NA
Protected Phases		8	6
Permitted Phases	8		
Detector Phase	8	8	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.1	26.1	24.9
Total Split (s)	45.0	45.0	55.0
Total Split (%)	45.0%	45.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.1	2.1	1.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	5.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 17 (17%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 30: NW 3rd Avenue & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	62	954	0	0	0	0	0	354	298	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1810	0				0	1810	1900			
Adj Flow Rate, veh/h	70	1072	0				0	398	335			
Adj No. of Lanes	1	3	0				0	3	0			
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89			
Percent Heavy Veh, %	5	5	0				0	5	5			
Cap, veh/h	742	1922	0				0	1617	749			
Arrive On Green	0.39	0.39	0.00				0.00	0.49	0.49			
Sat Flow, veh/h	1723	5103	0				0	3456	1526			
Grp Volume(v), veh/h	70	1072	0				0	398	335			
Grp Sat Flow(s),veh/h/ln	1723	1647	0				0	1647	1526			
Q Serve(g_s), s	2.6	16.9	0.0				0.0	7.0	14.3			
Cycle Q Clear(g_c), s	2.6	16.9	0.0				0.0	7.0	14.3			
Prop In Lane	1.00		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	742	1922	0				0	1617	749			
V/C Ratio(X)	0.09	0.56	0.00				0.00	0.25	0.45			
Avail Cap(c_a), veh/h	742	1922	0				0	1617	749			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	19.5	23.8	0.0				0.0	14.7	16.6			
Incr Delay (d2), s/veh	0.3	1.2	0.0				0.0	0.4	1.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.3	7.9	0.0				0.0	3.2	6.4			
LnGrp Delay(d),s/veh	19.7	25.0	0.0				0.0	15.1	18.5			
LnGrp LOS	B	C						B	B			
Approach Vol, veh/h		1142						733				
Approach Delay, s/veh		24.7						16.7				
Approach LOS		C						B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs						6		8
Phs Duration (G+Y+Rc), s						55.0		45.0
Change Period (Y+Rc), s						5.9		6.1
Max Green Setting (Gmax), s						49.1		38.9
Max Q Clear Time (g_c+I1), s						16.3		18.9
Green Ext Time (p_c), s						2.0		3.2

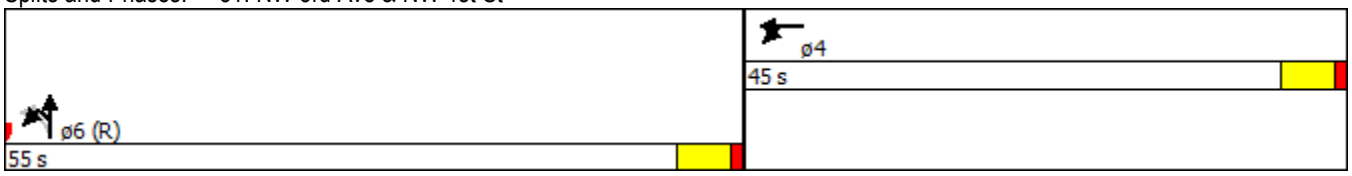
Intersection Summary	
HCM 2010 Ctrl Delay	21.6
HCM 2010 LOS	C

Lane Group	WBL	WBT	WBR	NBL2	NBT
Lane Configurations					
Volume (vph)	103	20	102	1	36
Turn Type	Split	NA	Free	Split	NA
Protected Phases	4	4		6	6
Permitted Phases			Free		
Detector Phase	4	4		6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0		16.0	16.0
Minimum Split (s)	21.0	21.0		21.0	21.0
Total Split (s)	45.0	45.0		55.0	55.0
Total Split (%)	45.0%	45.0%		55.0%	55.0%
Yellow Time (s)	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max		Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 52 (52%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 31: NW 3rd Ave & NW 1st St



Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Volume (vph)	103	20	102	1	5	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0	5.0		5.0
Lane Util. Factor	0.97	1.00	1.00	0.95		0.95
Frpb, ped/bikes	1.00	1.00	0.98	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00		1.00
Flt Protected	0.95	1.00	1.00	0.95		0.99
Satd. Flow (prot)	3335	1810	1507	1633		1708
Flt Permitted	0.95	1.00	1.00	0.95		0.99
Satd. Flow (perm)	3335	1810	1507	1633		1708
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	121	24	120	1	6	42
RTOR Reduction (vph)	0	0	0	1	0	0
Lane Group Flow (vph)	121	24	120	1	0	48
Confl. Peds. (#/hr)	2		29	2	2	
Turn Type	Split	NA	Free	Split	Perm	NA
Protected Phases	4	4		6		6
Permitted Phases			Free		6	
Actuated Green, G (s)	40.0	40.0	100.0	50.0		50.0
Effective Green, g (s)	40.0	40.0	100.0	50.0		50.0
Actuated g/C Ratio	0.40	0.40	1.00	0.50		0.50
Clearance Time (s)	5.0	5.0		5.0		5.0
Lane Grp Cap (vph)	1334	724	1507	816		854
v/s Ratio Prot	c0.04	0.01		0.00		
v/s Ratio Perm			c0.08			0.03
v/c Ratio	0.09	0.03	0.08	0.00		0.06
Uniform Delay, d1	18.7	18.2	0.0	12.5		12.9
Progression Factor	1.22	1.25	1.00	1.00		1.00
Incremental Delay, d2	0.1	0.1	0.1	0.0		0.1
Delay (s)	22.8	22.9	0.1	12.5		13.0
Level of Service	C	C	A	B		B
Approach Delay (s)		12.6				13.0
Approach LOS		B				B

Intersection Summary

HCM 2000 Control Delay	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.09		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

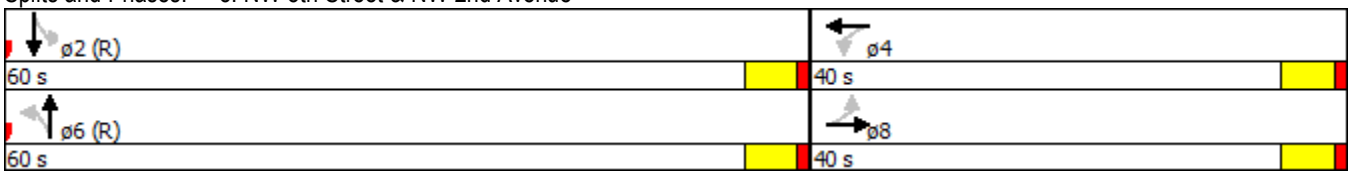
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	31	222	16	203	132	255	11	103
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	40.0	40.0	40.0	40.0	60.0	60.0	60.0	60.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 5: NW 8th Street & NW 2nd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	31	222	32	16	203	26	132	255	57	11	103	59
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.72	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1810	1900	1900	1810	1900	1900	1810	1900	1900	1810	1900
Adj Flow Rate, veh/h	36	258	37	19	236	30	153	297	66	13	120	69
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	80	486	66	58	523	64	211	369	78	70	560	307
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.18	0.18	0.18	0.55	0.55	0.55
Sat Flow, veh/h	114	1390	189	56	1493	182	299	672	142	57	1018	558
Grp Volume(v), veh/h	331	0	0	285	0	0	516	0	0	202	0	0
Grp Sat Flow(s),veh/h/ln	1693	0	0	1731	0	0	1113	0	0	1632	0	0
Q Serve(g_s), s	2.4	0.0	0.0	0.0	0.0	0.0	38.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	15.2	0.0	0.0	12.5	0.0	0.0	44.5	0.0	0.0	6.1	0.0	0.0
Prop In Lane	0.11		0.11	0.07		0.11	0.30		0.13	0.06		0.34
Lane Grp Cap(c), veh/h	632	0	0	644	0	0	659	0	0	936	0	0
V/C Ratio(X)	0.52	0.00	0.00	0.44	0.00	0.00	0.78	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	632	0	0	644	0	0	659	0	0	936	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.0	0.0	0.0	25.2	0.0	0.0	36.2	0.0	0.0	11.5	0.0	0.0
Incr Delay (d2), s/veh	3.1	0.0	0.0	2.2	0.0	0.0	9.0	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	0.0	6.5	0.0	0.0	15.5	0.0	0.0	2.9	0.0	0.0
LnGrp Delay(d),s/veh	29.1	0.0	0.0	27.4	0.0	0.0	45.2	0.0	0.0	12.0	0.0	0.0
LnGrp LOS	C			C			D			B		
Approach Vol, veh/h		331			285			516			202	
Approach Delay, s/veh		29.1			27.4			45.2			12.0	
Approach LOS		C			C			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		40.0		60.0		40.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		55.0		35.0		55.0		35.0
Max Q Clear Time (g_c+I1), s		8.1		14.5		46.5		17.2
Green Ext Time (p_c), s		1.9		2.5		1.4		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	32.4
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	248	44	9	157	58	50
Conflicting Peds, #/hr	0	15	15	0	3	34
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	273	48	10	173	64	55

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	355	0	523	346
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	192	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1187	-	509	690
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	833	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1172	-	484	662
Mov Cap-2 Maneuver	-	-	-	-	484	-
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	553	-	-	1172	-
HCM Lane V/C Ratio	0.215	-	-	0.008	-
HCM Control Delay (s)	13.3	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	114	182	34	6	96	23	42	118	14
Conflicting Peds, #/hr	16	0	19	19	0	16	19	0	14
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	120	192	36	6	101	24	44	124	15

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	144	0	0	246	0	0	631	625	247
Stage 1	-	-	-	-	-	-	468	468	-
Stage 2	-	-	-	-	-	-	163	157	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345
Pot Cap-1 Maneuver	1420	-	-	1303	-	-	389	397	784
Stage 1	-	-	-	-	-	-	570	556	-
Stage 2	-	-	-	-	-	-	832	762	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1398	-	-	1282	-	-	324	345	759
Mov Cap-2 Maneuver	-	-	-	-	-	-	324	345	-
Stage 1	-	-	-	-	-	-	505	493	-
Stage 2	-	-	-	-	-	-	778	746	-

Approach	EB	WB	NB
HCM Control Delay, s	2.7	0.4	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	324	345	385	1398	-	-	1282	-	-	227	342
HCM Lane V/C Ratio	0.136	0.18	0.2	0.086	-	-	0.005	-	-	0.014	0.035
HCM Control Delay (s)	17.9	17.7	16.7	7.8	0	-	7.8	0	-	21.1	15.9
HCM Lane LOS	C	C	C	A	A	-	A	A	-	C	C
HCM 95th %tile Q(veh)	0.5	0.6	0.7	0.3	-	-	0	-	-	0	0.1

Intersection	
Int Delay, s/veh	

Movement	SBL	SBT	SBR
Vol, veh/h	3	23	11
Conflicting Peds, #/hr	14	0	19
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	0	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	95	95	95
Heavy Vehicles, %	5	5	5
Mvmt Flow	3	24	12

Major/Minor	Minor2		
Conflicting Flow All	683	631	151
Stage 1	145	145	-
Stage 2	538	486	-
Critical Hdwy	7.15	6.55	6.25
Critical Hdwy Stg 1	6.15	5.55	-
Critical Hdwy Stg 2	6.15	5.55	-
Follow-up Hdwy	3.545	4.045	3.345
Pot Cap-1 Maneuver	359	394	887
Stage 1	851	771	-
Stage 2	522	546	-
Platoon blocked, %			
Mov Cap-1 Maneuver	227	342	859
Mov Cap-2 Maneuver	227	342	-
Stage 1	755	755	-
Stage 2	340	484	-

Approach	SB
HCM Control Delay, s	14.4
HCM LOS	B

Minor Lane/Major Mvmt	SBLn3

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	7	35	412	0	0	148
Conflicting Peds, #/hr	9	11	0	11	11	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	8	40	468	0	0	168

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	647	490	0	0	479	0
Stage 1	479	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	431	572	-	-	1068	-
Stage 1	617	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	423	562	-	-	1058	-
Mov Cap-2 Maneuver	423	-	-	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	846	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

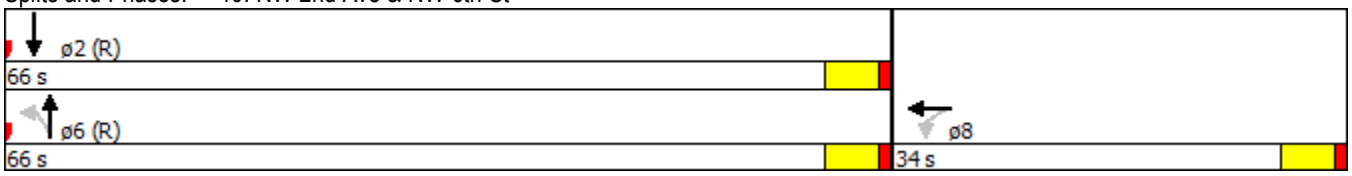
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	533	1058	-
HCM Lane V/C Ratio	-	-	0.09	-	-
HCM Control Delay (s)	-	-	12.4	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	608	133	308	117
Turn Type	NA	Perm	NA	NA
Protected Phases	8		6	2
Permitted Phases		6		
Detector Phase	8	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	15.0	15.0	15.0
Minimum Split (s)	27.0	21.0	21.0	21.0
Total Split (s)	34.0	66.0	66.0	66.0
Total Split (%)	34.0%	66.0%	66.0%	66.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 88 (88%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 10: NW 2nd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	66	608	71	133	308	0	0	117	45
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.72
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	0	0	1629	1710
Adj Flow Rate, veh/h				74	683	80	149	346	0	0	131	51
Adj No. of Lanes				0	2	0	0	1	0	0	1	0
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				0	5	0	5	5	0	0	5	5
Cap, veh/h				78	753	93	245	535	0	0	492	191
Arrive On Green				0.29	0.29	0.29	1.00	1.00	0.00	0.00	0.20	0.20
Sat Flow, veh/h				269	2596	320	325	878	0	0	806	314
Grp Volume(v), veh/h				444	0	393	495	0	0	0	0	182
Grp Sat Flow(s),veh/h/ln				1615	0	1570	1202	0	0	0	0	1120
Q Serve(g_s), s				26.9	0.0	23.7	12.7	0.0	0.0	0.0	0.0	13.7
Cycle Q Clear(g_c), s				26.9	0.0	23.7	26.4	0.0	0.0	0.0	0.0	13.7
Prop In Lane				0.17		0.20	0.30		0.00	0.00		0.28
Lane Grp Cap(c), veh/h				468	0	455	780	0	0	0	0	683
V/C Ratio(X)				0.95	0.00	0.86	0.63	0.00	0.00	0.00	0.00	0.27
Avail Cap(c_a), veh/h				468	0	455	780	0	0	0	0	683
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				34.8	0.0	33.6	1.6	0.0	0.0	0.0	0.0	21.1
Incr Delay (d2), s/veh				30.5	0.0	19.1	3.9	0.0	0.0	0.0	0.0	1.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				15.9	0.0	12.7	5.4	0.0	0.0	0.0	0.0	4.4
LnGrp Delay(d),s/veh				65.2	0.0	52.7	5.5	0.0	0.0	0.0	0.0	22.0
LnGrp LOS				E		D	A					C
Approach Vol, veh/h					837			495			182	
Approach Delay, s/veh					59.3			5.5			22.0	
Approach LOS					E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		66.0				66.0		34.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		61.0				61.0		29.0
Max Q Clear Time (g_c+I1), s		15.7				28.4		28.9
Green Ext Time (p_c), s		1.7				1.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	11	706	122	10	11	0
Conflicting Peds, #/hr	5	0	3	3	0	5	3	0	39
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	14	894	154	13	14	0

Major/Minor	Major2			Minor1		
Conflicting Flow All	39	0	0	558	1154	44
Stage 1	-	-	-	39	39	-
Stage 2	-	-	-	519	1115	-
Critical Hdwy	-	-	-	6.9	6.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.9	5.6	-
Follow-up Hdwy	-	-	-	3.55	4.05	-
Pot Cap-1 Maneuver	-	-	-	452	191	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	553	275	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	437	0	-
Mov Cap-2 Maneuver	-	-	-	437	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	553	0	-

Approach	WB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	448
HCM Lane V/C Ratio	-	-	-	-	0.093
HCM Control Delay (s)	-	-	-	-	13.9
HCM Lane LOS	-	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	0.3

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	0	8	25
Conflicting Peds, #/hr	39	0	3
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	79	79	79
Heavy Vehicles, %	5	5	5
Mvmt Flow	0	10	32

Major/Minor	Minor2		
Conflicting Flow All	1084	1077	562
Stage 1	1038	1038	-
Stage 2	46	39	-
Critical Hdwy	6.9	6.6	7
Critical Hdwy Stg 1	5.9	5.6	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.55	4.05	3.35
Pot Cap-1 Maneuver	207	213	463
Stage 1	296	300	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	194	0	448
Mov Cap-2 Maneuver	194	0	-
Stage 1	286	0	-
Stage 2	-	0	-

Approach	SB
HCM Control Delay, s	13.9
HCM LOS	B

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	6	446	27	64	157	0
Conflicting Peds, #/hr	5	0	5	5	0	5	42	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	7	485	29	70	171	0

Major/Minor	Major2			Minor1		
Conflicting Flow All	42	0	0	363	611	47
Stage 1	-	-	-	42	42	-
Stage 2	-	-	-	321	569	-
Critical Hdwy	-	-	-	6.9	6.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.9	5.6	-
Follow-up Hdwy	-	-	-	3.55	4.05	-
Pot Cap-1 Maneuver	-	-	-	602	401	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	699	497	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	581	0	-
Mov Cap-2 Maneuver	-	-	-	581	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	699	0	-

Approach	WB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	581	-	-	-	-	-	-	665
HCM Lane V/C Ratio	0.12	-	-	-	-	-	-	0.074
HCM Control Delay (s)	12	-	-	-	-	-	-	10.8
HCM Lane LOS	B	-	-	-	-	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	-	-	-	0.2

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	44	23
Conflicting Peds, #/hr	7	0	42
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	5	5	5
Mvmt Flow	0	48	25

Major/Minor	Minor2		
Conflicting Flow All	682	597	298
Stage 1	555	555	-
Stage 2	127	42	-
Critical Hdwy	6.9	6.6	7
Critical Hdwy Stg 1	5.9	5.6	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.55	4.05	3.35
Pot Cap-1 Maneuver	377	409	689
Stage 1	530	504	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	351	0	665
Mov Cap-2 Maneuver	351	0	-
Stage 1	511	0	-
Stage 2	-	0	-

Approach	SB
HCM Control Delay, s	
HCM LOS	-

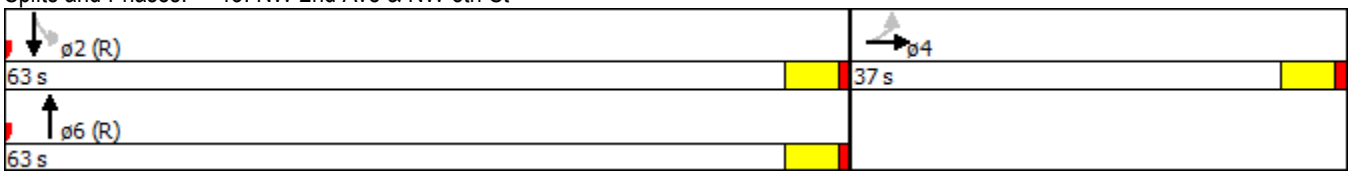
Minor Lane/Major Mvmt	

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	342	472	19	156
Turn Type	NA	NA	Perm	NA
Protected Phases	4	6		2
Permitted Phases			2	
Detector Phase	4	6	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	37.0	63.0	63.0	63.0
Total Split (%)	37.0%	63.0%	63.0%	63.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 97 (97%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 13: NW 2nd Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	342	68	0	0	0	0	472	109	19	156	0
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	0.72				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710				0	1629	1710	1710	1629	0
Adj Flow Rate, veh/h	28	364	72				0	502	116	20	166	0
Adj No. of Lanes	0	3	0				0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	5	0				0	5	5	5	5	0
Cap, veh/h	76	1042	205				0	740	171	104	794	0
Arrive On Green	0.32	0.32	0.32				0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	239	3256	641				0	1277	295	111	1369	0
Grp Volume(v), veh/h	190	158	116				0	0	618	186	0	0
Grp Sat Flow(s),veh/h/ln	1617	1482	1037				0	0	1572	1480	0	0
Q Serve(g_s), s	9.0	8.1	8.6				0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.0	8.1	8.6				0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.15		0.62				0.00		0.19	0.11		0.00
Lane Grp Cap(c), veh/h	517	474	332				0	0	912	898	0	0
V/C Ratio(X)	0.37	0.33	0.35				0.00	0.00	0.68	0.21	0.00	0.00
Avail Cap(c_a), veh/h	517	474	332				0	0	912	898	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.2	25.9	26.0				0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.0	1.9	2.9				0.0	0.0	4.0	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	0.0
%ile BackOfQ(50%),veh/ln	4.3	3.5	2.7				0.0	0.0	1.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	28.2	27.8	28.9				0.0	0.0	4.0	0.5	0.0	0.0
LnGrp LOS	C	C	C						A	A		
Approach Vol, veh/h		464						618			186	
Approach Delay, s/veh		28.2						4.0			0.5	
Approach LOS		C						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		63.0		37.0		63.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		58.0		32.0		58.0		
Max Q Clear Time (g_c+I1), s		2.0		11.0		2.0		
Green Ext Time (p_c), s		2.1		0.0		2.1		

Intersection Summary	
HCM 2010 Ctrl Delay	12.4
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	20	490	0	0	13	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	21	516	0	0	14	0
Pedestrians		8	159		5	
Lane Width (ft)		12.0	0.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		361	491			
pX, platoon unblocked						
vC, conflicting volume	5				378	13
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	5				378	13
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	100
cM capacity (veh/h)	1587				578	1043

Direction, Lane #	EB 1	EB 2	EB 3	SB 1
Volume Total	124	206	206	14
Volume Left	21	0	0	14
Volume Right	0	0	0	0
cSH	1587	1700	1700	578
Volume to Capacity	0.01	0.12	0.12	0.02
Queue Length 95th (ft)	1	0	0	2
Control Delay (s)	1.3	0.0	0.0	11.4
Lane LOS	A			B
Approach Delay (s)	0.3			11.4
Approach LOS				B

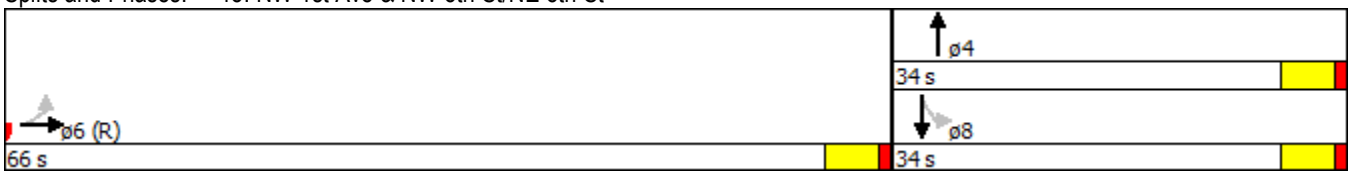
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	24.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	447	161	15	34
Turn Type	NA	NA	Perm	NA
Protected Phases	6	4		8
Permitted Phases			8	
Detector Phase	6	4	8	8
Switch Phase				
Minimum Initial (s)	18.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	66.0	34.0	34.0	34.0
Total Split (%)	66.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 82 (82%), Referenced to phase 6:EBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 15: NW 1st Ave & NW 5th St/NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	51	447	47	0	0	0	0	161	100	15	34	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.72				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710				0	1629	1710	1629	1629	0
Adj Flow Rate, veh/h	53	466	49				0	168	104	16	35	0
Adj No. of Lanes	0	3	0				0	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	5	0				0	5	5	5	5	0
Cap, veh/h	226	2105	226				0	543	317	266	897	0
Arrive On Green	0.20	0.20	0.20				0.00	0.10	0.10	0.29	0.29	0.00
Sat Flow, veh/h	371	3451	370				0	1953	1095	962	3176	0
Grp Volume(v), veh/h	230	192	146				0	137	135	16	35	0
Grp Sat Flow(s),veh/h/ln	1610	1482	1099				0	1547	1419	962	1547	0
Q Serve(g_s), s	12.0	10.8	11.1				0.0	8.3	8.9	1.4	0.8	0.0
Cycle Q Clear(g_c), s	12.0	10.8	11.1				0.0	8.3	8.9	10.2	0.8	0.0
Prop In Lane	0.23		0.34				0.00		0.77	1.00		0.00
Lane Grp Cap(c), veh/h	982	904	670				0	449	412	266	897	0
V/C Ratio(X)	0.23	0.21	0.22				0.00	0.31	0.33	0.06	0.04	0.00
Avail Cap(c_a), veh/h	982	904	670				0	449	412	266	897	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.4	19.9	20.0				0.0	35.8	36.1	32.4	25.5	0.0
Incr Delay (d2), s/veh	0.6	0.5	0.7				0.0	1.8	2.1	0.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	4.6	3.5				0.0	3.8	3.7	0.4	0.4	0.0
LnGrp Delay(d),s/veh	20.9	20.4	20.7				0.0	37.6	38.2	32.9	25.6	0.0
LnGrp LOS	C	C	C					D	D	C	C	
Approach Vol, veh/h		568						272			51	
Approach Delay, s/veh		20.7						37.9			27.9	
Approach LOS		C						D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				34.0		66.0		34.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				29.0		61.0		29.0
Max Q Clear Time (g_c+I1), s				10.9		14.0		12.2
Green Ext Time (p_c), s				1.5		0.0		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	55	71	501	4	10	213
Conflicting Peds, #/hr	3	7	0	19	19	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	60	78	551	4	11	234

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	816	579	0	0	562	0
Stage 1	560	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	342	509	-	-	995	-
Stage 1	566	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	331	498	-	-	979	-
Mov Cap-2 Maneuver	331	-	-	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	759	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.3	0	0.4
HCM LOS	C		

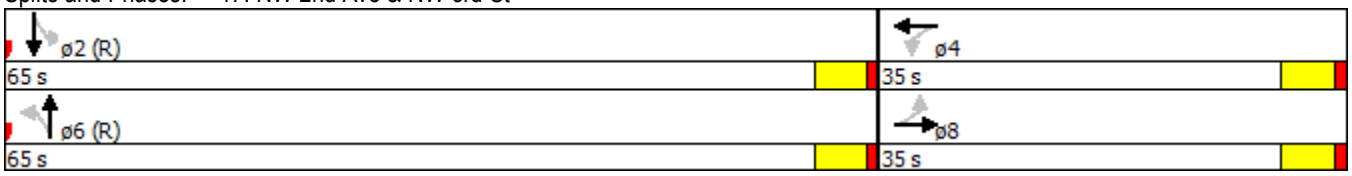
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	408	979	-
HCM Lane V/C Ratio	-	-	0.339	0.011	-
HCM Control Delay (s)	-	-	18.3	8.7	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.5	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	12	70	71	318	103	434	23	176
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	30.0	30.0	30.0	31.8	31.8	31.8	31.8
Total Split (s)	35.0	35.0	35.0	35.0	65.0	65.0	65.0	65.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	65.0%	65.0%	65.0%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.8	4.8	4.8	4.8
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 79 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 17: NW 2nd Ave & NW 3rd St



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	13	88	75	392	108	510	24	266
v/c Ratio	0.06	0.18	0.23	0.43	0.19	0.53	0.06	0.28
Control Delay	26.1	24.2	31.2	31.0	6.1	8.3	5.1	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	26.1	24.2	31.2	31.0	6.1	8.5	5.1	4.3
Queue Length 50th (ft)	6	36	40	110	14	62	2	21
Queue Length 95th (ft)	21	75	81	157	24	79	8	41
Internal Link Dist (ft)		193		773		276		264
Turn Bay Length (ft)	360		140				195	
Base Capacity (vph)	218	478	328	917	556	962	374	943
Starvation Cap Reductn	0	0	0	0	0	81	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.18	0.23	0.43	0.19	0.58	0.06	0.28

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	70	13	71	318	54	103	434	50	23	176	77
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.97		0.96	0.99		0.98	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1629	1629	1710	1629	1629	1710	1629	1629	1710	1629	1629	1710
Adj Flow Rate, veh/h	13	74	14	75	335	57	108	457	53	24	185	81
Adj No. of Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	224	397	75	358	790	133	651	861	100	534	644	282
Arrive On Green	0.30	0.30	0.30	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	851	1322	250	1106	2634	443	961	1430	166	767	1070	469
Grp Volume(v), veh/h	13	0	88	75	195	197	108	0	510	24	0	266
Grp Sat Flow(s),veh/h/ln	851	0	1573	1106	1547	1530	961	0	1595	767	0	1539
Q Serve(g_s), s	1.3	0.0	4.1	6.3	11.8	12.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.4	0.0	4.1	10.5	11.8	12.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.29	1.00		0.10	1.00		0.30
Lane Grp Cap(c), veh/h	224	0	472	358	464	459	651	0	960	534	0	927
V/C Ratio(X)	0.06	0.00	0.19	0.21	0.42	0.43	0.17	0.00	0.53	0.04	0.00	0.29
Avail Cap(c_a), veh/h	224	0	472	358	464	459	651	0	960	534	0	927
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.2	0.0	26.0	38.2	36.9	37.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.9	1.3	2.8	2.9	0.5	0.0	2.1	0.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.9	2.1	5.4	5.5	0.1	0.0	0.6	0.0	0.0	0.2
LnGrp Delay(d),s/veh	34.7	0.0	26.8	39.5	39.7	39.9	0.5	0.0	2.1	0.2	0.0	0.8
LnGrp LOS	C		C	D	D	D	A		A	A		A
Approach Vol, veh/h		101			467			618			290	
Approach Delay, s/veh		27.8			39.7			1.8			0.7	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		65.0		35.0		65.0		35.0
Change Period (Y+Rc), s		* 4.8		5.0		* 4.8		5.0
Max Green Setting (Gmax), s		* 60		30.0		* 60		30.0
Max Q Clear Time (g_c+I1), s		2.0		14.1		2.0		15.4
Green Ext Time (p_c), s		2.1		2.4		2.1		2.3

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Notes

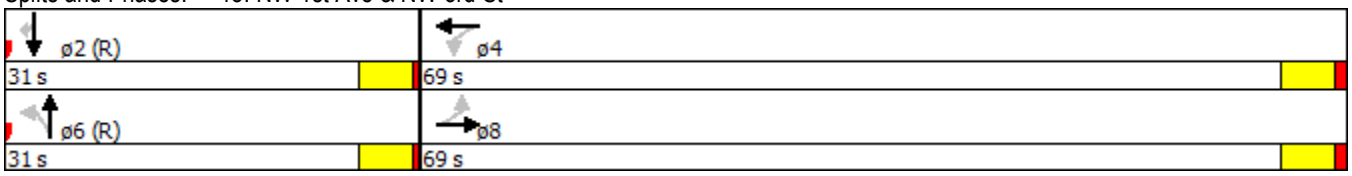
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Volume (vph)	39	0	47	254	97	144	81	43
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA	Perm
Protected Phases		8		4		6	2	
Permitted Phases	8		4		6			2
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	26.0	26.0	29.0	29.0	25.6	25.6	25.6	25.6
Total Split (s)	69.0	69.0	69.0	69.0	31.0	31.0	31.0	31.0
Total Split (%)	69.0%	69.0%	69.0%	69.0%	31.0%	31.0%	31.0%	31.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.6	0.6	0.6	0.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	4.6	4.6	4.6	4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 70 (70%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 18: NW 1st Ave & NW 3rd St



Lane Group	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	153	51	331	105	157	88	47
v/c Ratio	0.19	0.07	0.17	0.37	0.37	0.20	0.13
Control Delay	6.8	7.2	6.4	26.4	24.9	35.1	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.8	7.2	6.4	26.4	24.9	35.1	14.0
Queue Length 50th (ft)	0	11	34	42	63	50	0
Queue Length 95th (ft)	52	25	52	76	103	96	36
Internal Link Dist (ft)	773		450		266	631	
Turn Bay Length (ft)				120			
Base Capacity (vph)	811	694	1935	283	430	430	372
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.07	0.17	0.37	0.37	0.20	0.13

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	39	0	102	47	254	51	97	144	0	0	81	43
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.96		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710	1629	1629	1710	1629	1629	0	0	1629	1629
Adj Flow Rate, veh/h	42	0	111	51	276	55	105	157	0	0	88	47
Adj No. of Lanes	0	1	0	1	2	0	1	1	0	0	1	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
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	0	0	5	5
Cap, veh/h	239	21	566	733	1648	323	305	430	0	0	430	346
Arrive On Green	0.64	0.00	0.64	0.64	0.64	0.64	0.26	0.26	0.00	0.00	0.26	0.26
Sat Flow, veh/h	302	32	885	1108	2574	505	1052	1629	0	0	1629	1312
Grp Volume(v), veh/h	153	0	0	51	164	167	105	157	0	0	88	47
Grp Sat Flow(s),veh/h/ln	1220	0	0	1108	1547	1532	1052	1629	0	0	1629	1312
Q Serve(g_s), s	0.0	0.0	0.0	1.9	4.3	4.4	8.6	7.9	0.0	0.0	4.2	2.7
Cycle Q Clear(g_c), s	4.3	0.0	0.0	6.3	4.3	4.4	12.8	7.9	0.0	0.0	4.2	2.7
Prop In Lane	0.27		0.73	1.00		0.33	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	827	0	0	733	990	981	305	430	0	0	430	346
V/C Ratio(X)	0.19	0.00	0.00	0.07	0.17	0.17	0.34	0.37	0.00	0.00	0.20	0.14
Avail Cap(c_a), veh/h	827	0	0	733	990	981	305	430	0	0	430	346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	7.3	0.0	0.0	8.5	7.2	7.3	33.6	30.0	0.0	0.0	28.6	28.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.2	0.4	0.4	3.1	2.4	0.0	0.0	1.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	0.6	1.9	2.0	2.8	3.8	0.0	0.0	2.0	1.1
LnGrp Delay(d),s/veh	7.7	0.0	0.0	8.7	7.6	7.6	36.7	32.4	0.0	0.0	29.7	28.9
LnGrp LOS	A			A	A	A	D	C			C	C
Approach Vol, veh/h		153			382			262			135	
Approach Delay, s/veh		7.7			7.8			34.1			29.4	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.0		69.0		31.0		69.0
Change Period (Y+Rc), s		* 4.6		5.0		* 4.6		5.0
Max Green Setting (Gmax), s		* 26		64.0		* 26		64.0
Max Q Clear Time (g_c+I1), s		6.2		8.3		14.8		6.3
Green Ext Time (p_c), s		0.6		2.9		0.5		2.9

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Notes

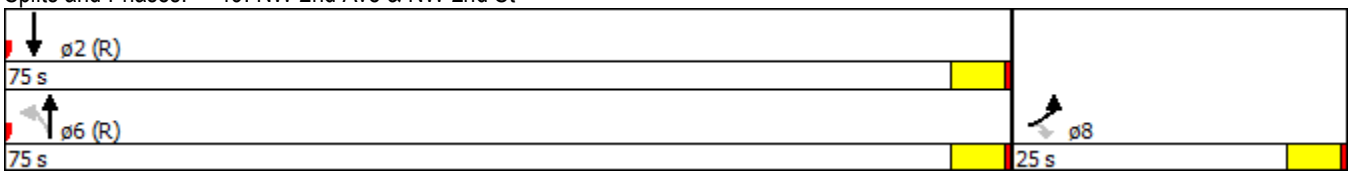
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	41	60	41	557	236
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	8			6	2
Permitted Phases		8	6		
Detector Phase	8	8	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.6	22.6	22.6
Total Split (s)	25.0	25.0	75.0	75.0	75.0
Total Split (%)	25.0%	25.0%	75.0%	75.0%	75.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	0.6	0.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6		4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 94 (94%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 19: NW 2nd Ave & NW 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	41	60	41	557	236	24
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	0.99			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1629	1629	1710	1629	1629	1710
Adj Flow Rate, veh/h	45	65	45	605	257	26
Adj No. of Lanes	1	1	0	2	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	316	282	154	1943	1023	104
Arrive On Green	0.20	0.20	0.70	0.70	1.00	1.00
Sat Flow, veh/h	1551	1384	161	2834	1454	147
Grp Volume(v), veh/h	45	65	339	311	0	283
Grp Sat Flow(s),veh/h/ln	1551	1384	1513	1408	0	1601
Q Serve(g_s), s	2.4	3.9	0.0	8.4	0.0	0.0
Cycle Q Clear(g_c), s	2.4	3.9	7.8	8.4	0.0	0.0
Prop In Lane	1.00	1.00	0.13			0.09
Lane Grp Cap(c), veh/h	316	282	1106	991	0	1127
V/C Ratio(X)	0.14	0.23	0.31	0.31	0.00	0.25
Avail Cap(c_a), veh/h	316	282	1106	991	0	1127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.6	33.2	5.5	5.6	0.0	0.0
Incr Delay (d2), s/veh	0.9	1.9	0.7	0.8	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.6	3.7	3.4	0.0	0.2
LnGrp Delay(d),s/veh	33.6	35.1	6.2	6.5	0.0	0.5
LnGrp LOS	C	D	A	A		A
Approach Vol, veh/h	110			650	283	
Approach Delay, s/veh	34.5			6.3	0.5	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		75.0				75.0		25.0
Change Period (Y+Rc), s		* 4.6				* 4.6		4.6
Max Green Setting (Gmax), s		* 70				* 70		20.4
Max Q Clear Time (g_c+I1), s		2.0				10.4		5.9
Green Ext Time (p_c), s		2.1				2.1		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	7.7
HCM 2010 LOS	A

Notes

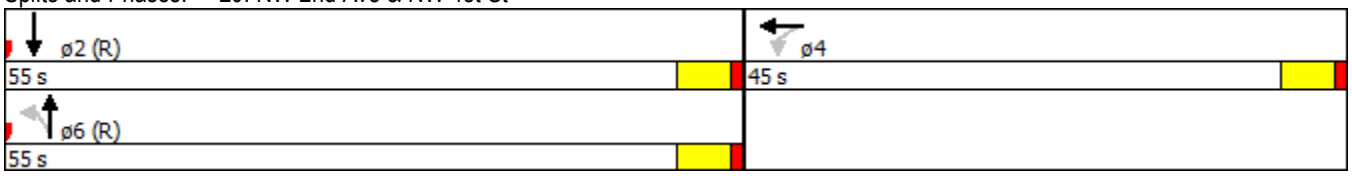
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	305	54	564	193
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	25.0	25.0	25.0
Total Split (s)	45.0	55.0	55.0	55.0
Total Split (%)	45.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 87 (87%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 20: NW 2nd Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	35	305	53	54	564	0	0	193	95
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.92	0.99		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.72
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	0	0	1629	1710
Adj Flow Rate, veh/h				39	339	59	60	627	0	0	214	106
Adj No. of Lanes				0	3	0	0	2	0	0	1	0
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				0	5	0	5	5	0	0	5	5
Cap, veh/h				155	1418	245	140	1344	0	0	371	184
Arrive On Green				0.13	0.13	0.13	0.50	0.50	0.00	0.00	1.00	1.00
Sat Flow, veh/h				387	3546	614	196	2762	0	0	741	367
Grp Volume(v), veh/h				162	135	140	355	332	0	0	0	320
Grp Sat Flow(s),veh/h/ln				1609	1482	1455	1476	1408	0	0	0	1109
Q Serve(g_s), s				9.0	8.2	8.6	4.9	15.5	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				9.0	8.2	8.6	14.6	15.5	0.0	0.0	0.0	0.0
Prop In Lane				0.24		0.42	0.17		0.00	0.00		0.33
Lane Grp Cap(c), veh/h				644	593	582	780	704	0	0	0	554
V/C Ratio(X)				0.25	0.23	0.24	0.45	0.47	0.00	0.00	0.00	0.58
Avail Cap(c_a), veh/h				644	593	582	780	704	0	0	0	554
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				30.0	29.6	29.8	16.0	16.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.9	0.9	1.0	1.9	2.3	0.0	0.0	0.0	4.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	3.5	3.6	6.7	6.4	0.0	0.0	0.0	0.7
LnGrp Delay(d),s/veh				30.9	30.5	30.8	17.9	18.6	0.0	0.0	0.0	4.3
LnGrp LOS				C	C	C	B	B				A
Approach Vol, veh/h					437			687			320	
Approach Delay, s/veh					30.7			18.3			4.3	
Approach LOS					C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		55.0		45.0		55.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		50.0		40.0		50.0		
Max Q Clear Time (g_c+I1), s		2.0		11.0		17.5		
Green Ext Time (p_c), s		2.4		0.0		2.4		

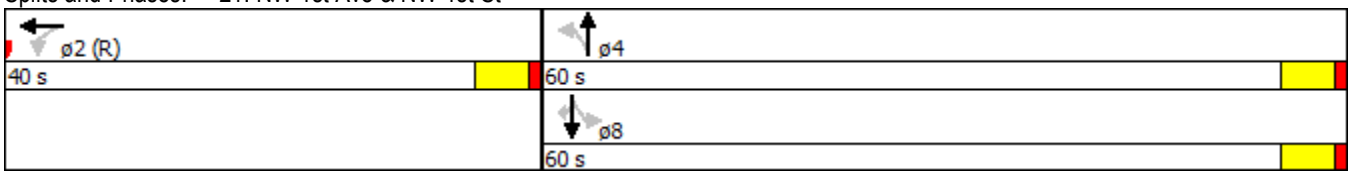
Intersection Summary	
HCM 2010 Ctrl Delay	19.0
HCM 2010 LOS	B

Lane Group	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations						
Volume (vph)	321	40	157	3	64	54
Turn Type	NA	Perm	NA	Perm	NA	Perm
Protected Phases	2		4		8	
Permitted Phases		4		8		8
Detector Phase	2	4	4	8	8	8
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	25.0	25.0	23.0	23.0	23.0
Total Split (s)	40.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 21: NW 1st Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	19	321	78	40	157	9	3	64	54
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.83	0.99		0.98	0.99		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	1710	1710	1629	1629
Adj Flow Rate, veh/h				22	369	90	46	180	10	3	74	62
Adj No. of Lanes				0	2	0	0	1	0	0	2	1
Peak Hour Factor				0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %				0	5	0	5	5	5	5	5	5
Cap, veh/h				47	803	203	177	652	35	76	1611	751
Arrive On Green				0.35	0.35	0.35	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h				134	2295	581	244	1185	63	68	2929	1366
Grp Volume(v), veh/h				266	0	215	236	0	0	41	36	62
Grp Sat Flow(s),veh/h/ln				1622	0	1389	1492	0	0	1589	1408	1366
Q Serve(g_s), s				12.7	0.0	11.9	0.0	0.0	0.0	0.0	1.2	2.1
Cycle Q Clear(g_c), s				12.7	0.0	11.9	7.7	0.0	0.0	1.2	1.2	2.1
Prop In Lane				0.08		0.42	0.19		0.04	0.07		1.00
Lane Grp Cap(c), veh/h				568	0	486	864	0	0	913	774	751
V/C Ratio(X)				0.47	0.00	0.44	0.27	0.00	0.00	0.05	0.05	0.08
Avail Cap(c_a), veh/h				568	0	486	864	0	0	913	774	751
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				25.3	0.0	25.0	11.9	0.0	0.0	10.4	10.4	10.6
Incr Delay (d2), s/veh				2.8	0.0	2.9	0.8	0.0	0.0	0.1	0.1	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.1	0.0	4.9	3.6	0.0	0.0	0.6	0.5	0.9
LnGrp Delay(d),s/veh				28.0	0.0	27.9	12.6	0.0	0.0	10.5	10.5	10.8
LnGrp LOS				C		C	B			B	B	B
Approach Vol, veh/h					481			236			139	
Approach Delay, s/veh					28.0			12.6			10.6	
Approach LOS					C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		40.0		60.0				60.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		35.0		55.0				55.0
Max Q Clear Time (g_c+I1), s		14.7		9.7				4.1
Green Ext Time (p_c), s		0.0		1.4				1.4

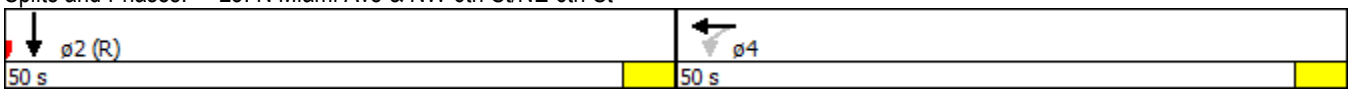
Intersection Summary	
HCM 2010 Ctrl Delay	20.9
HCM 2010 LOS	C

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	411	407
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.0	22.0
Total Split (s)	50.0	50.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 94 (94%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 25: N Miami Ave & NW 6th St/NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	77	411	0	0	0	0	0	407	67
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	0.72
Adj Sat Flow, veh/h/ln				1900	1810	0				0	1810	1900
Adj Flow Rate, veh/h				82	437	0				0	433	71
Adj No. of Lanes				0	2	0				0	3	0
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				5	5	0				0	5	5
Cap, veh/h				252	1281	0				0	1776	282
Arrive On Green				0.15	0.15	0.00				0.00	0.46	0.46
Sat Flow, veh/h				447	2866	0				0	4024	613
Grp Volume(v), veh/h				272	247	0				0	367	137
Grp Sat Flow(s),veh/h/ln				1667	1564	0				0	1647	1181
Q Serve(g_s), s				9.7	14.1	0.0				0.0	6.8	7.1
Cycle Q Clear(g_c), s				14.3	14.1	0.0				0.0	6.8	7.1
Prop In Lane				0.30		0.00				0.00		0.52
Lane Grp Cap(c), veh/h				814	720	0				0	1515	543
V/C Ratio(X)				0.33	0.34	0.00				0.00	0.24	0.25
Avail Cap(c_a), veh/h				814	720	0				0	1515	543
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				28.8	28.9	0.0				0.0	16.4	16.5
Incr Delay (d2), s/veh				1.1	1.3	0.0				0.0	0.4	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.0	6.4	0.0				0.0	3.1	2.4
LnGrp Delay(d),s/veh				30.0	30.2	0.0				0.0	16.8	17.6
LnGrp LOS				C	C						B	B
Approach Vol, veh/h					519						504	
Approach Delay, s/veh					30.1						17.0	
Approach LOS					C						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				
Phs Duration (G+Y+Rc), s		50.0		50.0				
Change Period (Y+Rc), s		4.0		4.0				
Max Green Setting (Gmax), s		46.0		46.0				
Max Q Clear Time (g_c+I1), s		9.1		16.3				
Green Ext Time (p_c), s		1.3		1.1				

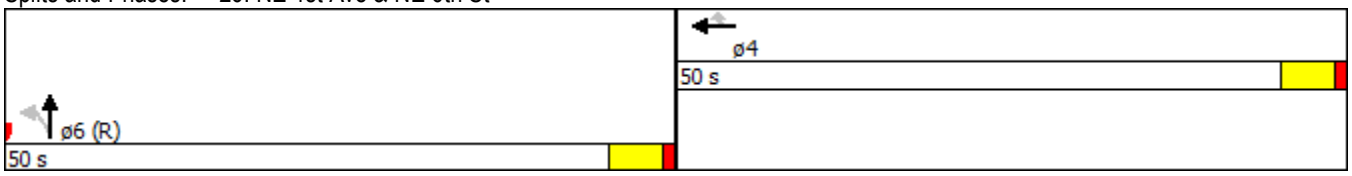
Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C

Lane Group	WBT	WBR	NBT
Lane Configurations			
Volume (vph)	406	822	701
Turn Type	NA	Perm	NA
Protected Phases	4		6
Permitted Phases		4	
Detector Phase	4	4	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	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?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 3 (3%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 26: NE 1st Ave & NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	406	822	92	701	0	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					0.91	0.91		0.91				
Frpb, ped/bikes					0.99	0.98		1.00				
Flpb, ped/bikes					1.00	1.00		0.99				
Frt					0.92	0.85		1.00				
Flt Protected					1.00	1.00		0.99				
Satd. Flow (prot)					3011	1369		4423				
Flt Permitted					1.00	1.00		0.99				
Satd. Flow (perm)					3011	1369		4423				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	0	472	956	107	815	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	52	52	0	17	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	898	426	0	906	0	0	0	0
Confl. Peds. (#/hr)	5		11	11		5	23		7	7		23
Bus Blockages (#/hr)	0	0	0	0	0	0	0	71	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					4			6				
Permitted Phases						4	6					
Actuated Green, G (s)					45.0	45.0		45.0				
Effective Green, g (s)					45.0	45.0		45.0				
Actuated g/C Ratio					0.45	0.45		0.45				
Clearance Time (s)					5.0	5.0		5.0				
Lane Grp Cap (vph)					1354	616		1990				
v/s Ratio Prot					0.30							
v/s Ratio Perm						c0.31		0.20				
v/c Ratio					0.66	0.69		0.46				
Uniform Delay, d1					21.6	22.0		19.0				
Progression Factor					1.00	1.00		1.13				
Incremental Delay, d2					2.6	6.3		0.7				
Delay (s)					24.1	28.2		22.2				
Level of Service					C	C		C				
Approach Delay (s)		0.0			25.5			22.2			0.0	
Approach LOS		A			C			C			A	

Intersection Summary

HCM 2000 Control Delay	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

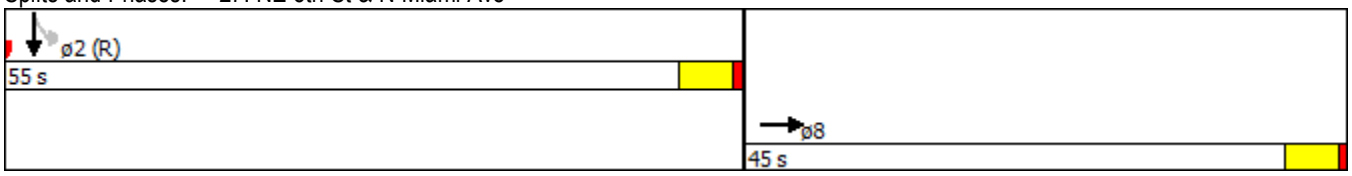
c Critical Lane Group

Lane Group	EBT	SBT
Lane Configurations	↑↑↑	↰↑↑
Volume (vph)	690	341
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	45.0	55.0
Total Split (%)	45.0%	55.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 3 (3%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 27: NE 5th St & N Miami Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	690	70	0	0	0	0	0	0	125	341	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1810	1900							1900	1810	0
Adj Flow Rate, veh/h	0	758	77							137	375	0
Adj No. of Lanes	0	3	0							0	3	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	5	5							5	5	0
Cap, veh/h	0	1832	185							601	1703	0
Arrive On Green	0.00	0.13	0.13							0.17	0.17	0.00
Sat Flow, veh/h	0	4719	460							1072	3541	0
Grp Volume(v), veh/h	0	547	288							184	328	0
Grp Sat Flow(s),veh/h/ln	0	1647	1723							1467	1498	0
Q Serve(g_s), s	0.0	15.2	15.4							10.1	9.5	0.0
Cycle Q Clear(g_c), s	0.0	15.2	15.4							10.8	9.5	0.0
Prop In Lane	0.00		0.27							0.74		0.00
Lane Grp Cap(c), veh/h	0	1324	693							799	1504	0
V/C Ratio(X)	0.00	0.41	0.42							0.23	0.22	0.00
Avail Cap(c_a), veh/h	0	1324	693							799	1504	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	32.5	32.6							25.2	24.7	0.0
Incr Delay (d2), s/veh	0.0	1.0	1.8							0.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.1	7.7							4.6	4.0	0.0
LnGrp Delay(d),s/veh	0.0	33.5	34.4							25.9	25.1	0.0
LnGrp LOS		C	C							C	C	
Approach Vol, veh/h		835									512	
Approach Delay, s/veh		33.8									25.4	
Approach LOS		C									C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2						8
Phs Duration (G+Y+Rc), s		55.0						45.0
Change Period (Y+Rc), s		* 4.8						4.8
Max Green Setting (Gmax), s		* 50						40.2
Max Q Clear Time (g_c+I1), s		12.8						17.4
Green Ext Time (p_c), s		1.2						2.2

Intersection Summary	
HCM 2010 Ctrl Delay	30.6
HCM 2010 LOS	C

Notes

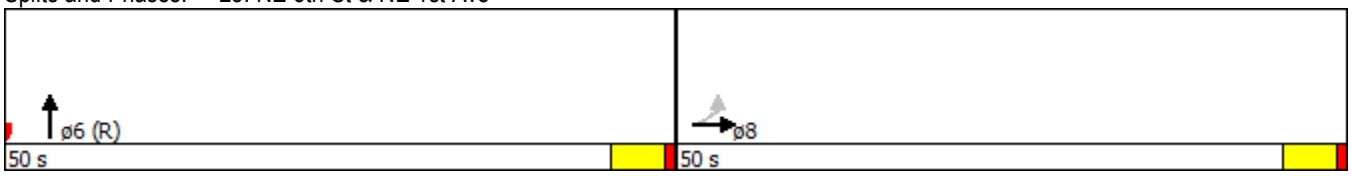
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	641	550
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	50.0	50.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 58 (58%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 28: NE 5th St & NE 1st Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	233	641	0	0	0	0	0	550	192	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1810	0				0	1810	1900			
Adj Flow Rate, veh/h	243	668	0				0	573	200			
Adj No. of Lanes	0	3	0				0	3	0			
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96			
Percent Heavy Veh, %	5	5	0				0	5	5			
Cap, veh/h	565	1506	0				0	1637	556			
Arrive On Green	0.15	0.15	0.00				0.00	0.45	0.45			
Sat Flow, veh/h	1113	3486	0				0	3792	1233			
Grp Volume(v), veh/h	318	593	0				0	519	254			
Grp Sat Flow(s),veh/h/ln	1454	1498	0				0	1647	1568			
Q Serve(g_s), s	20.0	18.0	0.0				0.0	10.3	10.6			
Cycle Q Clear(g_c), s	20.0	18.0	0.0				0.0	10.3	10.6			
Prop In Lane	0.77		0.00				0.00		0.79			
Lane Grp Cap(c), veh/h	719	1352	0				0	1485	707			
V/C Ratio(X)	0.44	0.44	0.00				0.00	0.35	0.36			
Avail Cap(c_a), veh/h	719	1352	0				0	1485	707			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	31.9	31.0	0.0				0.0	17.9	18.0			
Incr Delay (d2), s/veh	2.0	1.0	0.0				0.0	0.6	1.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.5	7.7	0.0				0.0	4.7	4.9			
LnGrp Delay(d),s/veh	33.9	32.1	0.0				0.0	18.5	19.4			
LnGrp LOS	C	C						B	B			
Approach Vol, veh/h		911						773				
Approach Delay, s/veh		32.7						18.8				
Approach LOS		C						B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs						6		8
Phs Duration (G+Y+Rc), s						50.0		50.0
Change Period (Y+Rc), s						4.9		4.9
Max Green Setting (Gmax), s						45.1		45.1
Max Q Clear Time (g_c+I1), s						12.6		22.0
Green Ext Time (p_c), s						2.1		2.3

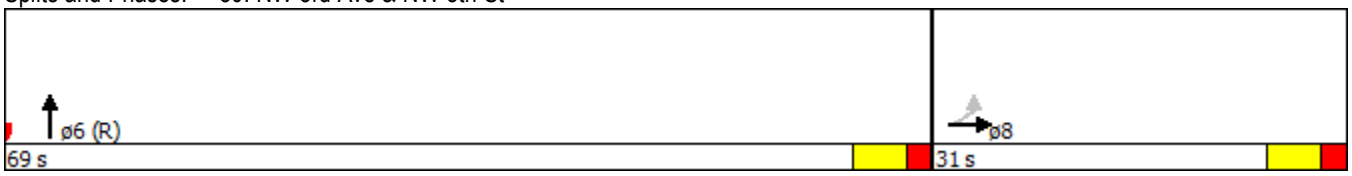
Intersection Summary	
HCM 2010 Ctrl Delay	26.3
HCM 2010 LOS	C

Lane Group	EBL	EBT	NBT
Lane Configurations			
Volume (vph)	84	271	862
Turn Type	Perm	NA	NA
Protected Phases		8	6
Permitted Phases	8		
Detector Phase	8	8	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.1	26.1	24.9
Total Split (s)	31.0	31.0	69.0
Total Split (%)	31.0%	31.0%	69.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.1	2.1	1.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	5.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 87 (87%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 30: NW 3rd Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	84	271	0	0	0	0	0	862	108	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1810	0				0	1810	1900			
Adj Flow Rate, veh/h	87	279	0				0	889	111			
Adj No. of Lanes	1	3	0				0	3	0			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	5	5	0				0	5	5			
Cap, veh/h	501	1230	0				0	2808	349			
Arrive On Green	0.25	0.25	0.00				0.00	0.63	0.63			
Sat Flow, veh/h	1723	5103	0				0	4614	553			
Grp Volume(v), veh/h	87	279	0				0	657	343			
Grp Sat Flow(s),veh/h/ln	1723	1647	0				0	1647	1711			
Q Serve(g_s), s	4.0	4.5	0.0				0.0	9.2	9.3			
Cycle Q Clear(g_c), s	4.0	4.5	0.0				0.0	9.2	9.3			
Prop In Lane	1.00		0.00				0.00		0.32			
Lane Grp Cap(c), veh/h	501	1230	0				0	2078	1080			
V/C Ratio(X)	0.17	0.23	0.00				0.00	0.32	0.32			
Avail Cap(c_a), veh/h	501	1230	0				0	2078	1080			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	29.7	29.9	0.0				0.0	8.5	8.5			
Incr Delay (d2), s/veh	0.8	0.4	0.0				0.0	0.4	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.0	2.1	0.0				0.0	4.2	4.5			
LnGrp Delay(d),s/veh	30.5	30.3	0.0				0.0	8.9	9.3			
LnGrp LOS	C	C						A	A			
Approach Vol, veh/h		366						1000				
Approach Delay, s/veh		30.3						9.0				
Approach LOS		C						A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs						6		8
Phs Duration (G+Y+Rc), s						69.0		31.0
Change Period (Y+Rc), s						5.9		6.1
Max Green Setting (Gmax), s						63.1		24.9
Max Q Clear Time (g_c+I1), s						11.3		6.5
Green Ext Time (p_c), s						2.8		0.7

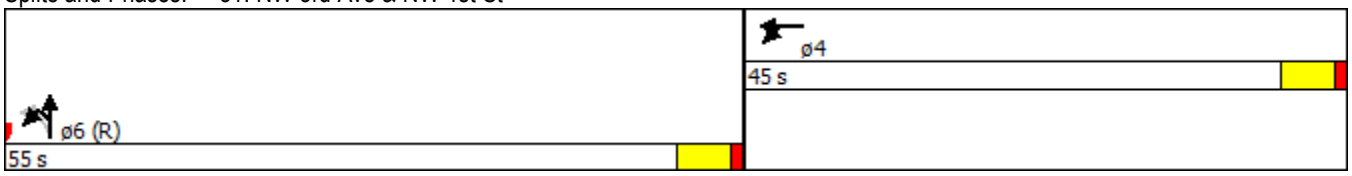
Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B

Lane Group	WBL	WBT	WBR	NBL2	NBT
Lane Configurations					
Volume (vph)	292	56	82	1	50
Turn Type	Split	NA	Free	Split	NA
Protected Phases	4	4		6	6
Permitted Phases			Free		
Detector Phase	4	4		6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0		16.0	16.0
Minimum Split (s)	21.0	21.0		21.0	21.0
Total Split (s)	45.0	45.0		55.0	55.0
Total Split (%)	45.0%	45.0%		55.0%	55.0%
Yellow Time (s)	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max		Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 43 (43%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 31: NW 3rd Ave & NW 1st St



Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Volume (vph)	292	56	82	1	4	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0	5.0		5.0
Lane Util. Factor	0.97	1.00	1.00	0.95		0.95
Frpb, ped/bikes	1.00	1.00	0.98	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00		1.00
Flt Protected	0.95	1.00	1.00	0.95		1.00
Satd. Flow (prot)	3335	1810	1509	1633		1712
Flt Permitted	0.95	1.00	1.00	0.95		1.00
Satd. Flow (perm)	3335	1810	1509	1633		1712
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	307	59	86	1	4	53
RTOR Reduction (vph)	0	0	0	1	0	0
Lane Group Flow (vph)	307	59	86	1	0	57
Confl. Peds. (#/hr)	9		23	9	9	
Turn Type	Split	NA	Free	Split	Perm	NA
Protected Phases	4	4		6		6
Permitted Phases			Free		6	
Actuated Green, G (s)	40.0	40.0	100.0	50.0		50.0
Effective Green, g (s)	40.0	40.0	100.0	50.0		50.0
Actuated g/C Ratio	0.40	0.40	1.00	0.50		0.50
Clearance Time (s)	5.0	5.0		5.0		5.0
Lane Grp Cap (vph)	1334	724	1509	816		856
v/s Ratio Prot	c0.09	0.03		0.00		
v/s Ratio Perm			0.06			0.03
v/c Ratio	0.23	0.08	0.06	0.00		0.07
Uniform Delay, d1	19.8	18.6	0.0	12.5		12.9
Progression Factor	1.49	1.48	1.00	1.00		1.00
Incremental Delay, d2	0.4	0.2	0.1	0.0		0.1
Delay (s)	29.8	27.8	0.1	12.5		13.1
Level of Service	C	C	A	B		B
Approach Delay (s)		23.9				13.1
Approach LOS		C				B

Intersection Summary

HCM 2000 Control Delay	22.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.14		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	30.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX E:
Growth Trend Analysis

SERPM Model Plots

	Location	2,005	2,035	Difference	Growth Rate	Annual Growth Rate
			N-S			
1	W 2nd Ave	8,907	14,729	5,822	65.36%	2.18%
2		12,917	17,070	4,153	32.15%	1.07%
3		15,442	17,083	1,641	10.63%	0.35%
4		14,456	16,456	2,000	13.84%	0.46%
5		15,260	17,332	2,072	13.58%	0.45%
6		18,448	22,031	3,583	19.42%	0.65%
7		18,503	22,136	3,633	19.63%	0.65%
8		11,423	16,053	4,630	40.53%	1.35%
9		11,423	16,053	4,630	40.53%	1.35%
13	W 1st Ave	16,580	26,675	10,095	60.89%	2.03%
14		12,258	24,439	12,181	99.37%	3.31%
15		3,709	11,760	8,051	217.07%	7.24%
16		662	6,386	5,724	864.65%	28.82%
17		685	6,471	5,786	844.67%	28.16%
18		3,566	6,142	2,576	72.24%	2.41%
19		1,994	6,748	4,754	238.42%	7.95%
20		1,058	6,583	5,525	522.21%	17.41%
21		1,058	6,583	5,525	522.21%	17.41%
24	N Miami Ave	7,623	14,451	6,828	89.57%	2.99%
25		7,628	14,059	6,431	84.31%	2.81%
26		4,057	10,828	6,771	166.90%	5.56%
27		3,697	10,405	6,708	181.44%	6.05%
28		3,028	10,315	7,287	240.65%	8.02%
29		12,403	21,991	9,588	77.30%	2.58%
30		7,096	15,140	8,044	113.36%	3.78%
31		9,170	16,800	7,630	83.21%	2.77%
32		6,083	8,828	2,745	45.13%	1.50%
33	E 1st Ave	18,035	23,567	5,532	30.67%	1.02%
34		15,171	20,486	5,315	35.03%	1.17%
35		14,577	23,444	8,867	60.83%	2.03%
36		12,478	22,625	10,147	81.32%	2.71%
37		7,085	15,232	8,147	114.99%	3.83%
38		7,244	17,144	9,900	136.66%	4.56%
39		8,130	17,444	9,314	114.56%	3.82%

			E-W			
40	N 8th St	7,072	11,944	4,872	68.89%	2.30%
41	N 7th St	12,674	14,611	1,937	15.28%	0.51%
42		14,110	14,823	713	5.05%	0.17%
43		10,088	13,964	3,876	38.42%	1.28%
44		5,845	7,289	1,444	24.70%	0.82%
45	N 6th St	3,678	16,177	12,499	339.83%	11.33%
46		6,276	16,641	10,365	165.15%	5.51%
47		5,254	16,881	11,627	221.30%	7.38%
48		13,241	23,231	9,990	75.45%	2.51%
49		12,217	22,722	10,505	85.99%	2.87%
50		12,217	22,722	10,505	85.99%	2.87%
51	N 5th St	15,207	18,927	3,720	24.46%	0.82%
52		14,878	18,895	4,017	27.00%	0.90%
53		17,499	20,916	3,417	19.53%	0.65%
54		14,865	20,136	5,271	35.46%	1.18%
55		17,913	25,510	7,597	42.41%	1.41%
56		8,538	13,834	5,296	62.03%	2.07%
57		8,538	13,834	5,296	62.03%	2.07%
58		8,304	13,012	4,708	56.70%	1.89%
59	N 4th St	2,907	3,872	965	33.20%	1.11%
60		2,907	3,872	965	33.20%	1.11%
61		8,215	10,723	2,508	30.53%	1.02%
62	N 3rd St	3,385	12,883	9,498	280.59%	9.35%
63		2,819	12,128	9,309	330.22%	11.01%
64		4,376	8,853	4,477	102.31%	3.41%
65		4,327	8,810	4,483	103.61%	3.45%
66		2,578	12,031	9,453	366.68%	12.22%
67		2,601	12,044	9,443	363.05%	12.10%
68		4,675	13,704	9,029	193.13%	6.44%
69		4,363	12,737	8,374	191.93%	6.40%
70	N 2nd St	6,536	11,089	4,553	69.66%	2.32%
71		7,235	5,318	-1,917	-26.50%	-0.88%
72		7,656	8,422	766	10.01%	0.33%
73		1,015	1,764	749	73.79%	2.46%
74		1,215	5,730	4,515	371.60%	12.39%
75		2,662	4,857	2,195	82.46%	2.75%
76		3,595	6,451	2,856	79.44%	2.65%
77		3,656	6,129	2,473	67.64%	2.25%
78	N 1st St	12,721	20,826	8,105	63.71%	2.12%
79		5,888	14,016	8,128	138.04%	4.60%
80		6,033	14,345	8,312	137.78%	4.59%
81		6,689	9,919	3,230	48.29%	1.61%
82		6,102	9,359	3,257	53.38%	1.78%
83		5,847	9,195	3,348	57.26%	1.91%
84		5,054	8,774	3,720	73.61%	2.45%
85		5,104	8,360	3,256	63.79%	2.13%
	Total	**650,429**	**1,105,769**	**455,340**	**70.01%**	**2.33%**

Historic FDOT Count Station Growth Calculations

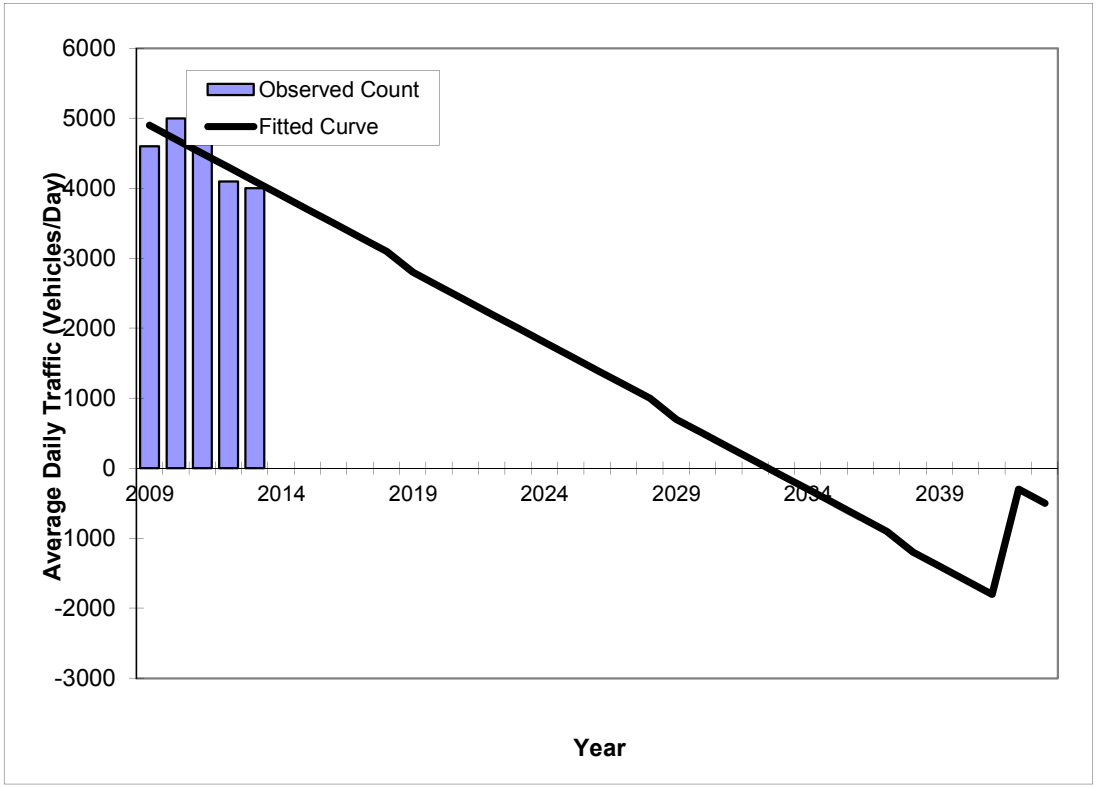
Growth Rate Calculations from FDOT Historic Traffic Data

Station Number	Location	Historic Growth	
		5-year	10-year
7044	NW 10th Street 350' east of NW 3rd Avenue	-4.08%	NA
7062	NW 2nd Avenue 100' south of NW 8th Street	-10.06%	NA
	Total	**-7.07%**	**NA**

TRAFFIC TRENDS

NW 10th Street -- 350 Feet East of NW 3rd Avenue

County:	Miami-Dade
Station #:	7044
Highway:	NW 10th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2009	4600	4900
2010	5000	4700
2011	4900	4500
2012	4100	4300
2013	4000	4100
2016 Opening Year Trend		
2016	N/A	3500
2028 Mid-Year Trend		
2028	N/A	1000
2041 Design Year Trend		
2041	N/A	-1800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-210
Trend R-squared:	53.3%
Trend Annual Historic Growth Rate:	-4.08%
Trend Growth Rate (2013 to Design Year):	-5.14%
Printed:	22-May-14

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 7044 - NW 10TH ST (EB), 350 FT E OF NW 3RD AVE

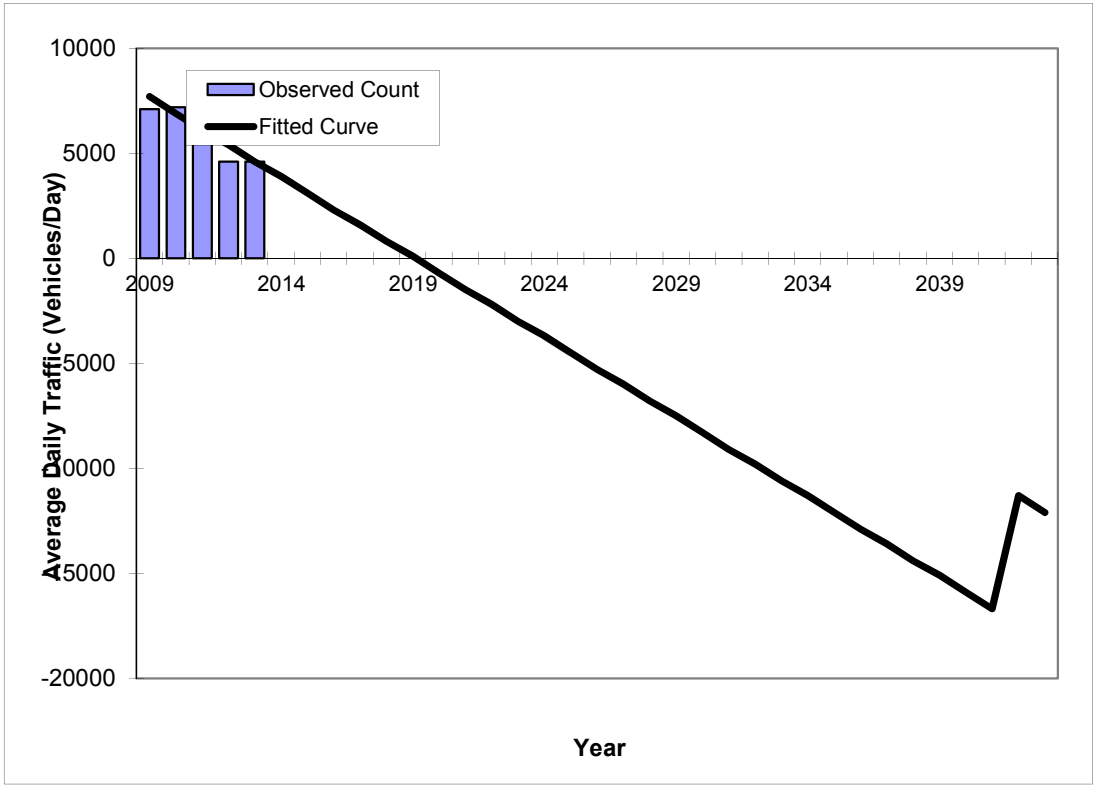
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	4000 F	0	0	9.00	99.90	7.10
2012	4100 C	E 4100	0	9.00	99.90	7.10
2011	4900 F	0	0	9.00	99.90	7.80
2010	5000 C	E 5000	0	8.98	99.99	7.10
2009	4600 C	E 4600	0	8.99	99.99	5.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

TRAFFIC TRENDS

NW 2nd Avenue -- 100 Feet South of NW 8th Street

County:	Miami-Dade
Station #:	7062
Highway:	NW 2nd Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2009	7100	7700
2010	7200	6900
2011	7200	6100
2012	4600	5400
2013	4600	4600
2016 Opening Year Trend		
2016	N/A	2300
2028 Mid-Year Trend		
2028	N/A	-6800
2041 Design Year Trend		
2041	N/A	-16700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-760
Trend R-squared:	73.0%
Trend Annual Historic Growth Rate:	-10.06%
Trend Growth Rate (2013 to Design Year):	-16.54%
Printed:	22-May-14

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 7062 - NW 2ND AVE 100 FT SOUTH OF NW 8TH ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	4600 F	N 2400	S 2200	9.00	52.40	8.10
2012	4600 C	N 2400	S 2200	9.00	55.70	8.10
2011	7200 F	N 3700	S 3500	9.00	55.10	7.80
2010	7200 C	N 3700	S 3500	8.98	54.08	7.10
2009	7100 C	N 3700	S 3400	8.99	53.24	5.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Committed Development Data

Traffic Impact Analysis for Submittal to Miami-Dade County Public Works and Waste Management Department - Traffic Engineering Division

Miami Worldcenter Plat 1
Miami, Florida

Prepared for:

Miami Worldcenter Associates, LLC
Boca Raton, Florida

Prepared by:

Kimley-Horn and Associates, Inc.
Fort Lauderdale, Florida

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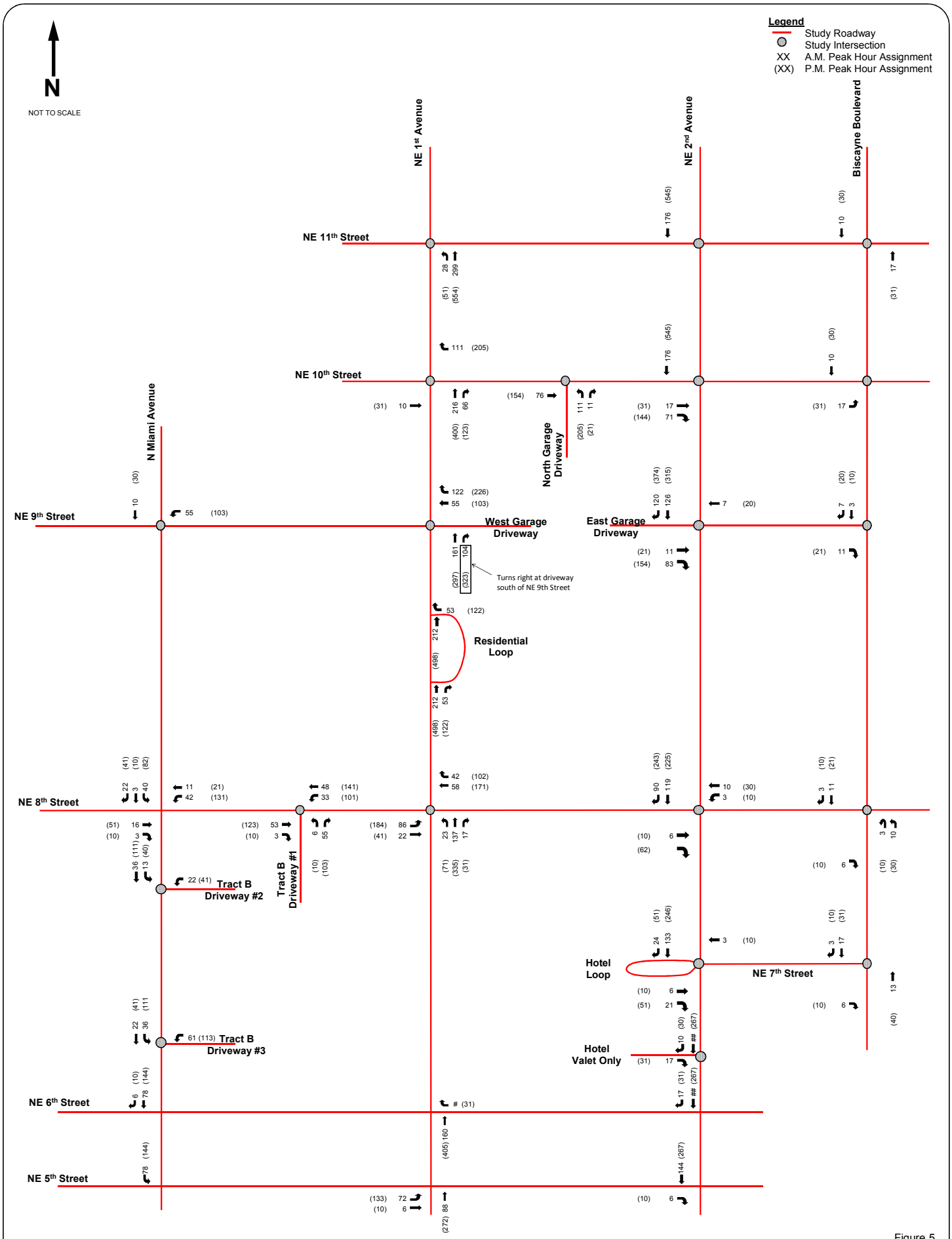
January 2014
043588000



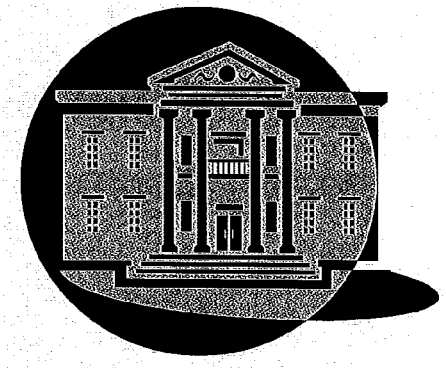
Kimley-Horn and Associates, Inc.

Figure 5
A.M. and P.M. Peak Hour Project Trip Assignment
Miami Worldcenter
Miami, Florida

© 2014

Traffic Impact Study

Miami-Dade County Children's Courthouse MUSP



112 NW 3rd Street
Miami, Florida

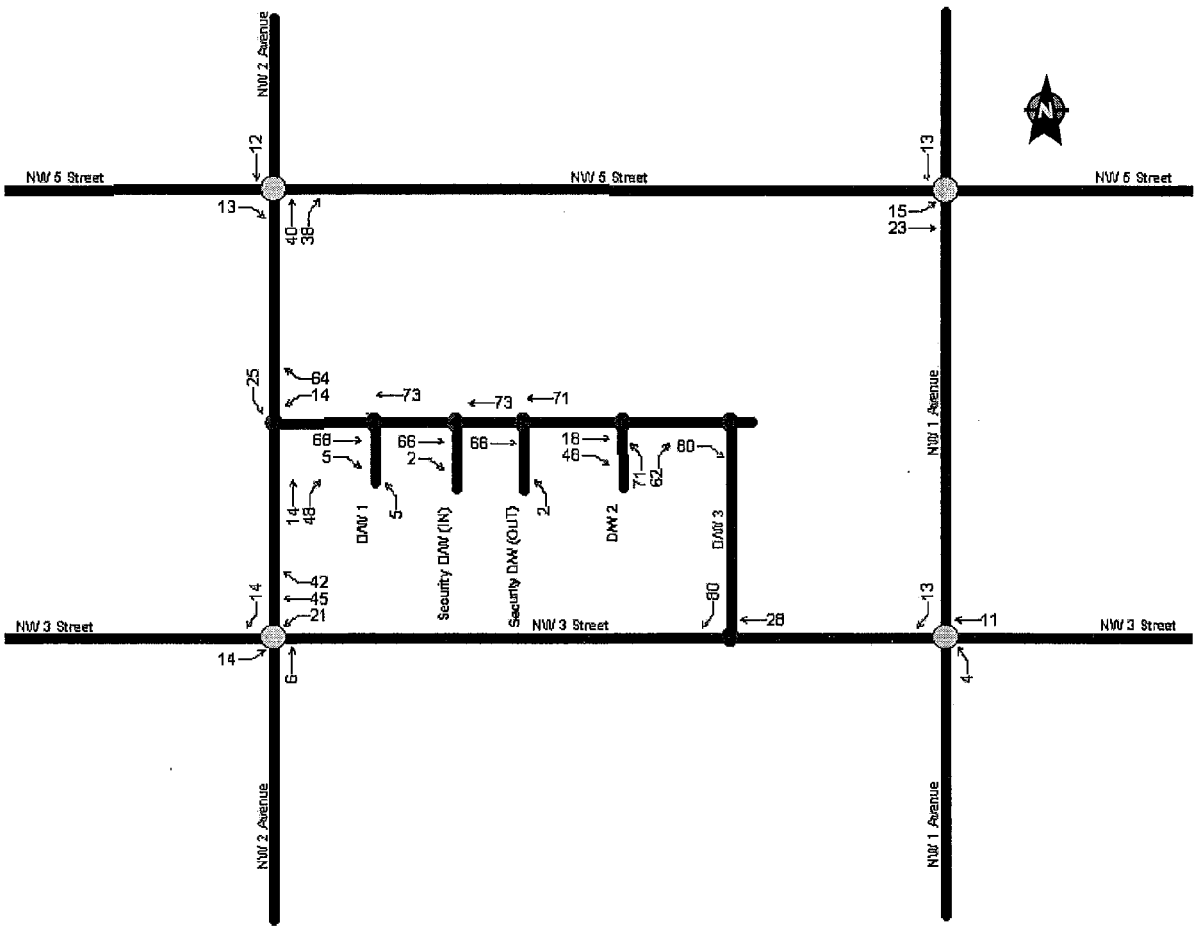
RICHARD GARCIA & ASSOCIATES, INC.

October 14, 2008

Site Traffic

This development has six (6) proposed driveways to provide site access. Of these six driveways, two (2) will be utilized as entrance only (Security Driveway (IN) and Driveway 3 with NW 4th Street), two (2) will function as exit only (Security Driveway (OUT) and Driveway 3 with NW 3rd Street) and two (2) in/out (Driveways 1 and 2). The peak hour trips from Table 8 have been assigned to the adjacent intersections. Figure 5 depicts the PM site traffic assignments to the surrounding intersections.

Figure 5: PM Peak Site Traffic



APPENDIX F:
Programmed Roadway Improvements

I-395 Reconstruction Data

Alternative 1 (No-Build) 2020 Volumes	SBT	EBR	Total	SBT	EBR	Total
Miami Avenue	520	0	520	37.7%	0.0%	30.1%
NE 2nd Avenue	858	349	1207	62.3%	100.0%	69.9%
TOTAL	1378	349	1727	100%	100%	100%

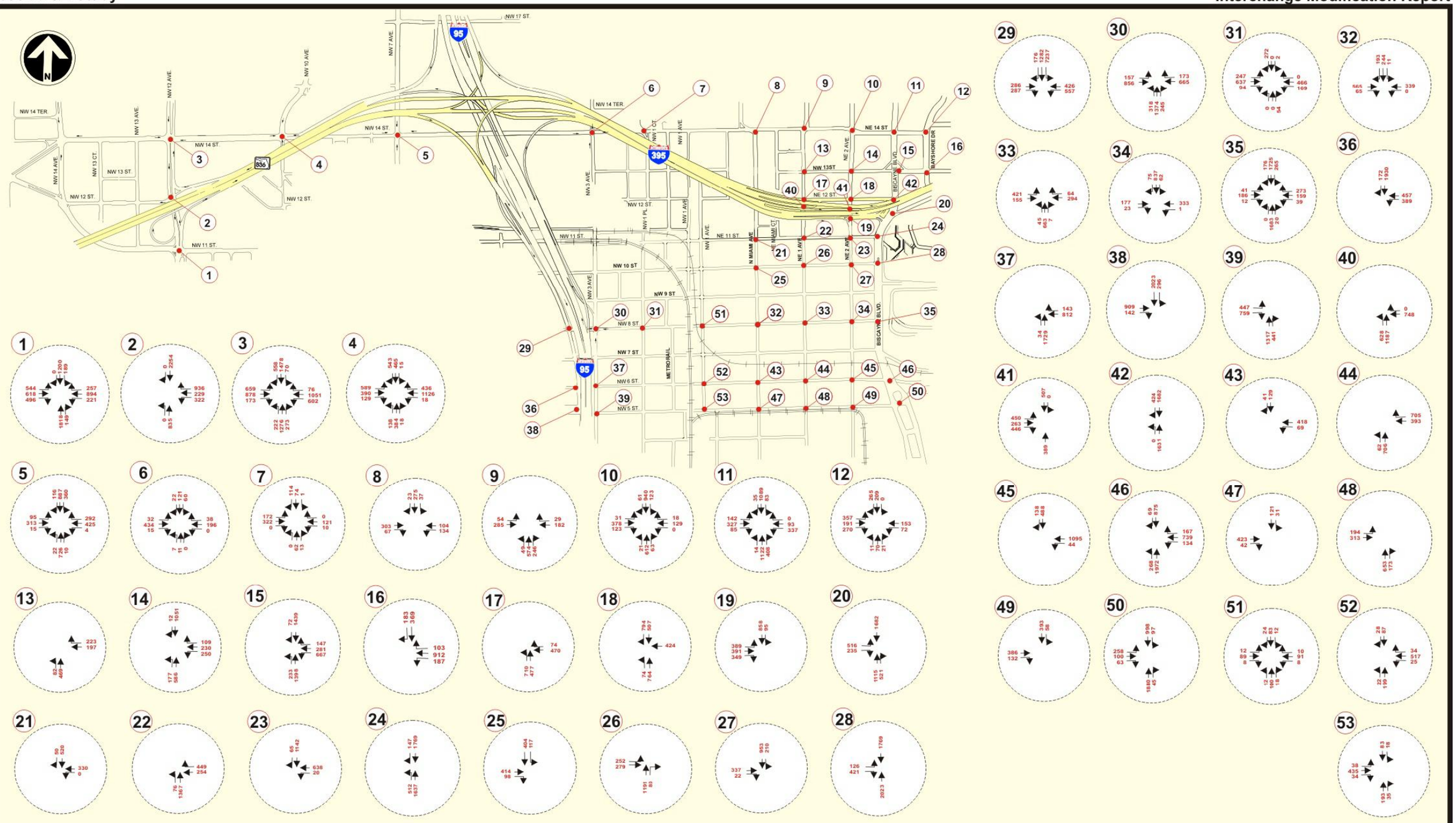
Alternative 3 (Miami Ave Ramp) 2020 Volumes	SBT	EBR	Total	SBT	EBR	Total
Miami Avenue	457	527	984	54.4%	96.7%	71.0%
NE 2nd Avenue	383	18	401	45.6%	3.3%	29.0%
TOTAL	840	545	1385	100%	100%	100%

Background 2017 Counts A.M. Peak Hour	SB		SB Adjusted		Diff.	
Miami Avenue	994	39.3%	1796	71.0%	802	
NE 2nd Avenue	1,534	60.7%	732	29.0%	-802	-52%
TOTAL	2528	100%	2528	100%	0	

Background 2017 Counts P.M. Peak Hour	SB		SB Adjusted		Diff.
Miami Avenue	424	23.0%	1307	71.0%	883
NE 2nd Avenue	1,416	77.0%	533	29.0%	-883
TOTAL	1840	100%	1840	100%	0

Background 2017 Counts Before Heat Game	SB		SB Adjusted		Diff.	
Miami Avenue			903		903	
NE 2nd Avenue	1728		825		-903	-52%
TOTAL	1728		1728		0	

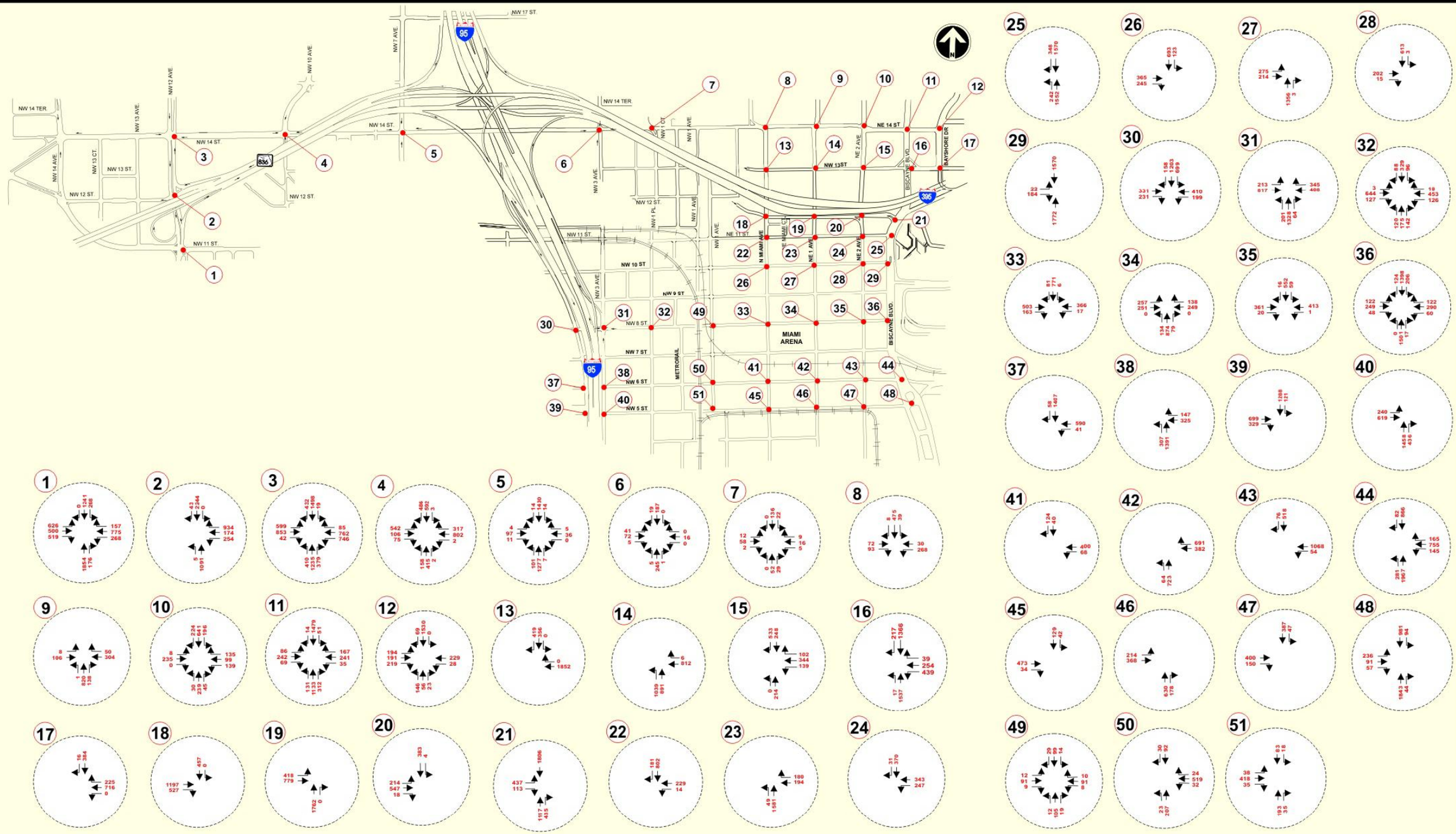
Background 2017 Counts After Heat Game	SB		SB Adjusted		Diff.	
Miami Avenue			470		470	
NE 2nd Avenue	753		283		-470	-52%
TOTAL	753		753		0	



INTERSECTION PEAK HOUR TRAFFIC VOLUMES
(ALTERNATIVE 1, YEAR 2020)

FIGURE NO.
5-11

N:Job/I-395/Report/IMR/Section5 Rev2



INTERSECTION PEAK HOUR TRAFFIC VOLUMES

(ALTERNATIVE 3 AND 4, YEAR 2020)

FIGURE NO.

5-17

Port of Miami
Vehicle Classification Data

AM Peak Hour

NW 2nd Avenue & NW 5th Street					
	All Traffic			Truck Traffic	
	EBT				EBT
7:45	202			7:45	10
8:00	183			8:00	8
8:15	180			8:15	9
8:30	176			8:30	10
TOTAL	741			TOTAL	37
		Truck %	4.99%		

NW 1st Avenue & NW 5th Street					
	All Traffic			Truck Traffic	
	EBT				EBT
8:00	148			8:00	5
8:15	142			8:15	8
8:30	169			8:30	15
8:45	176			8:45	8
TOTAL	635			TOTAL	36
		Truck %	5.67%		

N Miami Avenue & N 5th Street					
	All Traffic			Truck Traffic	
	EBT				EBT
8:00	152			8:00	7
8:15	131			8:15	9
8:30	152			8:30	13
8:45	140			8:45	6
TOTAL	575			TOTAL	35
		Truck %	6.09%		

NW 2nd Avenue & NW 6th Street					
	All Traffic			Truck Traffic	
	WBT				WBT
7:45	34			7:45	3
8:00	32			8:00	2
8:15	34			8:15	4
8:30	37			8:30	1
TOTAL	137			TOTAL	10
		Truck %	7.30%		

N Miami Avenue & N 6th Street					
	All Traffic			Truck Traffic	
	WBT				WBT
8:00	26			8:00	3
8:15	36			8:15	6
8:30	35			8:30	3
8:45	28			8:45	2
TOTAL	125			TOTAL	14
		Truck %	11.20%		

NE 1st Avenue & NW 6th Street					
	All Traffic			Truck Traffic	
	WBT				WBT
7:30	30			7:30	1
7:45	32			7:45	3
8:00	34			8:00	2
8:15	31			8:15	1
TOTAL	127			TOTAL	7
		Truck %	5.51%		

EBT Truck Volume Reduction	36
WBT Truck Volume Reduction	10

PM Peak Hour

NW 2nd Avenue & NW 5th Street					
	All Traffic			Truck Traffic	
	EBT				EBT
5:00	101			5:00	7
5:15	108			5:15	1
5:30	103			5:30	8
5:45	75			5:45	7
TOTAL	387			TOTAL	23
		Truck %	5.94%		

NW 1st Avenue & NW 5th Street					
	All Traffic			Truck Traffic	
	EBT				EBT
4:45	101			4:45	6
5:00	142			5:00	7
5:15	148			5:15	3
5:30	134			5:30	7
TOTAL	525			TOTAL	23
		Truck %	4.38%		

N Miami Avenue & N 5th Street					
	All Traffic			Truck Traffic	
	EBT				EBT
4:45	99			4:45	2
5:00	136			5:00	5
5:15	118			5:15	5
5:30	106			5:30	1
TOTAL	459			TOTAL	13
		Truck %	2.83%		

NW 2nd Avenue & NW 6th Street					
	All Traffic			Truck Traffic	
	WBT				WBT
4:15	135			4:15	2
4:30	163			4:30	3
4:45	184			4:45	3
5:00	176			5:00	2
TOTAL	658			TOTAL	10
		Truck %	1.52%		

N Miami Avenue & N 6th Street					
	All Traffic			Truck Traffic	
	WBT				WBT
4:45	82			4:45	4
5:00	73			5:00	3
5:15	106			5:15	5
5:30	76			5:30	9
TOTAL	337			TOTAL	21
		Truck %	6.23%		

NE 1st Avenue & NW 6th Street					
	All Traffic			Truck Traffic	
	WBT				WBT
5:00	70			5:00	5
5:15	72			5:15	5
5:30	57			5:30	1
5:45	72			5:45	1
TOTAL	271			TOTAL	12
		Truck %	4.43%		

EBT Truck Volume Reduction	20
WBT Truck Volume Reduction	14

NW 2nd Avenue & NW 6th Street

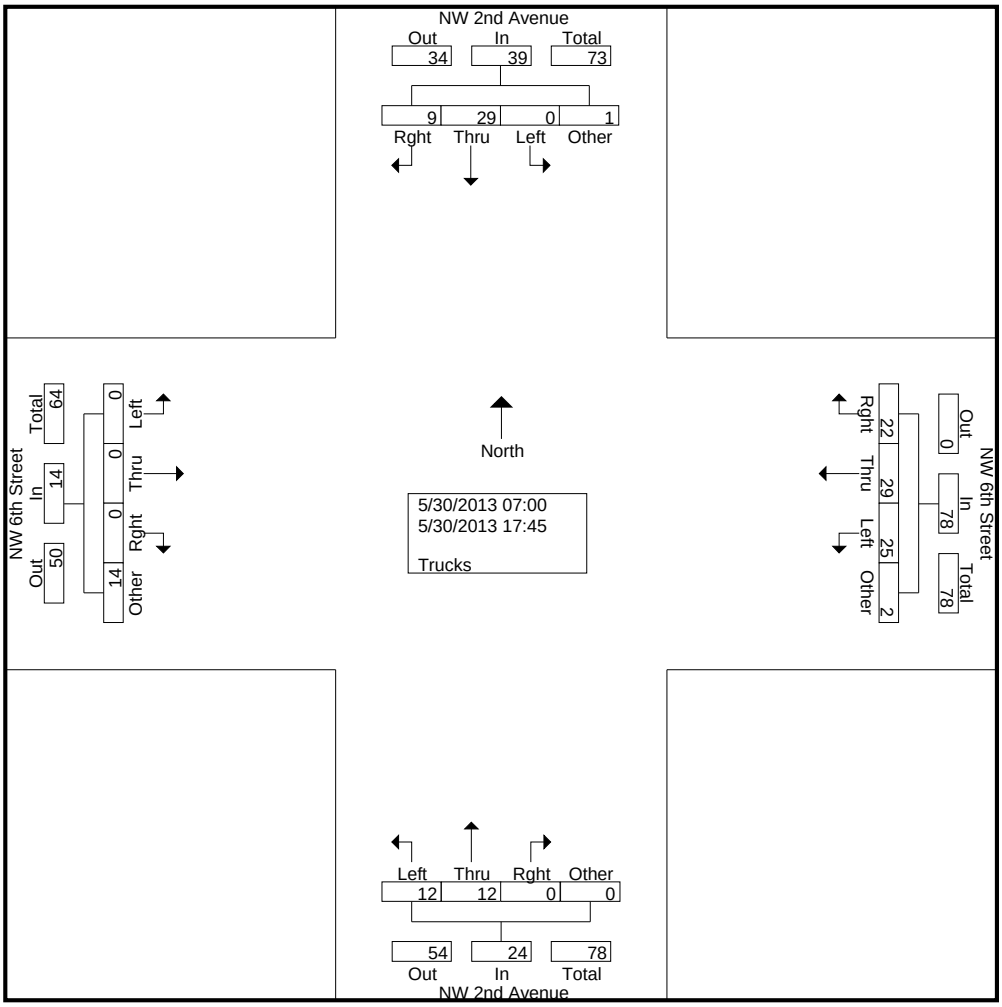
File Name : TMC-11
Site Code : 00000000
Start Date : 5/30/2013
Page No : 1

Groups Printed- Trucks

	NW 2nd Avenue Southbound					NW 2nd Avenue Northbound					NW 6th Street Westbound					NW 6th Street Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
07:00	0	3	1	0	4	2	0	0	0	2	3	2	1	0	6	0	0	0	0	0	12
07:15	0	1	0	1	2	0	0	0	0	0	4	1	1	0	6	0	0	0	0	0	8
07:30	0	2	2	0	4	1	0	0	0	1	5	3	1	0	9	0	0	0	0	0	14
07:45	0	3	0	0	3	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	8
Total	0	9	3	1	13	4	0	0	0	4	14	8	3	0	25	0	0	0	0	0	42
08:00	0	1	0	0	1	3	0	0	0	3	1	4	2	2	9	0	0	0	1	1	14
08:15	0	1	0	0	1	1	2	0	0	3	6	1	2	0	9	0	0	0	2	2	15
08:30	0	4	1	0	5	0	1	0	0	1	2	0	1	0	3	0	0	0	0	0	9
08:45	0	0	2	0	2	0	0	0	0	0	2	1	1	0	4	0	0	0	1	1	7
Total	0	6	3	0	9	4	3	0	0	7	11	6	6	2	25	0	0	0	4	4	45
*** BREAK ***																					
16:00	0	1	1	0	2	0	3	0	0	3	0	0	1	0	1	0	0	0	2	2	8
16:15	0	1	0	0	1	0	1	0	0	1	0	2	2	0	4	0	0	0	1	1	7
16:30	0	3	0	0	3	1	0	0	0	1	0	3	2	0	5	0	0	0	2	2	11
16:45	0	3	1	0	4	0	1	0	0	1	0	3	2	0	5	0	0	0	1	1	11
Total	0	8	2	0	10	1	5	0	0	6	0	8	7	0	15	0	0	0	6	6	37
17:00	0	1	0	0	1	1	0	0	0	1	0	2	1	0	3	0	0	0	1	1	6
17:15	0	1	0	0	1	0	1	0	0	1	0	1	3	0	4	0	0	0	1	1	7
17:30	0	3	1	0	4	1	1	0	0	2	0	1	0	0	1	0	0	0	1	1	8
17:45	0	1	0	0	1	1	2	0	0	3	0	3	2	0	5	0	0	0	1	1	10
Total	0	6	1	0	7	3	4	0	0	7	0	7	6	0	13	0	0	0	4	4	31
Grand Total	0	29	9	1	39	12	12	0	0	24	25	29	22	2	78	0	0	0	14	14	155
Apprch %	0	74.4	23.1	2.6		50	50	0	0		32.1	37.2	28.2	2.6		0	0	0	100		
Total %	0	18.7	5.8	0.6	25.2	7.7	7.7	0	0	15.5	16.1	18.7	14.2	1.3	50.3	0	0	0	9	9	

NW 2nd Avenue & NW 6th Street

File Name : TMC-11
Site Code : 00000000
Start Date : 5/30/2013
Page No : 2



NW 2nd Avenue & NW 6th Street

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Site Code : 00000000
Start Date : 5/30/2013
Page No : 3

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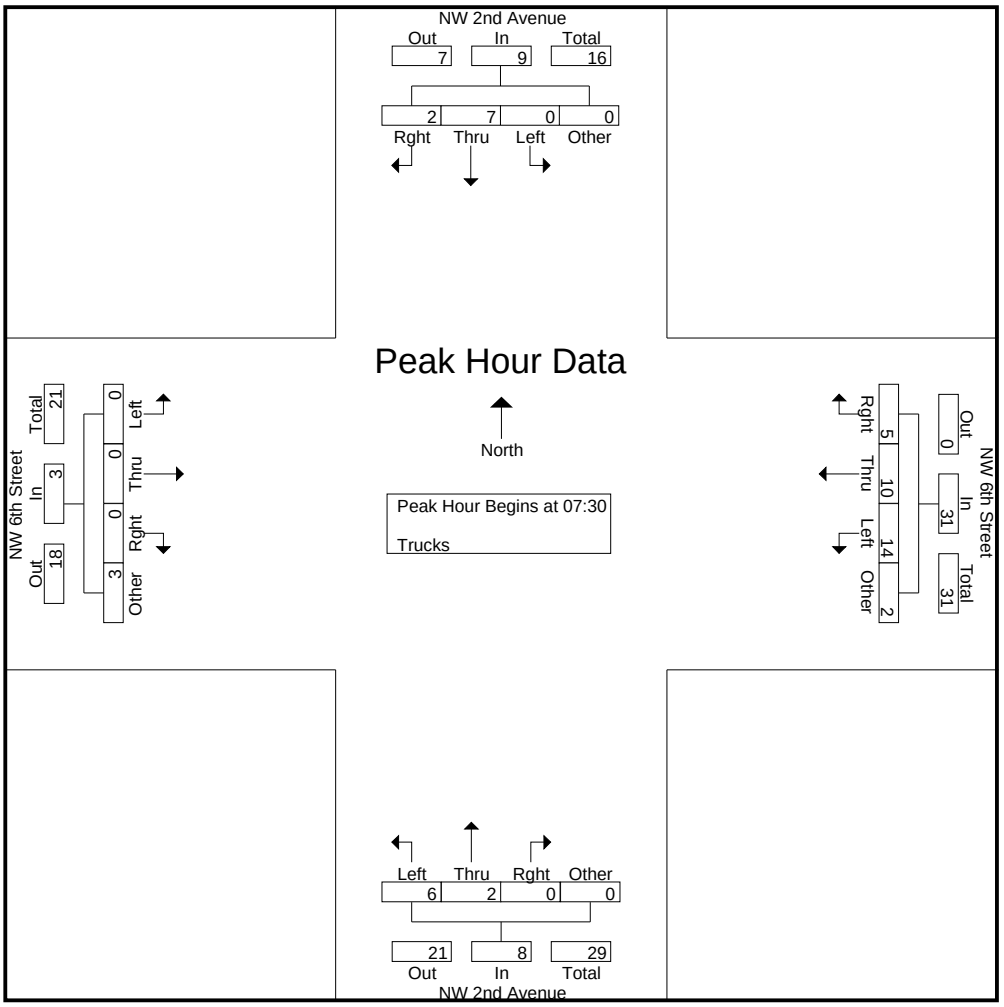
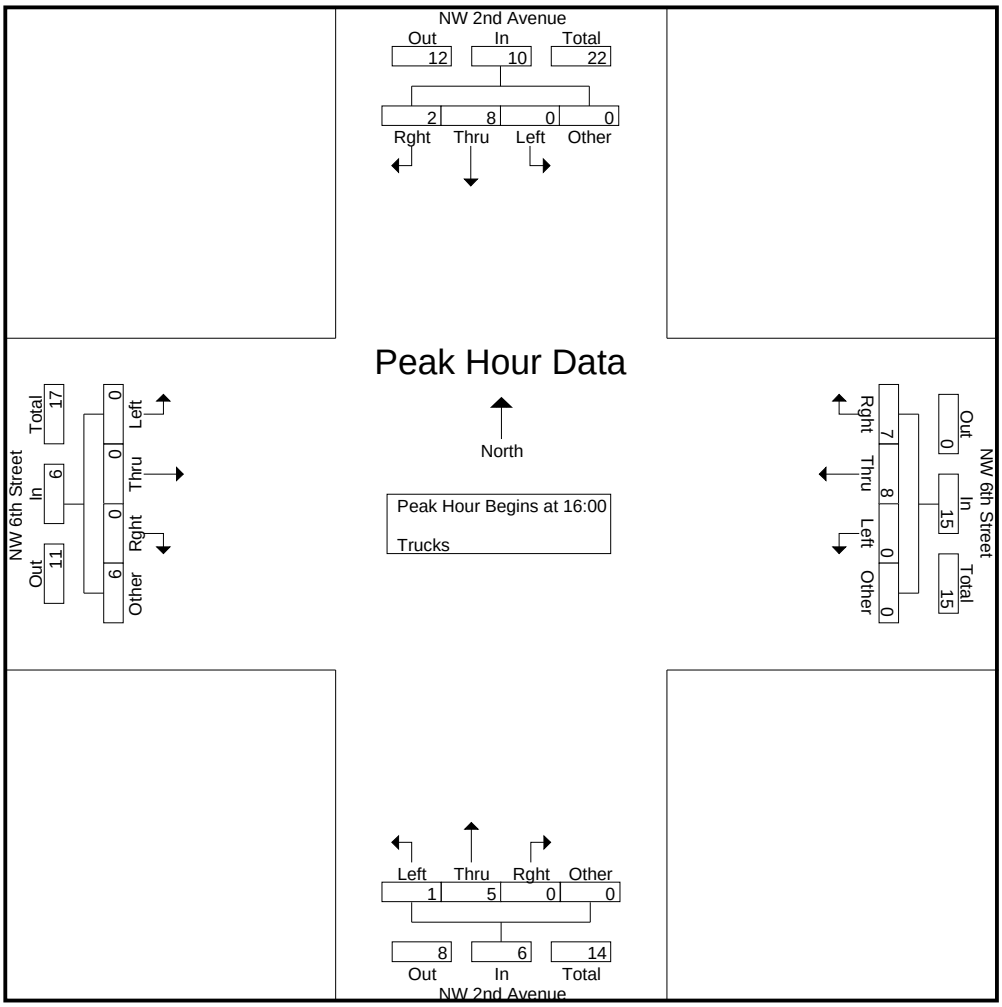
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	2	2	0	4	1	0	0	0	1	5	3	1	0	9	0	0	0	0	0	14
07:45	0	3	0	0	3	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	8
08:00	0	1	0	0	1	3	0	0	0	3	1	4	2	2	9	0	0	0	1	1	14
08:15	0	1	0	0	1	1	2	0	0	3	6	1	2	0	9	0	0	0	2	2	15
Total Volume	0	7	2	0	9	6	2	0	0	8	14	10	5	2	31	0	0	0	3	3	51
% App. Total	0	77.8	22.2	0		75	25	0	0		45.2	32.3	16.1	6.5		0	0	0	100		
PHF	.000	.583	.250	.000	.563	.500	.250	.000	.000	.667	.583	.625	.625	.250	.861	.000	.000	.000	.375	.375	.850



NW 2nd Avenue & NW 6th Street

File Name : TMC-11
Site Code : 00000000
Start Date : 5/30/2013
Page No : 4

	NW 2nd Avenue Southbound					NW 2nd Avenue Northbound					NW 6th Street Westbound					NW 6th Street Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	1	1	0	2	0	3	0	0	3	0	0	1	0	1	0	0	0	2	2	8
16:15	0	1	0	0	1	0	1	0	0	1	0	2	2	0	4	0	0	0	1	1	7
16:30	0	3	0	0	3	1	0	0	0	1	0	3	2	0	5	0	0	0	2	2	11
16:45	0	3	1	0	4	0	1	0	0	1	0	3	2	0	5	0	0	0	1	1	11
Total Volume	0	8	2	0	10	1	5	0	0	6	0	8	7	0	15	0	0	0	6	6	37
% App. Total	0	80	20	0		16.7	83.3	0	0		0	53.3	46.7	0		0	0	0	100		
PHF	.000	.667	.500	.000	.625	.250	.417	.000	.000	.500	.000	.667	.875	.000	.750	.000	.000	.000	.750	.750	.841



N Miami Avenue & N 6th Street

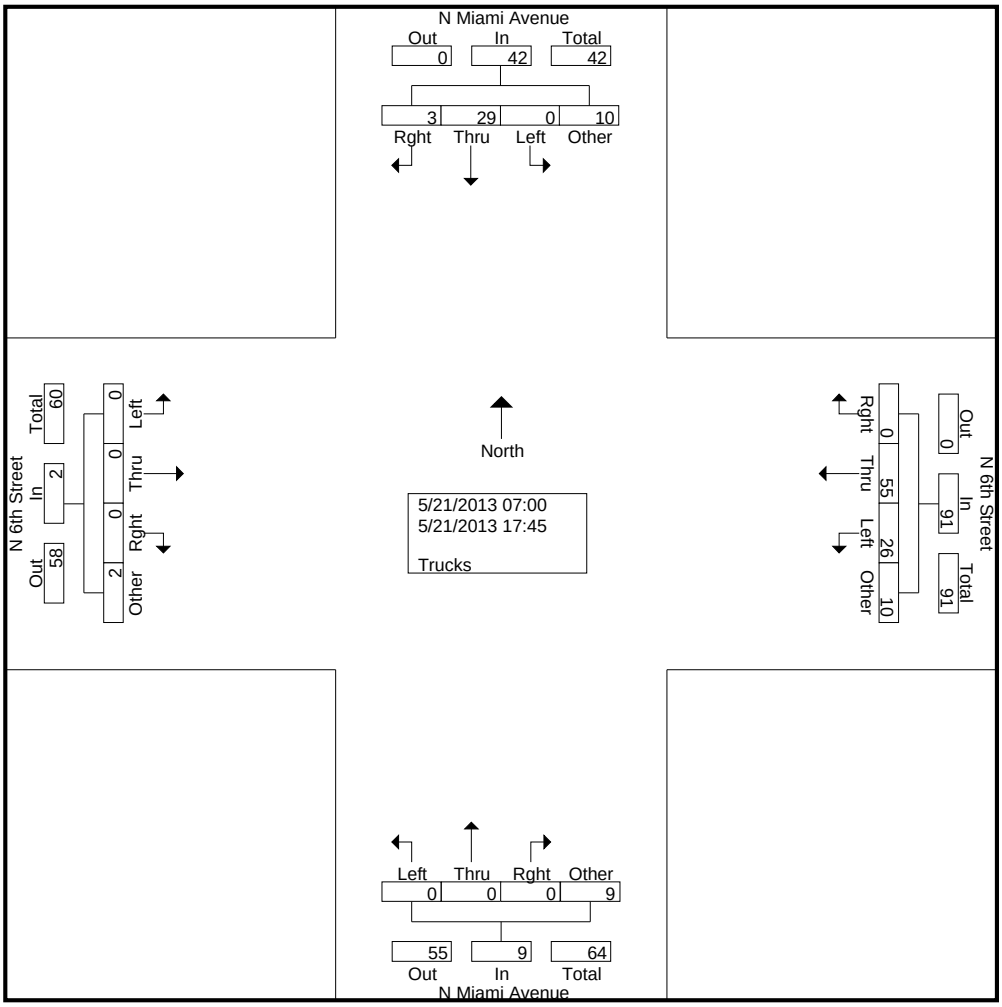
File Name : TMC-12
Site Code : 00000000
Start Date : 5/21/2013
Page No : 1

Groups Printed- Trucks

	N Miami Avenue Southbound					N Miami Avenue Northbound					N 6th Street Westbound					N 6th Street Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	2	2	0	1	5	0	0	0	0	0	5
07:15	0	1	0	1	2	0	0	0	0	0	1	1	0	0	2	0	0	0	1	1	5
07:30	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
07:45	0	3	0	0	3	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	9
Total	0	6	0	1	7	0	0	0	0	0	7	9	0	1	17	0	0	0	1	1	25
08:00	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
08:15	0	1	1	1	3	0	0	0	0	0	3	6	0	0	9	0	0	0	0	0	12
08:30	0	5	0	0	5	0	0	0	1	1	1	3	0	0	4	0	0	0	0	0	10
08:45	0	6	0	0	6	0	0	0	1	1	1	2	0	1	4	0	0	0	0	0	11
Total	0	14	1	1	16	0	0	0	2	2	5	14	0	1	20	0	0	0	0	0	38
*** BREAK ***																					
16:00	0	3	0	2	5	0	0	0	0	0	0	3	0	1	4	0	0	0	0	0	9
16:15	0	2	1	2	5	0	0	0	1	1	2	3	0	1	6	0	0	0	0	0	12
16:30	0	1	0	1	2	0	0	0	1	1	1	3	0	0	4	0	0	0	0	0	7
16:45	0	0	0	0	0	0	0	0	0	0	4	4	0	2	10	0	0	0	0	0	10
Total	0	6	1	5	12	0	0	0	2	2	7	13	0	4	24	0	0	0	0	0	38
17:00	0	0	0	1	1	0	0	0	1	1	2	3	0	1	6	0	0	0	0	0	8
17:15	0	2	1	0	3	0	0	0	2	2	2	5	0	1	8	0	0	0	0	0	13
17:30	0	0	0	1	1	0	0	0	2	2	0	9	0	1	10	0	0	0	0	0	13
17:45	0	1	0	1	2	0	0	0	0	0	3	2	0	1	6	0	0	0	1	1	9
Total	0	3	1	3	7	0	0	0	5	5	7	19	0	4	30	0	0	0	1	1	43
Grand Total	0	29	3	10	42	0	0	0	9	9	26	55	0	10	91	0	0	0	2	2	144
Apprch %	0	69	7.1	23.8		0	0	0	100		28.6	60.4	0	11		0	0	0	100		
Total %	0	20.1	2.1	6.9	29.2	0	0	0	6.2	6.2	18.1	38.2	0	6.9	63.2	0	0	0	1.4	1.4	

N Miami Avenue & N 6th Street

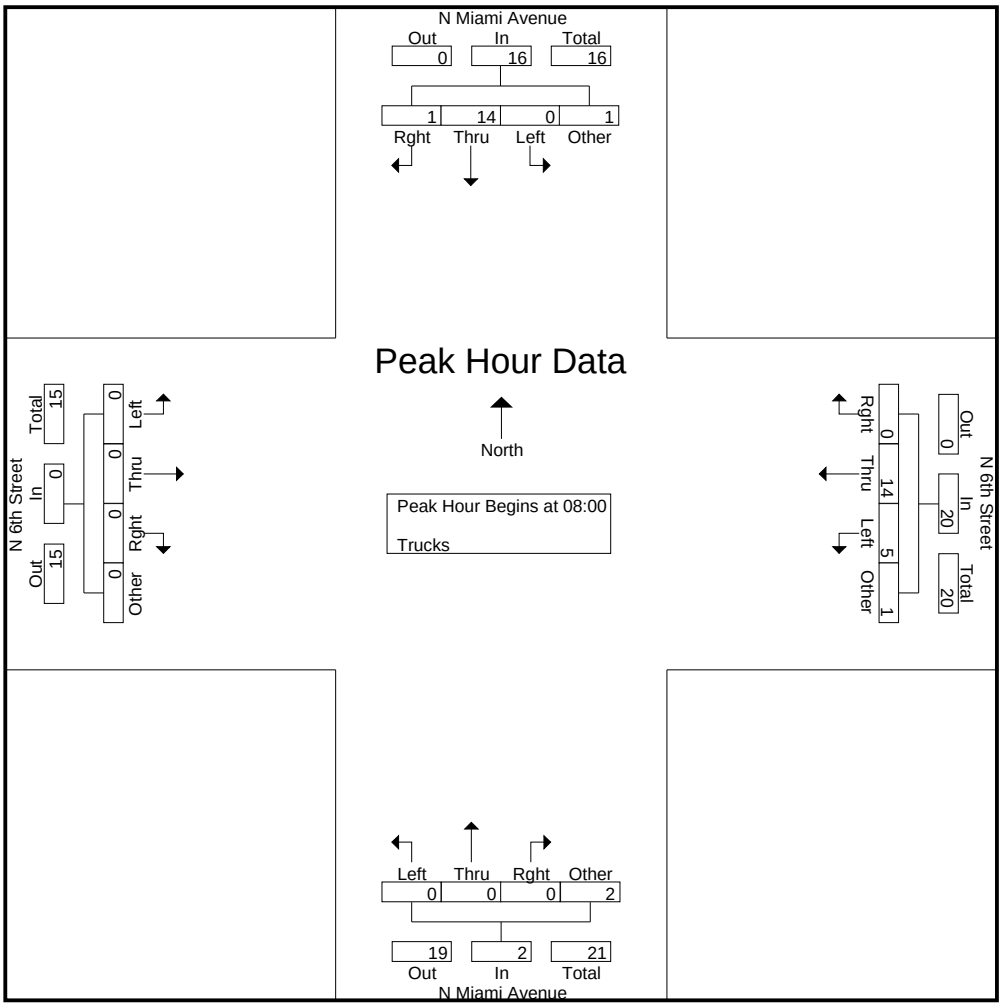
File Name : TMC-12
Site Code : 00000000
Start Date : 5/21/2013
Page No : 2



N Miami Avenue & N 6th Street

File Name : TMC-12
Site Code : 00000000
Start Date : 5/21/2013
Page No : 3

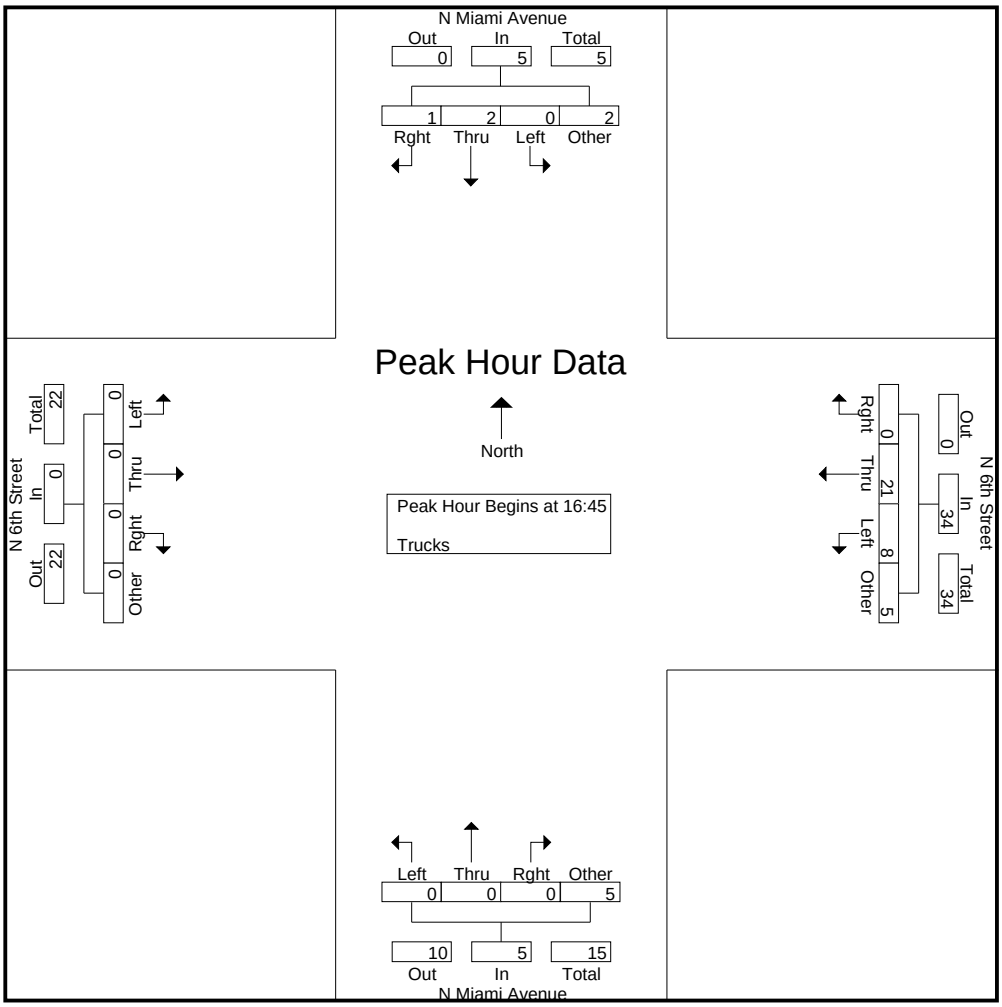
	N Miami Avenue Southbound					N Miami Avenue Northbound					N 6th Street Westbound					N 6th Street Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
08:15	0	1	1	1	3	0	0	0	0	0	3	6	0	0	9	0	0	0	0	0	12
08:30	0	5	0	0	5	0	0	0	1	1	1	3	0	0	4	0	0	0	0	0	10
08:45	0	6	0	0	6	0	0	0	1	1	1	2	0	1	4	0	0	0	0	0	11
Total Volume	0	14	1	1	16	0	0	0	2	2	5	14	0	1	20	0	0	0	0	0	38
% App. Total	0	87.5	6.2	6.2		0	0	0	100		25	70	0	5		0	0	0	0		
PHF	.000	.583	.250	.250	.667	.000	.000	.000	.500	.500	.417	.583	.000	.250	.556	.000	.000	.000	.000	.000	.792



N Miami Avenue & N 6th Street

File Name : TMC-12
Site Code : 00000000
Start Date : 5/21/2013
Page No : 4

	N Miami Avenue Southbound					N Miami Avenue Northbound					N 6th Street Westbound					N 6th Street Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	0	0	0	0	0	4	4	0	2	10	0	0	0	0	0	10
17:00	0	0	0	1	1	0	0	0	1	1	2	3	0	1	6	0	0	0	0	0	8
17:15	0	2	1	0	3	0	0	0	2	2	2	5	0	1	8	0	0	0	0	0	13
17:30	0	0	0	1	1	0	0	0	2	2	0	9	0	1	10	0	0	0	0	0	13
Total Volume	0	2	1	2	5	0	0	0	5	5	8	21	0	5	34	0	0	0	0	0	44
% App. Total	0	40	20	40		0	0	0	100		23.5	61.8	0	14.7		0	0	0	0		
PHF	.000	.250	.250	.500	.417	.000	.000	.000	.625	.625	.500	.583	.000	.625	.850	.000	.000	.000	.000	.000	.846



NE 1st Avenue & NE 6th Street

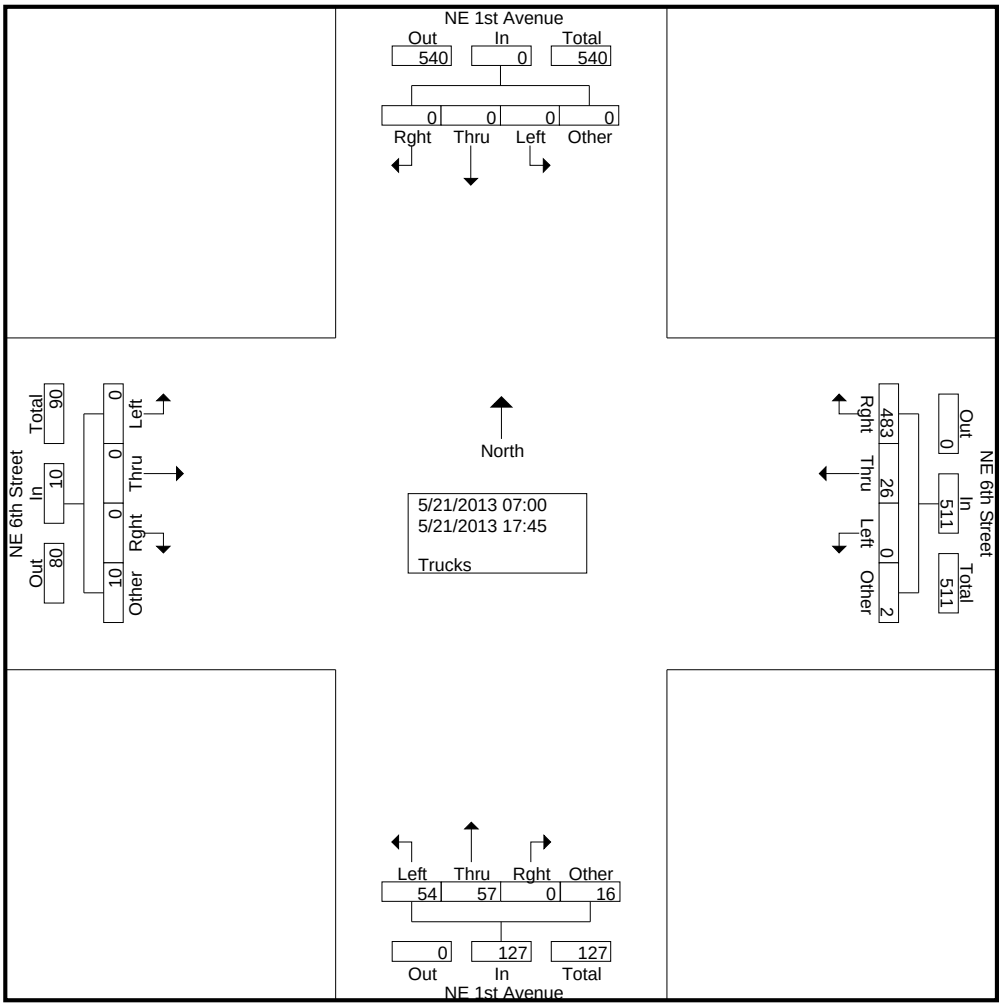
File Name : TMC-13
Site Code : 00000000
Start Date : 5/21/2013
Page No : 1

Groups Printed- Trucks

	NE 1st Avenue Southbound					NE 1st Avenue Northbound					NE 6th Street Westbound					NE 6th Street Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
07:00	0	0	0	0	0	2	3	0	0	5	0	1	14	0	15	0	0	0	0	0	20
07:15	0	0	0	0	0	3	3	0	0	6	0	0	15	0	15	0	0	0	0	0	21
07:30	0	0	0	0	0	5	1	0	0	6	0	1	18	0	19	0	0	0	0	0	25
07:45	0	0	0	0	0	1	2	0	0	3	0	3	24	0	27	0	0	0	0	0	30
Total	0	0	0	0	0	11	9	0	0	20	0	5	71	0	76	0	0	0	0	0	96
08:00	0	0	0	0	0	6	6	0	1	13	0	2	30	0	32	0	0	0	0	0	45
08:15	0	0	0	0	0	4	2	0	0	6	0	1	34	0	35	0	0	0	0	0	41
08:30	0	0	0	0	0	2	3	0	0	5	0	2	39	0	41	0	0	0	0	0	46
08:45	0	0	0	0	0	1	1	0	0	2	0	0	5	1	6	0	0	0	0	0	8
Total	0	0	0	0	0	13	12	0	1	26	0	5	108	1	114	0	0	0	0	0	140
*** BREAK ***																					
16:00	0	0	0	0	0	0	4	0	6	10	0	1	37	1	39	0	0	0	1	1	50
16:15	0	0	0	0	0	6	4	0	2	12	0	1	33	0	34	0	0	0	0	0	46
16:30	0	0	0	0	0	5	4	0	0	9	0	1	35	0	36	0	0	0	4	4	49
16:45	0	0	0	0	0	3	4	0	0	7	0	1	33	0	34	0	0	0	1	1	42
Total	0	0	0	0	0	14	16	0	8	38	0	4	138	1	143	0	0	0	6	6	187
17:00	0	0	0	0	0	3	2	0	0	5	0	5	41	0	46	0	0	0	0	0	51
17:15	0	0	0	0	0	5	5	0	5	15	0	5	34	0	39	0	0	0	1	1	55
17:30	0	0	0	0	0	2	7	0	0	9	0	1	45	0	46	0	0	0	1	1	56
17:45	0	0	0	0	0	6	6	0	2	14	0	1	46	0	47	0	0	0	2	2	63
Total	0	0	0	0	0	16	20	0	7	43	0	12	166	0	178	0	0	0	4	4	225
Grand Total	0	0	0	0	0	54	57	0	16	127	0	26	483	2	511	0	0	0	10	10	648
Apprch %	0	0	0	0		42.5	44.9	0	12.6		0	5.1	94.5	0.4		0	0	0	100		
Total %	0	0	0	0	0	8.3	8.8	0	2.5	19.6	0	4	74.5	0.3	78.9	0	0	0	1.5	1.5	

NE 1st Avenue & NE 6th Street

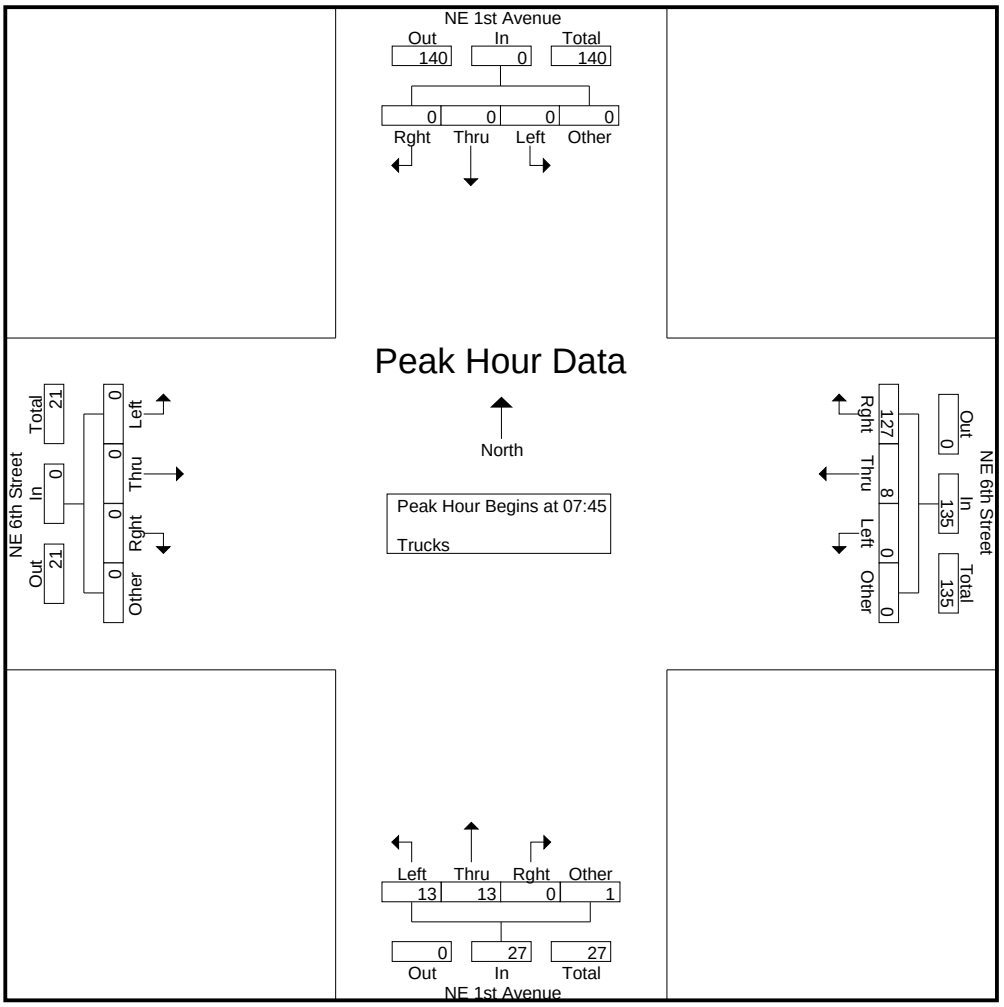
File Name : TMC-13
Site Code : 00000000
Start Date : 5/21/2013
Page No : 2



NE 1st Avenue & NE 6th Street

File Name : TMC-13
Site Code : 00000000
Start Date : 5/21/2013
Page No : 3

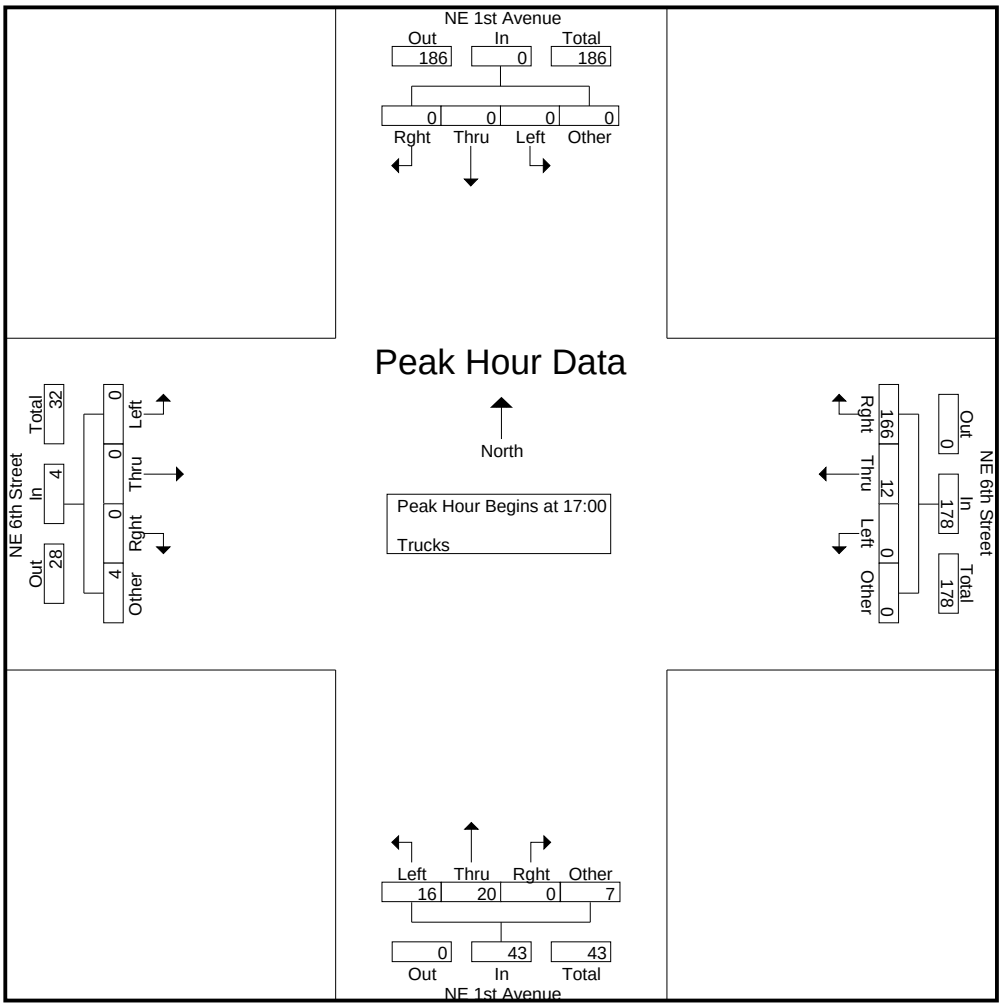
	NE 1st Avenue Southbound					NE 1st Avenue Northbound					NE 6th Street Westbound					NE 6th Street Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	1	2	0	0	3	0	3	24	0	27	0	0	0	0	0	30
08:00	0	0	0	0	0	6	6	0	1	13	0	2	30	0	32	0	0	0	0	0	45
08:15	0	0	0	0	0	4	2	0	0	6	0	1	34	0	35	0	0	0	0	0	41
08:30	0	0	0	0	0	2	3	0	0	5	0	2	39	0	41	0	0	0	0	0	46
Total Volume	0	0	0	0	0	13	13	0	1	27	0	8	127	0	135	0	0	0	0	0	162
% App. Total	0	0	0	0		48.1	48.1	0	3.7		0	5.9	94.1	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.542	.542	.000	.250	.519	.000	.667	.814	.000	.823	.000	.000	.000	.000	.000	.880



NE 1st Avenue & NE 6th Street

File Name : TMC-13
Site Code : 00000000
Start Date : 5/21/2013
Page No : 4

	NE 1st Avenue Southbound					NE 1st Avenue Northbound					NE 6th Street Westbound					NE 6th Street Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	3	2	0	0	5	0	5	41	0	46	0	0	0	0	0	51
17:15	0	0	0	0	0	5	5	0	5	15	0	5	34	0	39	0	0	0	1	1	55
17:30	0	0	0	0	0	2	7	0	0	9	0	1	45	0	46	0	0	0	1	1	56
17:45	0	0	0	0	0	6	6	0	2	14	0	1	46	0	47	0	0	0	2	2	63
Total Volume	0	0	0	0	0	16	20	0	7	43	0	12	166	0	178	0	0	0	4	4	225
% App. Total	0	0	0	0		37.2	46.5	0	16.3		0	6.7	93.3	0		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.667	.714	.000	.350	.717	.000	.600	.902	.000	.947	.000	.000	.000	.500	.500	.893



NW 2nd Avenue & NW 5th Street

File Name : TMC-14
Site Code : 00000000
Start Date : 5/16/2013
Page No : 1

Groups Printed- Trucks

	NW 2nd Avenue Southbound					NW 2nd Avenue Northbound					NW 5th Street Westbound					NW 5th Street Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
07:00	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	6	1	0	7	13
07:15	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	8	3	0	12	16
07:30	0	6	0	0	6	0	1	1	0	2	0	0	0	0	0	0	6	2	0	8	16
07:45	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	10	1	0	11	17
Total	0	21	0	0	21	0	2	1	0	3	0	0	0	0	0	1	30	7	0	38	62
08:00	0	5	0	0	5	0	1	0	1	2	0	0	0	0	0	0	8	2	0	10	17
08:15	0	5	0	0	5	0	2	0	0	2	0	0	0	1	1	0	9	0	0	9	17
08:30	0	4	0	3	7	0	1	0	1	2	0	0	0	0	0	0	10	2	0	12	21
08:45	1	5	0	1	7	0	0	0	8	8	0	0	0	0	0	0	14	2	0	16	31
Total	1	19	0	4	24	0	4	0	10	14	0	0	0	1	1	0	41	6	0	47	86
*** BREAK ***																					
16:00	0	2	0	0	2	0	1	2	2	5	0	0	0	0	0	0	10	2	0	12	19
16:15	0	1	0	0	1	0	1	2	3	6	0	0	0	0	0	0	3	3	0	6	13
16:30	0	0	0	1	1	0	3	4	0	7	0	0	0	3	3	0	6	0	0	6	17
16:45	0	2	0	0	2	0	2	4	0	6	0	0	0	1	1	0	6	0	0	6	15
Total	0	5	0	1	6	0	7	12	5	24	0	0	0	4	4	0	25	5	0	30	64
17:00	0	1	0	0	1	0	0	3	1	4	0	0	0	0	0	1	7	3	0	11	16
17:15	0	0	0	1	1	0	1	4	3	8	0	0	0	0	0	0	1	1	0	2	11
17:30	1	1	0	0	2	0	3	1	2	6	0	0	0	0	0	0	8	1	2	11	19
17:45	1	2	0	2	5	0	0	3	1	4	0	0	0	2	2	0	7	1	1	9	20
Total	2	4	0	3	9	0	4	11	7	22	0	0	0	2	2	1	23	6	3	33	66
Grand Total	3	49	0	8	60	0	17	24	22	63	0	0	0	7	7	2	119	24	3	148	278
Apprch %	5	81.7	0	13.3		0	27	38.1	34.9		0	0	0	100		1.4	80.4	16.2	2		
Total %	1.1	17.6	0	2.9	21.6	0	6.1	8.6	7.9	22.7	0	0	0	2.5	2.5	0.7	42.8	8.6	1.1	53.2	

NW 2nd Avenue & NW 5th Street

File Name : TMC-14
Site Code : 00000000
Start Date : 5/16/2013
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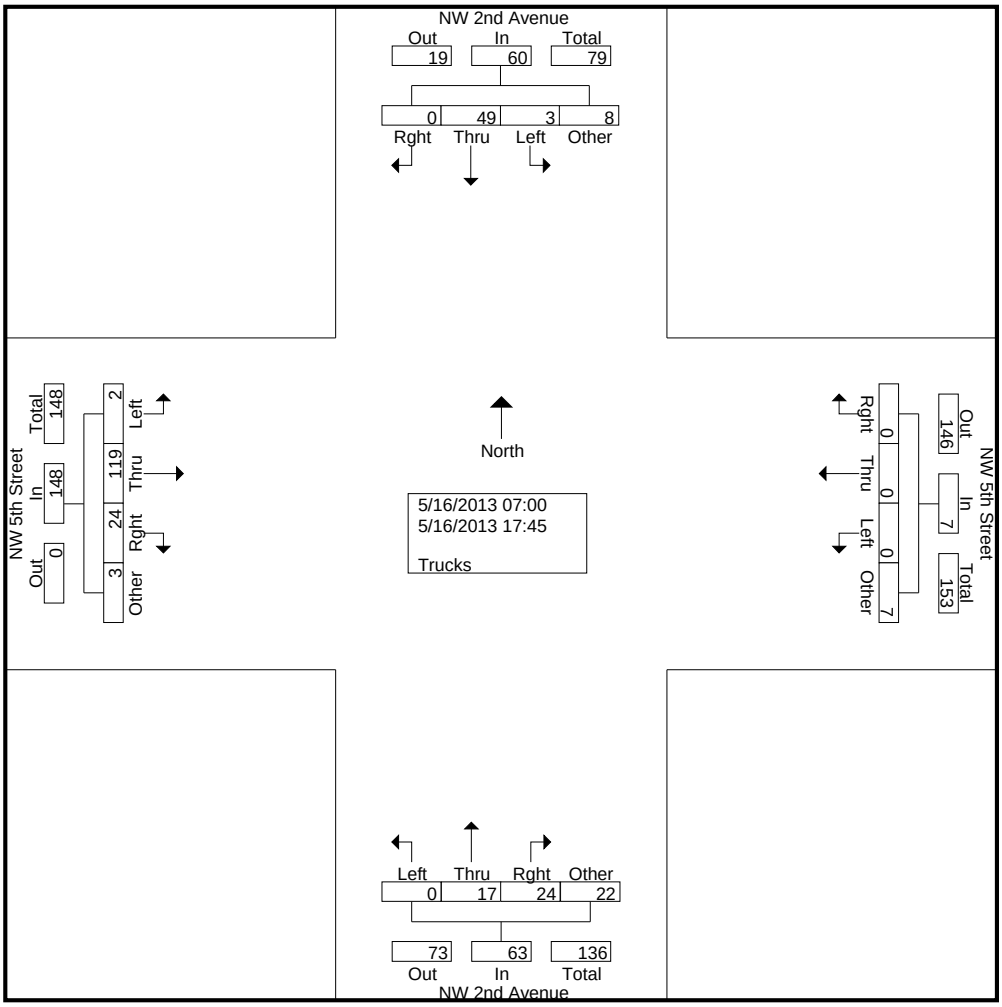
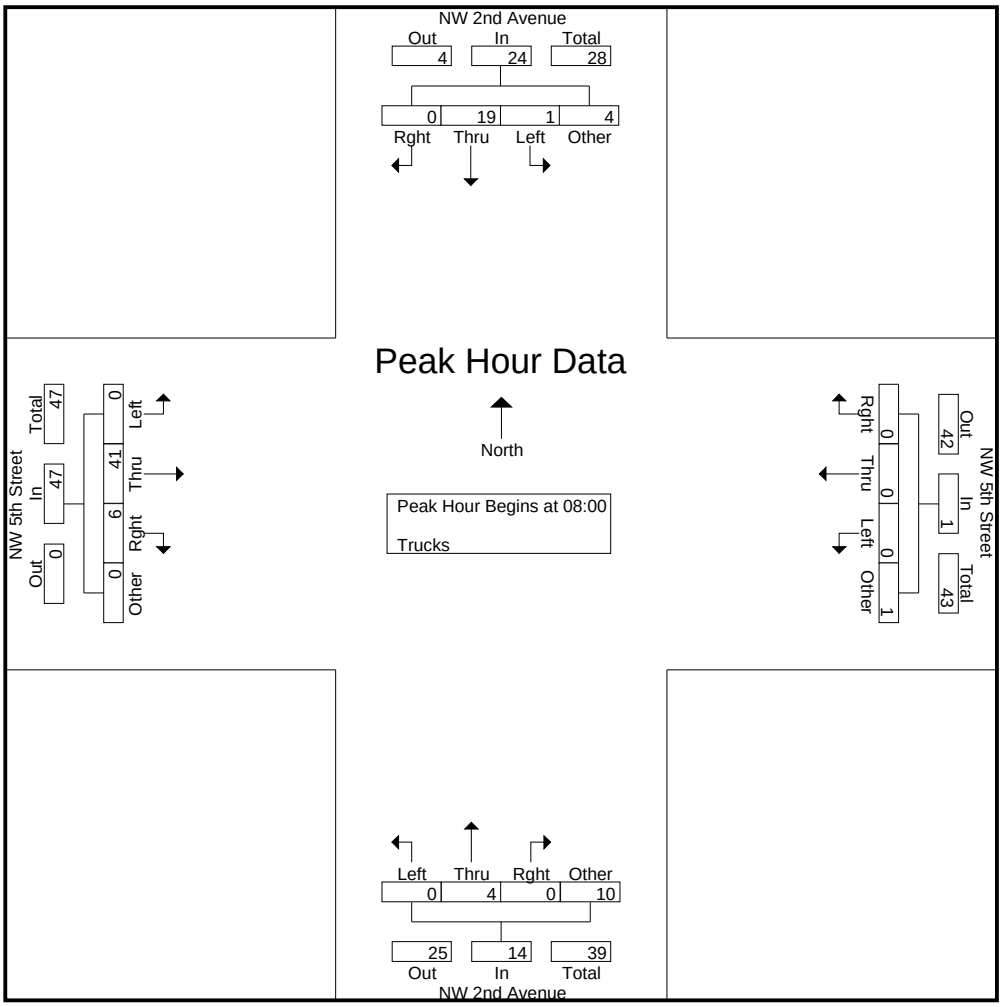


NW 2nd Avenue & NW 5th Street

File Name : TMC-14
Site Code : 00000000
Start Date : 5/16/2013
Page No : 3

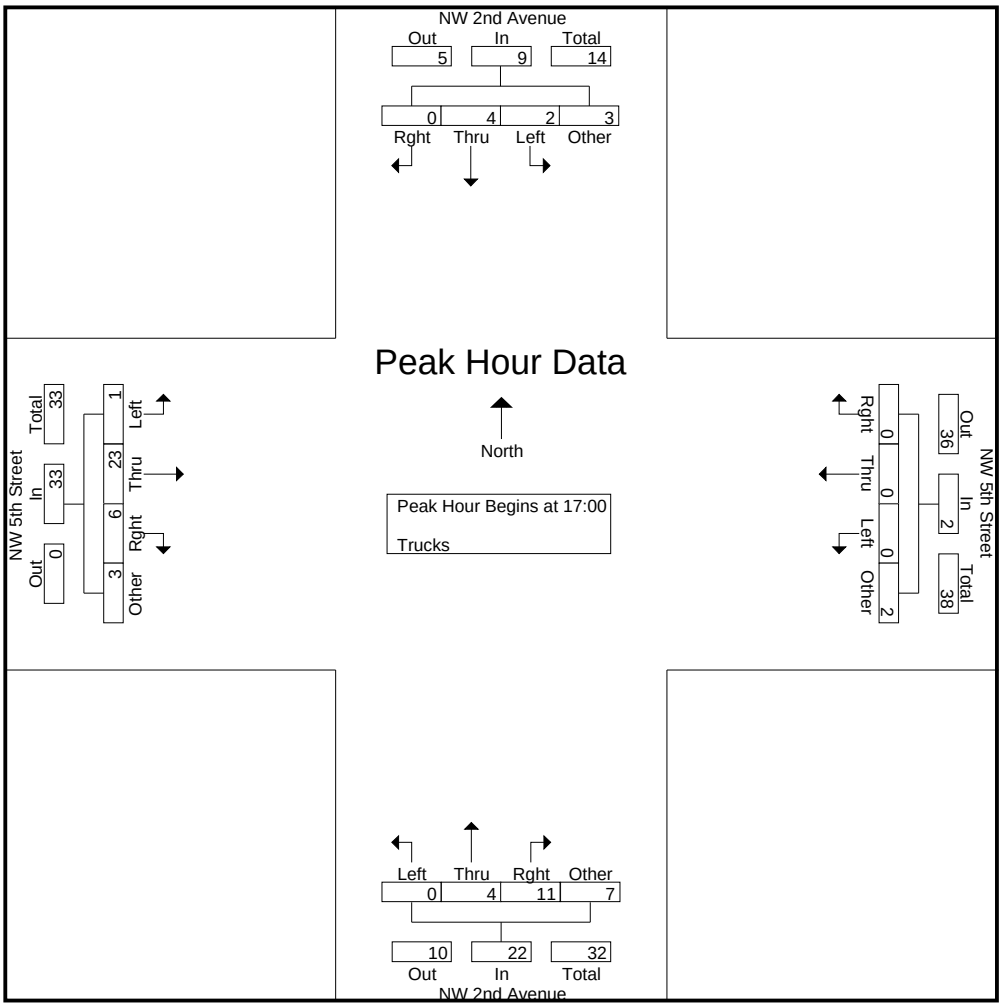
	NW 2nd Avenue Southbound					NW 2nd Avenue Northbound					NW 5th Street Westbound					NW 5th Street Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	5	0	0	5	0	1	0	1	2	0	0	0	0	0	0	8	2	0	10	17
08:15	0	5	0	0	5	0	2	0	0	2	0	0	0	1	1	0	9	0	0	9	17
08:30	0	4	0	3	7	0	1	0	1	2	0	0	0	0	0	0	10	2	0	12	21
08:45	1	5	0	1	7	0	0	0	8	8	0	0	0	0	0	0	14	2	0	16	31
Total Volume	1	19	0	4	24	0	4	0	10	14	0	0	0	1	1	0	41	6	0	47	86
% App. Total	4.2	79.2	0	16.7		0	28.6	0	71.4		0	0	0	100		0	87.2	12.8	0		
PHF	.250	.950	.000	.333	.857	.000	.500	.000	.313	.438	.000	.000	.000	.250	.250	.000	.732	.750	.000	.734	.694



NW 2nd Avenue & NW 5th Street

File Name : TMC-14
Site Code : 00000000
Start Date : 5/16/2013
Page No : 4

	NW 2nd Avenue Southbound					NW 2nd Avenue Northbound					NW 5th Street Westbound					NW 5th Street Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	1	0	0	1	0	0	3	1	4	0	0	0	0	0	1	7	3	0	11	16
17:15	0	0	0	1	1	0	1	4	3	8	0	0	0	0	0	0	1	1	0	2	11
17:30	1	1	0	0	2	0	3	1	2	6	0	0	0	0	0	0	8	1	2	11	19
17:45	1	2	0	2	5	0	0	3	1	4	0	0	0	2	2	0	7	1	1	9	20
Total Volume	2	4	0	3	9	0	4	11	7	22	0	0	0	2	2	1	23	6	3	33	66
% App. Total	22.2	44.4	0	33.3		0	18.2	50	31.8		0	0	0	100		3	69.7	18.2	9.1		
PHF	.500	.500	.000	.375	.450	.000	.333	.688	.583	.688	.000	.000	.000	.250	.250	.250	.719	.500	.375	.750	.825



NW 1st Avenue & NW 5th Street

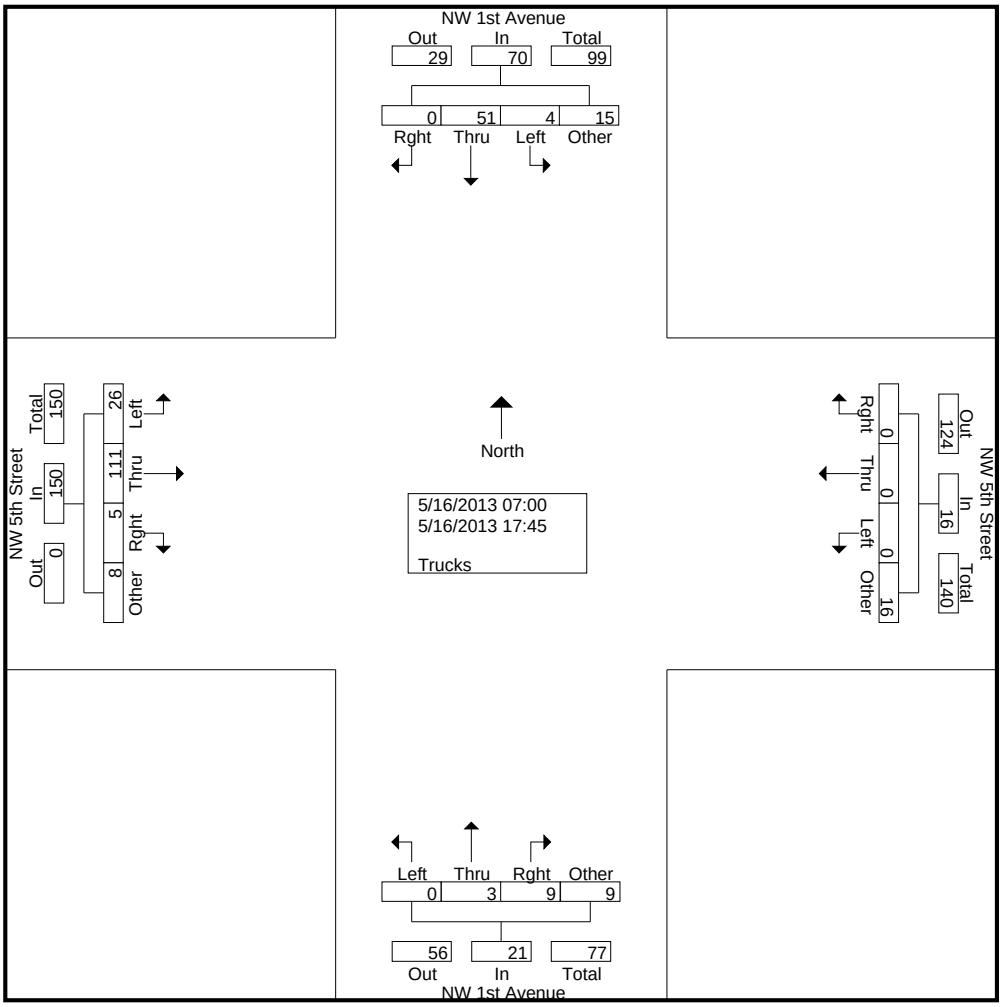
File Name : TMC-15
Site Code : 00000000
Start Date : 5/16/2013
Page No : 1

Groups Printed- Trucks

	NW 1st Avenue Southbound					NW 1st Avenue Northbound					NW 5th Street Westbound					NW 5th Street Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
07:00	1	2	0	1	4	0	0	0	1	1	0	0	0	0	0	0	5	0	0	5	10
07:15	0	6	0	1	7	0	0	1	2	3	0	0	0	2	2	0	8	1	0	9	21
07:30	1	2	0	1	4	0	0	0	1	1	0	0	0	0	0	0	10	0	0	10	15
07:45	0	1	0	0	1	0	0	1	0	1	0	0	0	1	1	0	5	0	0	5	8
Total	2	11	0	3	16	0	0	2	4	6	0	0	0	3	3	0	28	1	0	29	54
08:00	0	4	0	0	4	0	0	2	0	2	0	0	0	0	0	0	5	1	0	6	12
08:15	0	3	0	0	3	0	0	1	2	3	0	0	0	0	0	0	8	0	1	9	15
08:30	1	4	0	1	6	0	1	0	0	1	0	0	0	1	1	1	15	0	0	16	24
08:45	0	3	0	1	4	0	0	1	0	1	0	0	0	0	0	1	8	0	0	9	14
Total	1	14	0	2	17	0	1	4	2	7	0	0	0	1	1	2	36	1	1	40	65
*** BREAK ***																					
16:00	1	4	0	0	5	0	0	0	0	0	0	0	0	3	3	3	11	0	0	14	22
16:15	0	2	0	1	3	0	0	0	0	0	0	0	0	3	3	2	4	0	0	6	12
16:30	0	4	0	2	6	0	0	0	3	3	0	0	0	0	0	3	4	1	0	8	17
16:45	0	3	0	1	4	0	0	1	0	1	0	0	0	1	1	4	6	0	0	10	16
Total	1	13	0	4	18	0	0	1	3	4	0	0	0	7	7	12	25	1	0	38	67
17:00	0	4	0	0	4	0	1	0	0	1	0	0	0	1	1	5	7	0	2	14	20
17:15	0	3	0	1	4	0	1	0	0	1	0	0	0	0	0	3	3	0	2	8	13
17:30	0	4	0	1	5	0	0	2	0	2	0	0	0	2	2	1	7	1	3	12	21
17:45	0	2	0	4	6	0	0	0	0	0	0	0	0	2	2	3	5	1	0	9	17
Total	0	13	0	6	19	0	2	2	0	4	0	0	0	5	5	12	22	2	7	43	71
Grand Total	4	51	0	15	70	0	3	9	9	21	0	0	0	16	16	26	111	5	8	150	257
Apprch %	5.7	72.9	0	21.4		0	14.3	42.9	42.9		0	0	0	100		17.3	74	3.3	5.3		
Total %	1.6	19.8	0	5.8	27.2	0	1.2	3.5	3.5	8.2	0	0	0	6.2	6.2	10.1	43.2	1.9	3.1	58.4	

NW 1st Avenue & NW 5th Street

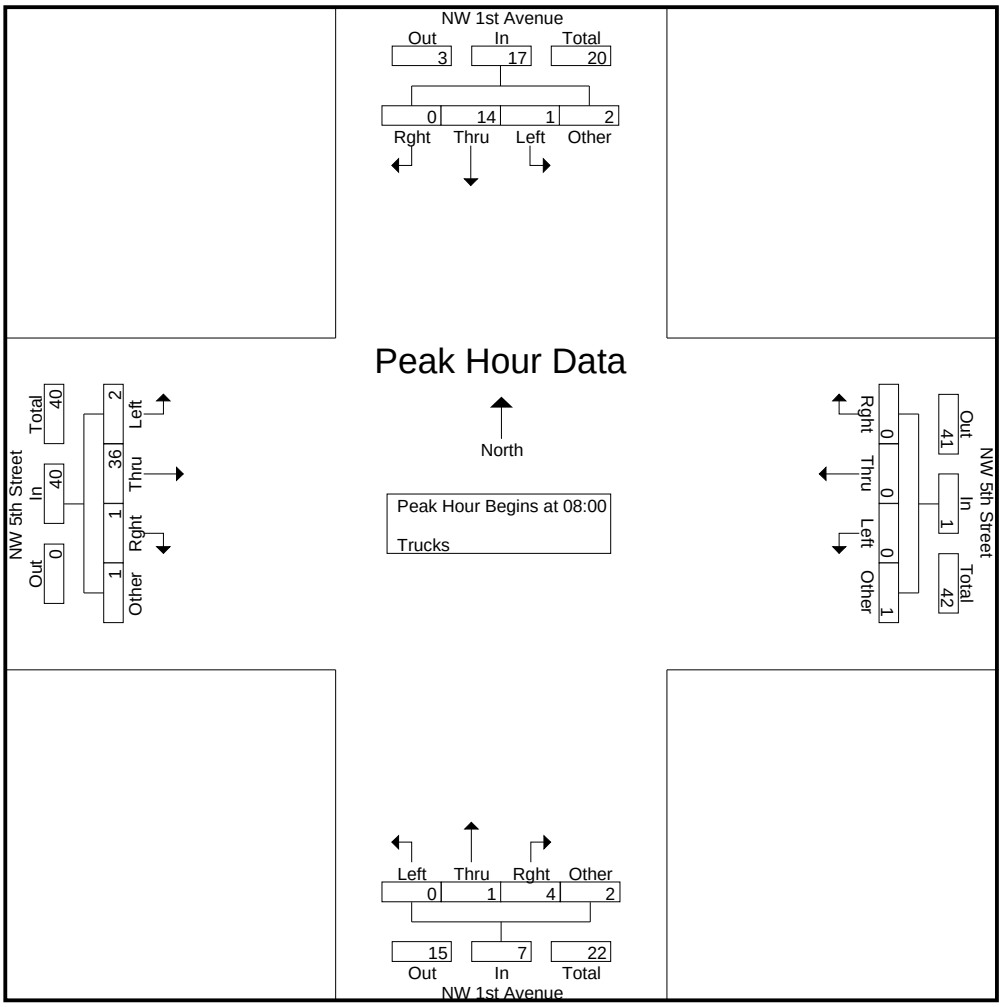
File Name : TMC-15
Site Code : 00000000
Start Date : 5/16/2013
Page No : 2



NW 1st Avenue & NW 5th Street

File Name : TMC-15
Site Code : 00000000
Start Date : 5/16/2013
Page No : 3

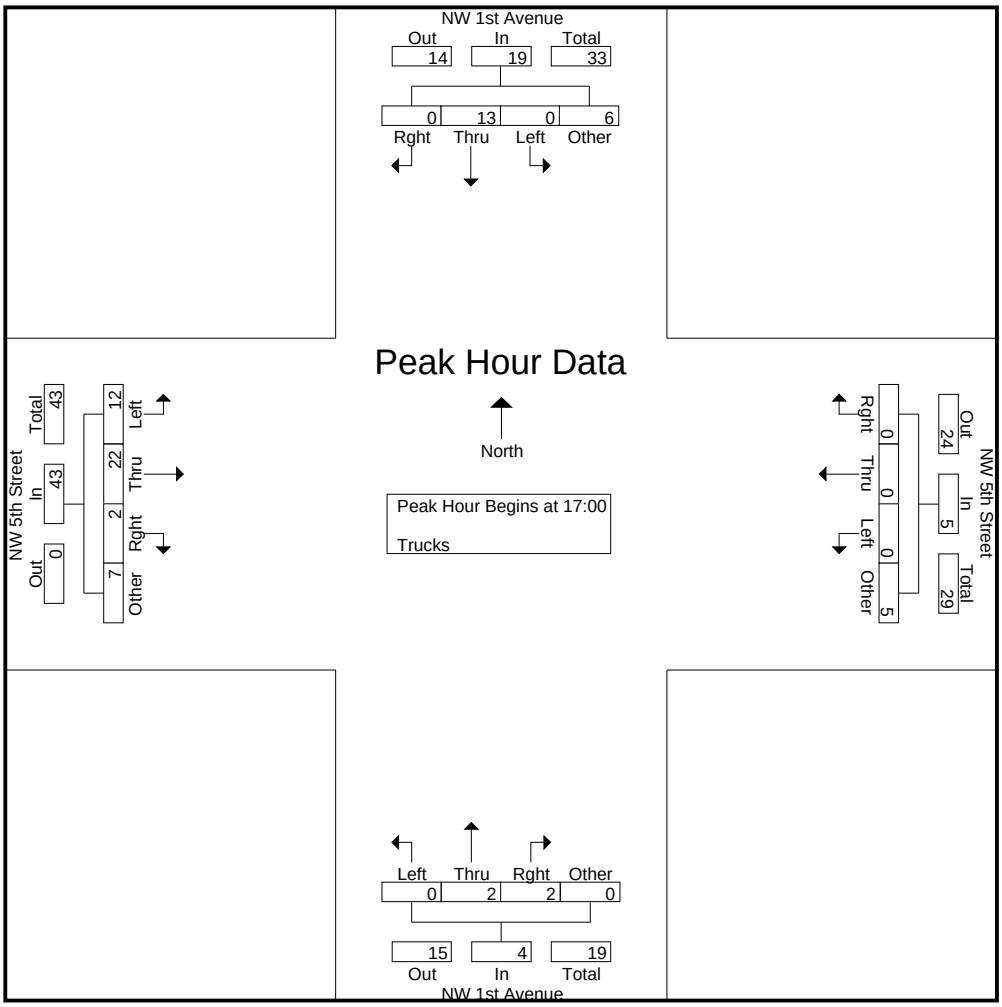
	NW 1st Avenue Southbound					NW 1st Avenue Northbound					NW 5th Street Westbound					NW 5th Street Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	4	0	0	4	0	0	2	0	2	0	0	0	0	0	0	5	1	0	6	12
08:15	0	3	0	0	3	0	0	1	2	3	0	0	0	0	0	0	8	0	1	9	15
08:30	1	4	0	1	6	0	1	0	0	1	0	0	0	1	1	1	15	0	0	16	24
08:45	0	3	0	1	4	0	0	1	0	1	0	0	0	0	0	1	8	0	0	9	14
Total Volume	1	14	0	2	17	0	1	4	2	7	0	0	0	1	1	2	36	1	1	40	65
% App. Total	5.9	82.4	0	11.8		0	14.3	57.1	28.6		0	0	0	100		5	90	2.5	2.5		
PHF	.250	.875	.000	.500	.708	.000	.250	.500	.250	.583	.000	.000	.000	.250	.250	.500	.600	.250	.250	.625	.677



NW 1st Avenue & NW 5th Street

File Name : TMC-15
Site Code : 00000000
Start Date : 5/16/2013
Page No : 4

	NW 1st Avenue Southbound					NW 1st Avenue Northbound					NW 5th Street Westbound					NW 5th Street Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	4	0	0	4	0	1	0	0	1	0	0	0	1	1	5	7	0	2	14	20
17:15	0	3	0	1	4	0	1	0	0	1	0	0	0	0	0	3	3	0	2	8	13
17:30	0	4	0	1	5	0	0	2	0	2	0	0	0	2	2	1	7	1	3	12	21
17:45	0	2	0	4	6	0	0	0	0	0	0	0	0	2	2	3	5	1	0	9	17
Total Volume	0	13	0	6	19	0	2	2	0	4	0	0	0	5	5	12	22	2	7	43	71
% App. Total	0	68.4	0	31.6		0	50	50	0		0	0	0	100		27.9	51.2	4.7	16.3		
PHF	.000	.813	.000	.375	.792	.000	.500	.250	.000	.500	.000	.000	.000	.625	.625	.600	.786	.500	.583	.768	.845



N Miami Avenue & N 5th Street

File Name : TMC-16
Site Code : 00000000
Start Date : 5/21/2013
Page No : 1

Groups Printed- Trucks

	N miami Avenue Southbound					N miami Avenue Northbound					N 5th Street Westbound					N 5th Street Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
07:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	11	1	1	13	15
07:15	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	15
07:30	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	1	1	6	11
07:45	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	12
Total	5	9	0	0	14	0	0	0	0	0	0	0	0	0	0	0	33	4	2	39	53
08:00	2	6	0	0	8	0	0	0	0	0	0	0	0	0	0	0	7	1	1	9	17
08:15	4	2	0	1	7	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	17
08:30	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	13	1	1	15	21
08:45	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6	0	3	9	12
Total	12	11	0	1	24	0	0	0	0	0	0	0	0	0	0	0	35	3	5	43	67
*** BREAK ***																					
16:00	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	7
16:15	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	3	1	0	4	7
16:30	1	1	0	0	2	0	0	0	0	0	0	0	0	1	1	0	10	0	0	10	13
16:45	1	3	0	1	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	7
Total	3	7	0	1	11	0	0	0	0	0	0	0	0	2	2	0	20	1	0	21	34
17:00	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	2	2	9	12
17:15	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	5	0	1	6	9
17:30	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	4	5	8
17:45	1	3	0	0	4	0	0	0	0	0	0	0	0	1	1	0	3	0	1	4	9
Total	2	10	0	0	12	0	0	0	0	0	0	0	0	2	2	0	14	2	8	24	38
Grand Total	22	37	0	2	61	0	0	0	0	0	0	0	0	4	4	0	102	10	15	127	192
Apprch %	36.1	60.7	0	3.3		0	0	0	0		0	0	0	100		0	80.3	7.9	11.8		
Total %	11.5	19.3	0	1	31.8	0	0	0	0	0	0	0	0	2.1	2.1	0	53.1	5.2	7.8	66.1	

N Miami Avenue & N 5th Street

File Name : TMC-16
Site Code : 00000000
Start Date : 5/21/2013
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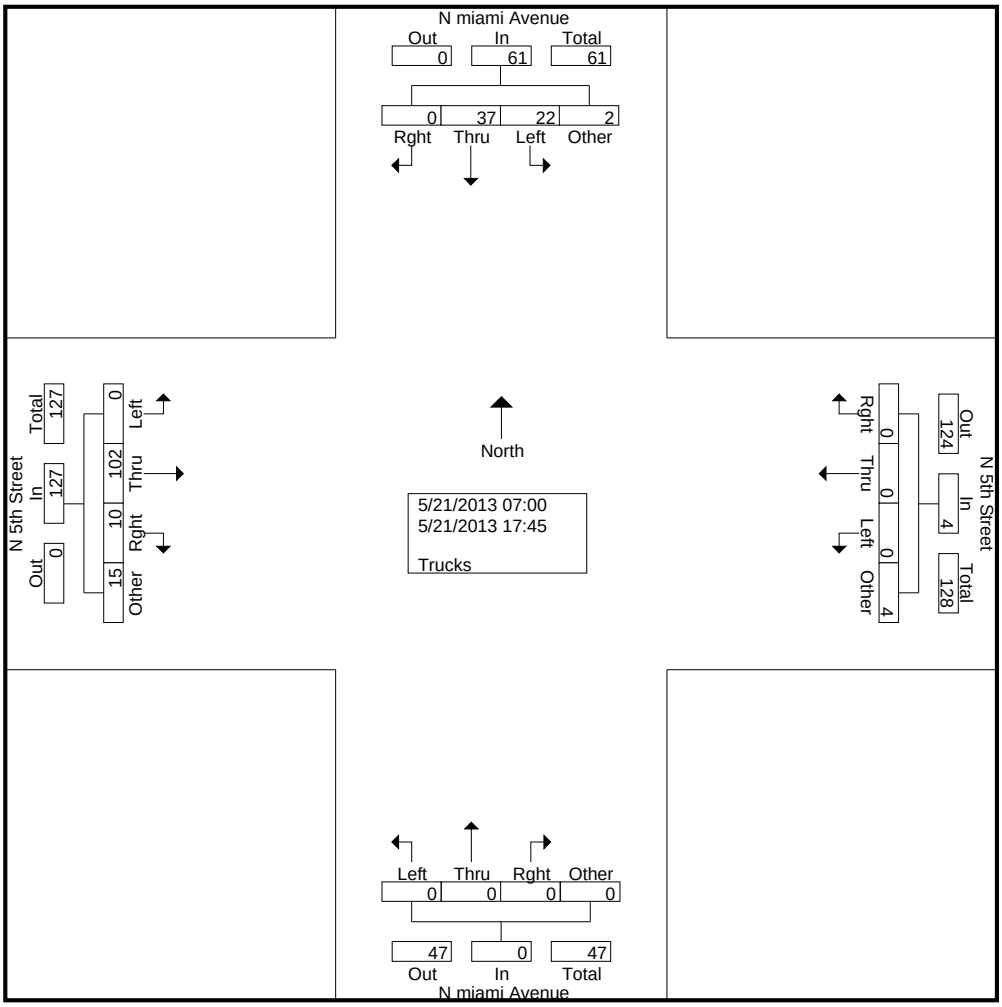
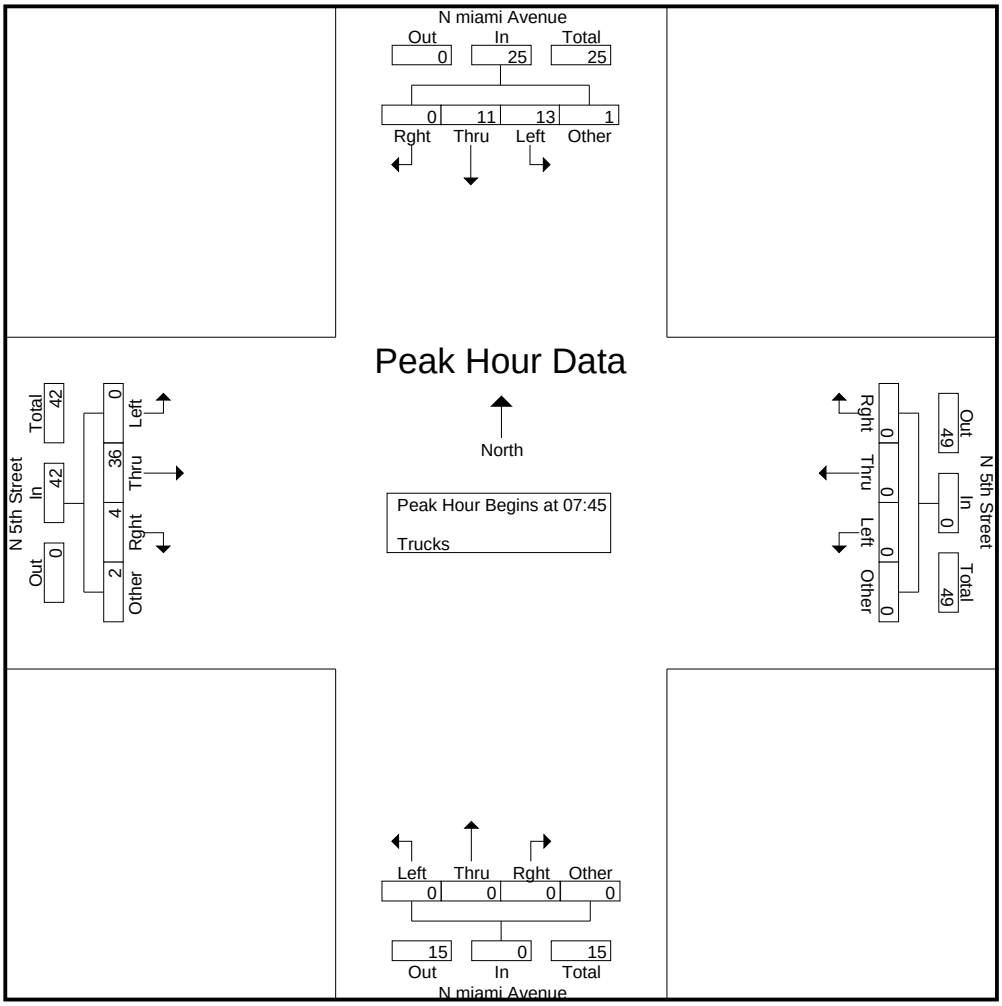


N Miami Avenue & N 5th Street

File Name : TMC-16
Site Code : 00000000
Start Date : 5/21/2013
Page No : 3

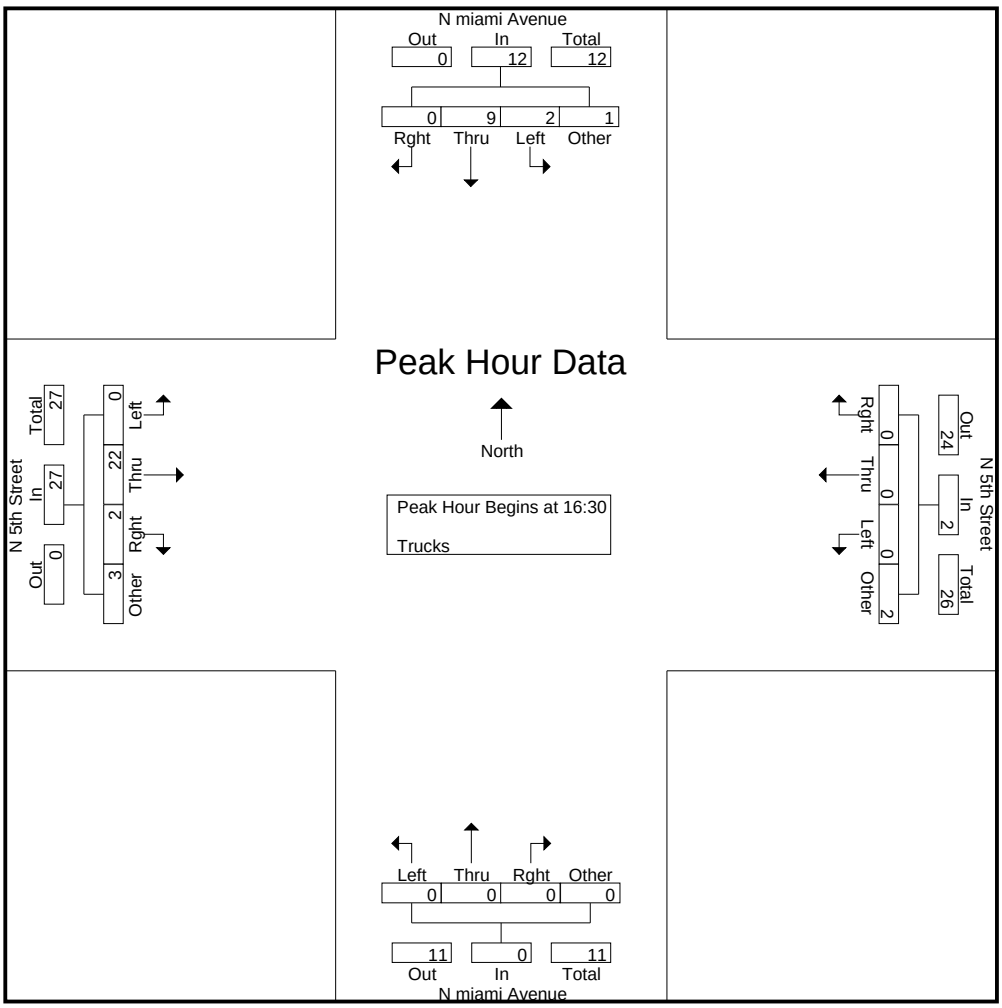
	N miami Avenue Southbound					N miami Avenue Northbound					N 5th Street Westbound					N 5th Street Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	12
08:00	2	6	0	0	8	0	0	0	0	0	0	0	0	0	0	0	7	1	1	9	17
08:15	4	2	0	1	7	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	17
08:30	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	13	1	1	15	21
Total Volume	13	11	0	1	25	0	0	0	0	0	0	0	0	0	0	0	36	4	2	42	67
% App. Total	52	44	0	4		0	0	0	0		0	0	0	0		0	85.7	9.5	4.8		
PHF	.813	.458	.000	.250	.781	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.692	1.000			



N Miami Avenue & N 5th Street

File Name : TMC-16
Site Code : 00000000
Start Date : 5/21/2013
Page No : 4

	N miami Avenue Southbound					N miami Avenue Northbound					N 5th Street Westbound					N 5th Street Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	1	1	0	0	2	0	0	0	0	0	0	0	0	1	1	0	10	0	0	10	13
16:45	1	3	0	1	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	7
17:00	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	2	2	9	12
17:15	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	5	0	1	6	9
Total Volume	2	9	0	1	12	0	0	0	0	0	0	0	0	2	2	0	22	2	3	27	41
% App. Total	16.7	75	0	8.3		0	0	0	0		0	0	0	100		0	81.5	7.4	11.1		
PHF	.500	.750	.000	.250	.600	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.000	.550	.250	.375	.675	.788



APPENDIX G:
Trip Generation

PROPOSED AM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS PROJECT TRIPS			MULTIMODAL REDUCTION(1)		VOLUMES			10% PEDESTRIAN REDUCTION FACTOR(2)		VOLUMES			INTERNAL CAPTURE		NET NEW PROJECT TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	Trips	In	Out	Total	Percent	IC Trips	In	Out	Total
1	High-Rise Apartments	9	222	800	du	25%	75%	60	179	239	23.0%	55	46	138	184	10.0%	18	42	124	166	7.7%	13	39	114	153
2	High-Rise Residential Condos	9	232	311	du	19%	81%	23	96	119	23.0%	27	18	74	92	10.0%	9	16	66	82	7.7%	6	15	61	76
3	Hotel	9	310	327	room	59%	41%	102	71	173	23.0%	40	78	55	133	10.0%	13	70	50	120	15.8%	19	59	42	101
4	General Office Building	9	710	839	ksf	88%	12%	923	126	1,049	23.0%	241	711	97	808	10.0%	81	640	87	727	1.0%	7	634	86	720
5	Train Station					40%	60%	136	204	340	23.0%	78	105	157	262	10.0%	26	95	141	236	1.0%	2	94	140	234
6	Shopping Center	9	820	223	ksf	62%	38%	157	97	254	23.0%	58	121	75	196	10.0%	20	109	67	176	22.7%	40	84	52	136
7																									
8																									
9																									
10																									
11																									
12																									
							Net New Development	1,401	773	2,174	23.0%	499	1,079	596	1,675	10.0%	168	972	535	1,507	5.8%	87	925	495	1,420
							16% VOF Reduction																148	79	227
							Net New Vehicle Trips																777	416	1,193
							Person-Trips (1.4 persons per vehicle)																1,088	582	1,670

ITE Code	Equation
222	LN(Y) = 0.99*LN(X)+-1.14
232	Y=0.29*(X)+28.86
310	Y=0.53(X)
710	LN(Y) = 0.8*LN(X)+1.57
Train Station	Based on AAF Ridership Data, see attached data calculation
820	LN(Y) = 0.61*LN(X)+2.24

Notes: (1) Based on average DRI CBD Increment I (23.3%) and Increment II (22.6%)
(2) Based on DRI Increment II Update pedestrian reduction

PROPOSED PM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS PROJECT TRIPS			MULTIMODAL REDUCTION(1)		VOLUMES			10% PEDESTRIAN REDUCTION FACTOR(2)		VOLUMES			INTERNAL CAPTURE		NET NEW PROJECT TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	Trips	In	Out	Total	Percent	IC Trips	In	Out	Total
1	High-Rise Apartments	9	222	800	du	61%	39%	163	105	268	23.0%	62	125	81	206	10.0%	21	112	73	185	29.0%	54	79	52	131
2	High-Rise Residential Condos	9	232	311	du	62%	38%	75	46	121	23.0%	28	58	35	93	10.0%	9	52	32	84	29.0%	24	37	23	60
3	Hotel	9	310	327	room	51%	49%	100	96	196	23.0%	45	77	74	151	10.0%	15	69	67	136	39.0%	53	42	41	83
4	General Office Building	9	710	839	ksf	17%	83%	173	845	1,018	23.0%	234	133	651	784	10.0%	78	120	586	706	2.3%	16	117	573	690
5	Train Station					60%	40%	204	136	340	23.0%	78	157	105	262	10.0%	26	141	95	236	2.3%	5	138	93	231
6	Shopping Center	9	820	223	ksf	48%	52%	492	533	1,025	23.0%	236	379	411	790	10.0%	79	341	370	711	20.4%	145	271	295	566
7																									
8																									
9																									
10																									
11																									
12																									
							Net New Development	1,207	1,761	2,968	23.0%	683	929	1,357	2,286	10.0%	228	835	1,223	2,058	14.4%	297	684	1,077	1,761
							16% VOF Reduction																109	172	281
							Net New Vehicle Trips																575	905	1,480
							Person-Trips (1.4 persons per vehicle)																805	1,267	2,072

ITE Code	Equation
222	Y=0.32*(X)+12.3
232	Y=0.34*(X)+15.47
310	Y=0.6(X)
710	Y=1.12*(X)+78.45
Train Station	Based on AAF Ridership Data, see attached data calculation
820	LN(Y) = 0.67*LN(X)+3.31

Notes: (1) Based on average DRI CBD Increment I (23.3%) and Increment II (22.6%)
(2) Based on DRI Increment II Update pedestrian reduction

All Aboard Florida Train Station Trip Generation Development				
		Boarding	Alighting	Total
Miami Station 2019 Daily Boarding and Alighting Data[1]		1,753	1,651	3,404
A.M. Peak Hour Boarding and Alighting (assume 10 percent of daily, 40% boarding and 60% alighting):		136	204	340
P.M. Peak Hour Boarding and Alighting (assume 10 percent of daily, 60% boarding and 40% alighting):		204	136	340

Note: [1] Based on All Aboard Florida Ridership and Revenue Data Report Base Case Forecast, April 2014.

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE Trip Generation Handbook, June 2004)

Project Number:
Project Name:
Scenario:
Analysis Period: AM Peak
Analyst:

Land Use A: Residential (High-Rise Apts/Condo)

ITE Land Use Code 222 & 223
Size: 1111 du

	Total	Internal	External
Enter	58	9	49
Exit	190	10	180
Total	248	19	229
%	100%	**8%**	92%

Land Use B: Residential (Hotel)

ITE Land Use Code 310
Size: 327 room

	Total	Internal	External
Enter	70	9	61
Exit	50	10	40
Total	120	19	101
%	100%	**16%**	84%

Land Use C: Office (General Office Bldg &

ITE Land Use Code 710 & N/A
Size: 839 ksf & N/A

	Total	Internal	External
Enter	735	2	733
Exit	228	8	220
Total	963	10	953
%	100%	**1%**	99%

Land Use D: Retail (Shopping Center)

ITE Land Use Code 820
Size: 223 ksf

	Total	Internal	External
Enter	109	24	85
Exit	67	16	51
Total	176	40	136
%	100%	**23%**	77%

Enter from External: 49
Exit to External: 180

Demand 0.0% 0
Balanced 0
Demand 0.0% 0

0.0% 0 Demand
0 Balanced
0.0% 0 Demand

Demand 0.0% 0
Balanced 0
Demand 0.0% 0

33.0% 19 Demand
7 Balanced
11.0% 7 Demand

Demand 38.0% 72
Balanced 10
Demand 9.0% 10

Demand 9.0% 10
10 Balanced
38.0% 19 Demand

Demand 33.0% 23
Balanced 7
Demand 11.0% 7

Enter from External: 61
Exit to External: 40

3.0% 2 Demand
2 Balanced
2.0% 5 Demand

Demand 3.0% 2
Balanced 2
Demand 2.0% 5 Demand

Demand 3.0% 2
Balanced 2
Demand 15.0% 110

Enter from External: 85
Exit to External: 51

Demand 0.0% 0
Balanced 0
Demand 0.0% 0

4.0% 4 Demand
4 Balanced
22.0% 50 Demand

Enter from External: 733
Exit to External: 220

NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	Land Use B	Land Use C	Land Use D	Total
Enter	49	61	220	85	415
Exit	180	40	733	51	1,004
Total	229	101	953	136	**1,419**
Single Use Trip Gen Estimate	248	120	963	176	**1,507**
	7.7%	15.8%	1.0%	22.7%	

Overall Internal Capture = 5.84%

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE Trip Generation Handbook, June 2004)

Project Number:
Project Name:
Scenario:
Analysis Period: PM Peak
Analyst:

Land Use A: Residential (High-Rise Apts/Condo)

ITE Land Use Code 222 & 223
Size: 1111 du

	Total	Internal	External
Enter	164	47	117
Exit	105	31	74
Total	269	78	191
%	100%	**29%**	71%

Land Use B: Residential (Hotel)

ITE Land Use Code 310
Size: 327 room

	Total	Internal	External
Enter	69	22	47
Exit	67	31	36
Total	136	53	83
%	100%	**39%**	61%

Land Use C: Office (General Office Bldg &

ITE Land Use Code 710 & N/A
Size: 839 ksf & N/A

	Total	Internal	External
Enter	261	11	250
Exit	681	11	670
Total	942	22	920
%	100%	**2%**	98%

Land Use D: Retail (Shopping Center)

ITE Land Use Code 820
Size: 223 ksf

	Total	Internal	External
Enter	341	69	272
Exit	370	76	294
Total	711	145	566
%	100%	**20%**	80%

Enter from External: 117
Exit to External: 74

Demand 0.0% 0
Balanced 0
Demand 0.0% 0

0.0% 0 Demand
0 Balanced
0.0% 0 Demand

Demand 0.0% 0
Balanced 0
Demand 0.0% 0

31.0% 51 Demand
44 Balanced
12.0% 44 Demand

Demand 53.0% 56
Balanced 31
Demand 9.0% 31

Demand 31.0% 21
Balanced 21
Demand 12.0% 44

Demand 9.0% 31
31 Balanced
53.0% 36 Demand

Enter from External: 47
Exit to External: 36

2.0% 1 Demand
1 Balanced
2.0% 14 Demand

Demand 2.0% 3
Balanced 3
Demand 2.0% 14 Demand

Demand 3.0% 11
Balanced 11
Demand 31.0% 81

Enter from External: 272
Exit to External: 294

Demand 0.0% 0
Balanced 0
Demand 0.0% 0

2.0% 7 Demand
7 Balanced
23.0% 157 Demand

Enter from External: 250
Exit to External: 670

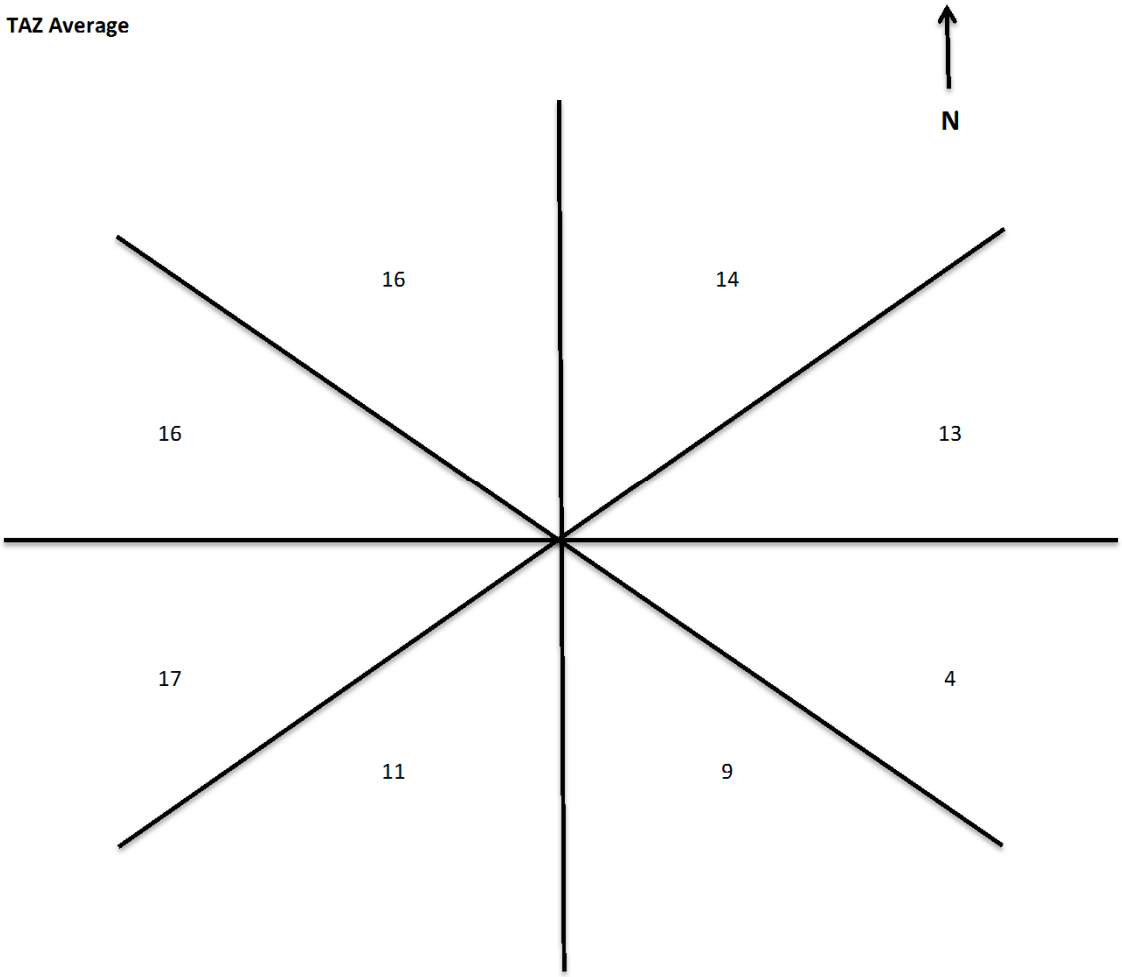
NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	Land Use B	Land Use C	Land Use D	Total
Enter	117	47	670	272	1,106
Exit	74	36	250	294	654
Total	191	83	920	566	**1,760**
Single Use Trip Gen Estimate	269	136	942	711	**2,058**
	29.0%	39.0%	2.3%	20.4%	

Overall Internal Capture = 14.48%

APPENDIX H:
Trip Distribution

TAZ Average



MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY											
			CARDINAL DIRECTIONS								
ORIGIN ZONE			NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
		PERCENT	7.28	6.43	10.18	5.06	14.35	16.3	26.79	13.61	
511	3211	TRIPS	31	45	48	59	62	48	52	40	385
		PERCENT	8.05	11.69	12.47	15.32	16.1	12.47	13.51	10.39	
512	3212	TRIPS	42	23	14	44	47	54	56	57	337
		PERCENT	12.46	6.82	4.15	13.06	13.95	16.02	16.62	16.91	
513	3213	TRIPS	631	295	294	577	538	739	739	680	4,493
		PERCENT	14.04	6.57	6.54	12.84	11.97	16.45	16.45	15.13	
514	3214	TRIPS	476	255	563	445	390	593	896	543	4,161
		PERCENT	11.44	6.13	13.53	10.69	9.37	14.25	21.53	13.05	
515	3215	TRIPS	189	85	107	206	168	289	375	270	1,689
		PERCENT	11.19	5.03	6.34	12.2	9.95	17.11	22.2	15.99	
516	3216	TRIPS	24	14	10	28	37	38	39	30	220
		PERCENT	10.91	6.36	4.55	12.73	16.82	17.27	17.73	13.64	
517	3217	TRIPS	568	325	458	688	456	775	1073	732	5,075
		PERCENT	11.19	6.4	9.02	13.56	8.99	15.27	21.14	14.42	
518	3218	TRIPS	104	44	37	62	107	149	160	123	786
		PERCENT	13.23	5.6	4.71	7.89	13.61	18.96	20.36	15.65	
519	3219	TRIPS	77	45	17	44	168	196	168	156	871
		PERCENT	8.84	5.17	1.95	5.05	19.29	22.5	19.29	17.91	
520	3220	TRIPS	442	484	43	26	40	835	1358	579	3,807
		PERCENT	11.61	12.71	1.13	0.68	1.05	21.93	35.67	15.21	
521	3221	TRIPS	3452	1428	525	804	5642	8964	6730	8599	36,144
		PERCENT	9.55	3.95	1.45	2.22	15.61	24.8	18.62	23.79	
522	3222	TRIPS	409	279	45	108	534	882	672	688	3,617
		PERCENT	11.31	7.71	1.24	2.99	14.76	24.38	18.58	19.02	
523	3223	TRIPS	57	50	34	65	75	134	160	86	661
		PERCENT	8.62	7.56	5.14	9.83	11.35	20.27	24.21	13.01	
524	3224	TRIPS	2420	1248	399	853	2308	3484	2713	4468	17,893
		PERCENT	13.52	6.97	2.23	4.77	12.9	19.47	15.16	24.97	
525	3225	TRIPS	316	185	74	170	264	497	410	426	2,342
		PERCENT	13.49	7.9	3.16	7.26	11.27	21.22	17.51	18.19	
526	3226	TRIPS	1	2	0	0	0	0	0	1	4
		PERCENT	25	50	0	0	0	0	0	25	
527	3227	TRIPS	1	1	0	3	3	2	3	0	13
		PERCENT	7.69	7.69	0	23.08	23.08	15.38	23.08	0	
528	3228	TRIPS	489	236	198	183	345	607	500	595	3,153
		PERCENT	15.51	7.48	6.28	5.8	10.94	19.25	15.86	18.87	
529	3229	TRIPS	309	157	121	114	206	365	326	331	1,929
		PERCENT	16.02	8.14	6.27	5.91	10.68	18.92	16.9	17.16	
530	3230	TRIPS	54	35	33	27	37	71	78	66	401
		PERCENT	13.47	8.73	8.23	6.73	9.23	17.71	19.45	16.46	
531	3231	TRIPS	992	473	248	391	809	1460	1282	1449	7,104
		PERCENT	13.96	6.66	3.49	5.5	11.39	20.55	18.05	20.4	
532	3232	TRIPS	355	185	99	165	287	560	429	446	2,526
		PERCENT	14.05	7.32	3.92	6.53	11.36	22.17	16.98	17.66	
533	3233	TRIPS	12	11	6	10	11	26	13	12	101
		PERCENT	11.88	10.89	5.94	9.9	10.89	25.74	12.87	11.88	
534	3234	TRIPS	84	36	45	74	67	109	106	110	631
		PERCENT	13.31	5.71	7.13	11.73	10.62	17.27	16.8	17.43	
535	3235	TRIPS	276	183	68	145	305	622	488	514	2,601
		PERCENT	10.61	7.04	2.61	5.57	11.73	23.91	18.76	19.76	
536	3236	TRIPS	44	34	7	40	55	89	77	65	411
		PERCENT	10.71	8.27	1.7	9.73	13.38	21.65	18.73	15.82	
537	3237	TRIPS	27	16	3	7	36	50	37	29	205
		PERCENT	13.17	7.8	1.46	3.41	17.56	24.39	18.05	14.15	
538	3238	TRIPS	114	62	17	53	98	167	207	117	835
		PERCENT	13.65	7.43	2.04	6.35	11.74	20	24.79	14.01	
539	3239	TRIPS	303	185	98	96	409	962	1016	812	3,881
		PERCENT	7.81	4.77	2.53	2.47	10.54	24.79	26.18	20.92	
540	3240	TRIPS	215	192	120	74	238	440	513	349	2,141
		PERCENT	10.04	8.97	5.6	3.46	11.12	20.55	23.96	16.3	
541	3241	TRIPS	1792	781	224	333	1553	3052	2645	2931	13,311
		PERCENT	13.46	5.87	1.68	2.5	11.67	22.93	19.87	22.02	
542	3242	TRIPS	692	270	146	254	608	1282	1134	1064	5,450
		PERCENT	12.7	4.95	2.68	4.66	11.16	23.52	20.81	19.52	
543	3243	TRIPS	135	63	31	57	113	231	207	188	1,025
		PERCENT	13.17	6.15	3.02	5.56	11.02	22.54	20.2	18.34	
544	3244	TRIPS	256	155	67	106	222	405	376	368	1,955

ORIGIN-DESTINATION MATRIX

TAZ	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	Total
515	11	5	6	13	10	17	22	16	100
518	13	5	5	8	14	19	20	16	100
526	25	50	0	0	0	0	0	25	100
527	8	8	0	23	23	15	23	0	100
528	16	7	6	6	11	19	16	19	100
531	14	7	3	6	11	21	18	20	100
532	14	7	4	7	11	22	17	18	100
533	12	11	6	10	11	25	13	12	100
Average	14	13	4	9	11	17	16	16	100

APPENDIX I:
Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Overbuild 2 Driveway & NW 5th St
COUNT DATE: March 20, 2014
AM PEAK HOUR FACTOR: 0.916
PM PEAK HOUR FACTOR: 0.952

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			1,171													
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS			**1,171**													

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			524													
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS			**524**													

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions			-36													
TOTAL "VESTED" TRAFFIC			-36													
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH			113													
AM NON-PROJECT TRAFFIC			**1,248**													

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse			38													
Port Tunnel Truck Diversions			-20													
TOTAL "VESTED" TRAFFIC			18													
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH			51													
PM NON-PROJECT TRAFFIC			**593**													

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering		2.0%	2.0%													
Distribution	Exiting			13.0%											3.0%		

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		16	70											12		
AM TOTAL PROJECT TRAFFIC			**16**	**70**											**12**		
AM TOTAL TRAFFIC			**16**	**1,318**											**12**		

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		11	130											27		
PM TOTAL PROJECT TRAFFIC			**11**	**130**											**27**		
PM TOTAL TRAFFIC			**11**	**723**											**27**		

Note: (1) EBT volumes based on volumes at NW 5th Street & NW 1st Court and volumes at NW 5th Street & NW 1st Avenue.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Overbuild 3 Driveway (South)/Tower Driveway (Office) & NW 3rd St
COUNT DATE: March 20, 2014
AM PEAK HOUR FACTOR: 0.969
PM PEAK HOUR FACTOR: 0.935

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			370				261									
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS			**370**				**261**									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			142				419									
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS			**142**				**419**									

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH			36				25									
AM NON-PROJECT TRAFFIC			**406**				**286**									

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse							28									
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC			0				28									
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH			14				40									
PM NON-PROJECT TRAFFIC			**156**				**487**									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering		4.0%	4.0%	16.0%		21.0%		1.0%								
Distribution	Exiting							4.0%			16.0%		21.0%		1.0%		4.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		31	31	124		163	17	8		67		87		4		17
AM TOTAL PROJECT TRAFFIC			**31**	**31**	**124**		**163**	**17**	**8**		**67**		**87**		**4**		**17**
AM TOTAL TRAFFIC			**31**	**437**	**124**		**163**	**303**	**8**		**67**		**87**		**4**		**17**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		23	23	92		121	36	6		145		190		9		36
PM TOTAL PROJECT TRAFFIC			**23**	**23**	**92**		**121**	**36**	**6**		**145**		**190**		**9**		**36**
PM TOTAL TRAFFIC			**23**	**179**	**92**		**121**	**523**	**6**		**145**		**190**		**9**		**36**

Note: (1) EBT and WBT volumes based on volumes at NW 3rd Street & NW 2nd Avenue and volumes at NW 3rd Street & NW 1st Avenue.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Tower Driveway (Hotel/Residential) & NW 1st Ave
COUNT DATE: March 20, 2014
AM PEAK HOUR FACTOR: 0.956
PM PEAK HOUR FACTOR: 0.893

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT(1)	NBR	SBU	SBL	SBT(1)	SBR
AM Raw Turning Movements											243				356	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS											**243**				**356**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements											238				176	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS											**238**				**176**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC											0				0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH											23				34	
AM NON-PROJECT TRAFFIC											**266**				**390**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC											0				0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH											23				17	
PM NON-PROJECT TRAFFIC											**261**				**193**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering										2.0%	5.0%					10.0%
Distribution	Exiting		10.0%		2.0%											12.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		42		8						16	39				50	78
AM TOTAL PROJECT TRAFFIC			**42**		**8**						**16**	**39**				**50**	**78**
AM TOTAL TRAFFIC			**42**		**8**						**16**	**305**				**440**	**78**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		91		18						11	29				109	58
PM TOTAL PROJECT TRAFFIC			**91**		**18**						**11**	**29**				**109**	**58**
PM TOTAL TRAFFIC			**91**		**18**						**11**	**290**				**302**	**58**

Note: (1) NBT and SBT volumes based on volumes at NW 3rd Street & NW 1st Avenue and volumes at NW 1st Street & NW 1st Avenue.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION:
COUNT DATE:
AM PEAK HOUR FACTOR:
PM PEAK HOUR FACTOR:

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements																
Peak Season Correction Factor																
AM EXISTING CONDITIONS																

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements																
Peak Season Correction Factor																
PM EXISTING CONDITIONS																

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC																
Years To Buildout																
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH																
AM NON-PROJECT TRAFFIC																

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC																
Years To Buildout																
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH																
PM NON-PROJECT TRAFFIC																

"PROJECT DISTRUBUTION"

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

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
AM TOTAL PROJECT TRAFFIC																	
AM TOTAL TRAFFIC																	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
PM TOTAL PROJECT TRAFFIC																	
PM TOTAL TRAFFIC																	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION:	NW 8th St & NW 2nd Ave
COUNT DATE:	March 19, 2014
AM PEAK HOUR FACTOR:	0.972
PM PEAK HOUR FACTOR:	0.861

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		9	473	73		14	95	7		24	80	90		27	169	66
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS		**9**	**473**	**73**		**14**	**95**	**7**		**24**	**80**	**90**		**27**	**169**	**66**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		31	222	32		16	203	26		132	255	57		11	103	59
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS		**31**	**222**	**32**		**16**	**203**	**26**		**132**	**255**	**57**		**11**	**103**	**59**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center			19				33									
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC		0	19	0		0	33	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH		1	46	7		1	9	1		2	8	9		3	16	6
AM NON-PROJECT TRAFFIC		**10**	**538**	**80**		**15**	**137**	**8**		**26**	**88**	**99**		**30**	**185**	**72**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center			61				62									
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC		0	61	0		0	62	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH		3	21	3		2	20	3		13	25	6		1	10	6
PM NON-PROJECT TRAFFIC		**34**	**304**	**35**		**18**	**285**	**29**		**145**	**280**	**63**		**12**	**113**	**65**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering			14.0%	2.0%										3.0%		
Distribution	Exiting							14.0%	3.0%		2.0%						

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			109	16			58	12		8				23		
AM TOTAL PROJECT TRAFFIC			**0**	**109**	**16**		**0**	**58**	**12**		**8**	**0**	**0**		**23**	**0**	**0**
AM TOTAL TRAFFIC			**10**	**647**	**96**		**15**	**195**	**20**		**34**	**88**	**99**		**53**	**185**	**72**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			81	12			127	27		18				17		
PM TOTAL PROJECT TRAFFIC				**81**	**12**			**127**	**27**		**18**				**17**		
PM TOTAL TRAFFIC			**34**	**385**	**47**		**18**	**412**	**56**		**163**	**280**	**63**		**29**	**113**	**65**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 8th St & NW 1st Ct
COUNT DATE: March 19, 2014
AM PEAK HOUR FACTOR: 0.896
PM PEAK HOUR FACTOR: 0.913

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			441	80		13	118			22		18				
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS			**441**	**80**		**13**	**118**			**22**		**18**				

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			248	44		9	157			58		50				
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS			**248**	**44**		**9**	**157**			**58**		**50**				

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center			19				33									
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC			19	0		0	33			0		0				
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH			43	8		1	11			2		2				
AM NON-PROJECT TRAFFIC			**503**	**88**		**14**	**162**			**24**		**20**				

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center			61				62									
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC			61	0		0	62			0		0				
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH			24	4		1	15			6		5				
PM NON-PROJECT TRAFFIC			**333**	**48**		**10**	**234**			**64**		**55**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering			7.0%	10.0%		3.0%										
Distribution	Exiting							5.0%			12.0%		8.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			54	78		23	21			50		33				
AM TOTAL PROJECT TRAFFIC				**54**	**78**		**23**	**21**			**50**		**33**				
AM TOTAL TRAFFIC				**557**	**166**		**37**	**183**			**74**		**53**				

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			40	58		17	45			109		72				
PM TOTAL PROJECT TRAFFIC				**40**	**58**		**17**	**45**			**109**		**72**				
PM TOTAL TRAFFIC				**373**	**106**		**27**	**279**			**173**		**127**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 8th St & NW 1st Ave
COUNT DATE: March 19, 2014
AM PEAK HOUR FACTOR: 0.919
PM PEAK HOUR FACTOR: 0.951

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		46	204	227		21	92	13		9	29	16		5	35	31
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS		**46**	**204**	**227**		**21**	**92**	**13**		**9**	**29**	**16**		**5**	**35**	**31**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		114	182	34		6	96	23		42	118	14		3	23	11
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS		**114**	**182**	**34**		**6**	**96**	**23**		**42**	**118**	**14**		**3**	**23**	**11**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center			19				33									
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC		0	19	0		0	33	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH		4	20	22		2	9	1		1	3	2		0	3	3
AM NON-PROJECT TRAFFIC		**50**	**243**	**249**		**23**	**134**	**14**		**10**	**32**	**18**		**5**	**38**	**34**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center			61				62									
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC		0	61	0		0	62	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH		11	18	3		1	9	2		4	11	1		0	2	1
PM NON-PROJECT TRAFFIC		**125**	**261**	**37**		**7**	**167**	**25**		**46**	**129**	**15**		**3**	**25**	**12**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering				7.0%		6.0%	2.0%								5.0%	1.0%
Distribution	Exiting		1.0%	2.0%	5.0%						5.0%	5.0%	6.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		4	8	75		47	16			21	21	25			39	8
AM TOTAL PROJECT TRAFFIC			**4**	**8**	**75**		**47**	**16**	**0**		**21**	**21**	**25**		**0**	**39**	**8**
AM TOTAL TRAFFIC			**54**	**251**	**324**		**70**	**150**	**14**		**31**	**53**	**43**		**5**	**77**	**42**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		9	18	85		35	12			45	45	54			29	6
PM TOTAL PROJECT TRAFFIC			**9**	**18**	**85**		**35**	**12**			**45**	**45**	**54**			**29**	**6**
PM TOTAL TRAFFIC			**134**	**279**	**122**		**42**	**179**	**25**		**91**	**174**	**69**		**3**	**54**	**18**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 7th St & NW 2nd Ave
COUNT DATE: March 19, 2014
AM PEAK HOUR FACTOR: 0.861
PM PEAK HOUR FACTOR: 0.882

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						8		15			173				261	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS						**8**		**15**			**173**				**261**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						7		35			412				148	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS						**7**		**35**			**412**				**148**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC						0		0			0				0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH						1		1			17				25	
AM NON-PROJECT TRAFFIC						**9**		**16**			**190**				**286**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC						0		0			0				0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH						1		3			40				14	
PM NON-PROJECT TRAFFIC						**8**		**38**			**452**				**162**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering															2.0%	
	Exiting											2.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											8				16	
AM TOTAL PROJECT TRAFFIC							**0**		**0**			**8**				**16**	
AM TOTAL TRAFFIC							**9**		**16**			**198**				**302**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											18				12	
PM TOTAL PROJECT TRAFFIC												**18**				**12**	
PM TOTAL TRAFFIC							**8**		**38**			**470**				**174**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 7th St & NW 1st Ct
COUNT DATE: March 19, 2014
AM PEAK HOUR FACTOR: 0.794
PM PEAK HOUR FACTOR: 0.783

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements										12	48				59	20
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS										**12**	**48**				**59**	**20**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements										34	101				38	11
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS										**34**	**101**				**38**	**11**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC										0	0				0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH										1	5				6	2
AM NON-PROJECT TRAFFIC										**13**	**53**				**65**	**22**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC										0	0				0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH										3	10				4	1
PM NON-PROJECT TRAFFIC										**37**	**111**				**42**	**12**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering															13.0%	
Distribution	Exiting											20.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											83				101	
AM TOTAL PROJECT TRAFFIC											**0**	**83**				**101**	**0**
AM TOTAL TRAFFIC											**13**	**136**				**166**	**22**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											181				75	
PM TOTAL PROJECT TRAFFIC												**181**				**75**	
PM TOTAL TRAFFIC											**37**	**292**				**117**	**12**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th St & NW 2nd Ave
COUNT DATE: March 19, 2014
AM PEAK HOUR FACTOR: 0.946
PM PEAK HOUR FACTOR: 0.889

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						80	140	34		50	150				200	61
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS						**80**	**140**	**34**		**50**	**150**				**200**	**61**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						66	608	71		133	308				117	45
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS						**66**	**608**	**71**		**133**	**308**				**117**	**45**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center							5									
Childrens Courthouse																
Port Tunnel Truck Diversions							-10									
TOTAL "VESTED" TRAFFIC						0	-5	0		0	0				0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH						8	14	3		5	14				19	6
AM NON-PROJECT TRAFFIC						**88**	**149**	**37**		**55**	**164**				**219**	**67**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center							10									
Childrens Courthouse																
Port Tunnel Truck Diversions							-14									
TOTAL "VESTED" TRAFFIC						0	-4	0		0	0				0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH						6	59	7		13	30				11	4
PM NON-PROJECT TRAFFIC						**72**	**663**	**78**		**146**	**338**				**128**	**49**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering															2.0%	
	Exiting						4.0%	12.0%			2.0%	2.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New						17	50			8	8				16	
AM TOTAL PROJECT TRAFFIC							**17**	**50**	**0**		**8**	**8**				**16**	**0**
AM TOTAL TRAFFIC							**105**	**199**	**37**		**63**	**172**				**235**	**67**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New						36	109			18	18				12	
PM TOTAL PROJECT TRAFFIC							**36**	**109**			**18**	**18**				**12**	
PM TOTAL TRAFFIC							**108**	**772**	**78**		**164**	**356**				**140**	**49**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th St & NW 1st Ct
COUNT DATE: March 19, 2014
AM PEAK HOUR FACTOR: 0.974
PM PEAK HOUR FACTOR: 0.786

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						10	197	44		15	18				14	36
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS						**10**	**197**	**44**		**15**	**18**				**14**	**36**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						11	706	122		10	11				8	25
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS						**11**	**706**	**122**		**10**	**11**				**8**	**25**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center							5									
Childrens Courthouse																
Port Tunnel Truck Diversions							-10									
TOTAL "VESTED" TRAFFIC						0	-5	0		0	0				0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH						1	19	4		1	2				1	3
AM NON-PROJECT TRAFFIC						**11**	**211**	**48**		**16**	**20**				**15**	**39**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center							10									
Childrens Courthouse																
Port Tunnel Truck Diversions							-14									
TOTAL "VESTED" TRAFFIC						0	-4	0		0	0				0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH						1	68	12		1	1				1	2
PM NON-PROJECT TRAFFIC						**12**	**770**	**134**		**11**	**12**				**9**	**27**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering								9.0%			12.0%					
Distribution	Exiting						9.0%	4.0%	2.0%							4.0%	12.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New						37	17	78			93				17	50
AM TOTAL PROJECT TRAFFIC							**37**	**17**	**78**		**0**	**93**				**17**	**50**
AM TOTAL TRAFFIC							**48**	**228**	**126**		**16**	**113**				**32**	**89**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New						81	36	70			69				36	109
PM TOTAL PROJECT TRAFFIC							**81**	**36**	**70**			**69**				**36**	**109**
PM TOTAL TRAFFIC							**93**	**806**	**204**		**11**	**81**				**45**	**136**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th St & NW 1st Ave
COUNT DATE: March 20, 2014
AM PEAK HOUR FACTOR: 0.878
PM PEAK HOUR FACTOR: 0.918

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						18	210	14		167	54				91	193
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS						**18**	**210**	**14**		**167**	**54**				**91**	**193**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						6	446	27		64	157				44	23
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS						**6**	**446**	**27**		**64**	**157**				**44**	**23**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center							5									
Childrens Courthouse																
Port Tunnel Truck Diversions							-10									
TOTAL "VESTED" TRAFFIC						0	-5	0		0	0				0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH						2	20	1		16	5				9	19
AM NON-PROJECT TRAFFIC						**20**	**225**	**15**		**183**	**59**				**100**	**212**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center							10									
Childrens Courthouse																
Port Tunnel Truck Diversions							-14									
TOTAL "VESTED" TRAFFIC						0	-4	0		0	0				0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH						1	43	3		6	15				4	2
PM NON-PROJECT TRAFFIC						**7**	**485**	**30**		**70**	**172**				**48**	**25**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering						9.0%	6.0%			8.0%					13.0%	2.0%
Distribution	Exiting										1.0%	16.0%					9.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New						70	47			66	67				101	53
AM TOTAL PROJECT TRAFFIC							**70**	**47**	**0**		**66**	**67**				**101**	**53**
AM TOTAL TRAFFIC							**90**	**272**	**15**		**249**	**126**				**201**	**265**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New						52	35			55	145				75	93
PM TOTAL PROJECT TRAFFIC							**52**	**35**			**55**	**145**				**75**	**93**
PM TOTAL TRAFFIC							**59**	**520**	**30**		**125**	**317**				**123**	**118**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 5th St & NW 2nd Ave
COUNT DATE: March 20, 2014
AM PEAK HOUR FACTOR: 0.935
PM PEAK HOUR FACTOR: 0.943

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		30	1,026	160							181	152		28	234	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS		**30**	**1,026**	**160**							**181**	**152**		**28**	**234**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		26	342	68							472	109		19	156	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS		**26**	**342**	**68**							**472**	**109**		**19**	**156**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions			-36													
TOTAL "VESTED" TRAFFIC		0	-36	0							0	0		0	0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH		3	99	15							17	15		3	23	
AM NON-PROJECT TRAFFIC		**33**	**1,089**	**175**							**198**	**167**		**31**	**257**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse				13							40	38			12	
Port Tunnel Truck Diversions			-20													
TOTAL "VESTED" TRAFFIC		0	-20	13							40	38		0	12	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH		3	33	7							46	11		2	15	
PM NON-PROJECT TRAFFIC		**29**	**355**	**88**							**558**	**158**		**21**	**183**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering			12.0%	2.0%								4.0%			2.0%	
Distribution	Exiting											4.0%				4.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			93	16							17	31			33	
AM TOTAL PROJECT TRAFFIC			**0**	**93**	**16**							**17**	**31**		**0**	**33**	
AM TOTAL TRAFFIC			**33**	**1,182**	**191**							**215**	**198**		**31**	**290**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			69	12							36	23			48	
PM TOTAL PROJECT TRAFFIC				**69**	**12**							**36**	**23**			**48**	
PM TOTAL TRAFFIC			**29**	**424**	**100**							**594**	**181**		**21**	**231**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 5th St & NW 1st Ct
COUNT DATE: March 20, 2014
AM PEAK HOUR FACTOR: 0.917
PM PEAK HOUR FACTOR: 0.947

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		30	1,170											18		
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS		**30**	**1,170**											**18**		

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		20	490											13		
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS		**20**	**490**											**13**		

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions			-36													
TOTAL "VESTED" TRAFFIC		0	-36											0		
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH		3	113											2		
AM NON-PROJECT TRAFFIC		**33**	**1,247**											**20**		

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions			-20													
TOTAL "VESTED" TRAFFIC		0	-20											0		
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH		2	47											1		
PM NON-PROJECT TRAFFIC		**22**	**517**											**14**		

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering		12.0%	4.0%													
Distribution	Exiting														13.0%		

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		93	31											54		
AM TOTAL PROJECT TRAFFIC			**93**	**31**											**54**		
AM TOTAL TRAFFIC			**126**	**1,278**											**74**		

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		69	23											118		
PM TOTAL PROJECT TRAFFIC			**69**	**23**											**118**		
PM TOTAL TRAFFIC			**91**	**540**											**132**		

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 5th St & NW 1st Ave
COUNT DATE: March 20, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		116	870	167							78	54		23	102	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS		**116**	**870**	**167**							**78**	**54**		**23**	**102**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		51	447	47							161	100		15	34	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS		**51**	**447**	**47**							**161**	**100**		**15**	**34**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions			-36													
TOTAL "VESTED" TRAFFIC		0	-36	0							0	0		0	0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH		11	84	16							8	5		2	10	
AM NON-PROJECT TRAFFIC		**127**	**918**	**183**							**86**	**59**		**25**	**112**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse		15	23												13	
Port Tunnel Truck Diversions			-20													
TOTAL "VESTED" TRAFFIC		15	3	0							0	0		0	13	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH		5	43	5							16	10		1	3	
PM NON-PROJECT TRAFFIC		**71**	**493**	**52**							**177**	**110**		**16**	**50**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering		1.0%		1.0%							7.0%				22.0%	
Distribution	Exiting		2.0%	7.0%	7.0%							15.0%	8.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		16	29	37							116	33			171	
AM TOTAL PROJECT TRAFFIC			**16**	**29**	**37**							**116**	**33**		**0**	**171**	
AM TOTAL TRAFFIC			**143**	**947**	**220**							**202**	**92**		**25**	**283**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		24	63	69							176	72			127	
PM TOTAL PROJECT TRAFFIC			**24**	**63**	**69**							**176**	**72**			**127**	
PM TOTAL TRAFFIC			**95**	**556**	**121**							**353**	**182**		**16**	**177**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 4th St/Overbuild 3 Driveway (West) & NW 2nd Ave
COUNT DATE: March 20, 2014
AM PEAK HOUR FACTOR: 0.889
PM PEAK HOUR FACTOR: 0.91

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						7		7			322	62		82	302	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS						**7**		**7**			**322**	**62**		**82**	**302**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						55		71			501	4		10	213	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS						**55**		**71**			**501**	**4**		**10**	**213**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC						0		0			0	0		0	0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH						1		1			31	6		8	29	
AM NON-PROJECT TRAFFIC						**8**		**8**			**353**	**68**		**90**	**331**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse						14		64						25		
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC						14		64			0	0		25	0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH						5		7			48	0		1	21	
PM NON-PROJECT TRAFFIC						**74**		**142**			**549**	**4**		**36**	**234**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											4.0%				4.0%	
Distribution	Exiting											4.0%				4.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											48				48	
AM TOTAL PROJECT TRAFFIC							**0**		**0**			**48**	**0**		**0**	**48**	
AM TOTAL TRAFFIC							**8**		**8**			**401**	**68**		**90**	**379**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											59				59	
PM TOTAL PROJECT TRAFFIC												**59**				**59**	
PM TOTAL TRAFFIC							**74**		**142**			**608**	**4**		**36**	**293**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 3rd St & NW 2nd Ave
COUNT DATE: March 20, 2014
AM PEAK HOUR FACTOR: 0.952
PM PEAK HOUR FACTOR: 0.949

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		28	235	46		44	97	41		56	302	138		47	225	39
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS		**28**	**235**	**46**		**44**	**97**	**41**		**56**	**302**	**138**		**47**	**225**	**39**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		12	70	13		71	318	54		103	434	50		23	176	77
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS		**12**	**70**	**13**		**71**	**318**	**54**		**103**	**434**	**50**		**23**	**176**	**77**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH		3	23	4		4	9	4		5	29	13		5	22	4
AM NON-PROJECT TRAFFIC		**31**	**258**	**50**		**48**	**106**	**45**		**61**	**331**	**151**		**52**	**247**	**43**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse		14				21	45	42			6					14
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC		14	0	0		21	45	42		0	6	0		0	0	14
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH		1	7	1		7	31	5		10	42	5		2	17	7
PM NON-PROJECT TRAFFIC		**27**	**77**	**14**		**99**	**394**	**101**		**113**	**482**	**55**		**25**	**193**	**98**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami-Dade Transit	Entering																
Distribution	Exiting																
Net New	Entering		1.0%	15.0%								3.0%	5.0%		4.0%		
Distribution	Exiting						5.0%	15.0%	4.0%							2.0%	2.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Miami-Dade Transit																
Trips	Net New		8	117			21	62	17			23	39		31	8	8
AM TOTAL PROJECT TRAFFIC			**8**	**117**	**0**		**21**	**62**	**17**		**0**	**23**	**39**		**31**	**8**	**8**
AM TOTAL TRAFFIC			**39**	**375**	**50**		**69**	**168**	**62**		**61**	**354**	**190**		**83**	**255**	**51**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Miami-Dade Transit																
Trips	Net New		6	86			45	136	36			17	29		23	18	18
PM TOTAL PROJECT TRAFFIC			**6**	**86**			**45**	**136**	**36**			**17**	**29**		**23**	**18**	**18**
PM TOTAL TRAFFIC			**33**	**163**	**14**		**144**	**530**	**137**		**113**	**499**	**84**		**48**	**211**	**116**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 3rd St & NW 1st Ave
COUNT DATE: March 20, 2014
AM PEAK HOUR FACTOR: 0.987
PM PEAK HOUR FACTOR: 0.921

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		30		289		46	133	10		104	68				196	103
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS		**30**		**289**		**46**	**133**	**10**		**104**	**68**				**196**	**103**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		39		102		47	254	51		97	144				81	43
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS		**39**		**102**		**47**	**254**	**51**		**97**	**144**				**81**	**43**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC		0		0		0	0	0		0	0				0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH		3		28		4	13	1		10	7				19	10
AM NON-PROJECT TRAFFIC		**33**		**317**		**50**	**146**	**11**		**114**	**75**				**215**	**113**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse							11			4						13
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC		0		0		0	11	0		4	0				0	13
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH		4		10		5	25	5		9	14				8	4
PM NON-PROJECT TRAFFIC		**43**		**112**		**52**	**290**	**56**		**110**	**158**				**89**	**60**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami-Dade Transit	Entering																
Distribution	Exiting																
Net New	Entering		1.0%		3.0%			4.0%	3.0%		2.0%	3.0%				7.0%	16.0%
Distribution	Exiting		16.0%		6.0%						3.0%	7.0%				6.0%	1.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Miami-Dade Transit																
Trips	Net New		75		48			31	23		28	52				79	128
AM TOTAL PROJECT TRAFFIC			**75**		**48**		**0**	**31**	**23**		**28**	**52**				**79**	**128**
AM TOTAL TRAFFIC			**108**		**365**		**50**	**177**	**34**		**142**	**127**				**294**	**241**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Miami-Dade Transit																
Trips	Net New		151		71			23	17		39	80				94	101
PM TOTAL PROJECT TRAFFIC			**151**		**71**			**23**	**17**		**39**	**80**				**94**	**101**
PM TOTAL TRAFFIC			**194**		**183**		**52**	**313**	**73**		**149**	**238**				**183**	**161**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 2nd St & NW 2nd Ave
COUNT DATE: March 20, 2014
AM PEAK HOUR FACTOR: 0.936
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		52		139						65	447				234	51
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS		**52**		**139**						**65**	**447**				**234**	**51**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		41		60						41	557				236	24
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS		**41**		**60**						**41**	**557**				**236**	**24**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC		0		0						0	0				0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH		5		13						6	43				23	5
AM NON-PROJECT TRAFFIC		**57**		**152**						**71**	**490**				**257**	**56**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC		0		0						0	0				0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH		4		6						4	54				23	2
PM NON-PROJECT TRAFFIC		**45**		**66**						**45**	**611**				**259**	**26**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering		2.0%									6.0%					
Distribution	Exiting															6.0%	1.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		16									47				25	4
AM TOTAL PROJECT TRAFFIC			**16**		**0**						**0**	**47**				**25**	**4**
AM TOTAL TRAFFIC			**73**		**152**						**71**	**537**				**282**	**60**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		12									35				54	9
PM TOTAL PROJECT TRAFFIC			**12**									**35**				**54**	**9**
PM TOTAL TRAFFIC			**57**		**66**						**45**	**646**				**313**	**35**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 1st St & NW 2nd Ave
COUNT DATE: March 20, 2014
AM PEAK HOUR FACTOR: 0.956
PM PEAK HOUR FACTOR: 0.9

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						45	145	55		41	443				380	42
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS						**45**	**145**	**55**		**41**	**443**				**380**	**42**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						35	305	53		54	564				193	95
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS						**35**	**305**	**53**		**54**	**564**				**193**	**95**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC						0	0	0		0	0				0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH						4	14	5		4	43				37	4
AM NON-PROJECT TRAFFIC						**49**	**159**	**60**		**45**	**486**				**417**	**46**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC						0	0	0		0	0				0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH						3	29	5		5	54				19	9
PM NON-PROJECT TRAFFIC						**38**	**334**	**58**		**59**	**618**				**212**	**104**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											6.0%					
Distribution	Exiting															6.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											47				25	
AM TOTAL PROJECT TRAFFIC							**0**	**0**	**0**		**0**	**47**				**25**	**0**
AM TOTAL TRAFFIC							**49**	**159**	**60**		**45**	**533**				**442**	**46**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											35				54	
PM TOTAL PROJECT TRAFFIC												**35**				**54**	
PM TOTAL TRAFFIC							**38**	**334**	**58**		**59**	**653**				**266**	**104**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 1st St & NW 1st Ave
COUNT DATE: March 20, 2014
AM PEAK HOUR FACTOR: 0.925
PM PEAK HOUR FACTOR: 0.866

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						38	144	92		34	221	9		13	105	62
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS						**38**	**144**	**92**		**34**	**221**	**9**		**13**	**105**	**62**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						19	321	78		40	157	9		3	64	54
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS						**19**	**321**	**78**		**40**	**157**	**9**		**3**	**64**	**54**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC						0	0	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH						4	14	9		3	21	1		1	10	6
AM NON-PROJECT TRAFFIC						**42**	**158**	**101**		**37**	**242**	**10**		**14**	**115**	**68**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC						0	0	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH						2	31	8		4	15	1		0	6	5
PM NON-PROJECT TRAFFIC						**21**	**352**	**86**		**44**	**172**	**10**		**3**	**70**	**59**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											7.0%					
Distribution	Exiting														7.0%	7.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											54			29	29	
AM TOTAL PROJECT TRAFFIC							**0**	**0**	**0**		**0**	**54**	**0**		**29**	**29**	**0**
AM TOTAL TRAFFIC							**42**	**158**	**101**		**37**	**296**	**10**		**43**	**144**	**68**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											40			63	63	
PM TOTAL PROJECT TRAFFIC												**40**			**63**	**63**	
PM TOTAL TRAFFIC							**21**	**352**	**86**		**44**	**212**	**10**		**66**	**133**	**59**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: CRA Garage Driveway & NW 1st Ct
COUNT DATE: March 19, 2014
AM PEAK HOUR FACTOR: 0.884
PM PEAK HOUR FACTOR: 0.785

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT(1)	NBR	SBU	SBL	SBT(1)	SBR
AM Raw Turning Movements											62				59	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS											**62**				**59**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements											133				38	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS											**133**				**38**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC											0				0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH											6				6	
AM NON-PROJECT TRAFFIC											**68**				**65**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC											0				0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH											13				4	
PM NON-PROJECT TRAFFIC											**146**				**42**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering										21.0%						13.0%
Distribution	Exiting		18.0%		16.0%							2.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		75		67						163	8					101
AM TOTAL PROJECT TRAFFIC			**75**		**67**						**163**	**8**				**0**	**101**
AM TOTAL TRAFFIC			**75**		**67**						**163**	**76**				**65**	**101**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		163		145						121	18					75
PM TOTAL PROJECT TRAFFIC			**163**		**145**						**121**	**18**					**75**
PM TOTAL TRAFFIC			**163**		**145**						**121**	**164**				**42**	**75**

Note: (1) NBT and SBT volumes based on volumes at NW 6th Street & NW 1st Court and volumes at NW 7th Street & NW 1st Court, respectively.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Overbuild 1 Driveway (East) & NW 1st Ave
COUNT DATE: March 20, 2014
AM PEAK HOUR FACTOR: 0.899
PM PEAK HOUR FACTOR: 0.935

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT(1)	NBR	SBU	SBL	SBT(1)	SBR
AM Raw Turning Movements											61				284	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS											**61**				**284**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements											179				65	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS											**179**				**65**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC											0				0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH											6				27	
AM NON-PROJECT TRAFFIC											**67**				**311**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC											0				0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH											17				6	
PM NON-PROJECT TRAFFIC											**196**				**71**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering															15.0%	3.0%
Distribution	Exiting				4.0%							16.0%				5.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				17							67				138	23
AM TOTAL PROJECT TRAFFIC					**17**							**67**				**138**	**23**
AM TOTAL TRAFFIC					**17**							**134**				**449**	**23**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				36							145				131	17
PM TOTAL PROJECT TRAFFIC					**36**							**145**				**131**	**17**
PM TOTAL TRAFFIC					**36**							**341**				**202**	**17**

Note: (1) NBT and SBT volumes based on volumes at NW 8th Street & NW 1st Avenue and volumes at NW 6th Street & NW 1st Avenue.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Overbuild 1 Driveway (South)/Overbuild 2 Driveway & NW 6th St
COUNT DATE: March 20, 2014
AM PEAK HOUR FACTOR: 0.926
PM PEAK HOUR FACTOR: 0.852

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements							411									
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS							**411**									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements							686									
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS							**686**									

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center							5									
Childrens Courthouse																
Port Tunnel Truck Diversions							-10									
TOTAL "VESTED" TRAFFIC							-5									
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH							40									
AM NON-PROJECT TRAFFIC							**446**									

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center							10									
Childrens Courthouse																
Port Tunnel Truck Diversions							-14									
TOTAL "VESTED" TRAFFIC							-4									
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH							66									
PM NON-PROJECT TRAFFIC							**748**									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering						3.0%	4.0%	4.0%								5.0%
Distribution	Exiting							5.0%			2.0%						8.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New						23	52	31		8						72
AM TOTAL PROJECT TRAFFIC							**23**	**52**	**31**		**8**						**72**
AM TOTAL TRAFFIC							**23**	**498**	**31**		**8**						**72**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New						17	68	23		18						101
PM TOTAL PROJECT TRAFFIC							**17**	**68**	**23**		**18**						**101**
PM TOTAL TRAFFIC							**17**	**816**	**23**		**18**						**101**

Note: (1) WBT volumes based on volumes at NW 6th Street & NW 1st Court and volumes at NW 6th Street & NW 1st Avenue.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N 6th Street & N Miami Ave
COUNT DATE: April 23, 2014
AM PEAK HOUR FACTOR: 0.905
PM PEAK HOUR FACTOR: 0.937

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						64	139								836	87
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS						**65**	**140**								**844**	**88**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						76	407								403	66
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS						**77**	**411**								**407**	**67**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center															78	5
Childrens Courthouse																
Port Tunnel Truck Diversions							-10									
TOTAL "VESTED" TRAFFIC						0	-10								78	5
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH						6	14								81	8
AM NON-PROJECT TRAFFIC						**71**	**144**								**1,003**	**101**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center															144	10
Childrens Courthouse																
Port Tunnel Truck Diversions							-14									
TOTAL "VESTED" TRAFFIC						0	-14								144	10
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH						7	40								39	6
PM NON-PROJECT TRAFFIC						**84**	**437**								**590**	**83**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							9.0%									6.0%
Distribution	Exiting																

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New							70									47
AM TOTAL PROJECT TRAFFIC							**0**	**70**								**0**	**47**
AM TOTAL TRAFFIC							**71**	**214**								**1,003**	**148**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New							52									35
PM TOTAL PROJECT TRAFFIC								**52**									**35**
PM TOTAL TRAFFIC							**84**	**489**								**590**	**118**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 6th Street & NE 1st Ave
COUNT DATE: April 23, 2014
AM PEAK HOUR FACTOR: 0.925
PM PEAK HOUR FACTOR: 0.857

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements							164	383		73	298					
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS							**166**	**387**		**74**	**301**					

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements							402	814		91	694					
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS							**406**	**822**		**92**	**701**					

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center								17			160					
Childrens Courthouse																
Port Tunnel Truck Diversions							-10									
TOTAL "VESTED" TRAFFIC							-10	17		0	160					
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH							16	37		7	29					
AM NON-PROJECT TRAFFIC							**172**	**441**		**81**	**490**					

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center								31			405					
Childrens Courthouse																
Port Tunnel Truck Diversions							-14									
TOTAL "VESTED" TRAFFIC							-14	31		0	405					
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH							39	79		9	68					
PM NON-PROJECT TRAFFIC							**431**	**932**		**101**	**1,174**					

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							9.0%									
Distribution	Exiting											8.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New							70				33					
AM TOTAL PROJECT TRAFFIC								**70**	**0**		**0**	**33**					
AM TOTAL TRAFFIC								**242**	**441**		**81**	**523**					

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New							52				72					
PM TOTAL PROJECT TRAFFIC								**52**				**72**					
PM TOTAL TRAFFIC								**483**	**932**		**101**	**1,246**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N 5th Street & N Miami Ave
COUNT DATE: April 23, 2014
AM PEAK HOUR FACTOR: 0.858
PM PEAK HOUR FACTOR: 0.914

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			858	116										236	636	
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS			**867**	**117**										**238**	**642**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			683	69										124	338	
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS			**690**	**70**										**125**	**341**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center														78		
Childrens Courthouse																
Port Tunnel Truck Diversions			-36													
TOTAL "VESTED" TRAFFIC			-36	0										78	0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH			84	11										23	62	
AM NON-PROJECT TRAFFIC			**915**	**128**										**339**	**704**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center														144		
Childrens Courthouse																
Port Tunnel Truck Diversions			-20													
TOTAL "VESTED" TRAFFIC			-20	0										144	0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH			67	7										12	33	
PM NON-PROJECT TRAFFIC			**737**	**77**										**281**	**374**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting			15.0%													

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			62													
AM TOTAL PROJECT TRAFFIC				**62**	**0**										**0**	**0**	
AM TOTAL TRAFFIC				**977**	**128**										**339**	**704**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			136													
PM TOTAL PROJECT TRAFFIC				**136**													
PM TOTAL TRAFFIC				**873**	**77**										**281**	**374**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 5th Street & NE 1st Ave
COUNT DATE: April 23, 2014
AM PEAK HOUR FACTOR: 0.847
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		86	957								268	136				
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**87**	**967**								**271**	**137**				

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		231	635								545	190				
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**233**	**641**								**550**	**192**				

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center		72	6								88					
Childrens Courthouse																
Port Tunnel Truck Diversions			-36													
TOTAL "VESTED" TRAFFIC		72	-30								88	0				
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH		8	93								26	13				
AM NON-PROJECT TRAFFIC		**167**	**1,030**								**385**	**150**				

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center		133	10								272					
Childrens Courthouse																
Port Tunnel Truck Diversions			-20													
TOTAL "VESTED" TRAFFIC		133	-10								272	0				
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH		22	62								53	19				
PM NON-PROJECT TRAFFIC		**388**	**693**								**875**	**211**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting		8.0%	7.0%													

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New		33	29													
AM TOTAL PROJECT TRAFFIC			**33**	**29**								**0**	**0**				
AM TOTAL TRAFFIC			**200**	**1,059**								**385**	**150**				

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New		72	63													
PM TOTAL PROJECT TRAFFIC			**72**	**63**													
PM TOTAL TRAFFIC			**460**	**756**								**875**	**211**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Overbuild 1 Drop-Off
COUNT DATE: March 20, 2014
AM PEAK HOUR FACTOR: 0.926
PM PEAK HOUR FACTOR: 0.852

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements							411									
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS							**411**									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements							686									
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS							**686**									

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC							0									
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH							40									
AM NON-PROJECT TRAFFIC							**451**									

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC							0									
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH							66									
PM NON-PROJECT TRAFFIC							**752**									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							11.0%	5.0%								
Distribution	Exiting							5.0%	5.0%								

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New							106	60								
AM TOTAL PROJECT TRAFFIC								**106**	**60**								
AM TOTAL TRAFFIC								**557**	**60**								

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New							108	74								
PM TOTAL PROJECT TRAFFIC								**108**	**74**								
PM TOTAL TRAFFIC								**860**	**74**								

Note: (1) WBT volumes based on volumes at NW 6th Street & NW 1st Court and volumes at NW 6th Street & NW 1st Avenue.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 5th Street & NW 3rd Avenue
COUNT DATE: June 3, 2014
AM PEAK HOUR FACTOR: 0.887
PM PEAK HOUR FACTOR: 0.966

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		60	917								340	287				
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
AM EXISTING CONDITIONS		**62**	**954**								**354**	**298**				

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		81	261								829	104				
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
PM EXISTING CONDITIONS		**84**	**271**								**862**	**108**				

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC		0	0								0	0				
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH		6	92								34	29				
AM NON-PROJECT TRAFFIC		**68**	**1,046**								**388**	**327**				

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC		0	0								0	0				
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH		8	26								83	10				
PM NON-PROJECT TRAFFIC		**92**	**297**								**945**	**118**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering			14.0%													
Distribution	Exiting																

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			109													
AM TOTAL PROJECT TRAFFIC			**0**	**109**								**0**	**0**				
AM TOTAL TRAFFIC			**68**	**1,155**								**388**	**327**				

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			81													
PM TOTAL PROJECT TRAFFIC				**81**													
PM TOTAL TRAFFIC			**92**	**378**								**945**	**118**				

Note: (1) WBT volumes based on volumes at NW 6th Street & NW 1st Court and volumes at NW 6th Street & NW 1st Avenue.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 1st Street & NW 3rd Avenue
COUNT DATE: June 3, 2014
AM PEAK HOUR FACTOR: 0.845
PM PEAK HOUR FACTOR: 0.949

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements							118	98		6	35					
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
AM EXISTING CONDITIONS							**123**	**102**		**6**	**36**					

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements							335	79		5	48					
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
PM EXISTING CONDITIONS							**348**	**82**		**5**	**50**					

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC							0	0		0	0					
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
AM BACKGROUND TRAFFIC GROWTH							12	10		1	3					
AM NON-PROJECT TRAFFIC							**135**	**112**		**7**	**39**					

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami World Center																
Childrens Courthouse																
Port Tunnel Truck Diversions																
TOTAL "VESTED" TRAFFIC							0	0		0	0					
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
PM BACKGROUND TRAFFIC GROWTH							34	8		0	5					
PM NON-PROJECT TRAFFIC							**382**	**90**		**5**	**55**					

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering											2.0%					
	Exiting																

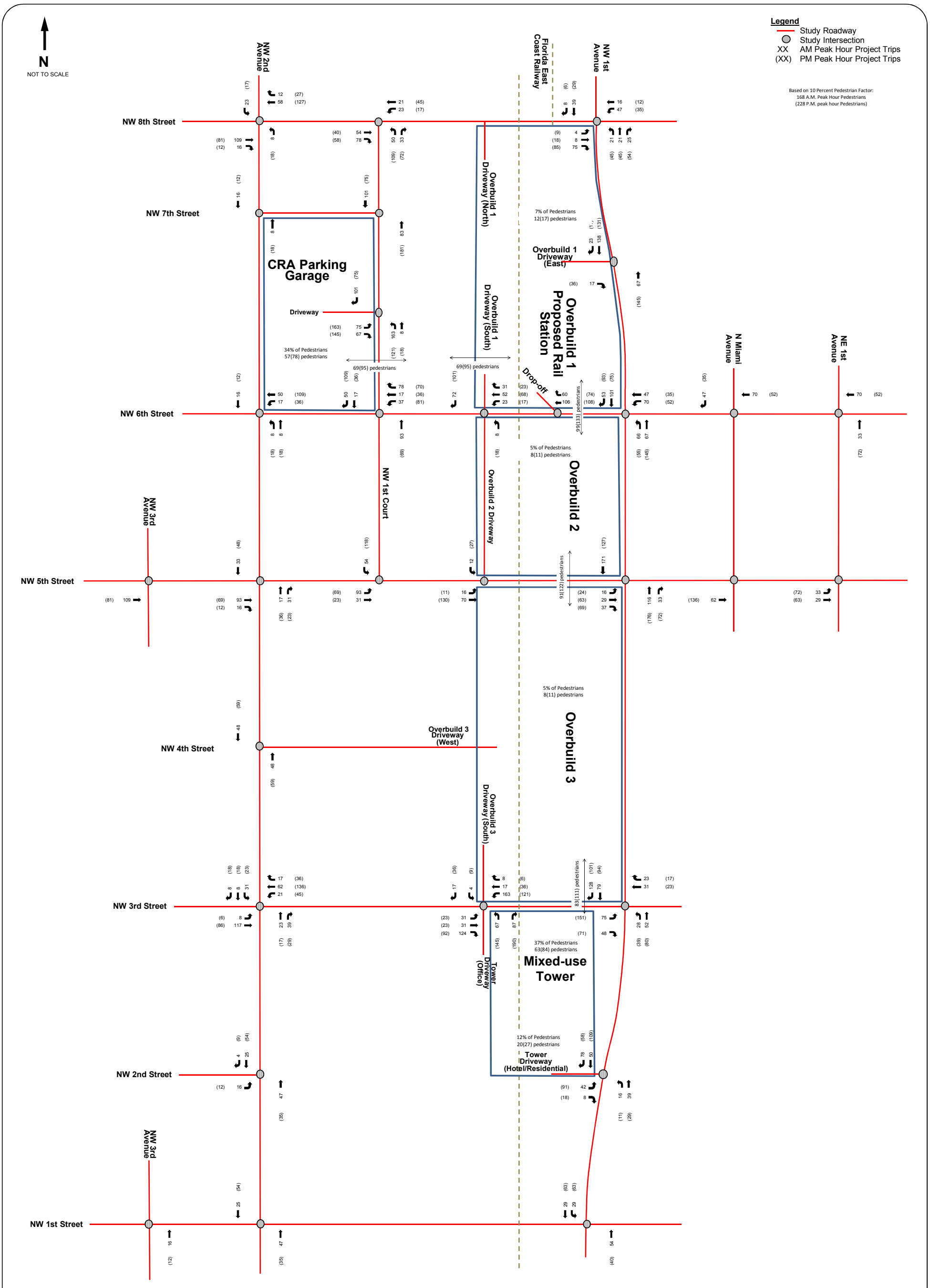
"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											16					
AM TOTAL PROJECT TRAFFIC								**0**	**0**		**0**	**16**					
AM TOTAL TRAFFIC								**135**	**112**		**7**	**55**					

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											12					
PM TOTAL PROJECT TRAFFIC												**12**					
PM TOTAL TRAFFIC								**382**	**90**		**5**	**67**					

Pedestrian Assignment



Kimley»Horn
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Peak Hour Project Trip Assignment
All Aboard Florida - Miami Station
City of Miami, Florida

APPENDIX J:
Future Background Conditions Analysis

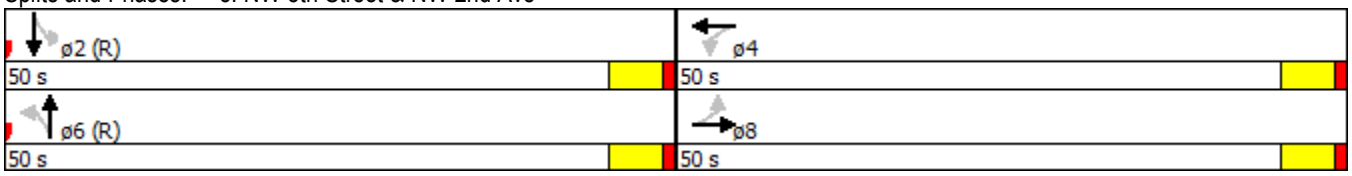
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	10	538	15	137	26	88	30	185
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 5: NW 8th Street & NW 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	538	80	15	137	8	26	88	99	30	185	72
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1810	1900	1900	1810	1900	1900	1810	1900	1900	1810	1900
Adj Flow Rate, veh/h	10	555	82	15	141	8	27	91	102	31	191	74
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	41	687	100	74	625	34	86	245	251	90	513	188
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.15	0.15	0.15	0.45	0.45	0.45
Sat Flow, veh/h	10	1527	223	77	1388	75	101	544	557	112	1139	417
Grp Volume(v), veh/h	647	0	0	164	0	0	220	0	0	296	0	0
Grp Sat Flow(s),veh/h/ln	1759	0	0	1540	0	0	1202	0	0	1668	0	0
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	31.9	0.0	0.0	5.5	0.0	0.0	15.9	0.0	0.0	11.4	0.0	0.0
Prop In Lane	0.02		0.13	0.09		0.05	0.12		0.46	0.10		0.25
Lane Grp Cap(c), veh/h	828	0	0	732	0	0	581	0	0	790	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.22	0.00	0.00	0.38	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	828	0	0	732	0	0	581	0	0	790	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.9	0.0	0.0	16.6	0.0	0.0	30.1	0.0	0.0	18.3	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.0	0.0	0.7	0.0	0.0	1.9	0.0	0.0	1.4	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.1	0.0	0.0	2.9	0.0	0.0	5.8	0.0	0.0	5.7	0.0	0.0
LnGrp Delay(d),s/veh	31.1	0.0	0.0	17.4	0.0	0.0	32.0	0.0	0.0	19.6	0.0	0.0
LnGrp LOS	C			B			C			B		
Approach Vol, veh/h		647			164			220			296	
Approach Delay, s/veh		31.1			17.4			32.0			19.6	
Approach LOS		C			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0		50.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		45.0		45.0		45.0		45.0
Max Q Clear Time (g_c+I1), s		13.4		7.5		17.9		33.9
Green Ext Time (p_c), s		1.2		4.1		1.2		2.9

Intersection Summary	
HCM 2010 Ctrl Delay	27.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	503	88	14	162	24	20
Conflicting Peds, #/hr	0	13	13	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	559	98	16	180	27	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	658	0	820	622
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	211	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	916	-	341	481
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	906	-	330	475
Mov Cap-2 Maneuver	-	-	-	-	330	-
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	383	-	-	906	-
HCM Lane V/C Ratio	0.128	-	-	0.017	-
HCM Control Delay (s)	15.8	-	-	9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	50	243	249	23	134	14	10	32	18
Conflicting Peds, #/hr	7	0	21	21	0	7	16	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	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	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	54	264	271	25	146	15	11	35	20

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	177	0	0	551	0	0	782	751	436
Stage 1	-	-	-	-	-	-	524	524	-
Stage 2	-	-	-	-	-	-	258	227	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345
Pot Cap-1 Maneuver	1381	-	-	1004	-	-	308	336	614
Stage 1	-	-	-	-	-	-	531	525	-
Stage 2	-	-	-	-	-	-	740	711	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1357	-	-	986	-	-	233	299	595
Mov Cap-2 Maneuver	-	-	-	-	-	-	233	299	-
Stage 1	-	-	-	-	-	-	493	487	-
Stage 2	-	-	-	-	-	-	634	682	-

Approach	EB	WB	NB
HCM Control Delay, s	0.7	1.2	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	233	299	406	1357	-	-	986	-	-	251	252
HCM Lane V/C Ratio	0.047	0.058	0.091	0.04	-	-	0.025	-	-	0.022	0.082
HCM Control Delay (s)	21.2	17.8	14.8	7.8	0	-	8.7	0	-	19.7	20.6
HCM Lane LOS	C	C	B	A	A	-	A	A	-	C	C
HCM 95th %tile Q(veh)	0.1	0.2	0.3	0.1	-	-	0.1	-	-	0.1	0.3

Intersection	
Int Delay, s/veh	

Movement	SBL	SBT	SBR
Vol, veh/h	5	38	34
Conflicting Peds, #/hr	7	0	16
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	0	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	5	5	5
Mvmt Flow	5	41	37

Major/Minor	Minor2		
Conflicting Flow All	770	878	190
Stage 1	219	219	-
Stage 2	551	659	-
Critical Hdwy	7.15	6.55	6.25
Critical Hdwy Stg 1	6.15	5.55	-
Critical Hdwy Stg 2	6.15	5.55	-
Follow-up Hdwy	3.545	4.045	3.345
Pot Cap-1 Maneuver	314	283	844
Stage 1	777	716	-
Stage 2	513	456	-
Platoon blocked, %			
Mov Cap-1 Maneuver	251	252	818
Mov Cap-2 Maneuver	251	252	-
Stage 1	721	687	-
Stage 2	426	423	-

Approach	SB
HCM Control Delay, s	16.1
HCM LOS	C

Minor Lane/Major Mvmt	SBLn3

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	9	16	190	0	0	286
Conflicting Peds, #/hr	11	5	0	11	11	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	10	19	221	0	0	333

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	565	243	0	0	232	0
Stage 1	232	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	481	788	-	-	1318	-
Stage 1	799	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	472	774	-	-	1306	-
Mov Cap-2 Maneuver	472	-	-	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	712	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

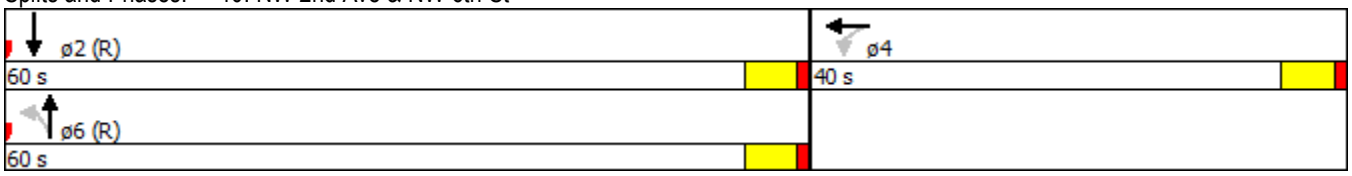
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	629	1306	-
HCM Lane V/C Ratio	-	-	0.046	-	-
HCM Control Delay (s)	-	-	11	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	149	55	164	219
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	15.0	15.0	15.0
Minimum Split (s)	27.0	21.0	21.0	21.0
Total Split (s)	40.0	60.0	60.0	60.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 86 (86%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 10: NW 2nd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	88	149	37	55	164	0	0	219	67
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	0.99		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	0	0	1629	1710
Adj Flow Rate, veh/h				93	157	39	58	173	0	0	231	71
Adj No. of Lanes				0	2	0	0	1	0	0	1	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	5	0	5	5	0	0	5	5
Cap, veh/h				338	601	154	156	428	0	0	498	153
Arrive On Green				0.35	0.35	0.35	0.18	0.18	0.00	0.00	0.18	0.18
Sat Flow, veh/h				966	1718	440	202	778	0	0	906	278
Grp Volume(v), veh/h				152	0	137	231	0	0	0	0	302
Grp Sat Flow(s),veh/h/ln				1580	0	1543	979	0	0	0	0	1184
Q Serve(g_s), s				6.9	0.0	6.3	8.4	0.0	0.0	0.0	0.0	22.8
Cycle Q Clear(g_c), s				6.9	0.0	6.3	31.2	0.0	0.0	0.0	0.0	22.8
Prop In Lane				0.61		0.29	0.25		0.00	0.00		0.24
Lane Grp Cap(c), veh/h				553	0	540	584	0	0	0	0	651
V/C Ratio(X)				0.28	0.00	0.25	0.40	0.00	0.00	0.00	0.00	0.46
Avail Cap(c_a), veh/h				553	0	540	584	0	0	0	0	651
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				23.4	0.0	23.2	31.6	0.0	0.0	0.0	0.0	27.7
Incr Delay (d2), s/veh				1.2	0.0	1.1	2.0	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	0.0
%ile BackOfQ(50%),veh/ln				3.2	0.0	2.9	6.2	0.0	0.0	0.0	0.0	7.9
LnGrp Delay(d),s/veh				24.6	0.0	24.3	33.6	0.0	0.0	0.0	0.0	30.1
LnGrp LOS				C		C	C					C
Approach Vol, veh/h					289			231			302	
Approach Delay, s/veh					24.5			33.6			30.1	
Approach LOS					C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		60.0		40.0		60.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		55.0		35.0		55.0		
Max Q Clear Time (g_c+I1), s		24.8		8.9		33.2		
Green Ext Time (p_c), s		1.2		0.0		1.2		

Intersection Summary	
HCM 2010 Ctrl Delay	29.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	11	211	48	16	20	0
Conflicting Peds, #/hr	31	0	13	13	0	31	13	0	37
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	11	218	49	16	21	0

Major/Minor	Major2			Minor1		
Conflicting Flow All	37	0	0	213	364	68
Stage 1	-	-	-	37	37	-
Stage 2	-	-	-	176	327	-
Critical Hdwy	-	-	-	6.9	6.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.9	5.6	-
Follow-up Hdwy	-	-	-	3.55	4.05	-
Pot Cap-1 Maneuver	-	-	-	747	556	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	828	639	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	724	0	-
Mov Cap-2 Maneuver	-	-	-	724	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	828	0	-

Approach	WB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	809
HCM Lane V/C Ratio	-	-	-	-	0.069
HCM Control Delay (s)	-	-	-	-	9.8
HCM Lane LOS	-	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-	0.2

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	0	15	39
Conflicting Peds, #/hr	37	0	13
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	97	97	97
Heavy Vehicles, %	5	5	5
Mvmt Flow	0	15	40

Major/Minor	Minor2		
Conflicting Flow All	349	339	170
Stage 1	302	302	-
Stage 2	47	37	-
Critical Hdwy	6.9	6.6	7
Critical Hdwy Stg 1	5.9	5.6	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.55	4.05	3.35
Pot Cap-1 Maneuver	614	574	835
Stage 1	715	655	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	577	0	809
Mov Cap-2 Maneuver	577	0	-
Stage 1	693	0	-
Stage 2	-	0	-

Approach	SB
HCM Control Delay, s	9.8
HCM LOS	A

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	20	225	15	183	59	0
Conflicting Peds, #/hr	12	0	7	7	0	12	20	0	14
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	23	256	17	208	67	0

Major/Minor	Major2			Minor1		
Conflicting Flow All	20	0	0	270	358	32
Stage 1	-	-	-	20	20	-
Stage 2	-	-	-	250	338	-
Critical Hdwy	-	-	-	6.9	6.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.9	5.6	-
Follow-up Hdwy	-	-	-	3.55	4.05	-
Pot Cap-1 Maneuver	-	-	-	688	560	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	760	632	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	677	0	-
Mov Cap-2 Maneuver	-	-	-	677	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	760	0	-

Approach	WB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	677	-	-	-	-	-	-	840
HCM Lane V/C Ratio	0.307	-	-	-	-	-	-	0.354
HCM Control Delay (s)	12.7	-	-	-	-	-	-	11.6
HCM Lane LOS	B	-	-	-	-	-	-	B
HCM 95th %tile Q(veh)	1.3	-	-	-	-	-	-	1.6

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	100	212
Conflicting Peds, #/hr	14	0	20
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	88	88	88
Heavy Vehicles, %	5	5	5
Mvmt Flow	0	114	241

Major/Minor	Minor2		
Conflicting Flow All	384	350	155
Stage 1	330	330	-
Stage 2	54	20	-
Critical Hdwy	6.9	6.6	7
Critical Hdwy Stg 1	5.9	5.6	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.55	4.05	3.35
Pot Cap-1 Maneuver	584	566	854
Stage 1	692	637	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	565	0	840
Mov Cap-2 Maneuver	565	0	-
Stage 1	680	0	-
Stage 2	-	0	-

Approach	SB
HCM Control Delay, s	
HCM LOS	-

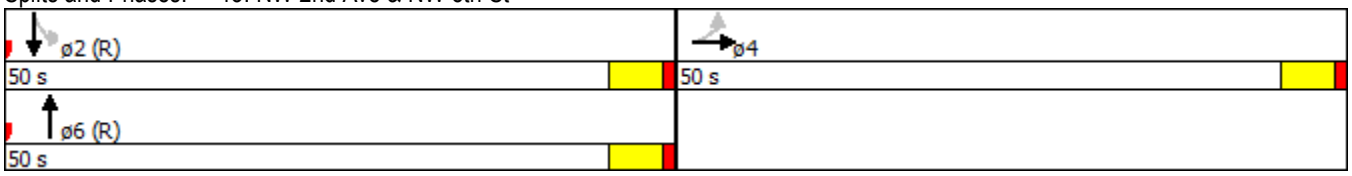
Minor Lane/Major Mvmt			

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	1089	198	31	257
Turn Type	NA	NA	Perm	NA
Protected Phases	4	6		2
Permitted Phases			2	
Detector Phase	4	6	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 25 (25%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 13: NW 2nd Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	1089	175	0	0	0	0	198	167	31	257	0
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	0.75				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710				0	1629	1710	1710	1629	0
Adj Flow Rate, veh/h	35	1159	186				0	211	178	33	273	0
Adj No. of Lanes	0	3	0				0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	5	0				0	5	5	5	5	0
Cap, veh/h	45	1583	265				0	365	308	87	643	0
Arrive On Green	0.45	0.45	0.45				0.00	0.90	0.90	0.15	0.15	0.00
Sat Flow, veh/h	101	3518	589				0	812	685	106	1428	0
Grp Volume(v), veh/h	564	468	348				0	0	389	306	0	0
Grp Sat Flow(s),veh/h/ln	1624	1482	1102				0	0	1497	1534	0	0
Q Serve(g_s), s	29.2	25.4	25.4				0.0	0.0	5.4	2.0	0.0	0.0
Cycle Q Clear(g_c), s	29.2	25.4	25.4				0.0	0.0	5.4	17.2	0.0	0.0
Prop In Lane	0.06		0.53				0.00		0.46	0.11		0.00
Lane Grp Cap(c), veh/h	731	667	496				0	0	674	730	0	0
V/C Ratio(X)	0.77	0.70	0.70				0.00	0.00	0.58	0.42	0.00	0.00
Avail Cap(c_a), veh/h	731	667	496				0	0	674	730	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.2	22.1	22.1				0.0	0.0	3.0	30.7	0.0	0.0
Incr Delay (d2), s/veh	7.7	6.1	8.1				0.0	0.0	3.6	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	11.4	8.8				0.0	0.0	2.6	8.1	0.0	0.0
LnGrp Delay(d),s/veh	30.9	28.2	30.2				0.0	0.0	6.6	32.5	0.0	0.0
LnGrp LOS	C	C	C						A	C		
Approach Vol, veh/h		1380						389			306	
Approach Delay, s/veh		29.8						6.6			32.5	
Approach LOS		C						A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		45.0		45.0		45.0		
Max Q Clear Time (g_c+I1), s		19.2		31.2		7.4		
Green Ext Time (p_c), s		1.7		0.0		1.7		

Intersection Summary	
HCM 2010 Ctrl Delay	25.8
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	33	1247	0	0	20	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	36	1355	0	0	22	0
Pedestrians		2	147		12	
Lane Width (ft)		12.0	0.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		352	500			
pX, platoon unblocked					0.76	
vC, conflicting volume	12				683	14
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	12				0	14
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				97	100
cM capacity (veh/h)	1568				746	1040

Direction, Lane #	EB 1	EB 2	EB 3	SB 1
Volume Total	307	542	542	22
Volume Left	36	0	0	22
Volume Right	0	0	0	0
cSH	1568	1700	1700	746
Volume to Capacity	0.02	0.32	0.32	0.03
Queue Length 95th (ft)	2	0	0	2
Control Delay (s)	1.0	0.0	0.0	10.0
Lane LOS	A			A
Approach Delay (s)	0.2			10.0
Approach LOS				A

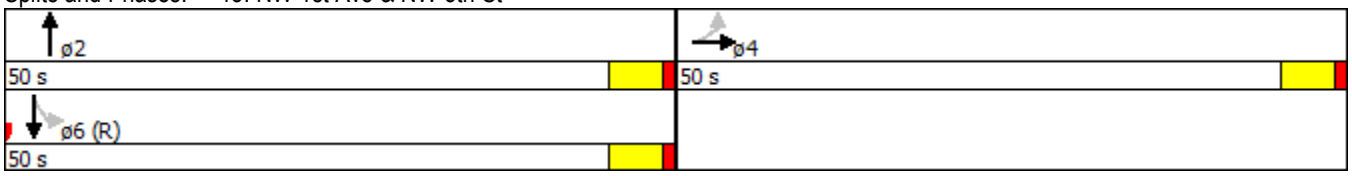
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	918	86	25	112
Turn Type	NA	NA	Perm	NA
Protected Phases	4	2		6
Permitted Phases			6	6
Detector Phase	4	2	6	6
Switch Phase				
Minimum Initial (s)	18.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 97 (97%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 15: NW 1st Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	127	918	183	0	0	0	0	86	59	25	112	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	0.75				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710				0	1629	1710	1629	1629	0
Adj Flow Rate, veh/h	138	998	199				0	93	64	27	122	0
Adj No. of Lanes	0	3	0				0	2	0	1	2	0
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	5	0				0	5	5	5	5	0
Cap, veh/h	184	1411	292				0	816	517	517	1392	0
Arrive On Green	0.15	0.15	0.15				0.00	0.45	0.45	0.45	0.45	0.00
Sat Flow, veh/h	410	3136	649				0	1894	1148	1065	3176	0
Grp Volume(v), veh/h	542	454	339				0	78	79	27	122	0
Grp Sat Flow(s),veh/h/ln	1608	1482	1104				0	1547	1413	1065	1547	0
Q Serve(g_s), s	32.3	29.0	29.1				0.0	2.9	3.2	1.5	2.3	0.0
Cycle Q Clear(g_c), s	32.3	29.0	29.1				0.0	2.9	3.2	4.8	2.3	0.0
Prop In Lane	0.25		0.59				0.00		0.81	1.00		0.00
Lane Grp Cap(c), veh/h	724	667	497				0	696	636	517	1392	0
V/C Ratio(X)	0.75	0.68	0.68				0.00	0.11	0.12	0.05	0.09	0.00
Avail Cap(c_a), veh/h	724	667	497				0	696	636	517	1392	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.2	35.8	35.8				0.0	15.9	16.0	17.4	15.7	0.0
Incr Delay (d2), s/veh	7.0	5.6	7.4				0.0	0.3	0.4	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.8	12.9	9.9				0.0	1.3	1.3	0.5	1.0	0.0
LnGrp Delay(d),s/veh	44.1	41.3	43.2				0.0	16.3	16.4	17.6	15.9	0.0
LnGrp LOS	D	D	D					B	B	B	B	
Approach Vol, veh/h		1335						157			149	
Approach Delay, s/veh		42.9						16.3			16.2	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		45.0		45.0		45.0		
Max Q Clear Time (g_c+I1), s		5.2		34.3		6.8		
Green Ext Time (p_c), s		1.6		0.0		1.6		

Intersection Summary	
HCM 2010 Ctrl Delay	38.0
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	8	353	68	90	331
Conflicting Peds, #/hr	5	18	0	42	42	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	9	9	397	76	101	372

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1027	495	0	0	491	0
Stage 1	453	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	256	569	-	-	1057	-
Stage 1	634	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	219	541	-	-	1020	-
Mov Cap-2 Maneuver	219	-	-	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.2	0	1.9
HCM LOS	C		

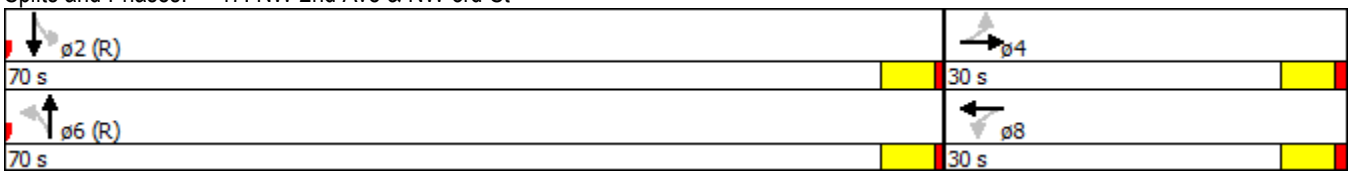
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	312	1020	-
HCM Lane V/C Ratio	-	-	0.058	0.099	-
HCM Control Delay (s)	-	-	17.2	8.9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.3	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	31	258	48	106	61	331	52	247
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		6		2
Permitted Phases	4		8		6		2	
Detector Phase	4	4	8	8	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	30.0	30.0	30.0	31.8	31.8	31.8	31.8
Total Split (s)	30.0	30.0	30.0	30.0	70.0	70.0	70.0	70.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.8	4.8	4.8	4.8
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 17: NW 2nd Ave & NW 3rd St



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	33	325	51	159	64	507	55	305
v/c Ratio	0.13	0.81	0.42	0.21	0.11	0.49	0.13	0.29
Control Delay	30.7	51.9	43.5	21.5	3.0	6.0	7.3	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	30.7	51.9	43.5	21.5	3.0	6.1	7.3	7.5
Queue Length 50th (ft)	16	190	28	30	5	40	12	64
Queue Length 95th (ft)	42	#334	69	51	10	64	m19	m96
Internal Link Dist (ft)		193		778		276		274
Turn Bay Length (ft)	360		140				195	
Base Capacity (vph)	263	400	121	768	572	1028	437	1036
Starvation Cap Reductn	0	0	0	0	0	65	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.81	0.42	0.21	0.11	0.53	0.13	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	31	258	50	48	106	45	61	331	151	52	247	43
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.95	0.98		0.95	0.98		0.98	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1629	1629	1710	1629	1629	1710	1629	1629	1710	1629	1629	1710
Adj Flow Rate, veh/h	33	272	53	51	112	47	64	348	159	55	260	45
Adj No. of Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	284	328	64	121	534	211	670	686	314	515	878	152
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.87	0.87	0.87	1.00	1.00	1.00
Sat Flow, veh/h	1033	1313	256	902	2137	842	917	1052	481	772	1346	233
Grp Volume(v), veh/h	33	0	325	51	79	80	64	0	507	55	0	305
Grp Sat Flow(s),veh/h/ln	1033	0	1569	902	1547	1432	917	0	1533	772	0	1579
Q Serve(g_s), s	2.6	0.0	19.6	5.4	4.0	4.4	1.0	0.0	7.8	1.0	0.0	0.0
Cycle Q Clear(g_c), s	7.1	0.0	19.6	25.0	4.0	4.4	1.0	0.0	7.8	8.8	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.59	1.00		0.31	1.00		0.15
Lane Grp Cap(c), veh/h	284	0	392	121	387	358	670	0	1000	515	0	1030
V/C Ratio(X)	0.12	0.00	0.83	0.42	0.20	0.22	0.10	0.00	0.51	0.11	0.00	0.30
Avail Cap(c_a), veh/h	284	0	392	121	387	358	670	0	1000	515	0	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	35.5	47.4	29.6	29.8	2.4	0.0	2.8	0.5	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	18.0	10.5	1.2	1.4	0.3	0.0	1.8	0.4	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	10.4	1.8	1.8	1.9	0.3	0.0	3.5	0.2	0.0	0.2
LnGrp Delay(d),s/veh	33.4	0.0	53.5	57.9	30.8	31.2	2.7	0.0	4.7	0.9	0.0	0.7
LnGrp LOS	C		D	E	C	C	A		A	A		A
Approach Vol, veh/h		358			210			571			360	
Approach Delay, s/veh		51.6			37.6			4.4			0.8	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		70.0		30.0		70.0		30.0
Change Period (Y+Rc), s		* 4.8		5.0		* 4.8		5.0
Max Green Setting (Gmax), s		* 65		25.0		* 65		25.0
Max Q Clear Time (g_c+I1), s		10.8		21.6		9.8		27.0
Green Ext Time (p_c), s		2.3		1.0		2.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	19.5
HCM 2010 LOS	B

Notes

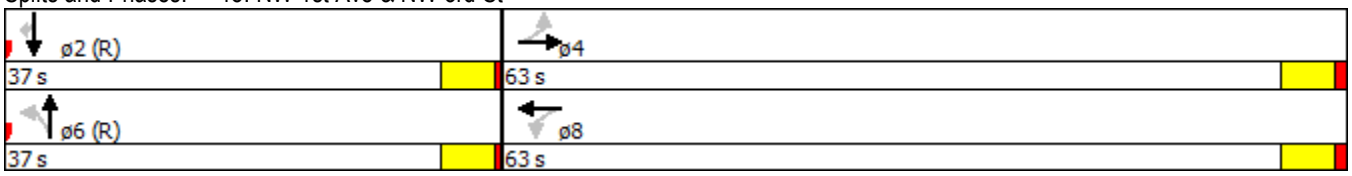
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Volume (vph)	33	0	50	146	114	75	215	113
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA	Perm
Protected Phases		4		8		6	2	
Permitted Phases	4		8		6			2
Detector Phase	4	4	8	8	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	26.0	26.0	25.6	25.6	25.6	25.6
Total Split (s)	63.0	63.0	63.0	63.0	37.0	37.0	37.0	37.0
Total Split (%)	63.0%	63.0%	63.0%	63.0%	37.0%	37.0%	37.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.6	0.6	0.6	0.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	4.6	4.6	4.6	4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 72 (72%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 18: NW 1st Ave & NW 3rd St



Lane Group	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	353	51	158	115	76	217	114
v/c Ratio	0.42	0.10	0.09	0.46	0.14	0.41	0.25
Control Delay	3.3	10.1	8.8	25.3	18.9	24.9	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.3	10.1	8.8	25.3	18.9	24.9	6.9
Queue Length 50th (ft)	14	14	20	36	23	90	2
Queue Length 95th (ft)	m34	31	34	65	46	m131	m7
Internal Link Dist (ft)	778		395		275	628	
Turn Bay Length (ft)				120			
Base Capacity (vph)	849	492	1775	252	527	527	451
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.10	0.09	0.46	0.14	0.41	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	0	317	50	146	11	114	75	0	0	215	113
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	0.95		1.00	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710	1629	1629	1710	1629	1629	0	0	1629	1629
Adj Flow Rate, veh/h	33	0	320	51	147	11	115	76	0	0	217	114
Adj No. of Lanes	0	1	0	1	2	0	1	1	0	0	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	0	0	5	5
Cap, veh/h	89	24	709	474	1692	125	245	528	0	0	528	373
Arrive On Green	0.58	0.00	0.58	0.58	0.58	0.58	0.32	0.32	0.00	0.00	0.11	0.11
Sat Flow, veh/h	85	41	1223	920	2918	216	868	1629	0	0	1629	1151
Grp Volume(v), veh/h	353	0	0	51	77	81	115	76	0	0	217	114
Grp Sat Flow(s),veh/h/ln	1349	0	0	920	1547	1587	868	1629	0	0	1629	1151
Q Serve(g_s), s	0.0	0.0	0.0	3.3	2.2	2.3	12.2	3.3	0.0	0.0	12.4	9.1
Cycle Q Clear(g_c), s	14.3	0.0	0.0	17.6	2.2	2.3	24.7	3.3	0.0	0.0	12.4	9.1
Prop In Lane	0.09		0.91	1.00		0.14	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	822	0	0	474	897	921	245	528	0	0	528	373
V/C Ratio(X)	0.43	0.00	0.00	0.11	0.09	0.09	0.47	0.14	0.00	0.00	0.41	0.31
Avail Cap(c_a), veh/h	822	0	0	474	897	921	245	528	0	0	528	373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	0.0	0.0	16.8	9.3	9.3	36.9	24.0	0.0	0.0	35.7	34.3
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.5	0.2	0.2	6.3	0.6	0.0	0.0	2.4	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	0.0	0.9	1.0	1.0	3.4	1.6	0.0	0.0	6.0	3.1
LnGrp Delay(d),s/veh	13.5	0.0	0.0	17.3	9.5	9.5	43.2	24.5	0.0	0.0	38.1	36.4
LnGrp LOS	B			B	A	A	D	C			D	D
Approach Vol, veh/h		353			209			191			331	
Approach Delay, s/veh		13.5			11.4			35.8			37.5	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.0		63.0		37.0		63.0
Change Period (Y+Rc), s		* 4.6		5.0		* 4.6		5.0
Max Green Setting (Gmax), s		* 32		58.0		* 32		58.0
Max Q Clear Time (g_c+I1), s		14.4		16.3		26.7		19.6
Green Ext Time (p_c), s		0.9		3.3		0.6		3.3

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Notes

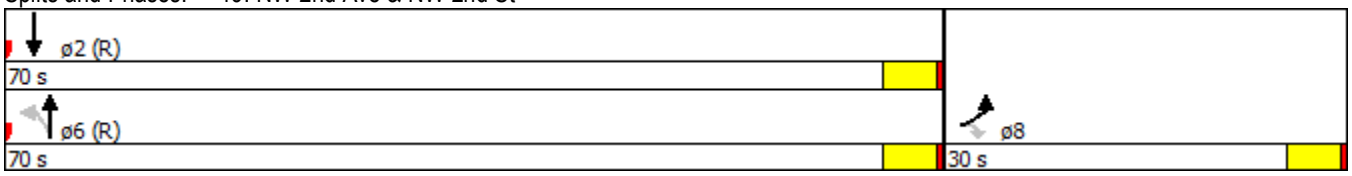
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	57	152	71	490	257
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	8			6	2
Permitted Phases		8	6		
Detector Phase	8	8	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.6	22.6	22.6
Total Split (s)	30.0	30.0	70.0	70.0	70.0
Total Split (%)	30.0%	30.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	0.6	0.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6		4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 19: NW 2nd Ave & NW 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	57	152	71	490	257	56
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	0.99			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1629	1629	1710	1629	1629	1710
Adj Flow Rate, veh/h	61	162	76	521	273	60
Adj No. of Lanes	1	1	0	2	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	394	352	249	1620	845	186
Arrive On Green	0.25	0.25	0.65	0.65	1.00	1.00
Sat Flow, veh/h	1551	1384	312	2551	1291	284
Grp Volume(v), veh/h	61	162	301	296	0	333
Grp Sat Flow(s),veh/h/ln	1551	1384	1380	1408	0	1575
Q Serve(g_s), s	3.1	9.9	2.4	9.2	0.0	0.0
Cycle Q Clear(g_c), s	3.1	9.9	8.3	9.2	0.0	0.0
Prop In Lane	1.00	1.00	0.25			0.18
Lane Grp Cap(c), veh/h	394	352	948	921	0	1030
V/C Ratio(X)	0.15	0.46	0.32	0.32	0.00	0.32
Avail Cap(c_a), veh/h	394	352	948	921	0	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.0	31.5	7.4	7.6	0.0	0.0
Incr Delay (d2), s/veh	0.8	4.3	0.9	0.9	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.2	3.7	3.8	0.0	0.2
LnGrp Delay(d),s/veh	29.8	35.8	8.2	8.5	0.0	0.8
LnGrp LOS	C	D	A	A		A
Approach Vol, veh/h	223			597	333	
Approach Delay, s/veh	34.2			8.4	0.8	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.0				70.0		30.0
Change Period (Y+Rc), s		* 4.6				* 4.6		4.6
Max Green Setting (Gmax), s		* 65				* 65		25.4
Max Q Clear Time (g_c+I1), s		2.0				11.2		11.9
Green Ext Time (p_c), s		2.2				2.2		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	11.2
HCM 2010 LOS	B

Notes

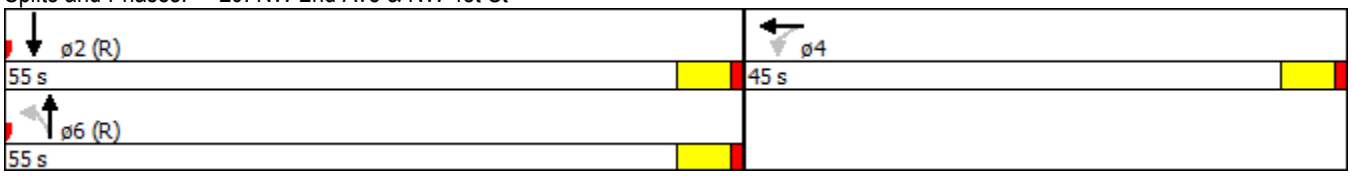
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	159	45	486	417
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	25.0	25.0	25.0
Total Split (s)	45.0	55.0	55.0	55.0
Total Split (%)	45.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 2 (2%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 20: NW 2nd Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	49	159	60	45	486	0	0	417	46
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.89	0.98		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	0	0	1629	1710
Adj Flow Rate, veh/h				51	166	62	47	506	0	0	434	48
Adj No. of Lanes				0	3	0	0	2	0	0	1	0
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				0	5	0	5	5	0	0	5	5
Cap, veh/h				312	1075	372	134	1327	0	0	546	60
Arrive On Green				0.40	0.40	0.40	0.50	0.50	0.00	0.00	1.00	1.00
Sat Flow, veh/h				780	2686	930	184	2728	0	0	1091	121
Grp Volume(v), veh/h				104	87	88	283	270	0	0	0	482
Grp Sat Flow(s),veh/h/ln				1590	1482	1325	1430	1408	0	0	0	1212
Q Serve(g_s), s				4.2	3.7	4.3	0.7	11.9	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				4.2	3.7	4.3	10.6	11.9	0.0	0.0	0.0	0.0
Prop In Lane				0.49		0.70	0.17		0.00	0.00		0.10
Lane Grp Cap(c), veh/h				636	593	530	757	704	0	0	0	606
V/C Ratio(X)				0.16	0.15	0.17	0.37	0.38	0.00	0.00	0.00	0.80
Avail Cap(c_a), veh/h				636	593	530	757	704	0	0	0	606
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				19.3	19.1	19.3	15.1	15.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.6	0.5	0.7	1.4	1.6	0.0	0.0	0.0	10.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.9	1.6	1.7	5.0	4.9	0.0	0.0	0.0	1.7
LnGrp Delay(d),s/veh				19.8	19.6	20.0	16.5	17.0	0.0	0.0	0.0	10.4
LnGrp LOS				B	B	B	B	B				B
Approach Vol, veh/h					279			553			482	
Approach Delay, s/veh					19.8			16.8			10.4	
Approach LOS					B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		55.0		45.0		55.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		50.0		40.0		50.0		
Max Q Clear Time (g_c+I1), s		2.0		6.3		13.9		
Green Ext Time (p_c), s		2.5		0.0		2.5		

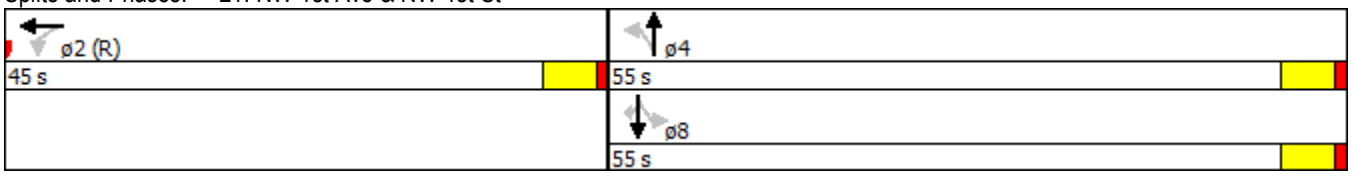
Intersection Summary	
HCM 2010 Ctrl Delay	15.1
HCM 2010 LOS	B

Lane Group	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations						
Volume (vph)	158	37	242	14	115	68
Turn Type	NA	Perm	NA	Perm	NA	Perm
Protected Phases	2		4		8	
Permitted Phases		4		8		8
Detector Phase	2	4	4	8	8	8
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	45.0	55.0	55.0	55.0	55.0	55.0
Total Split (%)	45.0%	55.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 20 (20%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 21: NW 1st Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	42	158	101	37	242	10	14	115	68
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.80	0.98		0.96	0.99		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	1710	1710	1629	1629
Adj Flow Rate, veh/h				45	170	109	40	260	11	15	124	73
Adj No. of Lanes				0	2	0	0	1	0	0	2	1
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	5	0	5	5	5	5	5	5
Cap, veh/h				158	593	372	112	667	27	166	1306	676
Arrive On Green				0.40	0.40	0.40	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h				394	1482	931	142	1334	54	245	2613	1352
Grp Volume(v), veh/h				184	0	140	311	0	0	73	66	73
Grp Sat Flow(s),veh/h/ln				1609	0	1198	1531	0	0	1450	1408	1352
Q Serve(g_s), s				7.7	0.0	8.0	0.0	0.0	0.0	0.0	2.4	2.9
Cycle Q Clear(g_c), s				7.7	0.0	8.0	11.9	0.0	0.0	2.4	2.4	2.9
Prop In Lane				0.24		0.78	0.13		0.04	0.20		1.00
Lane Grp Cap(c), veh/h				644	0	479	806	0	0	768	704	676
V/C Ratio(X)				0.29	0.00	0.29	0.39	0.00	0.00	0.10	0.09	0.11
Avail Cap(c_a), veh/h				644	0	479	806	0	0	768	704	676
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				20.3	0.0	20.4	15.5	0.0	0.0	13.1	13.1	13.2
Incr Delay (d2), s/veh				1.1	0.0	1.5	1.4	0.0	0.0	0.2	0.3	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.6	0.0	2.8	5.6	0.0	0.0	1.1	1.0	1.1
LnGrp Delay(d),s/veh				21.4	0.0	21.9	16.9	0.0	0.0	13.3	13.4	13.5
LnGrp LOS				C		C	B			B	B	B
Approach Vol, veh/h					324			311			212	
Approach Delay, s/veh					21.7			16.9			13.4	
Approach LOS					C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		45.0		55.0				55.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		40.0		50.0				50.0
Max Q Clear Time (g_c+I1), s		10.0		13.9				4.9
Green Ext Time (p_c), s		0.0		2.0				2.0

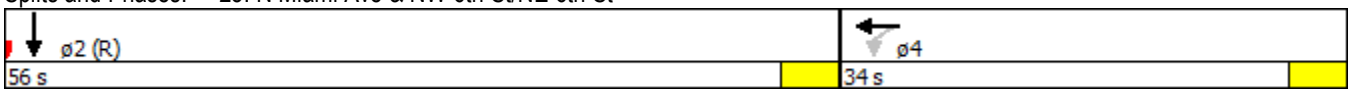
Intersection Summary	
HCM 2010 Ctrl Delay	17.8
HCM 2010 LOS	B

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	144	1003
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.0	22.0
Total Split (s)	34.0	56.0
Total Split (%)	37.8%	62.2%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 25: N Miami Ave & NW 6th St/NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	71	144	0	0	0	0	0	1003	101
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1810	0				0	1810	1900
Adj Flow Rate, veh/h				78	158	0				0	1102	111
Adj No. of Lanes				0	2	0				0	3	0
Peak Hour Factor				0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %				5	5	0				0	5	5
Cap, veh/h				363	730	0				0	2635	265
Arrive On Green				0.33	0.33	0.00				0.00	0.58	0.58
Sat Flow, veh/h				896	2274	0				0	4723	459
Grp Volume(v), veh/h				126	110	0				0	796	417
Grp Sat Flow(s),veh/h/ln				1523	1564	0				0	1647	1725
Q Serve(g_s), s				4.0	4.5	0.0				0.0	12.1	12.1
Cycle Q Clear(g_c), s				5.2	4.5	0.0				0.0	12.1	12.1
Prop In Lane				0.62		0.00				0.00		0.27
Lane Grp Cap(c), veh/h				572	521	0				0	1903	997
V/C Ratio(X)				0.22	0.21	0.00				0.00	0.42	0.42
Avail Cap(c_a), veh/h				572	521	0				0	1903	997
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				21.7	21.5	0.0				0.0	10.6	10.6
Incr Delay (d2), s/veh				0.9	0.9	0.0				0.0	0.7	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.4	2.1	0.0				0.0	5.6	6.0
LnGrp Delay(d),s/veh				22.6	22.4	0.0				0.0	11.3	11.9
LnGrp LOS				C	C						B	B
Approach Vol, veh/h					236						1213	
Approach Delay, s/veh					22.5						11.5	
Approach LOS					C						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				
Phs Duration (G+Y+Rc), s		56.0		34.0				
Change Period (Y+Rc), s		4.0		4.0				
Max Green Setting (Gmax), s		52.0		30.0				
Max Q Clear Time (g_c+I1), s		14.1		7.2				
Green Ext Time (p_c), s		3.5		0.4				

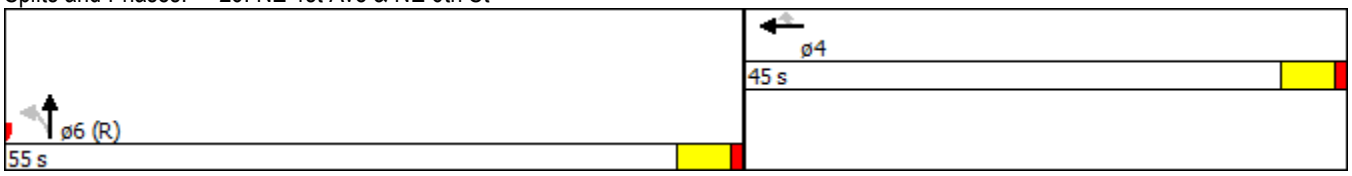
Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

Lane Group	WBT	WBR	NBT
Lane Configurations			
Volume (vph)	172	441	490
Turn Type	NA	Perm	NA
Protected Phases	4		6
Permitted Phases		4	
Detector Phase	4	4	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	45.0	45.0	55.0
Total Split (%)	45.0%	45.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	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?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 19 (19%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 26: NE 1st Ave & NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	172	441	81	490	0	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					0.91	0.91		0.91				
Frpb, ped/bikes					0.99	0.99		1.00				
Flpb, ped/bikes					1.00	1.00		1.00				
Frt					0.92	0.85		1.00				
Flt Protected					1.00	1.00		0.99				
Satd. Flow (prot)					2992	1380		4423				
Flt Permitted					1.00	1.00		0.99				
Satd. Flow (perm)					2992	1380		4423				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	0	185	474	87	527	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	142	142	0	23	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	280	95	0	592	0	0	0	0
Confl. Peds. (#/hr)	1		7	7		1	14		3	3		14
Bus Blockages (#/hr)	0	0	0	0	0	0	0	71	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					4			6				
Permitted Phases						4	6					
Actuated Green, G (s)					40.0	40.0		50.0				
Effective Green, g (s)					40.0	40.0		50.0				
Actuated g/C Ratio					0.40	0.40		0.50				
Clearance Time (s)					5.0	5.0		5.0				
Lane Grp Cap (vph)					1196	552		2211				
v/s Ratio Prot					c0.09							
v/s Ratio Perm						0.07		0.13				
v/c Ratio					0.23	0.17		0.27				
Uniform Delay, d1					19.9	19.3		14.4				
Progression Factor					1.00	1.00		1.00				
Incremental Delay, d2					0.5	0.7		0.3				
Delay (s)					20.3	20.0		14.7				
Level of Service					C	C		B				
Approach Delay (s)		0.0			20.2			14.7			0.0	
Approach LOS		A			C			B			A	

Intersection Summary

HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	39.1%	ICU Level of Service	A
Analysis Period (min)	15		

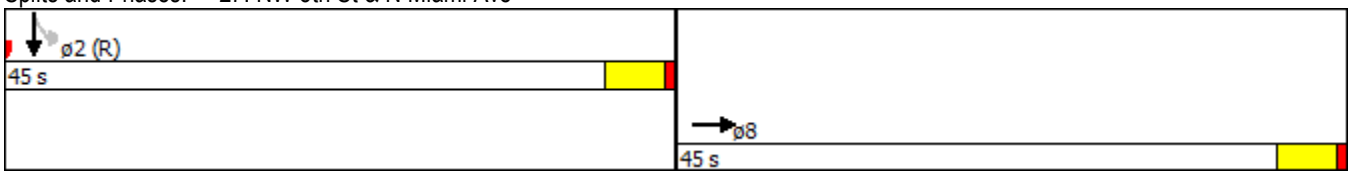
c Critical Lane Group

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	915	704
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	45.0	45.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 3 (3%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 27: NW 5th St & N Miami Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	915	128	0	0	0	0	0	0	339	704	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1810	1900							1900	1810	0
Adj Flow Rate, veh/h	0	1064	149							394	819	0
Adj No. of Lanes	0	3	0							0	3	0
Peak Hour Factor	0.86	0.86	0.86							0.86	0.86	0.86
Percent Heavy Veh, %	0	5	5							5	5	0
Cap, veh/h	0	1954	273							666	1371	0
Arrive On Green	0.00	0.45	0.45							0.15	0.15	0.00
Sat Flow, veh/h	0	4537	612							1316	3218	0
Grp Volume(v), veh/h	0	801	412							416	797	0
Grp Sat Flow(s),veh/h/ln	0	1647	1693							1389	1498	0
Q Serve(g_s), s	0.0	16.0	16.0							25.5	22.4	0.0
Cycle Q Clear(g_c), s	0.0	16.0	16.0							25.5	22.4	0.0
Prop In Lane	0.00		0.36							0.95		0.00
Lane Grp Cap(c), veh/h	0	1471	756							698	1339	0
V/C Ratio(X)	0.00	0.54	0.55							0.60	0.60	0.00
Avail Cap(c_a), veh/h	0	1471	756							698	1339	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	18.2	18.2							32.1	30.8	0.0
Incr Delay (d2), s/veh	0.0	1.5	2.8							3.7	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.5	8.0							10.5	9.7	0.0
LnGrp Delay(d),s/veh	0.0	19.7	21.0							35.8	32.7	0.0
LnGrp LOS		B	C							D	C	
Approach Vol, veh/h		1213									1213	
Approach Delay, s/veh		20.1									33.8	
Approach LOS		C									C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2						8
Phs Duration (G+Y+Rc), s		45.0						45.0
Change Period (Y+Rc), s		* 4.8						4.8
Max Green Setting (Gmax), s		* 40						40.2
Max Q Clear Time (g_c+I1), s		27.5						18.0
Green Ext Time (p_c), s		2.9						3.4

Intersection Summary	
HCM 2010 Ctrl Delay	27.0
HCM 2010 LOS	C

Notes

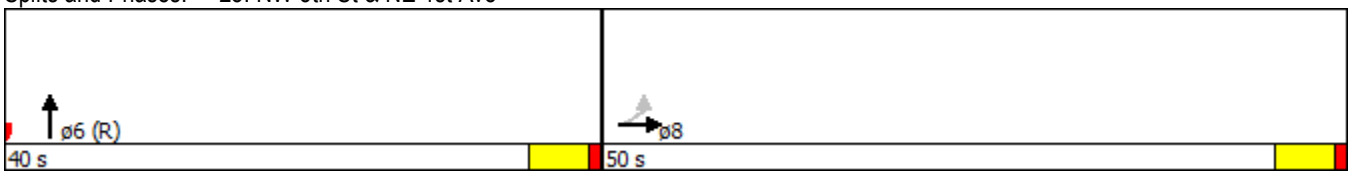
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	1030	385
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	50.0	40.0
Total Split (%)	55.6%	44.4%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 26 (29%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 28: NW 5th St & NE 1st Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	167	1030	0	0	0	0	0	385	150	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1810	0				0	1810	1900			
Adj Flow Rate, veh/h	196	1212	0				0	453	176			
Adj No. of Lanes	0	3	0				0	3	0			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	5	5	0				0	5	5			
Cap, veh/h	365	2001	0				0	1378	513			
Arrive On Green	0.17	0.17	0.00				0.00	0.39	0.39			
Sat Flow, veh/h	617	4140	0				0	3696	1314			
Grp Volume(v), veh/h	501	907	0				0	421	208			
Grp Sat Flow(s),veh/h/ln	1612	1498	0				0	1647	1555			
Q Serve(g_s), s	25.1	25.3	0.0				0.0	8.0	8.5			
Cycle Q Clear(g_c), s	26.0	25.3	0.0				0.0	8.0	8.5			
Prop In Lane	0.39		0.00				0.00		0.85			
Lane Grp Cap(c), veh/h	864	1502	0				0	1284	606			
V/C Ratio(X)	0.58	0.60	0.00				0.00	0.33	0.34			
Avail Cap(c_a), veh/h	864	1502	0				0	1284	606			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	29.5	29.3	0.0				0.0	19.2	19.3			
Incr Delay (d2), s/veh	2.8	1.8	0.0				0.0	0.7	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	12.3	10.9	0.0				0.0	3.7	3.9			
LnGrp Delay(d),s/veh	32.4	31.1	0.0				0.0	19.9	20.9			
LnGrp LOS	C	C						B	C			
Approach Vol, veh/h		1408						629				
Approach Delay, s/veh		31.5						20.2				
Approach LOS		C						C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs						6		8
Phs Duration (G+Y+Rc), s						40.0		50.0
Change Period (Y+Rc), s						4.9		4.9
Max Green Setting (Gmax), s						35.1		45.1
Max Q Clear Time (g_c+I1), s						10.5		28.0
Green Ext Time (p_c), s						1.7		3.8

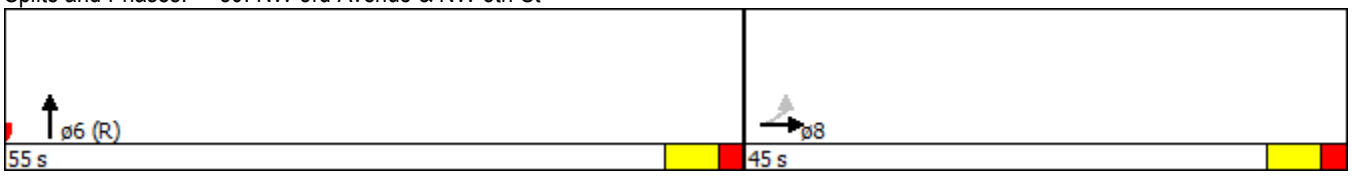
Intersection Summary	
HCM 2010 Ctrl Delay	28.0
HCM 2010 LOS	C

Lane Group	EBL	EBT	NBT
Lane Configurations			
Volume (vph)	68	1046	388
Turn Type	Perm	NA	NA
Protected Phases		8	6
Permitted Phases	8		
Detector Phase	8	8	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.1	26.1	24.9
Total Split (s)	45.0	45.0	55.0
Total Split (%)	45.0%	45.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.1	2.1	1.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	5.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 17 (17%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 30: NW 3rd Avenue & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	1046	0	0	0	0	0	388	327	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1810	0				0	1810	1900			
Adj Flow Rate, veh/h	76	1175	0				0	436	367			
Adj No. of Lanes	1	3	0				0	3	0			
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89			
Percent Heavy Veh, %	5	5	0				0	5	5			
Cap, veh/h	742	1922	0				0	1617	749			
Arrive On Green	0.39	0.39	0.00				0.00	0.49	0.49			
Sat Flow, veh/h	1723	5103	0				0	3456	1525			
Grp Volume(v), veh/h	76	1175	0				0	436	367			
Grp Sat Flow(s),veh/h/ln	1723	1647	0				0	1647	1525			
Q Serve(g_s), s	2.8	19.1	0.0				0.0	7.8	16.1			
Cycle Q Clear(g_c), s	2.8	19.1	0.0				0.0	7.8	16.1			
Prop In Lane	1.00		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	742	1922	0				0	1617	749			
V/C Ratio(X)	0.10	0.61	0.00				0.00	0.27	0.49			
Avail Cap(c_a), veh/h	742	1922	0				0	1617	749			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	19.5	24.5	0.0				0.0	14.9	17.1			
Incr Delay (d2), s/veh	0.3	1.5	0.0				0.0	0.4	2.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	8.9	0.0				0.0	3.6	7.2			
LnGrp Delay(d),s/veh	19.8	26.0	0.0				0.0	15.3	19.3			
LnGrp LOS	B	C						B	B			
Approach Vol, veh/h		1251						803				
Approach Delay, s/veh		25.6						17.2				
Approach LOS		C						B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs						6		8
Phs Duration (G+Y+Rc), s						55.0		45.0
Change Period (Y+Rc), s						5.9		6.1
Max Green Setting (Gmax), s						49.1		38.9
Max Q Clear Time (g_c+I1), s						18.1		21.1
Green Ext Time (p_c), s						2.3		3.5

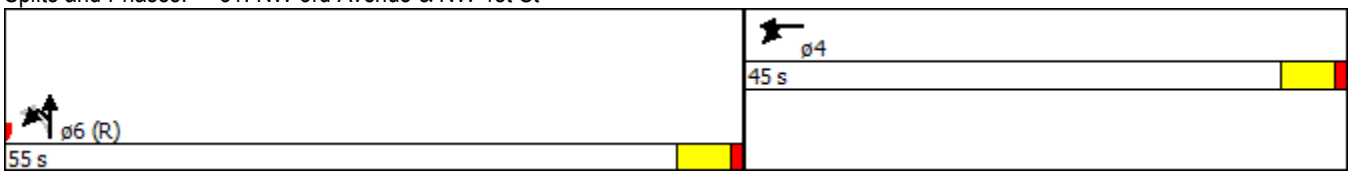
Intersection Summary	
HCM 2010 Ctrl Delay	22.3
HCM 2010 LOS	C

Lane Group	WBL	WBT	WBR	NBL2	NBT
Lane Configurations					
Volume (vph)	113	22	112	1	39
Turn Type	Split	NA	Free	Split	NA
Protected Phases	4	4		6	6
Permitted Phases			Free		
Detector Phase	4	4		6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0		16.0	16.0
Minimum Split (s)	21.0	21.0		21.0	21.0
Total Split (s)	45.0	45.0		55.0	55.0
Total Split (%)	45.0%	45.0%		55.0%	55.0%
Yellow Time (s)	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max		Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 52 (52%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 31: NW 3rd Avenue & NW 1st St



Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Volume (vph)	113	22	112	1	5	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0	5.0		5.0
Lane Util. Factor	0.97	1.00	1.00	0.95		0.95
Frpb, ped/bikes	1.00	1.00	0.98	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00		1.00
Flt Protected	0.95	1.00	1.00	0.95		0.99
Satd. Flow (prot)	3335	1810	1505	1633		1709
Flt Permitted	0.95	1.00	1.00	0.95		0.99
Satd. Flow (perm)	3335	1810	1505	1633		1709
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	133	26	132	1	6	46
RTOR Reduction (vph)	0	0	0	1	0	0
Lane Group Flow (vph)	133	26	132	1	0	52
Confl. Peds. (#/hr)	2		32	2	2	
Turn Type	Split	NA	Free	Split	Perm	NA
Protected Phases	4	4		6		6
Permitted Phases			Free		6	
Actuated Green, G (s)	40.0	40.0	100.0	50.0		50.0
Effective Green, g (s)	40.0	40.0	100.0	50.0		50.0
Actuated g/C Ratio	0.40	0.40	1.00	0.50		0.50
Clearance Time (s)	5.0	5.0		5.0		5.0
Lane Grp Cap (vph)	1334	724	1505	816		854
v/s Ratio Prot	c0.04	0.01		0.00		
v/s Ratio Perm			c0.09			0.03
v/c Ratio	0.10	0.04	0.09	0.00		0.06
Uniform Delay, d1	18.7	18.3	0.0	12.5		12.9
Progression Factor	1.22	1.24	1.00	1.00		1.00
Incremental Delay, d2	0.1	0.1	0.1	0.0		0.1
Delay (s)	23.0	22.7	0.1	12.5		13.0
Level of Service	C	C	A	B		B
Approach Delay (s)		12.6				13.0
Approach LOS		B				B

Intersection Summary

HCM 2000 Control Delay	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.10		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

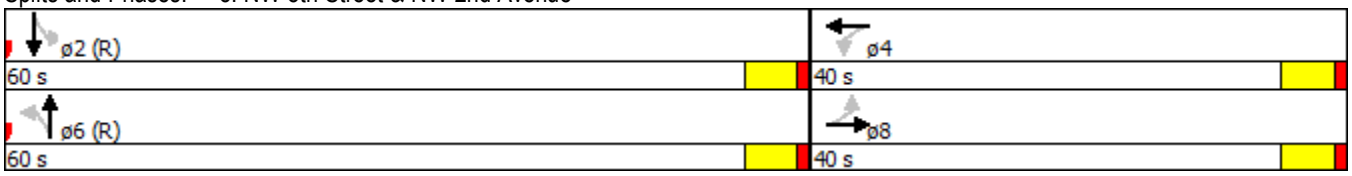
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	34	304	18	285	145	280	12	113
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	40.0	40.0	40.0	40.0	60.0	60.0	60.0	60.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 5: NW 8th Street & NW 2nd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	34	304	35	18	285	29	145	280	63	12	113	65
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.72	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1810	1900	1900	1810	1900	1900	1810	1900	1900	1810	1900
Adj Flow Rate, veh/h	40	353	41	21	331	34	169	326	73	14	131	76
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	74	496	55	55	536	53	213	361	78	69	557	308
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.18	0.18	0.18	0.55	0.55	0.55
Sat Flow, veh/h	98	1416	158	47	1531	152	302	656	141	55	1012	560
Grp Volume(v), veh/h	434	0	0	386	0	0	568	0	0	221	0	0
Grp Sat Flow(s),veh/h/ln	1672	0	0	1730	0	0	1099	0	0	1627	0	0
Q Serve(g_s), s	4.4	0.0	0.0	0.0	0.0	0.0	44.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	22.6	0.0	0.0	18.1	0.0	0.0	50.9	0.0	0.0	6.8	0.0	0.0
Prop In Lane	0.09		0.09	0.05		0.09	0.30		0.13	0.06		0.34
Lane Grp Cap(c), veh/h	625	0	0	644	0	0	651	0	0	933	0	0
V/C Ratio(X)	0.69	0.00	0.00	0.60	0.00	0.00	0.87	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	625	0	0	644	0	0	651	0	0	933	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.2	0.0	0.0	27.0	0.0	0.0	38.9	0.0	0.0	11.7	0.0	0.0
Incr Delay (d2), s/veh	6.3	0.0	0.0	4.1	0.0	0.0	15.0	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	0.0	0.0	9.5	0.0	0.0	18.2	0.0	0.0	3.3	0.0	0.0
LnGrp Delay(d),s/veh	34.5	0.0	0.0	31.1	0.0	0.0	53.9	0.0	0.0	12.3	0.0	0.0
LnGrp LOS	C			C			D			B		
Approach Vol, veh/h		434			386			568			221	
Approach Delay, s/veh		34.5			31.1			53.9			12.3	
Approach LOS		C			C			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		40.0		60.0		40.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		55.0		35.0		55.0		35.0
Max Q Clear Time (g_c+I1), s		8.8		20.1		52.9		24.6
Green Ext Time (p_c), s		2.2		3.2		0.6		2.8

Intersection Summary	
HCM 2010 Ctrl Delay	37.5
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	333	48	10	234	64	55
Conflicting Peds, #/hr	0	16	16	0	3	37
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	366	53	11	257	70	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	456	0	708	445
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	279	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1089	-	397	607
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	761	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1074	-	375	580
Mov Cap-2 Maneuver	-	-	-	-	375	-
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	742	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	16.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	448	-	-	1074	-
HCM Lane V/C Ratio	0.292	-	-	0.01	-
HCM Control Delay (s)	16.3	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	125	261	37	7	167	25	46	129	15
Conflicting Peds, #/hr	18	0	21	21	0	18	21	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	132	275	39	7	176	26	48	136	16

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	223	0	0	335	0	0	822	816	336
Stage 1	-	-	-	-	-	-	578	578	-
Stage 2	-	-	-	-	-	-	244	238	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345
Pot Cap-1 Maneuver	1328	-	-	1208	-	-	289	308	699
Stage 1	-	-	-	-	-	-	496	496	-
Stage 2	-	-	-	-	-	-	753	703	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1305	-	-	1187	-	-	228	259	675
Mov Cap-2 Maneuver	-	-	-	-	-	-	228	259	-
Stage 1	-	-	-	-	-	-	427	427	-
Stage 2	-	-	-	-	-	-	695	686	-

Approach	EB	WB	NB
HCM Control Delay, s	2.4	0.3	23.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	228	259	293	1305	-	-	1187	-	-	133	256
HCM Lane V/C Ratio	0.212	0.262	0.286	0.101	-	-	0.006	-	-	0.024	0.051
HCM Control Delay (s)	25	23.8	22.1	8.1	0	-	8.1	0	-	32.7	19.8
HCM Lane LOS	D	C	C	A	A	-	A	A	-	D	C
HCM 95th %tile Q(veh)	0.8	1	1.1	0.3	-	-	0	-	-	0.1	0.2

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	3	25	12
Conflicting Peds, #/hr	15	0	21
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	0	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	95	95	95
Heavy Vehicles, %	5	5	5
Mvmt Flow	3	26	13

Major/Minor	Minor2		
Conflicting Flow All	879	823	231
Stage 1	225	225	-
Stage 2	654	598	-
Critical Hdwy	7.15	6.55	6.25
Critical Hdwy Stg 1	6.15	5.55	-
Critical Hdwy Stg 2	6.15	5.55	-
Follow-up Hdwy	3.545	4.045	3.345
Pot Cap-1 Maneuver	265	305	801
Stage 1	771	712	-
Stage 2	451	486	-
Platoon blocked, %			
Mov Cap-1 Maneuver	133	256	773
Mov Cap-2 Maneuver	133	256	-
Stage 1	664	695	-
Stage 2	259	419	-

Approach	SB
HCM Control Delay, s	17.9
HCM LOS	C

Minor Lane/Major Mvmt	SBLn3

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	38	452	0	0	162
Conflicting Peds, #/hr	10	12	0	12	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	9	43	514	0	0	184

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	710	538	0	0	526	0
Stage 1	526	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	396	537	-	-	1026	-
Stage 1	587	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	388	526	-	-	1016	-
Mov Cap-2 Maneuver	388	-	-	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0
HCM LOS	B		

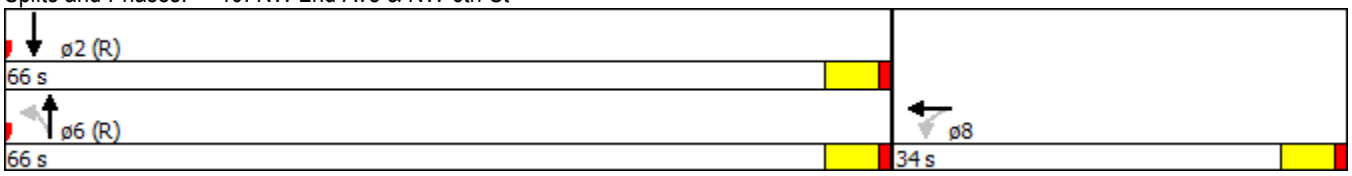
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	495	1016	-
HCM Lane V/C Ratio	-	-	0.106	-	-
HCM Control Delay (s)	-	-	13.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	663	146	338	128
Turn Type	NA	Perm	NA	NA
Protected Phases	8		6	2
Permitted Phases		6		
Detector Phase	8	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	15.0	15.0	15.0
Minimum Split (s)	27.0	21.0	21.0	21.0
Total Split (s)	34.0	66.0	66.0	66.0
Total Split (%)	34.0%	66.0%	66.0%	66.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 88 (88%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 10: NW 2nd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	72	663	78	146	338	0	0	128	49
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.72
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	0	0	1629	1710
Adj Flow Rate, veh/h				81	745	88	164	380	0	0	144	55
Adj No. of Lanes				0	2	0	0	1	0	0	1	0
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				0	5	0	5	5	0	0	5	5
Cap, veh/h				78	752	93	238	517	0	0	494	189
Arrive On Green				0.29	0.29	0.29	1.00	1.00	0.00	0.00	0.20	0.20
Sat Flow, veh/h				270	2593	322	314	848	0	0	811	310
Grp Volume(v), veh/h				485	0	429	544	0	0	0	0	199
Grp Sat Flow(s),veh/h/ln				1615	0	1569	1162	0	0	0	0	1120
Q Serve(g_s), s				29.0	0.0	26.7	19.2	0.0	0.0	0.0	0.0	15.1
Cycle Q Clear(g_c), s				29.0	0.0	26.7	34.2	0.0	0.0	0.0	0.0	15.1
Prop In Lane				0.17		0.21	0.30		0.00	0.00		0.28
Lane Grp Cap(c), veh/h				468	0	455	755	0	0	0	0	683
V/C Ratio(X)				1.04	0.00	0.94	0.72	0.00	0.00	0.00	0.00	0.29
Avail Cap(c_a), veh/h				468	0	455	755	0	0	0	0	683
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				35.5	0.0	34.7	2.6	0.0	0.0	0.0	0.0	21.6
Incr Delay (d2), s/veh				51.1	0.0	30.0	5.9	0.0	0.0	0.0	0.0	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				19.5	0.0	15.4	7.9	0.0	0.0	0.0	0.0	4.9
LnGrp Delay(d),s/veh				86.6	0.0	64.7	8.4	0.0	0.0	0.0	0.0	22.7
LnGrp LOS				F		E	A					C
Approach Vol, veh/h					914			544			199	
Approach Delay, s/veh					76.3			8.4			22.7	
Approach LOS					E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		66.0				66.0		34.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		61.0				61.0		29.0
Max Q Clear Time (g_c+I1), s		17.1				36.2		31.0
Green Ext Time (p_c), s		1.9				1.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	47.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	12	770	134	11	12	0
Conflicting Peds, #/hr	5	0	3	3	0	5	3	0	43
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	15	975	170	14	15	0

Major/Minor	Major2			Minor1		
Conflicting Flow All	43	0	0	609	1261	48
Stage 1	-	-	-	43	43	-
Stage 2	-	-	-	566	1218	-
Critical Hdwy	-	-	-	6.9	6.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.9	5.6	-
Follow-up Hdwy	-	-	-	3.55	4.05	-
Pot Cap-1 Maneuver	-	-	-	420	165	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	523	246	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	405	0	-
Mov Cap-2 Maneuver	-	-	-	405	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	523	0	-

Approach	WB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	413
HCM Lane V/C Ratio	-	-	-	-	0.11
HCM Control Delay (s)	-	-	-	-	14.8
HCM Lane LOS	-	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	0.4

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	0	9	27
Conflicting Peds, #/hr	43	0	3
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	79	79	79
Heavy Vehicles, %	5	5	5
Mvmt Flow	0	11	34

Major/Minor	Minor2		
Conflicting Flow All	1184	1176	614
Stage 1	1133	1133	-
Stage 2	51	43	-
Critical Hdwy	6.9	6.6	7
Critical Hdwy Stg 1	5.9	5.6	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.55	4.05	3.35
Pot Cap-1 Maneuver	178	186	428
Stage 1	263	270	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	165	0	413
Mov Cap-2 Maneuver	165	0	-
Stage 1	254	0	-
Stage 2	-	0	-

Approach	SB
HCM Control Delay, s	14.8
HCM LOS	B

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	7	485	30	70	172	0
Conflicting Peds, #/hr	5	0	5	5	0	5	46	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	8	527	33	76	187	0

Major/Minor	Major2			Minor1		
Conflicting Flow All	46	0	0	397	667	51
Stage 1	-	-	-	46	46	-
Stage 2	-	-	-	351	621	-
Critical Hdwy	-	-	-	6.9	6.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.9	5.6	-
Follow-up Hdwy	-	-	-	3.55	4.05	-
Pot Cap-1 Maneuver	-	-	-	573	372	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	675	470	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	551	0	-
Mov Cap-2 Maneuver	-	-	-	551	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	675	0	-

Approach	WB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	551	-	-	-	-	-	-	637
HCM Lane V/C Ratio	0.138	-	-	-	-	-	-	0.084
HCM Control Delay (s)	12.6	-	-	-	-	-	-	11.2
HCM Lane LOS	B	-	-	-	-	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	-	-	-	0.3

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	0	48	25
Conflicting Peds, #/hr	8	0	46
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	5	5	5
Mvmt Flow	0	52	27

Major/Minor	Minor2		
Conflicting Flow All	744	651	325
Stage 1	605	605	-
Stage 2	139	46	-
Critical Hdwy	6.9	6.6	7
Critical Hdwy Stg 1	5.9	5.6	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.55	4.05	3.35
Pot Cap-1 Maneuver	344	380	662
Stage 1	500	478	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	318	0	637
Mov Cap-2 Maneuver	318	0	-
Stage 1	481	0	-
Stage 2	-	0	-

Approach	SB
HCM Control Delay, s	
HCM LOS	-

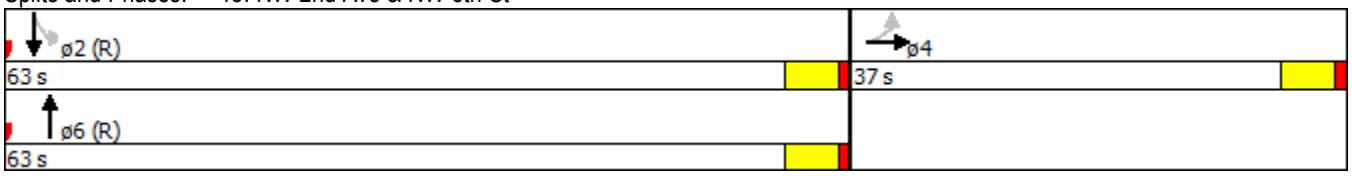
Minor Lane/Major Mvmt

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	355	558	21	183
Turn Type	NA	NA	Perm	NA
Protected Phases	4	6		2
Permitted Phases			2	
Detector Phase	4	6	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	37.0	63.0	63.0	63.0
Total Split (%)	37.0%	63.0%	63.0%	63.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 97 (97%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 13: NW 2nd Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	355	88	0	0	0	0	558	158	21	183	0
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.98	0.99		1.00
Parking Bus, Adj	1.00	1.00	0.72				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710				0	1629	1710	1710	1629	0
Adj Flow Rate, veh/h	31	378	94				0	594	168	22	195	0
Adj No. of Lanes	0	3	0				0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	5	0				0	5	5	5	5	0
Cap, veh/h	78	993	245				0	706	200	98	790	0
Arrive On Green	0.32	0.32	0.32				0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	242	3103	764				0	1217	344	100	1362	0
Grp Volume(v), veh/h	207	172	124				0	0	762	217	0	0
Grp Sat Flow(s),veh/h/ln	1616	1482	1011				0	0	1561	1462	0	0
Q Serve(g_s), s	10.0	8.9	9.5				0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.0	8.9	9.5				0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.15		0.76				0.00		0.22	0.10		0.00
Lane Grp Cap(c), veh/h	517	474	324				0	0	906	887	0	0
V/C Ratio(X)	0.40	0.36	0.38				0.00	0.00	0.84	0.24	0.00	0.00
Avail Cap(c_a), veh/h	517	474	324				0	0	906	887	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.5	26.2	26.4				0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.3	2.1	3.4				0.0	0.0	9.3	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	3.9	3.0				0.0	0.0	2.3	0.2	0.0	0.0
LnGrp Delay(d),s/veh	28.8	28.3	29.8				0.0	0.0	9.3	0.7	0.0	0.0
LnGrp LOS	C	C	C						A	A		
Approach Vol, veh/h		503						762			217	
Approach Delay, s/veh		28.9						9.3			0.7	
Approach LOS		C						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		63.0		37.0		63.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		58.0		32.0		58.0		
Max Q Clear Time (g_c+I1), s		2.0		12.0		2.0		
Green Ext Time (p_c), s		2.8		0.0		2.8		

Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	22	517	0	0	14	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	23	544	0	0	15	0
Pedestrians		9	174		5	
Lane Width (ft)		12.0	0.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		361	491			
pX, platoon unblocked						
vC, conflicting volume	5				407	14
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	5				407	14
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				97	100
cM capacity (veh/h)	1587				554	1040

Direction, Lane #	EB 1	EB 2	EB 3	SB 1
Volume Total	132	218	218	15
Volume Left	23	0	0	15
Volume Right	0	0	0	0
cSH	1587	1700	1700	554
Volume to Capacity	0.01	0.13	0.13	0.03
Queue Length 95th (ft)	1	0	0	2
Control Delay (s)	1.4	0.0	0.0	11.7
Lane LOS	A			B
Approach Delay (s)	0.3			11.7
Approach LOS				B

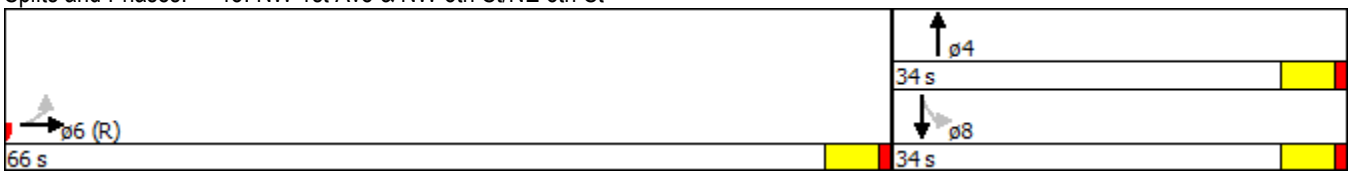
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	25.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	493	177	16	50
Turn Type	NA	NA	Perm	NA
Protected Phases	6	4		8
Permitted Phases			8	
Detector Phase	6	4	8	8
Switch Phase				
Minimum Initial (s)	18.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	66.0	34.0	34.0	34.0
Total Split (%)	66.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 82 (82%), Referenced to phase 6:EBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 15: NW 1st Ave & NW 5th St/NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	71	493	52	0	0	0	0	177	110	16	50	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.72				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710				0	1629	1710	1629	1629	0
Adj Flow Rate, veh/h	74	514	54				0	184	115	17	52	0
Adj No. of Lanes	0	3	0				0	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	5	0				0	5	5	5	5	0
Cap, veh/h	279	2056	220				0	540	320	253	897	0
Arrive On Green	0.20	0.20	0.20				0.00	0.10	0.10	0.29	0.29	0.00
Sat Flow, veh/h	457	3370	361				0	1942	1103	939	3176	0
Grp Volume(v), veh/h	260	217	164				0	151	148	17	52	0
Grp Sat Flow(s),veh/h/ln	1606	1482	1100				0	1547	1416	939	1547	0
Q Serve(g_s), s	13.7	12.3	12.6				0.0	9.1	9.8	1.5	1.2	0.0
Cycle Q Clear(g_c), s	13.7	12.3	12.6				0.0	9.1	9.8	11.3	1.2	0.0
Prop In Lane	0.28		0.33				0.00		0.78	1.00		0.00
Lane Grp Cap(c), veh/h	979	904	671				0	449	411	253	897	0
V/C Ratio(X)	0.27	0.24	0.24				0.00	0.34	0.36	0.07	0.06	0.00
Avail Cap(c_a), veh/h	979	904	671				0	449	411	253	897	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.0	20.5	20.6				0.0	36.2	36.5	33.2	25.6	0.0
Incr Delay (d2), s/veh	0.7	0.6	0.9				0.0	2.0	2.4	0.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	5.2	4.0				0.0	4.2	4.1	0.4	0.5	0.0
LnGrp Delay(d),s/veh	21.7	21.1	21.5				0.0	38.3	39.0	33.7	25.8	0.0
LnGrp LOS	C	C	C					D	D	C	C	
Approach Vol, veh/h		642						299			69	
Approach Delay, s/veh		21.4						38.6			27.7	
Approach LOS		C						D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				34.0		66.0		34.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				29.0		61.0		29.0
Max Q Clear Time (g_c+I1), s				11.8		15.7		13.3
Green Ext Time (p_c), s				1.7		0.0		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	27.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	6.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	74	142	549	4	36	234
Conflicting Peds, #/hr	3	8	0	21	21	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	81	156	603	4	40	257

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	949	634	0	0	616	0
Stage 1	613	-	-	-	-	-
Stage 2	336	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	285	474	-	-	949	-
Stage 1	535	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	266	463	-	-	932	-
Mov Cap-2 Maneuver	266	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	674	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.8	0	1.2
HCM LOS	D		

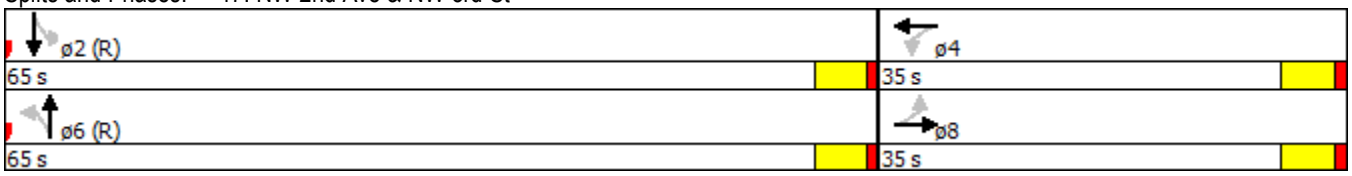
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	369	932	-
HCM Lane V/C Ratio	-	-	0.643	0.042	-
HCM Control Delay (s)	-	-	30.8	9	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	4.3	0.1	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	27	77	99	394	113	482	25	193
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	30.0	30.0	30.0	31.8	31.8	31.8	31.8
Total Split (s)	35.0	35.0	35.0	35.0	65.0	65.0	65.0	65.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	65.0%	65.0%	65.0%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.8	4.8	4.8	4.8
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 79 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 17: NW 2nd Ave & NW 3rd St



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	28	96	104	521	119	565	26	306
v/c Ratio	0.17	0.20	0.32	0.57	0.23	0.59	0.08	0.33
Control Delay	29.1	24.7	32.7	32.8	6.3	9.0	5.4	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	29.1	24.7	32.7	32.8	6.3	9.1	5.4	5.0
Queue Length 50th (ft)	13	40	56	148	15	69	4	29
Queue Length 95th (ft)	37	82	108	205	25	85	m9	57
Internal Link Dist (ft)		193		773		276		264
Turn Bay Length (ft)	360		140				195	
Base Capacity (vph)	166	479	324	914	524	962	338	939
Starvation Cap Reductn	0	0	0	0	0	30	0	0
Spillback Cap Reductn	0	0	0	0	0	26	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.20	0.32	0.57	0.23	0.61	0.08	0.33

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	77	14	99	394	101	113	482	55	25	193	98
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.97		0.96	0.99		0.98	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1629	1629	1710	1629	1629	1710	1629	1629	1710	1629	1629	1710
Adj Flow Rate, veh/h	28	81	15	104	415	106	119	507	58	26	203	103
Adj No. of Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	174	398	74	351	727	184	630	862	99	511	611	310
Arrive On Green	0.30	0.30	0.30	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	759	1327	246	1095	2424	612	927	1432	164	729	1015	515
Grp Volume(v), veh/h	28	0	96	104	263	258	119	0	565	26	0	306
Grp Sat Flow(s),veh/h/ln	759	0	1573	1095	1547	1489	927	0	1595	729	0	1530
Q Serve(g_s), s	3.3	0.0	4.6	9.0	16.2	16.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	19.9	0.0	4.6	13.5	16.2	16.6	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.41	1.00		0.10	1.00		0.34
Lane Grp Cap(c), veh/h	174	0	472	351	464	447	630	0	960	511	0	921
V/C Ratio(X)	0.16	0.00	0.20	0.30	0.57	0.58	0.19	0.00	0.59	0.05	0.00	0.33
Avail Cap(c_a), veh/h	174	0	472	351	464	447	630	0	960	511	0	921
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	26.1	39.8	38.8	39.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	1.0	2.1	4.9	5.4	0.7	0.0	2.6	0.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.1	2.9	7.6	7.5	0.1	0.0	0.7	0.0	0.0	0.2
LnGrp Delay(d),s/veh	40.9	0.0	27.1	41.9	43.8	44.3	0.7	0.0	2.6	0.2	0.0	1.0
LnGrp LOS	D		C	D	D	D	A		A	A		A
Approach Vol, veh/h		124			625			684			332	
Approach Delay, s/veh		30.2			43.7			2.3			0.9	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		65.0		35.0		65.0		35.0
Change Period (Y+Rc), s		* 4.8		5.0		* 4.8		5.0
Max Green Setting (Gmax), s		* 60		30.0		* 60		30.0
Max Q Clear Time (g_c+I1), s		2.0		18.6		2.0		21.9
Green Ext Time (p_c), s		2.5		2.9		2.5		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B

Notes

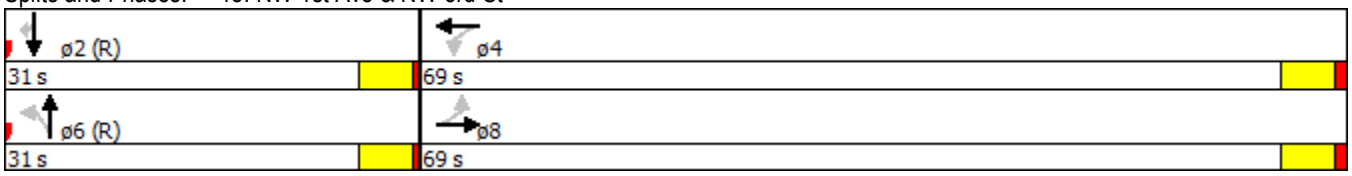
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Volume (vph)	43	0	52	290	110	158	89	60
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA	Perm
Protected Phases		8		4		6	2	
Permitted Phases	8		4		6			2
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	26.0	26.0	29.0	29.0	25.6	25.6	25.6	25.6
Total Split (s)	69.0	69.0	69.0	69.0	31.0	31.0	31.0	31.0
Total Split (%)	69.0%	69.0%	69.0%	69.0%	31.0%	31.0%	31.0%	31.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.6	0.6	0.6	0.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	4.6	4.6	4.6	4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 70 (70%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 18: NW 1st Ave & NW 3rd St



Lane Group	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	169	57	376	120	172	97	65
v/c Ratio	0.21	0.08	0.19	0.43	0.40	0.23	0.17
Control Delay	7.2	7.3	6.7	27.4	25.2	33.0	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.2	7.3	6.7	27.4	25.2	33.0	11.0
Queue Length 50th (ft)	0	13	41	48	69	55	1
Queue Length 95th (ft)	57	28	60	85	111	102	42
Internal Link Dist (ft)	773		450		266	631	
Turn Bay Length (ft)				120			
Base Capacity (vph)	797	681	1936	279	430	430	383
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.08	0.19	0.43	0.40	0.23	0.17

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	43	0	112	52	290	56	110	158	0	0	89	60
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.96		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710	1629	1629	1710	1629	1629	0	0	1629	1629
Adj Flow Rate, veh/h	47	0	122	57	315	61	120	172	0	0	97	65
Adj No. of Lanes	0	1	0	1	2	0	1	1	0	0	1	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
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	0	0	5	5
Cap, veh/h	239	21	555	721	1655	316	295	430	0	0	430	345
Arrive On Green	0.64	0.00	0.64	0.64	0.64	0.64	0.26	0.26	0.00	0.00	0.26	0.26
Sat Flow, veh/h	302	32	867	1097	2587	494	1025	1629	0	0	1629	1306
Grp Volume(v), veh/h	169	0	0	57	187	189	120	172	0	0	97	65
Grp Sat Flow(s),veh/h/ln	1201	0	0	1097	1547	1534	1025	1629	0	0	1629	1306
Q Serve(g_s), s	0.0	0.0	0.0	2.2	4.9	5.1	10.4	8.7	0.0	0.0	4.7	3.9
Cycle Q Clear(g_c), s	4.8	0.0	0.0	7.1	4.9	5.1	15.0	8.7	0.0	0.0	4.7	3.9
Prop In Lane	0.28		0.72	1.00		0.32	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	814	0	0	721	990	982	295	430	0	0	430	345
V/C Ratio(X)	0.21	0.00	0.00	0.08	0.19	0.19	0.41	0.40	0.00	0.00	0.23	0.19
Avail Cap(c_a), veh/h	814	0	0	721	990	982	295	430	0	0	430	345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	7.3	0.0	0.0	8.8	7.4	7.4	34.7	30.3	0.0	0.0	28.8	28.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.2	0.4	0.4	4.1	2.8	0.0	0.0	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.7	2.2	2.2	3.3	4.2	0.0	0.0	2.2	1.5
LnGrp Delay(d),s/veh	7.9	0.0	0.0	9.0	7.8	7.8	38.8	33.0	0.0	0.0	30.0	29.7
LnGrp LOS	A			A	A	A	D	C			C	C
Approach Vol, veh/h		169			433			292			162	
Approach Delay, s/veh		7.9			8.0			35.4			29.9	
Approach LOS		A			A			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.0		69.0		31.0		69.0
Change Period (Y+Rc), s		* 4.6		5.0		* 4.6		5.0
Max Green Setting (Gmax), s		* 26		64.0		* 26		64.0
Max Q Clear Time (g_c+I1), s		6.7		9.1		17.0		6.8
Green Ext Time (p_c), s		0.7		3.3		0.6		3.3

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Notes

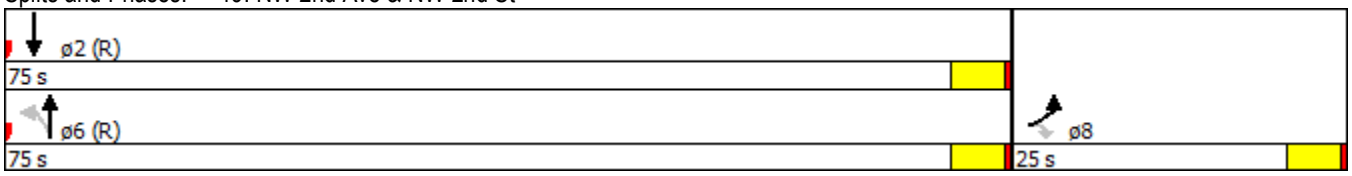
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	45	66	45	611	259
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	8			6	2
Permitted Phases		8	6		
Detector Phase	8	8	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.6	22.6	22.6
Total Split (s)	25.0	25.0	75.0	75.0	75.0
Total Split (%)	25.0%	25.0%	75.0%	75.0%	75.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	0.6	0.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6		4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 94 (94%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 19: NW 2nd Ave & NW 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	45	66	45	611	259	26
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	0.99			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1629	1629	1710	1629	1629	1710
Adj Flow Rate, veh/h	49	72	49	664	282	28
Adj No. of Lanes	1	1	0	2	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	316	282	153	1940	1025	102
Arrive On Green	0.20	0.20	0.70	0.70	1.00	1.00
Sat Flow, veh/h	1551	1384	159	2830	1457	145
Grp Volume(v), veh/h	49	72	370	343	0	310
Grp Sat Flow(s),veh/h/ln	1551	1384	1507	1408	0	1601
Q Serve(g_s), s	2.6	4.4	0.0	9.5	0.0	0.0
Cycle Q Clear(g_c), s	2.6	4.4	8.7	9.5	0.0	0.0
Prop In Lane	1.00	1.00	0.13			0.09
Lane Grp Cap(c), veh/h	316	282	1102	991	0	1127
V/C Ratio(X)	0.15	0.25	0.34	0.35	0.00	0.28
Avail Cap(c_a), veh/h	316	282	1102	991	0	1127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	33.4	5.7	5.8	0.0	0.0
Incr Delay (d2), s/veh	1.0	2.2	0.8	1.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.8	4.2	3.9	0.0	0.2
LnGrp Delay(d),s/veh	33.8	35.6	6.5	6.7	0.0	0.6
LnGrp LOS	C	D	A	A		A
Approach Vol, veh/h	121			713	310	
Approach Delay, s/veh	34.8			6.6	0.6	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		75.0				75.0		25.0
Change Period (Y+Rc), s		* 4.6				* 4.6		4.6
Max Green Setting (Gmax), s		* 70				* 70		20.4
Max Q Clear Time (g_c+I1), s		2.0				11.5		6.4
Green Ext Time (p_c), s		2.4				2.4		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.0
HCM 2010 LOS	A

Notes

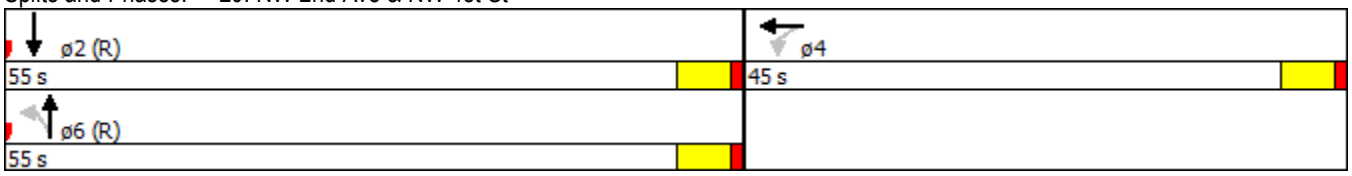
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	334	59	618	212
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	25.0	25.0	25.0
Total Split (s)	45.0	55.0	55.0	55.0
Total Split (%)	45.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 87 (87%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 20: NW 2nd Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	38	334	58	59	618	0	0	212	104
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.91	0.99		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.72
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	0	0	1629	1710
Adj Flow Rate, veh/h				42	371	64	66	687	0	0	236	116
Adj No. of Lanes				0	3	0	0	2	0	0	1	0
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				0	5	0	5	5	0	0	5	5
Cap, veh/h				153	1420	244	140	1338	0	0	372	183
Arrive On Green				0.13	0.13	0.13	0.50	0.50	0.00	0.00	1.00	1.00
Sat Flow, veh/h				381	3549	610	196	2750	0	0	743	365
Grp Volume(v), veh/h				177	148	152	387	366	0	0	0	352
Grp Sat Flow(s),veh/h/ln				1610	1482	1449	1465	1408	0	0	0	1109
Q Serve(g_s), s				9.9	8.9	9.4	7.1	17.6	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				9.9	8.9	9.4	16.7	17.6	0.0	0.0	0.0	0.0
Prop In Lane				0.24		0.42	0.17		0.00	0.00		0.33
Lane Grp Cap(c), veh/h				644	593	580	775	704	0	0	0	554
V/C Ratio(X)				0.28	0.25	0.26	0.50	0.52	0.00	0.00	0.00	0.64
Avail Cap(c_a), veh/h				644	593	580	775	704	0	0	0	554
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				30.3	29.9	30.1	16.5	16.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				1.1	1.0	1.1	2.3	2.7	0.0	0.0	0.0	5.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.6	3.8	4.0	7.6	7.4	0.0	0.0	0.0	0.8
LnGrp Delay(d),s/veh				31.4	30.9	31.2	18.8	19.6	0.0	0.0	0.0	5.5
LnGrp LOS				C	C	C	B	B				A
Approach Vol, veh/h					477			753			352	
Approach Delay, s/veh					31.2			19.2			5.5	
Approach LOS					C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		55.0		45.0		55.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		50.0		40.0		50.0		
Max Q Clear Time (g_c+I1), s		2.0		11.9		19.6		
Green Ext Time (p_c), s		2.7		0.0		2.7		

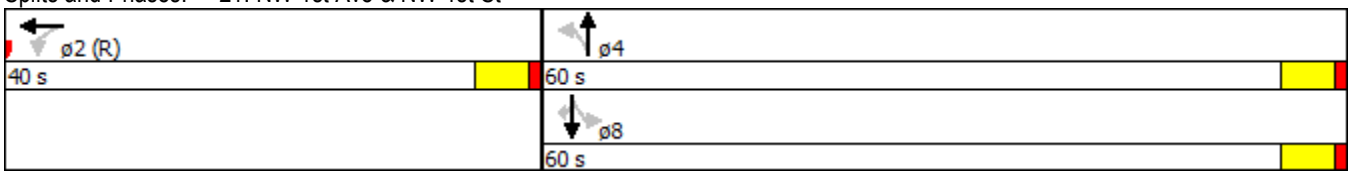
Intersection Summary	
HCM 2010 Ctrl Delay	19.8
HCM 2010 LOS	B

Lane Group	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations						
Volume (vph)	352	44	172	3	70	59
Turn Type	NA	Perm	NA	Perm	NA	Perm
Protected Phases	2		4		8	
Permitted Phases		4		8		8
Detector Phase	2	4	4	8	8	8
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	25.0	25.0	23.0	23.0	23.0
Total Split (s)	40.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 21: NW 1st Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	21	352	86	44	172	10	3	70	59
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.82	0.99		0.98	0.99		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	1710	1710	1629	1629
Adj Flow Rate, veh/h				24	405	99	51	198	11	3	80	68
Adj No. of Lanes				0	2	0	0	1	0	0	2	1
Peak Hour Factor				0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %				0	5	0	5	5	5	5	5	5
Cap, veh/h				46	798	203	178	649	35	72	1617	751
Arrive On Green				0.35	0.35	0.35	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h				132	2281	581	245	1180	63	60	2939	1365
Grp Volume(v), veh/h				294	0	234	260	0	0	44	39	68
Grp Sat Flow(s),veh/h/ln				1622	0	1373	1487	0	0	1592	1408	1365
Q Serve(g_s), s				14.4	0.0	13.4	0.5	0.0	0.0	0.0	1.3	2.4
Cycle Q Clear(g_c), s				14.4	0.0	13.4	8.7	0.0	0.0	1.3	1.3	2.4
Prop In Lane				0.08		0.42	0.20		0.04	0.07		1.00
Lane Grp Cap(c), veh/h				568	0	480	861	0	0	914	774	751
V/C Ratio(X)				0.52	0.00	0.49	0.30	0.00	0.00	0.05	0.05	0.09
Avail Cap(c_a), veh/h				568	0	480	861	0	0	914	774	751
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				25.8	0.0	25.5	12.1	0.0	0.0	10.4	10.4	10.7
Incr Delay (d2), s/veh				3.4	0.0	3.5	0.9	0.0	0.0	0.1	0.1	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.0	0.0	5.5	4.0	0.0	0.0	0.6	0.5	0.9
LnGrp Delay(d),s/veh				29.2	0.0	29.0	13.0	0.0	0.0	10.5	10.5	10.9
LnGrp LOS				C		C	B			B	B	B
Approach Vol, veh/h					528			260			151	
Approach Delay, s/veh					29.1			13.0			10.7	
Approach LOS					C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		40.0		60.0				60.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		35.0		55.0				55.0
Max Q Clear Time (g_c+I1), s		16.4		10.7				4.4
Green Ext Time (p_c), s		0.0		1.5				1.5

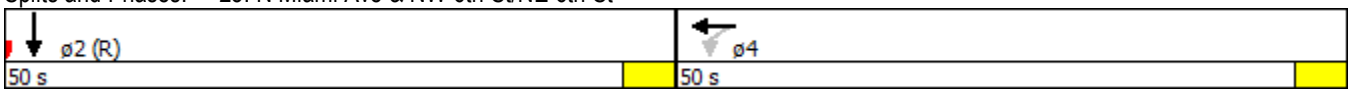
Intersection Summary	
HCM 2010 Ctrl Delay	21.7
HCM 2010 LOS	C

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	437	590
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.0	22.0
Total Split (s)	50.0	50.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 94 (94%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 25: N Miami Ave & NW 6th St/NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	84	437	0	0	0	0	0	590	83
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	0.72
Adj Sat Flow, veh/h/ln				1900	1810	0				0	1810	1900
Adj Flow Rate, veh/h				89	465	0				0	628	88
Adj No. of Lanes				0	2	0				0	3	0
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				5	5	0				0	5	5
Cap, veh/h				257	1275	0				0	1814	250
Arrive On Green				0.15	0.15	0.00				0.00	0.46	0.46
Sat Flow, veh/h				456	2855	0				0	4106	543
Grp Volume(v), veh/h				290	264	0				0	523	193
Grp Sat Flow(s),veh/h/ln				1664	1564	0				0	1647	1193
Q Serve(g_s), s				10.9	15.1	0.0				0.0	10.3	10.5
Cycle Q Clear(g_c), s				15.4	15.1	0.0				0.0	10.3	10.5
Prop In Lane				0.31		0.00				0.00		0.46
Lane Grp Cap(c), veh/h				812	720	0				0	1515	549
V/C Ratio(X)				0.36	0.37	0.00				0.00	0.34	0.35
Avail Cap(c_a), veh/h				812	720	0				0	1515	549
HCM Platoon Ratio				0.33	0.33	1.00				1.00	0.99	0.99
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				29.3	29.3	0.0				0.0	17.5	17.6
Incr Delay (d2), s/veh				1.2	1.4	0.0				0.0	0.6	1.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.5	6.9	0.0				0.0	4.8	3.7
LnGrp Delay(d),s/veh				30.5	30.8	0.0				0.0	18.1	19.3
LnGrp LOS				C	C						B	B
Approach Vol, veh/h					554						716	
Approach Delay, s/veh					30.6						18.4	
Approach LOS					C						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				
Phs Duration (G+Y+Rc), s		50.0		50.0				
Change Period (Y+Rc), s		4.0		4.0				
Max Green Setting (Gmax), s		46.0		46.0				
Max Q Clear Time (g_c+I1), s		12.5		17.4				
Green Ext Time (p_c), s		1.9		1.2				

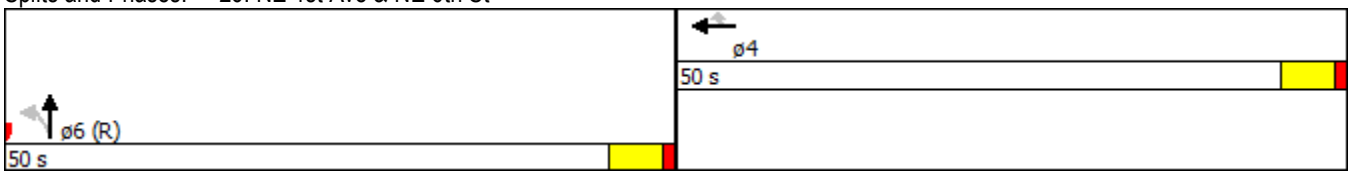
Intersection Summary	
HCM 2010 Ctrl Delay	23.8
HCM 2010 LOS	C

Lane Group	WBT	WBR	NBT
Lane Configurations			
Volume (vph)	431	932	1174
Turn Type	NA	Perm	NA
Protected Phases	4		6
Permitted Phases		4	
Detector Phase	4	4	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	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?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 3 (3%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 26: NE 1st Ave & NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	431	932	101	1174	0	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					0.91	0.91		0.91				
Frpb, ped/bikes					0.99	0.98		1.00				
Flpb, ped/bikes					1.00	1.00		1.00				
Frt					0.92	0.85		1.00				
Flt Protected					1.00	1.00		1.00				
Satd. Flow (prot)					3002	1369		4437				
Flt Permitted					1.00	1.00		1.00				
Satd. Flow (perm)					3002	1369		4437				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	0	501	1084	117	1365	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	9	12	0	12	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1034	530	0	1470	0	0	0	0
Confl. Peds. (#/hr)	5		12	12		5	25		8	8		25
Bus Blockages (#/hr)	0	0	0	0	0	0	0	71	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					4			6				
Permitted Phases						4	6					
Actuated Green, G (s)					45.0	45.0		45.0				
Effective Green, g (s)					45.0	45.0		45.0				
Actuated g/C Ratio					0.45	0.45		0.45				
Clearance Time (s)					5.0	5.0		5.0				
Lane Grp Cap (vph)					1350	616		1996				
v/s Ratio Prot					0.34							
v/s Ratio Perm						c0.39		0.33				
v/c Ratio					0.77	0.86		0.74				
Uniform Delay, d1					23.1	24.7		22.6				
Progression Factor					1.00	1.00		1.10				
Incremental Delay, d2					4.2	14.6		2.2				
Delay (s)					27.3	39.3		27.1				
Level of Service					C	D		C				
Approach Delay (s)		0.0			31.4			27.1			0.0	
Approach LOS		A			C			C			A	

Intersection Summary

HCM 2000 Control Delay	29.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		

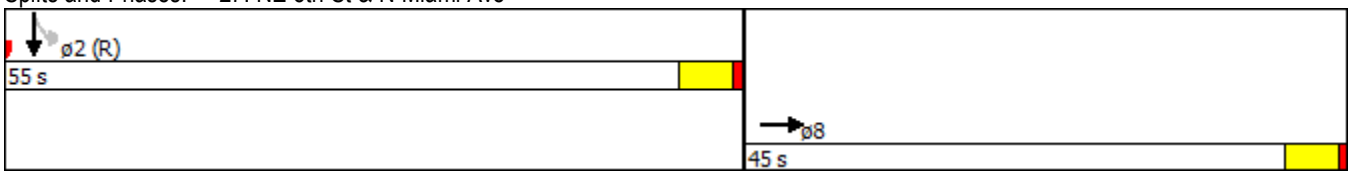
c Critical Lane Group

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	737	374
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	45.0	55.0
Total Split (%)	45.0%	55.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 3 (3%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 27: NE 5th St & N Miami Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	737	77	0	0	0	0	0	0	281	374	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1810	1900							1900	1810	0
Adj Flow Rate, veh/h	0	810	85							309	411	0
Adj No. of Lanes	0	3	0							0	3	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	5	5							5	5	0
Cap, veh/h	0	1825	190							760	1504	0
Arrive On Green	0.00	0.13	0.13							0.17	0.17	0.00
Sat Flow, veh/h	0	4702	474							1371	3145	0
Grp Volume(v), veh/h	0	586	309							309	411	0
Grp Sat Flow(s),veh/h/ln	0	1647	1720							1371	1498	0
Q Serve(g_s), s	0.0	16.4	16.5							20.3	12.0	0.0
Cycle Q Clear(g_c), s	0.0	16.4	16.5							20.3	12.0	0.0
Prop In Lane	0.00		0.28							1.00		0.00
Lane Grp Cap(c), veh/h	0	1324	691							760	1504	0
V/C Ratio(X)	0.00	0.44	0.45							0.41	0.27	0.00
Avail Cap(c_a), veh/h	0	1324	691							760	1504	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	33.0	33.1							29.2	25.8	0.0
Incr Delay (d2), s/veh	0.0	1.1	2.1							1.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.7	8.3							8.1	5.1	0.0
LnGrp Delay(d),s/veh	0.0	34.1	35.2							30.9	26.2	0.0
LnGrp LOS		C	D							C	C	
Approach Vol, veh/h		895									720	
Approach Delay, s/veh		34.5									28.2	
Approach LOS		C									C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2						8
Phs Duration (G+Y+Rc), s		55.0						45.0
Change Period (Y+Rc), s		* 4.8						4.8
Max Green Setting (Gmax), s		* 50						40.2
Max Q Clear Time (g_c+I1), s		22.3						18.5
Green Ext Time (p_c), s		1.8						2.3

Intersection Summary	
HCM 2010 Ctrl Delay	31.7
HCM 2010 LOS	C

Notes

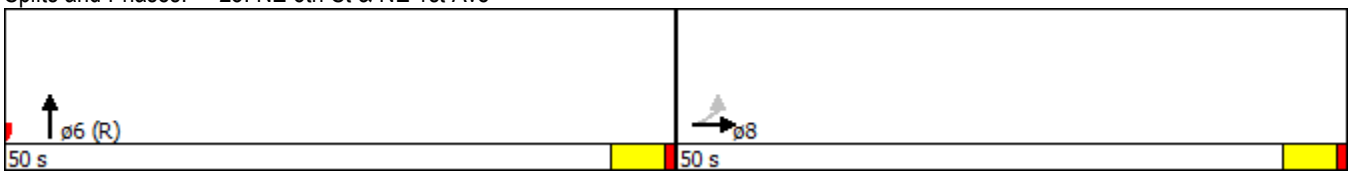
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	693	875
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	50.0	50.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 58 (58%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 28: NE 5th St & NE 1st Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	388	693	0	0	0	0	0	875	211	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1810	0				0	1810	1900			
Adj Flow Rate, veh/h	404	722	0				0	911	220			
Adj No. of Lanes	0	3	0				0	3	0			
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96			
Percent Heavy Veh, %	5	5	0				0	5	5			
Cap, veh/h	691	1352	0				0	1787	430			
Arrive On Green	0.15	0.15	0.00				0.00	0.45	0.45			
Sat Flow, veh/h	1371	3145	0				0	4125	953			
Grp Volume(v), veh/h	404	722	0				0	757	374			
Grp Sat Flow(s),veh/h/ln	1371	1498	0				0	1647	1622			
Q Serve(g_s), s	27.8	22.3	0.0				0.0	16.4	16.5			
Cycle Q Clear(g_c), s	27.8	22.3	0.0				0.0	16.4	16.5			
Prop In Lane	1.00		0.00				0.00		0.59			
Lane Grp Cap(c), veh/h	691	1352	0				0	1485	731			
V/C Ratio(X)	0.59	0.53	0.00				0.00	0.51	0.51			
Avail Cap(c_a), veh/h	691	1352	0				0	1485	731			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	35.2	32.8	0.0				0.0	19.6	19.6			
Incr Delay (d2), s/veh	3.6	1.5	0.0				0.0	1.3	2.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	11.2	9.6	0.0				0.0	7.6	7.9			
LnGrp Delay(d),s/veh	38.8	34.4	0.0				0.0	20.8	22.1			
LnGrp LOS	D	C						C	C			
Approach Vol, veh/h		1126						1131				
Approach Delay, s/veh		36.0						21.3				
Approach LOS		D						C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs						6		8
Phs Duration (G+Y+Rc), s						50.0		50.0
Change Period (Y+Rc), s						4.9		4.9
Max Green Setting (Gmax), s						45.1		45.1
Max Q Clear Time (g_c+I1), s						18.5		29.8
Green Ext Time (p_c), s						3.2		2.8

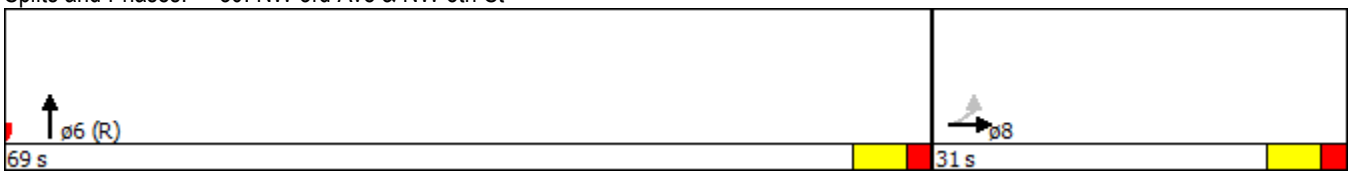
Intersection Summary	
HCM 2010 Ctrl Delay	28.6
HCM 2010 LOS	C

Lane Group	EBL	EBT	NBT
Lane Configurations			
Volume (vph)	92	297	945
Turn Type	Perm	NA	NA
Protected Phases		8	6
Permitted Phases	8		
Detector Phase	8	8	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.1	26.1	24.9
Total Split (s)	31.0	31.0	69.0
Total Split (%)	31.0%	31.0%	69.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.1	2.1	1.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	5.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 87 (87%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 30: NW 3rd Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	92	297	0	0	0	0	0	945	118	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1810	0				0	1810	1900			
Adj Flow Rate, veh/h	95	306	0				0	974	122			
Adj No. of Lanes	1	3	0				0	3	0			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	5	5	0				0	5	5			
Cap, veh/h	501	1230	0				0	2807	351			
Arrive On Green	0.25	0.25	0.00				0.00	0.63	0.63			
Sat Flow, veh/h	1723	5103	0				0	4611	556			
Grp Volume(v), veh/h	95	306	0				0	721	375			
Grp Sat Flow(s),veh/h/ln	1723	1647	0				0	1647	1711			
Q Serve(g_s), s	4.4	5.0	0.0				0.0	10.3	10.4			
Cycle Q Clear(g_c), s	4.4	5.0	0.0				0.0	10.3	10.4			
Prop In Lane	1.00		0.00				0.00		0.32			
Lane Grp Cap(c), veh/h	501	1230	0				0	2078	1079			
V/C Ratio(X)	0.19	0.25	0.00				0.00	0.35	0.35			
Avail Cap(c_a), veh/h	501	1230	0				0	2078	1079			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	29.8	30.1	0.0				0.0	8.7	8.7			
Incr Delay (d2), s/veh	0.8	0.5	0.0				0.0	0.5	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.2	2.3	0.0				0.0	4.7	5.1			
LnGrp Delay(d),s/veh	30.7	30.5	0.0				0.0	9.2	9.6			
LnGrp LOS	C	C						A	A			
Approach Vol, veh/h		401						1096				
Approach Delay, s/veh		30.6						9.3				
Approach LOS		C						A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs						6		8
Phs Duration (G+Y+Rc), s						69.0		31.0
Change Period (Y+Rc), s						5.9		6.1
Max Green Setting (Gmax), s						63.1		24.9
Max Q Clear Time (g_c+I1), s						12.4		7.0
Green Ext Time (p_c), s						3.1		0.8

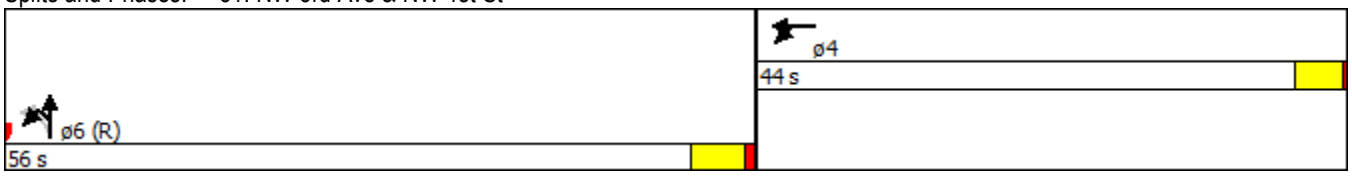
Intersection Summary	
HCM 2010 Ctrl Delay	15.0
HCM 2010 LOS	B

Lane Group	WBL	WBT	WBR	NBL2	NBT
Lane Configurations					
Volume (vph)	320	61	90	1	55
Turn Type	Split	NA	Free	Split	NA
Protected Phases	4	4		6	6
Permitted Phases			Free		
Detector Phase	4	4		6	6
Switch Phase					
Minimum Initial (s)	4.0	4.0		16.0	16.0
Minimum Split (s)	8.0	8.0		21.0	21.0
Total Split (s)	44.0	44.0		56.0	56.0
Total Split (%)	44.0%	44.0%		56.0%	56.0%
Yellow Time (s)	3.5	3.5		4.0	4.0
All-Red Time (s)	0.5	0.5		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0		5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max		Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 43 (43%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed

Splits and Phases: 31: NW 3rd Ave & NW 1st St



Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Volume (vph)	320	61	90	1	4	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	5.0		5.0
Lane Util. Factor	0.97	1.00	1.00	0.95		0.95
Frpb, ped/bikes	1.00	1.00	0.98	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00		1.00
Flt Protected	0.95	1.00	1.00	0.95		1.00
Satd. Flow (prot)	3335	1810	1508	1633		1712
Flt Permitted	0.95	1.00	1.00	0.95		1.00
Satd. Flow (perm)	3335	1810	1508	1633		1712
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	337	64	95	1	4	58
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	337	64	95	1	0	62
Confl. Peds. (#/hr)	10		25	10	10	
Turn Type	Split	NA	Free	Split	Perm	NA
Protected Phases	4	4		6		6
Permitted Phases			Free		6	
Actuated Green, G (s)	40.0	40.0	100.0	51.0		51.0
Effective Green, g (s)	40.0	40.0	100.0	51.0		51.0
Actuated g/C Ratio	0.40	0.40	1.00	0.51		0.51
Clearance Time (s)	4.0	4.0		5.0		5.0
Lane Grp Cap (vph)	1334	724	1508	832		873
v/s Ratio Prot	c0.10	0.04		0.00		
v/s Ratio Perm			0.06			0.04
v/c Ratio	0.25	0.09	0.06	0.00		0.07
Uniform Delay, d1	20.0	18.7	0.0	12.0		12.5
Progression Factor	1.48	1.48	1.00	1.00		1.00
Incremental Delay, d2	0.4	0.2	0.1	0.0		0.2
Delay (s)	30.1	27.8	0.1	12.0		12.6
Level of Service	C	C	A	B		B
Approach Delay (s)		24.1				12.6
Approach LOS		C				B

Intersection Summary

HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.15		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	30.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX K:
Future Total Conditions Analysis

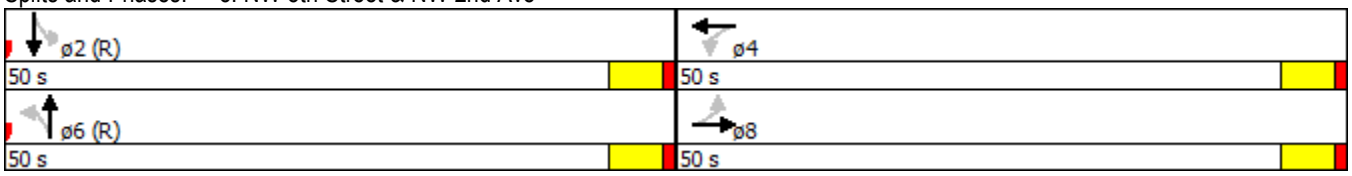
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	10	647	15	195	34	88	53	185
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 5: NW 8th Street & NW 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	647	96	15	195	20	34	88	99	53	185	72
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1810	1900	1900	1810	1900	1900	1810	1900	1900	1810	1900
Adj Flow Rate, veh/h	10	667	99	15	201	21	35	91	102	55	191	74
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	40	687	101	55	595	59	103	235	240	136	454	165
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.15	0.15	0.15	0.45	0.45	0.45
Sat Flow, veh/h	8	1527	224	37	1323	132	137	523	534	209	1008	366
Grp Volume(v), veh/h	776	0	0	237	0	0	228	0	0	320	0	0
Grp Sat Flow(s),veh/h/ln	1759	0	0	1492	0	0	1193	0	0	1583	0	0
Q Serve(g_s), s	14.8	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	43.4	0.0	0.0	8.5	0.0	0.0	16.4	0.0	0.0	13.5	0.0	0.0
Prop In Lane	0.01		0.13	0.06		0.09	0.15		0.45	0.17		0.23
Lane Grp Cap(c), veh/h	828	0	0	710	0	0	578	0	0	755	0	0
V/C Ratio(X)	0.94	0.00	0.00	0.33	0.00	0.00	0.39	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	828	0	0	710	0	0	578	0	0	755	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.0	0.0	0.0	17.5	0.0	0.0	30.3	0.0	0.0	18.6	0.0	0.0
Incr Delay (d2), s/veh	19.3	0.0	0.0	1.3	0.0	0.0	2.0	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.3	0.0	0.0	4.4	0.0	0.0	6.1	0.0	0.0	6.4	0.0	0.0
LnGrp Delay(d),s/veh	46.3	0.0	0.0	18.7	0.0	0.0	32.4	0.0	0.0	20.4	0.0	0.0
LnGrp LOS	D			B			C			C		
Approach Vol, veh/h		776			237			228			320	
Approach Delay, s/veh		46.3			18.7			32.4			20.4	
Approach LOS		D			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0		50.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		45.0		45.0		45.0		45.0
Max Q Clear Time (g_c+I1), s		15.5		10.5		18.4		45.4
Green Ext Time (p_c), s		1.3		5.5		1.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.8
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	557	166	37	183	74	53
Conflicting Peds, #/hr	0	13	13	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	619	184	41	203	82	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	804	0	998	725
Stage 1	-	-	-	-	712	-
Stage 2	-	-	-	-	286	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	807	-	267	420
Stage 1	-	-	-	-	481	-
Stage 2	-	-	-	-	756	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	798	-	249	415
Mov Cap-2 Maneuver	-	-	-	-	249	-
Stage 1	-	-	-	-	481	-
Stage 2	-	-	-	-	704	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	27.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	299	-	-	798	-
HCM Lane V/C Ratio	0.472	-	-	0.052	-
HCM Control Delay (s)	27.4	-	-	9.8	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	2.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	54	251	324	70	150	14	31	53	43
Conflicting Peds, #/hr	7	0	21	21	0	7	16	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	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	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	59	273	352	76	163	15	34	58	47

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	194	0	0	641	0	0	986	928	486
Stage 1	-	-	-	-	-	-	582	582	-
Stage 2	-	-	-	-	-	-	404	346	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345
Pot Cap-1 Maneuver	1361	-	-	929	-	-	224	265	575
Stage 1	-	-	-	-	-	-	494	494	-
Stage 2	-	-	-	-	-	-	617	630	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1337	-	-	913	-	-	112	217	557
Mov Cap-2 Maneuver	-	-	-	-	-	-	112	217	-
Stage 1	-	-	-	-	-	-	452	452	-
Stage 2	-	-	-	-	-	-	442	564	-

Approach	EB	WB	NB
HCM Control Delay, s	0.7	2.8	27.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	112	217	349	1337	-	-	913	-	-	143	172
HCM Lane V/C Ratio	0.301	0.133	0.216	0.044	-	-	0.083	-	-	0.038	0.243
HCM Control Delay (s)	50.4	24.1	18.1	7.8	0	-	9.3	0	-	31.2	32.5
HCM Lane LOS	F	C	C	A	A	-	A	A	-	D	D
HCM 95th %tile Q(veh)	1.2	0.5	0.8	0.1	-	-	0.3	-	-	0.1	0.9

Intersection	
Int Delay, s/veh	

Movement	SBL	SBT	SBR
Vol, veh/h	5	77	42
Conflicting Peds, #/hr	7	0	16
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	0	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	5	5	5
Mvmt Flow	5	84	46

Major/Minor	Minor2		
Conflicting Flow All	973	1097	208
Stage 1	339	339	-
Stage 2	634	758	-
Critical Hdwy	7.15	6.55	6.25
Critical Hdwy Stg 1	6.15	5.55	-
Critical Hdwy Stg 2	6.15	5.55	-
Follow-up Hdwy	3.545	4.045	3.345
Pot Cap-1 Maneuver	229	210	825
Stage 1	669	635	-
Stage 2	462	411	-
Platoon blocked, %			
Mov Cap-1 Maneuver	143	172	800
Mov Cap-2 Maneuver	143	172	-
Stage 1	613	568	-
Stage 2	337	376	-

Approach	SB
HCM Control Delay, s	26
HCM LOS	D

Minor Lane/Major Mvmt	SBLn3

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	9	16	198	0	0	302
Conflicting Peds, #/hr	11	5	0	11	11	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	10	19	230	0	0	351

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	592	252	0	0	241	0
Stage 1	241	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	464	779	-	-	1308	-
Stage 1	792	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	456	765	-	-	1296	-
Mov Cap-2 Maneuver	456	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	700	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0
HCM LOS	B		

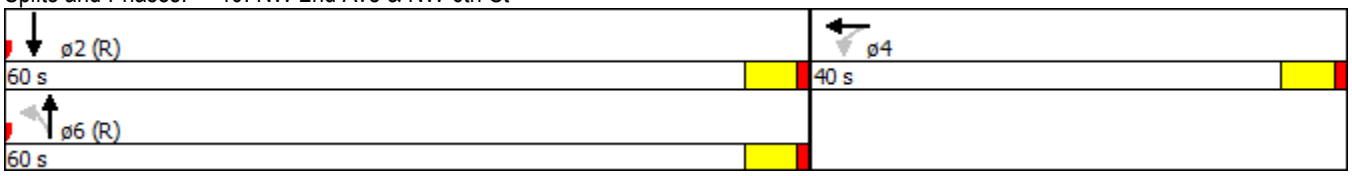
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	615	1296	-
HCM Lane V/C Ratio	-	-	0.047	-	-
HCM Control Delay (s)	-	-	11.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	199	63	172	235
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	15.0	15.0	15.0
Minimum Split (s)	27.0	21.0	21.0	21.0
Total Split (s)	40.0	60.0	60.0	60.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 86 (86%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 10: NW 2nd Ave & NW 6th St



Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	359	247	318
v/c Ratio	0.34	0.33	0.48
Control Delay	24.1	22.3	22.2
Queue Delay	0.0	1.2	0.0
Total Delay	24.1	23.5	22.2
Queue Length 50th (ft)	84	110	127
Queue Length 95th (ft)	122	m179	m192
Internal Link Dist (ft)	283	267	286
Turn Bay Length (ft)			
Base Capacity (vph)	1052	752	667
Starvation Cap Reductn	0	314	0
Spillback Cap Reductn	11	0	1
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.34	0.56	0.48

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	105	199	37	63	172	0	0	235	67
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	0.99		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	0	0	1629	1710
Adj Flow Rate, veh/h				111	209	39	66	181	0	0	247	71
Adj No. of Lanes				0	2	0	0	1	0	0	1	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	5	0	5	5	0	0	5	5
Cap, veh/h				326	649	125	157	395	0	0	507	146
Arrive On Green				0.35	0.35	0.35	0.18	0.18	0.00	0.00	0.18	0.18
Sat Flow, veh/h				930	1853	357	203	719	0	0	922	265
Grp Volume(v), veh/h				189	0	170	247	0	0	0	0	318
Grp Sat Flow(s),veh/h/ln				1582	0	1559	921	0	0	0	0	1187
Q Serve(g_s), s				8.8	0.0	8.0	10.4	0.0	0.0	0.0	0.0	24.1
Cycle Q Clear(g_c), s				8.8	0.0	8.0	34.5	0.0	0.0	0.0	0.0	24.1
Prop In Lane				0.59		0.23	0.27		0.00	0.00		0.22
Lane Grp Cap(c), veh/h				554	0	546	552	0	0	0	0	653
V/C Ratio(X)				0.34	0.00	0.31	0.45	0.00	0.00	0.00	0.00	0.49
Avail Cap(c_a), veh/h				554	0	546	552	0	0	0	0	653
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				24.0	0.0	23.7	34.2	0.0	0.0	0.0	0.0	28.3
Incr Delay (d2), s/veh				1.7	0.0	1.5	2.6	0.0	0.0	0.0	0.0	2.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.1	0.0	3.6	6.8	0.0	0.0	0.0	0.0	8.4
LnGrp Delay(d),s/veh				25.7	0.0	25.2	36.8	0.0	0.0	0.0	0.0	30.9
LnGrp LOS				C		C	D					C
Approach Vol, veh/h					359			247			318	
Approach Delay, s/veh					25.4			36.8			30.9	
Approach LOS					C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		60.0		40.0		60.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		55.0		35.0		55.0		
Max Q Clear Time (g_c+I1), s		26.1		10.8		36.5		
Green Ext Time (p_c), s		1.3		0.0		1.3		

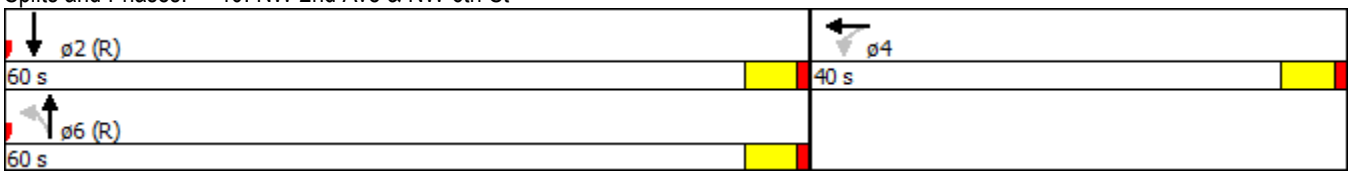
Intersection Summary	
HCM 2010 Ctrl Delay	30.3
HCM 2010 LOS	C

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	199	63	172	235
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	15.0	15.0	15.0
Minimum Split (s)	27.0	21.0	21.0	21.0
Total Split (s)	40.0	60.0	60.0	60.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 86 (86%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 10: NW 2nd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	105	199	37	63	172	0	0	235	67
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	0.99		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	0	0	1629	1710
Adj Flow Rate, veh/h				111	209	39	66	181	0	0	247	71
Adj No. of Lanes				0	2	0	0	1	0	0	1	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	5	0	5	5	0	0	5	5
Cap, veh/h				326	649	125	157	395	0	0	507	146
Arrive On Green				0.35	0.35	0.35	0.18	0.18	0.00	0.00	0.18	0.18
Sat Flow, veh/h				930	1853	357	203	719	0	0	922	265
Grp Volume(v), veh/h				189	0	170	247	0	0	0	0	318
Grp Sat Flow(s),veh/h/ln				1582	0	1559	921	0	0	0	0	1187
Q Serve(g_s), s				8.8	0.0	8.0	10.4	0.0	0.0	0.0	0.0	24.1
Cycle Q Clear(g_c), s				8.8	0.0	8.0	34.5	0.0	0.0	0.0	0.0	24.1
Prop In Lane				0.59		0.23	0.27		0.00	0.00		0.22
Lane Grp Cap(c), veh/h				554	0	546	552	0	0	0	0	653
V/C Ratio(X)				0.34	0.00	0.31	0.45	0.00	0.00	0.00	0.00	0.49
Avail Cap(c_a), veh/h				554	0	546	552	0	0	0	0	653
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				24.0	0.0	23.7	34.2	0.0	0.0	0.0	0.0	28.3
Incr Delay (d2), s/veh				1.7	0.0	1.5	2.6	0.0	0.0	0.0	0.0	2.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.1	0.0	3.6	6.8	0.0	0.0	0.0	0.0	8.4
LnGrp Delay(d),s/veh				25.7	0.0	25.2	36.8	0.0	0.0	0.0	0.0	30.9
LnGrp LOS				C		C	D					C
Approach Vol, veh/h					359			247			318	
Approach Delay, s/veh					25.4			36.8			30.9	
Approach LOS					C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		60.0		40.0		60.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		55.0		35.0		55.0		
Max Q Clear Time (g_c+I1), s		26.1		10.8		36.5		
Green Ext Time (p_c), s		1.3		0.0		1.3		

Intersection Summary	
HCM 2010 Ctrl Delay	30.3
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	48	228	126	16	113	0
Conflicting Peds, #/hr	100	0	13	13	0	100	13	0	37
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	49	235	130	16	116	0

Major/Minor	Major2			Minor1		
Conflicting Flow All	37	0	0	307	538	137
Stage 1	-	-	-	37	37	-
Stage 2	-	-	-	270	501	-
Critical Hdwy	-	-	-	6.9	6.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.9	5.6	-
Follow-up Hdwy	-	-	-	3.55	4.05	-
Pot Cap-1 Maneuver	-	-	-	653	442	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	742	533	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	633	0	-
Mov Cap-2 Maneuver	-	-	-	633	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	742	0	-

Approach	WB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	753
HCM Lane V/C Ratio	-	-	-	-	0.166
HCM Control Delay (s)	-	-	-	-	10.7
HCM Lane LOS	-	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	0.6

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	0	32	89
Conflicting Peds, #/hr	37	0	13
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	97	97	97
Heavy Vehicles, %	5	5	5
Mvmt Flow	0	33	92

Major/Minor	Minor2		
Conflicting Flow All	531	473	218
Stage 1	436	436	-
Stage 2	95	37	-
Critical Hdwy	6.9	6.6	7
Critical Hdwy Stg 1	5.9	5.6	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.55	4.05	3.35
Pot Cap-1 Maneuver	471	482	777
Stage 1	611	571	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	442	0	753
Mov Cap-2 Maneuver	442	0	-
Stage 1	592	0	-
Stage 2	-	0	-

Approach	SB
HCM Control Delay, s	10.7
HCM LOS	B

Minor Lane/Major Mvmt

Intersection	
Intersection Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	90	272	15	249	126	0	0	201	265
Conflicting Peds, #/hr	12	0	7	7	0	12	119	0	14	14	0	119
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	102	309	17	283	143	0	0	228	301

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	119	0	0	711	769	131	832	760	281
Stage 1	-	-	-	119	119	-	641	641	-
Stage 2	-	-	-	592	650	-	191	119	-
Follow-up Headway	-	-	-	3.55	4.05	-	3.55	4.05	3.35
Pot Capacity-1 Maneuver	-	-	-	361	324	-	302	328	707
Stage 1	-	-	-	-	-	-	479	460	-
Stage 2	-	-	-	507	456	-	-	-	-
Time blocked-Platoon, %		-	-						
Mov Capacity-1 Maneuver	-	-	-	325	# 0	-	245	# 0	637
Mov Capacity-2 Maneuver	-	-	-	325	# 0	-	245	# 0	-
Stage 1	-	-	-	-	# 0	-	431	# 0	-
Stage 2	-	-	-	507	# 0	-	-	# 0	-

Approach	WB	NB	SB
HCM Control Delay, s	0	+	+
HCM LOS		-	-

Minor Lane / Major Mvmt	NBLn1	NBLn2	NBLn3	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	325	325	+	-	-	-	0	637
HCM Lane V/C Ratio	0.58	0.51	+	-	-	-	+	0.652
HCM Control Delay (s)	30.3	27.1	+	-	-	-	+	20.6
HCM Lane LOS	D	D	+				+	C
HCM 95th %tile Q(veh)	3.451	2.749	+	-	-	-	+	4.792

Notes

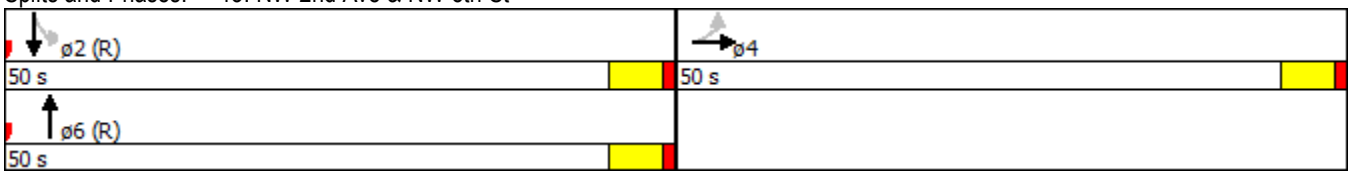
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	1182	215	31	290
Turn Type	NA	NA	Perm	NA
Protected Phases	4	6		2
Permitted Phases			2	
Detector Phase	4	6	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 25 (25%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 13: NW 2nd Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	1182	191	0	0	0	0	215	198	31	290	0
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	0.75				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710				0	1629	1710	1710	1629	0
Adj Flow Rate, veh/h	35	1257	203				0	229	211	33	309	0
Adj No. of Lanes	0	3	0				0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	5	0				0	5	5	5	5	0
Cap, veh/h	42	1584	267				0	349	322	80	653	0
Arrive On Green	0.45	0.45	0.45				0.00	0.90	0.90	0.15	0.15	0.00
Sat Flow, veh/h	93	3521	593				0	776	715	90	1450	0
Grp Volume(v), veh/h	611	507	377				0	0	440	342	0	0
Grp Sat Flow(s),veh/h/ln	1624	1482	1101				0	0	1491	1540	0	0
Q Serve(g_s), s	33.2	28.6	28.6				0.0	0.0	7.2	2.6	0.0	0.0
Cycle Q Clear(g_c), s	33.2	28.6	28.6				0.0	0.0	7.2	19.5	0.0	0.0
Prop In Lane	0.06		0.54				0.00		0.48	0.10		0.00
Lane Grp Cap(c), veh/h	731	667	495				0	0	671	733	0	0
V/C Ratio(X)	0.84	0.76	0.76				0.00	0.00	0.66	0.47	0.00	0.00
Avail Cap(c_a), veh/h	731	667	495				0	0	671	733	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.2	23.0	23.0				0.0	0.0	3.1	31.6	0.0	0.0
Incr Delay (d2), s/veh	10.9	8.0	10.5				0.0	0.0	5.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0	13.2	10.1				0.0	0.0	3.4	9.1	0.0	0.0
LnGrp Delay(d),s/veh	35.2	31.0	33.5				0.0	0.0	8.1	33.7	0.0	0.0
LnGrp LOS	D	C	C						A	C		
Approach Vol, veh/h		1495						440			342	
Approach Delay, s/veh		33.3						8.1			33.7	
Approach LOS		C						A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		45.0		45.0		45.0		
Max Q Clear Time (g_c+I1), s		21.5		35.2		9.2		
Green Ext Time (p_c), s		1.9		0.0		2.0		

Intersection Summary	
HCM 2010 Ctrl Delay	28.5
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	126	1278	0	0	74	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	137	1389	0	0	80	0
Pedestrians		2	147		12	
Lane Width (ft)		12.0	0.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		352	500			
pX, platoon unblocked					0.72	
vC, conflicting volume	12				896	14
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	12				0	14
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	91				88	100
cM capacity (veh/h)	1568				660	1040

Direction, Lane #	EB 1	EB 2	EB 3	SB 1
Volume Total	415	556	556	80
Volume Left	137	0	0	80
Volume Right	0	0	0	0
cSH	1568	1700	1700	660
Volume to Capacity	0.09	0.33	0.33	0.12
Queue Length 95th (ft)	7	0	0	10
Control Delay (s)	3.0	0.0	0.0	11.2
Lane LOS	A			B
Approach Delay (s)	0.8			11.2
Approach LOS				B

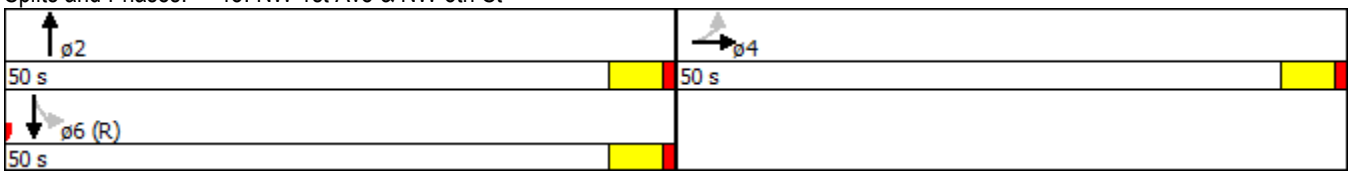
Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	40.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	947	202	25	283
Turn Type	NA	NA	Perm	NA
Protected Phases	4	2		6
Permitted Phases			6	6
Detector Phase	4	2	6	6
Switch Phase				
Minimum Initial (s)	18.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 97 (97%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 15: NW 1st Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	143	947	220	0	0	0	0	202	92	25	283	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.75				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710				0	1629	1710	1629	1629	0
Adj Flow Rate, veh/h	155	1029	239				0	220	100	27	308	0
Adj No. of Lanes	0	3	0				0	2	0	1	2	0
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	5	0				0	5	5	5	5	0
Cap, veh/h	193	1359	328				0	940	412	414	1392	0
Arrive On Green	0.15	0.15	0.15				0.00	0.34	0.34	0.34	0.34	0.00
Sat Flow, veh/h	430	3020	728				0	2170	916	921	3176	0
Grp Volume(v), veh/h	579	486	357				0	161	159	27	308	0
Grp Sat Flow(s),veh/h/ln	1607	1482	1089				0	1547	1457	921	1547	0
Q Serve(g_s), s	34.8	31.3	31.3				0.0	7.5	7.9	2.2	7.1	0.0
Cycle Q Clear(g_c), s	34.8	31.3	31.3				0.0	7.5	7.9	10.0	7.1	0.0
Prop In Lane	0.27		0.67				0.00		0.63	1.00		0.00
Lane Grp Cap(c), veh/h	723	667	490				0	696	656	414	1392	0
V/C Ratio(X)	0.80	0.73	0.73				0.00	0.23	0.24	0.07	0.22	0.00
Avail Cap(c_a), veh/h	723	667	490				0	696	656	414	1392	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	0.75	0.75	0.75	0.75	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.3	36.8	36.8				0.0	20.7	20.8	24.5	20.6	0.0
Incr Delay (d2), s/veh	9.1	6.9	9.2				0.0	0.8	0.9	0.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.3	14.2	10.7				0.0	3.3	3.3	0.6	3.1	0.0
LnGrp Delay(d),s/veh	47.4	43.6	45.9				0.0	21.5	21.7	24.8	20.9	0.0
LnGrp LOS	D	D	D					C	C	C	C	
Approach Vol, veh/h		1423						320			335	
Approach Delay, s/veh		45.7						21.6			21.3	
Approach LOS		D						C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		45.0		45.0		45.0		
Max Q Clear Time (g_c+I1), s		9.9		36.8		12.0		
Green Ext Time (p_c), s		3.7		0.0		3.7		

Intersection Summary	
HCM 2010 Ctrl Delay	38.1
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	8	401	68	90	379
Conflicting Peds, #/hr	5	18	0	42	42	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	9	9	451	76	101	426

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1135	549	0	0	545	0
Stage 1	507	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	221	530	-	-	1009	-
Stage 1	599	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	188	504	-	-	974	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	590	-	-	-	-	-
Stage 2	455	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.1	0	1.8
HCM LOS	C		

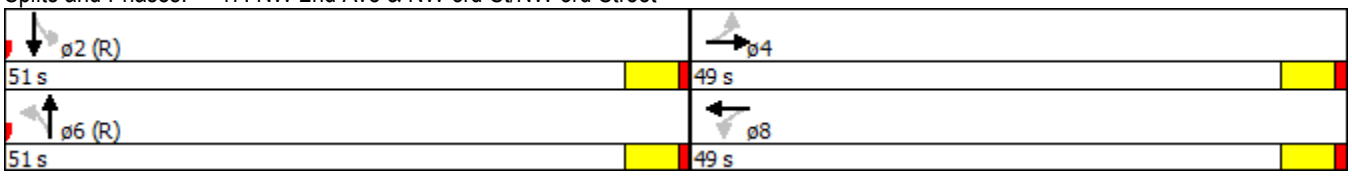
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	274	974	-
HCM Lane V/C Ratio	-	-	0.066	0.104	-
HCM Control Delay (s)	-	-	19.1	9.1	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.3	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	39	375	69	168	61	354	83	255
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		6		2
Permitted Phases	4		8		6		2	
Detector Phase	4	4	8	8	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	30.0	30.0	30.0	31.8	31.8	31.8	31.8
Total Split (s)	49.0	49.0	49.0	49.0	51.0	51.0	51.0	51.0
Total Split (%)	49.0%	49.0%	49.0%	49.0%	51.0%	51.0%	51.0%	51.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.8	4.8	4.8	4.8
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 17: NW 2nd Ave & NW 3rd St/NW 3rd Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	41	448	73	242	64	573	87	322
v/c Ratio	0.10	0.64	0.30	0.18	0.18	0.78	0.46	0.44
Control Delay	17.3	26.4	21.3	12.7	5.5	15.9	19.3	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	17.3	26.4	21.3	12.7	5.5	15.9	19.3	12.9
Queue Length 50th (ft)	15	212	28	33	6	76	25	86
Queue Length 95th (ft)	36	322	m52	51	14	460	m41	m138
Internal Link Dist (ft)		193		549		276		274
Turn Bay Length (ft)	360		140				195	
Base Capacity (vph)	428	703	245	1333	352	732	188	733
Starvation Cap Reductn	0	0	0	0	0	3	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.64	0.30	0.18	0.18	0.79	0.46	0.44

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	39	375	50	69	168	62	61	354	190	83	255	51
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.97	0.98		0.97	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1629	1629	1710	1629	1629	1710	1629	1629	1710	1629	1629	1710
Adj Flow Rate, veh/h	41	395	53	73	177	65	64	373	200	87	268	54
Adj No. of Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	431	617	83	252	980	346	463	457	245	323	603	122
Arrive On Green	0.44	0.44	0.44	0.15	0.15	0.15	0.92	0.92	0.92	0.92	0.92	0.92
Sat Flow, veh/h	977	1401	188	819	2227	786	898	989	530	726	1305	263
Grp Volume(v), veh/h	41	0	448	73	121	121	64	0	573	87	0	322
Grp Sat Flow(s),veh/h/ln	977	0	1589	819	1547	1465	898	0	1519	726	0	1569
Q Serve(g_s), s	2.8	0.0	22.0	8.5	6.8	7.3	1.1	0.0	11.7	4.9	0.0	2.6
Cycle Q Clear(g_c), s	10.0	0.0	22.0	30.5	6.8	7.3	3.7	0.0	11.7	16.6	0.0	2.6
Prop In Lane	1.00		0.12	1.00		0.54	1.00		0.35	1.00		0.17
Lane Grp Cap(c), veh/h	431	0	699	252	681	645	463	0	702	323	0	725
V/C Ratio(X)	0.10	0.00	0.64	0.29	0.18	0.19	0.14	0.00	0.82	0.27	0.00	0.44
Avail Cap(c_a), veh/h	431	0	699	252	681	645	463	0	702	323	0	725
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.9	0.0	21.8	47.5	26.9	27.0	2.4	0.0	2.5	5.1	0.0	2.1
Incr Delay (d2), s/veh	0.4	0.0	4.5	2.9	0.6	0.6	0.6	0.0	10.2	2.0	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	10.4	2.1	3.0	3.1	0.3	0.0	5.8	1.2	0.0	1.3
LnGrp Delay(d),s/veh	21.3	0.0	26.3	50.3	27.4	27.7	3.0	0.0	12.7	7.1	0.0	4.1
LnGrp LOS	C		C	D	C	C	A		B	A		A
Approach Vol, veh/h		489			315			637			409	
Approach Delay, s/veh		25.9			32.8			11.7			4.8	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		51.0		49.0		51.0		49.0
Change Period (Y+Rc), s		* 4.8		5.0		* 4.8		5.0
Max Green Setting (Gmax), s		* 46		44.0		* 46		44.0
Max Q Clear Time (g_c+I1), s		18.6		24.0		13.7		32.5
Green Ext Time (p_c), s		2.8		4.2		2.8		3.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.5
HCM 2010 LOS	B

Notes

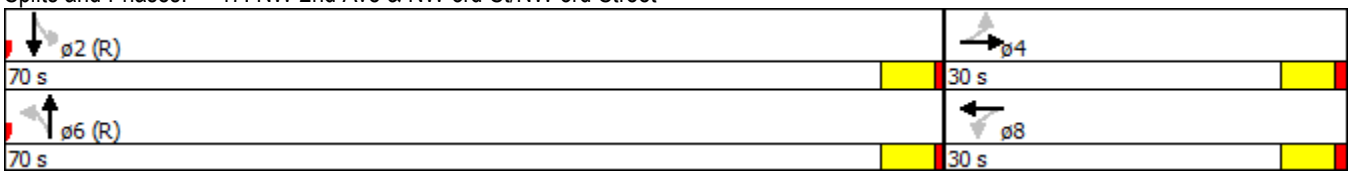
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	39	375	69	168	61	354	83	255
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		6		2
Permitted Phases	4		8		6		2	
Detector Phase	4	4	8	8	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	30.0	30.0	30.0	31.8	31.8	31.8	31.8
Total Split (s)	30.0	30.0	30.0	30.0	70.0	70.0	70.0	70.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.8	4.8	4.8	4.8
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 17: NW 2nd Ave & NW 3rd St/NW 3rd Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	41	448	73	242	64	573	87	322
v/c Ratio	0.17	1.12	1.14	0.31	0.11	0.56	0.22	0.31
Control Delay	31.8	116.7	191.6	23.7	3.4	8.4	7.8	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.8	116.7	191.6	23.7	3.4	8.4	7.8	7.1
Queue Length 50th (ft)	21	~328	~56	51	5	67	19	67
Queue Length 95th (ft)	50	#523	m#136	m76	11	51	m27	m92
Internal Link Dist (ft)		193		551		276		274
Turn Bay Length (ft)	360		140				195	
Base Capacity (vph)	236	401	64	774	559	1025	393	1032
Starvation Cap Reductn	0	0	0	0	0	4	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	1.12	1.14	0.31	0.11	0.56	0.22	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	39	375	50	69	168	62	61	354	190	83	255	51
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.95	1.00		0.95	0.98		0.98	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1629	1629	1710	1629	1629	1710	1629	1629	1710	1629	1629	1710
Adj Flow Rate, veh/h	41	395	53	73	177	65	64	373	200	87	268	54
Adj No. of Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	237	349	47	72	554	195	661	647	347	545	853	172
Arrive On Green	0.25	0.25	0.25	0.08	0.08	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	963	1397	187	820	2216	778	903	992	532	725	1309	264
Grp Volume(v), veh/h	41	0	448	73	121	121	64	0	573	87	0	322
Grp Sat Flow(s),veh/h/ln	963	0	1585	820	1547	1447	903	0	1523	725	0	1572
Q Serve(g_s), s	3.7	0.0	25.0	0.0	7.4	7.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.6	0.0	25.0	25.0	7.4	7.9	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.54	1.00		0.35	1.00		0.17
Lane Grp Cap(c), veh/h	237	0	396	72	387	362	661	0	993	545	0	1025
V/C Ratio(X)	0.17	0.00	1.13	1.01	0.31	0.33	0.10	0.00	0.58	0.16	0.00	0.31
Avail Cap(c_a), veh/h	237	0	396	72	387	362	661	0	993	545	0	1025
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.9	0.0	37.5	58.4	37.8	38.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	85.8	110.0	2.1	2.5	0.3	0.0	2.4	0.6	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	20.3	4.2	3.4	3.4	0.1	0.0	0.7	0.1	0.0	0.2
LnGrp Delay(d),s/veh	37.5	0.0	123.3	168.4	39.9	40.5	0.3	0.0	2.4	0.6	0.0	0.8
LnGrp LOS	D		F	F	D	D	A		A	A		A
Approach Vol, veh/h		489			315			637			409	
Approach Delay, s/veh		116.1			69.9			2.2			0.8	
Approach LOS		F			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		70.0		30.0		70.0		30.0
Change Period (Y+Rc), s		* 4.8		5.0		* 4.8		5.0
Max Green Setting (Gmax), s		* 65		25.0		* 65		25.0
Max Q Clear Time (g_c+I1), s		2.0		27.0		2.0		27.0
Green Ext Time (p_c), s		2.8		0.0		2.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	43.5
HCM 2010 LOS	D

Notes

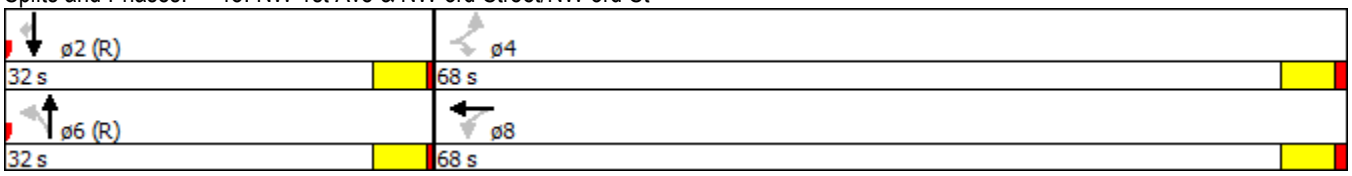
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Volume (vph)	108	365	50	177	142	127	294	241
Turn Type	Perm	Perm	Perm	NA	Perm	NA	NA	Perm
Protected Phases				8		6	2	
Permitted Phases	4	4	8		6			2
Detector Phase	4	4	8	8	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	26.0	26.0	25.6	25.6	25.6	25.6
Total Split (s)	68.0	68.0	68.0	68.0	32.0	32.0	32.0	32.0
Total Split (%)	68.0%	68.0%	68.0%	68.0%	32.0%	32.0%	32.0%	32.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.6	0.6	0.6	0.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.6	4.6	4.6	4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 72 (72%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 18: NW 1st Ave & NW 3rd Street/NW 3rd St



Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	109	369	51	213	143	128	297	243
v/c Ratio	0.17	0.43	0.05	0.21	1.13	0.29	0.67	0.64
Control Delay	7.2	8.6	7.3	7.8	147.2	26.9	42.5	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.2	8.6	7.3	7.8	147.2	26.9	42.5	19.4
Queue Length 50th (ft)	18	72	11	48	~102	44	164	51
Queue Length 95th (ft)	m35	m146	25	81	#226	91	m247	m82
Internal Link Dist (ft)				395		275	628	
Turn Bay Length (ft)	60				120			
Base Capacity (vph)	624	853	945	1000	127	446	446	378
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.43	0.05	0.21	1.13	0.29	0.67	0.64

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	0	365	50	177	34	142	127	0	0	294	241
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	5.0		4.6	4.6			4.6	4.6
Lane Util. Factor	1.00		1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00		0.96	1.00	0.99		1.00	1.00			1.00	0.53
Flpb, ped/bikes	0.97		1.00	0.97	1.00		0.77	1.00			1.00	1.00
Frt	1.00		0.85	1.00	0.98		1.00	1.00			1.00	0.85
Flt Protected	0.95		1.00	0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1508		1332	1501	1578		1188	1629			1629	736
Flt Permitted	0.62		1.00	0.95	1.00		0.37	1.00			1.00	1.00
Satd. Flow (perm)	991		1332	1501	1578		466	1629			1629	736
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	109	0	369	51	179	34	143	128	0	0	297	243
RTOR Reduction (vph)	0	0	14	0	7	0	0	0	0	0	0	176
Lane Group Flow (vph)	109	0	355	51	206	0	143	128	0	0	297	67
Confl. Peds. (#/hr)	24		21	21		24	192		39	39		192
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	Perm
Protected Phases					8			6			2	
Permitted Phases	4		4	8			6					2
Actuated Green, G (s)	63.0		63.0	63.0	63.0		27.4	27.4			27.4	27.4
Effective Green, g (s)	63.0		63.0	63.0	63.0		27.4	27.4			27.4	27.4
Actuated g/C Ratio	0.63		0.63	0.63	0.63		0.27	0.27			0.27	0.27
Clearance Time (s)	5.0		5.0	5.0	5.0		4.6	4.6			4.6	4.6
Lane Grp Cap (vph)	624		839	945	994		127	446			446	201
v/s Ratio Prot					0.13			0.08			0.18	
v/s Ratio Perm	0.11		c0.27	0.03			c0.31					0.09
v/c Ratio	0.17		0.42	0.05	0.21		1.13	0.29			0.67	0.33
Uniform Delay, d1	7.7		9.3	7.1	7.9		36.3	28.6			32.2	29.0
Progression Factor	0.84		0.84	1.00	1.00		0.80	0.87			1.08	2.63
Incremental Delay, d2	0.5		1.3	0.1	0.5		115.3	1.5			6.8	3.9
Delay (s)	7.0		9.1	7.2	8.3		144.2	26.4			41.6	80.0
Level of Service	A		A	A	A		F	C			D	F
Approach Delay (s)		8.6			8.1			88.6			58.9	
Approach LOS		A			A			F			E	

Intersection Summary

HCM 2000 Control Delay	40.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

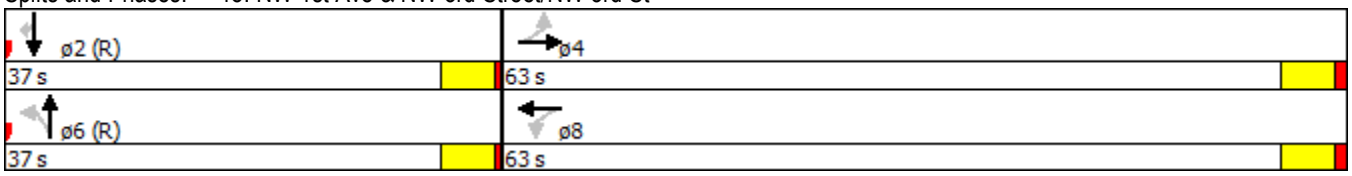
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Volume (vph)	108	0	50	177	142	127	294	241
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA	Perm
Protected Phases		4		8		6	2	
Permitted Phases	4		8		6			2
Detector Phase	4	4	8	8	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	26.0	26.0	25.6	25.6	25.6	25.6
Total Split (s)	63.0	63.0	63.0	63.0	37.0	37.0	37.0	37.0
Total Split (%)	63.0%	63.0%	63.0%	63.0%	37.0%	37.0%	37.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.6	0.6	0.6	0.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	4.6	4.6	4.6	4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 72 (72%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 18: NW 1st Ave & NW 3rd Street/NW 3rd St



Lane Group	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	478	51	213	143	128	297	243
v/c Ratio	0.65	0.12	0.12	0.75	0.24	0.56	0.50
Control Delay	10.1	10.4	8.1	47.7	20.9	37.4	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	10.4	8.1	47.7	20.9	37.4	14.8
Queue Length 50th (ft)	66	14	25	47	40	162	48
Queue Length 95th (ft)	m90	32	41	#183	75	m228	m75
Internal Link Dist (ft)	147		395		275	628	
Turn Bay Length (ft)				120			
Base Capacity (vph)	737	434	1753	190	527	527	486
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.12	0.12	0.75	0.24	0.56	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	108	0	365	50	177	34	142	127	0	0	294	241
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	0.97		1.00	1.00		0.70
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710	1629	1629	1710	1629	1629	0	0	1629	1629
Adj Flow Rate, veh/h	109	0	369	51	179	34	143	128	0	0	297	243
Adj No. of Lanes	0	1	0	1	2	0	1	1	0	0	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	0	0	5	5
Cap, veh/h	192	22	574	370	1508	280	182	528	0	0	528	316
Arrive On Green	0.58	0.00	0.58	0.58	0.58	0.58	0.32	0.32	0.00	0.00	0.11	0.11
Sat Flow, veh/h	255	38	990	882	2600	484	730	1629	0	0	1629	974
Grp Volume(v), veh/h	478	0	0	51	105	108	143	128	0	0	297	243
Grp Sat Flow(s),veh/h/ln	1283	0	0	882	1547	1536	730	1629	0	0	1629	974
Q Serve(g_s), s	17.4	0.0	0.0	4.1	3.1	3.2	15.1	5.8	0.0	0.0	17.3	24.3
Cycle Q Clear(g_c), s	24.2	0.0	0.0	28.2	3.1	3.2	32.4	5.8	0.0	0.0	17.3	24.3
Prop In Lane	0.23		0.77	1.00		0.31	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	788	0	0	370	897	891	182	528	0	0	528	316
V/C Ratio(X)	0.61	0.00	0.00	0.14	0.12	0.12	0.79	0.24	0.00	0.00	0.56	0.77
Avail Cap(c_a), veh/h	788	0	0	370	897	891	182	528	0	0	528	316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	23.2	9.5	9.5	44.2	24.8	0.0	0.0	37.9	41.0
Incr Delay (d2), s/veh	3.4	0.0	0.0	0.8	0.3	0.3	28.0	1.1	0.0	0.0	4.3	16.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	0.0	0.0	1.1	1.3	1.4	5.4	2.8	0.0	0.0	8.4	8.0
LnGrp Delay(d),s/veh	17.2	0.0	0.0	24.0	9.7	9.8	72.2	25.9	0.0	0.0	42.2	57.5
LnGrp LOS	B			C	A	A	E	C			D	E
Approach Vol, veh/h		478			264			271			540	
Approach Delay, s/veh		17.2			12.5			50.3			49.1	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.0		63.0		37.0		63.0
Change Period (Y+Rc), s		* 4.6		5.0		* 4.6		5.0
Max Green Setting (Gmax), s		* 32		58.0		* 32		58.0
Max Q Clear Time (g_c+I1), s		26.3		26.2		34.4		30.2
Green Ext Time (p_c), s		1.2		4.7		0.0		4.6

Intersection Summary	
HCM 2010 Ctrl Delay	33.3
HCM 2010 LOS	C

Notes

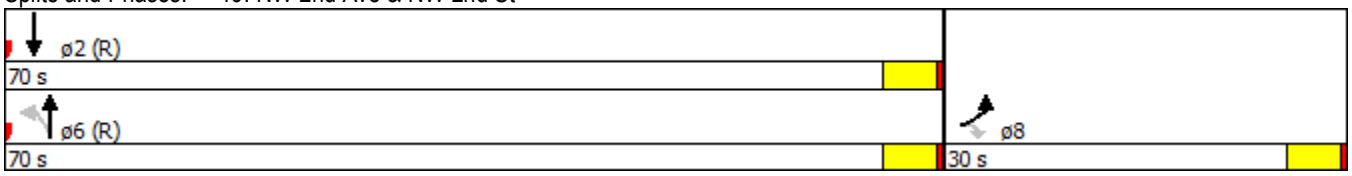
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	73	152	71	537	282
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	8			6	2
Permitted Phases		8	6		
Detector Phase	8	8	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.6	22.6	22.6
Total Split (s)	30.0	30.0	70.0	70.0	70.0
Total Split (%)	30.0%	30.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	0.6	0.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6		4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 19: NW 2nd Ave & NW 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	73	152	71	537	282	60
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	0.99			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1629	1629	1710	1629	1629	1710
Adj Flow Rate, veh/h	78	162	76	571	300	64
Adj No. of Lanes	1	1	0	2	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	394	352	231	1641	850	181
Arrive On Green	0.25	0.25	0.65	0.65	1.00	1.00
Sat Flow, veh/h	1551	1384	286	2583	1299	277
Grp Volume(v), veh/h	78	162	325	322	0	364
Grp Sat Flow(s),veh/h/ln	1551	1384	1386	1408	0	1576
Q Serve(g_s), s	4.0	9.9	2.6	10.2	0.0	0.0
Cycle Q Clear(g_c), s	4.0	9.9	9.2	10.2	0.0	0.0
Prop In Lane	1.00	1.00	0.23			0.18
Lane Grp Cap(c), veh/h	394	352	951	921	0	1031
V/C Ratio(X)	0.20	0.46	0.34	0.35	0.00	0.35
Avail Cap(c_a), veh/h	394	352	951	921	0	1031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.3	31.5	7.5	7.8	0.0	0.0
Incr Delay (d2), s/veh	1.1	4.3	1.0	1.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.2	4.1	4.2	0.0	0.3
LnGrp Delay(d),s/veh	30.4	35.8	8.5	8.8	0.0	0.9
LnGrp LOS	C	D	A	A		A
Approach Vol, veh/h	240			647	364	
Approach Delay, s/veh	34.1			8.6	0.9	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.0				70.0		30.0
Change Period (Y+Rc), s		* 4.6				* 4.6		4.6
Max Green Setting (Gmax), s		* 65				* 65		25.4
Max Q Clear Time (g_c+I1), s		2.0				12.2		11.9
Green Ext Time (p_c), s		2.5				2.5		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

Notes

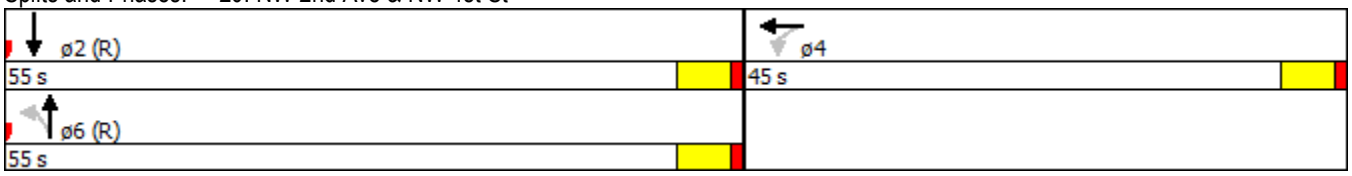
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	159	45	533	442
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	25.0	25.0	25.0
Total Split (s)	45.0	55.0	55.0	55.0
Total Split (%)	45.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 2 (2%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 20: NW 2nd Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	49	159	60	45	533	0	0	442	46
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.89	0.98		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	0	0	1629	1710
Adj Flow Rate, veh/h				51	166	62	47	555	0	0	460	48
Adj No. of Lanes				0	3	0	0	2	0	0	1	0
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				0	5	0	5	5	0	0	5	5
Cap, veh/h				312	1075	372	124	1342	0	0	549	57
Arrive On Green				0.40	0.40	0.40	0.50	0.50	0.00	0.00	1.00	1.00
Sat Flow, veh/h				780	2686	930	165	2758	0	0	1098	115
Grp Volume(v), veh/h				104	87	88	308	294	0	0	0	508
Grp Sat Flow(s),veh/h/ln				1590	1482	1325	1441	1408	0	0	0	1213
Q Serve(g_s), s				4.2	3.7	4.3	0.9	13.2	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				4.2	3.7	4.3	11.8	13.2	0.0	0.0	0.0	0.0
Prop In Lane				0.49		0.70	0.15		0.00	0.00		0.09
Lane Grp Cap(c), veh/h				636	593	530	762	704	0	0	0	607
V/C Ratio(X)				0.16	0.15	0.17	0.40	0.42	0.00	0.00	0.00	0.84
Avail Cap(c_a), veh/h				636	593	530	762	704	0	0	0	607
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				19.3	19.1	19.3	15.4	15.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.6	0.5	0.7	1.6	1.8	0.0	0.0	0.0	13.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.9	1.6	1.7	5.6	5.4	0.0	0.0	0.0	2.2
LnGrp Delay(d),s/veh				19.8	19.6	20.0	17.0	17.6	0.0	0.0	0.0	13.0
LnGrp LOS				B	B	B	B	B				B
Approach Vol, veh/h					279			602			508	
Approach Delay, s/veh					19.8			17.3			13.0	
Approach LOS					B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		55.0		45.0		55.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		50.0		40.0		50.0		
Max Q Clear Time (g_c+I1), s		2.0		6.3		15.2		
Green Ext Time (p_c), s		2.8		0.0		2.7		

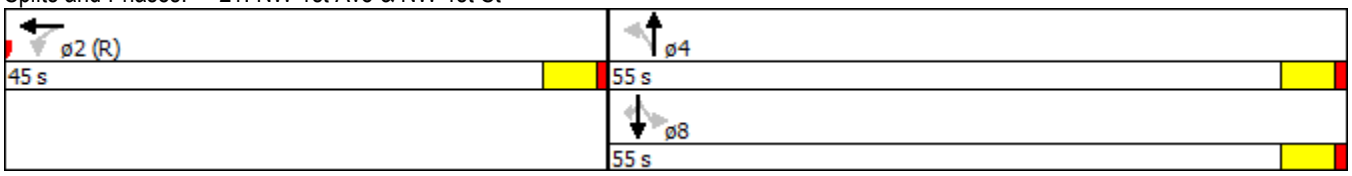
Intersection Summary	
HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

Lane Group	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations						
Volume (vph)	158	37	296	43	144	68
Turn Type	NA	Perm	NA	Perm	NA	Perm
Protected Phases	2		4		8	
Permitted Phases		4		8		8
Detector Phase	2	4	4	8	8	8
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	45.0	55.0	55.0	55.0	55.0	55.0
Total Split (%)	45.0%	55.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 20 (20%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 21: NW 1st Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	42	158	101	37	296	10	43	144	68
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.80	0.98		0.96	0.99		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	1710	1710	1629	1629
Adj Flow Rate, veh/h				45	170	109	40	318	11	46	155	73
Adj No. of Lanes				0	2	0	0	1	0	0	2	1
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	5	0	5	5	5	5	5	5
Cap, veh/h				158	593	372	96	693	23	286	998	676
Arrive On Green				0.40	0.40	0.40	0.50	0.50	0.50	0.75	0.75	0.75
Sat Flow, veh/h				394	1482	931	113	1386	46	465	1996	1352
Grp Volume(v), veh/h				184	0	140	369	0	0	97	104	73
Grp Sat Flow(s),veh/h/ln				1609	0	1198	1545	0	0	1054	1408	1352
Q Serve(g_s), s				7.7	0.0	8.0	0.0	0.0	0.0	0.0	2.1	1.5
Cycle Q Clear(g_c), s				7.7	0.0	8.0	14.8	0.0	0.0	1.6	2.1	1.5
Prop In Lane				0.24		0.78	0.11		0.03	0.47		1.00
Lane Grp Cap(c), veh/h				644	0	479	812	0	0	580	704	676
V/C Ratio(X)				0.29	0.00	0.29	0.45	0.00	0.00	0.17	0.15	0.11
Avail Cap(c_a), veh/h				644	0	479	812	0	0	580	704	676
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.50	1.50	1.50
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				20.3	0.0	20.4	16.2	0.0	0.0	6.5	6.5	6.4
Incr Delay (d2), s/veh				1.1	0.0	1.5	1.8	0.0	0.0	0.6	0.4	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.6	0.0	2.8	7.0	0.0	0.0	0.8	0.9	0.6
LnGrp Delay(d),s/veh				21.4	0.0	21.9	18.0	0.0	0.0	7.1	7.0	6.8
LnGrp LOS				C		C	B			A	A	A
Approach Vol, veh/h					324			369			274	
Approach Delay, s/veh					21.7			18.0			6.9	
Approach LOS					C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		45.0		55.0				55.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		40.0		50.0				50.0
Max Q Clear Time (g_c+I1), s		10.0		16.8				4.1
Green Ext Time (p_c), s		0.0		2.6				2.6

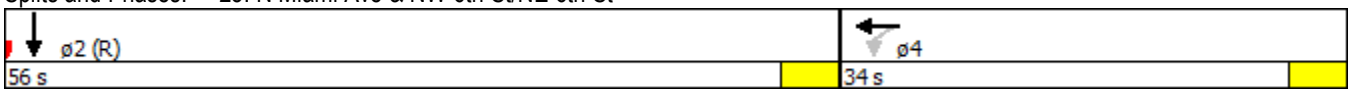
Intersection Summary	
HCM 2010 Ctrl Delay	16.1
HCM 2010 LOS	B

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	214	1003
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.0	22.0
Total Split (s)	34.0	56.0
Total Split (%)	37.8%	62.2%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 25: N Miami Ave & NW 6th St/NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	71	214	0	0	0	0	0	1003	148
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	0.72
Adj Sat Flow, veh/h/ln				1900	1810	0				0	1810	1900
Adj Flow Rate, veh/h				78	235	0				0	1102	163
Adj No. of Lanes				0	2	0				0	3	0
Peak Hour Factor				0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %				5	5	0				0	5	5
Cap, veh/h				287	824	0				0	2257	333
Arrive On Green				0.33	0.33	0.00				0.00	0.58	0.58
Sat Flow, veh/h				684	2554	0				0	4069	577
Grp Volume(v), veh/h				166	147	0				0	929	336
Grp Sat Flow(s),veh/h/ln				1591	1564	0				0	1647	1190
Q Serve(g_s), s				4.4	6.2	0.0				0.0	14.9	15.0
Cycle Q Clear(g_c), s				6.7	6.2	0.0				0.0	14.9	15.0
Prop In Lane				0.47		0.00				0.00		0.48
Lane Grp Cap(c), veh/h				589	521	0				0	1903	687
V/C Ratio(X)				0.28	0.28	0.00				0.00	0.49	0.49
Avail Cap(c_a), veh/h				589	521	0				0	1903	687
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				22.2	22.1	0.0				0.0	11.2	11.2
Incr Delay (d2), s/veh				1.2	1.3	0.0				0.0	0.9	2.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.2	2.9	0.0				0.0	6.9	5.3
LnGrp Delay(d),s/veh				23.3	23.4	0.0				0.0	12.1	13.7
LnGrp LOS				C	C						B	B
Approach Vol, veh/h					313						1265	
Approach Delay, s/veh					23.4						12.5	
Approach LOS					C						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				
Phs Duration (G+Y+Rc), s		56.0		34.0				
Change Period (Y+Rc), s		4.0		4.0				
Max Green Setting (Gmax), s		52.0		30.0				
Max Q Clear Time (g_c+I1), s		17.0		8.7				
Green Ext Time (p_c), s		3.8		0.6				

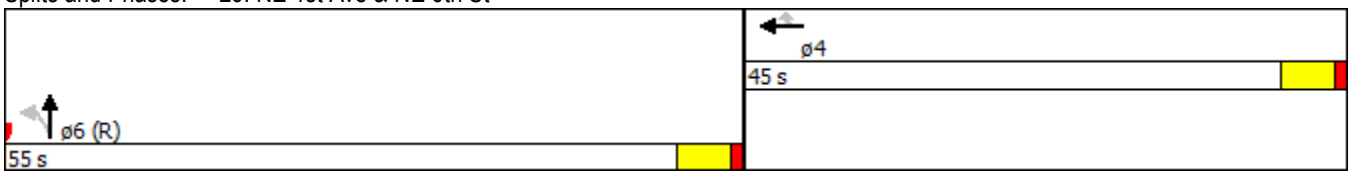
Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B

Lane Group	WBT	WBR	NBT
Lane Configurations			
Volume (vph)	242	441	523
Turn Type	NA	Perm	NA
Protected Phases	4		6
Permitted Phases		4	
Detector Phase	4	4	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	45.0	45.0	55.0
Total Split (%)	45.0%	45.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	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?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 19 (19%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 26: NE 1st Ave & NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	242	441	81	523	0	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					0.91	0.91		0.91				
Frpb, ped/bikes					0.99	0.99		1.00				
Flpb, ped/bikes					1.00	1.00		1.00				
Frt					0.93	0.85		1.00				
Flt Protected					1.00	1.00		0.99				
Satd. Flow (prot)					3037	1380		4426				
Flt Permitted					1.00	1.00		0.99				
Satd. Flow (perm)					3037	1380		4426				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	0	260	474	87	562	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	142	142	0	21	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	355	95	0	629	0	0	0	0
Confl. Peds. (#/hr)	1		7	7		1	14		3	3		14
Bus Blockages (#/hr)	0	0	0	0	0	0	0	71	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					4			6				
Permitted Phases						4	6					
Actuated Green, G (s)					40.0	40.0		50.0				
Effective Green, g (s)					40.0	40.0		50.0				
Actuated g/C Ratio					0.40	0.40		0.50				
Clearance Time (s)					5.0	5.0		5.0				
Lane Grp Cap (vph)					1214	552		2213				
v/s Ratio Prot					c0.12							
v/s Ratio Perm						0.07		0.14				
v/c Ratio					0.29	0.17		0.28				
Uniform Delay, d1					20.4	19.3		14.6				
Progression Factor					1.00	1.00		1.00				
Incremental Delay, d2					0.6	0.7		0.3				
Delay (s)					21.0	20.0		14.9				
Level of Service					C	C		B				
Approach Delay (s)		0.0			20.7			14.9			0.0	
Approach LOS		A			C			B			A	

Intersection Summary

HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	39.1%	ICU Level of Service	A
Analysis Period (min)	15		

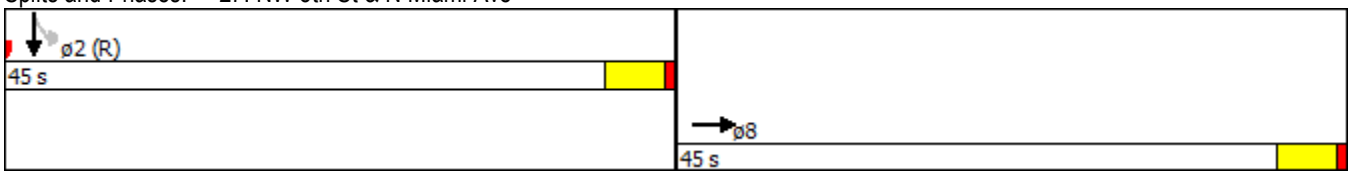
c Critical Lane Group

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	977	704
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	45.0	45.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 3 (3%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 27: NW 5th St & N Miami Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	977	128	0	0	0	0	0	0	339	704	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1810	1900							1900	1810	0
Adj Flow Rate, veh/h	0	1136	149							394	819	0
Adj No. of Lanes	0	3	0							0	3	0
Peak Hour Factor	0.86	0.86	0.86							0.86	0.86	0.86
Percent Heavy Veh, %	0	5	5							5	5	0
Cap, veh/h	0	1972	258							666	1371	0
Arrive On Green	0.00	0.45	0.45							0.15	0.15	0.00
Sat Flow, veh/h	0	4577	579							1316	3218	0
Grp Volume(v), veh/h	0	847	438							416	797	0
Grp Sat Flow(s),veh/h/ln	0	1647	1699							1389	1498	0
Q Serve(g_s), s	0.0	17.3	17.3							25.5	22.4	0.0
Cycle Q Clear(g_c), s	0.0	17.3	17.3							25.5	22.4	0.0
Prop In Lane	0.00		0.34							0.95		0.00
Lane Grp Cap(c), veh/h	0	1471	759							698	1339	0
V/C Ratio(X)	0.00	0.58	0.58							0.60	0.60	0.00
Avail Cap(c_a), veh/h	0	1471	759							698	1339	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	18.6	18.6							32.1	30.8	0.0
Incr Delay (d2), s/veh	0.0	1.6	3.2							3.7	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.1	8.7							10.5	9.7	0.0
LnGrp Delay(d),s/veh	0.0	20.2	21.7							35.8	32.7	0.0
LnGrp LOS		C	C							D	C	
Approach Vol, veh/h		1285									1213	
Approach Delay, s/veh		20.7									33.8	
Approach LOS		C									C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2						8
Phs Duration (G+Y+Rc), s		45.0						45.0
Change Period (Y+Rc), s		* 4.8						4.8
Max Green Setting (Gmax), s		* 40						40.2
Max Q Clear Time (g_c+I1), s		27.5						19.3
Green Ext Time (p_c), s		2.9						3.6

Intersection Summary	
HCM 2010 Ctrl Delay	27.1
HCM 2010 LOS	C

Notes

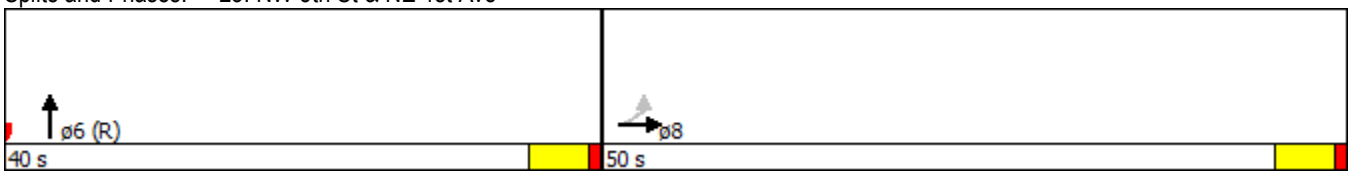
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	1059	385
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	50.0	40.0
Total Split (%)	55.6%	44.4%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 26 (29%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 28: NW 5th St & NE 1st Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	1059	0	0	0	0	0	385	150	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1810	0				0	1810	1900			
Adj Flow Rate, veh/h	235	1246	0				0	453	176			
Adj No. of Lanes	0	3	0				0	3	0			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	5	5	0				0	5	5			
Cap, veh/h	415	1938	0				0	1378	513			
Arrive On Green	0.17	0.17	0.00				0.00	0.39	0.39			
Sat Flow, veh/h	711	4016	0				0	3696	1314			
Grp Volume(v), veh/h	523	958	0				0	421	208			
Grp Sat Flow(s),veh/h/ln	1582	1498	0				0	1647	1555			
Q Serve(g_s), s	27.8	26.9	0.0				0.0	8.0	8.5			
Cycle Q Clear(g_c), s	27.8	26.9	0.0				0.0	8.0	8.5			
Prop In Lane	0.45		0.00				0.00		0.85			
Lane Grp Cap(c), veh/h	851	1502	0				0	1284	606			
V/C Ratio(X)	0.61	0.64	0.00				0.00	0.33	0.34			
Avail Cap(c_a), veh/h	851	1502	0				0	1284	606			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	30.4	29.9	0.0				0.0	19.2	19.3			
Incr Delay (d2), s/veh	3.3	2.1	0.0				0.0	0.7	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	13.0	11.6	0.0				0.0	3.7	3.9			
LnGrp Delay(d),s/veh	33.7	32.0	0.0				0.0	19.9	20.9			
LnGrp LOS	C	C						B	C			
Approach Vol, veh/h		1481						629				
Approach Delay, s/veh		32.6						20.2				
Approach LOS		C						C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs						6		8
Phs Duration (G+Y+Rc), s						40.0		50.0
Change Period (Y+Rc), s						4.9		4.9
Max Green Setting (Gmax), s						35.1		45.1
Max Q Clear Time (g_c+I1), s						10.5		29.8
Green Ext Time (p_c), s						1.7		3.9

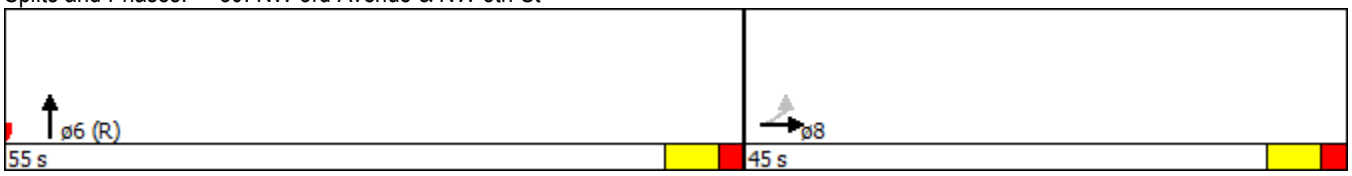
Intersection Summary	
HCM 2010 Ctrl Delay	28.9
HCM 2010 LOS	C

Lane Group	EBL	EBT	NBT
Lane Configurations			
Volume (vph)	68	1155	388
Turn Type	Perm	NA	NA
Protected Phases		8	6
Permitted Phases	8		
Detector Phase	8	8	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.1	26.1	24.9
Total Split (s)	45.0	45.0	55.0
Total Split (%)	45.0%	45.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.1	2.1	1.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	5.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 17 (17%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 30: NW 3rd Avenue & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	1155	0	0	0	0	0	388	327	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1810	0				0	1810	1900			
Adj Flow Rate, veh/h	76	1298	0				0	436	367			
Adj No. of Lanes	1	3	0				0	3	0			
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89			
Percent Heavy Veh, %	5	5	0				0	5	5			
Cap, veh/h	742	1922	0				0	1617	749			
Arrive On Green	0.39	0.39	0.00				0.00	0.49	0.49			
Sat Flow, veh/h	1723	5103	0				0	3456	1525			
Grp Volume(v), veh/h	76	1298	0				0	436	367			
Grp Sat Flow(s),veh/h/ln	1723	1647	0				0	1647	1525			
Q Serve(g_s), s	2.8	21.8	0.0				0.0	7.8	16.1			
Cycle Q Clear(g_c), s	2.8	21.8	0.0				0.0	7.8	16.1			
Prop In Lane	1.00		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	742	1922	0				0	1617	749			
V/C Ratio(X)	0.10	0.68	0.00				0.00	0.27	0.49			
Avail Cap(c_a), veh/h	742	1922	0				0	1617	749			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	19.5	25.3	0.0				0.0	14.9	17.1			
Incr Delay (d2), s/veh	0.3	1.9	0.0				0.0	0.4	2.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	10.2	0.0				0.0	3.6	7.2			
LnGrp Delay(d),s/veh	19.8	27.2	0.0				0.0	15.3	19.3			
LnGrp LOS	B	C						B	B			
Approach Vol, veh/h		1374						803				
Approach Delay, s/veh		26.8						17.2				
Approach LOS		C						B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs						6		8
Phs Duration (G+Y+Rc), s						55.0		45.0
Change Period (Y+Rc), s						5.9		6.1
Max Green Setting (Gmax), s						49.1		38.9
Max Q Clear Time (g_c+I1), s						18.1		23.8
Green Ext Time (p_c), s						2.3		3.8

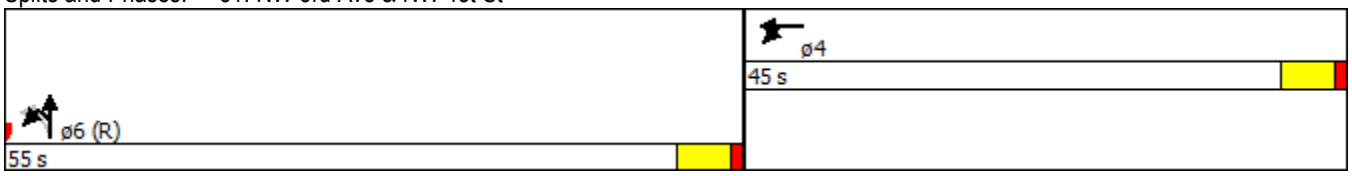
Intersection Summary	
HCM 2010 Ctrl Delay	23.3
HCM 2010 LOS	C

Lane Group	WBL	WBT	WBR	NBL2	NBT
Lane Configurations					
Volume (vph)	113	22	112	1	55
Turn Type	Split	NA	Free	Split	NA
Protected Phases	4	4		6	6
Permitted Phases			Free		
Detector Phase	4	4		6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0		16.0	16.0
Minimum Split (s)	21.0	21.0		21.0	21.0
Total Split (s)	45.0	45.0		55.0	55.0
Total Split (%)	45.0%	45.0%		55.0%	55.0%
Yellow Time (s)	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max		Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 52 (52%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 31: NW 3rd Ave & NW 1st St



Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Volume (vph)	113	22	112	1	6	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0	5.0		5.0
Lane Util. Factor	0.97	1.00	1.00	0.95		0.95
Frpb, ped/bikes	1.00	1.00	0.98	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00		1.00
Flt Protected	0.95	1.00	1.00	0.95		1.00
Satd. Flow (prot)	3335	1810	1505	1633		1710
Flt Permitted	0.95	1.00	1.00	0.95		1.00
Satd. Flow (perm)	3335	1810	1505	1633		1710
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	133	26	132	1	7	65
RTOR Reduction (vph)	0	0	0	1	0	0
Lane Group Flow (vph)	133	26	132	1	0	72
Confl. Peds. (#/hr)	2		32	2	2	
Turn Type	Split	NA	Free	Split	Perm	NA
Protected Phases	4	4		6		6
Permitted Phases			Free		6	
Actuated Green, G (s)	40.0	40.0	100.0	50.0		50.0
Effective Green, g (s)	40.0	40.0	100.0	50.0		50.0
Actuated g/C Ratio	0.40	0.40	1.00	0.50		0.50
Clearance Time (s)	5.0	5.0		5.0		5.0
Lane Grp Cap (vph)	1334	724	1505	816		855
v/s Ratio Prot	c0.04	0.01		0.00		
v/s Ratio Perm			c0.09			0.04
v/c Ratio	0.10	0.04	0.09	0.00		0.08
Uniform Delay, d1	18.7	18.3	0.0	12.5		13.0
Progression Factor	1.23	1.24	1.00	1.00		1.00
Incremental Delay, d2	0.1	0.1	0.1	0.0		0.2
Delay (s)	23.2	22.8	0.1	12.5		13.2
Level of Service	C	C	A	B		B
Approach Delay (s)		12.7				13.2
Approach LOS		B				B

Intersection Summary

HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.10		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	75	67	163	76	65	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	85	76	185	86	74	115

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	588	131	189	0	-	0
Stage 1	131	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	466	911	1367	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	400	911	1367	-	-	-
Mov Cap-2 Maneuver	400	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	541	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	5.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1367	-	400	911	-	-
HCM Lane V/C Ratio	0.135	-	0.213	0.084	-	-
HCM Control Delay (s)	8	0	16.4	9.3	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	0.8	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	17	0	134	449	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	19	0	149	499	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	586	262	524	0	-	0
Stage 1	512	-	-	-	-	-
Stage 2	74	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	434	728	1018	-	-	-
Stage 1	558	-	-	-	-	-
Stage 2	931	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	434	728	1018	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	558	-	-	-	-	-
Stage 2	931	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1018	-	728	-	-
HCM Lane V/C Ratio	-	-	0.026	-	-
HCM Control Delay (s)	0	-	10.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	23	498	31	8	0	0
Conflicting Peds, #/hr	69	0	0	0	0	69	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	25	535	33	9	0	0

Major/Minor	Major2			Minor1		
Conflicting Flow All	0	0	0	317	618	69
Stage 1	-	-	-	0	0	-
Stage 2	-	-	-	317	618	-
Critical Hdwy	-	-	-	6.9	6.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.9	5.6	-
Follow-up Hdwy	-	-	-	3.55	4.05	-
Pot Cap-1 Maneuver	-	-	-	643	397	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	702	472	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	643	0	-
Mov Cap-2 Maneuver	-	-	-	643	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	702	0	-

Approach	WB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	705
HCM Lane V/C Ratio	-	-	-	-	0.11
HCM Control Delay (s)	-	-	-	-	10.7
HCM Lane LOS	-	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	0.4

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	0	0	72
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	93	93	93
Heavy Vehicles, %	5	5	5
Mvmt Flow	0	0	77

Major/Minor	Minor2		
Conflicting Flow All	602	602	283
Stage 1	602	602	-
Stage 2	0	0	-
Critical Hdwy	6.9	6.6	7
Critical Hdwy Stg 1	5.9	5.6	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.55	4.05	3.35
Pot Cap-1 Maneuver	424	406	705
Stage 1	501	480	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	424	0	705
Mov Cap-2 Maneuver	424	0	-
Stage 1	501	0	-
Stage 2	-	0	-

Approach	SB
HCM Control Delay, s	10.7
HCM LOS	B

Minor Lane/Major Mvmt

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	16	1318	0	0	12	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	1433	0	0	13	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		638	214			
pX, platoon unblocked						
vC, conflicting volume	0				512	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				512	0
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				97	100
cM capacity (veh/h)	1600				479	1075

Direction, Lane #	EB 1	EB 2	EB 3	SB 1
Volume Total	304	573	573	13
Volume Left	17	0	0	13
Volume Right	0	0	0	0
cSH	1600	1700	1700	479
Volume to Capacity	0.01	0.34	0.34	0.03
Queue Length 95th (ft)	1	0	0	2
Control Delay (s)	0.5	0.0	0.0	12.7
Lane LOS	A			B
Approach Delay (s)	0.1			12.7
Approach LOS				B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection

Intersection Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	31	437	124	163	303	8	67	0	87	4	0	17
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	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	32	451	128	168	312	8	69	0	90	4	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	321	0	0	578	0	0	1239	1235	514	1276	1295	316
Stage 1	-	-	-	-	-	-	578	578	-	653	653	-
Stage 2	-	-	-	-	-	-	661	657	-	623	642	-
Follow-up Headway	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Capacity-1 Maneuver	1222	-	-	981	-	-	150	174	555	141	160	718
Stage 1	-	-	-	-	-	-	496	496	-	451	459	-
Stage 2	-	-	-	-	-	-	447	457	-	469	464	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1222	-	-	981	-	-	119	132	555	96	122	718
Mov Capacity-2 Maneuver	-	-	-	-	-	-	119	132	-	96	122	-
Stage 1	-	-	-	-	-	-	477	477	-	433	363	-
Stage 2	-	-	-	-	-	-	345	361	-	378	446	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	3.2	31.4	17
HCM LOS			D	C

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	119	317	1222	-	-	981	-	-	321
HCM Lane V/C Ratio	0.387	0.356	0.026	-	-	0.171	-	-	0.067
HCM Control Delay (s)	53.2	22.5	8.025	0	-	9.427	0	-	17
HCM Lane LOS	F	C	A	A		A	A		C
HCM 95th %tile Q(veh)	1.61	1.56	0.081	-	-	0.616	-	-	0.216

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	31	437	124	163	303	8	67	0	87	4	0	17
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	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	32	451	128	168	312	8	69	0	90	4	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	321	0	0	578	0	0	1070	1235	514	1276	1295	160
Stage 1	-	-	-	-	-	-	578	578	-	653	653	-
Stage 2	-	-	-	-	-	-	492	657	-	623	642	-
Follow-up Headway	2.25	-	-	2.245	-	-	3.5475	4.0475	3.3475	3.5475	4.0475	3.3475
Pot Capacity-1 Maneuver	1214	-	-	981	-	-	183	172	552	131	159	849
Stage 1	-	-	-	-	-	-	494	494	-	418	457	-
Stage 2	-	-	-	-	-	-	521	455	-	466	462	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1214	-	-	981	-	-	146	131	552	89	121	849
Mov Capacity-2 Maneuver	-	-	-	-	-	-	146	131	-	89	121	-
Stage 1	-	-	-	-	-	-	474	474	-	401	361	-
Stage 2	-	-	-	-	-	-	404	360	-	375	444	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	3.6	26	16.9
HCM LOS			D	C

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	146	352	1214	-	-	981	-	-	323
HCM Lane V/C Ratio	0.315	0.32	0.026	-	-	0.171	-	-	0.067
HCM Control Delay (s)	40.6	20	8.046	0	-	9.427	0.5	-	16.9
HCM Lane LOS	E	C	A	A		A	A		C
HCM 95th %tile Q(veh)	1.256	1.352	0.081	-	-	0.616	-	-	0.214

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	42	8	16	305	440	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	44	8	17	318	458	81

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	691	270	540	0	-	0
Stage 1	499	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	372	719	1004	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	364	719	1004	-	-	-
Mov Cap-2 Maneuver	364	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	796	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1004	-	395	-	-
HCM Lane V/C Ratio	0.017	-	0.132	-	-
HCM Control Delay (s)	8.6	0.1	15.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

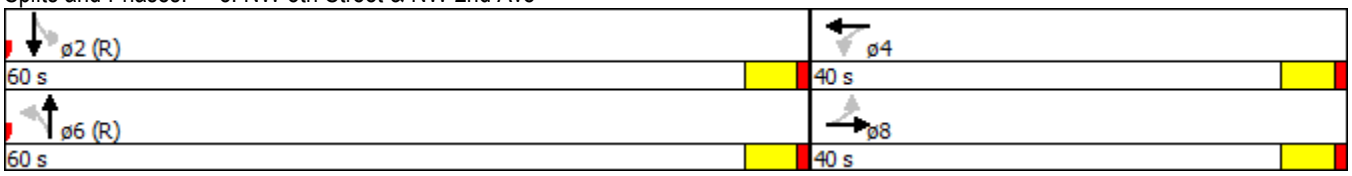
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	34	385	18	412	163	280	29	113
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	40.0	40.0	40.0	40.0	60.0	60.0	60.0	60.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Pretimed

Splits and Phases: 5: NW 8th Street & NW 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	34	385	47	18	412	56	163	280	63	29	113	65
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.72	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1810	1900	1900	1810	1900	1900	1810	1900	1900	1810	1900
Adj Flow Rate, veh/h	35	397	48	19	425	58	168	289	65	30	116	67
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	61	467	54	48	513	68	227	350	75	127	473	257
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.18	0.18	0.18	0.55	0.55	0.55
Sat Flow, veh/h	65	1333	155	30	1466	195	326	636	137	157	860	467
Grp Volume(v), veh/h	480	0	0	502	0	0	522	0	0	213	0	0
Grp Sat Flow(s),veh/h/ln	1553	0	0	1691	0	0	1099	0	0	1483	0	0
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	39.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	29.5	0.0	0.0	27.3	0.0	0.0	45.9	0.0	0.0	6.5	0.0	0.0
Prop In Lane	0.07		0.10	0.04		0.12	0.32		0.12	0.14		0.31
Lane Grp Cap(c), veh/h	582	0	0	629	0	0	652	0	0	857	0	0
V/C Ratio(X)	0.82	0.00	0.00	0.80	0.00	0.00	0.80	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	582	0	0	629	0	0	652	0	0	857	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.9	0.0	0.0	29.7	0.0	0.0	36.8	0.0	0.0	11.6	0.0	0.0
Incr Delay (d2), s/veh	12.5	0.0	0.0	10.1	0.0	0.0	10.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	0.0	0.0	14.5	0.0	0.0	15.8	0.0	0.0	3.2	0.0	0.0
LnGrp Delay(d),s/veh	42.4	0.0	0.0	39.8	0.0	0.0	46.8	0.0	0.0	12.3	0.0	0.0
LnGrp LOS	D			D			D			B		
Approach Vol, veh/h		480			502			522			213	
Approach Delay, s/veh		42.4			39.8			46.8			12.3	
Approach LOS		D			D			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		40.0		60.0		40.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		55.0		35.0		55.0		35.0
Max Q Clear Time (g_c+I1), s		8.5		29.3		47.9		31.5
Green Ext Time (p_c), s		2.0		2.3		1.3		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	39.2
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	18.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	373	106	27	279	173	127
Conflicting Peds, #/hr	0	16	16	0	3	37
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	414	118	30	310	192	141

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	569	0	880	526
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	989	-	314	546
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	976	-	289	522
Mov Cap-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	658	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	67.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	356	-	-	976	-
HCM Lane V/C Ratio	0.936	-	-	0.031	-
HCM Control Delay (s)	67.6	-	-	8.8	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	9.9	-	-	0.1	-

Intersection	
Int Delay, s/veh	17.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	134	279	122	42	179	25	91	174	69
Conflicting Peds, #/hr	18	0	21	21	0	18	21	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	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	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	146	303	133	46	195	27	99	189	75

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	243	0	0	457	0	0	1042	1016	412
Stage 1	-	-	-	-	-	-	682	682	-
Stage 2	-	-	-	-	-	-	360	334	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345
Pot Cap-1 Maneuver	1306	-	-	1088	-	-	205	235	633
Stage 1	-	-	-	-	-	-	435	445	-
Stage 2	-	-	-	-	-	-	652	638	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1283	-	-	1069	-	-	121	~ 183	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	121	~ 183	-
Stage 1	-	-	-	-	-	-	362	370	-
Stage 2	-	-	-	-	-	-	536	596	-

Approach	EB	WB	NB
HCM Control Delay, s	2	1.5	59
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	121	183	265	1283	-	-	1069	-	-	-	170
HCM Lane V/C Ratio	0.817	0.517	0.64	0.114	-	-	0.043	-	-	-	0.173
HCM Control Delay (s)	106.1	44	39.9	8.2	0	-	8.5	0	-	-	30.5
HCM Lane LOS	F	E	E	A	A	-	A	A	-	-	D
HCM 95th %tile Q(veh)	4.9	2.6	4	0.4	-	-	0.1	-	-	-	0.6

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	3	54	18
Conflicting Peds, #/hr	15	0	21
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	0	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	5	5	5
Mvmt Flow	3	59	20

Major/Minor	Minor2		
Conflicting Flow All	1134	1068	250
Stage 1	320	320	-
Stage 2	814	748	-
Critical Hdwy	7.15	6.55	6.25
Critical Hdwy Stg 1	6.15	5.55	-
Critical Hdwy Stg 2	6.15	5.55	-
Follow-up Hdwy	3.545	4.045	3.345
Pot Cap-1 Maneuver	177	219	781
Stage 1	685	647	-
Stage 2	367	415	-
Platoon blocked, %			
Mov Cap-1 Maneuver	-	170	754
Mov Cap-2 Maneuver	-	170	-
Stage 1	570	605	-
Stage 2	131	345	-

Approach	SB
HCM Control Delay, s	
HCM LOS	-

Minor Lane/Major Mvmt	SBLn3

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	38	470	0	0	174
Conflicting Peds, #/hr	10	12	0	12	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	9	44	547	0	0	202

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	761	571	0	0	559	0
Stage 1	559	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	369	515	-	-	997	-
Stage 1	567	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	362	505	-	-	987	-
Mov Cap-2 Maneuver	362	-	-	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

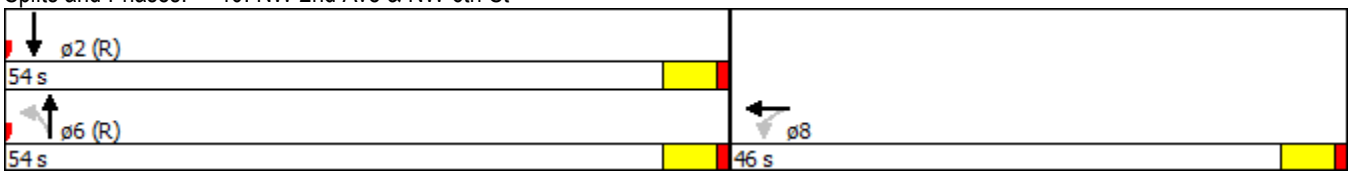
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	473	987	-
HCM Lane V/C Ratio	-	-	0.113	-	-
HCM Control Delay (s)	-	-	13.6	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	772	164	356	140
Turn Type	NA	Perm	NA	NA
Protected Phases	8		6	2
Permitted Phases		6		
Detector Phase	8	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	15.0	15.0	15.0
Minimum Split (s)	27.0	21.0	21.0	21.0
Total Split (s)	46.0	54.0	54.0	54.0
Total Split (%)	46.0%	54.0%	54.0%	54.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 88 (88%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 10: NW 2nd Ave & NW 6th St



Lane Group	← WBT	↑ NBT	↓ SBT
Lane Group Flow (vph)	1009	548	199
v/c Ratio	0.81	0.86	0.35
Control Delay	32.0	28.6	18.7
Queue Delay	0.0	7.3	0.0
Total Delay	32.0	36.0	18.7
Queue Length 50th (ft)	265	158	66
Queue Length 95th (ft)	344	m205	m114
Internal Link Dist (ft)	283	267	286
Turn Bay Length (ft)			
Base Capacity (vph)	1248	634	567
Starvation Cap Reductn	0	60	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.81	0.95	0.35

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	108	772	78	164	356	0	0	140	49
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	0.99		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.72
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	0	0	1629	1710
Adj Flow Rate, veh/h				114	813	82	173	375	0	0	147	52
Adj No. of Lanes				0	2	0	0	1	0	0	1	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	5	0	5	5	0	0	5	5
Cap, veh/h				141	1055	112	191	358	0	0	406	144
Arrive On Green				0.41	0.41	0.41	0.98	0.98	0.00	0.00	0.16	0.16
Sat Flow, veh/h				344	2574	272	293	731	0	0	829	293
Grp Volume(v), veh/h				533	0	476	548	0	0	0	0	199
Grp Sat Flow(s),veh/h/ln				1611	0	1579	1025	0	0	0	0	1122
Q Serve(g_s), s				29.2	0.0	25.4	33.2	0.0	0.0	0.0	0.0	15.8
Cycle Q Clear(g_c), s				29.2	0.0	25.4	49.0	0.0	0.0	0.0	0.0	15.8
Prop In Lane				0.21		0.17	0.32		0.00	0.00		0.26
Lane Grp Cap(c), veh/h				661	0	647	549	0	0	0	0	550
V/C Ratio(X)				0.81	0.00	0.73	1.00	0.00	0.00	0.00	0.00	0.36
Avail Cap(c_a), veh/h				661	0	647	549	0	0	0	0	550
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				26.0	0.0	24.9	8.2	0.0	0.0	0.0	0.0	28.0
Incr Delay (d2), s/veh				10.2	0.0	7.3	37.7	0.0	0.0	0.0	0.0	1.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.8	0.0	12.4	19.5	0.0	0.0	0.0	0.0	5.2
LnGrp Delay(d),s/veh				36.2	0.0	32.2	45.9	0.0	0.0	0.0	0.0	29.8
LnGrp LOS				D		C	D					C
Approach Vol, veh/h					1009			548			199	
Approach Delay, s/veh					34.3			45.9			29.8	
Approach LOS					C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		54.0				54.0		46.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		49.0				49.0		41.0
Max Q Clear Time (g_c+I1), s		17.8				51.0		31.2
Green Ext Time (p_c), s		1.9				0.0		0.0

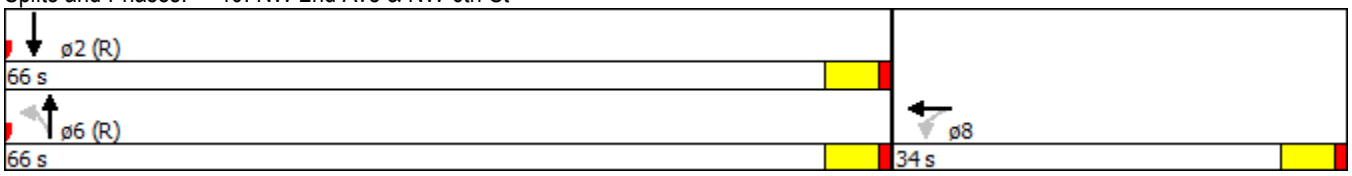
Intersection Summary	
HCM 2010 Ctrl Delay	37.4
HCM 2010 LOS	D

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	772	164	356	140
Turn Type	NA	Perm	NA	NA
Protected Phases	8		6	2
Permitted Phases		6		
Detector Phase	8	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	15.0	15.0	15.0
Minimum Split (s)	27.0	21.0	21.0	21.0
Total Split (s)	34.0	66.0	66.0	66.0
Total Split (%)	34.0%	66.0%	66.0%	66.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 88 (88%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 10: NW 2nd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	108	772	78	164	356	0	0	140	49
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.72
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	0	0	1629	1710
Adj Flow Rate, veh/h				114	813	82	173	375	0	0	147	52
Adj No. of Lanes				0	2	0	0	1	0	0	1	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	5	0	5	5	0	0	5	5
Cap, veh/h				100	746	79	246	498	0	0	506	179
Arrive On Green				0.29	0.29	0.29	1.00	1.00	0.00	0.00	0.20	0.20
Sat Flow, veh/h				344	2573	272	326	816	0	0	830	294
Grp Volume(v), veh/h				533	0	476	548	0	0	0	0	199
Grp Sat Flow(s),veh/h/ln				1611	0	1578	1142	0	0	0	0	1123
Q Serve(g_s), s				29.0	0.0	29.0	20.8	0.0	0.0	0.0	0.0	15.0
Cycle Q Clear(g_c), s				29.0	0.0	29.0	35.8	0.0	0.0	0.0	0.0	15.0
Prop In Lane				0.21		0.17	0.32		0.00	0.00		0.26
Lane Grp Cap(c), veh/h				467	0	458	744	0	0	0	0	685
V/C Ratio(X)				1.14	0.00	1.04	0.74	0.00	0.00	0.00	0.00	0.29
Avail Cap(c_a), veh/h				467	0	458	744	0	0	0	0	685
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				35.5	0.0	35.5	2.9	0.0	0.0	0.0	0.0	21.6
Incr Delay (d2), s/veh				86.6	0.0	52.5	6.4	0.0	0.0	0.0	0.0	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				24.1	0.0	19.3	8.6	0.0	0.0	0.0	0.0	4.9
LnGrp Delay(d),s/veh				122.1	0.0	88.0	9.3	0.0	0.0	0.0	0.0	22.6
LnGrp LOS				F		F	A					C
Approach Vol, veh/h					1009			548			199	
Approach Delay, s/veh					106.0			9.3			22.6	
Approach LOS					F			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		66.0				66.0		34.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		61.0				61.0		29.0
Max Q Clear Time (g_c+I1), s		17.0				37.8		31.0
Green Ext Time (p_c), s		1.9				1.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	66.4
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	93	806	204	11	81	0
Conflicting Peds, #/hr	100	0	3	3	0	100	3	0	43
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	96	831	210	11	84	0

Major/Minor	Major2			Minor1		
Conflicting Flow All	43	0	0	716	1319	143
Stage 1	-	-	-	43	43	-
Stage 2	-	-	-	673	1276	-
Critical Hdwy	-	-	-	6.9	6.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.9	5.6	-
Follow-up Hdwy	-	-	-	3.55	4.05	-
Pot Cap-1 Maneuver	-	-	-	358	152	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	460	230	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	345	0	-
Mov Cap-2 Maneuver	-	-	-	345	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	460	0	-

Approach	WB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	445
HCM Lane V/C Ratio	-	-	-	-	0.419
HCM Control Delay (s)	-	-	-	-	18.8
HCM Lane LOS	-	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	-	2

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	0	45	136
Conflicting Peds, #/hr	43	0	3
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	97	97	97
Heavy Vehicles, %	5	5	5
Mvmt Flow	0	46	140

Major/Minor	Minor2		
Conflicting Flow All	1256	1214	563
Stage 1	1171	1171	-
Stage 2	85	43	-
Critical Hdwy	6.9	6.6	7
Critical Hdwy Stg 1	5.9	5.6	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.55	4.05	3.35
Pot Cap-1 Maneuver	159	176	462
Stage 1	251	259	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	148	0	445
Mov Cap-2 Maneuver	148	0	-
Stage 1	242	0	-
Stage 2	-	0	-

Approach	SB
HCM Control Delay, s	18.8
HCM LOS	C

Minor Lane/Major Mvmt

Intersection	
Intersection Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	59	520	30	125	317	0	0	123	118
Conflicting Peds, #/hr	5	0	5	5	0	5	179	0	8	8	0	179
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	67	591	34	142	360	0	0	140	134

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	179	0	0	857	1117	184	1280	1100	491
Stage 1	-	-	-	179	179	-	921	921	-
Stage 2	-	-	-	678	938	-	359	179	-
Follow-up Headway	-	-	-	3.55	4.05	-	3.55	4.05	3.35
Pot Capacity-1 Maneuver	-	-	-	291	# 201	-	154	206	515
Stage 1	-	-	-	-	-	-	341	341	-
Stage 2	-	-	-	458	# 334	-	-	-	-
Time blocked-Platoon, %		-	-						
Mov Capacity-1 Maneuver	-	-	-	248	# 0	-	111	# 0	438
Mov Capacity-2 Maneuver	-	-	-	248	# 0	-	111	# 0	-
Stage 1	-	-	-	-	# 0	-	290	# 0	-
Stage 2	-	-	-	458	# 0	-	-	# 0	-

Approach	WB	NB	SB
HCM Control Delay, s	0	+	+
HCM LOS		-	-

Minor Lane / Major Mvmt	NBLn1	NBLn2	NBLn3	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	248	248	+	-	-	-	0	438
HCM Lane V/C Ratio	0.382	0.917	+	-	-	-	+	0.466
HCM Control Delay (s)	28.2	80.5	+	-	-	-	+	20.2
HCM Lane LOS	D	F	+				+	C
HCM 95th %tile Q(veh)	1.702	8.041	+	-	-	-	+	2.415

Notes

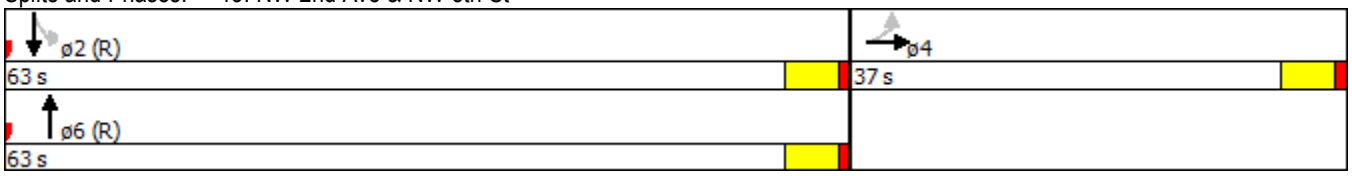
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	424	594	21	231
Turn Type	NA	NA	Perm	NA
Protected Phases	4	6		2
Permitted Phases			2	
Detector Phase	4	6	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	37.0	63.0	63.0	63.0
Total Split (%)	37.0%	63.0%	63.0%	63.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 97 (97%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 13: NW 2nd Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	424	100	0	0	0	0	594	181	21	231	0
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.72				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710				0	1629	1710	1710	1629	0
Adj Flow Rate, veh/h	31	451	106				0	632	193	22	246	0
Adj No. of Lanes	0	3	0				0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	5	0				0	5	5	5	5	0
Cap, veh/h	66	1012	238				0	692	211	83	821	0
Arrive On Green	0.32	0.32	0.32				0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	207	3164	744				0	1193	364	75	1416	0
Grp Volume(v), veh/h	242	201	145				0	0	825	268	0	0
Grp Sat Flow(s),veh/h/ln	1618	1482	1015				0	0	1558	1491	0	0
Q Serve(g_s), s	12.0	10.7	11.3				0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.0	10.7	11.3				0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.13		0.73				0.00		0.23	0.08		0.00
Lane Grp Cap(c), veh/h	518	474	325				0	0	903	904	0	0
V/C Ratio(X)	0.47	0.42	0.45				0.00	0.00	0.91	0.30	0.00	0.00
Avail Cap(c_a), veh/h	518	474	325				0	0	903	904	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.2	26.8	27.0				0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.0	2.8	4.4				0.0	0.0	15.1	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	4.7	3.6				0.0	0.0	3.8	0.2	0.0	0.0
LnGrp Delay(d),s/veh	30.2	29.5	31.3				0.0	0.0	15.1	0.8	0.0	0.0
LnGrp LOS	C	C	C						B	A		
Approach Vol, veh/h		588						825			268	
Approach Delay, s/veh		30.2						15.1			0.8	
Approach LOS		C						B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		63.0		37.0		63.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		58.0		32.0		58.0		
Max Q Clear Time (g_c+I1), s		2.0		14.0		2.0		
Green Ext Time (p_c), s		3.2		0.0		3.2		

Intersection Summary	
HCM 2010 Ctrl Delay	18.1
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	91	540	0	0	132	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	99	587	0	0	143	0
Pedestrians		9	174		5	
Lane Width (ft)		12.0	0.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		352	499			
pX, platoon unblocked						
vC, conflicting volume	5				572	14
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	5				572	14
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				65	100
cM capacity (veh/h)	1587				414	1040

Direction, Lane #	EB 1	EB 2	EB 3	SB 1
Volume Total	216	235	235	143
Volume Left	99	0	0	143
Volume Right	0	0	0	0
cSH	1587	1700	1700	414
Volume to Capacity	0.06	0.14	0.14	0.35
Queue Length 95th (ft)	5	0	0	38
Control Delay (s)	3.7	0.0	0.0	18.3
Lane LOS	A			C
Approach Delay (s)	1.2			18.3
Approach LOS				C

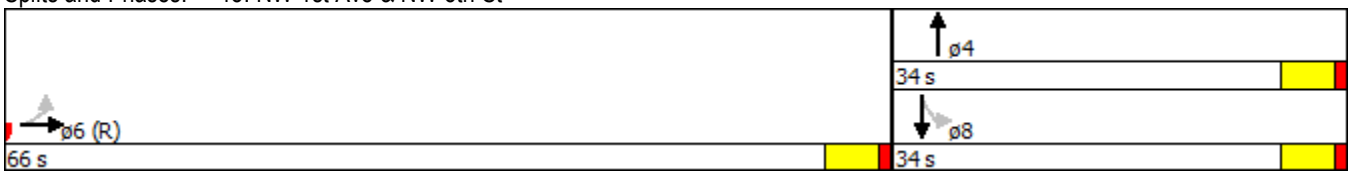
Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	30.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	556	353	16	177
Turn Type	NA	NA	Perm	NA
Protected Phases	6	4		8
Permitted Phases			8	
Detector Phase	6	4	8	8
Switch Phase				
Minimum Initial (s)	18.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	66.0	34.0	34.0	34.0
Total Split (%)	66.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 82 (82%), Referenced to phase 6:EBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 15: NW 1st Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	95	556	121	0	0	0	0	353	182	16	177	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.72				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710				0	1629	1710	1629	1629	0
Adj Flow Rate, veh/h	103	604	132				0	384	198	17	192	0
Adj No. of Lanes	0	3	0				0	2	0	1	2	0
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	5	0				0	5	5	5	5	0
Cap, veh/h	293	1821	406				0	574	291	144	897	0
Arrive On Green	0.20	0.20	0.20				0.00	0.10	0.10	0.29	0.29	0.00
Sat Flow, veh/h	481	2985	666				0	2059	1005	725	3176	0
Grp Volume(v), veh/h	344	288	207				0	299	283	17	192	0
Grp Sat Flow(s),veh/h/ln	1605	1482	1045				0	1547	1435	725	1547	0
Q Serve(g_s), s	18.4	16.6	16.9				0.0	18.7	19.1	2.2	4.7	0.0
Cycle Q Clear(g_c), s	18.4	16.6	16.9				0.0	18.7	19.1	21.2	4.7	0.0
Prop In Lane	0.30		0.64				0.00		0.70	1.00		0.00
Lane Grp Cap(c), veh/h	979	904	637				0	449	416	144	897	0
V/C Ratio(X)	0.35	0.32	0.32				0.00	0.67	0.68	0.12	0.21	0.00
Avail Cap(c_a), veh/h	979	904	637				0	449	416	144	897	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.9	22.2	22.3				0.0	40.5	40.7	41.5	26.9	0.0
Incr Delay (d2), s/veh	1.0	0.9	1.4				0.0	7.6	8.7	1.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	7.0	5.1				0.0	9.0	8.6	0.5	2.1	0.0
LnGrp Delay(d),s/veh	23.9	23.1	23.7				0.0	48.2	49.4	43.2	27.4	0.0
LnGrp LOS	C	C	C					D	D	D	C	
Approach Vol, veh/h		839						582			209	
Approach Delay, s/veh		23.6						48.8			28.7	
Approach LOS		C						D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				34.0		66.0		34.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				29.0		61.0		29.0
Max Q Clear Time (g_c+I1), s				21.1		20.4		23.2
Green Ext Time (p_c), s				2.7		0.0		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	33.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	8.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	74	142	608	4	36	293
Conflicting Peds, #/hr	3	8	0	21	21	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	83	160	683	4	40	329

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1103	714	0	0	696	0
Stage 1	693	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	231	426	-	-	886	-
Stage 1	491	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	215	416	-	-	870	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	622	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	46.2	0	1
HCM LOS	E		

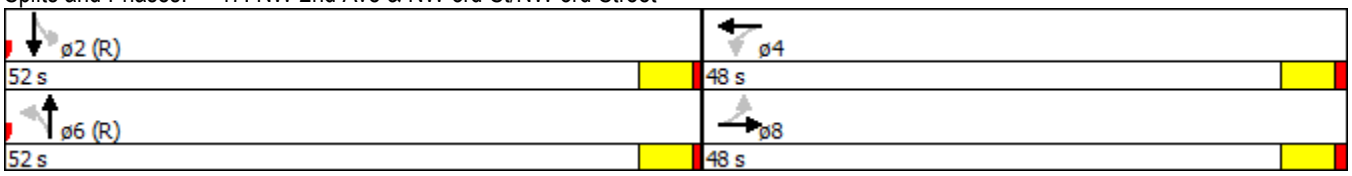
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	315	870	-
HCM Lane V/C Ratio	-	-	0.77	0.046	-
HCM Control Delay (s)	-	-	46.2	9.3	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	6	0.1	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	33	163	144	530	113	499	48	211
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	30.0	30.0	30.0	31.8	31.8	31.8	31.8
Total Split (s)	48.0	48.0	48.0	48.0	52.0	52.0	52.0	52.0
Total Split (%)	48.0%	48.0%	48.0%	48.0%	52.0%	52.0%	52.0%	52.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.8	4.8	4.8	4.8
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 79 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 17: NW 2nd Ave & NW 3rd St/NW 3rd Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	35	187	152	702	119	613	51	344
v/c Ratio	0.17	0.27	0.37	0.54	0.34	0.82	0.30	0.47
Control Delay	20.3	19.1	24.0	23.7	15.2	27.0	23.3	18.0
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Total Delay	20.4	19.1	24.0	23.7	15.2	27.9	23.3	18.0
Queue Length 50th (ft)	13	72	75	185	25	160	16	115
Queue Length 95th (ft)	36	123	m125	m237	61	#282	54	220
Internal Link Dist (ft)		193		550		276		274
Turn Bay Length (ft)	360		140				195	
Base Capacity (vph)	207	691	415	1302	353	750	172	739
Starvation Cap Reductn	0	0	0	0	0	1	0	0
Spillback Cap Reductn	8	0	0	26	0	27	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.27	0.37	0.55	0.34	0.85	0.30	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	163	14	144	530	137	113	499	84	48	211	116
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.97	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1629	1629	1710	1629	1629	1710	1629	1629	1710	1629	1629	1710
Adj Flow Rate, veh/h	35	172	15	152	558	144	119	525	88	51	222	122
Adj No. of Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	257	633	55	436	1041	268	473	639	107	334	464	255
Arrive On Green	0.43	0.43	0.43	0.57	0.57	0.57	0.94	0.94	0.94	0.94	0.94	0.94
Sat Flow, veh/h	645	1473	128	1025	2422	622	894	1354	227	699	983	540
Grp Volume(v), veh/h	35	0	187	152	356	346	119	0	613	51	0	344
Grp Sat Flow(s),veh/h/ln	645	0	1601	1025	1547	1497	894	0	1581	699	0	1523
Q Serve(g_s), s	4.1	0.0	7.5	9.8	14.2	14.3	1.9	0.0	9.7	2.1	0.0	2.3
Cycle Q Clear(g_c), s	18.4	0.0	7.5	17.3	14.2	14.3	4.2	0.0	9.7	11.8	0.0	2.3
Prop In Lane	1.00		0.08	1.00		0.42	1.00		0.14	1.00		0.35
Lane Grp Cap(c), veh/h	257	0	689	436	665	644	473	0	746	334	0	719
V/C Ratio(X)	0.14	0.00	0.27	0.35	0.53	0.54	0.25	0.00	0.82	0.15	0.00	0.48
Avail Cap(c_a), veh/h	257	0	689	436	665	644	473	0	746	334	0	719
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	18.4	18.4	15.2	15.3	1.8	0.0	1.7	3.2	0.0	1.5
Incr Delay (d2), s/veh	1.1	0.0	1.0	2.2	3.1	3.2	1.3	0.0	9.9	1.0	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	3.5	3.0	6.5	6.4	0.6	0.0	5.1	0.5	0.0	1.2
LnGrp Delay(d),s/veh	28.0	0.0	19.4	20.6	18.3	18.5	3.0	0.0	11.6	4.2	0.0	3.8
LnGrp LOS	C		B	C	B	B	A		B	A		A
Approach Vol, veh/h		222			854			732			395	
Approach Delay, s/veh		20.7			18.8			10.2			3.9	
Approach LOS		C			B			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		52.0		48.0		52.0		48.0
Change Period (Y+Rc), s		* 4.8		5.0		* 4.8		5.0
Max Green Setting (Gmax), s		* 47		43.0		* 47		43.0
Max Q Clear Time (g_c+I1), s		13.8		19.3		11.7		20.4
Green Ext Time (p_c), s		2.9		5.9		3.0		5.8

Intersection Summary

HCM 2010 Ctrl Delay	13.5
HCM 2010 LOS	B

Notes

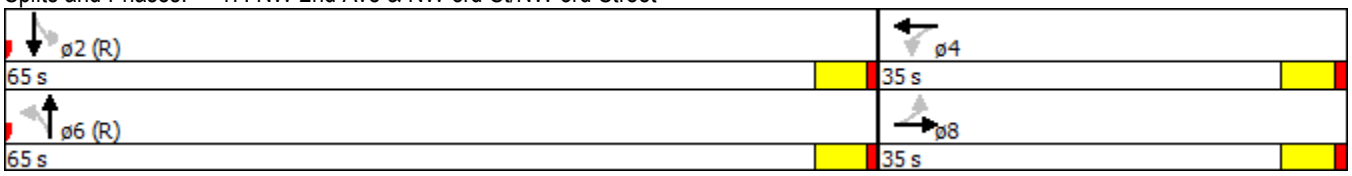
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	33	163	144	530	113	499	48	211
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	30.0	30.0	30.0	31.8	31.8	31.8	31.8
Total Split (s)	35.0	35.0	35.0	35.0	65.0	65.0	65.0	65.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	65.0%	65.0%	65.0%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.8	4.8	4.8	4.8
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 79 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 17: NW 2nd Ave & NW 3rd St/NW 3rd Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	35	187	152	702	119	613	51	344
v/c Ratio	0.33	0.39	0.57	0.77	0.24	0.64	0.17	0.37
Control Delay	37.9	30.0	42.2	40.1	6.4	10.4	7.6	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	37.9	30.0	42.2	40.1	6.4	10.7	7.6	6.2
Queue Length 50th (ft)	17	92	89	217	15	72	6	33
Queue Length 95th (ft)	49	155	m151	283	25	88	25	102
Internal Link Dist (ft)		193		550		276		274
Turn Bay Length (ft)	360		140				195	
Base Capacity (vph)	105	482	269	915	496	955	308	937
Starvation Cap Reductn	0	0	0	0	0	1	0	0
Spillback Cap Reductn	0	0	0	0	0	47	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.39	0.57	0.77	0.24	0.68	0.17	0.37

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	163	14	144	530	137	113	499	84	48	211	116
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.98		0.96	0.99		0.98	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1629	1629	1710	1629	1629	1710	1629	1629	1710	1629	1629	1710
Adj Flow Rate, veh/h	35	172	15	152	558	144	119	525	88	51	222	122
Adj No. of Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	120	441	38	283	724	186	611	816	137	492	592	326
Arrive On Green	0.30	0.30	0.30	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	646	1471	128	1017	2414	620	895	1355	227	698	984	541
Grp Volume(v), veh/h	35	0	187	152	357	345	119	0	613	51	0	344
Grp Sat Flow(s),veh/h/ln	646	0	1599	1017	1547	1487	895	0	1583	698	0	1525
Q Serve(g_s), s	5.3	0.0	9.3	14.6	22.5	22.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	28.0	0.0	9.3	23.9	22.5	22.7	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.42	1.00		0.14	1.00		0.35
Lane Grp Cap(c), veh/h	120	0	480	283	464	446	611	0	953	492	0	918
V/C Ratio(X)	0.29	0.00	0.39	0.54	0.77	0.77	0.19	0.00	0.64	0.10	0.00	0.37
Avail Cap(c_a), veh/h	120	0	480	283	464	446	611	0	953	492	0	918
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.4	0.0	27.7	46.8	41.7	41.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	6.1	0.0	2.4	7.1	11.6	12.3	0.7	0.0	3.3	0.4	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	4.4	4.7	11.1	10.9	0.1	0.0	0.9	0.1	0.0	0.3
LnGrp Delay(d),s/veh	51.5	0.0	30.1	54.0	53.3	54.0	0.7	0.0	3.3	0.4	0.0	1.2
LnGrp LOS	D		C	D	D	D	A		A	A		A
Approach Vol, veh/h		222			854			732			395	
Approach Delay, s/veh		33.5			53.7			2.9			1.1	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		65.0		35.0		65.0		35.0
Change Period (Y+Rc), s		* 4.8		5.0		* 4.8		5.0
Max Green Setting (Gmax), s		* 60		30.0		* 60		30.0
Max Q Clear Time (g_c+I1), s		2.0		25.9		2.0		30.0
Green Ext Time (p_c), s		3.0		2.1		3.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C

Notes

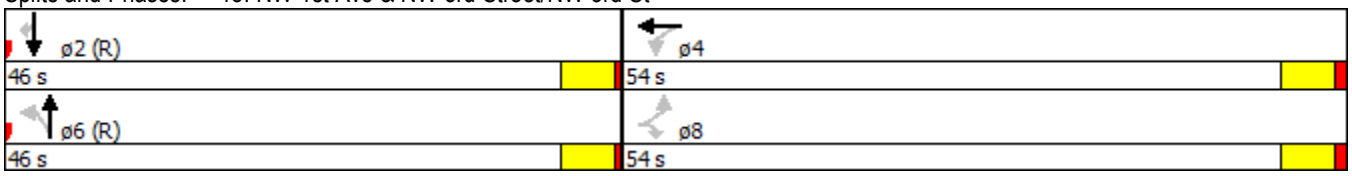
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Volume (vph)	194	183	52	313	149	238	183	161
Turn Type	Perm	Perm	Perm	NA	Perm	NA	NA	Perm
Protected Phases				4		6	2	
Permitted Phases	8	8	4		6			2
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	26.0	26.0	29.0	29.0	25.6	25.6	25.6	25.6
Total Split (s)	54.0	54.0	54.0	54.0	46.0	46.0	46.0	46.0
Total Split (%)	54.0%	54.0%	54.0%	54.0%	46.0%	46.0%	46.0%	46.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.6	0.6	0.6	0.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.6	4.6	4.6	4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 70 (70%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 18: NW 1st Ave & NW 3rd Street/NW 3rd St



Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	196	185	53	390	151	240	185	163
v/c Ratio	0.57	0.25	0.07	0.50	0.51	0.36	0.27	0.37
Control Delay	22.2	1.8	13.9	19.2	24.6	18.0	11.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	1.8	13.9	19.2	24.6	18.0	11.9	5.1
Queue Length 50th (ft)	69	1	17	154	53	81	76	41
Queue Length 95th (ft)	m129	m15	38	239	106	125	129	58
Internal Link Dist (ft)				395		275	628	
Turn Bay Length (ft)	60				120			
Base Capacity (vph)	341	738	732	778	294	674	674	442
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.25	0.07	0.50	0.51	0.36	0.27	0.37

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	194	0	183	52	313	73	149	238	0	0	183	161
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	5.0		4.6	4.6			4.6	4.6
Lane Util. Factor	1.00		1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00		0.95	1.00	0.99		1.00	1.00			1.00	0.60
Flpb, ped/bikes	0.99		1.00	0.97	1.00		0.72	1.00			1.00	1.00
Frt	1.00		0.85	1.00	0.97		1.00	1.00			1.00	0.85
Flt Protected	0.95		1.00	0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1527		1315	1495	1571		1112	1629			1629	837
Flt Permitted	0.43		1.00	0.95	1.00		0.61	1.00			1.00	1.00
Satd. Flow (perm)	695		1315	1495	1571		712	1629			1629	837
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	196	0	185	53	316	74	151	240	0	0	185	163
RTOR Reduction (vph)	0	0	94	0	9	0	0	0	0	0	0	96
Lane Group Flow (vph)	196	0	91	53	381	0	151	240	0	0	185	67
Confl. Peds. (#/hr)	22		27	27		22	161		33	33		161
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	Perm
Protected Phases					4			6			2	
Permitted Phases	8		8	4			6					2
Actuated Green, G (s)	49.0		49.0	49.0	49.0		41.4	41.4			41.4	41.4
Effective Green, g (s)	49.0		49.0	49.0	49.0		41.4	41.4			41.4	41.4
Actuated g/C Ratio	0.49		0.49	0.49	0.49		0.41	0.41			0.41	0.41
Clearance Time (s)	5.0		5.0	5.0	5.0		4.6	4.6			4.6	4.6
Lane Grp Cap (vph)	340		644	732	769		294	674			674	346
v/s Ratio Prot					0.24			0.15			0.11	
v/s Ratio Perm	c0.28		0.07	0.04			c0.21					0.08
v/c Ratio	0.58		0.14	0.07	0.50		0.51	0.36			0.27	0.20
Uniform Delay, d1	18.1		14.0	13.5	17.2		21.8	20.1			19.4	18.7
Progression Factor	0.79		0.46	1.00	1.00		0.80	0.80			0.55	0.86
Incremental Delay, d2	6.9		0.5	0.2	2.3		6.1	1.4			1.0	1.2
Delay (s)	21.2		6.9	13.7	19.5		23.5	17.6			11.7	17.2
Level of Service	C		A	B	B		C	B			B	B
Approach Delay (s)		14.2			18.8			19.9			14.3	
Approach LOS		B			B			B			B	

Intersection Summary

HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		

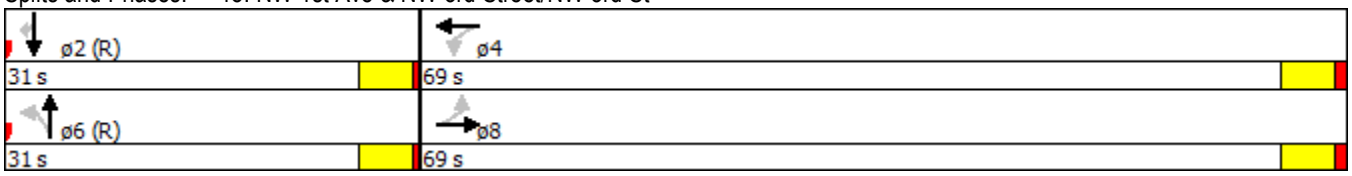
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Volume (vph)	194	0	52	313	149	238	183	161
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA	Perm
Protected Phases		8		4		6	2	
Permitted Phases	8		4		6			2
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	26.0	26.0	29.0	29.0	25.6	25.6	25.6	25.6
Total Split (s)	69.0	69.0	69.0	69.0	31.0	31.0	31.0	31.0
Total Split (%)	69.0%	69.0%	69.0%	69.0%	31.0%	31.0%	31.0%	31.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.6	0.6	0.6	0.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	4.6	4.6	4.6	4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 70 (70%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 18: NW 1st Ave & NW 3rd Street/NW 3rd St



Lane Group	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	381	53	390	151	240	185	163
v/c Ratio	0.60	0.10	0.20	0.77	0.56	0.43	0.41
Control Delay	17.8	7.5	6.6	54.0	31.5	30.7	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	7.5	6.6	54.0	31.5	30.7	8.3
Queue Length 50th (ft)	126	12	41	67	103	109	9
Queue Length 95th (ft)	222	27	61	#188	163	172	68
Internal Link Dist (ft)	148		395		275	628	
Turn Bay Length (ft)				120			
Base Capacity (vph)	632	553	1930	197	430	430	398
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.10	0.20	0.77	0.56	0.43	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	194	0	183	52	313	73	149	238	0	0	183	161
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	0.93		1.00	1.00		0.82
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1629	1710	1629	1629	1710	1629	1629	0	0	1629	1629
Adj Flow Rate, veh/h	196	0	185	53	316	74	151	240	0	0	185	163
Adj No. of Lanes	0	1	0	1	2	0	1	1	0	0	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	0	0	5	5
Cap, veh/h	371	14	313	482	1594	368	213	430	0	0	430	299
Arrive On Green	0.64	0.00	0.64	0.64	0.64	0.64	0.26	0.26	0.00	0.00	0.26	0.26
Sat Flow, veh/h	495	23	488	1044	2491	575	832	1629	0	0	1629	1131
Grp Volume(v), veh/h	381	0	0	53	194	196	151	240	0	0	185	163
Grp Sat Flow(s),veh/h/ln	1006	0	0	1044	1547	1519	832	1629	0	0	1629	1131
Q Serve(g_s), s	19.4	0.0	0.0	3.2	5.2	5.3	17.0	12.7	0.0	0.0	9.4	12.4
Cycle Q Clear(g_c), s	24.7	0.0	0.0	27.9	5.2	5.3	26.4	12.7	0.0	0.0	9.4	12.4
Prop In Lane	0.51		0.49	1.00		0.38	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	698	0	0	482	990	972	213	430	0	0	430	299
V/C Ratio(X)	0.55	0.00	0.00	0.11	0.20	0.20	0.71	0.56	0.00	0.00	0.43	0.55
Avail Cap(c_a), veh/h	698	0	0	482	990	972	213	430	0	0	430	299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	19.4	7.4	7.4	42.1	31.8	0.0	0.0	30.6	31.6
Incr Delay (d2), s/veh	3.0	0.0	0.0	0.5	0.4	0.5	18.0	5.2	0.0	0.0	3.1	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	0.0	1.0	2.3	2.4	5.2	6.3	0.0	0.0	4.6	4.4
LnGrp Delay(d),s/veh	14.5	0.0	0.0	19.9	7.9	7.9	60.1	36.9	0.0	0.0	33.7	38.7
LnGrp LOS	B			B	A	A	E	D			C	D
Approach Vol, veh/h		381			443			391			348	
Approach Delay, s/veh		14.5			9.3			45.9			36.0	
Approach LOS		B			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.0		69.0		31.0		69.0
Change Period (Y+Rc), s		* 4.6		5.0		* 4.6		5.0
Max Green Setting (Gmax), s		* 26		64.0		* 26		64.0
Max Q Clear Time (g_c+I1), s		14.4		29.9		28.4		26.7
Green Ext Time (p_c), s		1.3		5.3		0.0		5.4

Intersection Summary

HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

Notes

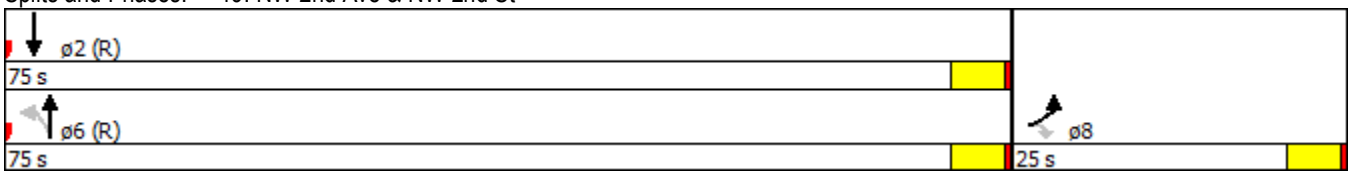
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	57	66	45	646	313
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	8			6	2
Permitted Phases		8	6		
Detector Phase	8	8	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.6	22.6	22.6
Total Split (s)	25.0	25.0	75.0	75.0	75.0
Total Split (%)	25.0%	25.0%	75.0%	75.0%	75.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	0.6	0.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6		4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 94 (94%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 19: NW 2nd Ave & NW 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	57	66	45	646	313	35
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1629	1629	1710	1629	1629	1710
Adj Flow Rate, veh/h	61	70	48	687	333	37
Adj No. of Lanes	1	1	0	2	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	316	282	145	1943	1013	113
Arrive On Green	0.20	0.20	0.70	0.70	0.88	0.88
Sat Flow, veh/h	1551	1384	149	2834	1439	160
Grp Volume(v), veh/h	61	70	381	354	0	370
Grp Sat Flow(s),veh/h/ln	1551	1384	1501	1408	0	1598
Q Serve(g_s), s	3.3	4.2	0.0	9.9	0.0	3.9
Cycle Q Clear(g_c), s	3.3	4.2	9.0	9.9	0.0	3.9
Prop In Lane	1.00	1.00	0.13			0.10
Lane Grp Cap(c), veh/h	316	282	1097	991	0	1125
V/C Ratio(X)	0.19	0.25	0.35	0.36	0.00	0.33
Avail Cap(c_a), veh/h	316	282	1097	991	0	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.25	1.25
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.0	33.4	5.7	5.9	0.0	2.0
Incr Delay (d2), s/veh	1.4	2.1	0.9	1.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.8	4.3	4.1	0.0	1.9
LnGrp Delay(d),s/veh	34.3	35.5	6.6	6.9	0.0	2.8
LnGrp LOS	C	D	A	A		A
Approach Vol, veh/h	131			735	370	
Approach Delay, s/veh	34.9			6.7	2.8	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		75.0				75.0		25.0
Change Period (Y+Rc), s		* 4.6				* 4.6		4.6
Max Green Setting (Gmax), s		* 70				* 70		20.4
Max Q Clear Time (g_c+I1), s		5.9				11.9		6.2
Green Ext Time (p_c), s		2.7				2.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Notes

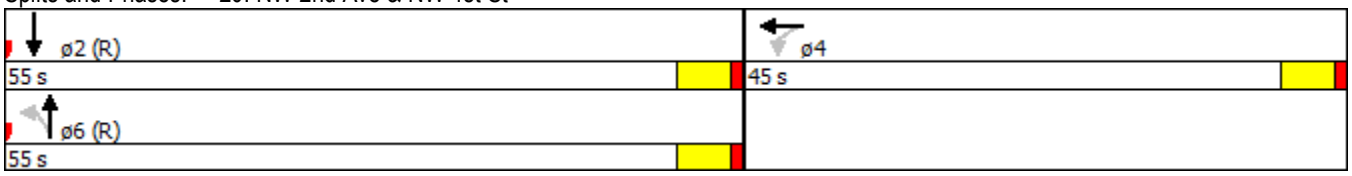
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	334	59	653	266
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	25.0	25.0	25.0
Total Split (s)	45.0	55.0	55.0	55.0
Total Split (%)	45.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	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?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 87 (87%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 20: NW 2nd Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	38	334	58	59	653	0	0	266	104
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.91	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.72
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	0	0	1629	1710
Adj Flow Rate, veh/h				40	348	60	61	680	0	0	277	108
Adj No. of Lanes				0	3	0	0	2	0	0	1	0
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				0	5	0	5	5	0	0	5	5
Cap, veh/h				155	1418	243	122	1229	0	0	402	157
Arrive On Green				0.13	0.13	0.13	0.50	0.50	0.00	0.00	0.75	0.75
Sat Flow, veh/h				387	3546	608	160	2532	0	0	805	314
Grp Volume(v), veh/h				166	139	143	346	395	0	0	0	385
Grp Sat Flow(s),veh/h/ln				1609	1482	1450	1211	1408	0	0	0	1118
Q Serve(g_s), s				9.3	8.4	8.9	7.8	19.5	0.0	0.0	0.0	17.8
Cycle Q Clear(g_c), s				9.3	8.4	8.9	25.6	19.5	0.0	0.0	0.0	17.8
Prop In Lane				0.24		0.42	0.18		0.00	0.00		0.28
Lane Grp Cap(c), veh/h				644	593	580	648	704	0	0	0	559
V/C Ratio(X)				0.26	0.23	0.25	0.53	0.56	0.00	0.00	0.00	0.69
Avail Cap(c_a), veh/h				644	593	580	648	704	0	0	0	559
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.50	1.50
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				30.1	29.7	29.9	18.2	17.4	0.0	0.0	0.0	8.5
Incr Delay (d2), s/veh				1.0	0.9	1.0	3.1	3.2	0.0	0.0	0.0	6.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	3.6	3.7	7.8	8.2	0.0	0.0	0.0	6.3
LnGrp Delay(d),s/veh				31.0	30.6	30.9	21.3	20.6	0.0	0.0	0.0	15.3
LnGrp LOS				C	C	C	C	C				B
Approach Vol, veh/h					448			741			385	
Approach Delay, s/veh					30.9			20.9			15.3	
Approach LOS					C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		55.0		45.0		55.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		50.0		40.0		50.0		
Max Q Clear Time (g_c+I1), s		19.8		11.3		27.6		
Green Ext Time (p_c), s		2.8		0.0		2.7		

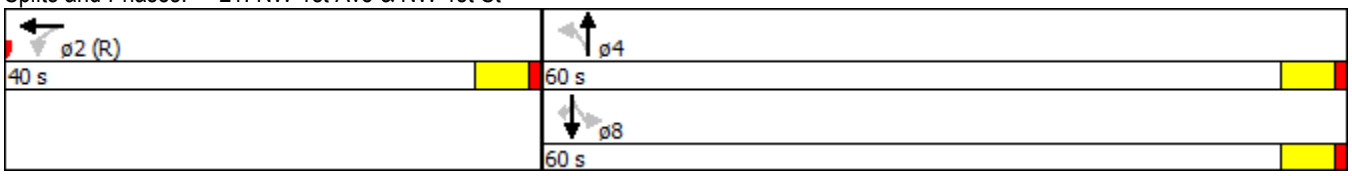
Intersection Summary	
HCM 2010 Ctrl Delay	22.4
HCM 2010 LOS	C

Lane Group	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations						
Volume (vph)	352	44	212	66	133	59
Turn Type	NA	Perm	NA	Perm	NA	Perm
Protected Phases	2		4		8	
Permitted Phases		4		8		8
Detector Phase	2	4	4	8	8	8
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	25.0	25.0	23.0	23.0	23.0
Total Split (s)	40.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 21: NW 1st Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	21	352	86	44	212	10	66	133	59
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.82	0.99		0.98	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1710	1629	1710	1710	1629	1710	1710	1629	1629
Adj Flow Rate, veh/h				23	378	92	47	228	11	71	143	63
Adj No. of Lanes				0	2	0	0	1	0	0	2	1
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	5	0	5	5	5	5	5	5
Cap, veh/h				48	799	202	150	683	32	425	946	751
Arrive On Green				0.35	0.35	0.35	0.28	0.28	0.28	0.55	0.55	0.55
Sat Flow, veh/h				136	2283	577	197	1243	58	662	1720	1365
Grp Volume(v), veh/h				274	0	219	286	0	0	102	112	63
Grp Sat Flow(s),veh/h/ln				1622	0	1374	1498	0	0	974	1408	1365
Q Serve(g_s), s				13.2	0.0	12.3	4.4	0.0	0.0	0.0	3.9	2.2
Cycle Q Clear(g_c), s				13.2	0.0	12.3	14.5	0.0	0.0	9.2	3.9	2.2
Prop In Lane				0.08		0.42	0.16		0.04	0.70		1.00
Lane Grp Cap(c), veh/h				568	0	481	866	0	0	597	774	751
V/C Ratio(X)				0.48	0.00	0.46	0.33	0.00	0.00	0.17	0.14	0.08
Avail Cap(c_a), veh/h				568	0	481	866	0	0	597	774	751
HCM Platoon Ratio				1.00	1.00	1.00	0.50	0.50	0.50	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				25.4	0.0	25.1	21.5	0.0	0.0	11.8	11.0	10.6
Incr Delay (d2), s/veh				2.9	0.0	3.1	1.0	0.0	0.0	0.6	0.4	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.3	0.0	5.1	6.6	0.0	0.0	1.6	1.6	0.9
LnGrp Delay(d),s/veh				28.3	0.0	28.2	22.5	0.0	0.0	12.4	11.4	10.8
LnGrp LOS				C		C	C			B	B	B
Approach Vol, veh/h					493			286			277	
Approach Delay, s/veh					28.3			22.5			11.6	
Approach LOS					C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		40.0		60.0				60.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		35.0		55.0				55.0
Max Q Clear Time (g_c+I1), s		15.2		16.5				11.2
Green Ext Time (p_c), s		0.0		2.3				2.3

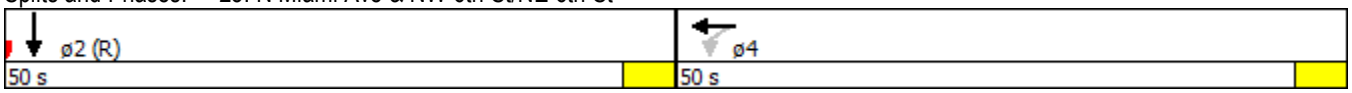
Intersection Summary	
HCM 2010 Ctrl Delay	22.3
HCM 2010 LOS	C

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	489	590
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.0	22.0
Total Split (s)	50.0	50.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 94 (94%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 25: N Miami Ave & NW 6th St/NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	84	489	0	0	0	0	0	590	118
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	0.72
Adj Sat Flow, veh/h/ln				1900	1810	0				0	1810	1900
Adj Flow Rate, veh/h				89	520	0				0	628	126
Adj No. of Lanes				0	2	0				0	3	0
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				5	5	0				0	5	5
Cap, veh/h				235	1302	0				0	1712	336
Arrive On Green				0.15	0.15	0.00				0.00	0.46	0.46
Sat Flow, veh/h				411	2914	0				0	3884	730
Grp Volume(v), veh/h				319	290	0				0	554	200
Grp Sat Flow(s),veh/h/ln				1678	1564	0				0	1647	1158
Q Serve(g_s), s				11.7	16.7	0.0				0.0	10.9	11.3
Cycle Q Clear(g_c), s				16.9	16.7	0.0				0.0	10.9	11.3
Prop In Lane				0.28		0.00				0.00		0.63
Lane Grp Cap(c), veh/h				818	720	0				0	1515	533
V/C Ratio(X)				0.39	0.40	0.00				0.00	0.37	0.38
Avail Cap(c_a), veh/h				818	720	0				0	1515	533
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				29.9	30.0	0.0				0.0	17.5	17.6
Incr Delay (d2), s/veh				1.4	1.7	0.0				0.0	0.7	2.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.3	7.6	0.0				0.0	5.1	3.9
LnGrp Delay(d),s/veh				31.3	31.7	0.0				0.0	18.2	19.6
LnGrp LOS				C	C						B	B
Approach Vol, veh/h					609						754	
Approach Delay, s/veh					31.5						18.6	
Approach LOS					C						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				
Phs Duration (G+Y+Rc), s		50.0		50.0				
Change Period (Y+Rc), s		4.0		4.0				
Max Green Setting (Gmax), s		46.0		46.0				
Max Q Clear Time (g_c+I1), s		13.3		18.9				
Green Ext Time (p_c), s		2.0		1.3				

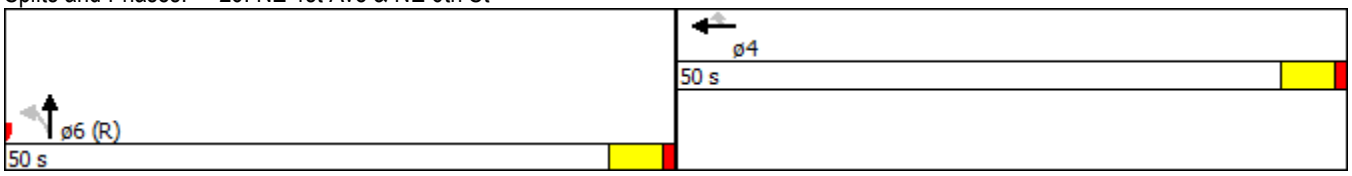
Intersection Summary	
HCM 2010 Ctrl Delay	24.4
HCM 2010 LOS	C

Lane Group	WBT	WBR	NBT
Lane Configurations			
Volume (vph)	483	932	1246
Turn Type	NA	Perm	NA
Protected Phases	4		6
Permitted Phases		4	
Detector Phase	4	4	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	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?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 3 (3%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 26: NE 1st Ave & NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	483	932	101	1246	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln				0	1810	1810	1900	1810	0			
Adj Flow Rate, veh/h				0	562	1084	117	1449	0			
Adj No. of Lanes				0	1	2	0	3	0			
Peak Hour Factor				0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %				0	5	5	5	5	0			
Cap, veh/h				0	814	1380	186	1974	0			
Arrive On Green				0.00	0.45	0.45	0.15	0.15	0.00			
Sat Flow, veh/h				0	1810	3066	318	4535	0			
Grp Volume(v), veh/h				0	562	1084	573	993	0			
Grp Sat Flow(s),veh/h/ln				0	1810	1533	1708	1498	0			
Q Serve(g_s), s				0.0	24.8	30.1	28.3	31.7	0.0			
Cycle Q Clear(g_c), s				0.0	24.8	30.1	32.0	31.7	0.0			
Prop In Lane				0.00		1.00	0.20		0.00			
Lane Grp Cap(c), veh/h				0	814	1380	812	1349	0			
V/C Ratio(X)				0.00	0.69	0.79	0.71	0.74	0.00			
Avail Cap(c_a), veh/h				0	814	1380	812	1349	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	21.9	23.4	36.9	36.9	0.0			
Incr Delay (d2), s/veh				0.0	4.8	4.6	5.1	3.6	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	13.4	13.5	16.3	13.8	0.0			
LnGrp Delay(d),s/veh				0.0	26.7	28.0	42.1	40.5	0.0			
LnGrp LOS					C	C	D	D				
Approach Vol, veh/h					1646			1566				
Approach Delay, s/veh					27.5			41.1				
Approach LOS					C			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		
Phs Duration (G+Y+Rc), s				50.0		50.0		
Change Period (Y+Rc), s				5.0		5.0		
Max Green Setting (Gmax), s				45.0		45.0		
Max Q Clear Time (g_c+I1), s				32.1		34.0		
Green Ext Time (p_c), s				4.8		3.7		

Intersection Summary	
HCM 2010 Ctrl Delay	34.1
HCM 2010 LOS	C

Notes

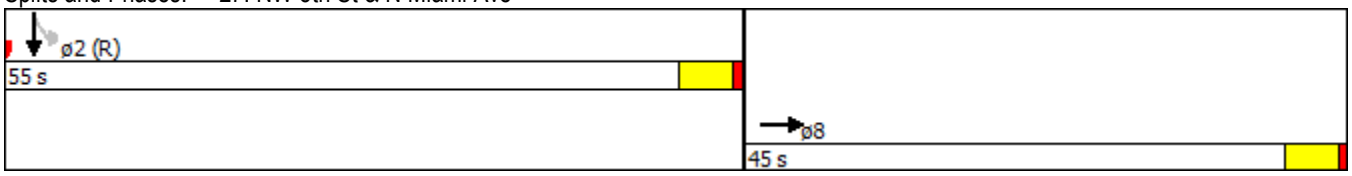
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	873	374
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	45.0	55.0
Total Split (%)	45.0%	55.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 3 (3%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 27: NW 5th St & N Miami Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	873	77	0	0	0	0	0	0	281	374	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1810	1900							1900	1810	0
Adj Flow Rate, veh/h	0	959	85							309	411	0
Adj No. of Lanes	0	3	0							0	3	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	5	5							5	5	0
Cap, veh/h	0	1856	164							760	1504	0
Arrive On Green	0.00	0.13	0.13							0.17	0.17	0.00
Sat Flow, veh/h	0	4780	408							1371	3145	0
Grp Volume(v), veh/h	0	683	361							309	411	0
Grp Sat Flow(s),veh/h/ln	0	1647	1732							1371	1498	0
Q Serve(g_s), s	0.0	19.3	19.4							20.3	12.0	0.0
Cycle Q Clear(g_c), s	0.0	19.3	19.4							20.3	12.0	0.0
Prop In Lane	0.00		0.24							1.00		0.00
Lane Grp Cap(c), veh/h	0	1324	696							760	1504	0
V/C Ratio(X)	0.00	0.52	0.52							0.41	0.27	0.00
Avail Cap(c_a), veh/h	0	1324	696							760	1504	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	34.3	34.3							29.2	25.8	0.0
Incr Delay (d2), s/veh	0.0	1.4	2.7							1.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.1	9.9							8.1	5.1	0.0
LnGrp Delay(d),s/veh	0.0	35.8	37.1							30.9	26.2	0.0
LnGrp LOS		D	D							C	C	
Approach Vol, veh/h		1044									720	
Approach Delay, s/veh		36.2									28.2	
Approach LOS		D									C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2						8
Phs Duration (G+Y+Rc), s		55.0						45.0
Change Period (Y+Rc), s		* 4.8						4.8
Max Green Setting (Gmax), s		* 50						40.2
Max Q Clear Time (g_c+I1), s		22.3						21.4
Green Ext Time (p_c), s		1.8						2.7

Intersection Summary	
HCM 2010 Ctrl Delay	32.9
HCM 2010 LOS	C

Notes

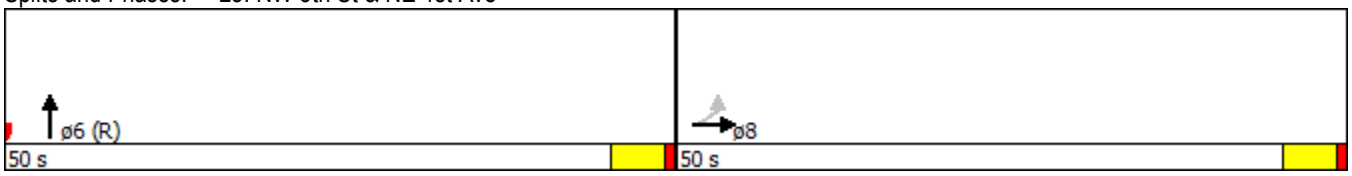
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	756	875
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	50.0	50.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 58 (58%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 28: NW 5th St & NE 1st Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	460	756	0	0	0	0	0	875	211	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1810	0				0	1810	1900			
Adj Flow Rate, veh/h	479	788	0				0	911	220			
Adj No. of Lanes	0	3	0				0	3	0			
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96			
Percent Heavy Veh, %	5	5	0				0	5	5			
Cap, veh/h	691	1352	0				0	1787	430			
Arrive On Green	0.15	0.15	0.00				0.00	0.45	0.45			
Sat Flow, veh/h	1371	3145	0				0	4125	953			
Grp Volume(v), veh/h	479	788	0				0	757	374			
Grp Sat Flow(s),veh/h/ln	1371	1498	0				0	1647	1622			
Q Serve(g_s), s	33.6	24.5	0.0				0.0	16.4	16.5			
Cycle Q Clear(g_c), s	33.6	24.5	0.0				0.0	16.4	16.5			
Prop In Lane	1.00		0.00				0.00		0.59			
Lane Grp Cap(c), veh/h	691	1352	0				0	1485	731			
V/C Ratio(X)	0.69	0.58	0.00				0.00	0.51	0.51			
Avail Cap(c_a), veh/h	691	1352	0				0	1485	731			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	37.7	33.8	0.0				0.0	19.6	19.6			
Incr Delay (d2), s/veh	5.7	1.8	0.0				0.0	1.3	2.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	13.9	10.5	0.0				0.0	7.6	7.9			
LnGrp Delay(d),s/veh	43.3	35.6	0.0				0.0	20.8	22.1			
LnGrp LOS	D	D						C	C			
Approach Vol, veh/h		1267						1131				
Approach Delay, s/veh		38.5						21.3				
Approach LOS		D						C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs						6		8
Phs Duration (G+Y+Rc), s						50.0		50.0
Change Period (Y+Rc), s						4.9		4.9
Max Green Setting (Gmax), s						45.1		45.1
Max Q Clear Time (g_c+I1), s						18.5		35.6
Green Ext Time (p_c), s						3.2		2.7

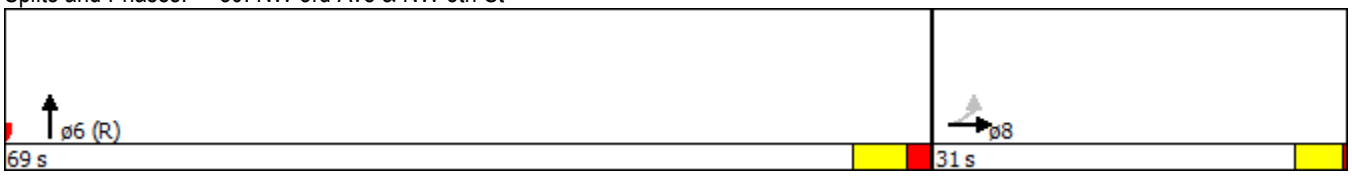
Intersection Summary	
HCM 2010 Ctrl Delay	30.4
HCM 2010 LOS	C

Lane Group	EBL	EBT	NBT
Lane Configurations			
Volume (vph)	92	378	945
Turn Type	Perm	NA	NA
Protected Phases		8	6
Permitted Phases	8		
Detector Phase	8	8	6
Switch Phase			
Minimum Initial (s)	4.0	4.0	7.0
Minimum Split (s)	20.0	20.0	24.9
Total Split (s)	31.0	31.0	69.0
Total Split (%)	31.0%	31.0%	69.0%
Yellow Time (s)	3.5	3.5	4.0
All-Red Time (s)	0.5	0.5	1.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	5.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 87 (87%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 30: NW 3rd Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	92	378	0	0	0	0	0	945	118	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1810	0				0	1810	1900			
Adj Flow Rate, veh/h	95	390	0				0	974	122			
Adj No. of Lanes	1	3	0				0	3	0			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	5	5	0				0	5	5			
Cap, veh/h	537	1334	0				0	2807	351			
Arrive On Green	0.27	0.27	0.00				0.00	0.63	0.63			
Sat Flow, veh/h	1723	5103	0				0	4611	556			
Grp Volume(v), veh/h	95	390	0				0	721	375			
Grp Sat Flow(s),veh/h/ln	1723	1647	0				0	1647	1711			
Q Serve(g_s), s	4.3	6.3	0.0				0.0	10.3	10.4			
Cycle Q Clear(g_c), s	4.3	6.3	0.0				0.0	10.3	10.4			
Prop In Lane	1.00		0.00				0.00		0.32			
Lane Grp Cap(c), veh/h	537	1334	0				0	2078	1079			
V/C Ratio(X)	0.18	0.29	0.00				0.00	0.35	0.35			
Avail Cap(c_a), veh/h	537	1334	0				0	2078	1079			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	28.2	28.9	0.0				0.0	8.7	8.7			
Incr Delay (d2), s/veh	0.7	0.6	0.0				0.0	0.5	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.1	2.9	0.0				0.0	4.7	5.1			
LnGrp Delay(d),s/veh	28.9	29.5	0.0				0.0	9.2	9.6			
LnGrp LOS	C	C						A	A			
Approach Vol, veh/h		485						1096				
Approach Delay, s/veh		29.4						9.3				
Approach LOS		C						A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs						6		8
Phs Duration (G+Y+Rc), s						69.0		31.0
Change Period (Y+Rc), s						5.9		4.0
Max Green Setting (Gmax), s						63.1		27.0
Max Q Clear Time (g_c+I1), s						12.4		8.3
Green Ext Time (p_c), s						3.1		2.7

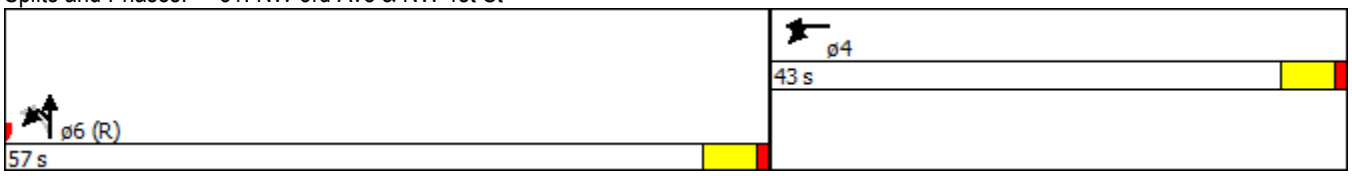
Intersection Summary	
HCM 2010 Ctrl Delay	15.5
HCM 2010 LOS	B

Lane Group	WBL	WBT	WBR	NBL2	NBT
Lane Configurations					
Volume (vph)	321	61	90	1	67
Turn Type	Split	NA	Free	Split	NA
Protected Phases	4	4		6	6
Permitted Phases			Free		
Detector Phase	4	4		6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0		16.0	16.0
Minimum Split (s)	21.0	21.0		21.0	21.0
Total Split (s)	43.0	43.0		57.0	57.0
Total Split (%)	43.0%	43.0%		57.0%	57.0%
Yellow Time (s)	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max		Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 43 (43%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 31: NW 3rd Ave & NW 1st St



Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Volume (vph)	321	61	90	1	4	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0	5.0		5.0
Lane Util. Factor	0.97	1.00	1.00	0.95		0.95
Frpb, ped/bikes	1.00	1.00	0.98	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00		1.00
Flt Protected	0.95	1.00	1.00	0.95		1.00
Satd. Flow (prot)	3335	1810	1508	1633		1714
Flt Permitted	0.95	1.00	1.00	0.95		1.00
Satd. Flow (perm)	3335	1810	1508	1633		1714
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	338	64	95	1	4	71
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	338	64	95	1	0	75
Confl. Peds. (#/hr)	10		25	10	10	
Turn Type	Split	NA	Free	Split	Perm	NA
Protected Phases	4	4		6		6
Permitted Phases			Free		6	
Actuated Green, G (s)	38.0	38.0	100.0	52.0		52.0
Effective Green, g (s)	38.0	38.0	100.0	52.0		52.0
Actuated g/C Ratio	0.38	0.38	1.00	0.52		0.52
Clearance Time (s)	5.0	5.0		5.0		5.0
Lane Grp Cap (vph)	1267	687	1508	849		891
v/s Ratio Prot	c0.10	0.04		0.00		
v/s Ratio Perm			0.06			0.04
v/c Ratio	0.27	0.09	0.06	0.00		0.08
Uniform Delay, d1	21.4	19.9	0.0	11.5		12.0
Progression Factor	1.44	1.43	1.00	1.00		1.00
Incremental Delay, d2	0.5	0.3	0.1	0.0		0.2
Delay (s)	31.2	28.8	0.1	11.5		12.2
Level of Service	C	C	A	B		B
Approach Delay (s)		24.9				12.2
Approach LOS		C				B

Intersection Summary

HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.16		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	30.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	163	145	121	164	42	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	209	186	155	210	54	96

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	623	102	150	0	-	0
Stage 1	102	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	445	945	1413	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	390	945	1413	-	-	-
Mov Cap-2 Maneuver	390	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	517	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.5	3.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1413	-	390	945	-	-
HCM Lane V/C Ratio	0.11	-	0.536	0.197	-	-
HCM Control Delay (s)	7.9	0	24.4	9.7	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	3.1	0.7	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	36	0	341	202	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	39	0	367	217	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	409	118	235	0	-	0
Stage 1	226	-	-	-	-	-
Stage 2	183	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	563	902	1308	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	821	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	563	902	1308	-	-	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	821	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1308	-	902	-	-
HCM Lane V/C Ratio	-	-	0.043	-	-
HCM Control Delay (s)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	17	816	23	18	0	0
Conflicting Peds, #/hr	95	0	0	0	0	95	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	20	960	27	21	0	0

Major/Minor	Major2			Minor1		
Conflicting Flow All	0	0	0	520	1027	95
Stage 1	-	-	-	0	0	-
Stage 2	-	-	-	520	1027	-
Critical Hdwy	-	-	-	6.9	6.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.9	5.6	-
Follow-up Hdwy	-	-	-	3.55	4.05	-
Pot Cap-1 Maneuver	-	-	-	478	228	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	553	303	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	478	0	-
Mov Cap-2 Maneuver	-	-	-	478	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	553	0	-

Approach	WB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	514
HCM Lane V/C Ratio	-	-	-	-	0.231
HCM Control Delay (s)	-	-	-	-	14.1
HCM Lane LOS	-	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	0.9

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	0	0	101
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	85	85	85
Heavy Vehicles, %	5	5	5
Mvmt Flow	0	0	119

Major/Minor	Minor2		
Conflicting Flow All	1014	1014	493
Stage 1	1014	1014	-
Stage 2	0	0	-
Critical Hdwy	6.9	6.6	7
Critical Hdwy Stg 1	5.9	5.6	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.55	4.05	3.35
Pot Cap-1 Maneuver	230	232	514
Stage 1	304	308	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	230	0	514
Mov Cap-2 Maneuver	230	0	-
Stage 1	304	0	-
Stage 2	-	0	-

Approach	SB
HCM Control Delay, s	14.1
HCM LOS	B

Minor Lane/Major Mvmt

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	11	723	0	0	27	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	12	761	0	0	28	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		616	235			
pX, platoon unblocked						
vC, conflicting volume	0				277	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				277	0
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				96	100
cM capacity (veh/h)	1600				677	1075

Direction, Lane #	EB 1	EB 2	EB 3	SB 1
Volume Total	164	304	304	28
Volume Left	12	0	0	28
Volume Right	0	0	0	0
cSH	1600	1700	1700	677
Volume to Capacity	0.01	0.18	0.18	0.04
Queue Length 95th (ft)	1	0	0	3
Control Delay (s)	0.6	0.0	0.0	10.6
Lane LOS	A			B
Approach Delay (s)	0.1			10.6
Approach LOS				B

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection

Intersection Delay, s/veh	12.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	23	179	92	121	523	6	145	0	190	9	0	36
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	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	25	192	99	130	562	6	156	0	204	10	0	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	569	0	0	291	0	0	1136	1120	242	1220	1167	566
Stage 1	-	-	-	-	-	-	291	291	-	826	826	-
Stage 2	-	-	-	-	-	-	845	829	-	394	341	-
Follow-up Headway	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Capacity-1 Maneuver	989	-	-	1254	-	-	177	204	790	155	191	518
Stage 1	-	-	-	-	-	-	710	666	-	362	382	-
Stage 2	-	-	-	-	-	-	353	381	-	625	633	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	989	-	-	1254	-	-	# 141	168	790	99	157	518
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 141	168	-	99	157	-
Stage 1	-	-	-	-	-	-	688	645	-	351	324	-
Stage 2	-	-	-	-	-	-	277	323	-	449	613	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1.5	42.9	20.5
HCM LOS			E	C

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	141	409	989	-	-	1254	-	-	281
HCM Lane V/C Ratio	0.737	0.627	0.025	-	-	0.104	-	-	0.172
HCM Control Delay (s)	80.8	27.5	8.733	0	-	8.203	0	-	20.5
HCM Lane LOS	F	D	A	A		A	A		C
HCM 95th %tile Q(veh)	4.343	4.137	0.077	-	-	0.346	-	-	0.611

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	23	179	92	121	523	6	145	0	190	9	0	36
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	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	25	192	99	130	562	6	156	0	204	10	0	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	569	0	0	291	0	0	832	1120	242	1220	1167	284
Stage 1	-	-	-	-	-	-	291	291	-	826	826	-
Stage 2	-	-	-	-	-	-	541	829	-	394	341	-
Follow-up Headway	2.25	-	-	2.245	-	-	3.5475	4.0475	3.3475	3.5475	4.0475	3.3475
Pot Capacity-1 Maneuver	979	-	-	1254	-	-	270	202	788	143	190	706
Stage 1	-	-	-	-	-	-	709	665	-	328	380	-
Stage 2	-	-	-	-	-	-	487	379	-	623	631	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	979	-	-	1254	-	-	220	166	788	91	156	706
Mov Capacity-2 Maneuver	-	-	-	-	-	-	220	166	-	91	156	-
Stage 1	-	-	-	-	-	-	687	644	-	318	322	-
Stage 2	-	-	-	-	-	-	390	321	-	447	611	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1.8	23.4	19.3
HCM LOS			C	C

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	220	517	979	-	-	1254	-	-	300
HCM Lane V/C Ratio	0.472	0.496	0.025	-	-	0.104	-	-	0.161
HCM Control Delay (s)	35.2	18.6	8.773	0	-	8.203	0.4	-	19.3
HCM Lane LOS	E	C	A	A		A	A		C
HCM 95th %tile Q(veh)	2.317	2.721	0.078	-	-	0.346	-	-	0.567

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	91	18	11	290	302	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	102	20	12	326	339	65

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	560	202	404	0	-	0
Stage 1	372	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	451	796	1130	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	445	796	1130	-	-	-
Mov Cap-2 Maneuver	445	-	-	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	805	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1130	-	480	-	-
HCM Lane V/C Ratio	0.011	-	0.255	-	-
HCM Control Delay (s)	8.2	0	15.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

APPENDIX L:
Entry Gate Analysis

Entry Gate Trip Generation

Peak Hour of Entry	Overbuild #1		Percentage of Total Land Use	Land Use Total Trips	Enter
A.M.	Office	=120,000/839,000	14%	532	76
P.M.	Office	=120,000/839,000	14%	99	14
	Overbuild #2/3				
A.M.	Residential	=400/800	50%	33	17
P.M.	Residential	=400/800	50%	66	33
	CRA Garage				
A.M.	Office	=109/839	13%	532	69
A.M.	Retail	=45.339/223	20%	70	14
A.M.	Retail	=177.4/223	80%	70	56
A.M.	Station	=1	100%	79	79
Total					**218**
P.M.	Office	=109/839	13%	99	13
P.M.	Retail	=45.339/223	20%	228	46
P.M.	Retail	=177.4/223	80%	228	181
P.M.	Station	=1	100%	116	116
Total					**357**
		Multi-use Tower			
A.M.	Office	=610/839	73%	532	387
A.M.	Residential	=311/311	100%	13	13
A.M.	Hotel	=327/327	100%	50	50
Total					**450**
P.M.	Office	=610/839	73%	99	72
P.M.	Residential	=311/311	100%	31	31
P.M.	Hotel	=327/327	100%	35	35
Total					**138**

Project Driveway (Multi-use Tower Entry Gate – Residential/Hotel Entry)

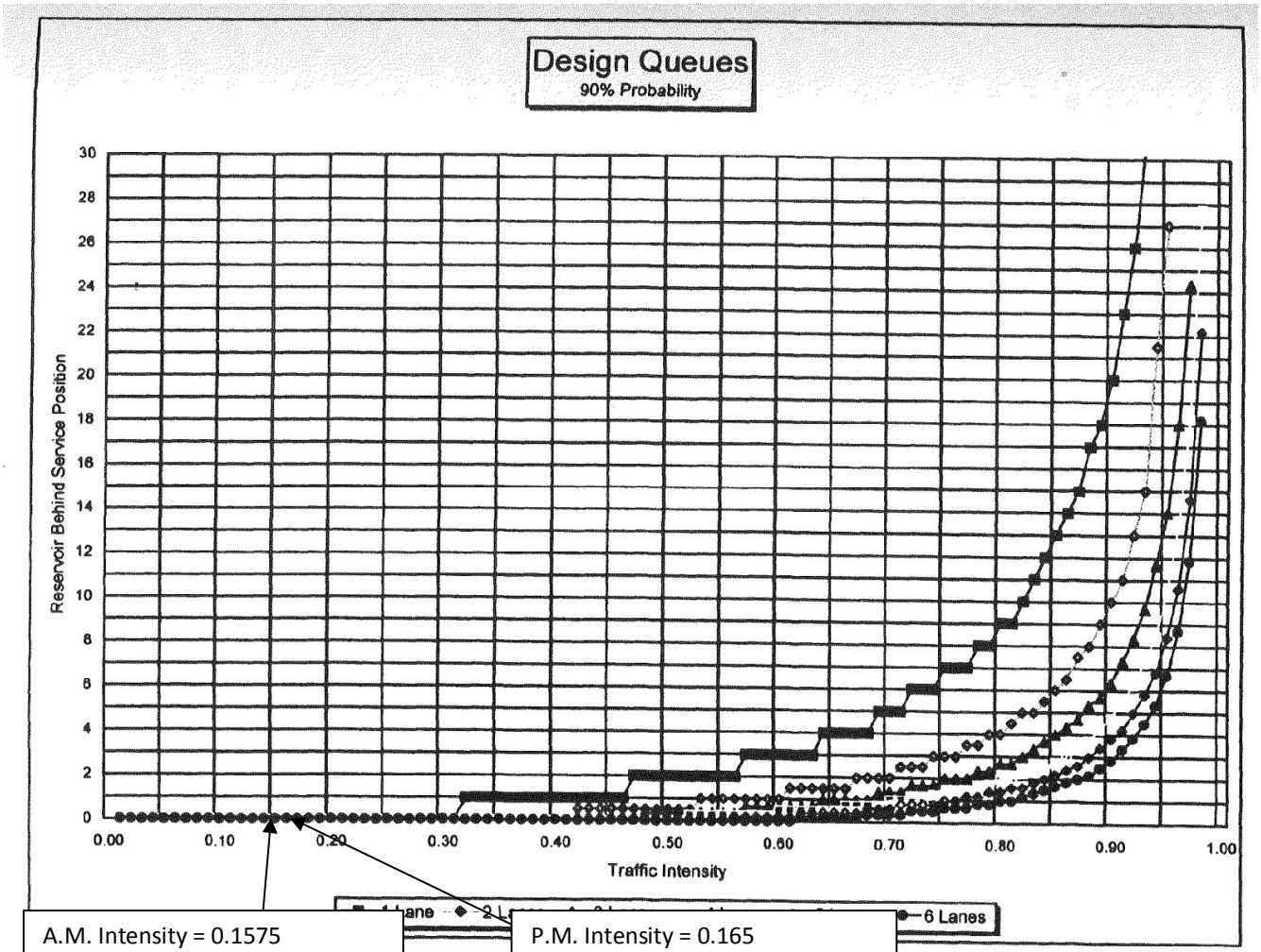
Reference: ***Parking Structures 3rd Edition: Planning, Design, Construction, Maintenance, and Repair***
(Anthony P. Chrest, Mary S. Smith, Sam Bhuyan, Mohammad Iqbal, and Donald R. Monahan, 2001)

Analysis: A.M. peak hour (63 entering vehicles)
P.M. peak hour (66 entering vehicles)

Service Rate: 400 vph (Push-button service rate) x 1 lane = 400 vph

A.M. Peak Hour Traffic Intensity: 0.1575
P.M. Peak Hour Traffic Intensity: 0.165

A.M. Peak Hour Queue: Less than one (1) vehicle per service lane behind service position
P.M. Peak Hour Queue: Less than one (1) vehicle per service lane behind service position



A.M. Intensity = 0.1575
A.M. Queue = < 1

P.M. Intensity = 0.165
P.M. Queue = <1

Project Driveway (Multi-use Tower Entry Gate – Office Entry)

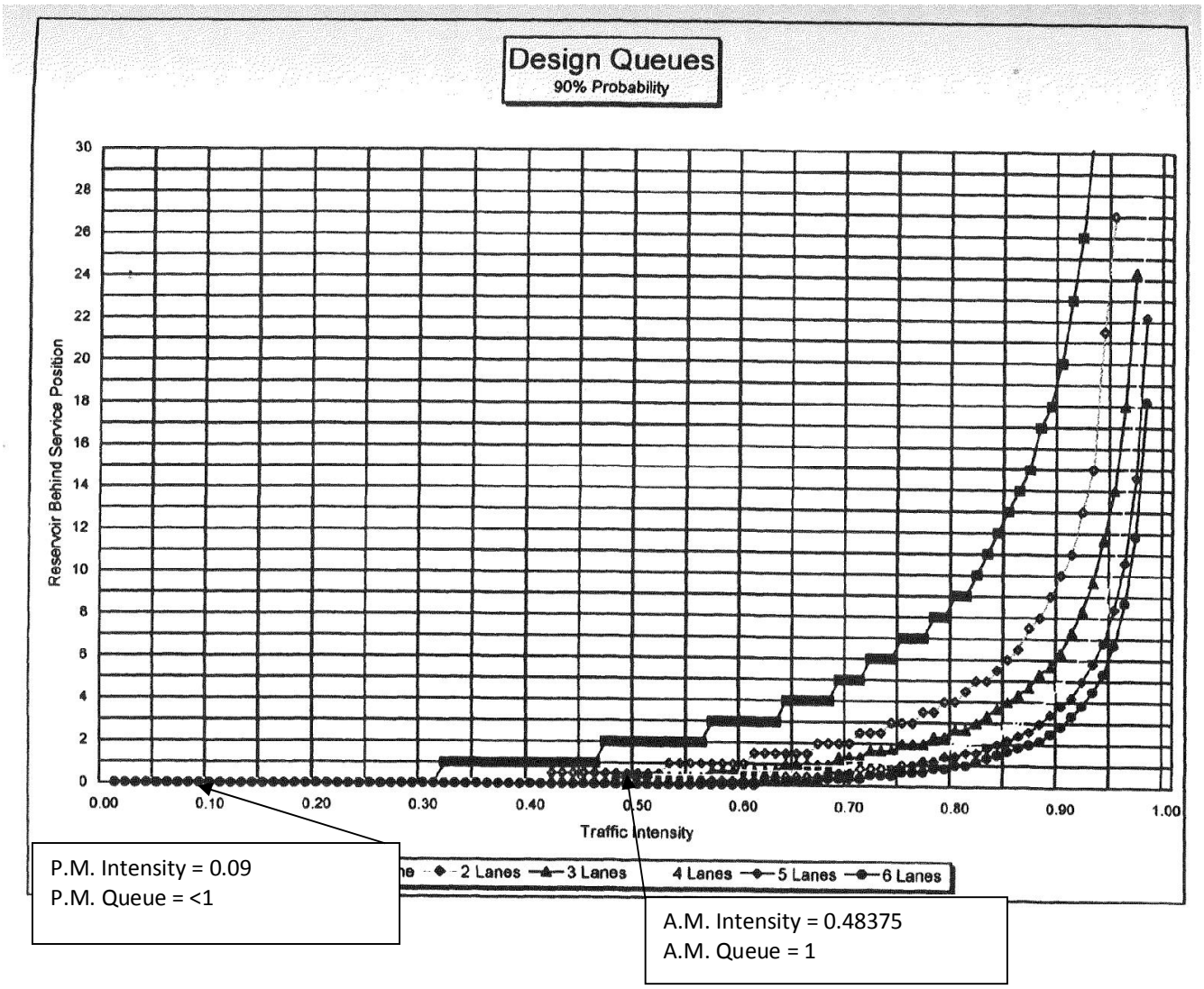
Reference: ***Parking Structures 3rd Edition: Planning, Design, Construction, Maintenance, and Repair***
(Anthony P. Chrest, Mary S. Smith, Sam Bhuyan, Mohammad Iqbal, and Donald R. Monahan, 2001)

Analysis: A.M. peak hour (387 entering vehicles)
P.M. peak hour (72 entering vehicles)

Service Rate: 400 vph (Push-button service rate) x 2 lanes = 800 vph

A.M. Peak Hour Traffic Intensity: 0.48375
P.M. Peak Hour Traffic Intensity: 0.09

A.M. Peak Hour Queue: One (1) vehicle per service lane behind service position
P.M. Peak Hour Queue: Less than one (1) vehicle per service lane behind service position



Project Driveway (Overbuild 1 Entry Gate – Office Entry)

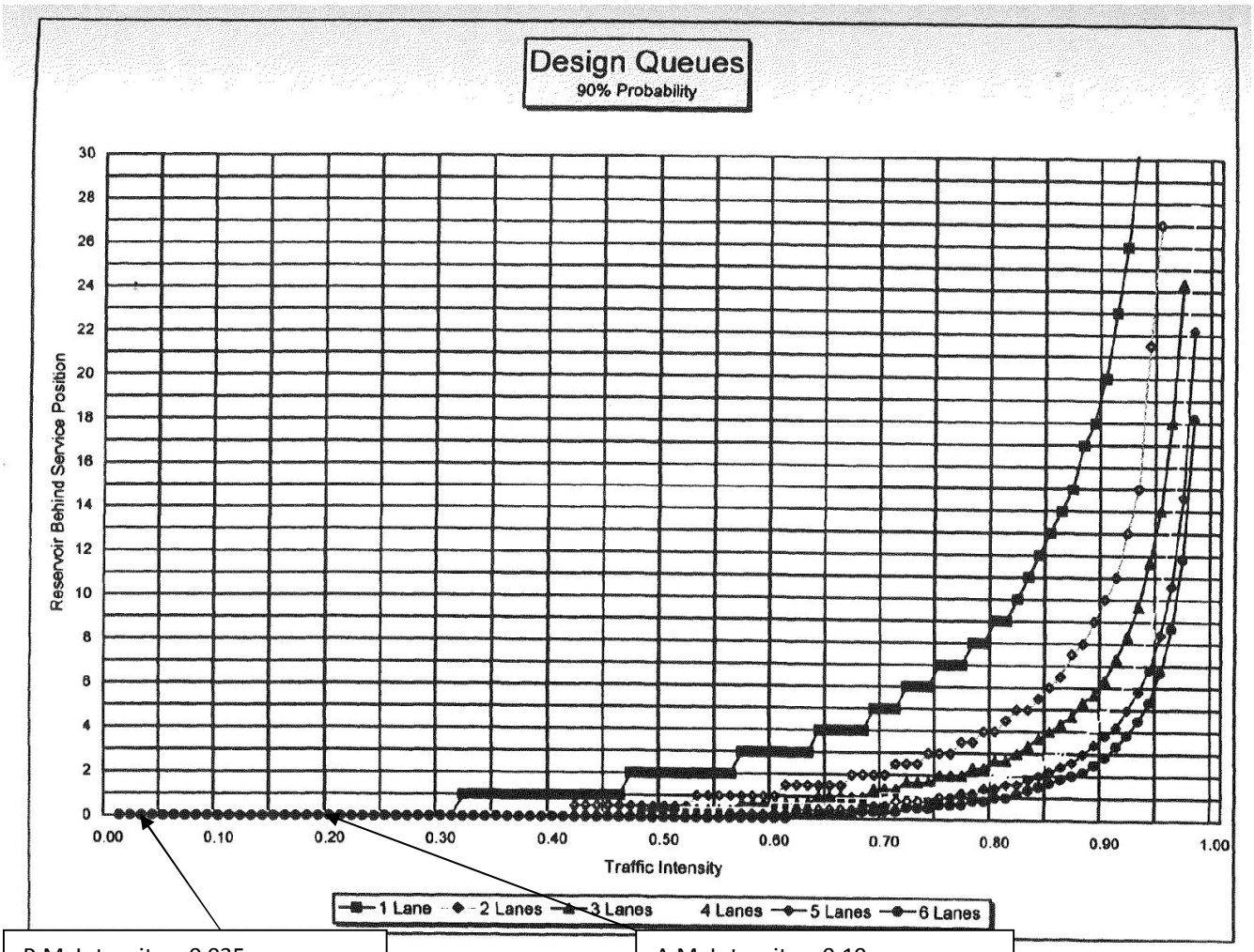
Reference: ***Parking Structures 3rd Edition: Planning, Design, Construction, Maintenance, and Repair***
(Anthony P. Chrest, Mary S. Smith, Sam Bhuyan, Mohammad Iqbal, and Donald R. Monahan, 2001)

Analysis: A.M. peak hour (76 entering vehicles)
P.M. peak hour (14 entering vehicles)

Service Rate: 400 vph (Push-button service rate) x 1 lane = 400 vph

A.M. Peak Hour Traffic Intensity: 0.19
P.M. Peak Hour Traffic Intensity: 0.035

A.M. Peak Hour Queue: Less than one (1) vehicle per service lane behind service position
P.M. Peak Hour Queue: Less than one (1) vehicle per service lane behind service position



P.M. Intensity = 0.035
P.M. Queue = < 1

A.M. Intensity = 0.19
A.M. Queue = < 1

Project Driveway (CRA Parking Garage Entry Gate – Train Station/Office/Retail Entry)

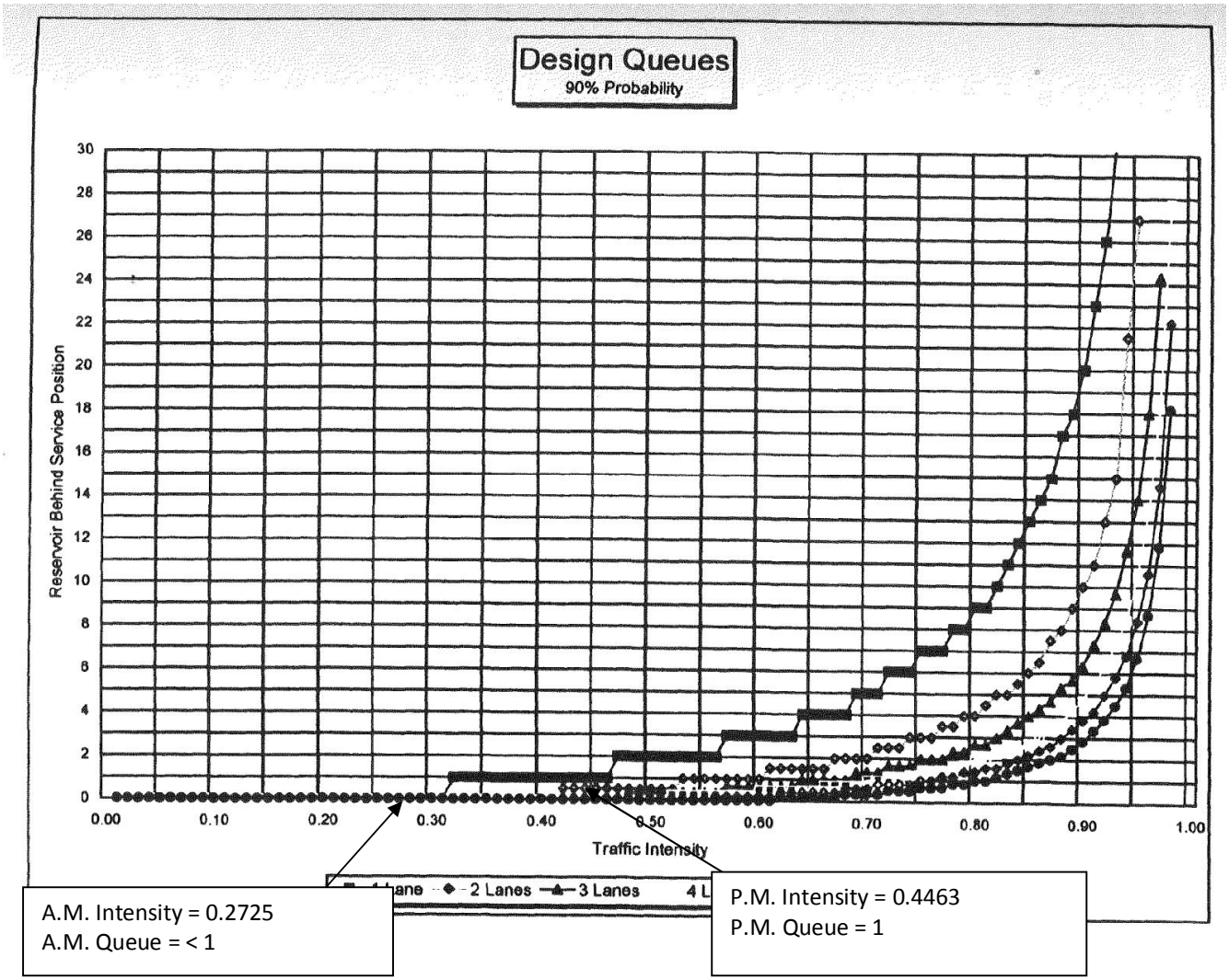
Reference: ***Parking Structures 3rd Edition: Planning, Design, Construction, Maintenance, and Repair***
(Anthony P. Chrest, Mary S. Smith, Sam Bhuyan, Mohammad Iqbal, and Donald R. Monahan, 2001)

Analysis: A.M. peak hour (218 entering vehicles)
P.M. peak hour (357 entering vehicles)

Service Rate: 400 vph (Push-button service rate) x 2 lane = 800 vph

A.M. Peak Hour Traffic Intensity: 0.2725
P.M. Peak Hour Traffic Intensity: 0.4463

A.M. Peak Hour Queue: Less than one (1) vehicle per service lane behind service position
P.M. Peak Hour Queue: One (1) vehicle per service lane behind service position



Robotic Parking Garage Queuing Analysis A.M. Peak Hour

(Two Bays)

Arrival Rate

IN	OUT	
17		veh/hr

Service Rate

IN	OUT	
2.11		mins/veh

Number of Bays (N) =	2	
Level of Confidence =	0.90	
Storage Provided On-Site =	3	vehicles
Total Entering and Exiting Vehicles(q) =	17	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	28.44	veh/hr/pos
Average Service Rate (t) =	2.11	mins/veh
rho (t/Q) =	0.299	

Control Delay = min

	N	N-1		
0.70	1	0	P(n=0)=	1.000
0.75	2	1	P(n=1)=	0.598
0.80	3	2	P(n=2)=	0.000

P(0) = 53.97%

Service Time = 2.11 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.06	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.66	
Mean time in the queue	E(w)=	0.21	mins
Mean time in system	E(t)=	2.32	mins

Proportion of customers who wait (P) (E(w) > 0)=	13.76%	
Probability of a queue exceeding a length (M) P(x > M)=	10.00%	

Queue length which is exceeded 10.00% of the times is equal to -0.7 vehicles

Robotic Parking Garage Queuing Analysis P.M. Peak Hour

(Three Bays)

Arrival Rate

IN	OUT	
33		veh/hr

Service Rate

IN	OUT	
3.14		mins/veh

Number of Bays (N) =	3	
Level of Confidence =	0.90	
Storage Provided On-Site =	3	vehicles
Total Entering and Exiting Vehicles(q) =	33	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	19.11	veh/hr/pos
Average Service Rate (t) =	3.14	mins/veh
rho (t/Q) =	0.576	

Control Delay = min

	N	N-1		
0.70	1	0	P(n=0)=	1.000
0.75	2	1	P(n=1)=	1.727
0.80	3	2	P(n=2)=	1.491
0.85	4	3	P(n=3)=	0.000

P(0) = 16.02%

Service Time = 3.14 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.44	
Expected (avg.) number of vehicles waiting in queue	E(n)=	2.17	
Mean time in the queue	E(w)=	0.80	mins
Mean time in system	E(t)=	3.94	mins

Proportion of customers who wait (P) (E(w) > 0)=	32.41%	
Probability of a queue exceeding a length (M) P(x > M)=	10.00%	

Queue length which is exceeded 10.00% of the times is equal to 1.1 vehicles

Robotic Parking A.M. Service Times

A.M. Service Time

1 Bay			2 Bays			3 Bays			4 Bays		
# of Vehicles	Service Time	Time Elapsed	# of Vehicles	Service Time	Time Elapsed	# of Vehicles	Service Time	Time Elapsed	# of Vehicles	Service Time	Time Elapsed
1	112.5	112.5 sec	1	112.5	112.5 sec	1	112.5	112.5 sec	1	112.5	112.5 sec
2	112.5	225 sec	2	112.5	225 sec	2	112.5	225 sec	2	112.5	225 sec
3	112.5	337.5 sec	3	112.5	337.5 sec	3	112.5	337.5 sec	3	112.5	337.5 sec
4	112.5	450 sec	4	112.5	450 sec	4	112.5	450 sec	4	112.5	450 sec
5	112.5	562.5 sec	5	112.5	562.5 sec	5	112.5	562.5 sec	5	112.5	562.5 sec
6	112.5	675 sec	6	112.5	675 sec	6	112.5	675 sec	6	112.5	675 sec
7	112.5	787.5 sec	7	112.5	787.5 sec	7	112.5	787.5 sec	7	112.5	787.5 sec
8	352.5	1140 sec	8	112.5	900 sec	8	112.5	900 sec	8	112.5	900 sec
9	112.5	1252.5 sec	9	112.5	1012.5 sec	9	112.5	1012.5 sec	9	112.5	1012.5 sec
10	112.5	1365 sec	10	112.5	1125 sec	10	112.5	1125 sec	10	112.5	1125 sec
11	112.5	1477.5 sec	11	112.5	1237.5 sec	11	112.5	1237.5 sec	11	112.5	1237.5 sec
12	112.5	1590 sec	12	112.5	1350 sec	12	112.5	1350 sec	12	112.5	1350 sec
13	352.5	1942.5 sec	13	112.5	1462.5 sec	13	112.5	1462.5 sec	13	112.5	1462.5 sec
14	112.5	2055 sec	14	112.5	1575 sec	14	112.5	1575 sec	14	112.5	1575 sec
15	112.5	2167.5 sec	15	352.5	1927.5 sec	15	112.5	1687.5 sec	15	112.5	1687.5 sec
16	112.5	2280 sec	16	112.5	2040 sec	16	112.5	1800 sec	16	112.5	1800 sec
17	112.5	2392.5 sec	17	112.5	2152.5 sec	17	112.5	1912.5 sec	17	112.5	1912.5 sec
Total Run Time for 17 Entering Vehicles		39.88 min	Total Run Time for 17 Entering Vehicles		35.88 min	Total Run Time for 17 Entering Vehicles		31.88 min	Total Run Time for 17 Entering Vehicles		31.88 min
Total Processing Time for 1 Bay		39.88 min	Total Processing Time for 2 Bays		17.94 min	Total Processing Time for 3 Bays		10.63 min	Total Processing Time for 4 Bays		7.97 min
Average Service Time per Bay		2.35 min	Average Service Time per Bay		2.11 min	Average Service Time per Bay		1.88 min	Average Service Time per Bay		1.88 min

Robotic Parking P.M. Service Times

P.M. Service Time

1 Bay			2 Bays			3 Bays			4 Bays		
# of Vehicles	Service Time	Time Elapsed	# of Vehicles	Service Time	Time Elapsed	# of Vehicles	Service Time	Time Elapsed	# of Vehicles	Service Time	Time Elapsed
1	186.64	186.64 sec	1	186.64	186.64 sec	1	186.64	186.64 sec	1	186.64	186.64 sec
2	186.64	373.28 sec	2	186.64	373.28 sec	2	186.64	373.28 sec	2	186.64	373.28 sec
3	186.64	559.92 sec	3	186.64	559.92 sec	3	186.64	559.92 sec	3	186.64	559.92 sec
4	186.64	746.56 sec	4	186.64	746.56 sec	4	186.64	746.56 sec	4	186.64	746.56 sec
5	186.64	933.2 sec	5	186.64	933.2 sec	5	186.64	933.2 sec	5	186.64	933.2 sec
6	186.64	1119.84 sec	6	186.64	1119.84 sec	6	186.64	1119.84 sec	6	186.64	1119.84 sec
7	186.64	1306.48 sec	7	186.64	1306.48 sec	7	186.64	1306.48 sec	7	186.64	1306.48 sec
8	252.64	1559.12 sec	8	186.64	1493.12 sec	8	186.64	1493.12 sec	8	186.64	1493.12 sec
9	186.64	1745.76 sec	9	186.64	1679.76 sec	9	186.64	1679.76 sec	9	186.64	1679.76 sec
10	186.64	1932.4 sec	10	186.64	1866.4 sec	10	186.64	1866.4 sec	10	186.64	1866.4 sec
11	186.64	2119.04 sec	11	186.64	2053.04 sec	11	186.64	2053.04 sec	11	186.64	2053.04 sec
12	186.64	2305.68 sec	12	186.64	2239.68 sec	12	186.64	2239.68 sec	12	186.64	2239.68 sec
13	252.64	2558.32 sec	13	186.64	2426.32 sec	13	186.64	2426.32 sec	13	186.64	2426.32 sec
14	186.64	2744.96 sec	14	186.64	2612.96 sec	14	186.64	2612.96 sec	14	186.64	2612.96 sec
15	186.64	2931.6 sec	15	252.64	2865.6 sec	15	186.64	2799.6 sec	15	186.64	2799.6 sec
16	186.64	3118.24 sec	16	186.64	3052.24 sec	16	186.64	2986.24 sec	16	186.64	2986.24 sec
17	186.64	3304.88 sec	17	186.64	3238.88 sec	17	186.64	3172.88 sec	17	186.64	3172.88 sec
18	252.64	3557.52 sec	18	186.64	3425.52 sec	18	186.64	3359.52 sec	18	186.64	3359.52 sec
19	186.64	3744.16 sec	19	186.64	3612.16 sec	19	186.64	3546.16 sec	19	186.64	3546.16 sec
20	186.64	3930.8 sec	20	186.64	3798.8 sec	20	186.64	3732.8 sec	20	186.64	3732.8 sec
21	186.64	4117.44 sec	21	186.64	3985.44 sec	21	186.64	3919.44 sec	21	186.64	3919.44 sec
22	186.64	4304.08 sec	22	186.64	4172.08 sec	22	252.64	4172.08 sec	22	186.64	4106.08 sec
23	252.64	4556.72 sec	23	186.64	4358.72 sec	23	186.64	4358.72 sec	23	186.64	4292.72 sec
24	186.64	4743.36 sec	24	186.64	4545.36 sec	24	186.64	4545.36 sec	24	186.64	4479.36 sec
25	186.64	4930 sec	25	252.64	4798 sec	25	186.64	4732 sec	25	186.64	4666 sec
26	186.64	5116.64 sec	26	186.64	4984.64 sec	26	186.64	4918.64 sec	26	186.64	4852.64 sec
27	186.64	5303.28 sec	27	186.64	5171.28 sec	27	186.64	5105.28 sec	27	186.64	5039.28 sec
28	252.64	5555.92 sec	28	186.64	5357.92 sec	28	186.64	5291.92 sec	28	186.64	5225.92 sec
29	186.64	5742.56 sec	29	186.64	5544.56 sec	29	186.64	5478.56 sec	29	252.64	5478.56 sec
30	186.64	5929.2 sec	30	186.64	5731.2 sec	30	186.64	5665.2 sec	30	186.64	5665.2 sec
31	186.64	6115.84 sec	31	186.64	5917.84 sec	31	186.64	5851.84 sec	31	186.64	5851.84 sec
32	186.64	6302.48 sec	32	186.64	6104.48 sec	32	186.64	6038.48 sec	32	186.64	6038.48 sec
33	252.64	6555.12 sec	33	186.64	6291.12 sec	33	186.64	6225.12 sec	33	186.64	6225.12 sec
Total Run Time for 33 Entering Vehicles		109.25 min	Total Run Time for 33 Entering Vehicles		104.85 min	Total Run Time for 33 Entering Vehicles		103.75 min	Total Run Time for 33 Entering Vehicles		103.75 min
Total Processing Time for 1 Bay		109.25 min	Total Processing Time for 2 Bays		52.43 min	Total Processing Time for 3 Bays		34.58 min	Total Processing Time for 4 Bays		25.94 min
Average Service Time per Bay		3.31 min	Average Service Time per Bay		3.18 min	Average Service Time per Bay		3.14 min	Average Service Time per Bay		3.14 min