City Park
Q21

Prepared by:

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Coral Gables, Florida 33134

September 9, 2025
Revised February 19, 2026
Revised March 2, 2026
Revised June 4, 2026

DPA Project #21135

21. Transportation

A. Using Map J or a table as a base, indicate existing conditions on the highway network within the study area (as previously defined on Map J), including AADT, peak-hour trips, directional traffic split, levels of service and maximum service volumes for the adopted level of service (LOS). Identify the assumptions used in this analysis, including "K" factor, directional "D" factor, facility type, number of lanes and existing signal locations. (If levels of service are based on some methodology other than the most recent procedures of the Transportation Research Board and FDOT, this should be agreed upon at the pre-application conference stage.) Identify the adopted LOS standards of the FDOT, appropriate regional planning council, and local government for roadways within the identified study area. Identify what improvements or new facilities within this study area are planned, programmed, or committed for improvement. Attach appropriate excerpts from published capital improvements plans, budgets and programs showing schedules and types of work and letters from the appropriate agencies stating the current status of the planned, programmed and committed improvements.

1. Project Description, Scale of Development and Land Use

City Park is a proposed master-planned development encompassing approximately 990 acres located in unincorporated southwest Miami-Dade County, bounded by SW 136th Street (Howard Drive) to the north, SW 152nd Street (Coral Reef Drive) to the south, SW 162nd Avenue to the east, and SW 177th Avenue (Krome Avenue / SR 997) to the west (the "Subject Property"). The project is located within an area designated for urban expansion and is consistent with the County's long-term growth management, infrastructure planning, and economic development objectives. The DRI is proposed for development within a single phase with buildout occurring in the year 2036. See Map J-A1 for the project location.

2. Scale of Development and Land Use

The proposed development program for City Park is shown in **Table 21.A.1**, below.

Table 21.A.1
City Park DRI Development Program

Land Use	Scale of Development
Residential	
- **Single Family Detached**	1,029 du
- **Single Family Attached**	4,532 du
- **Multifamily Mid-Rise**	2,239 du
Retail	673,902 sq. ft.
Industrial Warehousing	892,484 sq. ft.
Office	500,000 sq. ft.
Elementary School	1,011 students
Middle School	1,222 students
High School	1,630 students
Park	56 acres

3. Methodology Assumptions and Guidelines

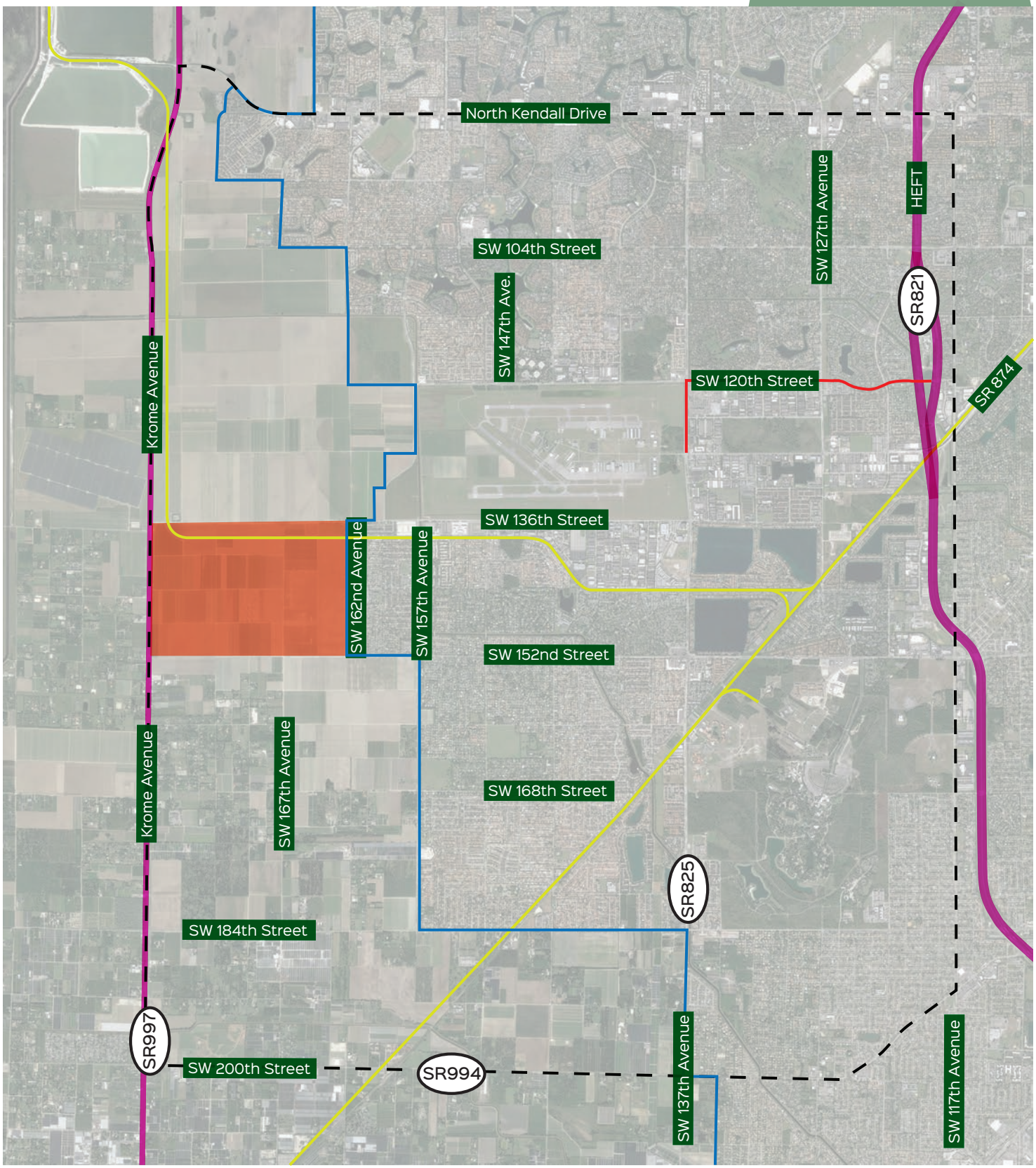
The transportation study methodology is outlined in the May 8, 2025, Agreement to Delete document included in Appendix 21-1. The study methodology is based on standard practices for traffic impact studies, the land use characteristics of the project, and the prescribed methodologies for responding to Question 21 as established by the various agencies having jurisdiction to review the DRI. Unless otherwise stated, this transportation study adheres to the DRI methodology guidelines, policies, and standards listed below:

1. Florida Department of Transportation (FDOT) *Multimodal Transportation Site Impact Handbook* 2024.
2. FDOT *Multimodal Quality/Level of Service (Q/LOS)* Handbook 2023.
3. FDOT *Project Traffic Forecasting Handbook* 2019.
4. FDOT *Project Traffic Analysis Handbook* 2021.
5. FDOT's Turns5/TMTool or other approved intersection turning movement forecasting application.
6. Synchro results based on the *Highway Capacity Manual* (HCM) methodology; the latest version of Synchro Studio (12) shall be used unless otherwise justified.
7. ITE's *Trip Generation Manual*, 12th edition.
8. ITE's *Trip Generation Handbook*, 3rd edition.

4. Traffic Impact Study Area

The traffic impact study area for a DRI is defined by Rule 73C-40.045, F.A.C. The five percent (5%) consumption rule shall apply to a segment-level study using directional, peak-hour analysis for the PM peak hour volumes on existing highways adjacent to the site, including but not limited to SW 157th Avenue (Newton Road), SW 137th Avenue (SR 825 / Lindgren Road), SW 136th Street, SW 144th Street, SW 152nd Street, SW 120th Street, SW 177th Avenue (Krome Avenue / SR 997), SR 874 (Don Shula Expressway), and the Homestead Extension to Florida's Turnpike (HEFT / SR 821).

Map J-A1 illustrates the preliminary traffic impact study area which extends to SW 88th Street (SR 94 / Kendall Drive) on the north, SW 117th Avenue on the east, SW 200th Street (SR 994 / Quail Roost Dr) on the south, and SW 177th Avenue (Krome Avenue / SR 997) on the west. Map J-A2 illustrates the existing lane geometry for the roadways within this traffic impact study area. Map J-A3 highlights those regionally significant roadway segments where project trips anticipated from the build out of the DRI are equal to or exceed 5.0% of the adopted PM peak hour maximum service volume pursuant to Rule 73C-40.045, F.A.C. The calculations performed to determine compliance with this 5.0% rule are provided in Table 21.A.2, where project trip assignments are established using the latest version of the adopted Southeast Regional Planning Model (SERPM). Table 21.A.2 also includes the existing lane geometry and the adopted level of service standards within the preliminary traffic impact study area.



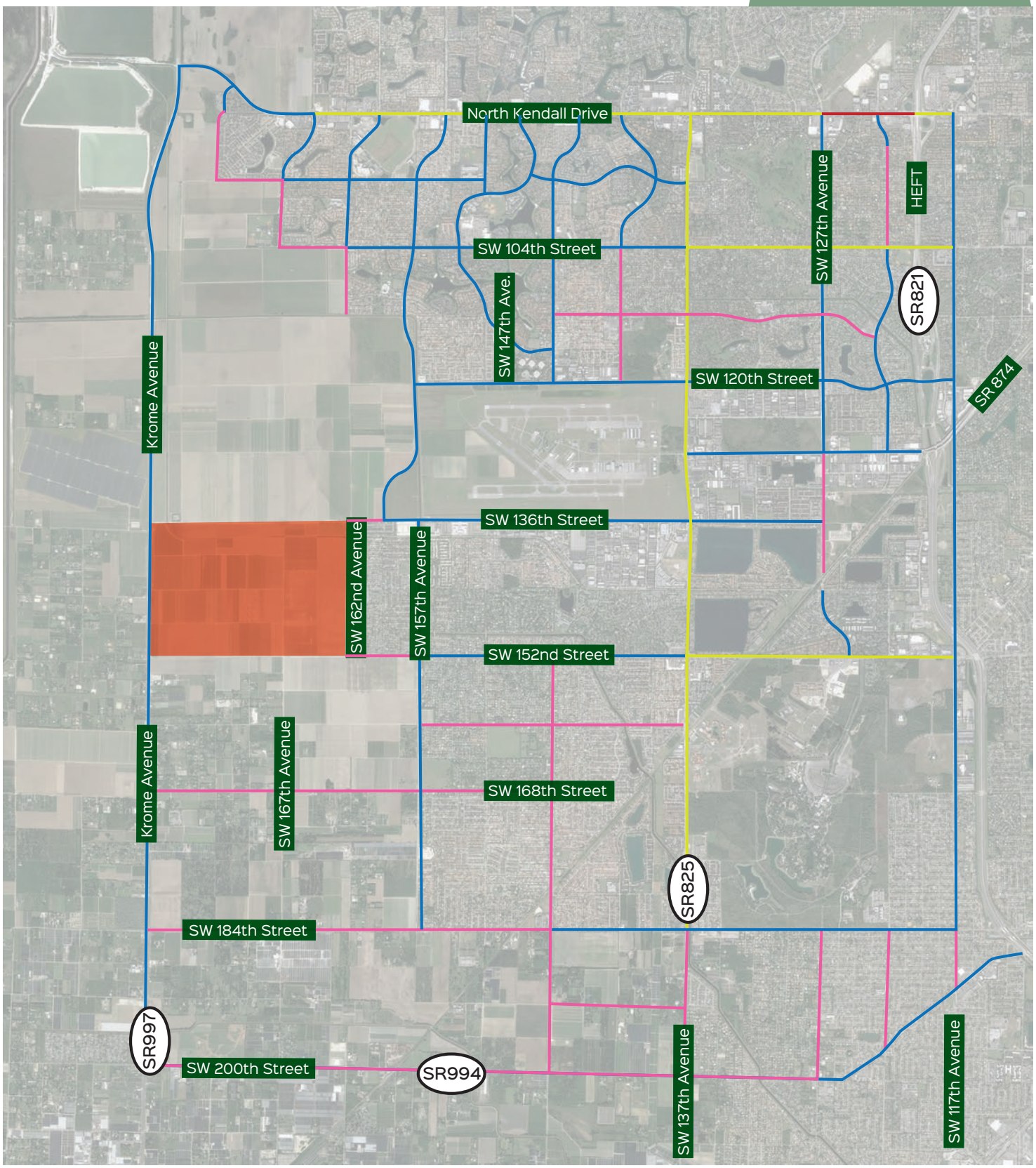
Project Location

Map J-A1

Location Map

Preliminary Traffic impact Study Area
Urban Development Boundary
Existing Rail Lines
SIS Roadways
SIS Connector

NORTH
MAP NOT TO SCALE



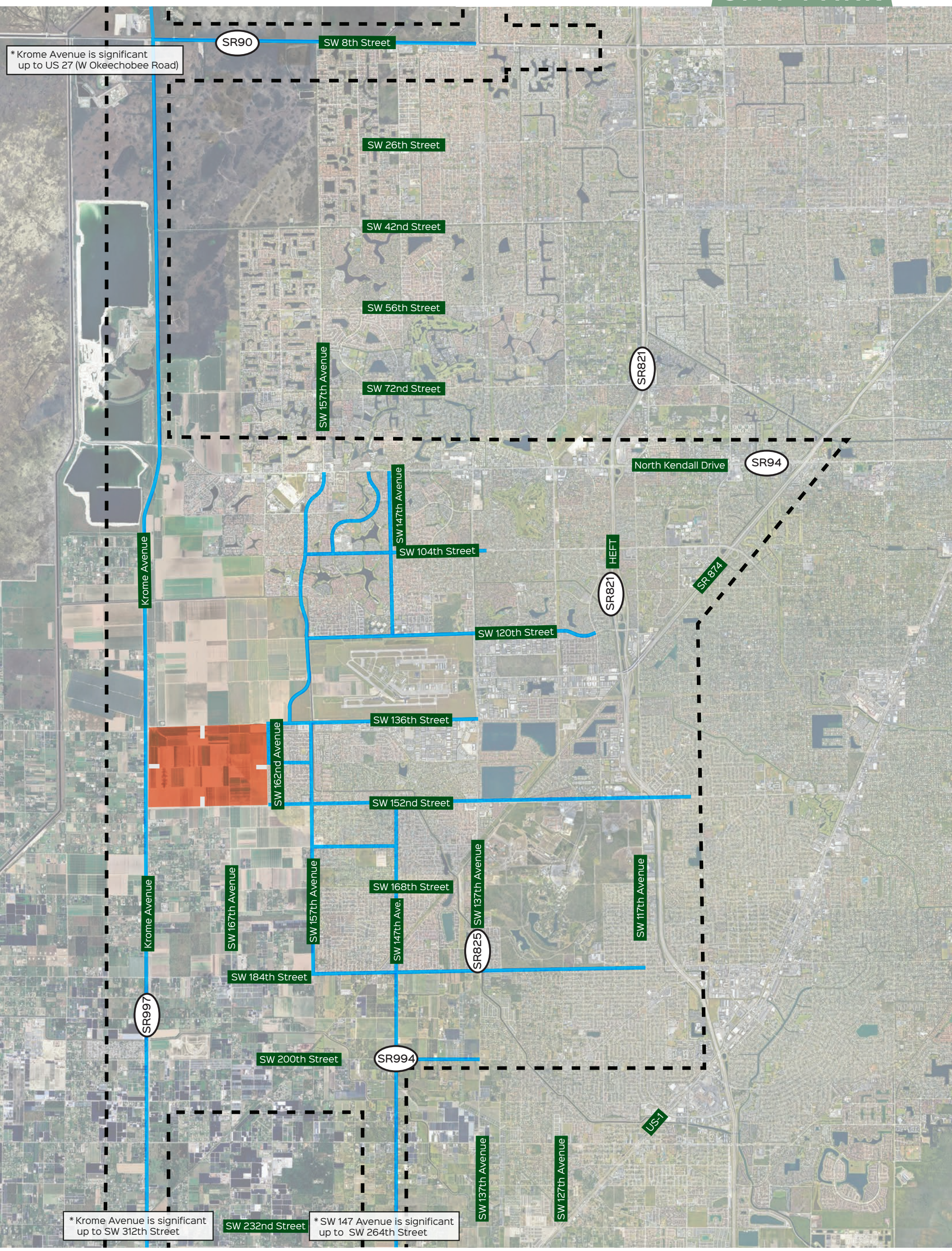
Project Location

8 Lanes
6 Lanes
4 Lanes
2 Lanes

Map J-A2

Existing Lane Geometry

NORTH
MAP NOT TO SCALE



Project Location

Map J-A3

Final Traffic Impact Study Area Based Upon The 5% Rule

NORTH
MAP NOT TO SCALE

TABLE 21.A.2
Traffic Impact Study Area Determination Based Upon 5% Rule

Roadway Segments	Direction	Existing Number of Lanes	Adopted LOS Standard[1]	Project Two-Way Distribution Percent[2]	Total PM Peak Hour Project Trips[5] 5,316	Primary Direction	Directional Split Percentage[3]	Total PM Peak Hour Project Trips[4] 5,316	Maximum Service Volume[5] (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)
SW 8 Street / US-41 / Tamiami Trail											
SW 187 Avenue to SW 177 Avenue	EB	1LU	C	0.25%	13	EB	0.14%	6	452	1.33%	No
	WB	1LU	C				0.11%	7	452	1.55%	No
SW 177 Avenue to SW 157 Avenue	EB	2LD	C	7.75%	412	WB	3.49%	185	2,390	7.74%	Yes
	WB	2LD	C				4.26%	227	2,510	9.05%	Yes
SW 157 Avenue to SW 137 Avenue	EB	3LD	E+20	8.00%	425	WB	3.60%	191	3,578	5.34%	Yes
	WB	3LD	E+20				4.40%	234	3,408	6.87%	Yes
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	3.00%	159	WB	1.35%	72	3,780	1.90%	No
	WB	3LD	E+20				1.65%	87	3,780	2.30%	No
SW 127 Avenue to HEFT	EB	3LD	E	2.00%	106	WB	0.90%	48	3,150	1.52%	No
	WB	3LD	E				1.10%	58	3,150	1.84%	No
HEFT to SW 107 Avenue	EB	3LD	D	1.00%	53	WB	0.45%	24	2,951	0.81%	No
	WB	3LD	D				0.55%	29	2,810	1.03%	No
SW 88 Street / SR 94 / Kendall Drive											
SW 177 Avenue to SW 167 Avenue	EB	2LD	D	1.50%	80	WB	0.68%	36	1,943	1.85%	No
	WB	2LD	D				0.83%	44	1,943	2.27%	No
SW 167 Avenue to SW 157 Avenue	EB	3LD	E+20	1.00%	53	WB	0.45%	24	3,600	0.67%	No
	WB	3LD	E+20				0.55%	29	3,600	0.81%	No
SW 157 Avenue to SW 147 Avenue	EB	3LD	E+20	1.00%	53	WB	0.45%	24	3,600	0.67%	No
	WB	3LD	E+20				0.55%	29	3,600	0.81%	No
SW 147 Avenue to SW 137 Avenue	EB	3LD	D	2.00%	106	WB	0.90%	48	2,814	1.71%	No
	WB	3LD	D				1.10%	58	2,680	2.16%	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	1.50%	80	WB	0.68%	36	3,600	1.00%	No
	WB	3LD	E+20				0.83%	44	3,780	1.16%	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	1.50%	80	WB	0.68%	36	3,588	1.00%	No
	WB	4LD	E+20				0.83%	44	4,423	0.99%	No
SW 104 Street											
SW 157 Avenue to SW 147 Avenue	EB	2LD	E+20	6.00%	319	WB	2.70%	144	2,257	6.38%	Yes
	WB	2LD	E+20				3.30%	175	2,257	7.75%	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LD	E+20	6.00%	319	WB	2.70%	144	2,257	6.38%	Yes
	WB	2LD	E+20				3.30%	175	2,257	7.75%	Yes
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	4.50%	239	WB	2.03%	108	3,348	3.23%	No
	WB	3LD	E+20				2.48%	131	3,348	3.91%	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	4.00%	213	WB	1.80%	96	3,348	2.87%	No
	WB	3LD	E+20				2.20%	117	3,348	3.49%	No
SW 117 Avenue to SR 874	EB	3LD	E+20	3.00%	159	WB	1.35%	72	3,348	2.15%	No
	WB	3LD	E+20				1.65%	87	3,348	2.60%	No
SW 120 Street											
SW 157 Avenue to SW 147 Avenue	EB	2LD	D	11.00%	585	WB	4.95%	263	1,800	14.61%	Yes
	WB	2LD	D				6.05%	322	1,800	17.89%	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LD	D	4.50%	239	WB	2.03%	108	1,890	5.71%	Yes
	WB	2LD	D				2.48%	131	1,800	7.28%	Yes
SW 137 Avenue to SW 122 Avenue	EB	2LD	D	3.00%	159	WB	1.35%	72	1,467	4.91%	No
	WB	2LD	D				1.65%	87	1,467	5.93%	Yes
SW 122 Avenue to SW 117 Avenue	EB	2LD	D	2.00%	106	WB	0.90%	48	1,467	3.27%	No
	WB	2LD	D				1.10%	58	1,467	3.95%	No
SW 136 Street											
SW 162 Avenue to SW 157 Avenue	EB	2LD	D	7.00%	372	EB	3.15%	167	1,467	11.38%	Yes
	WB	2LD	D				3.85%	205	1,467	13.97%	Yes
SW 157 Avenue to SW 137 Avenue	EB	2LD	D	7.00%	372	WB	3.15%	167	1,467	11.38%	Yes
	WB	2LD	D				3.85%	205	1,467	13.97%	Yes
SW 137 Avenue to SW 127 Avenue	EB	2LD	D	1.00%	53	WB	0.45%	24	1,467	1.64%	No
	WB	2LD	D				0.55%	29	1,467	1.98%	No
SW 144 Street											
SW 162 Avenue to SW 157 Avenue	EB	1LU	D	4.00%	213	WB	1.80%	96	709	13.54%	Yes
	WB	1LU	D				2.20%	117	675	17.33%	Yes
SW 152 Street											
SW 162 Avenue to SW 157 Avenue	EB	1LU	D	34.00%	1,807	WB	15.30%	813	792	102.65%	Yes
	WB	1LU	D				18.70%	994	792	125.51%	Yes
SW 157 Avenue to SW 147 Avenue	EB	2LD	D	20.00%	1,063	WB	9.00%	478	1,800	26.56%	Yes
	WB	2LD	D				11.00%	585	1,890	30.95%	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LD	E+20	20.00%	1,063	WB	9.00%	478	2,257	21.18%	Yes
	WB	2LD	E+20				11.00%	585	2,257	25.92%	Yes
SW 137 Avenue to SW 127 Avenue	EB	3LD	D	15.00%	797	WB	6.75%	359	2,854	12.58%	Yes
	WB	3LD	D				8.25%	438	2,718	16.11%	Yes
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	14.00%	744	WB	6.30%	335	3,348	10.01%	Yes
	WB	3LD	E+20				7.70%	409	3,348	12.22%	Yes
SW 117 Avenue to SW 112 Avenue	EB	2LD	E+20	7.00%	372	WB	3.15%	167	2,520	6.63%	Yes
	WB	2LD	E+20				3.85%	205	2,646	7.75%	Yes
SW 112 Avenue to US-1	EB	2LD	E+20	5.00%	266	WB	2.25%	120	2,646	4.54%	No
	WB	2LD	E+20				2.75%	146	2,520	5.79%	Yes
SW 160 Street											
SW 157 Avenue to SW 147 Avenue	EB	1LU	D	2.50%	133	EB	1.13%	60	675	8.89%	Yes
	WB	1LU	D				1.38%	73	709	10.30%	Yes
SW 184 Street											
SW 177 Avenue to SW 157 Avenue	EB	1LU	C	0.50%	27	WB	0.23%	12	747	1.61%	No
	WB	1LU	C				0.28%	15	784	1.91%	No
SW 157 Avenue to SW 147 Avenue	EB	1LU	D	7.00%	372	WB	3.15%	167	792	21.09%	Yes
	WB	1LU	D				3.85%	205	634	32.35%	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LU	D	5.00%	266	WB	2.25%	120	1,710	7.02%	Yes
	WB	2LU	D				2.75%	146	1,710	8.54%	Yes
SW 137 Avenue to SW 117 Avenue	EB	2LU	D	5.00%	266	WB	2.25%	120	1,710	7.02%	Yes
	WB	2LU	D				2.75%	146	1,710	8.54%	Yes
SW 117 Avenue to US-1	EB	2LD	D	3.00%	159	WB	1.35%	72	1,800	4.00%	No
	WB	2LD	D				1.65%	87	1,800	4.83%	No

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Traffic Impact Study Area Determination Based Upon 5% Rule

Roadway Segments	Direction	Existing Number of Lanes	Adopted LOS Standard[1]	Project Two-Way Distribution Percent[2]	Total PM Peak Hour Project Trips[5] 5,316	Primary Direction	Directional Split Percentage[3]	Total PM Peak Hour Project Trips[4] 5,316	Maximum Service Volume[5] (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)
SW 200 Street / SR 994 / Quail Roost Drive											
SW 177 Avenue to SW 147 Avenue	EB	1LU	D	1.00%	53	WB	0.45%	24	730	3.29%	No
	WB	1LU	D				0.55%	29	730	3.97%	No
SW 147 Avenue to SW 137 Avenue	EB	1LU	C	1.00%	53	WB	0.45%	24	430	5.58%	Yes
	WB	1LU	C				0.55%	29	430	6.74%	Yes
SW 137 Avenue to SW 127 Avenue	EB	1LU	E	1.00%	53	WB	0.45%	24	1,250	1.92%	No
	WB	1LU	E				0.55%	29	1,313	2.21%	No
SW 127 Avenue to SR 821/HEFT	EB	2LD	E	1.00%	53	WB	0.45%	24	2,205	1.09%	No
	WB	2LD	E				0.55%	29	2,315	1.25%	No
SW 177 Avenue / SR 997 / Krome Avenue											
US 27 to SW 2 Street	NB	2LD	C	5.50%	292	SB	2.48%	131	2,390	5.48%	Yes
	SB	2LD	C				3.03%	161	2,390	6.74%	Yes
SW 2 Street to SW 8 Street	NB	2LD	C	6.00%	319	SB	2.70%	144	2,510	5.74%	Yes
	SB	2LD	C				3.30%	175	2,510	6.97%	Yes
SW 8 Street to SW 12 Street	NB	2LD	C	14.00%	744	SB	6.30%	335	2,510	13.35%	Yes
	SB	2LD	C				7.70%	409	2,390	17.11%	Yes
SW 12 Street to SW 88 Street	NB	2LD	C	14.00%	744	SB	6.30%	335	2,510	13.35%	Yes
	SB	2LD	C				7.70%	409	2,510	16.30%	Yes
SW 88 Street to SW 136 Street	NB	2LD	C	16.00%	851	SB	7.20%	383	2,510	15.26%	Yes
	SB	2LD	C				8.80%	468	2,510	18.65%	Yes
SW 136 Street to SW 200 Street	NB	2LD	C	14.00%	744	NB	7.70%	409	2,510	16.30%	Yes
	SB	2LD	C				6.30%	335	2,510	13.35%	Yes
SW 200 Street to SW 232 Street	NB	2LD	C	12.00%	638	NB	6.60%	351	2,510	13.99%	Yes
	SB	2LD	C				5.40%	287	2,510	11.44%	Yes
SW 232 Street to SW 288 Street	NB	2LD	C	7.00%	372	NB	3.85%	205	2,510	8.17%	Yes
	SB	2LD	C				3.15%	167	2,510	6.65%	Yes
SW 288 Street to SW 312 Street	NB	2LD	D	5.00%	266	NB	2.75%	146	1,880	7.77%	Yes
	SB	2LD	D				2.25%	120	1,880	6.38%	Yes
SW 312 Street to SW 328 Street	NB	1LD	E	2.00%	106	NB	1.10%	58	1,250	4.64%	No
	SB	1LD	E				0.90%	48	1,190	4.03%	No
SW 162 Avenue											
SW 88 Street to SW 104 Street	NB	2LD	D	1.50%	80	SB	0.68%	36	1,467	2.45%	No
	SB	2LD	D				0.83%	44	1,467	3.00%	No
SW 136 Street to SW 144 Street	NB	1LU	D	1.00%	53	NB	0.45%	24	540	4.44%	No
	SB	1LU	D				0.55%	29	540	5.37%	Yes
SW 144 Street to SW 152 Street	NB	1LU	D	0.50%	27	SB	0.28%	15	540	2.78%	No
	SB	1LU	D				0.23%	12	540	2.22%	No
SW 157 Avenue / Newton Road											
SW 72 Street to SW 88 Street	NB	3LD	E+20	2.50%	133	SB	1.13%	60	2,765	2.17%	No
	SB	2LD	E+20				1.38%	73	1,836	3.98%	No
SW 88 Street to to SW 104 Street	NB	2LD	D	6.50%	346	SB	2.93%	156	1,467	10.63%	Yes
	SB	2LD	D				3.58%	190	1,467	12.95%	Yes
SW 104 Street to to SW 120 Street	NB	2LD	D	14.00%	744	SB	6.30%	335	1,467	22.84%	Yes
	SB	2LD	D				7.70%	409	1,467	27.88%	Yes
SW 120 Street to SW 136 Street	NB	2LD	D	25.00%	1,329	SB	11.25%	598	1,800	33.22%	Yes
	SB	2LD	D				13.75%	731	1,800	40.61%	Yes
SW 136 Street to SW 152 Street	NB	2LD	D	4.00%	213	SB	2.20%	117	1,467	7.98%	Yes
	SB	2LD	D				1.80%	96	1,467	6.54%	Yes
SW 152 Street to SW 184 Street	NB	2LD	D	10.00%	532	SB	5.50%	293	1,467	19.97%	Yes
	SB	2LD	D				4.50%	239	1,467	16.29%	Yes
SW 152 Avenue											
SW 88 Street to Hammocks Blvd	NB	2LD	D	1.00%	53	SB	0.45%	24	1,540	1.56%	No
	SB	2LD	D				0.55%	29	1,467	1.98%	No
Hammocks Boulevard											
SW 88 Street to SW 104 Street	NB	2LD	D	4.00%	213	SB	1.80%	96	1,467	6.54%	Yes
	SB	2LD	D				2.20%	117	1,467	7.98%	Yes
SW 104 Street to SW 147 Avenue	NB	2LD	D	1.00%	53	SB	0.45%	24	1,467	1.64%	No
	SB	2LD	D				0.55%	29	1,467	1.98%	No
SW 147 Avenue											
SW 72 Street to SW 88 Street	NB	2LD	D	2.00%	106	SB	0.90%	48	1,890	2.54%	No
	SB	2LD	D				1.10%	58	1,890	3.07%	No
SW 88 Street to SW 104 Street	NB	2LD	D	4.00%	213	SB	1.80%	96	1,890	5.08%	Yes
	SB	2LD	D				2.20%	117	1,800	6.50%	Yes
SW 104 Street to SW 120 Street	NB	2LD	D	6.50%	346	SB	2.93%	156	1,800	8.67%	Yes
	SB	2LD	D				3.58%	190	1,800	10.56%	Yes
SW 152 Street to SW 184 Street	NB	1LU	D	3.00%	159	NB	1.65%	87	709	12.28%	Yes
	SB	1LU	D				1.35%	72	709	10.16%	Yes
SW 184 Street to SW 200 Street	NB	1LU	C	5.00%	266	NB	2.75%	146	784	18.61%	Yes
	SB	1LU	C				2.25%	120	598	20.08%	Yes
SW 200 Street to SW 216 Street	NB	1LU	C	4.00%	213	NB	2.20%	117	598	19.58%	Yes
	SB	1LU	C				1.80%	96	598	16.06%	Yes
SW 216 Street to SW 232 Street	NB	1LU	C	3.50%	186	NB	1.93%	102	598	17.07%	Yes
	SB	1LU	C				1.58%	84	598	14.06%	Yes
SW 232 Street to SW 248 Street	NB	1LU	C	2.50%	133	NB	1.38%	73	598	12.22%	Yes
	SB	1LU	C				1.13%	60	598	10.04%	Yes
SW 248 Street to SW 264 Street	NB	1LU	C	2.00%	106	NB	1.10%	58	598	9.71%	Yes
	SB	1LU	C				0.90%	48	598	8.03%	Yes

TABLE 21.A.2
Traffic Impact Study Area Determination Based Upon 5% Rule

Roadway Segments	Direction	Existing Number of Lanes	Adopted LOS Standard[1]	Project Two-Way Distribution Percent[2]	Total PM Peak Hour Project Trips[5] 5,316	Primary Direction	Directional Split Percentage[3]	Total PM Peak Hour Project Trips[4] 5,316	Maximum Service Volume[5] (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)
NW/SW 137 Avenue / SR 825 / Lindgren Road											
SR 836 to SW 8 Street	NB	3LD	E+20	5.00%	266	SB	2.25%	120	3,780	3.17%	No
	SB	3LD	E+20				2.75%	146	3,780	3.86%	No
SW 88 Street to SW 104 Street	NB	3LD	E	2.00%	106	SB	0.90%	48	2,840	1.69%	No
	SB	3LD	E				1.10%	58	2,840	2.04%	No
SW 104 Street to SW 120 Street	NB	3LD	E	1.00%	53	SB	0.45%	24	2,840	0.85%	No
	SB	3LD	E				0.55%	29	2,840	1.02%	No
SW 120 Street to SW 136 Street	NB	3LD	D	1.00%	53	SB	0.45%	24	2,814	0.85%	No
	SB	3LD	D				0.55%	29	2,680	1.08%	No
SW 136 Street to SW 152 Street	NB	3LD	D	1.00%	53	SB	0.45%	24	2,718	0.88%	No
	SB	3LD	D				0.55%	29	2,718	1.07%	No
SW 152 Street to SW 184 Street	NB	3LD	D	2.00%	106	NB	1.10%	58	2,718	2.13%	No
	SB	3LD	D				0.90%	48	2,718	1.77%	No
SW 184 Street to SW 200 Street	NB	1LU	D	1.00%	53	NB	0.55%	29	792	3.66%	No
	SB	1LU	D				0.45%	24	792	3.03%	No
SW 127 Avenue											
SW 88 Street to SW 104 Street	NB	2LD	D	1.00%	53	SB	0.45%	24	1,800	1.33%	No
	SB	2LD	D				0.55%	29	1,890	1.53%	No
SW 104 Street to SW 128 Street	NB	2LD	D	1.00%	53	SB	0.45%	24	1,800	1.33%	No
	SB	2LD	D				0.55%	29	1,800	1.61%	No
SW 117 Avenue											
SW 88 Street to SW 112 Street	NB	2LD	D	1.00%	53	SB	0.45%	24	1,890	1.27%	No
	SB	2LD	D				0.55%	29	1,800	1.61%	No
SW 112 Street to SW 136 Street	NB	2LD	D	1.00%	53	SB	0.45%	24	1,890	1.27%	No
	SB	2LD	D				0.55%	29	1,800	1.61%	No
SW 136 Street to SW 152 Street	NB	2LD	D	1.00%	53	SB	0.45%	24	1,800	1.33%	No
	SB	2LD	D				0.55%	29	1,890	1.53%	No
SW 152 Street to SW 184 Street	NB	2LD	D	1.00%	53	NB	0.55%	29	1,890	1.53%	No
	SB	2LD	D				0.45%	24	1,800	1.33%	No
SW 184 Street to SW 200 Street	NB	1LU	D	1.00%	53	NB	0.55%	29	675	4.30%	No
	SB	1LU	D				0.45%	24	675	3.56%	No
SR 821 / HEFT / Florida's Turnpike											
SW 88 Street to SW 120 Street	NB	5LD	D	2.00%	106	SB	0.90%	48	10,680	0.45%	No
	SB	5LD	D				1.10%	58	10,680	0.54%	No
SW 120 Street to SR 874	NB	4LD	D	2.00%	106	SB	0.90%	48	8,700	0.55%	No
	SB	4LD	D				1.10%	58	8,700	0.67%	No
SR 874 to SW 152 Street	NB	6LD	D	5.00%	266	SB	2.25%	120	12,520	0.96%	No
	SB	6LD	D				2.75%	146	12,520	1.17%	No
SW 152 Street to SW 184 Street	NB	6LD	D	0.50%	27	NB	0.28%	15	12,520	0.12%	No
	SB	6LD	D				0.23%	12	12,520	0.10%	No
SW 184 Street to SW 200 Street	NB	5LD	D	0.50%	27	NB	0.28%	15	10,680	0.14%	No
	SB	5LD	D				0.23%	12	10,680	0.11%	No
SR 874 / Don Shula Expressway											
HEFT to SW 104 Street	NB	3LD	D	5.00%	266	SB	2.25%	120	6,080	1.97%	No
	SB	3LD	D				2.75%	146	6,080	2.40%	No
SW 104 Street to SR 878	NB	3LD	E+20	6.00%	319	SB	2.70%	144	7,632	1.89%	No
	SB	3LD	E+20				3.30%	175	7,632	2.29%	No

Notes:

[1]LOS obtained from 2024 FDOT and MDC Concurrency Data.

[2]Distribution obtained from SERPM model runs.

[3]Directional splits are based on the net new trip generation inbound / outbound ratio.

[4]Refer to Section 21B for project trip generation.

[5]The directional peak hour roadway capacities are obtained from the 2023 FDOT Quality/LOS Handbook. For non-state roadways, the roadway capacities are obtained from the 2020 FDOT Quality/LOS Handbook.

Project trips are equal to or exceed 5.0% of the adopted PM peak hour maximum service volume

5. Existing Traffic Conditions

Existing traffic conditions have been documented using the 2024 traffic counts obtained from Miami-Dade County, FDOT and Florida's Turnpike (SR 821 / HEFT), or from segment counts obtained by the Applicant in the year 2026. Map J-A4 identifies the Miami-Dade County and FDOT count stations located within the study area and segment counts obtained by the Applicant. The traffic counts documentation is included in Appendix 21-2.

Existing traffic conditions on the study area roadways are identified in Table 21.A.3 and includes the number of travel lanes, the adopted level of service standard, PM peak hour volumes, and the PM peak hour maximum service volumes. The extended table including the facility type, number of travel lanes, count station reference number, source of the traffic count, the adopted level of service standard, D Factor, primary direction, PM peak hour volumes, maximum service volumes adjustment factors, and the PM peak hour maximum service volumes is included in Appendix 21-7. The segment maximum service volumes used in this study were derived from the FDOT 2023 *Q/LOS Handbook* or the 2020 *Q/LOS Handbook* if the context classifications were not available.

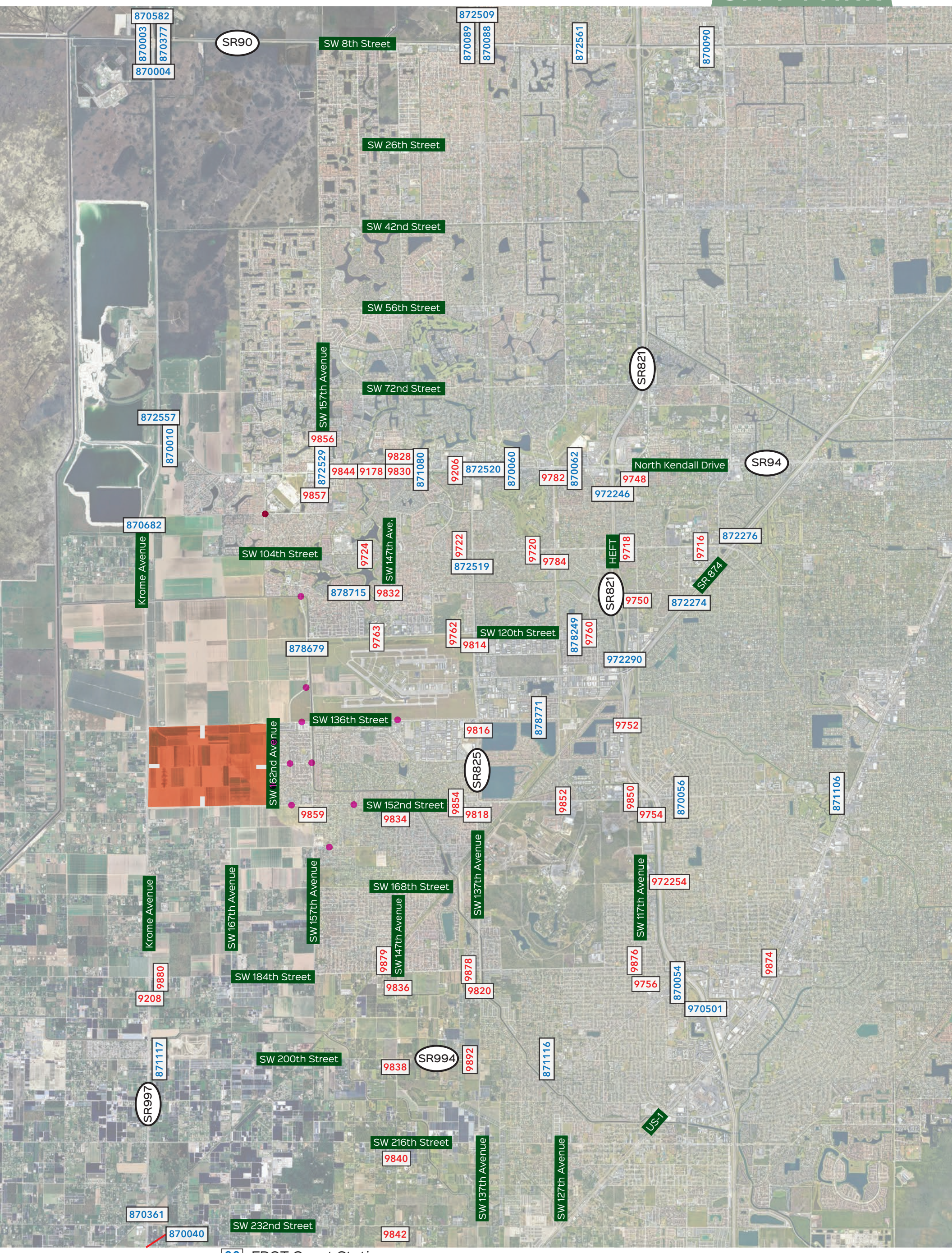
The roadway segments have been analyzed for the weekday PM peak hour (the peak travel hour between 4:00 pm and 6:00 pm). PM peak hour data is provided based on the MDC and FDOT concurrency data tables and data from the FDOT's Florida Traffic Online website. Additional segment volume data was obtained from count stations provided by National Data & Surveying Services (NDS).

Presently two of the analyzed roadway segments operate below the minimum allowable level of service standards at existing conditions. This includes the following roadway segments:

- SW 120th Street from SW 122nd Avenue to SW 117th Avenue (Westbound)
- SW 184th Street from SW 157th Avenue (Newton Road) to SW 147th Avenue (Westbound)

Pursuant to Chapter 163.3180, F.S., roadway segments that operate below the adopted level of service standard are deemed to be "transportation deficient." In accordance with Chapter 163.3180, F.S., the improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for that facility. The project is not responsible for improving or correcting existing deficiencies.

A summary of the intersection analysis results is provided in Table 21.E2.



Project Location

00 FDOT Count Station

00 MDC Count Station

NDS

Map J-A4

FDOT & MDC & NDS Count Station Locations

NORTH
MAP NOT TO SCALE

TABLE 21.A.3
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

Roadway Segments	Direction	Existing Number of Lanes	Count Station[1]	Adopted LOS Standard[2]	Existing PM Peak Hour Directional Volume[3]	Maximum Service Volume[4]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
SW 8 Street / US-41 / Tamiami Trail								
SW 187 Avenue to SW 177 Avenue	EB	1LU	870003	C	299	452	Yes	No
	WB	1LU		C	268	452	Yes	No
SW 177 Avenue to SW 157 Avenue	EB	2LD	870377	C	993	2,390	Yes	No
	WB	2LD		C	1,106	2,510	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	3LD	870089	E+20	2,380	3,578	Yes	No
	WB	3LD		E+20	2,652	3,408	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	870088	E+20	1,462	3,780	Yes	No
	WB	3LD		E+20	1,629	3,780	Yes	No
SW 127 Avenue to HEFT	EB	3LD	872561	E	1,871	3,150	Yes	No
	WB	3LD		E	2,084	3,150	Yes	No
HEFT to SW 107 Avenue	EB	3LD	870090	D	1,774	2,951	Yes	No
	WB	3LD		D	1,977	2,810	Yes	No
SW 88 Street / SR 94 / Kendall Drive								
SW 177 Avenue to SW 167 Avenue	EB	2LD	870010	D	981	1,943	Yes	No
	WB	2LD		D	1,092	1,943	Yes	No
SW 167 Avenue to SW 157 Avenue	EB	3LD	872529	E+20	1,272	3,600	Yes	No
	WB	3LD		E+20	1,417	3,600	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	3LD	871080	E+20	1,865	3,600	Yes	No
	WB	3LD		E+20	2,078	3,600	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	3LD	9206	D	1,693	2,814	Yes	No
	WB	3LD		D	1,887	2,680	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	870060	E+20	2,283	3,600	Yes	No
	WB	3LD		E+20	2,544	3,780	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	870062	E+20	2,829	3,588	Yes	No
	WB	4LD		E+20	3,152	4,423	Yes	No
SW 104 Street								
SW 157 Avenue to SW 147 Avenue	EB	2LD	9724	E+20	1,013	2,257	Yes	No
	WB	2LD		E+20	1,128	2,257	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	9722	E+20	1,176	2,257	Yes	No
	WB	2LD		E+20	1,311	2,257	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	9720	E+20	1,504	3,348	Yes	No
	WB	3LD		E+20	1,675	3,348	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	9718	E+20	1,950	3,348	Yes	No
	WB	3LD		E+20	2,173	3,348	Yes	No
SW 117 Avenue to SR 874	EB	3LD	9716	E+20	1,805	3,348	Yes	No
	WB	3LD		E+20	2,012	3,348	Yes	No
SW 120 Street								
SW 157 Avenue to SW 147 Avenue	EB	2LD	9763	D	643	1,800	Yes	No
	WB	2LD		D	717	1,800	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	9762	D	1,053	1,890	Yes	No
	WB	2LD		D	1,173	1,800	Yes	No
SW 137 Avenue to SW 122 Avenue	EB	2LD	9760	D	1,065	1,467	Yes	No
	WB	2LD		D	1,187	1,467	Yes	No
SW 122 Avenue to SW 117 Avenue	EB	2LD	878249	D	1,320	1,467	Yes	No
	WB	2LD		D	1,470	1,467	No	Yes
SW 136 Street								
SW 162 Avenue to SW 157 Avenue	EB	2LD	NDS	D	1,340	1,467	Yes	No
	WB	2LD		D	988	1,467	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	2LD	NDS	D	587	1,467	Yes	No
	WB	2LD		D	741	1,467	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	2LD	878771	D	394	1,467	Yes	No
	WB	2LD		D	460	1,467	Yes	No
SW 144 Street								
SW 162 Avenue to SW 157 Avenue	EB	1LU	NDS	D	101	709	Yes	No
	WB	1LU		D	219	675	Yes	No
SW 152 Street								
SW 162 Avenue to SW 157 Avenue	EB	1LU	NDS	D	157	792	Yes	No
	WB	1LU		D	177	792	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	2LD	NDS	D	571	1,800	Yes	No
	WB	2LD		D	632	1,890	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	9854	E+20	892	2,257	Yes	No
	WB	2LD		E+20	993	2,257	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	9852	D	1,670	2,854	Yes	No
	WB	3LD		D	1,860	2,718	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	9850	E+20	1,945	3,348	Yes	No
	WB	3LD		E+20	2,168	3,348	Yes	No
SW 117 Avenue to SW 112 Avenue	EB	2LD	870056	E+20	1,253	2,520	Yes	No
	WB	2LD		E+20	1,396	2,646	Yes	No
SW 112 Avenue to US-1	EB	2LD	871106	E+20	1,076	2,646	Yes	No
	WB	2LD		E+20	1,198	2,520	Yes	No
SW 160 Street								
SW 157 Avenue to SW 147 Avenue	EB	1LU	NDS	D	224	675	Yes	No
	WB	1LU		D	157	709	Yes	No
SW 184 Street								
SW 177 Avenue to SW 157 Avenue	EB	1LU	9880	C	630	747	Yes	No
	WB	1LU		C	702	784	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	1LU	9879	D	689	792	Yes	No
	WB	1LU		D	767	634	No	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LU	9878	D	912	1,710	Yes	No
	WB	2LU		D	1,017	1,710	Yes	No
SW 137 Avenue to SW 117 Avenue	EB	2LU	9876	D	1,172	1,710	Yes	No
	WB	2LU		D	1,305	1,710	Yes	No
SW 117 Avenue to US-1	EB	2LD	9874	D	744	1,800	Yes	No
	WB	2LD		D	828	1,800	Yes	No

TABLE 21.A.3
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

Roadway Segments	Direction	Existing Number of Lanes	Count Station[1]	Adopted LOS Standard[2]	Existing PM Peak Hour Directional Volume[3]	Maximum Service Volume[4]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
SW 200 Street / SR 994 / Quail Roost Drive								
SW 177 Avenue to SW 147 Avenue	EB	1LU	871117	D	343	730	Yes	No
	WB	1LU		D	382	730	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	1LU	9892	C	369	430	Yes	No
	WB	1LU		C	411	430	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	1LU	871116	E	715	1,250	Yes	No
	WB	1LU		E	797	1,313	Yes	No
SW 127 Avenue to SR 821/HEFT	EB	2LD	870054	E	862	2,205	Yes	No
	WB	2LD		E	961	2,315	Yes	No
SW 177 Avenue / SR 997 / Krome Avenue								
US 27 to SW 2 Street	NB	2LD	870052	C	984	2,390	Yes	No
	SB	2LD		C	1,198	2,390	Yes	No
SW 2 Street to SW 8 Street	NB	2LD	870582	C	1,240	2,510	Yes	No
	SB	2LD		C	1,381	2,510	Yes	No
SW 8 Street to SW 12 Street	NB	2LD	870004	C	1,398	2,510	Yes	No
	SB	2LD		C	1,557	2,390	Yes	No
SW 12 Street to SW 88 Street	NB	2LD	872557	C	1,261	2,510	Yes	No
	SB	2LD		C	1,406	2,510	Yes	No
SW 88 Street to SW 136 Street	NB	2LD	870682	C	1,339	2,510	Yes	No
	SB	2LD		C	1,492	2,510	Yes	No
SW 136 Street to SW 200 Street	NB	2LD	9208	C	1,549	2,510	Yes	No
	SB	2LD		C	1,725	2,510	Yes	No
SW 200 Street to SW 232 Street	NB	2LD	870361	C	1,118	2,510	Yes	No
	SB	2LD		C	1,245	2,510	Yes	No
SW 232 Street to SW 288 Street	NB	2LD	870040	C	1,078	2,510	Yes	No
	SB	2LD		C	1,201	2,510	Yes	No
SW 288 Street to SW 312 Street	NB	2LD	870043	D	839	1,880	Yes	No
	SB	2LD		D	934	1,880	Yes	No
SW 312 Street to SW 328 Street	NB	1LD	875017	E	674	1,250	Yes	No
	SB	1LD		E	752	1,190	Yes	No
SW 162 Avenue								
SW 88 Street to SW 104 Street	NB	2LD	NDS	D	383	1,467	Yes	No
	SB	2LD		D	461	1,467	Yes	No
SW 136 Street to SW 144 Street	NB	1LU	NDS	D	13	540	Yes	No
	SB	1LU		D	10	540	Yes	No
SW 144 Street to SW 152 Street	NB	1LU	NDS	D	14	540	Yes	No
	SB	1LU		D	14	540	Yes	No
SW 157 Avenue / Newton Road								
SW 72 Street to SW 88 Street	NB	3LD	9856	E+20	750	2,765	Yes	No
	SB	2LD		E+20	835	1,836	Yes	No
SW 88 Street to to SW 104 Street	NB	2LD	9857	D	693	1,467	Yes	No
	SB	2LD		D	772	1,467	Yes	No
SW 104 Street to to SW 120 Street	NB	2LD	NDS	D	1,018	1,467	Yes	No
	SB	2LD		D	1,141	1,467	Yes	No
SW 120 Street to SW 136 Street	NB	2LD	NDS	D	967	1,800	Yes	No
	SB	2LD		D	1,351	1,800	Yes	No
SW 136 Street to SW 152 Street	NB	2LD	NDS	D	743	1,467	Yes	No
	SB	2LD		D	1,259	1,467	Yes	No
SW 152 Street to SW 184 Street	NB	2LD	9859	D	881	1,467	Yes	No
	SB	2LD		D	981	1,467	Yes	No
SW 152 Avenue								
SW 88 Street to Hammocks Blvd	NB	2LD	9844	D	364	1,540	Yes	No
	SB	2LD		D	442	1,467	Yes	No
Hammocks Boulevard								
SW 88 Street to SW 104 Street	NB	2LD	9178	D	233	1,467	Yes	No
	SB	2LD		D	260	1,467	Yes	No
SW 104 Street to SW 147 Avenue	NB	2LD	878715	D	566	1,467	Yes	No
	SB	2LD		D	631	1,467	Yes	No
SW 147 Avenue								
SW 72 Street to SW 88 Street	NB	2LD	9828	D	917	1,890	Yes	No
	SB	2LD		D	823	1,890	Yes	No
SW 88 Street to SW 104 Street	NB	2LD	9830	D	875	1,890	Yes	No
	SB	2LD		D	786	1,800	Yes	No
SW 104 Street to SW 120 Street	NB	2LD	9832	D	746	1,800	Yes	No
	SB	2LD		D	669	1,800	Yes	No
SW 152 Street to SW 184 Street	NB	1LU	9834	D	445	709	Yes	No
	SB	1LU		D	399	709	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	9836	C	640	784	Yes	No
	SB	1LU		C	574	598	Yes	No
SW 200 Street to SW 216 Street	NB	1LU	9838	C	445	598	Yes	No
	SB	1LU		C	400	598	Yes	No
SW 216 Street to SW 232 Street	NB	1LU	9840	C	361	598	Yes	No
	SB	1LU		C	324	598	Yes	No
SW 232 Street to SW 248 Street	NB	1LU	9842	C	321	598	Yes	No
	SB	1LU		C	289	598	Yes	No
SW 248 Street to SW 264 Street	NB	1LU	878223	C	436	598	Yes	No
	SB	1LU		C	486	598	Yes	No

TABLE 21.A.3
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

Roadway Segments	Direction	Existing Number of Lanes	Count Station[1]	Adopted LOS Standard[2]	Existing PM Peak Hour Directional Volume[3]	Maximum Service Volume[4]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
NW/SW 137 Avenue / SR 825 / Lindgren Road								
SR 836 to SW 8 Street	NB	3LD	872509	E+20	2,006	3,780	Yes	No
	SB	3LD		E+20	2,235	3,780	Yes	No
SW 8 Street to SW 104 Street	NB	3LD	872520	E	1,202	2,840	Yes	No
	SB	3LD		E	1,339	2,840	Yes	No
SW 104 Street to SW 120 Street	NB	3LD	872519	E	1,355	2,840	Yes	No
	SB	3LD		E	1,217	2,840	Yes	No
SW 120 Street to SW 136 Street	NB	3LD	9814	D	2,022	2,814	Yes	No
	SB	3LD		D	1,814	2,680	Yes	No
SW 136 Street to SW 152 Street	NB	3LD	9816	D	1,588	2,718	Yes	No
	SB	3LD		D	1,425	2,718	Yes	No
SW 152 Street to SW 184 Street	NB	3LD	9818	D	1,668	2,718	Yes	No
	SB	3LD		D	1,498	2,718	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	9820	D	708	792	Yes	No
	SB	1LU		D	636	792	Yes	No
SW 127 Avenue								
SW 88 Street to SW 104 Street	NB	2LD	9782	D	696	1,800	Yes	No
	SB	2LD		D	775	1,890	Yes	No
SW 104 Street to SW 128 Street	NB	2LD	9784	D	521	1,800	Yes	No
	SB	2LD		D	580	1,800	Yes	No
SW 117 Avenue								
SW 88 Street to SW 112 Street	NB	2LD	9748	D	1,002	1,890	Yes	No
	SB	2LD		D	900	1,800	Yes	No
SW 112 Street to SW 136 Street	NB	2LD	9750	D	1,101	1,890	Yes	No
	SB	2LD		D	989	1,800	Yes	No
SW 136 Street to SW 152 Street	NB	2LD	9752	D	966	1,800	Yes	No
	SB	2LD		D	867	1,890	Yes	No
SW 152 Street to SW 184 Street	NB	2LD	9754	D	924	1,890	Yes	No
	SB	2LD		D	830	1,800	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	9756	D	537	675	Yes	No
	SB	1LU		D	482	675	Yes	No
SR 821 / HEFT / Florida's Turnpike								
SW 88 Street to SW 120 Street	NB	5LD	972246	D	1,600	10,680	Yes	No
	SB	5LD		D	1,242	10,680	Yes	No
SW 120 Street to SR 874	NB	4LD	972290	D	6,658	8,700	Yes	No
	SB	4LD		D	5,168	8,700	Yes	No
SR 874 to SW 152 Street	NB	6LD	972266	D	4,335	12,520	Yes	No
	SB	6LD		D	3,365	12,520	Yes	No
SW 152 Street to SW 184 Street	NB	6LD	972254	D	9,467	12,520	Yes	No
	SB	6LD		D	7,349	12,520	Yes	No
SW 184 Street to SW 200 Street	NB	5LD	970501	D	7,486	10,680	Yes	No
	SB	5LD		D	6,994	10,680	Yes	No
SR 874 / Don Shula Expressway								
HEFT to SW 104 Street	NB	3LD	872274	D	2,596	6,080	Yes	No
	SB	3LD		D	4,363	6,080	Yes	No
SW 104 Street to SR 878	NB	3LD	872276	D	2,681	6,080	Yes	No
	SB	3LD		D	4,507	6,080	Yes	No

Notes:

[1]Station numbers obtained from 2024 FDOT and MDC Concurrency Data and FDOT Florida Traffic Online website.

[2]Obtained from 2024 FDOT and MDC Concurrency Data.

[3]Two-way volume obtained from 2024 FDOT and MDC Concurrency Data and D Factor obtained from FDOT Florida Traffic Online website.

[4]The directional peak hour roadway capacities are obtained from the 2023 FDOT Quality/LOS Handbook. For non-state roadways, the roadway capacities are obtained from the 2020 FDOT Quality/LOS Handbook.

PM peak hour volume exceeds the adopted PM peak hour maximum service volume

6. Planned and Programmed Transportation Improvements

The programmed (funded) transportation improvements located within the traffic impact study area have been identified from the Miami-Dade County TPO Transportation Improvement Program (TIP) 2026, adopted May 29, 2025, reflecting projects funded from FY 2026 to FY 2030. Pursuant to Rule 73C-40.045, those improvements to the SIS system which are funded for construction within the five-year work program have been incorporated into this study. For all other roadway segments, those improvements funded for construction by the third year of the five-year work program (year 2028) have been incorporated into this study. Table 21.A.4 identifies the programmed improvements beneficial to the study area.

Committed improvements have been identified using information available from the Miami-Dade County Year 2050 Cost Feasible Long-Range Transportation Plan, and the Programmed and Planned Transit Corridor Map from Miami-Dade County. Table 21.A.5 identifies Priority I, II, III and VI improvements from the 2050 LRTP. Funding details from the TIP and the 2050 LRTP are included in Appendix 21-3.

TABLE 21.A.4
Programmed Roadway Improvement Highlights from TIP 2026

MPO Project #	Roadway	From	To	Project Type	Funded (Yes/No)
PS0000017	SW 137 Avenue	SW 72 Street	SW 88 Street	Widen from 4 to 6 lanes	No
PW0001076	SW 127 Avenue	SW 136 Street	SW 128 Street	Widen from 2 to 4 lanes	Yes
PW0000148	SW 152 Avenue	SW 312 Street	US 1	Widen from 2 to 3 lanes	Yes
PW0001149	SW 127 Avenue	SW 144 Street	SW 136 Street	Add 2 lanes/new 4 lanes	Yes
PWMIFEBP0015	SW 147 Avenue	SW 182 Street	SW 154 Street	Bicycle protection improvement	No
PWMIFEBP0016	SW 142 Avenue	SW 168 Street	SW 160 Street	Bicycle capacity improvement	No
PWMIFEBP0017	SW 137 Avenue & SW 138 Avenue			Traffic signal	No
PWMIFEBP0018	SW 137 Avenue & SW 59 Street			Intersection improvement	No
PWMIFEBP0019	SW 160 Street	SW 157 Avenue	SW 147 Court	Bicycle capacity improvement	No
PWMIFEBP0023	SW 160 Street	SW 147 Court	SW 137 Avenue	Bicycle capacity improvement	No
PWMIFERDWY0007	SW 88 Street at SW 150 Avenue			Intersection improvement	No
TP4060961	HEFT/SR 821	North of Eureka Drive	South of Killian Parkway	Add lanes & reconstruct	No
TP4150511	HEFT/SR 821	South of Killian Parkway	North of SW 72 Street	Add lanes & reconstruct	No
TP4150514	HEFT/SR 821	Bird Road	SW 836	Add lanes & reconstruct	No
TP4154881	HEFT/SR 821	SW 216 Street	North of Eureka Drive	Add lanes & reconstruct	No
TP4271461	HEFT/SR 821	North of SW 72 Street	Bird Road	Add lanes & reconstruct	No
XA83618	Kendall Parkway - SR 836	SW 136 Street	Terminus at NW 137 Avenue/NW 12 Street	Expressway Extension	No
XA83618-007	SR 836	HEFT	97 Avenue	Roadway widening	Yes

TABLE 21.A.5
Planned Roadway Improvements 2050 Long Range Transportation Plan

ID - Agency	Roadway	From	To	Project Type	Priority
12 - DTPW	SW 127 Avenue	SW 244 Street	SW 184 Street	Capacity improvement	IV
28 - DTPW	SW 117 Avenue	US 1	SW 184 Street	Road reconstruction/Traffic operations improvement	I
29 - DTPW	SW 127 Avenue	SW 144 Street	SW 136 Street	Add 2 lanes and reconstruct	I
30 - DTPW	SW 127 Avenue	SW 136 Street	SW 128 Street	Roadway improvements	I
69 - DTPW	SW 104 Street (Killian Pkwy)	SW 147 Avenue	SW 137 Avenue	Add 2 lanes and reconstruct; widen 4 to 6 lanes	III
75 - DTPW	SW 147 Avenue	SW 184 Street (Eureka Drive)	SW 152 Street (Coral Reef Drive)	Add 2 lanes and reconstruct	III
100 - DTPW	SW 104 Street	SW 147 Avenue	SW 137 Avenue	Widen from 4 to 6 lanes	Unfunded
106 - DTPW	SW 120 Street	Kendall Parkway	SW 157 Avenue	New 4 lane roadway	Unfunded
107 - DTPW	SW 124 Avenue over Canal C-102-N	S of SW 232 Street		Bridge Repair/Replacements	Unfunded
111 - DTPW	SW 157 Avenue over Canal C-103-N	North of 264 Street		Bridge Repair/Replacements	Unfunded
114 - DTPW	SW 168 Street over Canal L-31 N	E of SW 197 Avenue		Bridge Repair/Replacements	Unfunded
2 - FDOT	Miami-Dade County - SW 127 Avenue	SW 136 Street	SW 128 Street	Widen/Resurface Existing Lanes	I
7 - GMX	Kendall Parkway/SR 836 (Dolphin) SW Extension	SR 836 (Dolphin) terminus at NW 137 Ave/NW 12 Street	SW 136 Street	Planning and right-of-way acquisition for new multimodal corridor from the terminus of SR 836 to SW 56 Street. Final design and construction of SR 836 mainline from 97 Avenue to 107 Avenue and widening of 137 Avenue from SW 8 Street to SW 26 Street per work program.	I

B. Provide a projection of vehicle trips expected to be generated by this development. State all standards and assumptions used, including trip end generation rates by land use types, sources of data, modal split, persons per vehicle, etc., as appropriate. The acceptable methodology to be used for projecting trip generation (including the Florida Standard Urban Transportation Model Structure or the Institute of Transportation Engineers trip generation rates) shall be determined at the Pre-application Conference stage.

1. Trip Generation

City Park is located on approximately 990 acres of land accommodating a mixed-use community and neighborhood development program combining residential, employment, retail services, schools, parks, and community uses to create a balanced and sustainable neighborhood plan. The project includes office, commercial, and industrial spaces, providing an employment base with high-paying quality jobs, supported by a mixture of single family and multi-family residential supply. The project is providing public infrastructure inclusive of an elementary school, middle school, high school, community park space, and community uses. The project clusters development around a planned **transit hub** and concentrate density within walkable neighborhoods, schools, transit facilities, and civic spaces.

The trip rates and formulas from ITE Trip Generation Manual, 12th Edition have been used to depict the detailed PM peak hour trip generation analysis for the DRI. Table 21.B1 provides a trip generation summary identifying the land use codes (LUC), gross trips, the internal trip reductions, appropriate directional distribution, and the net external trips for the PM peak hour.

2. Multimodal / Non-Auto Traffic Deductions

City Park is designed around a **multimodal transportation framework**, including a **transit-oriented development (TOD) node** aligned with the SMART Plan. A **mobility hub**, walkable street grid, bikeways, and pedestrian paths reduce automobile dependency, increase transit readiness, and contributes to state goals for VMT reduction, air quality, and connectivity. These transportation strategies improve access to jobs, schools, and services while supporting compact growth.

According to the traffic methodology outlined in the "Agreement to Delete" document, multimodal and non-automobile traffic deductions should be initially based on information derived from the U.S. Census data. Based on U.S. Census data for zip code 33196, 2.2% of the area utilizes non-vehicle transportation modes (1.6% public transit and 0.6% walking). However, as the project site is currently in an undeveloped area of Miami-Dade County, this Census data likely underestimates future usage of alternative modes. The project includes a transit hub accommodating at least two express Miami-Dade County transit buses that will connect to the existing nearby communities and an extensive network of pedestrian pathways and bikeways to encourage walking and cycling. This network includes the following pedestrian infrastructure:

- Bike lanes - approximately 23 miles
- Bike routes - approximately 8,000 feet
- Class 1 trails (off-street trails intended for pedestrian and cyclist use) - approximately 9 miles

- Sidewalks - approximately 24 miles

Based on similar developments, these features are expected to increase non-vehicle mode usage significantly. Therefore, consistent with comparable mixed-use and transit-oriented developments in Miami-Dade County, a conservative 5% multimodal reduction was applied.

According to the American Community Survey (ACS), remote work surged across major industries from 2019 to 2021, then slightly declined in 2022 after social distancing policies ended yet remained above 2019 levels. The Census data for the area surrounding the project area shows that 9.8% of employees worked from home in 2023. This shift in work patterns has reduced commuting trips, lowering traffic volumes. Although the employees working from home may fluctuate, the Census data for the area shows that the percentage of people working from home has consistently increased over the last 10 years. At the request of reviewing agencies and for a more conservative analysis, the work from home reduction was not applied to the trip generation.

3. Land Use Equivalency Matrix

As part of the City Park DRI application, the Applicant is requesting approval of a **Land Use Equivalency Matrix (LUEM)**. The LUEM is intended to provide flexibility in implementing the Development Order by allowing adjustments among approved land use types—such as residential, retail, office and industrial—while maintaining equivalent impacts on public facilities and infrastructure as originally evaluated. This tool will ensure that the project can respond to future market conditions and development demands without requiring a formal amendment, provided that any land use conversions remain within the parameters established by the DRI approval and do not increase impacts on transportation and utilities. This approach is consistent with **Section 380.06, Florida Statutes**, and established DRI best practices, which encourage the use of land use equivalency matrices to streamline implementation, maintain compliance with impact thresholds, and allow projects to adapt over multi-year buildout periods without unnecessary procedural delays. Table 21.B.2 provides the Land Use Equivalency Matrix.

Table 21.B1 – Trip Generation Summary for the DRI

Proposed ITE Land Use Designation[1]	Number of Units	PM Peak Hour Vehicle Trips		
		In	Out	Total
Single Family Detached Housing *Land Use Code: 210*	1,029 DU	509	312	821
		Ln(T) = 0.92Ln(X) + 0.33 (1)		
Single Family Attached Housing Land Use Code: 215	4,532 DU	1,468	1,107	2,575
		T = 0.57(X) - 7.84 (1)		
Mid-Rise Multifamily Housing *Land Use Code: 221*	2,239 DU	518	291	809
		T = 0.36(X) + 3.07 (1)		
Shopping Center (>150K) *Land Use Code: 820*	673,902 SF	912	949	1,861
		Ln(T) = 0.66Ln(X) + 3.23 (1)		
General Office *Land Use Code: 710*	500,000 SF	84	442	526
		T = 0.99(X) + 31.14 (1)		
Industrial Warehousing *Land Use Code: 150*	892,484 SF	33	85	118
		T = 0.11(X) + 19.62 (1)		
Public Park *Land Use Code: 411*	56 Acres	5	4	9
		Rate = 0.15 / Acre (1)		
Elementary School (K-5) *Land Use Code: 520*	1,011 Students	74	87	161
		Rate = 0.16 / Student (1)		
Middle School / Junior High *Land Use Code: 522*	1,222 Students	88	95	183
		Rate = 0.15 / Student (1)		
High School *Land Use Code: 525*	1,630 Students	117	127	244
		Rate = 0.15 / Student (1)		
Total Gross Vehicle Trips		**3,808**	**3,499**	**7,307**
Other Modes of Transportation (Transit/ Ped)[2] 5.0%		-191	-174	-365
Internal Capture (ITE)[3] 17.5%		-579	-568	-1,147
Internal Capture (Schools -Residential)[4] 39.5%		-105	-116	-221
Retail Pass-by[5] 19.0%		-129	-129	-258
Net New External Vehicle Trips		**2,804**	**2,512**	**5,316**

[1] Based on ITE *Trip Generation Manual*, 12th Edition.

[2] Based on US Census other modes of transportation data for Zip code 33196 & local characteristics at built-out conditions.

[3] Based on internal capture rates from ITE, *Trip Generation Handbook*, 3rd Edition; Chapter 6 - Trip Generation for Mixed-Use Development.

[4] Internal Capture between schools & residential uses was previously approved and assumed to be 39.5% based on US Census data.

[5] ITE *Trip Generation Manual*, 12th Edition; Appendix E - Database on Pass-By, Diverted, and Primary Trips. ITE rate assumed. If necessary, pass-by will be reduced to ensure pass-by does not exceed 10% of adjacent street traffic.

Table 21.B.2 - Land Use Equivalency Matrix

From:		To:									
		Single Family Detached Housing	**Single Family Attached Housing**	**Mid-Rise Multifamily Housing**	**Shopping Center (>150k)**	**Office**	**Industrial Warehousing**	**Public Park**	**Elementary School**	**Middle School**	**High School**
Single Family Detached Housing	1 DU Converts into:	-	1.41 DU	2.21 DU	394.97 SF	898.73 SF	5,142.04 SF	4.02 Acres	7.09 Students	7.51 Students	7.46 Students
Single Family Attached Housing	1 DU Converts into:	0.71 DU	-	1.57 DU	280.79 SF	638.91 SF	3,655.50 SF	2.85 Acres	5.04 Students	5.34 Students	5.30 Students
Mid-Rise Multifamily Housing	1 DU Converts into:	0.45 DU	.64 DU	-	178.79 SF	406.82 SF	2,327.59 SF	1.82 Acres	3.21 Students	3.40 Students	3.38 Students
Shopping Center (>150k)	1,000 SF Convert into:	2.53 DU	3.56 DU	5.59 DU	-	2,275.44 SF	13,018.86 SF	10.17 Acres	17.95 Students	19.01 Students	18.89 Students
Office	1,000 SF Convert into:	1.11 DU	1.57 DU	2.46 DU	439.47 SF	-	5,721.46 SF	4.47 Acres	7.89 Students	8.36 Students	8.30 Students
Industrial Warehousing	1,000 SF Convert into:	0.19 DU	0.27 DU	.43 DU	76.81 SF	174.78 SF	-	.78 Acres	1.38 Students	1.46 Students	1.45 Students
Public Park	1 Acre Converts into:	0.25 DU	0.35 DU	.55 DU	98.37 SF	223.84 SF	1,280.67 SF	-	1.77 Students	1.87 Students	1.86 Students
Elementary School	1 Student Converts into:	0.14 DU	0.20 DU	.31 DU	55.70 SF	126.74 SF	725.14 SF	.57 Acres	-	1.06 Students	1.05 Students
Middle School	1 Student Converts into:	0.13 DU	0.19 DU	.29 DU	52.59 SF	119.67 SF	684.70 SF	.53 Acres	.94 Students	-	.99 Students
High School	1 Student Converts into:	0.13 DU	0.19 DU	.30 DU	52.95 SF	120.48 SF	689.31 SF	.54 Acres	.95 Students	1.01 Students	-

(1) Based on ITE Trip Generation, 12th Edition.

C. Estimate the internal/external split for the generated trips at the end of each phase of development as identified in (B) above. Use the format below and include a discussion of what aspects the development (i.e., provision of on-site shopping and recreation facilities, on-site employment opportunities, etc.) will account for this internal/external split. Provide supporting documentation showing how splits were estimated, such as the results of the Florida Standard Urban Transportation Model Structure (FSUTMS) model application. Describe the extent to which the proposed design and land use mix will foster a more cohesive, internally supported project.

1. Internal Trip Reduction

The mixture of neighborhood supportive land uses within the DRI will result in the satisfaction of internal trips without the use of external or regional roadways located outside of the DRI project boundaries. The retail, office, industrial, and community uses, as well as parks and schools will be utilized primarily by the residents living in the proposed communities. Since the ITE trip generation rates are derived from freestanding land uses, a manual adjustment is necessary to account for the internal trip making characteristics of this mixed-use DRI.

The internalization for the DRI has been developed using the internalization rates within the ITE Trip Generation Handbook, 3rd Edition. An internalization matrix was developed to determine the internal orientation of the project trips. Internalization documentation is provided in Appendix 21-4. Approximately 20% of the PM peak hour trips generated by the project are anticipated to be satisfied onsite.

2. School Trips

As part of the trip generation analysis, internal school trip reductions are based upon the anticipated 1,011 elementary students, 1,222 middle school students, and 1,630 high school students attending schools within the project limits. Due to the remoteness of the City Park DRI and the goal of creating a self-sustaining community by providing schools (elementary, middle, and high), a 39.5% capture rate for school trips will be used. This percentage was calculated based on information from the Census data and agreed upon within the Agreement to Delete methodology. Detailed calculations are provided in Appendix 21-4.

3. Pass-by Capture and Diverted Link Trips

Research shows that a portion of the retail trips to and from the site are “pass-by trips.” ITE defines “pass-by trips” as trips attracted to the site from the adjacent street. ITE has established that for “Shopping Centers” over 150,000 square feet, approximately 19% of the trips are pass-by.

D. Provide a projection of total peak hour directional traffic, with the DRI, on the highway network within the study area at the end of each phase of development. If these projections are based on a validated FSUTMS, state the source, date, and network of the model and of the TAZ projections. If no standard model is available and some other model or procedure is used, describe it in detail and include documentation showing its validity. Describe the procedure used to estimate and distribute traffic with full DRI development in sub zones at build out and at interim phase-end years. These assignments may reflect the effects of any new road or improvements which are programmed in adopted capital improvement programs and/or comprehensive plans to be constructed during DRI construction; however, the inclusion of such roads should be clearly identified. Show these link projections on maps or tables of the study area network, one map or table for each phase-end year. Describe how these conclusions were reached.

1. Background Traffic Growth Rate

As agreed, upon with the reviewing agencies, a growth factor consistent with historical annual growth in the area was applied to the existing traffic volumes to determine background traffic volumes for the 2036 buildout year. The growth factor was determined using the Annual Average Daily Traffic (AADT) counts published by the FDOT and the procedures outlined in the FDOT Multimodal Transportation Site Impact Handbook (2023). This method calculates growth rates by station and considers three methodologies (linear, exponential, and decaying exponential growth).

Linear growth predicts the future traffic based on a straight line developed from historic traffic growth. This model assumes a constant amount of growth each year and does not consider a capacity restraint. Exponential growth predicts the future traffic based on a percentage of growth from the previous year. This model is most applicable where there is rapid growth and capacity available. Decaying exponential growth is used to project future traffic in areas with a declining rate of growth over the analysis period. This model form is recommended for site impact analysis in more built out areas. Because the project is located in an undeveloped area of Miami-Dade County, the decaying exponential growth method was excluded from the calculation.

Calculations were completed using 10 years of historic traffic count data from stations located within three miles from each side of the project's boundary. As requested by the reviewing agencies 2020 and 2021 data were excluded from the calculations. The results of the calculation show a growth rate of 1.22% using the exponential growth and 1.76% when using the linear growth.

A comparison of traffic volumes from the 2015 and 2045 Southeast Florida Regional Planning Model (SERPM) was also conducted. A growth rate for each roadway segment within three miles from the project was calculated using a linear growth rate between the 2015 and 2045 volumes. The comparison of SERPM volumes yielded an average annual growth rate of 1.21% per year.

As agreed upon with the reviewing agencies, a 0.7% growth rate was used for roadway segments within two miles of the project's boundary, and a 1.4% growth rate was used for roadway segments beyond two miles from the project boundary. A summary of the calculated growth rates for the linear and exponential growth rates, supporting documentation, and SERPM model (8.541) supporting documentation are provided in Appendix 21-5.

At the request of the FDOT, the following growth rates were applied to the segments along SW 177th Avenue (Krome Avenue / SR 997):

- SW 177th Avenue (Krome Avenue / SR 997) south of SW 136th Street = 1.35%
- SW 177th Avenue (Krome Avenue / SR 997) from SW 136th Street to SW 88th Street (Kendall Drive/ SR 94) = 1.35%
- SW 177th Avenue (Krome Avenue / SR 997) north of SW 88th Street (Kendall Drive / SR 94) = 1.94%

Additionally, at the request of the Florida's Turnpike (SR 821 / HEFT) Enterprise a growth rate of 2.0% was used for the segment of the Florida's Turnpike (SR 821 / HEFT) within the project limits.

For DRI purposes, committed developments were obtained from MDC staff. The committed development, Portofino, was provided by MDC staff. The approved distribution for the Portofino CDMP has been used to assign committed development trips to the study area roadway network. The committed development information is included in Appendix 21-3. The development status and PM peak hour trips remaining are provided in Table 21.D.1. Trip generation information from the committed development was obtained from the traffic study information provided (as applicable).

Table 21.D.1 – Development Status of Committed Developments

Project Name	Land Uses	% Built	PM Trips Remaining	Status
1. Portofino	Residential, Office, Retail, and Restaurant	0%	1,093	To Be Included

1. Future Background Traffic

Table 21.D.2 provides the analysis of Year 2036 future background traffic without the project traffic conditions (before the addition of the DRI project traffic) and includes growing existing traffic to the year 2036 using the historical growth rates agreed upon as part of the Agreement to Delete methodology. The evaluation of future without project conditions in Table 21.D.2 includes the following:

- The future lane geometry for study area roadways inclusive of the improvements under construction and the improvements funded in the 2026 – 2030 TIP, if any.
- The adopted level of service standard for each roadway segment analyzed.
- The existing directional PM peak hour traffic from Table 21.A.3.
- The applied historical growth rates (see the historical growth rate calculations in Appendix 21-5).
- The future without the project traffic for the year 2036.
- The committed development directional traffic.

- The directional peak hour roadway capacity was calculated based on the FDOT 2023 Q/LOS Handbook or the 2020 Q/LOS Handbook.
- Determination if the 2036 future without the project traffic volumes are within the directional roadway capacity.

At future without project conditions, the following analyzed roadway segments operate below the minimum allowable level of service standards:

- SW 120th Street from SW 137th Avenue (SR 825 / Lindgren Road) to SW 122nd Avenue (Westbound)
- SW 120th Street from SW 122nd Avenue to SW 117th Avenue
- SW 184th Street from SW 157th Avenue (Newton Road) to SW 147th Avenue (Westbound)
- SW 200th Street (SR 994 / Quail Roost Dr) from SW 147th Avenue to SW 137th Avenue (SR 825 / Lindgren Road)
- SW 147th Avenue from SW 184th Street to SW 200th Street (SR 994 / Quail Roost Dr) (Southbound)
- SW 137th Avenue (SR 825 / Lindgren Road) from SW 184th Street to SW 200th Street (SR 994 / Quail Roost Dr) (Northbound)

Pursuant to Chapter 163.3180, F.S., roadway segments that operate below the adopted level of service standard are deemed to be “transportation deficient.” In accordance with Chapter 163.3180, F.S., the improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for that facility. The project is not responsible for correcting deficiencies that occur in the future without project conditions.

A summary of the intersection analysis results is provided in Table 21.E2.

TABLE 21.D.2
FUTURE WITHOUT PROJECT PM PEAK HOUR TRAFFIC CONDITIONS

Roadway Segments	Direction	Number of Lanes in 2036	Count Station[1]	Adopted LOS Standard[1]	Existing PM peak Hour Directional Volume[2]	Growth Rate[3]	Future without Project 2036 PM Peak Hour Directional Volume	Committted Development Total 1,093	Total Future without Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume[4]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
SW 8 Street / US-41 / Tamiami Trail												
SW 187 Avenue to SW 177 Avenue	EB	1LU	870003	C	299	1.40%	353	0	353	452	Yes	No
	WB	1LU		C	268	1.40%	317	0	317	452	Yes	No
SW 177 Avenue to SW 157 Avenue	EB	2LD	870377	C	993	1.40%	1,173	0	1,173	2,390	Yes	No
	WB	2LD		C	1,106	1.40%	1,307	0	1,307	2,510	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	3LD	870089	E+20	2,380	1.40%	2,812	0	2,812	3,578	Yes	No
	WB	3LD		E+20	2,652	1.40%	3,133	0	3,133	3,408	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	870088	E+20	1,462	1.40%	1,727	0	1,727	3,780	Yes	No
	WB	3LD		E+20	1,629	1.40%	1,925	0	1,925	3,780	Yes	No
SW 127 Avenue to HEFT	EB	3LD	872561	E	1,871	1.40%	2,210	0	2,210	3,150	Yes	No
	WB	3LD		E	2,084	1.40%	2,463	0	2,463	3,150	Yes	No
HEFT to SW 107 Avenue	EB	3LD	870090	D	1,774	1.40%	2,096	0	2,096	2,951	Yes	No
	WB	3LD		D	1,977	1.40%	2,336	0	2,336	2,810	Yes	No
SW 88 Street / SR 94 / Kendall Drive												
SW 177 Avenue to SW 167 Avenue	EB	2LD	870010	D	981	1.40%	1,159	24	1,183	1,943	Yes	No
	WB	2LD		D	1,092	1.40%	1,291	19	1,310	1,943	Yes	No
SW 167 Avenue to SW 157 Avenue	EB	3LD	872529	E+20	1,272	1.40%	1,503	104	1,607	3,600	Yes	No
	WB	3LD		E+20	1,417	1.40%	1,674	82	1,756	3,600	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	3LD	871080	E+20	1,865	1.40%	2,204	0	2,204	3,600	Yes	No
	WB	3LD		E+20	2,078	1.40%	2,455	0	2,455	3,600	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	3LD	9206	D	1,693	1.40%	2,001	0	2,001	2,814	Yes	No
	WB	3LD		D	1,887	1.40%	2,229	0	2,229	2,680	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	870060	E+20	2,283	1.40%	2,698	0	2,698	3,600	Yes	No
	WB	3LD		E+20	2,544	1.40%	3,006	0	3,006	3,780	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	870062	E+20	2,829	1.40%	3,343	0	3,343	3,588	Yes	No
	WB	4LD		E+20	3,152	1.40%	3,724	0	3,724	4,423	Yes	No
SW 104 Street												
SW 157 Avenue to SW 147 Avenue	EB	2LD	9724	E+20	1,013	0.70%	1,101	208	1,309	2,257	Yes	No
	WB	2LD		E+20	1,128	0.70%	1,227	262	1,489	2,257	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	9722	E+20	1,176	1.40%	1,390	208	1,598	2,257	Yes	No
	WB	2LD		E+20	1,311	1.40%	1,549	262	1,811	2,257	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	9720	E+20	1,504	1.40%	1,777	208	1,985	3,348	Yes	No
	WB	3LD		E+20	1,675	1.40%	1,980	262	2,242	3,348	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	9718	E+20	1,950	1.40%	2,304	208	2,512	3,348	Yes	No
	WB	3LD		E+20	2,173	1.40%	2,567	262	2,829	3,348	Yes	No
SW 117 Avenue to SR 874	EB	3LD	9716	E+20	1,805	1.40%	2,133	208	2,341	3,348	Yes	No
	WB	3LD		E+20	2,012	1.40%	2,377	262	2,639	3,348	Yes	No
SW 120 Street												
SW 157 Avenue to SW 147 Avenue	EB	2LD	9763	D	643	0.70%	699	92	791	1,800	Yes	No
	WB	2LD		D	717	0.70%	779	116	895	1,800	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	9762	D	1,053	1.40%	1,244	92	1,336	1,890	Yes	No
	WB	2LD		D	1,173	1.40%	1,386	116	1,502	1,800	Yes	No
SW 137 Avenue to SW 122 Avenue	EB	2LD	9760	D	1,065	1.40%	1,259	92	1,351	1,467	Yes	No
	WB	2LD		D	1,187	1.40%	1,402	116	1,518	1,467	No	Yes
SW 122 Avenue to SW 117 Avenue	EB	2LD	878249	D	1,320	1.40%	1,559	92	1,651	1,467	No	Yes
	WB	2LD		D	1,470	1.40%	1,737	116	1,853	1,467	No	Yes
SW 136 Street												
SW 162 Avenue to SW 157 Avenue	EB	2LD	NDS	D	1,340	0.70%	1,437	0	1,437	1,467	Yes	No
	WB	2LD		D	988	0.70%	1,059	0	1,059	1,467	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	2LD	NDS	D	587	1.40%	675	0	675	1,467	Yes	No
	WB	2LD		D	741	1.40%	852	0	852	1,467	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	2LD	878771	D	394	1.40%	466	0	466	1,467	Yes	No
	WB	2LD		D	460	1.40%	544	0	544	1,467	Yes	No
SW 144 Street												No
SW 162 Avenue to SW 157 Avenue	EB	1LU	NDS	D	101	0.70%	108	0	108	709	Yes	No
	WB	1LU		D	219	0.70%	235	0	235	675	Yes	No
SW 152 Street												
SW 162 Avenue to SW 157 Avenue	EB	1LU	NDS	D	157	0.70%	168	0	168	792	Yes	No
	WB	1LU		D	177	0.70%	190	0	190	792	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	2LD	NDS	D	571	0.70%	612	0	612	1,800	Yes	No
	WB	2LD		D	632	0.70%	678	0	678	1,890	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	9854	E+20	892	1.40%	1,053	0	1,053	2,257	Yes	No
	WB	2LD		E+20	993	1.40%	1,174	0	1,174	2,257	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	9852	D	1,670	1.40%	1,973	0	1,973	2,854	Yes	No
	WB	3LD		D	1,860	1.40%	2,198	0	2,198	2,718	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	9850	E+20	1,945	1.40%	2,299	0	2,299	3,348	Yes	No
	WB	3LD		E+20	2,168	1.40%	2,561	0	2,561	3,348	Yes	No
SW 117 Avenue to SW 112 Avenue	EB	2LD	870056	E+20	1,253	1.40%	1,480	0	1,480	2,520	Yes	No
	WB	2LD		E+20	1,396	1.40%	1,649	0	1,649	2,646	Yes	No
SW 112 Avenue to US-1	EB	2LD	871106	E+20	1,076	1.40%	1,271	0	1,271	2,646	Yes	No
	WB	2LD		E+20	1,198	1.40%	1,416	0	1,416	2,520	Yes	No
SW 160 Street												
SW 157 Avenue to SW 147 Avenue	EB	1LU	NDS	D	224	0.70%	240	0	240	675	Yes	No
	WB	1LU		D	157	0.70%	168	0	168	709	Yes	No
SW 184 Street												
SW 177 Avenue to SW 157 Avenue	EB	1LU	9880	C	630	0.70%	685	0	685	747	Yes	No
	WB	1LU		C	702	0.70%	763	0	763	784	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	1LU	9879	D	689	0.70%	749	0	749	792	Yes	No
	WB	1LU		D	767	0.70%	834	0	834	634	No	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LU	9878	D	912	1.40%	1,078	0	1,078	1,710	Yes	No
	WB	2LU		D	1,017	1.40%	1,201	0	1,201	1,710	Yes	No
SW 137 Avenue to SW 117 Avenue	EB	2LU	9876	D	1,172	1.40%	1,384	0	1,384	1,710	Yes	No
	WB	2LU		D	1,305	1.40%	1,542	0	1,542	1,710	Yes	No
SW 117 Avenue to US-1	EB	2LD	9874	D	744	1.40%	879	0	879	1,800	Yes	No
	WB	2LD		D	828	1.40%	979	0	979	1,800	Yes	No

TABLE 21.D.2
FUTURE WITHOUT PROJECT PM PEAK HOUR TRAFFIC CONDITIONS

Roadway Segments	Direction	Number of Lanes in 2036	Count Station[1]	Adopted LOS Standard[1]	Existing PM peak Hour Directional Volume[2]	Growth Rate[3]	Future without Project 2036 PM Peak Hour Directional Volume	Committted Development Total 1,093	Total Future without Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume[4]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
SW 200 Street / SR 994 / Quail Roost Drive												
SW 177 Avenue to SW 147 Avenue	EB	1LU	871117	D	343	1.40%	405	0	405	730	Yes	No
	WB	1LU		D	382	1.40%	451	0	451	730	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	1LU	9892	C	369	1.40%	436	0	436	430	No	Yes
	WB	1LU		C	411	1.40%	486	0	486	430	No	Yes
SW 137 Avenue to SW 127 Avenue	EB	1LU	871116	E	715	1.40%	845	0	845	1,250	Yes	No
	WB	1LU		E	797	1.40%	941	0	941	1,313	Yes	No
SW 127 Avenue to SR 821/HEFT	EB	2LD	870054	E	862	1.40%	1,019	0	1,019	2,205	Yes	No
	WB	2LD		E	961	1.40%	1,135	0	1,135	2,315	Yes	No
SW 177 Avenue / SR 997 / Krome Avenue												
US 27 to SW 2 Street	NB	2LD	870052	C	984	1.94%	1,239	10	1,249	2,390	Yes	No
	SB	2LD		C	1,198	1.94%	1,509	12	1,521	2,390	Yes	No
SW 2 Street to SW 8 Street	NB	2LD	870582	C	1,240	1.94%	1,561	10	1,571	2,510	Yes	No
	SB	2LD		C	1,381	1.94%	1,739	12	1,751	2,510	Yes	No
SW 8 Street to SW 12 Street	NB	2LD	870004	C	1,398	1.94%	1,760	10	1,770	2,510	Yes	No
	SB	2LD		C	1,557	1.94%	1,961	12	1,973	2,390	Yes	No
SW 12 Street to SW 88 Street	NB	2LD	872557	C	1,261	1.94%	1,589	10	1,599	2,510	Yes	No
	SB	2LD		C	1,406	1.94%	1,770	12	1,782	2,510	Yes	No
SW 88 Street to SW 136 Street	NB	2LD	870682	C	1,339	1.94%	1,686	12	1,698	2,510	Yes	No
	SB	2LD		C	1,492	1.94%	1,879	10	1,889	2,510	Yes	No
SW 136 Street to SW 200 Street	NB	2LD	9208	C	1,549	1.35%	1,819	12	1,831	2,510	Yes	No
	SB	2LD		C	1,725	1.35%	2,027	10	2,037	2,510	Yes	No
SW 200 Street to SW 232 Street	NB	2LD	870361	C	1,118	1.35%	1,313	12	1,325	2,510	Yes	No
	SB	2LD		C	1,245	1.35%	1,463	10	1,473	2,510	Yes	No
SW 232 Street to SW 288 Street	NB	2LD	870040	C	1,078	1.35%	1,266	12	1,278	2,510	Yes	No
	SB	2LD		C	1,201	1.35%	1,411	10	1,421	2,510	Yes	No
SW 288 Street to SW 312 Street	NB	2LD	870043	D	839	1.35%	985	12	997	1,880	Yes	No
	SB	2LD		D	934	1.35%	1,097	10	1,107	1,880	Yes	No
SW 312 Street to SW 328 Street	NB	1LD	875017	E	674	1.35%	792	12	804	1,250	Yes	No
	SB	1LD		E	752	1.35%	883	10	893	1,190	Yes	No
SW 162 Avenue												
SW 88 Street to SW 104 Street	NB	2LD	NDS	D	383	1.40%	440	43	483	1,467	Yes	No
	SB	2LD		D	461	1.40%	530	55	585	1,467	Yes	No
SW 136 Street to SW 144 Street	NB	1LU	NDS	D	13	0.70%	14	0	14	540	Yes	No
	SB	1LU		D	10	0.70%	11	0	11	540	Yes	No
SW 144 Street to SW 152 Street	NB	1LU	NDS	D	14	0.70%	15	0	15	540	Yes	No
	SB	1LU		D	14	0.70%	15	0	15	540	Yes	No
SW 157 Avenue / Newton Road												
SW 72 Street to SW 88 Street	NB	3LD	9856	E+20	750	1.40%	886	82	968	2,765	Yes	No
	SB	2LD		E+20	835	1.40%	987	104	1,091	1,836	Yes	No
SW 88 Street to to SW 104 Street	NB	2LD	9857	D	693	1.40%	819	39	858	1,467	Yes	No
	SB	2LD		D	772	1.40%	912	49	961	1,467	Yes	No
SW 104 Street to to SW 120 Street	NB	2LD	NDS	D	1,018	0.70%	1,092	159	1,251	1,467	Yes	No
	SB	2LD		D	1,141	0.70%	1,223	126	1,349	1,467	Yes	No
SW 120 Street to SW 136 Street	NB	2LD	NDS	D	967	0.70%	1,051	43	1,094	1,800	Yes	No
	SB	2LD		D	1,351	0.70%	1,469	34	1,503	1,800	Yes	No
SW 136 Street to SW 152 Street	NB	2LD	NDS	D	743	0.70%	797	43	840	1,467	Yes	No
	SB	2LD		D	1,259	0.70%	1,350	34	1,384	1,467	Yes	No
SW 152 Street to SW 184 Street	NB	2LD	9859	D	881	0.70%	958	43	1,001	1,467	Yes	No
	SB	2LD		D	981	0.70%	1,067	34	1,101	1,467	Yes	No
SW 152 Avenue												
SW 88 Street to Hammocks Blvd	NB	2LD	9844	D	364	1.40%	430	0	430	1,540	Yes	No
	SB	2LD		D	442	1.40%	523	0	523	1,467	Yes	No
Hammocks Boulevard												
SW 88 Street to SW 104 Street	NB	2LD	9178	D	233	1.40%	276	0	276	1,467	Yes	No
	SB	2LD		D	260	1.40%	307	0	307	1,467	Yes	No
SW 104 Street to SW 147 Avenue	NB	2LD	878715	D	566	1.40%	669	0	669	1,467	Yes	No
	SB	2LD		D	631	1.40%	745	0	745	1,467	Yes	No
SW 147 Avenue												
SW 72 Street to SW 88 Street	NB	2LD	9828	D	917	1.40%	1,083	0	1,083	1,890	Yes	No
	SB	2LD		D	823	1.40%	972	0	972	1,890	Yes	No
SW 88 Street to SW 104 Street	NB	2LD	9830	D	875	1.40%	1,034	0	1,034	1,890	Yes	No
	SB	2LD		D	786	1.40%	928	0	928	1,800	Yes	No
SW 104 Street to SW 120 Street	NB	2LD	9832	D	746	0.70%	811	0	811	1,800	Yes	No
	SB	2LD		D	669	0.70%	728	0	728	1,800	Yes	No
SW 152 Street to SW 184 Street	NB	1LU	9834	D	445	0.70%	484	0	484	709	Yes	No
	SB	1LU		D	399	0.70%	434	0	434	709	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	9836	C	640	1.40%	756	0	756	784	Yes	No
	SB	1LU		C	574	1.40%	678	0	678	598	No	Yes
SW 200 Street to SW 216 Street	NB	1LU	9838	C	445	1.40%	526	0	526	598	Yes	No
	SB	1LU		C	400	1.40%	472	0	472	598	Yes	No
SW 216 Street to SW 232 Street	NB	1LU	9840	C	361	1.40%	427	0	427	598	Yes	No
	SB	1LU		C	324	1.40%	383	0	383	598	Yes	No
SW 232 Street to SW 248 Street	NB	1LU	9842	C	321	1.40%	380	0	380	598	Yes	No
	SB	1LU		C	289	1.40%	341	0	341	598	Yes	No
SW 248 Street to SW 264 Street	NB	1LU	878223	C	436	1.40%	515	0	515	598	Yes	No
	SB	1LU		C	486	1.40%	574	0	574	598	Yes	No

TABLE 21.D.2
FUTURE WITHOUT PROJECT PM PEAK HOUR TRAFFIC CONDITIONS

Roadway Segments	Direction	Number of Lanes in 2036	Count Station[1]	Adopted LOS Standard[1]	Existing PM peak Hour Directional Volume[2]	Growth Rate[3]	Future without Project 2036 PM Peak Hour Directional Volume	Committted Development Total 1,093	Total Future without Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume[4]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
NW/SW 137 Avenue / SR 825 / Lindgren Road												
SR 836 to SW 8 Street	NB	3LD	872509	E+20	2,006	1.40%	2,370	0	2,370	3,780	Yes	No
	SB	3LD		E+20	2,235	1.40%	2,641	0	2,641	3,780	Yes	No
SW 88 Street to SW 104 Street	NB	3LD	872520	E	1,202	1.40%	1,420	0	1,420	2,840	Yes	No
	SB	3LD		E	1,339	1.40%	1,582	0	1,582	2,840	Yes	No
SW 104 Street to SW 120 Street	NB	3LD	872519	E	1,355	1.40%	1,602	0	1,602	2,840	Yes	No
	SB	3LD		E	1,217	1.40%	1,437	0	1,437	2,840	Yes	No
SW 120 Street to SW 136 Street	NB	3LD	9814	D	2,022	1.40%	2,389	0	2,389	2,814	Yes	No
	SB	3LD		D	1,814	1.40%	2,144	0	2,144	2,680	Yes	No
SW 136 Street to SW 152 Street	NB	3LD	9816	D	1,588	1.40%	1,876	0	1,876	2,718	Yes	No
	SB	3LD		D	1,425	1.40%	1,684	0	1,684	2,718	Yes	No
SW 152 Street to SW 184 Street	NB	3LD	9818	D	1,668	1.40%	1,971	0	1,971	2,718	Yes	No
	SB	3LD		D	1,498	1.40%	1,769	0	1,769	2,718	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	9820	D	708	1.40%	837	0	837	792	No	Yes
	SB	1LU		D	636	1.40%	751	0	751	792	Yes	No
SW 127 Avenue												
SW 88 Street to SW 104 Street	NB	2LD	9782	D	696	1.40%	822	0	822	1,800	Yes	No
	SB	2LD		D	775	1.40%	916	0	916	1,890	Yes	No
SW 104 Street to SW 128 Street	NB	2LD	9784	D	521	1.40%	615	0	615	1,800	Yes	No
	SB	2LD		D	580	1.40%	686	0	686	1,800	Yes	No
SW 117 Avenue												
SW 88 Street to SW 112 Street	NB	2LD	9748	D	1,002	1.40%	1,184	0	1,184	1,890	Yes	No
	SB	2LD		D	900	1.40%	1,063	0	1,063	1,800	Yes	No
SW 112 Street to SW 136 Street	NB	2LD	9750	D	1,101	1.40%	1,301	0	1,301	1,890	Yes	No
	SB	2LD		D	989	1.40%	1,168	0	1,168	1,800	Yes	No
SW 136 Street to SW 152 Street	NB	2LD	9752	D	966	1.40%	1,141	0	1,141	1,800	Yes	No
	SB	2LD		D	867	1.40%	1,024	0	1,024	1,890	Yes	No
SW 152 Street to SW 184 Street	NB	2LD	9754	D	924	1.40%	1,092	0	1,092	1,890	Yes	No
	SB	2LD		D	830	1.40%	980	0	980	1,800	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	9756	D	537	1.40%	635	0	635	675	Yes	No
	SB	1LU		D	482	1.40%	569	0	569	675	Yes	No
SR 821 / HEFT / Florida's Turnpike												
SW 88 Street to SW 120 Street	NB	5LD	972246	D	1,600	2.00%	2,029	0	2,029	10,680	Yes	No
	SB	5LD		D	1,242	2.00%	1,575	0	1,575	10,680	Yes	No
SW 120 Street to SR 874	NB	4LD	972290	D	6,658	2.00%	8,444	0	8,444	8,700	Yes	No
	SB	4LD		D	5,168	2.00%	6,554	0	6,554	8,700	Yes	No
SR 874 to SW 152 Street	NB	6LD	972266	D	4,335	2.00%	5,498	0	5,498	12,520	Yes	No
	SB	6LD		D	3,365	2.00%	4,268	0	4,268	12,520	Yes	No
SW 152 Street to SW 184 Street	NB	6LD	972254	D	9,467	2.00%	12,007	0	12,007	12,520	Yes	No
	SB	6LD		D	7,349	2.00%	9,320	0	9,320	12,520	Yes	No
SW 184 Street to SW 200 Street	NB	5LD	970501	D	7,486	2.00%	9,494	0	9,494	10,680	Yes	No
	SB	5LD		D	6,994	2.00%	8,870	0	8,870	10,680	Yes	No
SR 874 / Don Shula Expressway												
HEFT to SW 104 Street	NB	3LD	872274	D	2,596	1.40%	3,067	131	3,198	6,080	Yes	No
	SB	3LD		D	4,363	1.40%	5,155	104	5,259	6,080	Yes	No
SW 104 Street to SR 878	NB	3LD	872276	D	2,681	1.40%	3,168	104	3,272	6,080	Yes	No
	SB	3LD		D	4,507	1.40%	5,325	131	5,456	6,080	Yes	No

Notes:

[1]Obtained from 2024 FDOT and MDC Concurrency Data.

[2]Obtained from Table 21.A.3.

[3]Based on the appoved methodology.

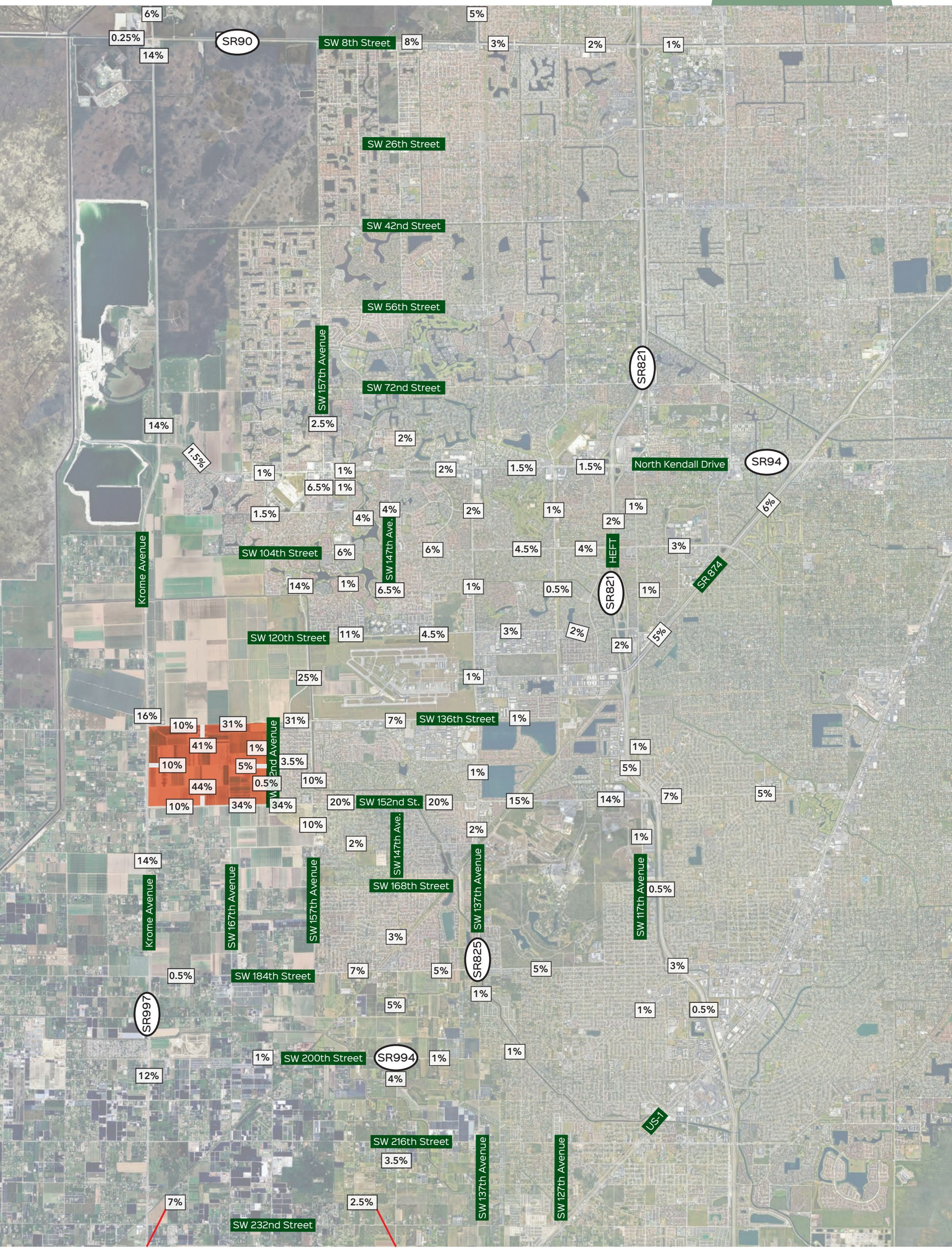
[4]The directional peak hour roadway capacities are obtained from the 2023 FDOT Quality/LOS Handbook. For non-state roadways, the roadway capacities are obtained from the 2020 FDOT Quality/LOS Handbook.

PM peak hour volume exceeds the adopted PM peak hour maximum service volume

E. Assign the trips generated by this development as shown in (B) above and show, on separate maps or tables for each phase-end year, the DRI traffic on each link of the then-existing network within the study area. Include peak-hour directional trips. If local data is available, compare average trip lengths by purpose for the project and local jurisdiction. For the year of build out and at the end of each phase estimate the percent impact, in terms of peak hour directional DRI trips/total peak hour directional trips and in terms of peak hour directional DRI trips/existing peak hour service volume for desired LOS, on each regionally significant roadway in the study area. Identify facility type, number of lanes and projected signal locations for the regionally significant roads.

1. Project Distribution

Net-new external traffic generated by the project was assigned to the adjacent roadway network using the distribution obtained from the SERPM8.541 model. The extended SERPM8.541 distribution is included in Appendix 21-5. As agreed upon with the reviewing agencies, vehicular trips were **not** distributed to the proposed SR 836 South Extension/Kendall Parkway as the capacity of the SR 836 extension is not available for the use of any new development. Map J-E1 shows the project traffic distribution within the study area.



Project Location

Map J-E1

Project Trip Distribution

NORTH
MAP NOT TO SCALE

2. Total Traffic Conditions

The City Park DRI project trips were added to the future background traffic from Table 21.D.1 to establish future total traffic conditions for the Year 2036. Table 21.E.1 includes the future with project information outlined below:

- The future lane geometry for study area roadways, inclusive of the roadway improvements necessary to connect the project to the existing roadway network.
- The adopted level of service standard for each roadway segment.
- The future without project traffic for the Year 2036 from Table 21.D.1.
- The assignment of PM peak hour DRI project trips from Table 21.A.2.
- The roadway capacity was calculated using the FDOT 2023 *Quality/LOS Handbook* or 2020 *Q/LOS Handbook*.
- Determination if the 2036 future with project traffic volumes are within the directional roadway capacity.
- An evaluation of the City Park DRI trips pursuant to Rule 73C-40.045, F.A.C. to determine if the DRI trips would significantly impact (by 5.0% or greater of the adopted maximum service volume) any state or regionally significant roadway causing it to operate below the adopted level of service standard.

3. Project Impacts on Regionally Significant Roadways

Based on the analysis in Table 21.E.1, the following roadway segments were determined to be significantly impacted with project traffic equal to or exceeding 5.0% of the adopted maximum service volume and operating below the adopted level of service standard. This includes the following roadway segments:

- SW 120th Street from SW 137th Avenue (SR 825 / Lindgren Road) to SW 122nd Avenue (Westbound)
- SW 136th Street from SW 167th Avenue to SW 162nd Avenue (Newton Road)
- SW 136th Street from SW 162nd Avenue to SW 157th Avenue (Newton Road) (Eastbound)
- SW 152nd Street from SW 167th Avenue to SW 162nd Avenue
- SW 152nd Street from SW 162nd Avenue to SW 157th Avenue (Newton Road)
- SW 184th Street from SW 157th Avenue (Newton Road) to SW 147th Avenue
- SW 200th Street (SR 994 / Quail Roost Dr) from SW 147th Avenue to SW 137th Avenue (SR 825 / Lindgren Road)
- SW 157th Avenue (Newton Road) from SW 104th Street to SW 120th Street
- SW 157th Avenue (Newton Road) from SW 120th Street to SW 136th Street (Southbound)
- SW 157th Avenue (Newton Road) from SW 136th Street to SW 152nd Street (Southbound)
- SW 147th Avenue from SW 184th Street to SW 200th Street (SR 994 / Quail Roost Dr)
- SW 147th Avenue from SW 200th (SR 994 / Quail Roost Dr) Street to SW 216th Street (Northbound)
- SW 147th Avenue from SW 248th Street to SW 264th Street (Southbound)

TABLE 21.E.1
FUTURE WITH PROJECT PM PEAK HOUR TRAFFIC CONDITIONS AND DRI EVALUATION OF SIGNIFICANT IMPACT

Roadway Segments	Direction	Number of Lanes in 2036	Count Station[1]	Adopted LOS Standard[1]	Future without Project 2036 PM Peak Hour Directional Volume[2]	Project Two-Way Distribution Percent[3]	Total PM Peak Hour Project Trips[5] 5,316	Future with Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume[6] (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)	Project Trips ≥ 5% and Roadway Exceeds LOS Standard (Yes / No)
SW 8 Street / US-41 / Tamiami Trail												
SW 187 Avenue to SW 177 Avenue	EB	1LU	870003	C	353	0.25%	13	359	452	1.33%	No	No
	WB	1LU		C	317			324	452	1.55%	No	No
SW 177 Avenue to SW 157 Avenue	EB	2LD	870377	C	1,173	7.75%	412	1,358	2,390	7.74%	Yes	No
	WB	2LD		C	1,307			1,534	2,510	9.05%	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	3LD	870089	E+20	2,812	8.00%	425	3,003	3,578	5.34%	Yes	No
	WB	3LD		E+20	3,133			3,367	3,408	6.87%	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	870088	E+20	1,727	3.00%	159	1,799	3,780	1.90%	No	No
	WB	3LD		E+20	1,925			2,012	3,780	2.30%	No	No
SW 127 Avenue to HEFT	EB	3LD	872561	E	2,210	2.00%	106	2,258	3,150	1.52%	No	No
	WB	3LD		E	2,463			2,521	3,150	1.84%	No	No
HEFT to SW 107 Avenue	EB	3LD	870090	D	2,096	1.00%	53	2,120	2,951	0.81%	No	No
	WB	3LD		D	2,336			2,365	2,810	1.03%	No	No
SW 88 Street / SR 94 / Kendall Drive												
SW 177 Avenue to SW 167 Avenue	EB	2LD	870010	D	1,183	1.50%	80	1,219	1,943	1.85%	No	No
	WB	2LD		D	1,310			1,354	1,943	2.27%	No	No
SW 167 Avenue to SW 157 Avenue	EB	3LD	872529	E+20	1,607	1.00%	53	1,631	3,600	0.67%	No	No
	WB	3LD		E+20	1,756			1,785	3,600	0.81%	No	No
SW 157 Avenue to SW 147 Avenue	EB	3LD	871080	E+20	2,204	1.00%	53	2,228	3,600	0.67%	No	No
	WB	3LD		E+20	2,455			2,484	3,600	0.81%	No	No
SW 147 Avenue to SW 137 Avenue	EB	3LD	9206	D	2,001	2.00%	106	2,049	2,814	1.71%	No	No
	WB	3LD		D	2,229			2,287	2,680	2.16%	No	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	870060	E+20	2,698	1.50%	80	2,734	3,600	1.00%	No	No
	WB	3LD		E+20	3,006			3,050	3,780	1.16%	No	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	870062	E+20	3,343	1.50%	80	3,379	3,588	1.00%	No	No
	WB	4LD		E+20	3,724			3,768	4,423	0.99%	No	No
SW 104 Street												
SW 157 Avenue to SW 147 Avenue	EB	2LD	9724	E+20	1,309	6.00%	319	1,453	2,257	6.38%	Yes	No
	WB	2LD		E+20	1,489			1,664	2,257	7.75%	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	9722	E+20	1,598	6.00%	319	1,742	2,257	6.38%	Yes	No
	WB	2LD		E+20	1,811			1,986	2,257	7.75%	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	9720	E+20	1,985	4.50%	239	2,093	3,348	3.23%	No	No
	WB	3LD		E+20	2,242			2,373	3,348	3.91%	No	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	9718	E+20	2,512	4.00%	213	2,608	3,348	2.87%	No	No
	WB	3LD		E+20	2,829			2,946	3,348	3.49%	No	No
SW 117 Avenue to SR 874	EB	3LD	9716	E+20	2,341	3.00%	159	2,413	3,348	2.15%	No	No
	WB	3LD		E+20	2,639			2,726	3,348	2.60%	No	No
SW 120 Street												
SW 157 Avenue to SW 147 Avenue	EB	2LD	9763	D	791	11.00%	585	1,054	1,800	14.61%	Yes	No
	WB	2LD		D	895			1,217	1,800	17.89%	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	9762	D	1,336	4.50%	239	1,444	1,890	5.71%	Yes	No
	WB	2LD		D	1,502			1,633	1,800	7.28%	Yes	No
SW 137 Avenue to SW 122 Avenue	EB	2LD	9760	D	1,351	3.00%	159	1,423	1,467	4.91%	No	No
	WB	2LD		D	1,518			1,605	1,467	5.93%	Yes	Yes
SW 122 Avenue to SW 117 Avenue	EB	2LD	878249	D	1,651	2.00%	106	1,699	1,467	3.27%	No	No
	WB	2LD		D	1,853			1,911	1,467	3.95%	No	No
SW 136 Street												
SW 177 Avenue to SW 167 Avenue	EB	1LU	N/A	D	0	10.00%	532	239	675	35.41%	Yes	No
	WB	1LU		D	0			293	675	43.41%	Yes	No
SW 167 Avenue to SW 162 Avenue	EB	1LU	N/A	D	0	31.00%	1,648	742	675	109.93%	Yes	Yes
	WB	1LU		D	0			906	675	134.22%	Yes	Yes
SW 162 Avenue to SW 157 Avenue	EB	2LD	NDS	D	1,437	8.00%	425	1,628	1,467	13.02%	Yes	Yes
	WB	2LD		D	1,059			1,293	1,467	15.95%	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	2LD	NDS	D	675	7.00%	372	842	1,467	11.38%	Yes	No
	WB	2LD		D	852			1,057	1,467	13.97%	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	2LD	878771	D	466	1.00%	53	490	1,467	1.64%	No	No
	WB	2LD		D	544			573	1,467	1.98%	No	No
SW 144 Street												
SW 162 Avenue to SW 157 Avenue	EB	1LU		D	108	3.50%	186	192	709	11.85%	Yes	No
	WB	1LU		D	235			337	675	15.11%	Yes	No
SW 152 Street												
SW 177 Avenue to SW 167 Avenue	EB	1LU	N/A	D	0	10.00%	532	239	792	30.18%	Yes	No
	WB	1LU		D	0			293	792	36.99%	Yes	No
SW 167 Avenue to SW 162 Avenue	EB	1LU	N/A	D	0	34.00%	1,807	813	792	102.65%	Yes	Yes
	WB	1LU		D	0			994	792	125.51%	Yes	Yes
SW 162 Avenue to SW 157 Avenue	EB	1LU	NDS	D	168	34.00%	1,807	981	792	102.65%	Yes	Yes
	WB	1LU		D	190			1,184	792	125.51%	Yes	Yes
SW 157 Avenue to SW 147 Avenue	EB	2LD	NDS	D	612	20.00%	1,063	1,090	1,800	26.56%	Yes	No
	WB	2LD		D	678			1,263	1,890	30.95%	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	9854	E+20	1,053	20.00%	1,063	1,531	2,257	21.18%	Yes	No
	WB	2LD		E+20	1,174			1,759	2,257	25.92%	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	9852	D	1,973	15.00%	797	2,332	2,854	12.58%	Yes	No
	WB	3LD		D	2,198			2,636	2,718	16.11%	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	9850	E+20	2,299	14.00%	744	2,634	3,348	10.01%	Yes	No
	WB	3LD		E+20	2,561			2,970	3,348	12.22%	Yes	No
SW 117 Avenue to SW 112 Avenue	EB	2LD	870056	E+20	1,480	7.00%	372	1,647	2,520	6.63%	Yes	No
	WB	2LD		E+20	1,649			1,854	2,646	7.75%	Yes	No
SW 112 Avenue to US-1	EB	2LD	871106	E+20	1,271	5.00%	266	1,391	2,646	4.54%	No	No
	WB	2LD		E+20	1,416			1,562	2,520	5.79%	Yes	No
SW 160 Street												
SW 157 Avenue to SW 147 Avenue	EB	1LU	NDS	D	240	2.00%	106	288	675	7.11%	Yes	No
	WB	1LU		D	168			226	709	8.18%	Yes	No
SW 184 Street												
SW 177 Avenue to SW 157 Avenue	EB	1LU	9880	C	685	0.50%	27	697	747	1.61%	No	No
	WB	1LU		C	763			778	784	1.91%	No	No
SW 157 Avenue to SW 147 Avenue	EB	1LU	9879	D	749	7.00%	372	916	792	21.09%	Yes	Yes
	WB	1LU		D	834			1,039	634	32.35%	Yes	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LU	9878	D	1,078	5.00%	266	1,198	1,710	7.02%	Yes	No
	WB	2LU		D	1,201			1,347	1,710	8.54%	Yes	No
SW 137 Avenue to SW 117 Avenue	EB	2LU	9876	D	1,384	5.00%	266	1,504	1,710	7.02%	Yes	No
	WB	2LU		D	1,542			1,688	1,710	8.54%	Yes	No
SW 117 Avenue to US-1	EB	2LD	9874	D	879	3.00%	159	951	1,800	4.00%	No	No
	WB	2LD		D	979			1,066	1,800	4.83%	No	No
SW 200 Street/Quail Roost Drive												
SW 177 Avenue to SW 147 Avenue	EB	1LU	871117	D	405	1.00%	53	429	730	3.29%	No	No
	WB	1LU		D	451			480	730	3.97%	No	No
SW 147 Avenue to SW 137 Avenue	EB	1LU	9892	C	436	1.00%	53	460	430	5.58%	Yes	Yes
	WB	1LU		C	486			515	430	6.74%	Yes	Yes
SW 137 Avenue to SW 127 Avenue	EB	1LU	871116	E	845	1.00%	53	869	1,250	1.92%	No	No
	WB	1LU		E	941			970	1,313	2.21%	No	No
SW 127 Avenue to SR 821/HEFT	EB	2LD	870054	E	1,019	1.00%	53	1,043	2,205	1.09%	No	No
	WB	2LD		E	1,135			1,164	2,315	1.25%	No	No

TABLE 21.E.1
FUTURE WITH PROJECT PM PEAK HOUR TRAFFIC CONDITIONS AND DRI EVALUATION OF SIGNIFICANT IMPACT

Roadway Segments	Direction	Number of Lanes in 2036	Count Station[1]	Adopted LOS Standard[1]	Future without Project 2036 PM Peak Hour Directional Volume[2]	Project Two-Way Distribution Percent[3]	Total PM Peak Hour Project Trips[5] 5,316	Future with Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume[6] (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)	Project Trips ≥ 5% and Roadway Exceeds LOS Standard (Yes / No)
SW 177 Avenue / SR 997 / Krome Avenue												
US 27 to SW 2 Street	NB	2LD	870052	C	1,249	5.50%	292	1,380	2,390	5.48%	Yes	No
	SB	2LD		C	1,521			1,682	2,390	6.74%	Yes	No
SW 2 Street to SW 8 Street	NB	2LD	870582	C	1,571	6.00%	319	1,715	2,510	5.74%	Yes	No
	SB	2LD		C	1,751			1,926	2,510	6.97%	Yes	No
SW 8 Street to SW 12 Street	NB	2LD	870004	C	1,770	14.00%	744	2,105	2,510	13.35%	Yes	No
	SB	2LD		C	1,973			2,382	2,390	17.11%	Yes	No
SW 12 Street to SW 88 Street	NB	2LD	872557	C	1,599	14.00%	744	1,934	2,510	13.35%	Yes	No
	SB	2LD		C	1,782			2,191	2,510	16.30%	Yes	No
SW 88 Street to SW 136 Street	NB	2LD	870682	C	1,698	16.00%	851	2,081	2,510	15.26%	Yes	No
	SB	2LD		C	1,889			2,357	2,510	18.65%	Yes	No
SW 136 Street to SW 200 Street	NB	2LD	9208	C	1,831	14.00%	744	2,240	2,510	16.30%	Yes	No
	SB	2LD		C	2,037			2,372	2,510	13.35%	Yes	No
SW 200 Street to SW 232 Street	NB	2LD	870361	C	1,325	12.00%	638	1,676	2,510	13.99%	Yes	No
	SB	2LD		C	1,473			1,760	2,510	11.44%	Yes	No
SW 232 Street to SW 288 Street	NB	2LD	870040	C	1,278	7.00%	372	1,483	2,510	8.17%	Yes	No
	SB	2LD		C	1,421			1,588	2,510	6.65%	Yes	No
SW 288 Street to SW 312 Street	NB	2LD	870043	D	997	5.00%	266	1,143	1,880	7.77%	Yes	No
	SB	2LD		D	1,107			1,227	1,880	6.38%	Yes	No
SW 312 Street to SW 328 Street	NB	1LD	875017	E	804	2.00%	106	862	1,250	4.64%	No	No
	SB	1LD		E	893			941	1,190	4.03%	No	No
SW 162 Avenue												
SW 88 Street to SW 104 Street	NB	2LD	NDS	D	483	1.50%	80	519	1,467	2.45%	No	No
	SB	2LD		D	585			629	1,467	3.00%	No	No
SW 136 Street to SW 144 Street	NB	1LU	NDS	D	14	1.00%	53	38	540	4.44%	No	No
	SB	1LU		D	11			40	540	5.37%	Yes	No
SW 144 Street to SW 152 Street	NB	1LU	NDS	D	15	0.50%	27	30	540	2.78%	No	No
	SB	1LU		D	15			27	540	2.22%	No	No
SW 157 Avenue / Newton Road												
SW 72 Street to SW 88 Street	NB	3LD	9856	E+20	968	2.50%	133	1,028	2,765	2.17%	No	No
	SB	2LD		E+20	1,091			1,164	1,836	3.98%	No	No
SW 88 Street to SW 104 Street	NB	2LD	9857	D	858	6.50%	346	1,014	1,467	10.63%	Yes	No
	SB	2LD		D	961			1,151	1,467	12.95%	Yes	No
SW 104 Street to SW 120 Street	NB	2LD	NDS	D	1,251	14.00%	744	1,586	1,467	22.84%	Yes	Yes
	SB	2LD		D	1,349			1,758	1,467	27.88%	Yes	Yes
SW 120 Street to SW 136 Street	NB	2LD	NDS	D	1,094	25.00%	1,329	1,692	1,800	33.22%	Yes	No
	SB	2LD		D	1,503			2,234	1,800	40.61%	Yes	Yes
SW 136 Street to SW 152 Street	NB	2LD	NDS	D	840	10.00%	532	1,133	1,467	19.97%	Yes	No
	SB	2LD		D	1,384			1,623	1,467	16.29%	Yes	Yes
SW 152 Street to SW 184 Street	NB	2LD	9859	D	1,001	10.00%	532	1,294	1,467	19.97%	Yes	No
	SB	2LD		D	1,101			1,340	1,467	16.29%	Yes	No
SW 152 Avenue												
SW 88 Street to Hammocks Blvd	NB	2LD	9844	D	430	1.00%	53	454	1,540	1.56%	No	No
	SB	2LD		D	523			552	1,467	1.98%	No	No
Hammocks Boulevard												
SW 88 Street to SW 104 Avenue	NB	2LD	9178	D	276	4.00%	213	372	1,467	6.54%	Yes	No
	SB	2LD		D	307			424	1,467	7.98%	Yes	No
SW 104 Street to SW 147 Street	NB	2LD	878715	D	669	1.00%	53	693	1,467	1.64%	No	No
	SB	2LD		D	745			774	1,467	1.98%	No	No
SW 147 Avenue												
SW 72 Street to SW 88 Street	NB	2LD	9828	D	1,083	2.00%	106	1,131	1,890	2.54%	No	No
	SB	2LD		D	972			1,030	1,890	3.07%	No	No
SW 88 Street to SW 104 Street	NB	2LD	9830	D	1,034	4.00%	213	1,130	1,890	5.08%	Yes	No
	SB	2LD		D	928			1,045	1,800	6.50%	Yes	No
SW 104 Street to SW 120 Street	NB	2LD	9832	D	811	6.50%	346	967	1,800	8.67%	Yes	No
	SB	2LD		D	728			918	1,800	10.56%	Yes	No
SW 152 Street to SW 184 Street	NB	1LU	9834	D	484	3.00%	159	571	709	12.28%	Yes	No
	SB	1LU		D	434			506	709	10.16%	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	9836	C	756	5.00%	266	902	784	18.61%	Yes	Yes
	SB	1LU		C	678			798	598	20.08%	Yes	Yes
SW 200 Street to SW 216 Street	NB	1LU	9838	C	526	4.00%	213	643	598	19.58%	Yes	Yes
	SB	1LU		C	472			568	598	16.06%	Yes	No
SW 216 Street to SW 232 Street	NB	1LU	9840	C	427	3.50%	186	529	598	17.07%	Yes	No
	SB	1LU		C	383			467	598	14.06%	Yes	No
SW 232 Street to SW 248 Street	NB	1LU	9842	C	380	2.50%	133	453	598	12.22%	Yes	No
	SB	1LU		C	341			401	598	10.04%	Yes	No
SW 248 Street to SW 264 Street	NB	1LU	878223	C	515	2.00%	106	573	598	9.71%	Yes	No
	SB	1LU		C	574			622	598	8.03%	Yes	Yes
NW /SW 137 Avenue / SR 825 / Lindgren Road												
SR 836 to SW 8 Street	NB	3LD	872509	E+20	2,370	5.00%	266	2,490	3,780	3.17%	No	No
	SB	3LD		E+20	2,641			2,787	3,780	3.86%	No	No
SW 88 Street to SW 104 Street	NB	3LD	872520	E	1,420	2.00%	106	1,468	2,840	1.69%	No	No
	SB	3LD		E	1,582			1,640	2,840	2.04%	No	No
SW 104 Street to SW 120 Street	NB	3LD	872519	E	1,602	1.00%	53	1,626	2,840	0.85%	No	No
	SB	3LD		E	1,437			1,466	2,840	1.02%	No	No
SW 120 Street to SW 136 Street	NB	3LD	9814	D	2,389	1.00%	53	2,413	2,814	0.85%	No	No
	SB	3LD		D	2,144			2,173	2,680	1.08%	No	No
SW 136 Street to SW 152 Street	NB	3LD	9816	D	1,876	1.00%	53	1,900	2,718	0.88%	No	No
	SB	3LD		D	1,684			1,713	2,718	1.07%	No	No
SW 152 Street to SW 184 Street	NB	3LD	9818	D	1,971	2.00%	106	2,029	2,718	2.13%	No	No
	SB	3LD		D	1,769			1,817	2,718	1.77%	No	No
SW 184 Street to SW 200 Street	NB	1LU	9820	D	837	1.00%	53	866	792	3.66%	No	No
	SB	1LU		D	751			775	792	3.03%	No	No
SW 127 Avenue												
SW 88 Street to SW 104 Street	NB	2LD	9782	D	822	1.00%	53	846	1,800	1.33%	No	No
	SB	2LD		D	916			945	1,890	1.53%	No	No
SW 104 Street to SW 128 Street	NB	2LD	9784	D	615	0.50%	27	627	1,800	0.67%	No	No
	SB	2LD		D	686			701	1,800	0.83%	No	No

TABLE 21.E.1
FUTURE WITH PROJECT PM PEAK HOUR TRAFFIC CONDITIONS AND DRI EVALUATION OF SIGNIFICANT IMPACT

Roadway Segments	Direction	Number of Lanes in 2036	Count Station[1]	Adopted LOS Standard[1]	Future without Project 2036 PM Peak Hour Directional Volume[2]	Project Two-Way Distribution Percent[3]	Total PM Peak Hour Project Trips[5] 5,316	Future with Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume[6] (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)	Project Trips ≥ 5% and Roadway Exceeds LOS Standard (Yes / No)
SW 117 Avenue												
SW 88 Street to SW 112 Street	NB	2LD	9748	D	1,184	1.00%	53	1,208	1,890	1.27%	No	No
	SB	2LD		D	1,063			1,092	1,800	1.61%	No	No
SW 112 Street to SW 136 Street	NB	2LD	9750	D	1,301	1.00%	53	1,325	1,890	1.27%	No	No
	SB	2LD		D	1,168			1,197	1,800	1.61%	No	No
SW 136 Street to SW 152 Street	NB	2LD	9752	D	1,141	1.00%	53	1,165	1,800	1.33%	No	No
	SB	2LD		D	1,024			1,053	1,890	1.53%	No	No
SW 152 Street to SW 184 Street	NB	2LD	9754	D	1,092	1.00%	53	1,121	1,890	1.53%	No	No
	SB	2LD		D	980			1,004	1,800	1.33%	No	No
SW 184 Street to SW 200 Street	NB	1LU	9756	D	635	1.00%	53	664	675	4.30%	No	No
	SB	1LU		D	569			593	675	3.56%	No	No
SR 821 / HEFT / Florida's Turnpike												
SW 88 Street to SW 120 Street	NB	5LD	972246	D	2,029	2.00%	106	2,077	10,680	0.45%	No	No
	SB	5LD		D	1,575			1,633	10,680	0.54%	No	No
SW 120 Street to SR 874	NB	4LD	972290	D	8,444	2.00%	106	8,492	8,700	0.55%	No	No
	SB	4LD		D	6,554			6,612	8,700	0.67%	No	No
SR 874 to SW 152 Street	NB	6LD	972266	D	5,498	5.00%	266	5,618	12,520	0.96%	No	No
	SB	6LD		D	4,268			4,414	12,520	1.17%	No	No
SW 152 Street to SW 184 Street	NB	6LD	972254	D	12,007	0.50%	27	12,022	12,520	0.12%	No	No
	SB	6LD		D	9,320			9,332	12,520	0.10%	No	No
SW 184 Street to SW 200 Street	NB	5LD	970501	D	9,494	0.50%	27	9,509	10,680	0.14%	No	No
	SB	5LD		D	8,870			8,882	10,680	0.11%	No	No
SR 874 / Don Shula Expressway												
HEFT to SW 104 Street	NB	3LD	872274	D	3,198	5.00%	266	3,318	6,080	1.97%	No	No
	SB	3LD		D	5,259			5,405	6,080	2.40%	No	No
SW 104 Street to SR 878	NB	3LD	872276	D	3,272	6.00%	319	3,416	6,080	2.37%	No	No
	SB	3LD		D	5,456			5,631	6,080	2.88%	No	No

Notes:

[1]LOS obtained from 2024 FDOT and MDC Concurrency Data.

[2]Obtained from Table 21.D.1.

[3]Distribution obtained from SERPM model runs.

[4]Directional splits are based on the net new trip generation inbound / outbound ratio.

[5]Refer to Section 21B for project trip generation.

Project trips are equal to or exceed 5.0% of the adopted PM peak hour maximum service volume and PM peak hour volume exceeds the adopted PM peak hour maximum service volume

4. Project Impacts on Regionally Significant Intersections

Synchro 12 software was used to perform intersection capacity analysis at the study intersections. Synchro is a macroscopic analysis and optimization software application that implements the *Highway Capacity Manual's* (HCM) methodology for signalized / un-signalized intersections. Study area intersections located adjacent to significant roadway segments operating below the adopted LOS have been analyzed under existing, future without project, and future with project traffic conditions to examine the network operations during the PM peak hour. The intersection turning movement data, signal timing (where appropriate), volume development worksheets, intersection analysis worksheets, and intersection improvements are provided in Appendix 21-7.

A summary of the intersection analysis results is provided in Table 21.E2.

Table 21.E.2 – PM Peak Hour Study Intersection LOS

Intersection #	Intersection	Existing Traffic Control	Future without Project Traffic Control	Future with Project Traffic Control	Existing	Future without Project	Future with Project	Future with Project with Improvements
1	SW 137th Avenue / SW 120th Street	Signalized	Signalized	Signalized	E	D	E	D
2	SW 132nd Avenue / SW 120th Street	Signalized	Signalized	Signalized	B	B	C	-
3	SW 127th Avenue / SW 120th Street	Signalized	Signalized	Signalized	D	D	D	D
4	SW 122nd Avenue / SW 120th Street	Signalized	Signalized	Signalized	E	D	D	D
5	SW 162nd Avenue / SW 136th Street	Unsignalized	Signalized	Signalized	F	B	C	-
6	SW 157th Avenue / SW 136th Street	Signalized	Signalized	Signalized	C	C	C	-
7	SW 157th Avenue / SW 152nd Street	Signalized	Signalized	Signalized	D	D	F	D
8	SW 157th Avenue / SW 184th Street	Signalized	Signalized	Signalized	D	C	E	D
9	SW 152nd Avenue / SW 184th Street	Signalized	Signalized	Signalized	B	B	C	-
10	SW 147th Avenue / SW 184th Street	Signalized	Signalized	Signalized	D	D	D	D
11	SW 147th Avenue / SW 200th Street	Signalized	Signalized	Signalized	D	C	D	C
12	SW 137th Avenue / SW 200th Street	Signalized	Signalized	Signalized	D	D	D	D
13	SW 157th Avenue / SW 120th Street	Signalized	Signalized	Signalized	C	C	F	C
14	SW 147th Avenue / SW 216th Street	Signalized	Signalized	Signalized	C	C	D	C
15	SW 147th Avenue / SW 248th Street	Unsignalized	Signalized	Signalized	C	A	A	-
16	SW 147th Avenue / SW 264th Street	Unsignalized	Unsignalized	Unsignalized	C	D	B	-
17	SW 157th Avenue / SW 104th Street	Signalized	Signalized	Signalized	D	D	E	D
18	SW 157th Avenue / SW 112th Street	Signalized	Signalized	Signalized	C	D	F	D
19	SW 157th Avenue / SW 144th Street	Signalized	Signalized	Signalized	A	A	B	-

The future without project intersection analysis incorporates improvements at the following intersections where the LOS standards are not met:

- SW 137th Avenue / SW 120th Street – Add through lanes and signal optimization
- SW 127th Avenue / SW 120th Street – Add through and exclusive turn lanes and signal optimization
- SW 122nd Avenue / SW 120th Street – Add through and exclusive turn lanes and signal optimization
- SW 162nd Avenue / SW 136th Street – Signalization
- SW 157th Avenue / SW 152nd Street – Signal optimization
- SW 157th Avenue / SW 184th Street – Add exclusive turn lane and signal optimization
- SW 147th Avenue / SW 200th Street (SR 994 / Quail Roost Dr) – Add exclusive turn lane and signal optimization
- SW 137th Avenue / SW 200th Street (SR 994 / Quail Roost Dr) – Signal adjustments
- SW 157th Avenue / SW 120th Street – Signal optimization
- SW 147th Avenue / SW 248th Street – Signalization
- SW 147th Avenue / SW 264th Street – Add exclusive turn lane
- SW 157th Avenue / SW 112th Street – Signal adjustments
- SW 157th Avenue / SW 144th Street – Signal optimization

The future with project intersection analysis was performed with the future without project improvements applied. The future with project with improvements intersection analysis incorporates additional improvements at the following intersections where the LOS standards are not met:

- SW 137th Avenue / SW 120th Street – Signal optimization
- SW 127th Avenue / SW 120th Street – Signal optimization
- SW 122nd Avenue / SW 120th Street – Signal optimization
- SW 162nd Avenue / SW 136th Street – Lane reconfiguration and add exclusive turn lanes and signal adjustments
- SW 157th Avenue / SW 152nd Street – Add through and exclusive turn lanes and signal optimization
- SW 157th Avenue / SW 184th Street – Signal optimization
- SW 147th Avenue / SW 184th Street – Add exclusive turn lane and signal adjustments
- SW 147th Avenue / SW 200th Street (SR 994 / Quail Roost Dr) – Add exclusive turn lane and signal optimization
- SW 137th Avenue / SW 200th Street (SR 994 / Quail Roost Dr) – Signal adjustments
- SW 157th Avenue / SW 120th Street – Add exclusive turn lanes
- SW 147th Avenue / SW 216th Street – Signal adjustments
- SW 157th Avenue / SW 104th Street – Add exclusive turn lanes and signal optimization
- SW 157th Avenue / SW 112th Street – Convert through lane to exclusive turn lane and signal optimization

5. Project Impacts on Regionally Significant Interchanges

Interchange ramps are critical to the traffic impact study area and are identified as those which are projected to carry project traffic greater than 200 vehicles per hour per lane (VPHPL). Based on the project traffic assignment, the ramps have been evaluated for significance as demonstrated in Table 21.E.3. No interchange ramps were found to be significant within the project area.

Table 21.E.3 - Ramp Significance

Ramp	Number of Lanes	Project Distribution	PM Peak Hour Project Trips	Over 200 VPHPL Yes or No?
HEFT @ SW 88th Street SB Off-ramp	2	0.0%	2	No
HEFT @ SW 88th Street NB On-ramp	2	0.3%	16	No
HEFT @ SW 120th Street SB Off-ramp	2	0.3%	13	No
HEFT @ SW 120th Street NB On-ramp	1	0.3%	16	No
HEFT @ SR 874 SB Off-ramp	3	2.1%	111	No
HEFT @ SR 874 NB On-ramp	3	3.1%	165	No
HEFT @ SW 117th Avenue SB Off-ramp	3	2.8%	149	No
HEFT @ SW 117th Avenue NB On-ramp	2	3.1%	165	No
HEFT @ SW 152nd Street SB Off-ramp	3	2.1%	111	No
HEFT @ SW 152nd Street SB On-ramp	2	0.0%	1	No
HEFT @ SW 152nd Street NB Off-ramp	2	0.3%	16	No
HEFT @ SW 152nd Street NB On-ramp	3	0.3%	16	No
HEFT @ SW 184th Street NB Off-ramp	1	0.3%	16	No
HEFT @ SW 184th Street SB On-ramp	2	0.1%	5	No

F. Based on the assignment of trips as shown in (E) above, what modifications in the highway network (including intersections) will be necessary at the end of each phase of development, to attain and maintain local and regional level of service standards? Identify which of the above improvements are required by traffic not associated with the DRI at the end of each phase. For those improvements which will be needed earlier as a result of the DRI, indicate how much earlier. Where applicable, identify Transportation System Management (TSM) alternatives (e.g., signalization, one-way pairs, ridesharing, etc.) that will be used and any other measures necessary to mitigate other impacts such as increased maintenance due to a large number of truck movements.

Pursuant to Chapter 163.3180, F.S., roadway segments that are projected to operate below the adopted level of service standard without the project are deemed to be "transportation deficient." Table 21.F.1 shows the roadway segments (and corresponding improvements) that are transportation deficient, coincident with the 2036 buildout year.

The roadway improvements needed to address the transportation deficiencies are identified in Table 21.F.1. In accordance with Chapter 163.3180, F.S., the improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for that facility. The project is not responsible to improve or eliminate deficiencies that are projected without the project.

The project is deemed to have significant and adverse impact on a roadway segment if the project's consumption of the roadway service volume is five percent (5%) or greater and the total directional volume exceeds the roadway service volume, respectively. Transportation deficient roadways are assumed to be corrected to the adopted LOS standard prior to evaluating project impacts, consistent with Chapter 163.3180, F.S. The project is expected to have significant and adverse impact on the roadways outlined in Table 21.F.1.

The following roadway improvement is needed to address transportation deficient roadway segments at existing conditions where the project is significant:

- SW 184th Street from SW 157th Avenue (Newton Road) to SW 147th Avenue; widen from 2 lanes to 4 lanes.

Pursuant to Chapter 163.3180, F.S., the funding responsibility for these improvements rests with the agency having jurisdiction over the facility.

The following roadway improvements are needed to address transportation deficient roadway segments at future without project conditions where the project is significant:

- SW 120th Street from SW 137th Avenue to SW 122nd Avenue; widen from 4 to 6 lanes
- SW 200th Street (SR 994 / Quail Roost Dr) from SW 147th Avenue to SW 137th Avenue (SR 825 / Lindgren Road); widen from 2 lanes to 4 lanes.
- SW 147th Avenue from SW 184th Street to SW 200th Street (SR 994 / Quail Roost Dr), widen from 2 lanes to 4 lanes

The necessary funding for these improvements is the responsibility of the maintaining agency.

The following roadway improvements are needed to address the transportation deficient roadway segments at future with project conditions where the project is significant:

- SW 136th Street from SW 167th Avenue to SW 162nd Avenue; new 4 lane roadway.
- SW 136th Street from SW 162nd Avenue to SW 157th Avenue (Newton Road); widen from 4 lanes to 6 lanes.
- SW 152nd Street from SW 167th Avenue to SW 162nd Avenue; new 4 lane roadway.
- SW 152nd Street from SW 162nd Avenue to SW 157th Avenue (Newton Road); widen from 2 lanes to 4 lanes.
- SW 157th Avenue (Newton Road) from SW 104th Street to SW 120th Street; widen from 4 lanes to 6 lanes.
- SW 157th Avenue (Newton Road) from SW 120th Street to SW 136th Street; widen from 4 lanes to 6 lanes.
- SW 157th Avenue (Newton Road) from SW 136th Street to SW 152nd Street; widen from 4 lanes to 6 lanes.
- SW 147th Avenue from SW 200th Street to SW 216th Street; widen from 2 lanes to 4 lanes.
- SW 147th Avenue from SW 248th Street to SW 264th Street; widen from 2 lanes to 4 lanes.

The roadway improvements needed to accommodate area-wide traffic with the project coincident with buildout year 2036 are depicted in Map J-F1.

TABLE 21.F.1
FUTURE WITHOUT PROJECT AND FUTURE WITH PROJECT TRANSPORTATION DEFICIENT ROADWAYS

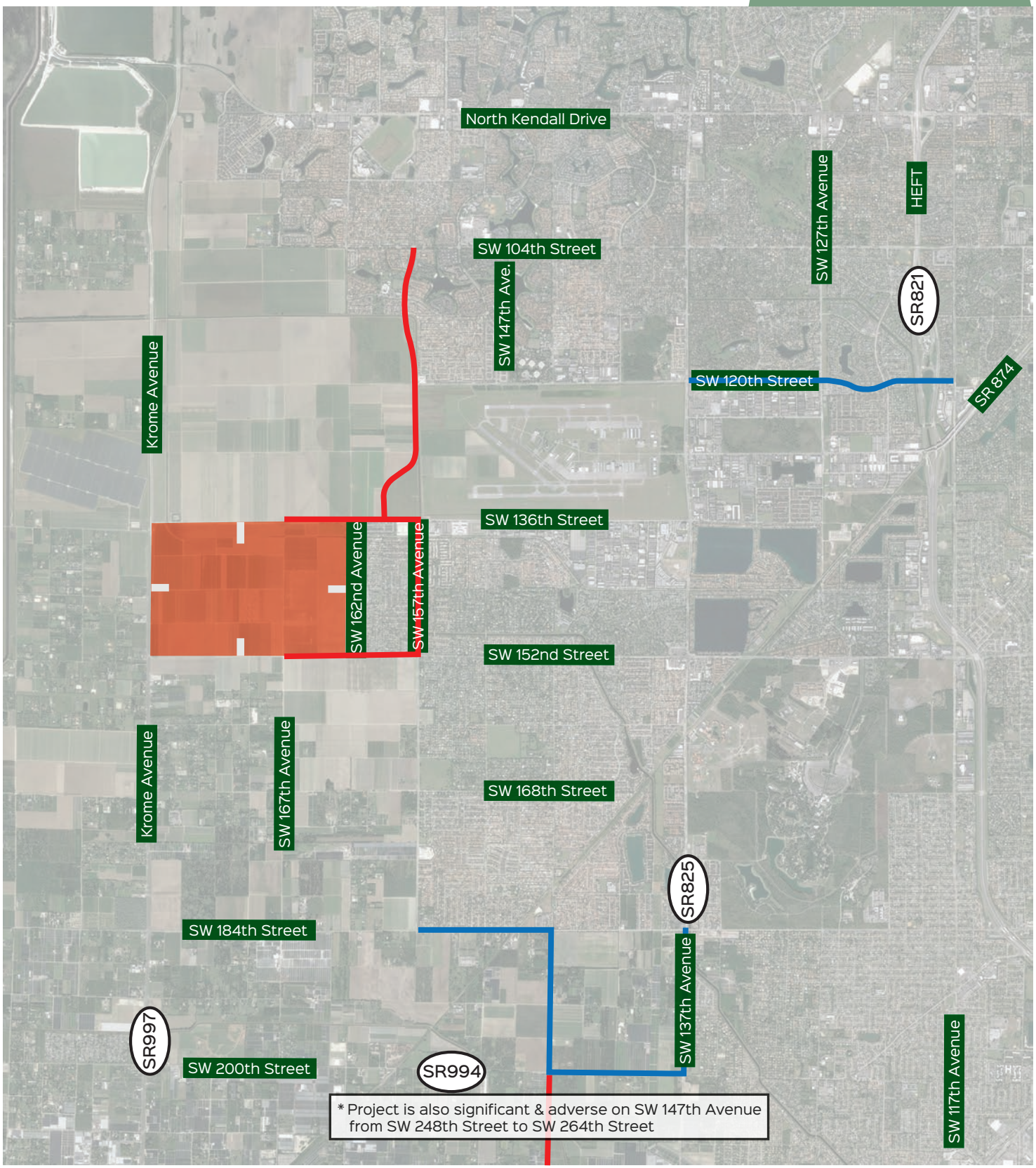
Roadway Segments	Direction	Number of Lanes in 2036	Adopted LOS Standard[1]	Future without Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume	Met LOS Standard? (Yes / No)	Number of Lanes Needed without Project	Proposed Maximum Service Volume	Met LOS Standard? (Yes / No)	Future with Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume	Met LOS Standard? (Yes / No)	Number of Lanes Needed with Project	Proposed Maximum Service Volume	Met LOS Standard? (Yes / No)
SW 120 Street															
SW 137 Avenue to SW 122 Avenue	EB	2LD	D	1351	1467	Yes	3LD	2,268	Yes	1423	2,268	Yes	-	-	-
	WB	2LD	D	1518	1467	No	3LD	2,268	Yes	1605	2,268	Yes	-	-	-
SW 136 Street															
SW 167 Avenue to SW 162 Avenue	EB	1LU	D	-	-	-	-	-	-	742	675	No	2LD	1467	Yes
	WB	1LU	D	-	-	-	-	-	-	906	675	No	2LD	1467	Yes
SW 162 Avenue to SW 157 Avenue	EB	2LD	D	1437	1467	Yes	2LD	1467	Yes	1628	1467	No	3LD	2268	Yes
	WB	2LD	D	1059	1467	Yes	2LD	1467	Yes	1293	1467	Yes	3LD	2268	Yes
SW 152 Street															
SW 167 Avenue to SW 162 Avenue	EB	1LU	D	-	-	-	-	-	-	813	792	No	2LD	1800	Yes
	WB	1LU	D	-	-	-	-	-	-	994	792	No	2LD	1800	Yes
SW 162 Avenue to SW 157 Avenue	EB	1LU	D	168	792	Yes	1LU	792	Yes	981	792	No	2LD	1800	Yes
	WB	1LU	D	190	792	Yes	1LU	792	Yes	1184	792	No	2LD	1800	Yes
SW 184 Street															
SW 157 Avenue to SW 147 Avenue	EB	1LU	D	749	792	Yes	2LD	1800	Yes	916	1800	Yes	-	-	-
	WB	1LU	D	834	634	No	2LD	1440	Yes	1039	1440	Yes	-	-	-
SW 200 Street / SR 994 / Quail Roost															
SW 147 Avenue to SW 137 Avenue	EB	1LU	C	436	430	No	2LD	2,390	Yes	460	2,390	Yes	-	-	-
	WB	1LU	C	486	430	No	2LD	2,390	Yes	515	2,390	Yes	-	-	-
SW 157 Avenue / Newton Road															
SW 104 Street to SW 120 Street	NB	2LD	D	1251	1467	Yes	2LD	1467	Yes	1586	1467	No	3LD	2,268	Yes
	SB	2LD	D	1349	1467	Yes	2LD	1467	Yes	1758	1467	No	3LD	2,268	Yes
SW 120 Street to SW 136 Street	NB	2LD	D	1094	1800	Yes	2LD	1800	Yes	1692	1800	Yes	3LD	2,718	Yes
	SB	2LD	D	1503	1800	Yes	2LD	1800	Yes	2,234	1800	No	3LD	2,718	Yes
SW 136 Street to SW 152 Street	NB	2LD	D	840	1467	Yes	2LD	1467	Yes	1133	1467	Yes	3LD	2,268	Yes
	SB	2LD	D	1384	1467	Yes	2LD	1467	Yes	1623	1467	No	3LD	2,268	Yes
SW 147 Avenue															
SW 184 Street to SW 200 Street	NB	1LU	C	756	784	Yes	2LD	1805	Yes	902	1805	Yes	-	-	-
	SB	1LU	C	678	598	No	2LD	1375	Yes	798	1375	Yes	-	-	-
SW 200 Street to SW 216 Street	NB	1LU	C	526	598	Yes	1LU	598	Yes	643	598	No	2LD	1375	Yes
	SB	1LU	C	472	598	Yes	1LU	598	Yes	568	598	Yes	2LD	1375	Yes
SW 248 Street to SW 264 Street	NB	1LU	C	515	598	Yes	1LU	598	Yes	573	598	Yes	2LD	1375	Yes
	SB	1LU	C	574	598	Yes	1LU	598	Yes	622	598	No	2LD	1375	Yes

Notes:

[1]Obtained from 2024 FDOT and MDC Concurrency Data.

Future without Project Transportation Deficient Roadways

Project Significant and Adverse Roadways



Project Location

Future Without Project
Future With Project

Map J-F1

Transportation Deficient Roadways

NORTH
MAP NOT TO SCALE

G. Identify the anticipated number and general location of access points for driveways, median openings, and roadways necessary to accommodate the proposed development. Describe how the Applicant's access plan will minimize the impacts of the proposed development and preserve or enhance traffic flow on the existing and proposed transportation system. This information will assist the Applicant and governmental agencies in reaching conceptual agreement regarding the anticipated access points. While the ADA may constitute a conceptual review for access points, it is not a permit application ad, therefore, the Applicant is not required to include specific design requirements (geometry) until the time of permit application.

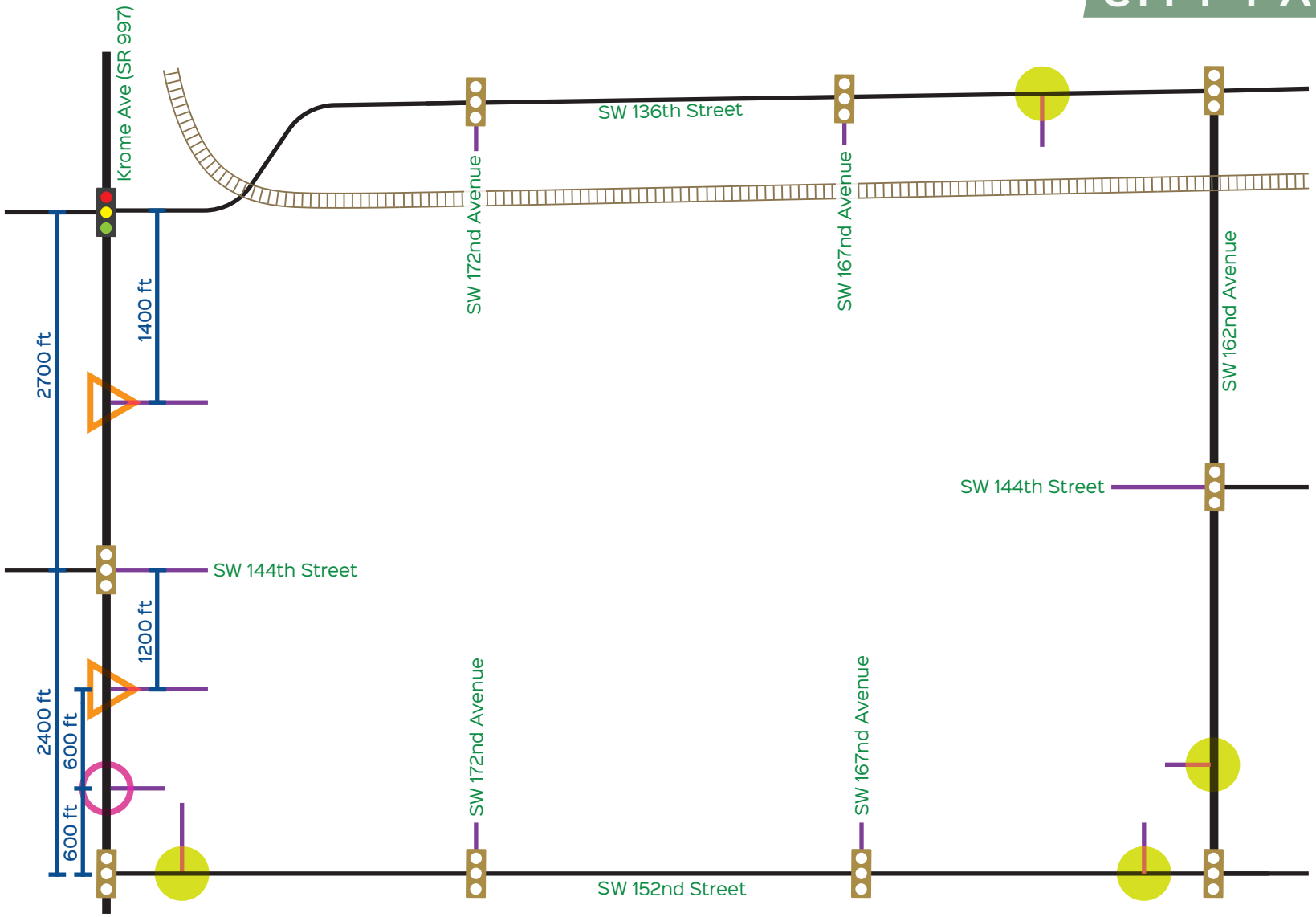
Map J-G1 illustrates the location of the general access points and proposed median openings for project traffic along the section line and half section line roads that will provide frontage to each portion of the DRI. Map J-G2 displays the projected project volumes at these driveways. The project access locations identified in Map J-G1, (and other access locations as may be needed) are subject to meeting the design and permitting standards and guidelines from MDC and FDOT as applicable based on the agency with jurisdiction over the adjacent roadway.

The development of the City Park DRI will require the construction of some section line and half section line roadways as outlined in Table 21.G.1 below. The Applicant will dedicate the required right-of-way to complete the section line and half section line roadway network adjacent to the project and will construct those roadway sections as required by County Code.

Table 21.G.1 – Roadway Sections Providing Site Access

Roadway	Limits	Required Right of Way[1]
SW 136 Street	SW 177 Avenue to SW 162 Avenue	Minimum of 80' of ROW
SW 152 Street	SW 177 Avenue to SW 162 Avenue	Minimum of 110' of ROW
SW 162 Avenue	SW 136 Street to SW 152 Street	Minimum of 70' of ROW

[1]Based on Section 33-133 of the Miami-Dade County Code of Ordinances.



Potential Traffic Signal

Existing Traffic Signal

Proposed Driveway

Right-In / Right-Out Driveways

Full Median Opening

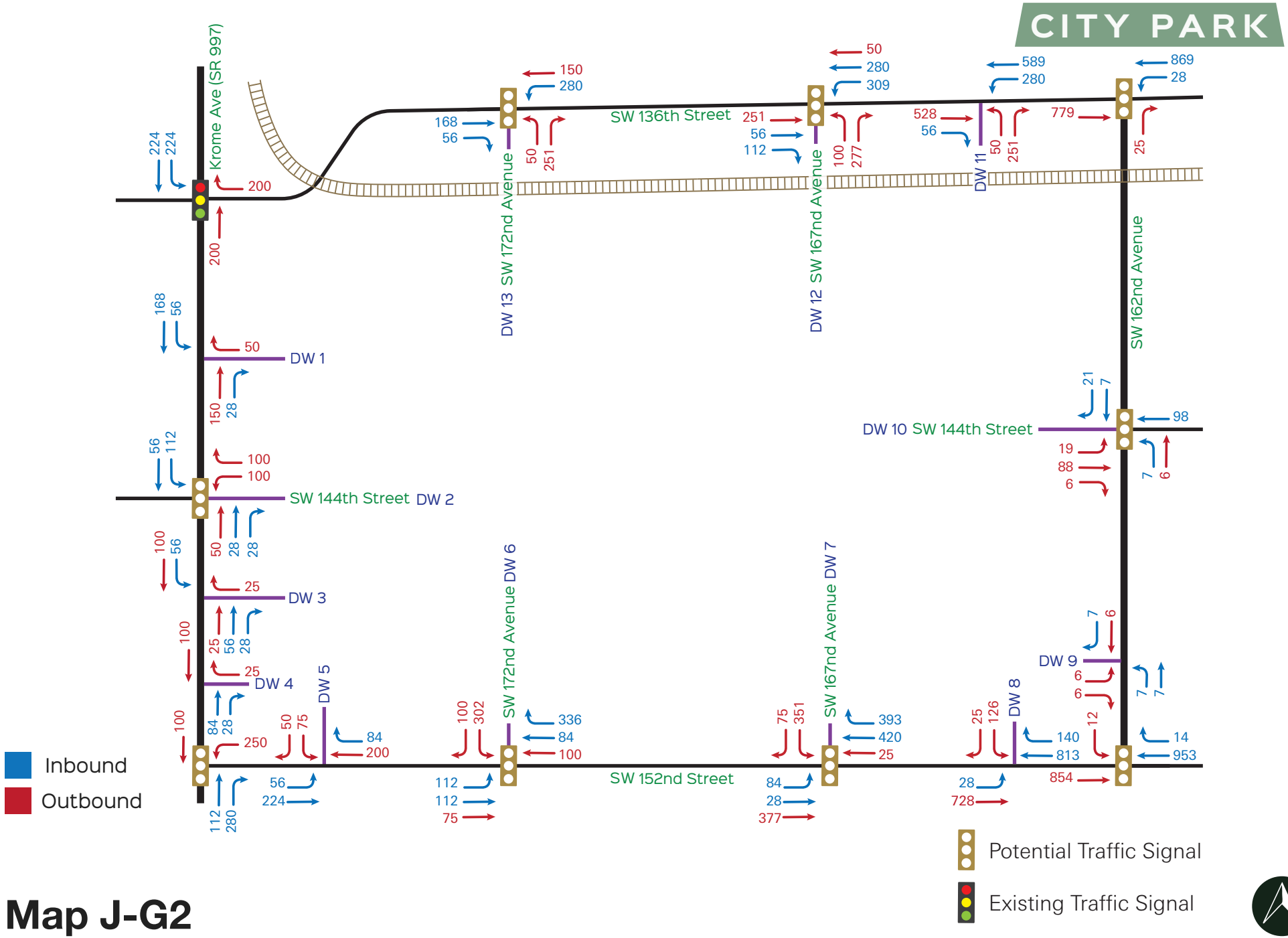
Directional Median Opening

Krome Ave (SR 997) FDOT Access Class 2 < 45 mph

Map J-G1

Project Access Driveways & Median Openings

NORTH
MAP NOT TO SCALE



Map J-G2

Projected Project Driveway Volumes

H. If applicable, describe how the project will complement the protection of existing, or development of proposed, transportation corridors designated by local governments in their comprehensive plans. In addition, identify what commitments will be made to protect the designated corridors such as inter local agreements, right-of-way dedication, building setbacks, etc.

The City Park DRI boundaries and primary access roadways are aligned with Miami-Dade County section line and half-section line roadways. This alignment enables the project to meaningfully support the protection and development of these critical transportation corridors. The project makes the following commitments to advance these corridors:

- **Right-of-Way Dedication**: Where feasible, the project will dedicate at least half of the required right-of-way necessary to accommodate ultimate four-lane roadway sections adjacent to the site for conveyance to Miami-Dade County.
- **Roadway Construction**: The project will construct new roadway segments adjacent to the site. These improvements will enhance local and regional traffic circulation and directly contribute to the development of these planned corridors.
- **Consistency with County Plans**: The project has identified off-site programmed roadway improvements within the County's adopted Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP). Table 21.H.1 summarizes the new roadway segments adjacent to the site as well as projects funded and programmed by Miami-Dade County and/or FDOT.

These commitments—through right-of-way dedications, direct construction, and coordinated implementation—directly support the County's transportation corridor goals and ensure the project contributes positively to the planned regional transportation network.

Table 21.H.1 - Proposed and Programmed Roadway Improvements

Roadway	From	To	Project Type	Consistent with County Plans[1]
SW 136 Street	SW 162 Avenue	SW 177 Avenue	New 4 lane roadway	Minimum of 80' of ROW
SW 152 Street	SW 162 Avenue	SW 177 Avenue	New 4 lane roadway	Minimum of 100' of ROW
SW 162 Avenue	SW 136 Street	SW 152 Street	Widen from 2 to 4 lanes	Minimum of 70' of ROW
SW 147 Avenue	SW 184 Street	SW 152 Street	Add 2 lanes and reconstruct	DTPW-75 Priority III
SW 127 Avenue	SW 136 Street	SW 128 Street	Widen from 2 to 4 lanes	PW0001076 FDOT-2 Priority I
SW 127 Avenue	SW 144 Street	SW 136 Street	Add 2 lanes/new 4 lanes	PW0001149 DTPW-29 Priority I
SW 127 Avenue	SW 244 Street	SW 184 Street	Capacity improvement	DTPW-12 Priority IV
SW 104 Street	SW 147 Avenue	SW 137 Avenue	Widen from 4 to 6 lanes	DTPW-69 Priority III

[1] Miami-Dade County MPO Transportation Improvement Program (TIP) 2026, Miami-Dade County Year 2050 Cost Feasible Long Range Transportation Plan, Section 33-133 of the Miami-Dade County Code of Ordinances

I. What provisions, including but not limited to sidewalks, bicycle paths, internal shuttles, ridesharing and public transit, will be made for the movement of people by means other than private automobile? Refer to internal design, site planning, parking provisions, location, etc.

1. Access to Regional Transit

The project is situated close to the West Kendall corridor of the Strategic Miami Area Rapid Transit (SMART) plan. The closest MDC bus routes to the project are 152 and 137. The project is also being designed around a **multimodal transportation framework**, including a **transit-oriented development (TOD) node** aligned with the SMART Plan. The project proposes a **mobility hub**, walkable street grid, bikeways, and pedestrian paths that will tie into the nearby transportation network and reduce automobile dependency.

2. Access to Local Transit - Metrobus Route 152

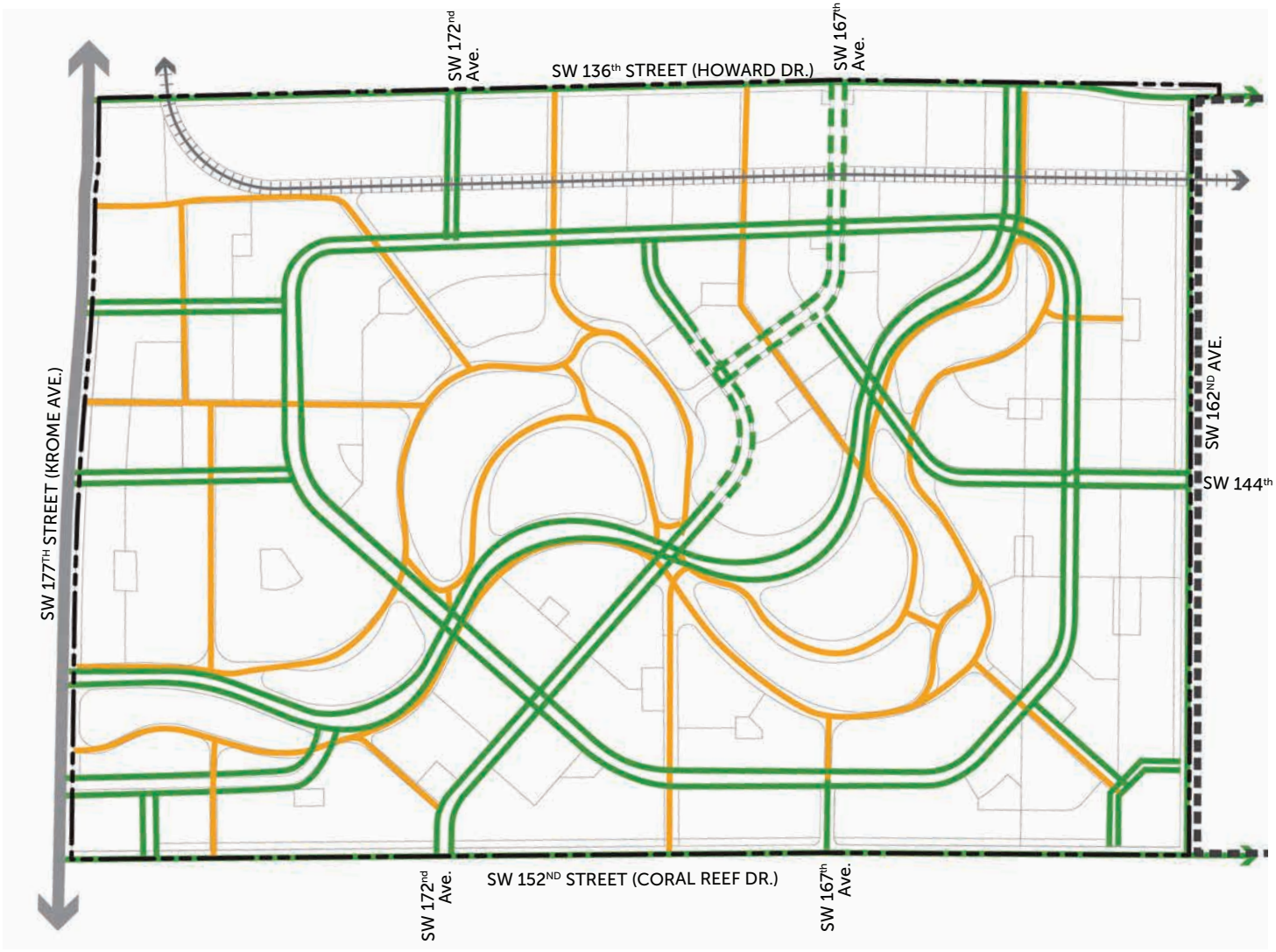
The neighborhood located immediately to the east of the City Park DRI is currently served by Miami-Dade Transit Service via Metrobus Route 152 (see Appendix 21-6 for transit system maps). Route 152 currently travels on SW 152nd Street to SW 152nd Avenue, approximately one mile east of the project. The Applicant has identified the potential to extend this service westward to service the proposed DRI land uses. City Park is also committed to working with Miami-Dade Transit to develop new routes and/or provide route extensions to serve the community.

3. Pedestrian and Cyclist Infrastructure

City Park will be focused on multimodal transportation options which include extensive pedestrian and bike networks and with linkage to the regional transportation networks. The project will provide the following pedestrian and cyclist infrastructure:

- Sidewalks - approximately 24 miles
- Bike lanes - approximately 23 miles
- Bike routes - approximately 8,000 feet
- Class 1 trails (off-street trails intended for pedestrian and cyclist use) - approximately 9 miles

Refer to Map J-I1 for the proposed bike network and class 1 trails.



02/20/2026

Bike and Trails Route Plan

Bike Lanes
Dedicated bike lanes shall be provided as shown in the Street Development Parameters

Bike Route
Signage designating the above shown streets/corridors as bike routes shall be provided where appropriate

Class I Trail

Existing Bike Lane

Urban Development Boundary

Map J-I1

Pedestrian & Cyclist Infrastructure

NORTH
MAP NOT TO SCALE

4. Transportation Demand Management

In addition to maximizing access to transit, the Applicant will promote the benefit of Transportation Demand Management (TDM) programs to further reduce the future reliance upon the single occupant vehicle (SOV). Each TDM program should include a reasonable and effective combination of TDM strategies appropriate to the size, scale and location of the proposed development which shall be used to demonstrate that practical actions can be taken to reduce the number of SOV generated by the proposed development site. A series of TDM options which promote the use of alternative travel modes are listed below. The Applicant will collaborate with South Florida Commuter Services to refine a TDM plan which best fits the needs of the individual project site.

- Staggered work schedules: The DRI can promote the benefits of staggered work schedules in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees the flexibility to stagger their arrival and departure times between the hours of 6:30 am to 9:30 am, and 3:30 pm to 6:30 pm to reduce traffic during the peak travel hours and more evenly distribute the volume of traffic into and out of the site. Staggered lunch hours would also be incorporated into this staggered schedule framework.

- Flex-time: The DRI can promote the benefits of flex time in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees with the ability to utilize flexible working schedules (within designated guidelines) to meet personal needs and commitments. The employee can schedule five (5) 8-hour workdays using varying start and stop times as well as extended lunch times.

- Compressed Work Weeks: The DRI can promote the benefits of compressed work weeks in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees with the ability to utilize compressed work week schedules (within designated guidelines). The employer and/or employee can work four (4) 10-hour days or can choose to work four and a half (4 ½) days, or three and a half (3 ½) days as negotiated with each employee or business owner.

- Work from Home: The DRI can promote the benefits of work from home, thus reducing the number of SOV traveling during the traditional morning and afternoon peak hours. Work from Home may be used by employers and employees in combination with staggered work schedules, flex time, and compressed work weeks.

- Shower and Locker Facilities: The DRI can encourage employers to provide on-site shower and locker facilities within the development site to offer bicycle, pedestrian, and transit riders amenities to complement their choice to use the alternative travel modes. Long term bicycle parking should also be provided with this option.

- Ridesharing Incentive Programs: The DRI can promote the benefits of ridesharing (in coordination with South Florida Commuter Services) and can provide rideshare

postings for those employers and employees interested in finding potential ridesharing partners. These rideshare postings are intended to offer geographic commuter information for those employees who may be interested in sharing rides with fellow employees who live in similar geographic areas. Additional incentives may include payments or subsidies for fuel and tolls and preferential on-site parking for ride share users.

  - Carpool Spaces: The designation of carpool parking spaces can be provided on-site in desirable and convenient parking locations restricted for use only by carpool vehicles. These spaces shall be non-handicapped employee parking spaces located closest to the building entrance with signage identifying each space as carpool. Procedures shall be included whereby the carpool vehicles are registered with the Employer TDM Coordinator for easy tracking and monitoring, and for use in annual reporting and management procedures.

  - Van Pools: The designation of van pool parking spaces can be provided on site in desirable and convenient parking locations restricted for use only by van pool vehicles. These spaces shall be non-handicapped employee parking spaces located closest to the building entrance with signage identifying each space as van pool. Procedures shall be included whereby the van pool vehicles are registered with the Employer TDM Coordinator to keep track of the number of employees who van pool on a daily basis for use in annual reporting and management.

- Public Transit Service Improvements: The provision of transit shuttle services to and from convenient public transit sites, such as a shuttle to and from the nearest Premium Transit Rail Station, to accommodate morning, midday, and evening transit demand.

- Public Transit Infrastructure Improvements: The construction of on-site transit shelters, amenities, stops, drop-off locations or pull-out bays and patron parking to serve the transit stops and stations.

- Public Transit Incentives: The provision of transit fare subsidies and other similar incentive programs designed to make public transit more accessible to the occupants of the proposed use. Promote and encourage project employers to take advantage of the employee discount programs, employer subsidy programs, and pre-tax set-asides for transit fares (as allowable under IRS rules) through the coordination and informational efforts of the South Florida Commuter Services.

- Informational Kiosks: The DRI can provide a centralized location within the development site for the posting of TDM Program Information, local bus and train schedules, South Florida Commuter Services, the name and phone number of the DRI Representative serving as the Employee Transportation Coordinator, information on flex time, compressed work weeks and telecommuting, and information on places to eat or shop within shuttle and/or walking distance of the project site.

Appendix 21-1

AGREEMENT TO DELETE QUESTIONS

Updated: May 8, 2025

Project Name: City Park Development of Regional Impact

Project Location: Miami-Dade County (Unincorporated), Florida

Applicant/Developer: Krome Groves Land Trust

Section 380.06(7)(b), Florida Statutes (F.S.), stipulates that the regional planning agency "shall establish by rule a procedure by which a developer may enter into binding written agreements with the regional planning agency to eliminate questions from the application for development approval when those questions are found to be unnecessary for development-of-regional-impact review". To comply with this provision, the South Florida Regional Planning Council and the Applicant hereby agree that the Applicant shall submit sufficient information, as determined by the Council, in the application for development approval (ADA) for only those questions which are specified as being required in the following agreement:

	Required	Not Required
1. Applicant/Project Identification	X	
2. Applicant	X	
3. Authorized Agents	X	
4. Ownership/ Adjacent Property	X	
5. Legal Description	X	
6. Binding Letter /Preliminary Development Agreement	X	
7. Government of Jurisdiction	X	
8. Permitting Agencies and Permit Applications	X	
9. Maps:	X	
A. General Location	X	
B. Recent Aerial Photo	X	
C. Topography	X	
D. Existing Land Use	X	
E. Soils	X	
F. Vegetation Association	X	
G. Sampling Station Locations and Observed Significant Resources	X	
H. Master Development Plan	X	
I. Master Drainage	X	
J. Highway and Transportation Network	X	

	Required	Not Required
10. General Project Description		
Part I - Specific Project Description		
A. Summary	X	
B. Existing and Proposed Land Uses	X	
C. Previous and Existing Activities	X	
D. Primary and Secondary Market Area	X	
E. Description of Project Demand	X	
F. Project Costs Table (SFRPC requirement)	X	
G. Social and Economic Disparities (SFRPC required)	X	
Part II - Consistency with Comprehensive Plans		
A. Local Plan	X	
B. Regional Plan	X	
C. State Plan	X	
Part III - Demographic and Employment Information		
A. Demographic and Employment Tables (include North American Industry Classification System [NAICS])	X	
Part IV - Impact Summary		
A. Impact on Natural Resources	X	
B. Public Facility Capital Costs	X	
11. Revenue Generation Summary	X	
12. Vegetation and Wildlife		
A. Identification of Plant Species	X	
B. Discussion of Survey Methods	X	
C. State/Federal Listed Species	X	
D. Impact to Listed Species	X	
E. Mitigation for Impacted Species	X	
13. Wetlands		
A. Existing Conditions and Proposed Impacts	X	
B. Creation or Enhancement Plans	X	
14. Water		
A. Existing Hydrologic Conditions	X	
B. Existing Water Quality	X	
C. Mitigation Measures	X	

	Required	Not Required
15. Soils		
A. Description of Soils	X	
B. Site Alteration and Construction Methods	X	
C. Soil Erosion Control Measures	X	
D. Fill and Spoil Information	X	
16. Flood Plains		
A. Identification of Flood Prone Areas	X	
B. FIRM Zone Designations	X	
C. Flood Hazard Measures	X	
D. Off-Site Flooding Impacts	X	
17. Water Supply		
A. Potable/Non-Potable Water Demand	X	
B. Potable/Non-Potable Water Supply	X	
C. On-Site Wells	X	
D. Impact to Existing Wells and Aquifer	X	
E. Operation/Maintenance of Internal Water Supply	X	
F. Letter from Off-Site Supplier	X	
G. Conservation Measures	X	
H. Service Area Boundary	X	
18. Wastewater Management		
A. Projected Generation and Proposed Treatment	X	
B. Description of Pre-Treatment Techniques	X	
C. Letter from Off-Site Treatment Authority	X	
D. Septic Tank Identification		X
E. Service Area Boundary	X	
19. Stormwater Management		
A. Existing On-Site Drainage Patterns	X	
B. Proposed Drainage System	X	
C. On-Site Drainage Areas	X	
D. Run-Off Volume and Quality	X	
E. Identification of Operation/Maintenance Authority	X	

	Required	Not Required
20. Solid/Hazardous/Medical Waste		
A. Solid Waste Generation	X	
B. Waste Management		
1. Specification of Waste Generated	X	
2. Separation Measures	X	
3. Identification of Off-Site Disposal	X	
4. Applicable Regulations, Permits and Plans	X	
C. Documentation		
1. Letter from Developer	X	
2. Letter from Service Provider	X	
21. Transportation (Revised Transportation Methodology attached)		
A. Existing Conditions	X	
B. Projection of Vehicle Trips	X	
C. Estimation of Internal/External Split	X	
D. Total Peak Hour Directional Traffic	X	
E. Assignment of Trips Generated	X	
F. Recommended Improvements	X	
G. Site Access Plan	X	
H. Protection of Transportation Corridors	X	
I. Provisions for Alternative Modes of Transportation	X	
22. Air Impacts		
A. Site Preparation and Construction Measures to Minimize Impacts	X	
B. Structural/Operational Measures to Minimize Impacts	X	
C. Analysis of Impacted Intersections & Parking Facilities (Table 22-1)	X	
D. One-Hour/Eight-Hour Emissions	X	
E. Identification of Mitigation Measures	X	
23. Hurricane Preparedness		
A. Identification of Designated Areas		
1. Vulnerability Zone	X	
2. High Hazard Evacuation Area	X	
3. Special Preparedness District	X	
B. Identification of Evacuation Requirements		
1. Shelter Space Need and Availability	X	
2. Evacuation Route Capacity	X	
C. Identification of Mitigation	X	

	Required	Not Required
24. Housing		
A. Residential Development Characteristics	X	
B. Housing Availability /Employment Opportunities	X	
C. Provisions for Displacement/Relocation		X
25. Police and Fire Protection		
A. Dedication of Facility or Site	X	
B. Letter from Service Provider	X	
26. Recreation and Open Space		
A. Description of Facilities and Open Space	X	
B. Assessment of Impact to Public Access	X	
C. Identification of Maintenance Authority	X	
D. Description of Consistency with Local and Regional Policy	X	
E. Assessment of Impact to Recreation Trail Designation	X	
27. Education		
A. Estimation of Number of School Age Children	X	
B. Provision of Facilities or Sites	X	
C. Letter from the School Board	X	
28. Health Care		
A. Description of Facilities and Services	X	
B. Letter from Service Provider	X	
29. Energy		
A. Projection of Energy Demands	X	
B. Description of On-Site Electrical Generating Facility	X	
C. Letter from Off-Site Supplier	X	
D. Description of Energy Conservation Methods or Devices	X	
	X	
30. Historical and Archaeological Site		
A. Description of Sites	X	
B. Protection/Mitigation Measures	X	

	Required	Not Required
31. Airports		
A. Existing Conditions	X	
B. Copy of Layout Plan	X	
C. Copy of FAA Application		X
D. Identification of Flight Patterns	X	
E. Identification of Subsidiary Development		X
F. Description of Passenger Circulation System		X
32. Attractions and Recreation Facilities		
A. Projection of Attendance		
1. Daily High, Low and Average		X
2. Figure 32.1 - Monthly Distribution		X
3. Figure 32.2 - Daily Distribution		X
4. Figure 32.3 - Hourly Distribution		X
B. Identification of Alternative Transportation Systems		X
C. Identification of Transportation System Interface		X
33. Hospitals		
A. Specification of Proposed Facility		X
B. Identification of Related Facilities		X
C. Copy of Certificate of Need		X
34. Industrial Plants and Parks		
A. Identification of Types of Operations	X	
B. Identification of Support Industry	X	
C. Transportation Requirements	X	
D. Specification of Work Shifts	X	
35. Mining Operation		
A. Description of Operation		X
B. Water Use Requirements		X
C. Impact on Aquifer		X
D. Maintenance and Inspection Requirements		X
E. Description of On-Site Processing Operation		X
F. Identification of Radioactive Material		X
G. Reclamation Plan		X
H. Identification of Mineral Destination		X
I. Identification of Shipping Modes		X
J. Transportation Requirements		X

	Required	Not Required
36. Petroleum Storage Facilities		
A. Description of Existing Facilities		X
B. Description of Proposed Development		X
C. Identification of Transport Methods		X
D. Vapor Emission and Spillage Response		X
37. Port and Marina Facilities		
A. Existing Conditions		X
B. Conceptual Plan		X
C. Commodity and Passenger Statistics		X
D. Transportation System Expansion Requirements		X
E. Dredge and Fill Requirements		X
F. Oil Spill Clean-Up		X
G. Description of Subsidiary Development		X
H. Discussion of Increased Shipping Activity		X
38. Schools		
A. Description of Proposed Development and Program		X
B. Enrollment Impact Area		X
C. Identification of Design Population		X
39. Other (as specified below - Sea Level Rise)		X
40. Agriculture	X	

The Applicant shall employ the methodologies, data sources, assumptions, and techniques for analysis in its ADA as detailed in Appendix A. The Applicant shall include all supporting materials (data source, assumptions, calculations, etc.) with the ADA and any sufficiency updates. In addition, the ADA must be submitted within one (1)-year of the execution of this Agreement. If the ADA is not submitted within one (1)-year of execution of this Agreement, the Agreement is void and a new pre-application conference shall be required. The Applicant will coordinate with Miami-Dade County regarding the data and analysis guidelines for the concurrent Comprehensive Master Development Plan (CDMP) and zoning amendments, since those requirements may differ from the ADA's.

Prepared on this 14th day of May 2025.

By:

for Krome Groves Land Trust (Applicant)

Jeffrey Bercow

Print Name

Date: 05/14/2025

for the South Florida Regional Planning Council

Isabel Cosio Carballo, MPA, Executive Director

Print Name

Date: May 19, 2025

APPROVED AS TO LEGAL FORM

DATED: 5/16/2025

Appendix A

1. Questions 1 - 11

The Applicant shall provide the entirety of the information requested in Questions 1 - 11 as presented in FORM DEO-BCP-ADA-1 and required by Rule 73C-40.010, Florida Administrative Code (F.A.C.).

2. Question 12 (Vegetation and Wildlife)

The Applicant noted that the City Park site is currently comprised of farm fields and is not within the critical habitat of any listed species. The Applicant also noted the full site was walked and no listed flora or fauna was observed.

Applicant shall coordinate and consult with the Florida Fish and Wildlife Conservation Commission (FWC) regarding methodology and related assumptions and data sources to assess which, if any, listed species will be utilized for analysis. In addition, environmental studies regarding the presence of endangered species shall be required. Furthermore, the Applicant shall coordinate and consult with the Miami-Dade County Division of Environmental Resource Management (DERM) regarding methodology and related assumptions and data sources to assess which CDMP-listed species shall be utilized for analysis. In addition, environmental studies regarding the presence of CDMP-listed endangered species shall be required.

The GIS data for critical habitat areas is available for direct download from the Miami-Dade County Open Data Hub and the most recent version of the dataset was last updated August 28, 2019. Examples of additional data sources that shall be reviewed for further analysis of relevant spatial information include wood stork nesting colonies and core foraging areas and the spatial extent of the Florida Panther Focus Area, both of which are available for download from the Florida Geographic Data Library Metadata Explorer (FGDL), and were last updated on April 10, 2020, and December 12, 2015, respectively.

The proposed additional field evaluation of the study area shall be conducted to specifically evaluate the potential presence of both state and federally listed wildlife species and their habitats within the site. Wildlife observations shall include indirect indicators of wildlife utilization such as tracks, scat, calls or vocalizations, burrows, nests, and roosting sites. Specific attention shall be given to all nesting and roosting sites documented during the study period. All the locations of documented field occurrences of listed species, or their nests, burrows or roosts, and other indirect wildlife indicators shall be GPS recorded and documented on scaled aerial photographs and maps of the site. No trapping shall be proposed to be included as part of the field evaluation as site review and field observation are deemed suitable for the habitat areas and potentially include wildlife taxa anticipated to occur within the proposed project limits.

In addition to the field reconnaissance effort to evaluate overall wildlife utilization, more in-depth analyses will also be conducted to assess the potential impacts specifically to foraging habitat for the snail kite, wood stork, and the Florida bonneted bat (FBB). Potential impacts to wood stork foraging habitat shall be assessed in accordance with the Wood Stork Foraging Habitat Assessment Methodology, a functional assessment developed by USFWS for estimation of available biomass of wood stork forage per unit quantity of wetland habitat. The parameters considered for determination include vegetation density, wetland hydroperiod, prey size suitability, and competition with other wading birds. The differentiation of hydroperiod classes established by the USFWS methodology shall also be assessed via analysis of available hydrology and LiDAR data. Data sources include the DBHYDRO Data Portal (SFWMD), and the GIS LiDAR elevation dataset obtained from the Miami-Dade County Open Data Hub.

Potential impacts to snail kite habitat shall be assessed in accordance with the Snail Kite Survey Protocol. In accordance with the survey protocol, the adequacy of snail kite habitat shall be determined by the presence of appropriate foraging habitat as evidenced by coverage of hydrophilic vegetation (Panicum spp., Eleocharis spp., Rhynchospora spp.), nesting or perching substrate (Salix caroliniana, Melaleuca quiquenervia, Cladium jamaicense), appropriate water depth (0.2-1.3m) under nesting substrate, and adequate distance (>150m) between nesting substrate and upland areas. The analysis of water depth adequacy to utilize a similar methodology as the hydroperiod class assessment detailed above (i.e., DBHYDRO and LiDAR data).

The potential for impacts to roosting and foraging habitat for the FBB shall also be assessed during the field inspection. Being that portions of the onsite agricultural lands are comprised of tree farming activity, any trees documented to be of sufficient size and diameter shall be recorded and depicted on site maps as having the potential to provide roosting opportunities. An acoustic survey shall be conducted in accordance with USFWS guidelines for the adequate number of acoustic recordings in terms of calendar nights and locations throughout the site. The subsequent analysis of recorded calls shall allow for accurate determination of roosting or feeding activity within the site or the immediate vicinity to assess the presence or overall utilization of the site by FBB.

3. <u>Question 13 (Wetlands)</u>

The Applicant stated that the City Park site is classified as an “upland” in the National Wetland Inventory. The Applicant also stated the site was inspected on February 9, 2022, to confirm site conditions, and no wetlands were observed.

The Applicant shall coordinate and consult with Miami-Dade County to conduct a determination of wetlands to determine whether wetlands are present on the site. Applicant shall detail how its proposed project shall address the location of, and the potential impacts to, existing wetlands, or

demonstrate how impacts to wetlands on the site shall be avoided and/or mitigated. If areas located within the proposed project area contain state jurisdictional wetland areas, site inspections with SFWMD and Miami-Dade County staff shall be required for proposed projects for the identification or conclusions regarding the absence or presence of wetlands. Any environmental considerations, including elimination or reduction of wetland impacts and mitigation requirements shall need to be addressed as part of the Environmental Resource Permit (ERP) applications, in accordance with Rule 62-330.060(2), F.A.C. and Section 10.0 of the SFWMD's Environmental Resource Permit Applicant's Handbook Volume I.

The additional onsite evaluation shall be performed to confirm the presence of wetland areas pursuant to the applicable Florida wetland delineation protocol contained in §373.019, Florida Statutes (F.S.), the techniques included in 62-340, F.A.C. and by the US Army Corps of Engineers Wetland Delineation Manual (last updated 2018). The wetland evaluation and review shall be incorporated into the evaluation of vegetation within the study area. Initial techniques that shall be used to determine the potential extent of wetland areas onsite include the review of past wetland permits or jurisdictional determinations, and additional review of recent and historic aerial photographs of the site to determine the potential presence of natural areas. Additional field analysis shall be conducted to confirm the current onsite conditions concerning vegetation, surface hydrology, and soils. Measurements of the existing groundwater table elevation within onsite irrigation wells located throughout the site shall be compared to the ground surface elevation to determine the potential for site inundation or soil saturation. Observations of potential hydrologic indicators and coverage of hydrophilic vegetation shall be documented throughout the subject property. More extensive evaluation of site hydrology and soil profile shall be localized preliminarily identified areas with greater potential to exhibit wetland characteristics. All areas confirmed to contain all three of the required wetland parameters (two confirmed parameters for the state of Florida determination) shall be delineated on a scaled aerial photograph of the site and included in the overall habitat analysis.

The results of the survey shall then be provided in support of the proposed formal requests for Jurisdictional Determinations that shall be submitted to pertinent agencies including the USACE, the State of Florida (FDEP or SFWMD), and DERM. The formal determinations conducted by the agencies shall ultimately determine the presence of jurisdictional wetland areas onsite, thereby establishing the criteria for environmental considerations that may or may not be needed in accordance with Rule 62-330.060(2), F.A.C. and Section 10.0 of the SFWMD's Environmental Resource Permit Application's Handbook Volume I.

Although the site is anticipated to be devoid of wetland resources, any project-related impacts are proposed to be offset by a suitable mitigation plan that may incorporate the preservation of onsite natural areas or be transferred to an approved offsite mitigation area. If the additional field

analysis does result in the identification of areas that may be considered appropriate for onsite preservation, enhancement, or restoration, then the final mitigation plan shall incorporate an onsite component to maintain these natural areas as deemed practicable. Additionally, any documented listed plant and wildlife species within the study area shall be protected from impacts during the construction process. In conclusion, any long-term alterations to the project site resulting from the proposed development shall be offset through appropriate habitat and species mitigation.

4. <u>Question 14 (Water) and Question 17 (Water Supply)</u>

The Applicant indicated that the hydrology at its City Park site was evaluated using existing SFWMD groundwater well data. The Applicant chose South Florida Water Management District's Well S338_T as the most representative. Well S338_T data was used to calculate short and long hydroperiods to compare existing ground elevations.

The Applicant noted that the City Park site was inspected on February 9, 2022, to confirm site conditions and verify groundwater elevations.

The hydrologic conditions within the subject property and immediate vicinity were analyzed using available groundwater elevation data from the DBHYDRO data portal maintained by the SFWMD. As specified in Rule 62-340.550, F.A.C (Wetland Hydrology), reliable hydrologic records can be used to indicate whether inundation or saturation occurs during conditions that represent long-term hydrologic conditions. An additional assessment shall be conducted to analyze the available data to determine historical patterns of regular and periodic inundation at the site, if any. The groundwater elevation data within the site vicinity shall be evaluated for the available periods of record and additional well locations can also be assessed. The GIS analysis of available LiDAR data shall be conducted to create classifications of onsite topography according to the established hydroperiod elevation criteria for desired inundation and saturation conditions, as defined in 62-340.200, F.A.C. The availability of instantaneous time series data from the DBHYDRO data portal shall also be utilized to evaluate the concurrence of water table measurements within onsite irrigation wells with the recorded time series data. The comparison of data points shall allow for calibration of real-time vicinity data to onsite groundwater elevation measurements. The accuracy of the DBHYDRO groundwater data as representative of the onsite hydrology can therefore be determined.

Applicant shall demonstrate that there shall be adequate and available water supply to serve the proposed development area when they shall be available, and how future potable and non-potable water needs are being planned for or how they shall be implemented. The following issues also shall be addressed in the application:

a. The application shall demonstrate consistency with the Miami-Dade County Water Supply Facilities Work Plan. The application shall also demonstrate consistency with the soon-to-be-updated 2024 Lower East Coast Water Supply Plan.

b. A modification of Miami-Dade County's Water and Sewer Department Water Use Permit (#13-00017-W) was approved by the SFWMD on March 08, 2022. The application shall demonstrate consistency with that modified permit.

c. The proposed DRI application must include a commitment from the Miami-Dade Water and Sewer Department that they have, or will have, sufficient potable water available to serve the proposed development, that they will provide potable water to serve the proposed development, and when the water will be available.

d. The Applicant shall address whether potable and/or non-potable water will be used for landscape irrigation. The Applicant shall clarify if alternative water sources and/or non-potable water will be used instead of potable water to support the non-potable water needs of the proposed land uses. The analysis shall include the following:

    i. The proposed source(s) of water for landscape irrigation.

    ii. An explanation of how the proposed land uses would or would not use either on-site wells or reclaimed water for landscape irrigation in portions of the project that do not require potable water supply. If on-site wells are proposed for irrigation uses, a SFWMD Water Use Permit shall be required.

    iii. If potable water is to be used for landscape irrigation, the Applicant shall provide information to demonstrate how the use of potable water is consistent with provisions of the County's CDMP, including but not limited to Objectives CON-4 and ICE-4 and Policies CON-4A and ICE-4F, and shall protect water recharge areas and encourage the use of alternative water technologies to meet water demand.

e. Separate projections for potable and non-potable water use shall be provided. The water and sewer demand shall be based on Miami Dade County's "Schedule of Daily Rated Gallonage for Various Occupancy". The proposed demand for non-potable water uses shall be provided in accordance with current industry standards for similar development projects. The application shall also demonstrate consistency with the updated Miami-Dade County Work Plan.

f. The Applicant shall coordinate and consult with Miami-Dade to evaluate water and sewer infrastructure improvements required to serve the development. The water and sewer demand shall be based on Miami Dade County's "Schedule of Daily Rated Gallonage for Various Occupancy". The proposed demand shall be compared to the current permitted

public water and sanitary sewer treatment plant capacity as reported in the current FDEP permits for each facility serving the development. The application shall also demonstrate consistency with the updated Miami-Dade County Work Plan.

g. If the total project water demand is 1 MGD or greater, per Section 32-85 of the Miami-Dade County Code, the feasibility of an alternative water supply project shall be evaluated.

h. All future development shall be required to comply with water use efficiency techniques for indoor water use and with landscape standards in accordance with Sections 8-31, 32-84, 18- A, and 18-B of the Miami-Dade County Code, consistent with Policies WS-5E and WS-5F of the CDMP. Also, per Section 8A-381 (c) of the Miami-Dade County Code, effective January 1, 2009, all permit applications for new multifamily residential developments shall be required to include a sub-meter for each individual dwelling unit.

i. Changing a large area from agricultural use to commercial and residential uses is likely to affect water quality in the surrounding area. The Applicant shall utilize Harper Methodology, as developed with FDEP, and the "BMP Trains" software to determine the pre-development vs. post-development nutrient loading concentrations. This analysis shall determine the BMPs required so the stormwater runoff post-development pollutant loading shall be less than the existing loading in the existing condition.

j. Consult with Miami-Dade County to obtain the best available data on the most recent water supply planning and water and wastewater information and plans. The application shall also demonstrate consistency with the updated Miami-Dade County Work Plan.

k. Include a development table to evaluate public water and sanitary sewer treatment plant capacity. The water and sewer demand shall be based on Miami-Dade County's "Schedule of Daily Rated Gallonage for Various Occupancy" to develop the water and sewer demand. The proposed demand shall be compared to the current permitted public water and sanitary sewer treatment plant capacity as reported in the current FDEP permits for each facility serving the development.

l. The proposed project area does not currently have central water or sewer facilities to serve the area and potential proposed development. The proposed project shall include and identify needed provisions and additions to the Capital Improvements Element (CIE) and the Five-Year Capital Improvements Schedule (CIS) for the needed facilities. This includes both publicly and privately funded projects necessary to achieve and maintain the adopted level of service standards, even if the County is not responsible for the improvements. The following issues shall be addressed as applicable:

    i. Identification of needed facilities for central water and central sewer facilities.

ii. Include a projected schedule for the needed projects and indicate if the projects are currently funded or unfunded. If a project is unfunded, provide a level of priority for funding.

The Applicant shall coordinate with the Miami-Dade County Water and Sewer Department (MDWASD) to develop a proposed water and sewer spine infrastructure network. MDWASD and the Applicant shall coordinate to update the overall MDWASD water and sewer model to determine the required onsite and offsite improvements to support the project. After the MDWASD analysis is completed, the applicant shall prepare a capital improvement and funding plan for the required facilities.

The needed provisions and additions that are identified shall be included in the Capital Improvements Element (CIE) and the Five-Year Capital Improvements Schedule (CIS) and will require an amendment to the County's Comprehensive Development Master Plan. The application should also demonstrate consistency with the updated Miami-Dade County Work Plan.

5. Question 15 (Soils)

The Applicant shall indicate the soils characteristics of the subject property using the available GIS dataset of the soil survey provided by the United States Department of Agriculture, National Resource Conservation Service (NRCS). The GIS data for the NRCS soil survey is available for download from the FGDL Metadata Explorer and the most recent version of the dataset was last updated for the State of Florida on October 1, 2021. Confirmation of the soil type shall be performed via soil profile analysis to be conducted during the proposed additional site inspection.

6. Question 16 (Floodplains) and Question 19 (Stormwater Management)

The Applicant shall include the following:

a. The Conceptual Stormwater Management Plan shall be prepared in accordance with the latest versions of the Miami-Dade County Public Works Manual, the Miami-Dade County Water Control Plan, Chapters 24 and 11 C of the Code in effect at the time of the Stormwater Plan submittal or subsequent Stormwater Plan modification submittal, as well as the South Florida Water Management drainage regulations in effect at the time of the Stormwater Plan submittal or subsequent Stormwater Plan modification submittal. The Stormwater Plan shall describe how stormwater will be managed and shall include details for any proposed off-site stormwater conveyance.

b. If the proposed development within the Property includes the proposed use of the County's stormwater infrastructure (such as use of a County canal) as a conveyance element to off-site storage area(s), the Owners shall, at their expense, provide an

additional engineering report and stormwater plan (the "Off-site Stormwater Conveyance Plan") to DERM for review and approval. The Off-site Stormwater Conveyance Plan shall be signed and sealed by a professional engineer licensed in the State of Florida and shall provide engineering calculations and sufficient detail, including the required conveyance capacity (existing plus additional), to demonstrate that the development's proposed use of the County's infrastructure for stormwater conveyance does not result in negative impacts to the County's stormwater system and watershed areas, and does not result in reduction of the current Flood Quantity Level of Service (FQLOS) or Water Quality Level of Service (WQLOS). Upon approval of the Off-site Stormwater Conveyance Plan, the Owners shall, at their expense, undertake or cause the following to be undertaken: obtain all required permits, construct improvements, and provide additional dedication of canal right-of-way and canal maintenance easement acceptable to Miami-Dade County for all improvements to public stormwater infrastructure as may be required for the development's use of this infrastructure for offsite stormwater conveyance.

c. A comprehensive conceptual stormwater management plan, including a demonstration that adjacent agricultural properties shall not be impacted and drainage from the expanded Urban Development Boundary (UDB) area shall not cause water levels in adjacent areas to increase and thereby negatively impact drainage for areas further to the west. The Applicant must detail the data sources, methodologies, assumptions, and analyses that shall be used to conduct a comprehensive conceptual stormwater management plan.

The Applicant shall prepare a conceptual stormwater management plan for the overall development utilizing the following data sources, methodologies, and assumptions.

- Utilize Miami-Dade County’s Average October Water table and Miami-Dade County Flood Criteria Maps for design groundwater elevation and county flood criteria.
- Utilize SFWMD ERP Applicant’s handbook for total rainfall depth for key design storms.
- SCS Design Methodology to estimate total runoff volume generated by the development.
- Utilize Harper Methodology, as developed with FDEP, and the BMP Trains software to determine the pre-development vs. post-development nutrient loading concentrations.
- Assume a two-foot rise in groundwater elevations due to sea-level rise as currently proposed by Miami-Dade County in the Stormwater Management Program Master Plan Update (FY 2021) prepared by Miami-Dade County and GIT Consulting, LLC.

- Miami-Dade County Water Control Plan has a planned canal, C-1 Ext, to run east-west with an eventual connection to the primary Black Creek Canal West. Demonstrate how the proposed development shall be designed to not cause flooding impacts to adjacent properties; provide the necessary retention areas and or provide a new conveyance canal to direct excess stormwater runoff to the nearest primary canal.

d. The existing grade at the application site is approximately 6 to 7 feet NAVD88. While the site is far from the coast, it will be affected by sea level rise indirectly as rising water levels affect regional water management systems, groundwater levels, and water levels in the Everglades. While it is possible to reduce flooding risks by modifying the site and building designs, it is important to be clear that some existing flood mitigation requirements do not account for sea level rise. The existing requirements and standards based on the Federal Emergency Management Agency's Flood Insurance Rate Map do not include sea level rise. Therefore, complying with existing code requirements for finished floor elevations will not be sufficient to address flooding risks amplified by ongoing sea level rise over the lifetime of any proposed development. Additionally, elevating one area on fill to reduce flood risks may increase flooding risks for adjacent areas if the run-off is not carefully managed. Typically, a development would be required (or designed) to maintain a certain volume of stormwater on site. However, if there were a strong, wet storm exceeding the stormwater design level the additional water would run off site. If adjacent or downstream areas are at a lower elevation, they may experience increased flooding. The design will assume a two-foot rise in groundwater elevations due to sea-level rise as currently proposed by Miami-Dade County in the Stormwater Management Program Master Plan Update (FY2021) prepared by Miami-Dade County and GIT Consulting, LLC.

e. Fill requirements may raise the base level of the site, and the Applicant shall demonstrate that stormwater runoff shall not affect adjacent properties or rights-of-way/infrastructure and be retained onsite.

f. The minimum fill elevations shall be based on the proposed Miami-Dade County Flood Criteria (Miami-Dade County Flood Criteria Map dated 9/24/2021) and the current FEMA Flood maps at the time of development.

g. Stormwater was modeled by DERM with the project site as agriculture. The Applicant shall detail the data sources, methodologies, assumptions, and analyses used to assess the development program’s impacts to regional drainage. The Applicant shall utilize the stormwater model results completed by DERM as a baseline in the conceptual stormwater management system. The model shall be used to determine adjacent area flood elevations.

h. The Southern Everglades Study is coming. The Study shall provide an analysis of how to accommodate 342,000-acre feet of water through seepage management. The Applicant shall detail the data sources, methodologies, assumptions, and analyses that shall be used to assess whether its development program shall have adverse impacts to the Comprehensive Everglades Restoration Plan including the Southern Everglades Study.

The Applicant shall utilize information from the Integrated Delivery Schedule 2023 Update (https://www.saj.usace.army.mil/Missions/Environmental/Ecosystem-Restoration/Integrated-Delivery-Schedule/) to identify the components of the Southern Everglades Study component. A review of this information indicates the Southern Everglades Study components do not include any property near the City Park Site. The City Park project shall not impact the Southern Everglades Study and conversely, the Southern Everglades Study shall not impact the City Park project. The Applicant shall monitor the progress of the Southern Everglades Study.

7. Question 18 (Wastewater)

The Applicant shall answer Question 18 in the ADA form and, in addition, the Applicant shall coordinate with the Miami-Dade County Water and Sewer Department to develop a proposed water and sewer spine infrastructure network. The water and sewer demand shall be based on Miami-Dade County's "Schedule of Daily Rated Gallonage for Various Occupancy". The project shall evaluate the feasibility of greywater sources since the total project demand will be greater than 1 MGD, while identifying water use efficiency techniques in accordance with Miami-Dade County Code.

8. Question 20 (Solid Waste, Hazardous Waste, Medical Waste)

The Applicant shall answer Question 20 in the ADA form and shall coordinate and consult with Miami-Dade County to obtain the best available data.

9. Question 21 (Transportation)

A. GENERAL

The Applicant shall include the following items in its transportation analysis:

1. Existing year traffic counts (2023/2024) for the AM and PM peak hours, documenting the PM peak hour used as the DRI peak hour for analyses.
2. Existing year traffic conditions (2023/2024) of PM peak hour.
3. Build-out year traffic conditions (2036) without DRI of PM peak hour.
4. Build-out year traffic conditions (2036) with DRI of PM peak hour.

5. Study area defined by the five percent (5%) consumption rule.
6. Latest version of the adopted Southeast Regional Planning Model (SERPM).
7. 2026 Existing plus committed (E+C) network.
8. Select zone data sets for project traffic distribution/assignment.
9. Florida Department of Transportation (FDOT) Multimodal Transportation Site Impact Handbook 2024.
10. FDOT Multimodal Quality/Level of Service (MMQLOS) Handbook 2023.
11. FDOT Project Traffic Forecasting Handbook 2019.
12. FDOT Project Traffic Analysis Handbook 2021.
13. FDOT's Turns5/TMTool or other approved intersection turning movement forecasting application.
14. Synchro results based on the Highway Capacity Manual (HCM) methodology; the latest version of 12 shall be utilized unless otherwise justified.
15. ITE's Trip Generation Manual, 11th edition.
16. ITE's Trip Generation Handbook, 3rd edition.
17. If applicable, a Proportionate Share Calculation shall be provided for "project-related" off-site improvements based on a link-level study using directional, peak hour analysis for AM and PM.

B. TRANSPORTATION ASSESSMENT

1. The 954-acre City Park DRI project is adjacent to SR 997/Krome Avenue, about 4 miles west of Florida's Turnpike and SR 874/Don Shula Expressway and is southwest of Miami Executive Airport. SR 997/Krome Avenue, Florida's Turnpike, and SR 874/Don Shula Expressway are Strategic Intermodal System (SIS) facilities, while the Miami Executive Airport is a SIS General Aviation Reliever Airport. It is also noted that portions of SR 825/Lindgren Road and SW 120 Street immediately east of Miami Executive Airport are SIS connectors. Pursuant to Florida Statutes and Administrative Code, the Applicant shall evaluate affected SIS and transportation facilities of state importance to determine the impacts of the proposed development and if any improvements are needed to ensure the transportation system operates safely and efficiently.
2. The five percent (5%) consumption rule for the definition of the study area shall apply to a link-level study using directional, peak-hour analysis for PM. volumes on existing

highways adjacent to the site, including but not limited to SW 157th Avenue, SW 137th Avenue, SW 136th Street, SW 144th Street, SW 152nd Street, SW 120th Street, Krome Avenue, SR 874/Don Shula Expressway, and the Homestead Extension to Florida's Turnpike (HEFT).

3. All analyzed links shall be depicted on the map. Upon request of the agencies, all variables used in the road segment analysis shall be documented in responses to Question 21. These values include count station, historical Annual Average Daily Traffic (AADTs), K factors, truck (T) factors, level of service (LOS) standards service volumes, growth rates, and the maintaining agency.

4. Link-level study using directional, peak hour analysis for PM shall also be completed.

5. For facilities of state importance (e.g., SR 997/Krome Avenue, Florida's Turnpike, SR 874/Don Shula Expressway, and Strategic Intermodal System [SIS] connectors), the transportation impact analysis should include a link-level study using directional, peak hour analysis for PM traffic volume.

6. The LOS standards shall reference State or local policy, depending on the maintaining jurisdiction. Miami-Dade County comments: The LOS must be based on the County's LOS standards for both state and county roads.

7. Service volumes including peak hour, two-way service volumes a link-level study using directional, peak hour analysis for PM for roadways under study shall be compiled from FDOT MMQLOS Handbook and Miami-Dade County Concurrency Data.

8. Applicant shall coordinate with Miami-Dade County and FDOT to identify roadway context classifications prior to submitting the study. For non-state roadways, the service volume thresholds from the 2020 QLOS Handbook may be used, if the context classifications are not yet available.

9. It is understood that the Applicant is concurrently seeking approval from Miami-Dade County to expand the Urban Development Boundary to include the City Park DRI. As of right now, the development is outside of the Urban Development Boundary. The LOS thresholds should reflect urbanized conditions and adopted/target LOS for those facilities that are within the UDB expansion limits and within the Applicant's proposed UDB expansion via the companion CDMP Amendment application.

10. The Applicant shall confirm the viability of access points from SW 136th Street crossing the CSX tracks before starting the traffic impact analysis, as it would determine the actual site network to be evaluated.

11. The Applicant shall need approval for any proposed road closures.

12. SR 997/Krome Avenue is a controlled access facility in this area with a specific access management plan. Access connections to SR 997/Krome Avenue shall be evaluated, coordinated, and approved by FDOT.

13. The detailed site plan shall clearly show which roadways are public or private. The proposed typical section for section/half-section line roadways shall be approved by Miami-Dade County's Highway Division.

14. Intersection analysis shall be performed for PM peak hour (4-6 PM) corresponding to the peak hour volumes of the adjacent street.

15. The intersection LOS, delay, volume-to-capacity, and queue analysis shall be evaluated based on methodologies from the Highway Capacity Manual (HCM) using the Synchro software. The intersection operational analysis shall reflect PM peak-hour traffic conditions.

16. Interchange ramps shall be considered significant if the project contributes 200 or more PM peak hour trips. If the project significantly impacts ramps and/or intersections, the PM peak hour shall be evaluated to identify needed improvements caused by the project.

17. The Applicant shall not include capacity from the State Road 836 extension in its analysis.

18. The traffic study shall evaluate the need for dedicated left and/or right-turn lanes at the proposed project entrances.

19. For any new railroad crossing that is proposed, there is a requirement to shut down two existing railroad crossings.

20. At the railroad crossing locations, pavement markings, signings, and potential signal timing modifications shall be clearly indicated to safely accommodate the train based on its expected schedule.

C. DEVELOPMENT PROGRAM

1. If the application is approved, the Applicant may be required to conduct additional analysis of the project's impacts if full buildout does not occur by 2036.

D. EXISTING TRAFFIC CONDITIONS

1. The DRI traffic study shall analyze the existing roadway LOS, based on the latest available data which shall not be older than 2 years. Collection of AM and PM peak hour traffic counts may be necessary.

2. A list of proposed factors to be applied to each of the anticipated study area roadways shall be provided for review and approval. Such factors may include, but are not limited to, peak hour factor (PHF) and truck factor. The values of these factors should be consistent with the FDOT's Project Traffic Forecasting Handbook and other applicable state manuals.

3. Florida's Turnpike develops its own Standard K factors, and they are not the same as those reported via the Florida Traffic Online (FTO) website.

E. TRAVEL DEMAND MODELING

1. The Traffic Analysis Zone (TAZ) revisions; including boundaries, zonal data, and centroid connectors; shall be approved by the review agencies prior to the application for development approval (ADA) submittal. It is recommended that a meeting be reconvened with the developer and review agencies to facilitate the discussions on accesses/connections, prior to the ADA submittal.

2. The E+C network shall be updated within a 10-mile radius of City Park DRI to reflect committed improvements to Year 2026. The TAZ/MAZ input data shall be based on interpolated data from the latest adopted datasets for the analysis year.

3. All development's connections to the existing roadway network shall be reviewed and approved by the review agencies. Connections shall be in compliance with Miami-Dade County's Comprehensive Development Master Plan (CDMP)'s policies of providing roadway and neighborhood connectivity while maintaining the residential neighborhoods' quality of life.

4. Adjustments to the network to reasonably reflect the City Park Master Concept Plan (MCP) may include certain proposed roadways and connections to the external road network. Such adjustments are subject to review and approval by review agencies. The ADA submittal shall present the final Master Concept Plan with the proposed external access points.

F. FUTURE TRAFFIC WITHOUT DRI

Growth Rate Calculation

1. Historical traffic count data from stations located within three miles of the project's boundary may be utilized to determine the historical growth trends. Counts from the years 2020 and 2021 shall be excluded from the calculations. Based on this requirement,

historical count data from 2012 – 2024 (excluding years 2020 and 2021 and, if 2024 is available) will be used.

2. A minimum linear growth rate of 0.5% annually shall be used if the historical growth rate is less than 0.5%.

3. The historical annual growth in the area shall be applied to the existing traffic volumes to determine background traffic volumes for the buildout year.

4. Applicant shall use an areawide growth rate analysis based on previously submitted traffic count data, which will be resubmitted with the ADA. The areawide growth rate within two miles of the project shall be 0.7% per year, and outside of two miles of the project shall be 1.4% per year. For SR 997/Krome Avenue, the Applicant shall use the growth rates in Table 1:

Table 1

Roadway	From	To	Recommended Growth Rate
Krome Avenue	north of	104th St	1.94%
	104th St	184th St	1.35%
	184th St	south	1.35%

Committed Projects and Developments

1. A list of committed infrastructure improvements and committed development projects expected to be incorporated into the transportation analysis shall be provided for review and approval.

2. Committed roadway improvement is defined by those facilities that are funded for construction and listed in the first three years of the Miami-Dade Capital Improvement Plan and in the FDOT Work Program.

Future Background Traffic Conditions Intersection Analysis

1. Future intersection turning movement volumes shall be developed consistent with the methodologies utilized in FDOT's Project Traffic Forecasting Handbook.

2. Future year turning movement projections for background conditions shall be developed using TMTool/Turn5 with the existing turning movement volumes and the approved areawide growth rates, except for the separate growth rates for SR 997/Krome Avenue.

G. DEVELOPMENT TRAFFIC

The City Park DRI development traffic shall be determined using the hybrid manual-model approach. The trip generation shall be from the ITE's Trip Generation Manual, and the distributions shall be initiated from the travel demand forecasting model.

Trip Generation

1. The Institute of Transportation Engineers' Trip Generation Manual or its web application shall be used to determine trip generation.

2. The Trip Generation Handbook's internal capture percentages for the PM peak period shall be used to estimate the project's trip generation, consistent with accepted traffic impact analysis procedures.

3. Since SR 997/Krome Avenue is designated as a SIS facility and is well known for the volume of trucks using it, FDOT is requesting that the Applicant utilize a daily Truck factor of 13.7% and a peak hour Truck factor of 7.0% for SR 997/Krome Avenue in its DRI analyses. These values were developed and approved by FDOT for the SR 997/Krome Avenue PD&E Study from SW 136 Street to Okeechobee Road. They represent the Department's estimate of truck activity along this important freight corridor.

4. The intrazonal/mixed-use trip capture shall be estimated based on methodologies described in ITE's *Trip Generation Handbook*. While the limitations of the ITE Trip Generation Handbook are recognized, the analysis will begin with the recommended internalization percentages provided in the handbook, and justification shall be provided for the percentages for pairs where data is not available. Additionally, the 39.5% internalization between schools and residential communities is based on the current intensities outlined in the Applicant's June 27, 2024, submittal. If the residential and/or school intensities change, the internal capture rate between these two uses may need to be adjusted accordingly. All assumptions regarding internal capture rates shall be documented and subject to review and approval by review agencies.

5. Total pass-by trips generated by retail uses and internalization trips among all land shall be estimated based on average rates from the ITE's Trip Generation Handbook and the FDOT Transportation Site Impact Handbook. The pass-by trips shall be limited to 10% of the adjacent street traffic's volume.

6. Miami-Dade County shall only accept multimodal reduction based on Census data as outlined in the County's Traffic Impact Study Standard Methodology. Alternatively, the Applicant may use different mode share data related to commuters' transit and bike-ped usage and justify the data by committing to construct adequate transit and bike-ped

infrastructure in the traffic study, in the ADA, and in the DRI DO conditions, to support the multi-modal reduction rates for City Park's development program.

Trip Distribution/Assignment

1. Project traffic distributions will be established based on the most current TPO run of SERPM.
2. The select zone analysis shall be used to establish the City Park DRI's initial external trip distribution/assignment. The final project trip distribution/assignment is subject to review and approval by review agencies.
3. Vehicular trips may not be distributed to the proposed SR 836 South Extension/Kendall Parkway as the capacity of the SR 836 extension is not available for the use of any new development.
4. Internal circulation within the site shall be clearly justified and shown on a conceptual site plan.
5. The estimated net new trip generation shall be applied to the approved distribution percentages to determine the DRI trip assignments.

H. FUTURE TOTAL TRAFFIC CONDITIONS

1. Total future traffic with City Park DRI shall be the sum of background traffic volumes and the project trip assignment.
2. Florida's Turnpike Enterprise has developed forecast methodology and traffic volume trends forecasts for the Turnpike facilities. These projections shall be utilized in the analysis of the Turnpike facilities in the vicinity of the project.

Roadway	From	To	Recommended Minimum Growth Rate
Turnpike (SR 821)	Quail Roost Drive	Don Shula Expressway	2.0%

3. The segment analysis shall be submitted and reviewed to establish the roadways that are significantly impacted by the DRI. When the segment analysis is found sufficient, the list of intersections required to be analyzed shall be formulated at that time.

Future Total Traffic Conditions Intersection Analysis

1. Major intersections located along significantly impacted external roadways shall be considered for intersection analysis. The list of intersections to be included in the analysis shall be finalized following acceptance of the significantly impacted road network by the review agencies.

2. Project traffic PM peak hour intersection volumes shall be added to the future intersection turning movement volumes without the project based on approved trip distribution percentages. All documentation associated with the development of the intersection turn volumes shall be provided.

3. Intersection improvements shall be identified when an overall intersection or approach does not meet the adopted LOS standard and/or exceed volume-to-capacity ratios of 1.0; or as requested by the review agencies, individual turning movements that do not meet the adopted LOS standard and/or exceed volume-to-capacity ratios of 1.0.

I. COST ESTIMATE AND PROPORTIONATE SHARE CALCULATION

1. The Applicant shall identify funding for the infrastructure improvements to support the proposed multimodal reductions in trip generation.

2. The source and methodology for estimating project costs shall be clearly identified. A generous amount for contingency shall be included to account for the labor and materials shortage, resulting in an increase in cost estimates. Resilience measures shall also be taken into consideration.

3. For the separate but concurrent Miami-Dade County **C**MP amendment process, the proportionate share formula outlined in Section 163.3180 of the Florida Statutes is based on the peak hour two-way traffic volumes, using information from the County's concurrency database, FDOT's MMQLOS Handbook, and the most recently collected/available traffic data. An additional inflation rate factor, such as the "Consumer Price Index US City Average as published by the U.S. Bureau of Labor Statistics" (CPI), shall be considered.

II. Question 22 (Air)

Air quality testing shall occur after transportation planning and modeling is complete.

III. Question 23 (Hurricane Preparedness) The Applicant shall answer Question 20 in the ADA form, and to the extent necessary, use the SFRPC's regional evacuation studies, which are available as linked: https://portal.floridadisaster.org/preparedness/RES/Studies/SitePages/RES.aspx#SFRPC The Applicant will provide the SFRPC the appropriate data, since the

applicable evacuation models must be conducted by SFRPC representatives. If the TIME model cannot be run due to obsolescense or another reason, then the SFRPC may use an alternative model which is mutually acceptable to the SFRPC and the Applicant.

13. <u>Question 24 (Housing)</u>

City Park proposal is a wide range of non-residential uses, creating demand for housing among a broad spectrum of households potentially outside of the project site.

The Applicant noted its intent to (1) include the workforce housing required by Miami-Dade County as multi-family units and (2) contribute to Miami-Dade County's Affordable Housing Trust Fund in the manner contemplated by the Miami-Dade County Code. The Applicant also noted they will consider providing land for affordable housing, perhaps to an affordable housing developer, and were not able to answer if the workforce housing will be priced from 60% to 140% of the area median income.

The Applicant indicated they shall assess available housing supply with owner-occupied housing based upon data from the Miami-Dade County Property Appraiser and renter data based upon Costar. The Applicant also noted substandard housing shall be removed from the analysis.

The East Central Florida Regional Planning Council Housing Methodology: A Methodology for Assessing the Affordable Housing Impact of Developments of Regional Impact (June 1999) may be used; however, the following updates are required:

- The latest data from the American Community Survey regarding single- and multi-worker households by income level should be used replacing Table 2.
- The Florida Department of Commerce for Miami-Dade County NAICS employment and wage data should be used to ensure employment, wage, and salary estimates conform with the data for Miami-Dade County or the development's geographic subarea.
- Data from Miami-Dade Property Appraiser regarding ad valorem assessments as well as data specific to the development's geographic subarea of Miami-Dade County regarding property and casualty (including flood insurance, as applicable) and private mortgage data should be used to calculate the affordability of owner-occupied housing.
- The Applicant could forgo estimating available housing supply since data from the University of Florida's Shimberg Center for Housing Studies indicates Miami-Dade County has a housing supply deficit for very-low-, low-, and moderate-income residents. The Applicant shall estimate housing demand by calculating direct (on-site, permanent, non-construction employment by the North American Industry Classification System [NAICS]). It should be noted Miami-Dade County requirements

for CDMP amendments and zoning applications will specify how affordable demand is to be estimated, for those applications.

- The Pre-Application materials note "the housing supply area for the City Park DRI shall be based upon peak hour drive times from the development's core to surrounding employment centers." The housing supply area should be, per the ECFRPC Methodology, actual driving distance from the primary entrance of the development to the housing unit and projected actual driving distance and not as a straight radius from the center of the project or its boundaries".

14. <u>Question 25 (Police and Fire Protection)</u>

Applicant shall coordinate and consult with Miami-Dade County and any other appropriate providers to respond to this ADA Question.

15. <u>Question 26 (Recreation and Open Space)</u>

Applicant shall answer Question 26 of the ADA form and coordinate and consult with Miami-Dade County regarding data sources, methodology, assumptions, and analyses to respond to this question.

16. <u>Question 27 (Education)</u>

The proposed development must obtain a school concurrency determination certificate prior to obtaining a development order for the development. Thus, the Applicant shall provide Miami-Dade County with the information for the County to request a school concurrency analysis and a determination review from Miami-Dade County Public Schools (MDCPS). The information shall be consistent with the requirements of Amended and Restated Interlocal Agreement for Public School Facility Planning in Miami-Dade County. The Applicant shall provide mitigation consistent with the requirements of Amended and Restated Interlocal Agreement for Public School Facility Planning in Miami-Dade County for any adverse impacts for needed capacity.

The Applicant shall set aside three sites within the development for the construction of the needed school capacity. The Applicant shall offer the sites to Miami-Dade County Public Schools (MDCPS) filled to subgrade, fenced, and with the required infrastructure. Additionally, the location of the three sites shall comply with the County's Educational Element requirements. The Applicant was asked to consider hardening facilities for use as evacuation shelters. It was noted that how the Applicant proposes to address school-related traffic shall be discussed during the Air and Transportation Section of the Pre-Application Conference.

If the school sites are not developed as schools, the sites will be developed as park and recreation areas, and/or with components of the approved development program.

17. **<u>Question 29 (Energy)</u>**

In Miami-Dade County, buildings account for more than 40% of greenhouse gas emissions. Land Use Element Objective LU-IO of the Comprehensive Development Master Plan (CDMP) encourages development patterns that reduce greenhouse gas emissions by increasing energy conservation and sourcing a portion of energy from solar among other strategies. The subject application intends to add significant urban development to the proposed site which shall increase energy use, emissions, and the Urban Heat Island effect locally and throughout Miami-Dade County. Further, the reduction of building energy use in Miami-Dade County is a key approach of the County's Climate Action Strategy, and the use of ultra-low or net-zero energy buildings is a specific recommended action.

Applicant shall:

a. Address how the proposed development shall employ energy conservation as well as reduce its greenhouse gas emissions and Urban Heat Island effect. In addition, the Applicant's response should address consistency with Miami-Dade County's CDMP and Climate Action Strategy.

b. With regards to urban heat, the 2021 Miami-Dade Urban Tree Canopy Assessment clearly identifies important relationships between urban development and heat. These include a clear pattern of increasing urban heat with increasing development. For example, an up to 17 degrees Fahrenheit (degF) difference in temperature has been observed between the most and least developed areas of Miami-Dade County. Changes in temperature are most drastic with land use changes similar to this proposed development, i.e., conversion of habitat/wooded areas to any other class of land use and conversion of pervious surfaces to impervious (up to 6-7.5 deg F increase in surface temperature). The application shall address strategies around these issues related to high-performance building designs, energy efficiency, renewable energy, heat mitigation, or emission reduction.

c. Compared to high-density centers, suburban areas have larger homes and buildings, longer distances between services, fewer public transportation options, and features that lead to a more carbon-intensive lifestyle. Locating new development away from existing major transit corridors is also likely to increase the transportation emissions from cars and trucks. The Applicant shall address how these trips compare to existing traffic patterns, and model impacts to local air quality as required by the Air Quality Uniform Standard Rule, 73C-40.046, FAC.

d. Expanding development shall replace undeveloped land-use areas with many impervious surfaces and grey infrastructure which are likely to conduct and trap heat, further elevating issues of extreme urban heat and urban heat island effects in the area. As stated

in section LU-IOI of the CDMP, Miami-Dade County shall consider strategies to reduce the urban heat island effect which may include requirements for high albedo surfaces, porous pavement, tree canopy, and cool roofs. The Applicant should address how the development shall reduce the urban heat island effect.

e. The Applicant shall consider how the development would support EV fleets and EV personal vehicles.

18. <u>Question 30 (Historical and Archaeological Sites)</u>

It was noted the Applicant may need to conduct a general cultural resource study. The Applicant noted that they have contacted the Florida Department of State's Division of Historical Resources regarding the site.

Applicant shall coordinate and consult with the Florida Department of State's Division of Historical Resources to obtain a letter that the project site is not listed in the Florida Master Site File. In addition, the Applicant shall employ, if directed by the Division of Historical Resources, all data sources, methodology, assumptions, and analyses to respond to this question.

19. <u>Question 39 (Sea Level Rise – Additional Question)</u>

Applicant shall identify proposed public infrastructure on-site, and immediately adjacent, vulnerable to sea level rise over the 50-year planning horizon utilizing the Unified Sea Level Rise Projection Report (2019) developed by the Southeast Florida Regional Climate Change Compact, as incorporated in Chapters 24 and 11C, Miami-Dade County Code.

20. <u>Question 40 (Agriculture -- Additional Question)</u>

ADA Form Part 2 (Consistency with Comprehensive Plans), Section D states: "Describe how the proposed development shall meet goals and policies contained in the State Comprehensive Plan (Chapter 187, F.S.), including, but not limited to, the goals addressing the following issues: housing, water resources, natural systems and recreational lands, land use, public facilities, transportation, and **agriculture**. [Emphasis added]

The policies of the County's Comprehensive Development Master Plan (CDMP) have long supported agriculture as a viable economic use of suitable lands. Due to the importance of the agricultural industry to Miami-Dade County, the Applicant shall analyze, using "Evaluation of Agricultural Land Use Trends and Outlook in Miami-Dade County, Florida" (October 2023), whether its proposed development program shall adversely impact agricultural lands and production.

Applicant shall:

a. Detail how its proposed development will not infringe on equipment movement for agricultural properties within the area.

b. Provide methodologies, assumptions, data sources, and analyses used to analyze SERPM the implications of converting the project site from Agriculture to other uses.

c. Include a conceptual stormwater master plan that assesses existing, planned development and adjacent land uses including agricultural and other uses. Stormwater management was modeled by DERM with the project site as agriculture. The Applicant should address how the development program would enhance or degrade regional drainage.

The Applicant shall prepare a conceptual stormwater management plan for the overall development utilizing the following data sources, methodologies, and assumptions.

- Utilize Miami-Dade County's Average October Water Table and Miami-Dade County Flood Criteria Maps for design groundwater elevation and county flood criteria.
- Utilize SFWMD ERP Applicant's handbook for total rainfall depth for key design storms.
- SCS Design Methodology to estimate total runoff volume generated by the development.
- Utilize Harper Methodology, as developed with FDEP, and the BMP Trains software to determine the pre-development vs. post-development nutrient loading concentrations.
- Assume a 2-foot rise in groundwater elevations due to sea-level rise as currently proposed by Miami-Dade County in the Stormwater Management Program Master Plan Update (FY2021) prepared by Miami-Dade County and GIT Consulting, LLC.

SOUTH FLORIDA WATER MANAGEMENT DISTRICT PERMITS

The types of permits that may be needed from South Florida Water Management District are listed below. Also included is a brief listing of projects that require permits, links to the SFWMD Website for more detailed information, and contact information.

- **Environmental Resource Permits**
  This type of permit is or may be needed for:
  > Dredging and filling in wetlands or surface waters
  > Constructing flood protection facilities
  > Providing storm water containment and treatment
  > Site grading
  > Other activities affecting state waters

  Website Link: Environmental Resource Permits | South Florida Water Management District (sfwmd.gov)
  Contacts:
  > Wetlands and State Lands: Barb Conmy - bconmy@sfwmd.gov - (561) 682-6937
  > Surface Water/Engineering & Variances and Above Ground Impoundments: Dustin Wood - duwood@sfwmd.gov - (561) 682-2624

- **Consumptive Water Use Permits**
  A consumptive water use permit allows the holder to use water for:
  > public supply (drinking water)
  > agricultural and nursery plant irrigation
  > golf course irrigation
  > commercial use
  > dewatering/mining activities
  > power

  Website link: Consumptive Water Use Permits | South Florida Water Management District (sfwmd.gov)
  Contact: Nicholas Vitani – nvitani@sfwmd.gov - (561) 682-2133

- **Well Construction Permits**
  A Well Construction Permit is needed for:
  > New wells
  > Repair or modification of an existing well
  > Abandonment of a well
  > Test wells
  > Monitor wells
  > Test holes that will be converted to a water use well

  Website link: https://www.sfwmd.gov/doing-business-with-us/permits/well-construction
  Contact: wells@sfwmd.gov or (561) 682-6930

- **Right of Way (ROW) Permits**
  A ROW Permit is a revocable license that authorizes the use of the District's right of way.
  Website link: Right of Way Occupancy Permits (ROW Permits)| South Florida Water Management District (sfwmd.gov)
  Contact: ROW Field Representatives 8-3-22.docx (sfwmd.gov)

Appendix 21-2

Home Concurrency Data LOSPlan Data Admin

FDOT Traffic Stations

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	5%	10%	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS
3	SR 90/US-41/TAMIAMI TRL	200' W SR 997/KROME AV	2	1510	567	943	0	943	0	0	C	C	C
4	SR 997/KROME AV	2200' S OF SW 12 ST	4	3420	2955	465	1	464	0	0	C	C	C
5	SR 90/US-41/SW 8 ST	200' E SW 74 AV	A 4	5370	3379	1991	28	1963	0	0	C	E+50	C
7	SR 25/US-27/OKEECHOBEE RD	200' NW SR 821/HEFT	A 4	3420	2281	1139	74	1065	0	0	C	C	C
8	SR 5/US-1	100' S SILVER PALM DR/SW 232 ST	A 4	4296	2593	1703	806	897	0	0	C	EE	C
9	SR 5/US-1	200' N MIAMI-DADE/MONROE CO LINE	2	1510	1853	-343	0	-343	1	0	F	C	E+15
10	SR 94/KENDALL DR	380' E SR 997/KROME AV	A 4	3580	2073	1507	30	1477	0	0	C	D	C
12	SR 907/ALTON RD	200' N OF 20 ST (MIAMI BEACH)	A 4	3504	3242	262	0	262	0	1	F	E+20	E+11
14	SR 5/US-1	1600' S SW 120 ST	A 6	6468	3776	2692	20	2672	0	0	C	EE	C
15	SR 5/US-1	600' S NE 191 ST	A 6	8085	5267	2818	69	2749	0	0	D	E+50	D
19	NW 42 AVE/LEJEUNE RD	S/O NW 103 ST TO NW 79 ST	A 6	3580	2801	779	0	779	0	0	C	E	C
20	SR 9/SW/NW 27 AV	500' S NW 79 ST/SR 934	A 4	4380	2167	2213	198	2015	0	0	D	E+50	D
21	SR 7/NW 2 AV	200' S MIAMI GARDENS DR/NW 183 ST	A 6	5390	3677	1713	59	1654	0	0	C	HE	C
22	SR 9/SW/NW 27 AV	100' N NW 138 ST/YORK ST	A 6	6885	3790	3095	130	2965	0	0	D	E+50	D
23	SR 9/SW/NW 27 AV	100' N NW 103 ST	A 6	8085	2626	5459	227	5232	0	0	C	E+50	C
24	SR 953/LEJEUNE RD	200' S CORAL WAY/SR 972	A 4	4296	2241	2055	0	2055	0	0	C	E+20	C
25	SR 953/LEJEUNE RD	200' S SW 8 ST/SR 90	A 4	4296	2768	1528	8	1520	0	0	C	E+20	C
27	SR 953/LEJEUNE RD	250' S NW 3 ST	A 6	6468	3498	2970	365	2605	0	0	C	E+20	C
28	SR 953/LEJEUNE RD	200' N NW 25 ST	A 8	9090	5900	3190	664	2526	0	0	D	E+50	E+8
30	SR 953/LEJEUNE RD	100' N NW 37 AVE. CONNECTOR	A 6	8085	1308	6777	8	6769	0	0	C	E+50	C
32	SR 847/NW 47 AV	300' S MIAMI-DADE/BROWARD CO LINE	A 2	1600	1181	419	0	419	0	0	C	HE	C
33	S. DIXIE HWY (US 1/SR 5)	N/O SW 152 ST/CORAL REEF TO SW 136 ST	A 6	6468	4817	1651	0	1651	0	0	C	EE	C
34	SR 959/RED RD/SW 57 AV	200' N SW 66TH STREET	A 2	1410	2037	-627	17	-644	1	0	F	E	E+45
35	SR 959/RED RD/SW 57 AV	200' S CORAL WAY/SW 24 ST	A 2	1410	975	435	3	432	0	0	D	E	D
36	SR 959/RED RD/SW 57 AV	200' N OF SR 90/US 41/SW 8	A 4	3580	1639	1941	0	1941	0	0	C	E	C
37	SR 959/RED RD/SW 57 AV	200' S SW 8 ST/SR 90	A 2	1130	1423	-293	4	-297	1	0	F	E	E+26
38	SR 823/RED RD	700' N NW 142 ST	A 6	5390	3477	1913	1	1912	0	0	C	E	C
39	SR 969/MILAM DAIRY RD	180' N NW 68 ST	A 4	4500	2364	2136	21	2115	0	0	D	E	D
40	SR 997/KROME AV	550' S SW 282 STREET	A 4	3420	2279	1141	52	1089	0	0	C	C	C
41	SR 973/GALLOWAY RD	130' S SW 45 ST	A 4	3580	1736	1844	13	1831	0	0	C	SUMA	C
42	SR 973/GALLOWAY RD	200' S SW 24 ST/CORAL WAY/PTMS	A 4	3580	1947	1633	8	1625	0	0	C	SUMA	C
43	SR 997/KROME AV	800' S AVOCADO DR/SW 296 ST	4	3580	1773	1807	216	1591	0	0	C	D	C
44	SR 973/GALLOWAY RD	200' S FLAGLER ST/SR 968	A 4	3580	2519	1061	44	1017	0	0	C	SUMA	C
45	SR 985/SW 107 AV	200' S OF SW 80 ST.	A 4	3580	2209	1371	9	1362	0	0	C	SUMA	C
46	SR 985/SW 107 AV	100' S OF SW 58 ST.	A 4	3580	1849	1731	12	1719	0	0	C	SUMA	C
47	SR 985/SW 107 AV	70' N SW 44 ST	A 4	3580	1986	1594	1	1593	0	0	C	SUMA	C
50	SR 989/ALLAPATTAH DR/SW112AVE	1000' N HEFT/SR 821	A 4	3580	2553	1027	600	427	0	0	C	SUMA	C
52	SR 997/KROME AV	2400' SW SR 25/US-27	2	3420	2182	1238	1	1237	0	0	C	C	C
54	SR 994/QUAIL ROOST DR	550' N OF SW 193 STREET	A 4	3580	1823	1757	107	1650	0	0	C	SUMA	C
56	SR 992/CORAL REEF DR/SW152ST	411' W SW 112 AV	A 4	4296	2649	1647	202	1445	0	0	C	EE	C
58	SR 990/KILLIAN DR	200' E SW 92 AV	2	1330	1008	322	42	280	0	0	D	D	D
60	SR 94/KENDALL DR	500' E SW 134 CT	8	8652	4827	3825	3	3822	0	0	C	EE	C
62	SR 94/KENDALL DR	1000' E SW 127 AV	A 8	8652	5981	2671	21	2650	0	0	C	EE	C
64	SR 94/KENDALL DR/SW 88 ST	200' E SW 103 AV	A 6	6468	3880	2588	124	2464	0	0	C	EE	C
66	SR 94/KENDALL DR	200' W SR 973/SW 87 AV	A 6	6468	2958	3510	192	3318	0	0	C	EE	C

68	SR 986/SUNSET DR	200' E SW 107 AV	A 4	4296	2499	1797	61	1736	0	0	C	EE	C
70	SW 72 ST/SUNSET DR	US-1 TO SW 67TH AVE	A 4	2920	1869	1051	0	1051	0	0	D	E	D
72	SR 976/BIRD RD	600' E FLA TPK/SR 821	A 6	5390	3149	2241	19	2222	0	0	C	HE	C
74	SR 976/BIRD RD	200' W SW 100 AV	A 6	5390	3361	2029	34	1995	0	0	C	HE	C
76	SR 976/BIRD RD	200' W SW 93AV	A 6	5390	3377	2013	18	1995	0	0	C	HE	C
78	SR 976/BIRD RD	200' E OF SW 7800 BLOCK	A 6	5390	4820	570	20	550	0	0	C	HE	C
80	SR 976/BIRD RD	400' W OF SW 57 AVE.	A 6	6468	3311	3157	85	3072	0	0	C	E+20	C
82	SR 976/BIRD RD	200' E SW 42 AV	A 4	3504	2781	723	0	723	0	0	D	E+20	D
84	SR 9336/PALM DR	200' W OF SW 2 AVE.	A 4	3648	1797	1851	69	1782	0	0	D	EE	D
86	SR 972/SE 13 ST	200' W SR 5/US-1	A 4	4296	1464	2832	3	2829	0	0	C	E+20	C
88	SR 90/US-41/SW 8 ST	200' E SW 137 AV	A 6	6468	3091	3377	104	3273	0	0	C	EE	C
89	SR-90/ SW 8 ST/TAMIAMI TRAIL/US 41. 1000' W SW 137		6	6468	5032	1436	258	1178	0	0	C	EE	D
90	SR 90/US-41/SW 8 ST	500' E SW 109 AV	A 6	5390	3751	1639	0	1639	0	0	C	D	C
92	SR 90/US-41/SW 8 ST	200' E GALLOWAY RD/SW 87 AV	A 6	6468	4573	1895	15	1880	0	0	C	EE	C
94	SR 968/FLAGLER ST	60' E OFNW 46 AVE	A 4	5370	2688	2682	0	2682	0	0	C	E+50	C
99	SR 968/FLAGLER ST/WB	200' E NW/SW 7 AV	3	4131	1403	2728	0	2728	0	0	D	E+50	D
102	SR 948/NW 36 ST	200' E/O LEJEUNE RD/NW 42 AV	A 6	8085	3226	4859	1	4858	0	0	C	E+50	C
103	NE 82ST/ONE-WAY-PAIR WB. 750' E NE 7 AVE.		2	2577	1078	1499	0	1499	0	0	C	E+20	C
104	SR 934/NE 79 ST/ONE WAY PAIR EB	200' W NE 4 CT	4	4320	2301	2019	0	2019	0	0	D	E+20	D
105	SR 934/NE 82 ST/ONE-WAY PAIR WB	200' W NE 3 PL	2	2577	1453	1124	8	1116	0	0	C	E+20	C
107	SR 25/US-27/NW 36 ST	200' W NW 37 AV	A 4	4380	1863	2517	52	2465	0	0	D	E+50	D
109	SR 25/US-27/OKEECHOBEE RD	1000' NW NW 103 ST	A 6	5390	2991	2399	103	2296	0	0	C	D	C
110	SR 5/US-1	100' S SR 826/PALMETTO EXPWY	A 6	6468	5210	1258	60	1198	0	0	C	EE	D
112	SR 932/NW 103 ST	200' W E 8 AV(HIALEAH)	A 4	3580	2930	650	0	650	0	0	C	E	C
118	SR 90/US-41/SW 8 ST	200' E RED RD/SW 57 AV	A 4	4380	2403	1977	11	1966	0	0	D	E+50	D
121	SR 932/NW 103 ST	200' W NW 7 AV	A 4	4500	2202	2298	82	2216	0	0	D	E	D
122	SR 924/GRATIGNY DR	200' E OF NW 11 AVE.	A 6	5390	2960	2430	0	2430	0	0	C	E	C
124	163 ST/SUNNY ISLES BLVD-MB	W/O COLLINS AVE TO NE 35 AVE	A 8	7272	3571	3701	0	3701	0	0	D	E+20	D
126	SR 922/NE 125 ST	150' E NE 6 AV	A 4	3648	1827	1821	81	1740	0	0	D	E+20	D
127	SR 5/US-1	400' E OF SW 57 AVE.	A 6	8085	4460	3625	0	3625	0	0	C	E+50	C
128	SR 7/US-441/SW/NW 7 AV	120' N NW 123 ST	A 6	8085	2018	6067	0	6067	0	0	C	E+50	C
131	SR 997/KROME AV	200' S SE 8 ST (FLA CITY)	2	1692	1138	554	83	471	0	0	D	EE	D
132	SR 922/NE 96 ST. 89' W OF ABOTT AVE		A 4	2920	2068	852	0	852	0	0	D	E	D
136	SR 916/NW 138 ST	200' E W 12 AV (HIALEAH)	A 2	1130	1752	-622	0	-622	1	0	F	E	E+55
138	SR 916/NW 135 ST	200' W LEJEUNE RD	A 4	3580	2182	1398	140	1258	0	0	C	E	C
140	SR 916/NW 135 ST/ONE-WAY PAIR EB	200' W NW 7 AV	3	1610	1386	224	1	223	0	0	A	E	A
141	SR 916/NW 138 ST/ONE-WAY PAIR WB	200' W NW 7 AV	A 3	1610	1139	471	21	450	0	0	A	E	A
142	SR 934/NW/NE 79 ST	350' WEST OF PELICAN HARBOUR D	A 6	3504	3166	338	0	338	0	1	F	E+20	E+8
144	SR 916/NE 135 ST	240' W OF W DIXIE HWY/SR 909	A 4	3580	1699	1881	19	1862	0	0	C	E	C
146	SR 860/MIAMI GARDEN DR	200' E OF NW 14 AV/W OF FL	A 6	5400	3012	2388	0	2388	0	0	D	EE	D
148	SR 860/MIAMI GARDENS DR	275' W OF NW 10 CT/E FLA	A 6	5400	2482	2918	22	2896	0	0	D	EE	D
150	SR 860/MIAMI GARDENS DR	200' E W DIXIE HWY	A 4	4296	2947	1349	125	1224	0	0	C	EE	C
151	SR 9336/INGRAHAM HWY	300' E EVERGLADES PARK ENT	2	1510	245	1265	45	1220	0	0	C	C	C
152	SR 856/NE 192 ST	200' E SR 5/US-1	A 6	6468	2956	3512	16	3496	0	0	C	E+20	C
158	SR 852/COUNTY LINE RD	400' W SR 7/NW 2 AV	A 4	3580	2207	1373	64	1309	0	0	C	SUMA	C
164	SR 5/US-1	200' S DAVIS ST/SW 80 ST	A 6	8085	4659	3426	98	3328	0	0	C	E+50	C
166	NE 6 AVE (SR 915)	N/O NE 167 ST TO NE 135 ST	A 4	4296	1746	2550	0	2550	0	0	C	E+20	C
168	SR 915/NE 6 AV	200' S NE 170 ST	A 4	4296	1725	2571	53	2518	0	0	C	E+20	C
183	SR 5/US-1	800' N OF NE 172 ST	A 6	10815	4438	6377	106	6271	0	0	C	E+50	C
235	SR 7/US-441/SW/NW 7 AV	130' S NW 98 ST	A 4	4560	1992	2568	139	2429	0	0	D	E+50	D

266	SW 8 ST/TAMIAMI TRAIL	E/O SW 147 AVE, FROM SW 147 AVE TO SW 137 AVE	A6	4680	3866	814	48	766	0	0	D	D	D
268	SR 5/US-1	200' S MIAMI-DADE/BROWARD CO LINE	A6	6468	3831	2637	26	2611	0	0	C	E+20	C
269	SR A1A/COLLINS AV	300' N NE 172 ST	A6	5400	4802	598	0	598	0	0	F	E+20	E+6
323	NW 27 AVE (SR 9)	S/O NW 36 ST TO SR 836	A6	6468	3222	3246	0	3246	0	0	C	E+20	C
324	SR 823/RED RD	400' N OF 23 ST	A4	3580	2661	919	0	919	0	0	C	E	C
332	SR 5/US-1	200' S CORAL REEF DR/SW 152 ST	A6	6468	4438	2030	71	1959	0	0	C	EE	C
346	SR 5/US-1	100' N ALLAPATTAH RD/SW 112 AV	A6	6468	3450	3018	310	2708	0	0	C	EE	C
360	SR 823/RED RD	200' S SR 916/NW 138 ST	A4	3580	3965	-385	0	-385	1	0	F	E	E+10
361	SR 997/KROME AV	311' S SW 214 ST	A4	3420	2363	1057	24	1033	0	0	C	C	C
365	SR 7/US-441/NW 2 AV	200' N IVES DAIRY RD/NW 199 ST	A6	5390	4035	1355	0	1355	0	0	C	SUMA	C
366	SR 826/NE 167 ST	200' E N MIAMI AV	A6	5508	3443	2065	19	2046	0	0	D	E+20	D
377	SR 90/SW 8 ST	200' E KROME AV/SR 997	4	3420	2099	1321	37	1284	0	0	C	C	C
405	SR 826/PALMETTO EXPWY	1100' E NW 57 AV/SR 823	8	13390	9176	4214	7	4207	0	0	C	D	C
417	SR 9/NW 27 AV	200' N SR 112/AIRPORT EXPWY	A4	4380	2498	1882	37	1845	0	0	D	E+50	D
431	SR 9/SW/NW 27 AV	100' S NW 103 ST	A4	4380	2373	2007	253	1754	0	0	D	E+50	D
436	SR 7/US-441/SW/NW 7 AV	220' N NW 148 ST	A6	8085	1725	6360	95	6265	0	0	C	E+50	C
518	SR 997/KROME AV	400' NW SR 5/US-1	A2	1330	468	862	16	846	0	0	C	D	C
521	SR 5/US-1	200' S GRAND AV(CORAL GABLES)	3	6468	4670	1798	0	1798	0	0	C	E+20	C
522	SR 5/US-1	200' S NE 6 AV/SR 915	A4	4560	3145	1415	121	1294	0	0	F	E+50	E+7
524	SR 5/US-1	450' S NE 123 ST/SR 922	A4	4560	2538	2022	130	1892	0	0	D	E+50	D
527	SR 90/US-41/SW 8 ST	200' W RED RD/SW 57 AV	A4	5370	2647	2723	18	2705	0	0	C	E+50	C
528	SR 25/US-27/OKEECHOBEE RD	200' SE SR 826	A6	5080	3778	1302	0	1302	0	0	A	E	A
531	SR 909/W DIXIE HWY	200' N NE 151 ST	A4	3580	1369	2211	27	2184	0	0	C	E	C
533	SR 934/N BAY CSWY	450' EAST OF ADVENTURE AVE	A6	5400	2821	2579	0	2579	0	0	D	E+20	D
534	SR 934/NW 74 ST CONNECTOR	600' E NW 72 AV	6	8085	3661	4424	0	4424	0	0	C	E+50	C
537	SR 934/NW 79 ST/E 21 ST	500' E SR 953/LEJEUNE RD	A4	5370	1531	3839	308	3531	0	0	C	E+50	C
538	SR 934/NW 79 ST	400' W NW 27 AV	A4	5370	2341	3029	384	2645	0	0	C	E+50	C
540	SR A1A/COLLINS AV	200' S END BRIDG/NCL BAL HARB	A6	5400	3455	1945	0	1945	0	0	D	E+20	D
541	SR 944/HIALEAH DR	465' N NW 35 AV	A4	3648	1803	1845	51	1794	0	0	D	E+20	D
542	NW 54 ST/HIALEAH DR	W/O NW 17 AVE BET NW 27 AVE-NW 7 AVE	A4	3504	1919	1585	0	1585	0	0	D	E+20	D
543	SR 5/US-1	2500' S PALM DR(FLA CITY)	A4	4296	2207	2089	11	2078	0	0	C	EE	C
544	SR 5/US-1	850' N LUCY ST/SW 328 ST(HOMESTEAD)	A4	4296	2290	2006	80	1926	0	0	C	EE	C
545	SR 5/US-1	100' N SW 308 ST	A4	4296	2680	1616	29	1587	0	0	C	EE	C
547	SR-934/NW 79 ST. 400' W NW 7 AVE.		4	4296	1594	2702	100	2602	0	0	C	E+20	C
552	SR 9/SW/NW 27 AV	200' S SR 836/DOLPHIN EXPWY	A6	4296	3182	1114	1	1113	0	0	C	E+20	C
553	SR 826/PALMETTO EXPWY	600' N OKEECHOBEE RD	10	16840	12964	3876	0	3876	0	0	C	D	C
554	SR 826/PALMETTO EXPWY	1100' W NW 57 AV/SR 823	6	10060	9231	829	0	829	0	1	D	D	D
556	SR 826/NE 163 ST	1700' E SR 5/US-1	A8	8652	4074	4578	1	4577	0	0	C	E+20	C
559	SR 817/NW 27 AV	100' N SR 826/NW 167 ST	A6	6468	3081	3387	0	3387	0	0	C	EE	C
560	SR 817/NW 27 AV	100' S NW 151 ST	A6	8085	2850	5235	85	5150	0	0	C	E+50	C
562	SR 826/PALMETTO EXPWY	100' S SR 94/KENDALL DR	4	6700	3993	2707	0	2707	0	0	B	D	B
563	SR 826/PALMETTO EXPWY	800' N N KENDALL DR	6	13320	7626	5694	0	5694	0	0	C	EE	C
564	SR 826/PALMETTO EXPWY	1000' N SW 72 ST	4	8628	8772	-144	0	-144	1	0	F	EE	E+22
565	SR 826/PALMETTO EXPWY	500' N SW 56 ST	8	13620	8096	5524	0	5524	0	0	C	D	C
566	SR 826/PALMETTO EXPWY	200' N SW 40 ST/SR 976	12	20930	14773	6157	0	6157	0	0	C	D	C
567	SR 826/PALMETTO EXPWY	1100' N SW 24 ST	12	20930	16391	4539	0	4539	0	0	D	D	D
568	SR 826/PALMETTO EXPWY	200' N SW 8 ST/SR 90	10	17040	15459	1581	0	1581	0	1	D	D	D
569	SR 826/PALMETTO EXPWY	1000' N FLAGLER ST	10	18930	11095	7835	0	7835	0	0	C	E	C
570	SR-826/PALMETTO EXPWY 1000' N NOF NW 12TH ST		10	18930	18661	269	0	269	1	0	E	E	E
571	SR 826/PALMETTO EXPWY	1000' N NW 36 ST	10	16840	16444	396	0	396	1	0	D	D	D
572	SR 826/PALMETTO EXPWY	1000' N NW 58 ST	10	16840	16098	742	0	742	1	0	D	D	D
573	SR 826/PALMETTO EXPWY	1000' N NW 74 ST	10	16840	15063	1777	0	1777	0	0	D	D	D
574	SR 826/PALMETTO EXPWY	1000' N NW 103 ST	8	13390	14410	-1020	0	-1020	1	0	E	D	E
575	SR 826/PALMETTO EXPWY	1200' N NW 122 ST	8	13390	13644	-254	15	-269	1	0	E	D	E
576	SR 826/PALMETTO EXPWY	1000' N NW 138 ST	6	10060	11876	-1816	0	-1816	1	0	F	D	E+6
577	SR 826/PALMETTO EXPWY	1000' E NW 47 AV	6	10060	8389	1671	10	1661	0	0	D	D	D
578	SR 826/PALMETTO EXPWY	1500' W NW 27 AV	6	10060	8569	1491	8	1483	0	0	D	D	D

579	SR 826/PALMETTO EXPWY	1000' E NW 27 AV	8	13390	8628	4762	0	4762	0	0	C	D	C
582	SR 997/KROME AV	800' N SR 90/US-41	4	3420	2621	799	0	799	0	0	C	C	C
585	US 27/OKEECHOBEE RD. 1000' SE KROME AVE.		4	3420	1615	1805	1	1804	0	0	C	C	C
589	SR 90/US-41/SW 8 ST	200' W SW 87 AV	A8	8652	3733	4919	31	4888	0	0	C	EE	C
592	SR 94/KENDALL DR	200' E SW 110 AV	A6	6468	3545	2923	41	2882	0	0	C	EE	C
632	SR 847/NW 47 AV	300' N MIAMI GARDENS DR	A2	1600	2424	-824	0	-824	1	0	F	SUMA	E+51
682	SR 997/KROME AV	850' N SW 100 STREET	4	3420	2831	589	66	523	0	0	C	C	C
683	SR 94/KENDALL DR	200' W DADELAND BLVD	A6	8085	3222	4863	62	4801	0	0	C	E+50	C
684	SR 94/KENDALL DR	200' E SW 79 AV	A6	6468	3615	2853	134	2719	0	0	C	EE	C
1008	W. DIXIE HWY (SR 909)	S/O NE 125 ST BET NE 119 ST-NE 10 AVE	A4	3580	964	2616	0	2616	0	0	C	E	C
1009	SR 915/NE 6 AV	400' N SR 5/US-1	A4	3504	829	2675	8	2667	0	0	C	E+20	C
1010	SR 915/NE 6 AV	200' S NE 111 ST	A4	3504	1820	1684	4	1680	0	0	D	E+20	D
1018	SR 907/ALTON RD	200' S W 51 ST(MIAMI BEACH)	A4	2920	2889	31	0	31	1	0	D	E	D
1023	SR 922/NE/NW 125 ST	200' W N BAY SHORE DR	A4	3040	2049	991	0	991	0	0	D	E	D
1024	SR 922/NE/NW 125 ST	200' W NE 4 AV	A4	2920	2105	815	2	813	0	0	D	E	D
1025	SR 916/NW 135 ST	200' W N MIAMI AV	A4	3580	2600	980	39	941	0	0	C	E	C
1026	SR 916/OPA-LOCKA BLVD/NW 135-138ST	200'W SR 5/US-1	A4	3580	2196	1384	10	1374	0	0	C	E	C
1033	SR 968/EB SW 1 ST	200' E MIAMI RIVER BRIDG	3	3717	845	2872	0	2872	0	0	C	E+50	C
1034	SR 968/FLAGLER ST/WB	200' E MIAMI RIVER BRIDG	3	3717	1789	1928	0	1928	0	0	D	E+50	D
1035	SR 972/SW 3 AV	200' NE SW 18 RD	4	4296	1486	2810	19	2791	0	0	C	E+20	C
1038	SR 972/CORAL WAY	200' W OF SW 29 AVE	4	3648	2440	1208	0	1208	0	0	D	E+20	D
1048	SR 976/BIRD RD	200' W SW 42 AV	A4	4068	2708	1360	0	1360	0	0	A	E+20	A
1049	SR 976/BIRD RD	200' E SW 57 AV	A4	4296	2799	1497	2	1495	0	0	C	E+20	C
1050	SR 976/BIRD RD	80? EAST OF SW 73 CT	A6	6468	3904	2564	134	2430	0	0	C	E+20	C
1053	SR 953/LEJEUNE RD	760' N PONCE DE LEON BLVD	A4	4296	1528	2768	0	2768	0	0	C	E+20	C
1067	SR 986/SUNSET DR	200' E SR 826	A4	3580	2855	725	80	645	0	0	C	E	C
1068	SR 986/SUNSET DR	200' W SR 826	A4	4296	2716	1580	42	1538	0	0	C	EE	C
1070	SR 986/SUNSET DR	200' WEST OF SR 985/SW 113 PL	A4	4296	2510	1786	4	1782	0	0	C	EE	C
1074	SR 973/GALLOWAY RD	200' N SW 12 ST	A4	3580	1860	1720	14	1706	0	0	C	SUMA	C
1075	SR 973/GALLOWAY RD	200' S SW 56 ST/MILLER DR	A4	3580	1917	1663	4	1659	0	0	C	SUMA	C
1076	SR 973/GALLOWAY RD	200' N SW 85 ST	A4	3580	2048	1532	0	1532	0	0	C	SUMA	C
1077	SR 973/GALLOWAY RD	200' N SW 132 ST	A2	1600	1146	454	56	398	0	0	C	SUMA	C
1078	SW 87 AVE 200' N OF SW 94 ST		2	1600	1488	112	89	23	1	0	C	SUMA	D
1079	SW 87TH AVE.	100' S OF SW 78TH ST.	4	3580	2153	1427	163	1264	0	0	C	SUMA	C
1080	SR 94/KENDALL DR	720' W SW 142 AV	A6	6468	3943	2525	134	2391	0	0	C	EE	C
1089	SR 990/KILLIAN DR	400' E OF SW 95 AVE.	A2	1330	1049	281	76	205	0	0	D	D	D
1090	SR 985/SW 107 AV	200'S TAMIAMI TRL/SW 8 ST	A6	5390	3486	1904	3	1901	0	0	C	HE	C
1091	SR 985/SW 107 AV	200' N BIRD RD/SW 40 ST/SR 976	A4	3580	2899	681	64	617	0	0	C	SUMA	C
1092	SR 985/SW 107 AV	200' S SW 93 ST	A4	3580	2246	1334	16	1318	0	0	C	D	C
1093	SR 990/KILLIAN DR	600' E SW 87 AVE	A2	1410	817	593	26	567	0	0	D	SUMA	D
1095	SR 989/ALLAPATTAH DR	200' N SW 216 ST	A4	3580	2632	948	-33	981	0	0	C	SUMA	C
1106	SR 992/CORAL REEF DR	1050' E SW 99 COURT	A4	4296	2274	2022	113	1909	0	0	C	EE	C
1114	SR 994/QUAIL ROOST DR	200' W US-1 ON SW 186 ST	A4	3580	1425	2155	120	2035	0	0	C	SUMA	C
1116	SR 994/QUAIL ROOST DR	200' W SW 127 AV	2	1600	1512	88	51	37	1	0	D	SUMA	D
1117	SR 994/QUAIL ROOST DR	200' E KROME AV/SR 997	2	1600	725	875	61	814	0	0	C	D	C
1139	SR 968/FLAGLER ST	100' E SW/NW 68 AV	A4	5370	3093	2277	0	2277	0	0	C	E+50	C
1140	SR 968/FLAGLER ST	400' W SW/NW 72 AV	A6	8085	3970	4115	4	4111	0	0	C	E+50	C
1141	SR 968/FLAGLER ST	400' E OF SW/NW 79TH AVE	A6	6468	3347	3121	6	3115	0	0	C	EE	C
1142	SR 968/FLAGLER ST	200' E NW 87 AV	6	6468	3197	3271	86	3185	0	0	C	EE	C
1146	SR 933/SW/NW 12 AV	200' N NW 21 ST	4	4560	1625	2935	0	2935	0	0	D	E+50	D
1167	SR 817/NW 27 AV	1000' S DADE/BROWARD COUNTY LINE	A6	6468	3150	3318	0	3318	0	0	C	EE	C
1172	SR 948/NW 36 ST	843' EAST OF NW 62 AVENUE	A6	8085	4822	3263	8	3255	0	0	C	E+50	C
1173	SR 948/NW 36 ST	200' E SR 826	A6	8085	3707	4378	43	4335	0	0	C	E+50	C
1179	SR 953/LEJEUNE RD	100' S OF E 11 PLACE (HIALEAH)	A6	5370	2782	2588	1	2587	0	0	C	E+50	C

1180	SR 953/LEJEUNE RD	200' S E 23 ST(HIALEAH)	A 6	5370	2590	2780	8	2772	0	0	C	E+50	C
1181	SR 953/LEJEUNE RD	1100' N OF NW 119 ST	A 6	8085	1712	6373	35	6338	0	0	C	E+50	C
1189	SR 959/RED RD/SW 57 AV	550' S OF BLUE LAGOON DR	A 6	8085	2750	5335	65	5270	0	0	C	E+50	C
1190	SR 823/RED RD	195' S NW 175 ST	A 6	6468	3431	3037	11	3026	0	0	C	EE	C
1201	SR 969/MILAM DAIRY RD	400' N FLAGLER ST	A 6	5390	2011	3379	25	3354	0	0	C	E	C
1202	SR 969/MILAM DAIRY RD	200' N NW 12 ST	A 6	5390	3554	1836	24	1812	0	0	C	E	C
1204	SR 969/MILAM DAIRY RD	216' S NW 35 TERR	A 6	5390	2344	3046	31	3015	0	0	C	E	C
1205	SR 969/MILAM DAIRY RD	50' N NW 47 ST	A 6	5390	2845	2545	137	2408	0	0	C	E	C
1206	SR 969/MILAM DAIRY RD	480' S NW 11 STREET (3 LANE	6	5390	3461	1929	4	1925	0	0	C	E	C
1211	SR 973/GALLOWAY RD	200' N NW 8 ST	A 6	5390	3269	2121	34	2087	0	0	C	SUMA	C
1214	SR 932/NW 103 ST	200' E NW 27 AV	A 6	4500	2317	2183	40	2143	0	0	D	E	D
1215	SR 932/NW 103 ST	200' E E 8 AV(HIALEAH)	A 6	4500	2820	1680	81	1599	0	0	D	E	D
1216	SR 932/NW 103 ST	400' E OF W 16 AVE(HIALEAH)	A 6	6468	2908	3560	0	3560	0	0	C	E+20	C
1217	SR 932/NW 103 ST	1400' E OF W 28 AVE.	A 4	3580	1107	2473	0	2473	0	0	C	SUMA	C
1218	SR 985/NW 107 AV	200' N NW 7 ST	A 6	5390	4124	1266	15	1251	0	0	C	SUMA	C
1219	SR 924/GRATIGNY DR	200' W NW 1 AV	A 4	2920	1362	1558	0	1558	0	0	D	E	D
1220	SR 924/GRATIGNY DR	400' E OF NW 24 AVE.	A 6	4500	2847	1653	456	1197	0	0	D	E	D
1221	NW 136 ST/OPALOCKA BLVD	E/O NW 27 AVE TO NW 17 AVE (ONE WAT WEST)	A 3	1610	1067	543	0	543	0	0	A	E	A
1222	NW 135 ST (SR 916)	E/O NW 27 AVE TO NW 17 AVE (ONE WAY EAST)	A 3	1610	1157	453	125	328	0	0	A	E	A
1223	SR 916/OPA-LOCKA BLVD	200' W SR 9/NW 27 AV	A 4	3580	1576	2004	164	1840	0	0	C	E	C
1224	SR 916/NW 135 ST	200' E LEJEUNE RD	4	3580	1734	1846	0	1846	0	0	C	E	C
1229	SR 860/MIAMI GARDENS DR	200' E NE 8 AV	A 4	4296	3271	1025	14	1011	0	0	C	EE	C
1230	SR 860/NW 183 ST/MIAMI GARDENS DR	250' W NE 2 AV	A 4	6468	2686	3782	43	3739	0	0	C	EE	C
1232	SR 860/MIAMI GARDENS DR	200' E NW 28 PL	A 6	6096	2506	3590	0	3590	0	0	B	EE	B
1233	SR 860/MIAMI GARDENS DR	400' E NW 55 AV	A 6	6468	2216	4252	0	4252	0	0	C	EE	C
2002	SR 878/SNAPPER CRK EXPWY	500' W SR 5/US-1	4	4296	1779	2517	1	2516	0	0	C	EE	C
2023	SR 112/AIRPORT EXPWY	200' E NW 17 AV	6	10815	8035	2780	0	2780	0	0	F	E+50	E+11
2036	SR 9A/I-95	500' N BRIDGE 870432 - SB CABINET MP	10	28395	11216	17179	0	17179	0	0	C	E+50	C
2041	SR 9A/I-95	1300' S NW 95 ST	10	28395	12404	15991	0	15991	0	0	C	E+50	C
2050	SR 112/AIRPORT EXPWY	200' W NW 17 AV	6	16650	7605	9045	0	9045	0	0	C	E+50	C
2055	SR 112/AIRPORT EXPWY	1500' E NW 27 AV	6	16650	7588	9062	15	9047	0	0	C	E+50	C
2060	AIRPORT EXPWY (SR 112)	W/O NW 27 AVE TO LEJEUNE RD	6	16650	6759	9891	0	9891	0	0	C	E+50	C
2065	SR 112/AIRPORT EXPWY	200' W NW 32 AV BRIDG	6	16650	7004	9646	0	9646	0	0	C	E+50	C
2080	SR 932/NW 103 ST	200' E I-95	A 4	3580	1941	1639	10	1629	0	0	C	E	C
2085	SR 9A/I-95	200' N NW 103 ST/SR 932	10	28395	13910	14485	0	14485	0	0	C	E+50	C
2095	SR 9A/I-95	200' S SR 112	10	28395	11699	16696	0	16696	0	0	C	E+50	C
2100	SR 9A/I-95	200' N NW 125 ST	10	28395	13449	14946	0	14946	0	0	C	E+50	C
2113	SR 826/PALMETTO EXPWY	200' W FLA TPK ENT	4	8628	3297	5331	0	5331	0	0	B	EE	B
2114	SR 826/PALMETTO EXPWY	1500' E NW 12 AV	8	18012	10121	7891	0	7891	0	0	C	EE	C
2134	SR 9A/I-95	200' S NW 151 ST	8	22515	11741	10774	0	10774	0	0	D	E+50	D
2137	SR 9A/I-95	200' N GOLDEN GLADES INTERCHANGE	8	18012	9469	8543	0	8543	0	0	C	EE	C
2162	SR 9A/I-95	200' N SR 5/US-1	4	10785	4501	6284	0	6284	0	0	C	E+50	C
2188	SR 836/DOLPHIN EXPWY	200' E SR 826/PALMETTO EXPWY	8	13390	9672	3718	2	3716	0	0	C	D	C
2193	SR 836/DOLPHIN EXPWY	900' W RED RD/NW 57 AV	8	15010	14301	709	10	699	1	0	E	E	E
2198	SR 836/DOLPHIN EXPWY	900' E RED RD/NW 57 AV	8	13390	13645	-255	205	-460	1	0	E	D	E
2207	SR 836/DOLPHIN EXPWY	1500' E LEJEUNE RD	6	10060	11665	-1605	205	-1810	1	0	F	D	E+6
2208	SR 836/DOLPHIN EXPWY	400' W NW 12 AV	8	13390	8904	4486	0	4486	0	0	C	D	C
2210	SR 836/DOLPHIN EXPWY	300' W NW 27 AV	6	10060	13098	-3038	121	-3159	1	0	F	D	E+19
2232	SR 836/DOLPHIN EXPWY	800' E NW 27 AV	6	10060	11996	-1936	0	-1936	1	0	F	D	E+8
2240	SR 836/DOLPHIN EXPWY	200' W BRIDG NW 10 AV	6	10060	9788	272	0	272	1	0	D	D	D
2242	SR 836/DOLPHIN EXPWY	300' W NW 107 AV	6	10060	8881	1179	266	913	0	1	D	D	D
2243	SR 836/DOLPHIN EXPWY	300' E NW 107 AV	8	15010	11526	3484	0	3484	0	0	D	E	D
2244	SR 836/DOLPHIN EXPWY	1600' E NW 87 AV	6	10060	5528	4532	0	4532	0	0	B	D	B
2246	FLA TNPK. (HEFT/SR 821)	S/O SW 88 ST/KENDALL DR TO SR 874	6	10060	2842	7218	0	7218	0	0	B	D	B
2248	FLA TNPK. (HEFT/SR 821)	N/O OKEECHOBEE RD TO CCOUNTY LINE RD	6	10060	3238	6822	1935	4887	0	0	B	D	B
2250	FLA TNPK. (HEFT/SR 821)	N/O SW 8 ST TO SR 836	6	10060	7197	2863	0	2863	0	0	C	D	C
2252	FLA TNPK. (HEFT/SR 821)	N/O KENDALL DR TO SW 40 ST/BIRD RD	6	10060	4750	5310	0	5310	0	0	B	D	B
2254	FLA TNPK. (HEFT/SR 821)	N/O SW 168 ST BET QUAIL ROOST-CORAL REEF	8	13390	6298	7092	0	7092	0	0	B	D	B
2256	FLA TNPK. (HEFT/SR 821)	S/O SW 186 ST BET SW 216 ST TO QUAIL ROOST DR	4	6700	3779	2921	0	2921	0	0	B	D	B

2258	FLA TNPK. (HEFT/SR 821)	N/O SW 137 AVE TO SW 216 ST	6	10220	2302	7918	0	7918	0	0	B	D	B
2260	FLA TNPK. (HEFT/SR 821)	N/O SW 312 ST TO SW 137 AVE	4	6800	1799	5001	0	5001	0	0	B	D	B
2262	FLA TNPK. (HEFT/SR 821)	N/O SW 320 ST BET US 1-SW 312 ST	4	6700	1022	5678	0	5678	0	0	B	D	B
2264	FLA TNPK. (HEFT/SR 821)	E/O SW 112 AVE BET SW 137 AVE-SW 216 ST	6	10220	1871	8349	0	8349	0	0	B	D	B
2266	FLA TNPK. (HEFT/SR 821)	S/O DON SHULA EXPWY/SR 874 TO SW 152 ST	10	16840	7700	9140	0	9140	0	0	B	D	B
2270	FLA TNPK. (HEFT/SR 821)	N/O BIRD RD/SW 40 ST TO SW 8 ST	6	10060	5074	4986	0	4986	0	0	B	D	B
2272	FLA TNPK. (HEFT/SR 821)	S/O OKEECHOBEE RD TO SR 836	6	10060	3238	6822	17	6805	0	0	B	D	B
2274	SR 874/S DADE EXPWY	2500' N TOLL/S KILLIAN PKWY	4	6700	6959	-259	0	-259	1	0	E	D	E
2276	SR 874/S DADE EXPWY	300' N KILLAN PKWY	8	18012	7188	10824	0	10824	0	0	B	EE	B
2278	SR 874/S DADE EXPWY	300' NE SW 87 AV	4	6700	7621	-921	0	-921	1	0	F	D	E+5
2485	SR 9A/I-95	200' S IVES DAIRY RD/SR 852	8	18012	10774	7238	-15	7253	0	0	C	EE	C
2487	SR 9A/I-95	200' S MIAMI-DADE/BROWARD CO LINE	10	16840	14168	2672	0	2672	0	0	D	D	D
2500	SR 93/I-75	1000' W PALMETTO EXPWY/SR 826	8	13390	10849	2541	2524	17	1	0	C	D	D
2501	SR 93/I-75	200' S MIAMI GARDENS DR/SR 860	8	13390	11917	1473	822	651	1	0	D	D	D
2502	I-75 (SR 93)	S/O HEFT/SR 821 TO BROWARD CO. LINE	8	13390	9321	4069	0	4069	0	0	C	D	C
2503	SR 93/I-75	200' N FLA TPK/HEFT/SR 821	8	13390	9582	3808	684	3124	0	0	C	D	C
2505	I-95/SR 9A	200' S NW 6 ST	8	13390	12767	623	0	623	1	0	D	D	D
2506	I-395/SR 836	100' E NW 2 AV	8	13620	10613	3007	1	3006	0	0	C	D	C
2509	SW 137TH AVENUE 500 FT NORTH OF SW 8TH STREET		6	6468	4241	2227	286	1941	0	0	C	E+20	C
2514	SR 823/NW 57 AV	550' N SR 860/NW 183 ST	A6	5390	3308	2082	0	2082	0	0	C	D	C
2515	SR 823/NW 57 AV	200' S MIAMI-DADE/BROWARD CO LINE	A6	5080	4183	897	0	897	0	0	B	D	B
2516	SR 860/MIAMI GARDENS DR	200' W SR 823/RED RD	A4	4296	2591	1705	11	1694	0	0	C	EE	C
2517	SR 860/MIAMI GARDENS DR	200' W NW 67 AV	A4	4296	2853	1443	94	1349	0	0	C	EE	C
2518	SR 860/MIAMI GARDENS DR	800' W OF NW 87 AV	A4	3580	3825	-245	1436	-1681	1	0	F	E	E+46
2519	SR 825/SW 137 AV	200' S SW 104 ST	A6	5390	2572	2818	164	2654	0	0	C	E	C
2520	SR 825/SW 137 AV	200' S SR 94/N KENDALL DR	A6	5390	2541	2849	330	2519	0	0	C	E	C
2521	SR 5/US-1	380' N SW 272 ST	4	4296	2797	1499	1016	483	0	0	C	EE	E+6
2523	SR 5/US-1	200' N SR 922/NE 123 ST	6	6885	3459	3426	0	3426	0	0	D	E+50	D
2529	SR 94/KENDALL DR	200' W SW 157 AV	A6	4296	2689	1607	707	900	0	0	C	EE	C
2532	SR 5/US-1	200' S SR 94/KENDALL DR/SW 88 ST	6	8085	2683	5402	0	5402	0	0	C	E+50	C
2537	SR 25/US-27/OKEECHOBEE RD	1600' SE OF NW 95 ST.	6	5390	3492	1898	0	1898	0	0	C	D	C
2543	SR 9/NW 27 AVE	200' N OF NW 54 ST	A	4380	2104	2276	49	2227	0	0	D	E+50	D
2549	SR 972/SW 22 ST	100 FT WEST OF SW 17 AV	4	3648	2811	837	0	837	0	0	D	E+20	D
2552	SR959/SW57AVE/RED ROAD	200'S OF BIRD ROAD/SR 976	2		1165		0						
2555	SR909/WEST DIXIE HWY	50' S OF NE 140 ST	4	3580	1770	1810	5	1805	0	0	C	E	C
2556	SR5/BISCAYNE BLVD.	200' N OF NE 104 ST	4	4560	3768	792	46	746	0	0	F	E+50	E+25
2557	SR997/KROME AVE/SW177AVE	924' N OF SR94/KENDALL DR	4	3420	2667	753	0	753	0	0	C	C	C
2559	SW 88 ST/KENDALL DR		A4	3580	1321	2259	0	2259	0	0	C	SUMA	C
2561	SR90/SW8ST/TAMIAMI TRAIL	0.25M WEST OF SW122AVE	A6	5390	3955	1435	5	1430	0	0	C	SUMA	C
2562	SR5/US1 S DIXIE HWY ONE WAY SB 300' S OF SW 174 ST		6	3542	2123	1419	160	1259	0	0	C	EE	C
2563	SR5/US1 S.DIXIE HWY ONE WAY NB 300' S OF SW 174 ST		6	3542	1943	1599	175	1424	0	0	C	EE	C
2580	SR 985/SW 107 AVE	200' S OF FLAGLER ST	A4	3580	2509	1071	24	1047	0	0	C	HE	C
3030	NE 5 ST	150'E OF NE 2 AVE.	3	4131	690	3441	0	3441	0	0	C	E+50	C
3060	NE 2 AVE	200'N OF NE 9 ST.	3	3717	1142	2575	0	2575	0	0	D	E+50	D
5003	SR 7/US-441/NW 7 AV	100' N OF NW 6 ST.	4	4560	1585	2975	0	2975	0	0	D	E+50	D
5005	SR 7/US-441/NW 7 AV	200' S OF NW 21 ST.	4	4560	1876	2684	0	2684	0	0	D	E+50	D
5006	SR 7/US-441/NW 2 AV	200' N MIAMI GARDENS DR/SR860	A6	6468	4045	2423	0	2423	0	0	C	EE	C
5012	SR 933/NW 12 AV	200' N FLAGLER ST/SR 968	4	4560	2076	2484	0	2484	0	0	D	E+50	D
5014	SR 7/SW/NW 7 AV	150' S NW 116 TER	A6	8085	2014	6071	43	6028	0	0	C	E+50	C
5017	SR 997/KROME AV	200' S NE/NW 8 ST (HOMESTEAD)	2	1410	1426	-16	50	-66	1	0	F	E	E+4
5042	BRICKELL AVE	200' S SE 8 ST/SR 90/TAMIAMI TRL	4	4560	592	3968	0	3968	0	0	C	E+50	C
5047	SR 5/US-1	100' S FLAGLER ST	6	8085	2798	5287	18	5269	0	0	C	E+50	C
5049	SR 5/US-1	50' S OF NE 9 ST	6	8085	2600	5485	0	5485	0	0	C	E+50	C
5053	SR 5/US-1	100' N NE 13 ST	4	4560	2489	2071	0	2071	0	0	D	E+50	D
5058	SR 5/US-1	200' N NE 29 ST	4	4560	2354	2206	0	2206	0	0	D	E+50	D
5065	SR 5/US-1	120' N NE 71 ST	A4	4380	2682	1698	0	1698	0	0	D	E+50	D

5079	NW 36 ST (US 27/SR 25)	W/O NW 7 AVE TO NW 17 AVE	A 2	1695	1177	518	0	518	0	0	D	E+50	D
5080	SR 25/US-27/NW 36 ST	200' E NW 27 AV	A 4	4380	1591	2789	286	2503	0	0	D	E+50	D
5083	SR 25/US-27/NW 36 ST	200' W NW 12 AV	A 2	1695	1198	497	22	475	0	0	D	E+50	D
5087	NW 36 ST (US 27/SR 25)	W/O NW 27 AVE TO NW 42 AVE/LEJEUNE RD	A 4	4380	1702	2678	0	2678	0	0	D	E+50	D
5090	SR 90/US-41/SW 8 ST/ONE-WAY EB	200' W SR 5/US-1	3	2754	895	1859	0	1859	0	0	C	E	C
5091	SR 90/US-41/SW 7 ST/ONE-WAY WB	200' W SR 5/US-1	3	2754	821	1933	0	1933	0	0	C	E	C
5095	SR 90/US-41/SW 8 ST/ONE-WAY EB	200' W OF SW 7 AV	3	3717	1387	2330	0	2330	0	0	D	E+50	D
5096	SR 90/US-41/SW 7 ST/ONE-WAY WB	200' E SW 7 AV	3	3717	1737	1980	0	1980	0	0	D	E+50	D
5120	SR 9/SW/NW 27 AV	80' N SW 23 TERRACE	4	5370	1814	3556	0	3556	0	0	C	E+50	C
5125	SR 9/SW/NW 27 AV	100' S SW 8 ST/SR 90	4	4296	2455	1841	0	1841	0	0	C	E+20	C
5144	SR 7/US-441/SW/NW 7 AV	500' N OF NW 62 ST.	A 4	4380	1998	2382	7	2375	0	0	D	E+50	D
5200	SR 5/US-1	200' S SW 27 AV/SR 9	6	8085	4898	3187	0	3187	0	0	C	E+50	C
5201	SR 5/US-1	200' N SW 27 AV/SR 9	6	8085	5410	2675	0	2675	0	0	F	E+50	E+1
5222	NE 163 ST (SR 826)	W/O US 1 TO NE 19 AVE	A 6	5400	3459	1941	0	1941	0	0	D	E+20	D
5225	SR 826/NE 163 ST	100' E OF NE 20 AVE	A 6	5400	3107	2293	12	2281	0	0	D	E+20	D
5229	SR 826/NE 167 ST	200' W NE 10 AV	A 6	6750	3512	3238	20	3218	0	0	D	E+50	D
5252	SR 25/US-27/OKEECHOBEE RD	200' SE W 12 AV(HIALEAH	6	5390	4377	1013	0	1013	0	0	C	D	C
5265	SR 944/HIALEAH DR	200' W SE 8 AV(HIALEAH)	A 4	2920	1626	1294	10	1284	0	0	D	E	D
5348	SR 944/NW 54 ST	330' E NW 19 AV	A 4	3648	1720	1928	43	1885	0	0	D	E+20	D
5371	SR 823/RED RD	300' N W 29 ST(HIALEAH)	A 4	4296	2769	1527	0	1527	0	0	C	E+20	C
5372	SR 823/RED RD	100' N SR 932/W 49 ST(HIALEAH)	A 4	3580	3131	449	0	449	0	0	C	E	C
7041	W 68TH ST/NW 122ND ST 200 FT EAST OF W 26TH DRIVE		4	2920	1256	1664	0	1664	0	0	C	D	C
7064	SW 137TH AVE 0.25 MILE NORTH OF SW 328TH ST		4	3222	709	2513	0	2513	0	0	C	D	C
7076	NW 122 ST- 300 FET EAST OF NW 92 AVE		4	2920	1103	1817	0	1817	0	0	C	D	C

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

Home Concurrency Data LOSPlan Data Admin

Miami-Dade County Traffic Stations

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	5%	10%	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS
9103	SW 232 ST/SILVER PALM DR	E/O US 1 BET US 1-SW 117 AVE	2	1197	404	793	53	740	0	0	C	D	C
9104	BIRD AVE (SW 30 St)	W/O SW 27 AVE	2	1522	324	1198	0	1198	0	0	C	E+20	C
9106	SW 40 ST/BIRD RD (SR 976)	W/O HEFT/SR 821 TO SW 127 AVE	4	3222	3251	-29	5	-34	1	0	F	HE	E+1
9108	BIRD DR EXT/SW 42 ST	W/O SW 127 AVE TO SW 137 AVE	4	3222	2379	843	2	841	0	0	C	D	C
9110	BIRD DR EXT/SW 42 ST	W/O SW 137 AVE TO SW 147 AVE	4	3222	2102	1120	90	1030	0	0	C	D	C
9112	BIRD DR EXT/SW 42 ST	W/O SW 147 AVE TO SW 157 AVE	4	3222	1745	1477	96	1381	0	0	C	D	C
9114	CARIBBEAN BLVD	E/O HEFT TO FRANJO ROAD	2	1269	2834	-1565	3	-1568	1	0	F	HE	E+123
9116	COLLINS AVE	S/O 95 ST (One-way NB)	3	4131	2682	1449	0	1449	0	0	D	E+50	D
9118	SW 24 ST/CORAL WAY	W/O SEGOVIA	2	1269	1462	-193	2	-195	1	0	F	E	E+15
9120	SW 24 ST/CORAL WAY	E/O SW 67 Ave to SW 57 Ave	4	3866	2371	1495	73	1422	0	0	C	E+20	C
9121	SW 24 ST/CORAL WAY	W/O SW 73 AVE BET SW 67 AVE-SR 826	6	5821	3134	2687	78	2609	0	0	C	E+20	C
9122	SW 24 ST/CORAL WAY	W/O SR 826 TO SW 87 AVE	6	5821	3348	2473	0	2473	0	0	C	EE	C
9124	CORAL WAY/SW 24 ST	W/O SW 87 AVE FROM SW 87 AVE TO SW 97 AVE	4	3866	2986	880	53	827	0	0	C	EE	C
9126	CORAL WAY/SW 24 ST	W/O SW 97 AVE TO SW 107 AVE	4	3866	2458	1408	27	1381	0	0	C	EE	C
9128	CORAL WAY/SW 24 ST	W/O SW 107 AVE BET SW 107-SW 117 AVE	4	3866	2745	1121	6	1115	0	0	C	EE	C
9130	SW 26 ST/CORAL WAY	W/O HEFT/SR 821 BET SW 117 AVE-SW 127 AVE	4	3866	3009	857	3	854	0	0	C	EE	C
9132	SW 26 ST/CORAL WAY	W/O SW 127 AVE TO SW 137 AVE	4	3866	2360	1506	13	1493	0	0	C	EE	C
9134	CORAL WAY/SW 26 ST	W/O SW 137 AVE TO SW 147 AVE	4	3866	1942	1924	262	1662	0	0	C	EE	C
9135	CORAL WAY/ SW 26 ST	W/O SW 147 AVE TO SW 157 AVE	4	3222	1784	1438	17	1421	0	0	C	D	C
9136	CRANDON BLVD-KEY BISCAYNE	N/O HARBOR DR TO BEAR CUT	4	4296	2630	1666	0	1666	0	0	C	E+20	C
9137	CURTISS PKWY	SW/O OKEECHOBEE RD 1 WAY SW FROM OKEE RD TO NW 36 ST	2	3283	1922	1361	0	1361	0	0	D	E+20	D
9138	SOUTH DADELAND BLVD	S/O SW 88 ST TO US-1	4	4104	973	3131	0	3131	0	0	C	E+50	C
9140	E 1 AVE (ONE WAY N'B)	S/O 21 ST/HIALEAH TO OKEECHOBEE RD	2	1269	330	939	0	939	0	0	C	E	C
9142	NW 47 AVE	N/O NW 167 ST TO NW 183 ST	4	3222	1957	1265	0	1265	0	0	C	D	C
9144	NW 47 AVE/E 4 AVE HLH.	S/O 21 ST BET OKEECHOBEE RD-E 25 ST	4	3283	1662	1621	0	1621	0	0	D	E+20	D
9146	EAST DIXIE HWY	S/O NE 215 ST	2	1269	1449	-180	0	-180	1	0	F	E	E+14
9148	EAST DR	S/O OKEECHOBEE RD TO POINCIANA BLVD	4	1269	1205	64	0	64	0	0	E	E	E
9150	FLAGLER ST	E/O NW 8 AVE	4	3717	1495	2222	31	2191	0	0	D	E+50	D
9152	FLAGLER ST	W/O NW 57 AVE/RED RD	4	5370	2386	2984	0	2984	0	0	C	E+50	C
9154	W FLAGLER ST	W/O NW/SW 87 AVE TO NW 97 AVE	6	6468	3799	2669	24	2645	0	0	C	EE	C
9156	W FLAGLER ST	W/O NW/SW 97 AVE TO NW 107 AVE	6	6468	3802	2666	106	2560	0	0	C	EE	C
9158	FLAGLER ST	W/0 107 AVE FROM NW 107 AVE TO NW 114 AVE	6	6468	3019	3449	13	3436	0	0	C	EE	C
9160	FLAGLER ST	W/O HEFT FROM NW 114 AVE TO NW 118 AVE	4	3866	2294	1572	-2	1574	0	0	C	EE	C
9162	NW 87 AVE/GALLOWAY RD	N/O NW 12 ST TO NW 25 ST	6	5390	4168	1222	0	1222	0	0	C	D	C
9164	NW 87 AVE/GALLOWAY RD	N/O NW 25 ST TO NW 36 ST EXT	6	5390	3217	2173	0	2173	0	0	C	E	C
9166	NW 87 AVE/GALLOWAY RD	N/O NW 36 ST TO NW 58 ST	4	3580	3073	507	13	494	0	0	C	D	C
9172	GALLOWAY RD/SW 87 AVE	S/O KENDALL DR/SW 88 ST TO SW 112 ST	2	1600	972	628	0	628	0	0	C	SUMA	C
9174	GALLOWAY RD/SW 87 AVE	S/O SW 184 ST FROM SW 184 ST TO SW 232 ST	2	1692	870	822	0	822	0	0	D	EE	D
9176	GRANADA BLVD	S/O SW 8 ST TO CORAL WAY	2	1269	656	613	0	613	0	0	D	E	D
9178	HAMMOCKS BLVD	S/O SW 88 ST TO SW 104 ST	4	2628	493	2135	23	2112	0	0	C	D	C
9180	HARDING AVE	S/O 95 St (One-way SB)	3	4131	1981	2150	0	2150	0	0	D	E+50	D
9184	HIGHLAND LAKES BLVD	S/O NE 203 ST TO NE 186 ST	2	1269	2721	-1452	37	-1489	1	0	F	E	E+117
9186	HIGHLAND LAKES BLVD	S/O NE 215 ST TO NE 203 ST	2	1269	78	1191	2	1189	0	0	C	E	C
9194	INGRAHAM HWY (SR 936)	E/O LE JEUNE RD BET MCFARLAND-SW 42 AVE	2	1269	1229	40	0	40	1	0	E	E	E
9196	IVES DAIRY RD/NE 203 ST	W/O NE 22 AVE FROM I-95 TO BISCAYNE BLVD	6	7276	4025	3251	162	3089	0	0	C	E+50	C
9198	IVES DAIRY RD	W/O I95 FROM I95 TO SAN SIMEON WAY/NE 6 AVE	6	4851	3663	1188	56	1132	0	0	C	D	C
9200	IVES DAIRY RD/NE 203 ST	E/O N MIAMI AVE/NW 2 AVE TO SAN SIMEON WAY	6	4851	3076	1775	245	1530	0	0	C	D	C
9202	KENDALL DR/SW 88 ST	W/O OLD CUTLER RD TO SW 57 AVE	2	1269	532	737	2	735	0	0	C	E	C
9204	KENDALL DR/SW 88 ST	W/O HEFT to SW 127 AVE	6	6468	5469	999	0	999	0	0	F	EE	E+1
9206	SW 88 ST / KENDALL DR	W/O SW 137 AVE	6	5390	3580	1810	0	1810	0	0	C	D	C
9208	KROME AVE/SW 177 AVE	S/O SW 184 ST FROM SW 184 ST TO SW 216 ST	4	3420	3274	146	53	93	1	0	C	C	C
9210	KROME AVE/SW 177 AVE	S/O SW 216 ST FROM 216 ST TO SW 248 ST	4	3420	1346	2074	38	2036	0	0	C	C	C

9212	KROME AVE/SW 177 AVE	N/O SW 288 ST TO SW 248 ST	4	3580	2227	1353	77	1276	0	0	C	D	C
9214	NW 42 AVE/LE JEUNE	S/O E 21 ST TO E 1 ST	4	4296	2393	1903	3	1900	0	0	C	E+20	C
9216	LE JEUNE-DOUGLAS CONNECTOR	N/O NW 119 ST FROM NW 42 AVE TO NW 135 ST	4	3222	1892	1330	209	1121	0	0	C	E	C
9220	NW 74 ST	SW/O OKEECHOBEE RD TO NW 72 AVE	4	1903	710	1193	0	1193	0	0	D	E+50	D
9222	NW 67 AVE/LUDLAM RD	S/O NW 103 ST TO NW 122 ST	4	4833	2589	2244	0	2244	0	0	C	E+50	C
9224	LUDLAM RD/NW 67 AVE	S/O NW 122 ST FROM NW 103 ST TO NW 122 ST	4	4833	1946	2887	0	2887	0	0	C	E+50	C
9226	LUDLAM RD/NW 67 AVE	S/O NW 138 ST FROM NW 122 ST TO NW 138 ST	4	4833	2309	2524	0	2524	0	0	C	E+50	C
9228	NW 67 AVE/LUDLAM RD	S/O PALMETTO EXPWY/SR 826 TO NW 138 ST	4	4833	3257	1576	53	1523	0	0	F	E+50	E+2
9230	LUDLAM RD/NW 67 AVE	N/O SR 826 FROM NW 167 ST TO NW 170 ST	6	5821	4567	1254	69	1185	0	0	C	EE	C
9232	LUDLAM RD/NW 67 AVE	N/O NW 186 ST FROM NW 186 ST TO NW 202 ST	6	4851	2853	1998	8	1990	0	0	C	D	C
9236	LUDLAM RD/SW 67 AVE	S/O FLAGLER ST TAMIAMI CANAL RD TO SW 8 ST	4	2736	964	1772	31	1741	0	0	C	E	C
9238	LUDLAM RD/SW 67 AVE	S/O SW 8 ST TO SW 24 ST	4	3283	1617	1666	46	1620	0	0	D	E+20	D
9240	LUDLAM RD/SW 67 AVE	S/O CORAL WAY/SW 24 ST TO SW 40 ST	4	3283	1548	1735	92	1643	0	0	D	E+20	D
9242	LUDLAM RD/SW 67 AVE	S/O BIRD RD/SW 40 ST SW 40 ST TO SW 56 ST	2	1522	1178	344	34	310	0	0	D	E+20	E
9243	LUDLAM RD/SW 67 AVE	N/O SW 72 ST SW 56 ST TO US 1	2	1269	698	571	92	479	0	0	D	E	D
9244	LUDLAM RD/SW 67 AVE	S/O KENDALL DR/SW 88 ST BET US1-SW 104 ST	2	1269	1130	139	37	102	0	1	D	E	D
9246	LUDLAM RD/SW 67 AVE	S/O SW 112 ST FROM SW 104 ST TO SW 136 ST	2	1269	1215	54	2	52	1	0	E	E	E
9248	MARLIN ROAD	N/O US1 TO SW 186 ST	2	2736	1621	1115	5	1110	0	0	D	E	D
9249	MEMORIAL HWY	N/O NE 135 ST TO NW 167 ST	2	1522	673	849	84	765	0	0	D	E+20	D
9250	NW 183 ST/MIAMI GARDENS DR	W/O NW 37 AVE FROM NW 27 AVE TO NW 47 AVE	6	6468	2044	4424	0	4424	0	0	C	EE	C
9254	NW 186 ST/ MIAMI GARDENS DR	E/O NW 79 AVE	4	4296	2617	1679	43	1636	0	0	C	EE	C
9256	MIAMI LAKES DRIVE WEST	W/O RED RD/NW 57 AVE TO NW 67 AVE	4	3283	1442	1841	0	1841	0	0	D	E+20	D
9258	NW 154 ST	E/O SR 826 FROM NW 67 AVE TO SR 826	4	2736	2797	-61	0	-61	1	0	F	E	E+2
9260	MILLER DR/SW 56 ST	W/O RED RD/SW 57 AVE TO SW 67 AVE	2	1269	1204	65	35	30	1	0	E	E	E
9261	MILLER DR/SW 56 ST	W/O SW 69 AVE BET SW 67 AVE - SR 826	4	3222	2274	948	15	933	0	0	C	E	C
9262	MILLER DR/SW 56 ST	W/O SR 826 TO SW 87 AVE	4	3222	2732	490	21	469	0	0	C	D	C
9264	SW 56 ST/MILLER DR	W/O S.W. 87 AVE TO SW 97 AVE	4	3222	2434	788	1	787	0	0	C	D	C
9266	SW 56 ST/MILLER DR	W/O SW SW 97 AVE TO SW 107 AVE	4	3222	2293	929	56	873	0	0	C	D	C
9268	MILLER DR/SW 56 ST	W/O SW 107 AVE TO SW 117 AVE	4	3222	2135	1087	4	1083	0	0	C	D	C
9270	SW 56 ST/MILLER DR	W/O HEFT/SR 821 SW 117 AVE TO SW 127 AVE	4	3222	2619	603	19	584	0	0	C	D	C
9272	SW 56 ST/MILLER DR	W/O SW 127 AVE TO SW 137 AVE	4	3222	2373	849	4	845	0	0	C	D	C
9274	SW 56 ST/MILLER DR	W/O SW 137 AVE TO SW 147 AVE	4	3222	2131	1091	0	1091	0	0	C	D	C
9275	SW 56 ST	W/O SW 147 AVE TO SW 152 AVE	4	3222	1993	1229	5	1224	0	0	C	E	C
9276	NE 2 AVE	S/O NE 20 ST	4	3283	1523	1760	0	1760	0	0	D	E+20	D
9278	NE 2 AVE	S/O NE 79 ST TO NE 36 ST	4	4104	1025	3079	0	3079	0	0	C	E+50	C
9280	NE 2 AVE	N/O NE 96 ST FROM NE 86 ST TO NE 103 ST	4	1522	1494	28	6	22	1	0	F	E+20	E+18
9282	NE 2 AVE	S/O NE 117 ST	4	3283	1972	1311	15	1296	0	0	D	E+20	D
9284	NE 2 AVE	S/O NE 215 ST TO NE 199 ST	2	1197	880	317	28	289	0	0	D	D	D
9286	NE 6 AVE/ SR 915	S/O NE 125 ST	4	3648	1359	2289	0	2289	0	0	D	E+20	D
9290	NE 10 AVE	S/O NE 125 ST TO PALMETTO EXPWY/SR 826	2	1522	480	1042	0	1042	0	0	C	E+20	C
9292	NE 12 AVE	S/O NE 215 ST FROM NE 215 TO IVES DAIRY ROAD	2	1197	752	445	159	286	0	0	D	D	D
9294	NE 16 AVE	S/O NE 123 ST	2	1522	1396	126	0	126	0	1	F	E+20	E+10
9296	NE 19 AVE	N/O NE 175 ST FROM NE 163 ST TO NE 185 ST	4	4104	2011	2093	58	2035	0	0	D	E+50	D
9297	NE 26 AVE	S/O NE 26 AVE	2	1269	812	457	0	457	0	0	D	E	D
9298	NE 79 St. (SR 934)	W/O US-1 FROM BISCAYNE BLVD TO NW 7 AVE	4	4413	1821	2592	0	2592	0	0	D	E+20	D
9300	NE 82 ST/SR 934 (1WAY WB)	W/O BISCAYNE BLVD TO I-95	2	1152	929	223	0	223	0	0	D	E+20	D
9304	NE 192 ST CAUSEWAY	W/O COLLINS AVE TO US-1	6	6468	1742	4726	0	4726	0	0	C	E+20	C
9308	NORTH MIAMI AVE	S/O NE/NE 20 ST	2	1522	1567	-45	0	-45	1	0	F	E+20	E+23
9310	NORTH MIAMI AVE	S/O NE/NW 79 ST TO NW 36 ST	4	3866	2077	1789	2	1787	0	0	C	E+20	C
9312	NORTH MIAMI AVE	N/O NW 95 ST FROM NW 79 ST TO NW 103 ST	4	3866	1632	2234	10	2224	0	0	C	E+20	C
9314	NORTH MIAMI AVE	S/O NW 119 ST FROM NW 103 ST TO NW 125 ST	2	1522	851	671	0	671	0	0	D	E+20	D
9316	NORTH MIAMI AVE	N/O NE 159 ST BET BISC. RIVER DR-NE 167 ST	2	1522	599	923	29	894	0	0	D	E+20	D
9318	NW 1 AVE	S/O NW 20 ST TO NW 13 ST	2	1522	301	1221	0	1221	0	0	C	E+20	C
9322	NW 2 AVE	S/O NW 79 ST TO NW 36 ST	2	1903	1144	759	1	758	0	0	D	E+50	D
9324	NW 2 AVE	S/O NW 119 ST FROM NW 87 ST TO NW 135 ST	2	1522	389	1133	18	1115	0	0	C	E+20	C
9326	NW 2 AVE	S/O NW 167 ST FROM NW 167 ST TO NW 151 ST	4	3283	2158	1125	90	1035	0	0	D	E+20	D
9328	NW 2 AVE	S/O NW 215 ST TO NW 199 ST	6	4851	4595	256	0	256	0	0	C	D	C
9336	NW 7 AvE (US 441/SR 7)	S/O NW 20 ST FROM S RIVER DR TO NW 36 ST	4	4560	820	3740	0	3740	0	0	C	E+50	C
9338	NW 7 AVE (US 441/SR 7)	S/O NW 79 ST TO NW 62 ST	4	4560	791	3769	12	3757	0	0	C	E+50	C
9342	NW 7 ST	W/O NW 27 AVE TO NW 37 AVE	4	4833	2279	2554	0	2554	0	0	C	E+50	C

9348	NW 7 ST	W/O NW 60 AVE FROM NW 57 AVE TO NW 67 AVE	4	4833	1726	3107	23	3084	0	0	C	E+50	C
9350	NW 10 ST (ONE-WAY EB)	E/O NW 7 AVE	2	1969	235	1734	0	1734	0	0	C	E+20	C
9354	NW 12 AVE	S/O NW 79 ST	4	4104	1846	2258	90	2168	0	0	D	E+50	D
9356	NW 12 AVE	S/O NW 119 ST TO NW 103 ST	2	1522	424	1098	9	1089	0	0	C	E+20	C
9357	NW 12/13 AVE	S/O PALMETTO EXPWY/SR 826 TO NW 155 ST	4	4104	1159	2945	0	2945	0	0	C	E+50	C
9358	NW 12 ST	W/O PALMETTO EXPWY BET NW 72 AVE-NW 87 AVE	4	3222	2649	573	-2	575	0	0	C	D	C
9362	NW 12 ST	E/O SW 107 AVE TO SW 87 AVE	4	3222	2905	317	0	317	0	1	C	E	C
9363	NW 12 ST	W/O NW 127 AVE, FROM NW 127 AVE TO NW 137 AVE	4	3222	2295	927	167	760	0	0	C	D	C
9364	NW 12 ST	E/O NW 112 AVE TO NW 107 AVE	6	4851	2807	2044	0	2044	0	0	C	D	C
9365	NW 12 ST	W/O NW 117 AVE TO NW 127 AVE	4	3866	3540	326	216	110	1	0	F	E+20	E+16
9368	NW 17 AVE	S/O NW 54 ST TO NW 36 ST	4	3283	1656	1627	11	1616	0	0	D	E+20	D
9370	NW 17 AVE	S/O NW 79 ST TO NW 54 ST	4	3283	1813	1470	87	1383	0	0	D	E+20	D
9372	NW 17 AVE	N/O NW 95 ST FROM NW 95 ST TO NW 119 ST	4	3866	1715	2151	242	1909	0	0	C	E+20	C
9374	NW 17 AVE	N/O NW 119 ST FROM NW 119 ST TO NW 135 ST	4	3866	1773	2093	0	2093	0	0	C	E+20	C
9376	NW 17 AVE	S/O NW 119 ST TO NW 103 ST	4	3866	1538	2328	93	2235	0	0	C	E+20	C
9378	NW 17 ST	W/O I-95	2	1269	295	974	0	974	0	0	C	E	C
9380	NW 17 ST	W/O NW 27 AVE TO NW 37 AVE	2	1269	1573	-304	149	-453	1	0	F	E	E+35
9381	NW 17 ST	E/O NW 70 AVE BET WEATHERFORD BL-NW 72 AVE	2	1269	424	845	0	845	0	0	C	E	C
9382	NW 20 ST	W/O OF I-95	4	0	1730	-1730	0	-1730			D		D
9384	NW 20 ST	E/O NW 12 AVE FROM NW 10 AVE TO NW 22 AVE	4	3283	2150	1133	1	1132	0	0	D	E+20	D
9386	NW 20 St.	W/O NW 22 AVE TO NW 27 AVE	4	3283	2284	999	170	829	0	0	D	E+20	D
9390	NW 22 AVE	S/O NW 54 ST	6	0	2655	-2655	22	-2677			D		D
9394	NW 22 AVE	S/O NW 119 ST FROM NW 103 TO NW 143 ST	4	4833	2002	2831	162	2669	0	0	C	E+50	C
9396	NW 22 AVE	S/O SR 826 FROM NW 143 ST TO SR 826	4	4104	2041	2063	0	2063	0	0	D	E+50	D
9400	NW 25 ST	E/O SR 826 TO NW 72 AVE	6	4851	2215	2636	-1	2637	0	0	C	E	C
9402	NW 25 ST	W/O SR 826 TO NW 87 AVE	6	4851	4056	795	0	795	0	0	C	D	C
9404	NW 25 ST	W/O NW 87 AVE TO NW 97 AVE	4	3222	2737	485	0	485	0	0	C	D	C
9406	NW 25 ST	W/O NW 97 AVE TO NW 107 AVE	4	3222	2646	576	0	576	0	0	C	D	C
9408	NW 25 ST	W/O 107 AVE TO NW 117 AVE	4	3222	2512	710	108	602	0	0	C	D	C
9412	SR 9/SW/NW 27 AVENUE	S/O NW 119 STREET	6	8085	2918	5167	149	5018	0	0	C	E+50	C
9418	NW 28 ST	W/O NW 27 AVE TO NW N RIVER DR	2	1269	653	616	15	601	0	0	D	E	D
9422	NW 32 AVE	N/O NW 36 ST TO NW 62 ST	4	4833	1767	3066	66	3000	0	0	C	E+50	C
9424	NW 32 AVE	S/O NW 79 ST FROM NW 62 ST TO NW 103 ST	4	4833	2556	2277	344	1933	0	0	C	E+50	C
9426	NW 32 AVE	S/O NW 119 ST TO NW 103 ST	4	4833	2331	2502	65	2437	0	0	C	E+50	C
9430	NW 36 St. (SR 948)	E/O CURTISS PKWY TO NW 72 AVE	6	5390	4734	656	0	656	0	0	C	E	C
9432	NW 41 ST/NW 36 ST EXTENS	W/O SR 826 TO NW 87 AVE	6	5390	3682	1708	14	1694	0	0	C	D	C
9434	NW 36 ST EXT	W/O 87 AVE TO NW 97 AVE	6	5821	3444	2377	0	2377	0	0	C	EE	C
9436	NW 37 AVE	S/O SR 826 TO NW 135 ST	4	3866	1871	1995	30	1965	0	0	C	E+20	C
9438	NW 37 AVE	S/O HEFT FROM SR 826 TO NW 215 ST	4	2628	2140	488	0	488	0	0	D	D	D
9440	NW 36 STREET EXTENSION	W/O NW 97 AVE TO NW 107 AVE	6	4851	3710	1141	0	1141	0	0	C	D	C
9442	NW 41 STREET	W/O NW 107 AVE TO HEFT	6	4851	2769	2082	0	2082	0	0	C	D	C
9444	NW 46 ST	W/O I-95 FROM NE 2 AVE TO NW 27 AVE	2	1903	623	1280	0	1280	0	0	D	E+50	D
9446	NW 46 ST	W/O NW 27 AVE	2	1269	654	615	36	579	0	0	D	E	D
9448	NW 54 ST	W/O I-95 FROM NW 27 AVE TO I-95	4	4296	960	3336	0	3336	0	0	C	E+20	C
9451	NW 58 ST	W/O NW 72 AVE TO PALMETTO EXPWY/SR 826	6	3222	1484	1738	48	1690	0	0	C	E	C
9452	NW 58 ST	E/O NW 84 AVE FROM SR 826 TO NW 87 AVE	4	3222	2636	586	47	539	0	0	C	D	C
9454	NW 58 ST	W/O NW 87 AVE TO NW 97 AVE	4	3222	2523	699	1	698	0	0	C	D	C
9456	NW 58 ST	W/O NW 97 AVE TO NW 102 AVE	4	2628	2318	310	0	310	0	0	D	D	D
9457	NW 58 ST	W/O NW 107 AVE TO NW 117 AVE	4	2628	1651	977	0	977	0	0	D	D	D
9458	NW 62 AVE	S/O NW 74 ST CONNECTOR TO OKEECHOBEE RD	4	4104	1249	2855	0	2855	0	0	D	E+50	D
9460	NW 62 AVE	S/O NW 138 ST TO NW 122 ST	2	1903	1373	530	0	530	0	0	F	E+50	E+8
9462	NW 62 ST	W/O I-95 FROM NW 2 AVE TO NW 7 AVE	4	3283	1864	1419	7	1412	0	0	D	E+20	D
9464	NW 62 ST	W/O NW 12 AVE FROM NW 7 AVE TO NW 17 AVE	4	3283	1451	1832	36	1796	0	0	D	E+20	D
9466	NW 62 ST	E/O NW 27 AVE TO NW 17 AVE	4	3283	1644	1639	29	1610	0	0	D	E+20	D
9468	NW 62 ST	W/O NW 27 AVE TO NW 37 AVE	4	3866	1411	2455	68	2387	0	0	C	E+20	C
9470	NW 71 ST	W/O I-95 FROM N MIAMI AVE TO NW 12 AVE	2	1522	878	644	18	626	0	0	D	E+20	D
9472	NW 71 ST	W/O NW 27 AVE TO NW 42 AVE	2	1522	495	1027	165	862	0	0	C	E+20	D
9474	NW 72 AVE/W 16 AVE	S/O NW 103 ST TO OKEECHOBEE RD	4	4833	2628	2205	0	2205	0	0	C	E+50	C
9476	NW 72 AVE	S/O NW 138 ST TO NW 114 ST	2	4833	527	4306	0	4306	0	0	C	E+50	C
9478	NW 74 ST CONNECTOR	W/O NW 67 AVE FRO NW 62 AVE TO SR 826	6	8085	3674	4411	0	4411	0	0	C	E+50	C
9480	NW 25 Street	W/O HEFT TO NW 127 AVE	4	2628	2119	509	137	372	0	0	D	D	D
9481	NW 74 ST	W/O NW 77 CT PALMETTO EXPWY TO NW 87 AVE	4	5390	3743	1647	17	1630	0	0	C	D	C
9482	NW 79 AVE	N/O NW 36 ST EXT TO NW 58 ST	4	3222	1888	1334	0	1334	0	0	C	D	C
9484	NW 79 AVE	S/O NW 36 ST EXT TO NW 25 ST	4	3222	1234	1988	0	1988	0	0	C	D	C

9486	NW 79 ST (SR 934)	W/O I-95 NW 7 AVE TO NW 13 CT	4	4296	684	3612	11	3601	0	0	C	E+20	C
9488	NW 81 ST (ONE-WAY WB) (SR 934)	W/O I-95	2	2188	1018	1170	2	1168	0	0	D	E+20	D
9489	GALLOWAY RD/NW 87 AVE	S/O NW 154 ST TO NW 122 ST	4	3222	2131	1091	748	343	0	0	C	D	C
9490	GALLOWAY RD NW 87 AVE	S/O 186 ST FROM NW 170 ST TO NW 186 ST	4	2628	2362	266	1061	-795	1	0	D	D	E+25
9491	NW 95 ST	W/O I-95	4	3222	2046	1176	19	1157	0	0	C	E	C
9492	NW 95 ST	W/O 27 AVE TO NW 36 AVE	2	1269	543	726	43	683	0	0	C	E	C
9493	NW 97 AVE	S/O NW 12 ST	4	3222	2838	384	32	352	0	0	C	D	C
9494	NW 97 AVE	S/O NW 25 ST TO NW 12 ST	4	3222	2603	619	119	500	0	0	C	D	C
9495	NW 97 AVE	S/O NW 41 ST TO NW 25 ST	4	3222	2353	869	0	869	0	0	C	D	C
9500	W 49 ST/SR 932	W/O W 4 AVE TO SR 826	6	5390	1251	4139	0	4139	0	0	C	E	C
9502	NW 103 ST	W/O SR 826 TO NW 87 AVE	4	3580	2906	674	0	674	0	0	C	HE	C
9506	NW 106 ST	E/O HEFT TO NW 107 AVE	6	3222	1953	1269	13	1256	0	0	C	D	C
9508	NW 107 Av. (SR 985)	N/O DOLPHIN EXPWY/SR 836 TO NW 12 ST	6	5390	4667	723	0	723	0	0	C	D	C
9510	NW 107 AVE	N/O NW 12 ST TO NW 25 ST	6	5390	3462	1928	0	1928	0	0	C	D	C
9512	NW 107 AVE	N/O NW 25 ST TO NW 41 ST	4	3580	2718	862	0	862	0	0	C	D	C
9513	NW 107 AVE	N/O NW 41 ST TO NW 58 ST	4	3580	2236	1344	0	1344	0	0	C	D	C
9517	NW 119 ST/GRATIGNY RD	W/O NW 27 AVE NW 27 AVE TO NW 37 AVE	8	7210	3533	3677	180	3497	0	0	C	E	C
9518	NW 119 ST	W/O NW 57 AVE TO NW 67 AVE	2	1269	820	449	0	449	0	0	D	E	D
9520	NW 122 ST	W/O NW 57 AVE TO SR 826	4	3222	1607	1615	0	1615	0	0	C	E	C
9522	NW 122 ST	W/O SR 826 TO NW 87 AVE	4	2628	2993	-365	0	-365	1	0	F	D	E+9
9526	NW 135 ST (ONE-WAY EB)	W/O I-95 TO NW 17 AVE	3	1933	1112	821	0	821	0	0	C	E	C
9528	NW 138 ST (SR 916)	E/O NW 57 AVE TO NW 42 AVE	4	3580	2118	1462	14	1448	0	0	C	E	C
9530	NW 138 ST	W/O 57 AVE TO SR 826	2	3040	2304	736	0	736	0	0	D	E	D
9532	NW 138 ST	W/O SR 826 TO NW 87 AVE	2	1330	1927	-597	10	-607	1	0	F	D	E+37
9534	NW 138 ST	S/W OF OKEECHOBEE RD TO NW 107 AVE	4	2628	1345	1283	1084	199	0	1	D	D	D
9542	NW 151 ST	W/O NW 27 AVE TO NW 37 AVE	4	2736	1206	1530	92	1438	0	0	D	E	D
9544	NW 154 ST	E/O NW 79 AVE SR 826 TO NW 84 AVE	4	2628	4100	-1472	0	-1472	1	0	F	D	E+49
9546	NW 154 ST	W/O NW 87 AVE TO NW 92 AVE	2	1197	545	652	297	355	0	0	C	D	D
9548	NW 167 ST	E/O NW 2 AVE TO NE 6 AVE	6	6885	3848	3037	0	3037	0	0	D	E+50	D
9550	NW 169 ST	E/O NW 77 CT TO NW 67 AVE	4	2628	1303	1325	4	1321	0	0	D	D	D
9552	NW 170 ST	E/O NW 87 AVE TO NW 77 AVE	2	1197	1229	-32	338	-370	1	0	E	D	E+23
9554	NW 199 ST/HONEY HILL DR	E/O HEFT FROM FLA TURNPIKE TO NW 2 AVE	4	2628	2469	159	0	159	0	1	D	D	D
9556	NW 199 ST/HONEY HILL DR	E/O NW 27 AVE TO FLA TURNPIKE	6	4851	2556	2295	0	2295	0	0	C	D	C
9558	NW 199 ST/HONEY HILL DR	W/O NW 27 AVE TO NW 37 AVE	4	3222	1746	1476	0	1476	0	0	C	E	C
9560	NW 199 ST/HONEY HILL DR	W/O NW 37 AVE TO NW 57 AVE	4	3222	1540	1682	0	1682	0	0	C	D	C
9561	NW 199 ST/HONEY HILL DR	W/O NW 47 AVE	4	3222	1574	1648	0	1648	0	0	C	D	C
9562	NW 202 ST	W/O NW 57 AVE TO 67 AVE	2	1440	994	446	0	446	0	0	C	D	C
9574	OKEECHOBEE RD (US 27)	NW/O NW 57 Ave	6	5390	4443	947	0	947	0	0	C	D	C
9576	OKEECHOBEE RD (US 27)	SE/O NW 74 ST FROM NW 62 AVE TO NW 67 AVE	0	5390	4559	831	0	831	0	0	C	E	C
9582	OLD CUTLER RD	SW/O SW 72 ST TO SW 88 ST	2	1269	1720	-451	1	-452	1	0	F	E	E+35
9584	OLD CUTLER RD	SW/O SW 88 ST TO SW 57 AVE	2	1269	1424	-155	0	-155	1	0	F	E	E+12
9586	OLD CUTLER RD	SW/O SW 136 ST TO SW 152 ST	2	1440	1404	36	0	36	1	0	D	E	D
9588	OLD CUTLER RD	SW/O SW 152 ST TO SW 168 ST	2	1440	1419	21	0	21	1	0	D	E	D
9590	OLD CUTLER RD	S/O SW 168 ST TO SW 184 ST	2	1440	1473	-33	0	-33	1	0	F	E	E+2
9592	OLD CUTLER RD	SW/O SW 184 ST TO FRANJO ROAD	2	1440	1210	230	0	230	0	0	C	D	C
9594	OLD CUTLER RD	SW/O FRANJO RD TO SW 216 ST	2	1197	1461	-264	48	-312	1	0	F	D	E+18
9596	OPA LOCKA BLVD (1-WAY WB)	W/O I-95 TO NW 17 AVE	3	3234	1297	1937	22	1915	0	0	C	E	C
9598	NW 52 AVE/PALM AVE-1WAY SB	S/O E/W 21 ST (HIALEAH) TO OKEECHOBEE RD	2	1269	916	353	0	353	0	0	D	E	D
9600	NW 52 AVE	S/O NW 103 ST - NW 74 ST TO NW 119 ST	4	2736	2083	653	0	653	0	0	D	E	D
9618	PERIMETER ROAD	E/O NW 57 AVE BET NW 47 AVE TO NW 72 AVE	2	1440	1534	-94	0	-94	1	0	F	E	E+6
9622	PONCE DE LEON BLVD	S/O SW 8 ST TO ALHAMBRA CIRCLE	4	3283	938	2345	0	2345	0	0	C	E+20	C
9624	PONCE DE LEON BLVD	N/O SW 40 ST TO ALMERIA AVE	4	3283	1079	2204	0	2204	0	0	C	E+20	C
9628	NW 57 AVE	S/O NW 74 ST CONN TO OKEECHOBEE ROAD	4	3580	2662	918	0	918	0	0	C	E	C
9629	NW 57 AVE/RED RD (SR 823)	N/O NW 183 ST TO NW 215 ST/COUNTY LINE	6	5390	3459	1931	0	1931	0	0	C	D	C
9630	NW 57 AVE	S/O NW 215 ST TO NW 186 ST	6	5390	3181	2209	0	2209	0	0	C	D	C
9634	SW 57 AVE	N/O SW 72 ST TO SOUTH DIXIE HWY	4	4104	1075	3029	5	3024	0	0	C	E+50	C
9636	SW 57 AVE	S/O SW 88 ST TO SW 116 ST	2	1269	1159	110	1	109	0	1	D	E	D
9638	SW 57 AVE	S/O SW 120 ST FROM SW 116 TO SW 128 ST	2	1269	1306	-37	3	-40	1	0	F	E	E+3
9640	RICKENBACKER CSWY	W/O VIRGINIA KEY	4	5821	3135	2686	30	2656	0	0	C	E+20	C
9642	SAN SIMEON WAY/ NE 6 AVE	S/O NW 215 TO IVES DAIRY RD	4	3283	1034	2249	234	2015	0	0	C	EE	D
9650	SOUTH BAYSHORE DRIVE	NE/O SW 17 AVE ALATKA AVE TO AVIATION AVE	2	1903	1908	-5	0	-5	1	0	F	E+50	E+50
9652	SOUTH BAYSHORE DRIVE	SW/O SW 27 AVE BET AVIATION-MCFARLAND AVE	4	3283	1784	1499	0	1499	0	0	D	E+20	D
9654	SOUTH MIAMI AVE	SW/O SW 15 RD	2	1269	1038	231	0	231	0	0	D	E	D

9656	SW 72 ST	W/O CARTAGENA CIR. COCOPLUM PLAZA TO 57 AV	2	1269	753	516	26	490	0	0	D	E	D
9658	SW 72ND ST	W/O SW 87TH AVE	4	3580	2632	948	29	919	0	0	C	D	C
9659	SW 72 ST	E/O SW 127 AVE TO SW 117 AVE	4	4296	2714	1582	5	1577	0	0	C	EE	C
9660	SW 72 ST	W/O SW 127 AVE TO SW 137 AVE	4	4296	2191	2105	0	2105	0	0	C	EE	C
9662	SW 72 ST/SUNSET DR	W/O SW 137 AVE TO SW 147 AVE	4	4296	1552	2744	0	2744	0	0	C	EE	C
9664	SW 72 ST/SUNSET DR	W/O SW 147 AVE TO SW 152 AVE	4	4296	1783	2513	115	2398	0	0	C	EE	C
9665	SW 72 ST/SUNSET DR	W/O SW 157 AVE TO SW 162 AVE	4	4296	1145	3151	57	3094	0	0	C	EE	C
9666	SW 1 ST ONE WAY EAST	E/O SW 8 AVE	3	2700	623	2077	0	2077	0	0	C	D	C
9672	SW 22 AVE	S/O SW 8 ST	4	3222	1606	1616	0	1616	0	0	C	E	C
9674	SW 27 AVE	S/O US 1 TO SOUTH BAYSHORE DR	2	1269	1277	-8	0	-8	1	0	F	E	E+1
9676	SW 32 AVE	S/O SW 8 ST TO SW 24 ST	2	1522	726	796	0	796	0	0	D	E+20	D
9678	SW 37 AVE	S/O SW 8 ST TO US-1	4	3866	243	3623	160	3463	0	0	C	E+20	C
9680	SW 37 AVE	S/O US 1 TO INGRAHAM HWY	2	2736	899	1837	0	1837	0	0	C	E	C
9682	SW 62 AVE	S/O SW 8 ST TO SW 24 ST	2	1269	1647	-378	4	-382	1	0	F	E	E+30
9684	SW 72 AVE	S/O BIRD DR/SW 40 ST TO SW 56 ST	4	3866	1737	2129	71	2058	0	0	C	E+20	C
9686	SW 72 AVE	S/O SW 56 ST TO SW 72 ST	2	1903	776	1127	6	1121	0	0	D	E+50	D
9688	SW 72 AVE	S/O SW 72 ST TO SW 80 ST	1	1903	1188	715	63	652	0	0	D	E+50	E
9690	SW 74 AVE	S/O SW 8 ST TO SW 16 ST	2	1903	554	1349	17	1332	0	0	C	E+50	C
9692	SW 77 AVE	S/O SW 136 ST FROM SW 104 TO SW 152 ST	2	1269	1153	116	0	116	0	1	D	E	D
9694	SW 82 AVE	S/O SW 8 ST	2	1197	816	381	0	381	0	0	D	D	D
9696	SW 85 AVE	SE/O OLD CUTLER RD TO SW 212 ST	4	3283	410	2873	0	2873	0	0	C	EE	C
9698	SW 97 AVE	S/O SW 8 ST TO SW 40 ST	2	1269	1692	-423	53	-476	1	0	F	E	E+37
9699	SW 97 AVE	S/O SW 24 ST TO SW 40 ST	2	1269	1777	-508	7	-515	1	0	F	E	E+40
9700	SW 97 AVE	S/O SW 40 ST TO SW 56 ST	2	1197	965	232	5	227	0	0	D	D	D
9702	SW 97 AVE	S/O SW 56 ST TO SW 72 ST	2	1197	864	333	23	310	0	0	D	D	D
9704	SW 97 AVE	S/O SW 88 ST TO SW 112 ST	2	1197	928	269	62	207	0	0	D	D	D
9706	SW 97 AVE	N/O SW 136 ST TO SW 112 ST	2	1197	849	348	19	329	0	0	D	D	D
9708	SW 97 AVE	S/O SW 184 ST BET US 1-OLD CUTLER RD	2	1197	1298	-101	8	-109	1	0	F	D	E+2
9710	SW 102 AVE	S/O SW 136 ST TO SW 144 ST	2	1197	114	1083	0	1083	0	0	C	D	C
9712	SW 104 ST	E/O SW 77 AVE BET SW 67 AVE-US1	2	1269	854	415	0	415	0	0	D	E	D
9714	SW 104 ST	W/O US1 TO SW 87 AVE	2	1197	1212	-15	2	-17	1	0	E	D	E
9716	SW 104 ST	W/O SW 107 AVE TO SW 117 AVE	6	5821	3817	2004	6	1998	0	0	C	EE	C
9718	SW 104 ST	W/O HEFT SW 117 AVE TO SW 127 AVE	6	5821	4123	1698	4	1694	0	0	C	EE	C
9720	SW 104 ST	W/O SW 127 AVE TO SW 137 AVE	6	5821	3179	2642	56	2586	0	0	C	EE	C
9722	SW 104 ST	W/O SW 137 AVE TO SW 147 AVE	4	3866	2487	1379	74	1305	0	0	C	EE	C
9724	SW 104 ST	W/O SW 147 AVE TO SW 157 AVE	4	3866	2141	1725	10	1715	0	0	C	EE	C
9726	SW 107 AVE	S/O SW 88 ST TO SW 104 ST	4	2736	1655	1081	9	1072	0	0	D	SUMA	D
9728	SW 107 AVE	S/O SW 160 ST BET SW 152-186 STS	2	1197	740	457	257	200	0	0	D	D	D
9730	SW 107 AVE	S/O SW 184 ST	4	2736	1353	1383	48	1335	0	0	D	E	D
9736	SW 112 AVE/ALLAPATTAH DR	N/O SW 232 ST FROM US-1 TO HEFT	4	3580	2099	1481	663	818	0	0	C	D	C
9738	SW 112 AVE/ALLAPATTAH DR	N/O SW 268 ST TO HEFT	4	3420	1394	2026	76	1950	0	0	C	C	C
9740	SW 112 ST	E/O US 1 TO SW 57 AVE	2	1330	606	724	6	718	0	0	C	D	C
9742	SW 112 ST	E/O SW 112 AVE BET SW 99 -117 AVES	2	1197	1021	176	0	176	0	0	D	D	D
9743	SW 117 AVE	S/O TAMIAMI TRAIL TO CORAL WAY	2	1197	1032	165	0	165	0	0	D	D	D
9744	SW 117 AVE	S/O SW 56 ST BET SW 40 ST-SW 72 ST	4	3222	2303	919	1	918	0	0	C	D	C
9746	SW 117 AVE	S/O SW 72 ST TO SW 88 ST	4	3222	2552	670	58	612	0	0	C	D	C
9748	SW 117 AVE	S/O SW 88 ST TO SW 104 ST	4	3222	1902	1320	45	1275	0	0	C	D	C
9750	SW 117 AVE	S/O SW 112 ST BET SW 103 ST-SW 136 ST	4	3222	2090	1132	5	1127	0	0	C	D	C
9752	SW 117 AVE	S/O SW 136 ST TO SW 152 ST	4	3222	1833	1389	154	1235	0	0	C	D	C
9754	SW 117 AVE	S/O SW 152 ST TO SW 184 ST	2	3222	1754	1468	42	1426	0	0	C	D	C
9756	SW 117 AVE	S/O SW 184 ST TO QUAIL ROOST DR	2	1197	1019	178	6	172	0	0	D	D	D
9758	SW 117 AVE	NW/O US 1 TO QUAIL ROOST DR	2	1197	1362	-165	33	-198	1	0	F	D	E+9
9760	SW 120 ST	W/O SW 122 AVE BET SW 117 AVE-SW 137 AVE	4	3222	2252	970	279	691	0	0	C	D	C
9762	SW 120 ST	W/O SW 137 AVE TO SW 157 AVE	4	3222	2226	996	80	916	0	0	C	D	C
9763	SW 120 ST	W/O SW 147 Ave	4	3222	1360	1862	29	1833	0	0	C	D	C
9764	SW 122 AVE	N/O SW 8 ST BET NW 6 - SW 8 STREETS	4	1197	1741	-544	7	-551	1	0	F	D	E+37
9766	SW 122 AVE	S/O SW 8 ST TO SW 24 ST	4	2736	2061	675	2	673	0	0	D	E	D
9768	SW 122 AVE	S/O SW 104 ST TO SW 123 ST	4	2628	943	1685	11	1674	0	0	C	D	C
9770	SW 127 AVE	N/O SW 8 ST FROM NW 6 ST TO SW 7 ST	4	2628	1024	1604	42	1562	0	0	C	D	C
9772	SW 127 AVE	S/O SW 8 ST TO SW 26 ST	4	2736	1258	1478	0	1478	0	0	D	E	D
9774	SW 127 AVE	S/O SW 26 ST TO SW 42 ST	2	1197	709	488	0	488	0	0	D	D	D
9776	SW 127 AVE	S/O BIRD DR/SW 42 ST TO 56 ST	4	3222	1435	1787	0	1787	0	0	C	D	C
9778	SW 127 AVE	S/O MILLER DR/SW 56 ST TO 72 ST	4	3222	1695	1527	2	1525	0	0	C	D	C
9780	SW 127 AVE	S/O SUNSET DR /SW 72 ST TO SW 88 ST	4	2628	1629	999	2	997	0	0	D	D	D
9782	SW 127 AVE	S/O SW 88 ST TO SW 104 ST	4	3222	1471	1751	0	1751	0	0	C	D	C
9784	SW 127 AVE	S/O SW 104 ST TO SW 120 ST	4	3222	1101	2121	111	2010	0	0	C	D	C
9788	SW 127 AVE	S/O SW 184 ST TO SW 200 ST	2	1440	775	665	204	461	0	0	C	D	C
9790	SW 127 AVE	S/O SW 216 ST TO SW 232 ST	2	1197	376	821	217	604	0	0	C	D	C

9791	SW 132 AVE	N/O SW 8 ST TO NW 6 ST	2	1197	785	412	5	407	0	0	D	D	D
9792	SW 136 ST	E/O SW 67 AVE TO SW 128 ST	2	1269	1180	89	0	89	0	1	D	E	D
9794	SW 136 ST/HOWARD DR	E/O US1 TO SW 67 AVE	2	1197	994	203	0	203	0	0	D	D	D
9796	SW 136 ST	W/O US1 TO SW 97 AVE	4	2628	1354	1274	6	1268	0	0	D	D	D
9798	SW 137 AVE	N/O TAMIAMI TRAIL/SW 8 ST TO NW 6 ST	6	5390	3567	1823	85	1738	0	0	C	D	C
9800	SW 137 AVE	S/O SW 8 ST TO SW 26 ST	4	3648	2407	1241	17	1224	0	0	D	EE	D
9802	SW 137 AVE	S/O SW 26 ST TO SW 42 ST	6	5390	2519	2871	17	2854	0	0	C	D	C
9804	SW 137 AVE	S/O 42 ST TO SW 56 ST	6	6468	2304	4164	0	4164	0	0	C	EE	C
9806	SW 137 AVE/LINDGREN RD	S/O SW 56 ST/MILLER RD TO SW 72 ST	4	3580	2177	1403	0	1403	0	0	C	D	C
9808	SW 137 AVE/LINDGREN RD	S/O SW 72 ST TO SW 88 ST	4	3580	2031	1549	0	1549	0	0	C	D	C
9810	SW 137 AVE	S/O SW 88 ST TO SW 104 ST	6	5390	2569	2821	0	2821	0	0	C	D	C
9812	SW 137 AVE	S/O SW 104 ST TO SW 120 ST	6	5390	2774	2616	43	2573	0	0	C	D	C
9814	SW 137 AVE	S/O SW 120 ST TO SW 136 ST	6	5390	3836	1554	411	1143	0	0	C	D	C
9816	SW 137 AVE	S/O SW 136 ST TO SW 152 ST	6	4851	3013	1838	312	1526	0	0	C	D	C
9818	SW 137 AVE	S/O 152 ST TO SW 184 ST	6	4851	3166	1685	205	1480	0	0	C	D	C
9820	SW 137 AVE	S/O SW 184 ST TO SW 200 ST	2	1440	1344	96	0	96	0	1	C	D	C
9822	SW 137 AVE/TALLAHASSEE RD	S/O US 1 TO HEFT	4	3866	1092	2774	598	2176	0	0	C	EE	C
9824	SW 137 AVE/TALLAHASSEE RD	N/O SW 288 ST TO SW 268 ST	4	3222	2698	524	214	310	0	1	C	D	C
9825	SW 147 AVE	S/O SW 24 ST to SW 42 ST/BIRD RD	4	3222	1681	1541	81	1460	0	0	C	D	C
9826	SW 147 AVE	S/O BIRD DR EXT/SW 42 ST TO SW 56 ST	4	3222	1812	1410	163	1247	0	0	C	E	C
9827	SW 147 AVE	S/O SW 56 ST TO SW 72 ST	4	3222	1658	1564	0	1564	0	0	C	D	C
9828	SW 147 AVE	N/O KENDALL DR/SW 88 ST TO SW 72 ST	4	3222	1740	1482	31	1451	0	0	C	D	C
9830	SW 147 AVE	S/O KENDALL DR/SW 88 ST TO SW 104 ST	4	3222	1661	1561	46	1515	0	0	C	D	C
9832	SW 147 AVE	S/O SW 104 ST TO SW 120 ST	4	3222	1415	1807	83	1724	0	0	C	D	C
9834	SW 147 AVE	S/O SW 152 ST TO SW 184 ST	2	1470	844	626	141	485	0	0	B	D	B
9836	SW 147 AVE	S/O SW 184 ST TO SW 200 ST	2	1359	1214	145	43	102	0	1	C	C	C
9838	SW 147 AVE/NARANJA RD	S/O SW 200 ST TO SW 216 ST	2	1359	845	514	6	508	0	0	C	C	C
9840	SW 147 AVE/NARANJA RD	S/O SW 216 ST TO SW 232 ST	2	1359	685	674	0	674	0	0	C	C	C
9842	SW 147 AVE/NARANJA RD	S/O SW 232 ST TO SW 264 ST	2	1359	610	749	98	651	0	0	C	C	C
9844	SW 152 AVE	S/O KENDAL DR SW/SW 88 ST TO SW 96 ST	4	2628	806	1822	16	1806	0	0	C	D	C
9846	SW 152 AVE/KINGMAN RD	N/O 288 ST BET SW 280 ST-HEFT	2	1197	850	347	100	247	0	0	D	D	D
9848	SW 152 ST/CORAL REEF	E/O US-1 TO OLD CUTLER RD	2	1197	968	229	0	229	0	0	D	D	D
9850	SW 152 ST/CORAL REEF	W/O SW 117 AVE TO SW 124 AVE	6	6468	4113	2355	689	1666	0	0	C	EE	C
9851	SW 157 AVE	S/O SW 8 ST TO SW 26 ST	2	1197	757	440	15	425	0	0	D	D	D
9852	SW 152 ST/CORAL REEF	W/O SW 127 AVE BET SW 124-137 AVE	6	5390	3530	1860	1394	466	0	1	C	D	C
9853	SW 157 AVE	S/O SW 26 ST TO SW 42 ST	2	1197	716	481	0	481	0	0	D	D	D
9854	SW 152 ST/CORAL REEF	W/O SW 137 AVE TO SW 142 AVE	4	3866	1885	1981	32	1949	0	0	C	EE	C
9855	SW 157 AVE	S/O SW 42 ST TO SW 56 ST	4	3222	1174	2048	0	2048	0	0	C	D	C
9856	SW 157 AVE	N/O KENDALL DR/SW 88 ST TO SW 72 ST	4	3283	1585	1698	60	1638	0	0	D	EE	D
9857	SW 157 AVE	S/O KENDAL DR, FROM KENDALL DR TO SW 112 ST	4	2628	1465	1163	98	1065	0	0	D	D	D
9858	SW 157 AVE/NEWTON RD	S/O SW 216 ST TO SW 272 ST	2	1359	207	1152	1	1151	0	0	C	C	C
9859	SW 157 AVE	S/O SW 152 ST TO SW 184 ST	4	3222	1862	1360	152	1208	0	0	C	D	C
9860	SW 157 AVE/NEWTON RD	S/O SW 272 ST TO US-1	2	1440	483	957	132	825	0	0	C	D	C
9862	SW 167 AVE/TENNESSEE RD	S/O SW 216 ST TO SW 232 ST	2	1359	436	923	5	918	0	0	C	C	C
9864	SW 167 AVE/TENNESSEE RD	N/O 288 ST FROM SW 270 ST TO SW 304 ST	2	1197	469	728	123	605	0	0	C	D	C
9865	SW 168 ST/RICHMOND DR	E/O SW 82 AVE BET SW 87 AVE-OLD CUTLER RD	2	1197	709	488	0	488	0	0	D	D	D
9866	SW 168 ST/RICHMOND DR	W/O SW 87 AVE TO US 1	2	1522	735	787	3	784	0	0	D	EE	D
9868	SW 168 ST/RICHMOND DR	W/O US 1 TO SW 117 AVE	2	1440	789	651	417	234	0	0	C	D	C
9869	SW 182 AVE/NW 6 AVE	S/O SW 344 ST	2	1197	500	697	89	608	0	0	C	D	C
9870	SW 184 ST/EUREKA DR	W/O OLD CUTLER RD TO SW 87 AVE	2	1440	446	994	0	994	0	0	C	D	C
9872	SW 184 ST/EUREKA DR	E/O US-1 TO SW 87 AVE	2	3222	1492	1730	37	1693	0	0	C	D	C
9874	SW 184 ST/EUREKA DR	W/O USI TO TURNPIKE	4	3222	1572	1650	316	1334	0	0	C	D	C
9876	SW 184 ST/EUREKA DR	W/O SW 117 AVE TO SW 137 AVE	4	3222	2477	745	49	696	0	0	C	D	C
9878	SW 184 ST/EUREKA DR	W/O 137 AVE TO SW 147 AVE	4	3222	1929	1293	88	1205	0	0	C	D	C
9879	SW 184 ST	W/O SW 147 AVE FROM SW 147 AVE TO SW 157 AVE	2	1440	1456	-16	103	-119	1	0	F	D	E+8
9880	SW 184 ST/EUREKA DR	E/O SW 177 AVE TO SW 157 AVE	2	1359	1332	27	31	-4	1	0	C	C	D
9882	SW 186 ST	E/O SW 107 AVE FROM US1 TO HEFT	4	3222	1266	1956	17	1939	0	0	C	D	C
9884	SW 187 AVE	S/O SW 216 ST TO SW 232	2	1359	437	922	10	912	0	0	C	C	C
9886	SW 187 AVE	S/O SW 280 ST FROM SW 270 ST TO SW 320 ST	2	1359	432	927	186	741	0	0	C	C	C
9888	SW 197 AVE	N/O SW 288 ST FROM SW 264 TO SW 328 ST	2	1440	324	1116	212	904	0	0	C	D	C
9890	SW 200 ST	NW/O US1 TO QUAIL ROOST DR	2	1197	1152	45	92	-47	1	0	D	D	E
9892	SW 200 ST	W/O SW 137 AVE TO SW 157 AVE	2	1510	780	730	31	699	0	0	C	C	C
9894	SW 211 ST	E/O SW 112 AVE FROM US-1 TO HEFT	6	3283	1632	1651	4	1647	0	0	D	EE	D

9896	SW 216 ST/HAINLIN MILL DR	E/O HEFT BET SW 112 AVE-OLD CUTLER RD	4	2628	2470	158	13	145	0	0	D	D	D
9898	SW 216 ST/HAINLIN MILL DR	W/O US 1 TO SW 134 AVE	2	1440	761	679	489	190	0	0	C	D	C
9900	SW 216 ST/HAINLIN MILL DR	W/O SW 134 AVE FROM UDB TO SW 157 AVE	2	1359	777	582	145	437	0	0	C	C	C
9902	SW 216 ST/HAINLIN MILL DR	E/O KROME AVE/SW 177 AVE TO SW 147 AVE	2	1359	575	784	17	767	0	0	C	C	C
9904	SW 220 ST/OLD CUTLER RD	E/O US 1 TO SW 216 ST	2	1197	394	803	56	747	0	0	C	D	C
9908	SW 232 ST	W/O US1 TO UDB	2	1440	832	608	488	120	0	1	C	D	C
9910	SW 232 ST/SILVER PALM DR	W/O SW 137 AVE TO SW 147 AVE	2	1359	621	738	155	583	0	0	C	C	C
9912	SW 232 ST/SILVER PALM DR	E/O KROME AVE/SW 177 AVE TO SW 157 AVE	2	1359	550	809	31	778	0	0	C	C	C
9914	SW 248 ST	E/O SW 127 AVE TO SW 112 AVE/ALLAPATTAH RD	2	1440	665	775	356	419	0	0	C	E	C
9916	SW 248 ST/COCONUT PALM DR	W/O US 1 TO SW 147 AVE	2	1440	553	887	155	732	0	0	C	E	C
9918	SW 248 ST/COCONUT PALM DR	E/O KROME AVE/SW 177 AVE TO SW 157 AVE	2	1359	433	926	35	891	0	0	C	C	C
9919	SW 264 ST	W/O SW 147 AVE	2	1440	451	989	240	749	0	0	C	E	C
9920	SW 264 ST/BAUER DR	E/O KROME AVE/SW 177 AVE TO SW 157 AVE	2	1359	498	861	7	854	0	0	C	C	C
9922	SW 268 ST/MOODY DR	W/O SW 127 AVE BET 112-137 AVE	4	3222	1263	1959	424	1535	0	0	C	D	C
9924	SW 268 ST/MOODY DR	W/O SW 142 AVE FROM SW 137 AVE TO US1	4	3222	723	2499	436	2063	0	0	C	E	C
9926	SW 280 ST/WALDRIN DR	E/O US 1 TO SW 142 AVE	4	2628	585	2043	572	1471	0	0	C	D	C
9928	SW 288 ST/BISCAYNE DR	W/O SW 137 AVE BET HEFT-SW 132 AVE	4	2628	1957	671	379	292	0	0	D	D	D
9930	SW 288 ST/BISCAYNE DR	W/O SW 147 AVE FROM US-1 TO HEFT	4	3222	1757	1465	69	1396	0	0	C	D	C
9932	SW 288 ST/BISCAYNE DR	W/O US-1 TO SW 177 AVE	2	1440	884	556	256	300	0	0	C	D	C
9934	SW 296 ST/AVOCADO DR	E/O US 1 TO SW 147 AVE	2	1440	1024	416	67	349	0	0	C	D	C
9936	SW 296 ST/AVOCADO DR	W/O US 1 TO SW 177 AVE	2	1440	729	711	388	323	0	0	C	D	C
9938	SW 296 ST/AVOCADO DR	E/O SW 197 AVE TO SW 177 AVE	2	1440	250	1190	20	1170	0	0	C	D	C
9940	SW 304 ST/KINGS HWY	E/O US 1 TO SW 152 AVE	2	1197	589	608	48	560	0	0	C	D	D
9942	SW 304 ST/KINGS HWY	W/O US 1 TO SW 177 AVE	2	1197	947	250	96	154	0	0	D	D	D
9944	SW 312 ST/CAMPBELL DR	E/O HEFT TO SW 147 AVE	4	3222	2345	877	28	849	0	0	C	D	C
9946	SW 312 ST/CAMPBELL DR	E/O SW 167 AVE FROM US-1 TO HEFT	4	3222	2188	1034	23	1011	0	0	C	D	C
9948	SW 312 ST/CAMPBELL DR	W/O US-1 FROM SW 172 AVE TO SW 177 AVE	4	2736	1917	819	166	653	0	0	D	E	D
9950	SW 320 ST	E/O US 1 TO SW 192 AVE	2	1197	574	623	0	623	0	0	C	D	C
9952	SW 328 ST	W/O SW 137 AVE TO HEFT	2	1440	510	930	0	930	0	0	C	D	C
9954	SW 328 ST	E/O SW 6 AVENUE	2	1522	677	845	351	494	0	0	D	EE	D
9956	SW 344 ST/PALM DR	W/O SW 137 AVE TO SW 147 AVE	4	1440	299	1141	12	1129	0	0	C	D	C
9957	SW 344 ST/PALM DR	W/O SW 182 AVE	2	1410	1329	81	412	-331	1	0	D	E	E+23
9958	SW 8 ST/TAMIAMI TRAIL	W/O SW 37 AVE TO SW 42 AVE	4	4560	2188	2372	8	2364	0	0	D	E+50	D
9962	SW 8 ST/TAMIAMI TRAIL	W/O SW 97 AVE	8	8652	3964	4688	16	4672	0	0	C	EE	C
9966	US 1/SOUTH DIXIE HWY	S/O KENDALL DR/SW 88 ST TO SW 104 ST	6	8085	3207	4878	66	4812	0	0	C	E+50	C
9968	US 1/SOUTH DIXIE HWY	SW/O SW 136 ST TO SW 152 ST	6	6468	3528	2940	0	2940	0	0	C	EE	C
9970	US 1/SOUTH DIXIE HWY	SW/O SW 186 ST TO CARIBBEAN BLVD/SW 200 ST	6	6468	3224	3244	80	3164	0	0	C	EE	C
9971	US 1/SOUTH DIXIE HWY	S/O SW 248 ST TO SW 268 ST	4	4296	1955	2341	1243	1098	0	0	C	EE	C
9972	US 1/SOUTH DIXIE HWY	NE/O SW 288 ST TO SW 268 ST	4	4296	2130	2166	408	1758	0	0	C	EE	C
9974	Venetian CSWY	W/O Biscayne Island	2	1269	1013	256	0	256	0	0	D	E	D
9976	W 29 ST	W/O NW 57 AVE BET W 4 AVE-OKEECHOBEE RD	4	2736	1479	1257	0	1257	0	0	D	E	D
9978	W 37 ST/NW 90 ST	W/O NW 57 AVE FROM W 4 AVE TO W 16 AVE	2	1269	736	533	0	533	0	0	D	E	D
9980	WEST DIXIE HWY	S/O NE 192 ST FROM NE 203 ST TO NE 183 ST	2	1903	1444	459	727	-268	1	0	F	E+50	E+71
9982	WEST DIXIE HWY	S/O NE 215 ST/COUNTY LINE TO NE 203 ST	2	1522	747	775	20	755	0	0	D	E+20	D
9984	NW 97 Ave	N/O NW 138 St	4	2628	2201	427	2157	-1730	1	0	D	D	E+59

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8223 - SW 147TH AVE, 200' SOUTH OF SW 256TH STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	9700 E	N 4500	S 5200	9.50	52.70	9.40
2023	9900 S	N 4600	S 5300	9.50	63.10	5.90
2022	9400 F	N 4400	S 5000	9.50	56.50	6.30
2021	9200 C	N 4300	S 4900	9.50	55.00	6.90
2020	6800 T	N 3300	S 3500	9.50	56.00	7.10
2019	7600 S	N 3700	S 3900	9.50	56.00	7.40
2018	7800 F	N 3800	S 4000	9.50	54.30	6.90
2017	8700 C	N 4200	S 4500	9.50	57.70	6.10
2016	5500 T	N 2600	S 2900	9.50	56.10	5.30
2015	5500 S	N 2600	S 2900	9.50	57.40	12.50
2014	5500 F	N 2600	S 2900	9.50	59.30	16.40
2013	5500 C	N 2600	S 2900	9.50	58.90	16.20
2012	5200 F	0	0	9.50	59.70	16.00
2011	5200 C	N 0	S 0	9.50	58.20	14.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8249 - SW 120TH ST, 200' WEST OF SW 122ND AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	31000 F	E 15500	W 15500	9.00	52.70	16.80
2023	31000 C	E 15500	W 15500	9.00	63.10	8.00
2022	27500 T	E 14500	W 13000	9.00	56.50	11.80
2021	26500 S	E 14000	W 12500	9.00	55.00	17.50
2020	27500 F	E 14500	W 13000	9.00	56.00	10.40
2019	30500 C	E 16000	W 14500	9.00	56.00	11.00
2018	31500 S	E 15500	W 16000	9.00	54.30	12.10
2017	35500 F	E 17500	W 18000	9.00	55.70	12.60
2016	36500 C	E 18000	W 18500	9.00	56.10	13.50
2015	32500 T	E 16500	W 16000	9.00	57.40	13.70
2014	32500 S	E 16500	W 16000	9.00	59.30	17.40
2013	32500 F	E 16500	W 16000	9.00	58.90	16.20
2012	32500 C	E 16500	W 16000	9.00	59.70	16.00

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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8572 - SW 136 STREET, 200' EAST OFSW 147 AVE (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	17400 F	E 9600	W 7800	9.00	52.70	4.60
2023	17600 C	E 9700	W 7900	9.00	63.10	4.30
2022	10400 T	E 5200	W 5200	9.00	56.50	2.50
2021	10200 S	E 5100	W 5100	9.00	55.00	4.70
2020	10800 F	E 5400	W 5400	9.00	56.00	3.50
2019	12200 C	E 6100	W 6100	9.00	56.00	3.30
2018	10200 T	E 5600	W 4600	9.00	54.30	3.00
2017	11500 S	E 6300	W 5200	9.00	56.10	3.30
2016	11700 F	E 6400	W 5300	9.00	56.10	2.50
2015	11900 C	E 6500	W 5400	9.00	57.40	6.60
2014	12000 S	E 6200	W 5800	9.00	59.30	3.90
2013	12000 F	E 6200	W 5800	9.00	58.90	16.20
2012	12000 C	E 6200	W 5800	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8679 - SW 162 AVENUE / SW 157 AVENUE 1000' SOUTH OF SW 120 STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	20300 S	N 9800	S 10500	9.00	52.70	4.60
2023	20400 F	N 9900	S 10500	9.00	63.10	4.30
2022	19400 C	N 9400	S 10000	9.00	56.50	2.50
2021	13600 T	N 6800	S 6800	9.00	55.00	4.70
2020	14300 S	N 7200	S 7100	9.00	56.00	3.50
2019	16100 F	N 8100	S 8000	9.00	56.00	3.30
2018	16300 C	N 8200	S 8100	9.00	54.30	3.00
2017	15100 T	N 7000	S 8100	9.00	59.30	3.30
2016	15300 S	N 7100	S 8200	9.00	56.10	2.50
2015	15500 F	N 7200	S 8300	9.00	57.40	6.60
2014	15700 C	N 7300	S 8400	9.00	59.30	3.90

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8715 - HAMMOCKS BLVD, 400 FEET NORTH OS SW 112TH ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	13300 S	N 6300	S 7000	9.00	52.70	4.60
2023	13500 F	N 6400	S 7100	9.00	63.10	4.30
2022	12900 C	N 6100	S 6800	9.00	56.50	2.50
2021	10000 T	N 5100	S 4900	9.00	55.00	4.70
2020	10500 S	N 5400	S 5100	9.00	56.00	3.50
2019	11800 F	N 6100	S 5700	9.00	56.00	3.30
2018	12000 C	N 6200	S 5800	9.00	54.30	3.00
2017	10000 T	N 5100	S 4900	9.00	59.30	3.30
2016	10200 S	N 5200	S 5000	9.00	56.10	2.50
2015	10400 F	N 5300	S 5100	9.00	57.40	6.60
2014	10600 C	N 5400	S 5200	9.00	59.30	3.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8771 - SW 136 STREET 250' EAST OF SW 132 AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	10300 C	E 5600	W 4700	9.00	52.70	5.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

COUNTY: 87
STATION: 8771
DESCRIPTION: SW 136 STREET 250FT EAST OF SW 132 AVENUE
START DATE: 11/05/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	7	7	3	3	20	3	6	7	4	20	40
0100	6	8	4	3	21	6	13	4	1	24	45
0200	2	0	4	4	10	1	2	2	1	6	16
0300	1	0	3	7	11	3	5	3	3	14	25
0400	2	5	13	13	33	2	4	1	6	13	46
0500	16	40	40	68	164	7	2	10	3	22	186
0600	85	95	127	139	446	11	28	30	23	92	538
0700	158	159	161	138	616	34	49	35	44	162	778
0800	129	125	144	114	512	43	48	66	61	218	730
0900	107	115	114	87	423	69	58	54	49	230	653
1000	95	85	80	80	340	62	43	59	59	223	563
1100	65	73	68	78	284	64	67	48	78	257	541
1200	86	79	90	77	332	62	70	64	65	261	593
1300	82	83	95	81	341	90	76	74	88	328	669
1400	85	88	95	82	350	99	98	106	111	414	764
1500	59	67	86	68	280	101	108	102	87	398	678
1600	92	68	103	88	351	112	127	108	113	460	811
1700	97	106	98	78	379	108	99	109	95	411	790
1800	81	61	73	56	271	106	107	112	107	432	703
1900	46	44	43	44	177	101	96	95	85	377	554
2000	52	34	35	24	145	77	50	49	40	216	361
2100	33	24	23	20	100	43	39	24	18	124	224
2200	18	18	18	13	67	31	16	31	20	98	165
2300	18	9	9	6	42	12	12	4	6	34	76
24-HOUR TOTALS:					5715					4834	10549

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	617	830	254	700	778
P.M.	1630	394	1600	460	1630	822
DAILY	645	617	1600	460	1630	822

GENERATED BY SPS 5.0.0.61

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 0501 - TPK ML SR 821 S OF QUAIL ROOST DR, MM 13.234

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	181000 C	N 90500	S 90500	8.00	51.70	7.30
2023	176000 C	N 88000	S 88000	8.00	52.60	5.70
2022	172000 C	N 86000	S 86000	8.00	52.50	5.80
2021	144000 C	N 72000	S 72000	8.00	55.50	5.90
2020	131700 C	N 65850	S 65850	8.00	52.40	8.00
2019	145000 C	N 72500	S 72500	8.00	52.30	6.80
2018	140000 C	N 70000	S 70000	9.00	53.00	7.50
2017	136000 C	N 68000	S 68000	9.00	54.00	7.00
2016	137000 C	N 68500	S 68500	8.50	54.40	7.70
2015	133000 C	N 66500	S 66500	8.50	55.60	7.30
2014	127000 C	N 63500	S 63500	8.50	56.30	7.40
2013	119000 C	N 59500	S 59500	8.50	56.80	7.60
2012	118000 C	N 59000	S 59000	8.50	57.60	6.30
2011	115000 E	N 57500	S 57500	8.50	57.30	5.90
2010	113000 C	N 56500	S 56500	10.77	58.94	5.70
2009	112300 C	N 56150	S 56150	10.76	59.03	6.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 2246 - TPK ML SR 821 S OF SW 88TH ST/ N KENDALL DR/SR-94

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	139200 C	N 69600	S 69600	9.00	56.30	7.30
2023	136100 C	N 68050	S 68050	9.00	56.50	5.70
2022	126900 C	N 63450	S 63450	9.00	56.30	5.80
2021	105900 C	N 52950	S 52950	9.00	59.60	5.90
2020	96300 C	N 48150	S 48150	9.00	55.60	8.00
2019	108400 C	N 54200	S 54200	9.00	54.60	6.80
2018	107400 C	N 53700	S 53700	9.00	54.40	7.50
2017	109900 C	N 54950	S 54950	9.00	54.80	7.00
2016	109900 C	N 54950	S 54950	8.50	55.50	7.70
2015	106700 C	N 53350	S 53350	8.50	55.60	7.30
2014	106000 C	N 53000	S 53000	8.50	56.30	7.40
2013	98000 C	N 49000	S 49000	8.50	56.80	7.60
2012	100000 E	N 50000	S 50000	8.50	57.60	6.30
2011	101000 E	N 50500	S 50500	8.50	57.30	5.90
2010	97100 C	N 48550	S 48550	10.77	58.94	5.70
2009	93000 C	N 46500	S 46500	10.76	59.03	6.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 97 - FL. TURNPIKE

SITE: 2254 - TPK ML SR 821 S OF RICHMOND DR/SW 168 ST UNDERPASS

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	210200 C	N 105100	S 105100	8.00	56.30	7.30
2023	200000 C	N 100000	S 100000	8.00	56.50	5.70
2022	191100 C	N 95550	S 95550	8.00	56.30	5.80
2021	173000 C	N 86500	S 86500	8.00	59.60	5.90
2020	158400 C	N 79200	S 79200	8.00	55.60	8.00
2019	170100 C	N 85050	S 85050	8.00	54.60	6.80
2018	166400 C	N 83200	S 83200	9.00	54.40	7.50
2017	164200 C	N 82100	S 82100	9.00	54.80	7.00
2016	159500 C	N 79750	S 79750	8.50	55.50	7.70
2015	152000 C	N 76000	S 76000	8.50	55.60	7.30
2014	150000 C	N 75000	S 75000	8.50	56.30	7.40
2013	138000 C	N 69000	S 69000	8.50	56.80	7.60
2012	139000 E	N 69500	S 69500	8.50	57.60	6.30
2011	138000 E	N 69000	S 69000	8.50	57.30	5.90
2010	136500 C	N 68250	S 68250	10.77	58.94	5.70
2009	137300 C	N 68650	S 68650	10.76	59.03	6.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 2266 - TPK ML SR 821 S OF MM 17

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	240500 C	N 120250	S 120250	9.00	56.30	7.30
2023	230000 C	N 115000	S 115000	9.00	56.50	5.70
2022	220400 C	N 110200	S 110200	9.00	56.30	5.80
2021	202500 C	N 101250	S 101250	9.00	59.60	5.90
2020	186400 C	N 93200	S 93200	9.00	55.60	8.00
2019	200900 C	N 100450	S 100450	9.00	54.60	6.80
2018	197400 C	N 98700	S 98700	9.00	54.40	7.50
2017	197400 C	N 98700	S 98700	9.00	54.80	7.00
2016	191600 C	N 95800	S 95800	8.50	55.50	7.70
2015	183200 C	N 91600	S 91600	8.50	55.60	7.30
2014	179000 C	N 89500	S 89500	8.50	56.30	7.40
2013	165000 C	N 82500	S 82500	8.50	56.80	7.60
2012	166000 E	N 83000	S 83000	8.50	57.60	6.30
2011	164000 E	N 82000	S 82000	8.50	57.30	5.90
2010	163000 C	N 81500	S 81500	10.77	58.94	5.70
2009	163500 C	N 81750	S 81750	10.76	59.03	6.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 2290 - TPK ML SR 821 N OF SR-874/SCLRR BRIDGE #870407

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	131400 C	N 65700	S 65700	9.00	56.30	7.30
2023	130700 C	N 65350	S 65350	9.00	56.50	5.70
2022	121900 C	N 60950	S 60950	9.00	56.30	5.80
2021	98900 C	N 49450	S 49450	9.00	59.60	5.90
2020	88400 C	N 44200	S 44200	9.00	55.60	8.00
2019	99000 C	N 49500	S 49500	9.00	54.60	6.80
2018	97500 C	N 48750	S 48750	9.00	54.40	7.50
2017	98900 C	N 49450	S 49450	9.00	54.80	7.00
2016	99000 C	N 49500	S 49500	8.50	55.50	7.70
2015	95800 C	N 47900	S 47900	8.50	55.60	7.30
2014	95000 C	N 47500	S 47500	8.50	56.30	7.40
2013	89000 C	N 44500	S 44500	8.50	56.80	7.60
2012	90000 E	N 45000	S 45000	8.50	57.60	6.30
2011	92000 E	N 46000	S 46000	8.50	57.30	5.90
2010	90300 C	N 45150	S 45150	10.77	58.94	5.70
2009	86000 C	N 43000	S 43000	10.76	59.03	6.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

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

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

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

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

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

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

Uninterrupted Flow Highway Adjustments

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

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

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

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

* Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

Appendix B: Florida's Generalized Service Volume Tables

Limited Access

Freeway Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
2 Lane	2,400	3,170	3,970	4,150
3 Lane	3,390	4,600	5,810	6,130
4 Lane	4,340	6,060	7,700	8,170
5 Lane	5,480	7,450	9,680	10,390
6 Lane	6,630	9,220	11,520	12,760

Peak Hour Two-Way

	B	C	D	E
4 Lane	4,360	5,760	7,220	7,550
6 Lane	6,160	8,360	10,560	11,150
8 Lane	7,890	11,020	14,000	14,850
10 Lane	9,960	13,550	17,600	18,890
12 Lane	12,050	16,760	20,950	23,200

AADT

	B	C	D	E
4 Lane	51,300	67,800	84,900	88,800
6 Lane	72,500	98,400	124,200	131,200
8 Lane	92,800	129,600	164,700	174,700
10 Lane	117,200	159,400	207,100	222,200
12 Lane	141,800	197,200	246,500	272,900

(Core Urbanized)

	B	C	D	E
2 Lane	2,500	3,300	4,070	4,240
3 Lane	3,570	4,900	6,080	6,360
4 Lane	4,720	6,500	8,090	8,490
5 Lane	5,790	8,020	10,020	10,610

	B	C	D	E
4 Lane	4,550	6,000	7,400	7,710
6 Lane	6,490	8,910	11,050	11,560
8 Lane	8,580	11,820	14,710	15,440
10 Lane	10,530	14,580	18,220	19,290

	B	C	D	E
4 Lane	50,600	66,700	82,200	85,700
6 Lane	72,100	99,000	122,800	128,400
8 Lane	95,300	131,300	163,400	171,600
10 Lane	117,000	162,000	202,400	214,300

(Urbanized)

	B	C	D	E
2 Lane	2,430	3,180	3,790	3,910
3 Lane	3,520	4,670	5,610	5,870
4 Lane	4,630	6,170	7,440	7,830
5 Lane	5,690	7,640	9,220	9,800

	B	C	D	E
4 Lane	4,420	5,780	6,890	7,110
6 Lane	6,400	8,490	10,200	10,670
8 Lane	8,420	11,220	13,530	14,240
10 Lane	10,350	13,890	16,760	17,820

	B	C	D	E
4 Lane	45,100	59,000	70,300	72,600
6 Lane	65,300	86,600	104,100	108,900
8 Lane	85,900	114,500	138,100	145,300
10 Lane	105,600	141,700	171,000	181,800

(Transitioning)

	B	C	D	E
2 Lane	2,010	2,770	3,270	3,650
3 Lane	2,820	3,990	4,770	5,470
4 Lane	3,630	5,220	6,260	7,300

	B	C	D	E
4 Lane	3,650	5,040	5,950	6,640
6 Lane	5,130	7,250	8,670	9,950
8 Lane	6,600	9,490	11,380	13,270

	B	C	D	E
4 Lane	34,800	48,000	56,700	63,200
6 Lane	48,900	69,000	82,600	94,800
8 Lane	62,900	90,400	108,400	126,400

(Rural)

Adjustment Factors

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,000
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000
Ramp Metering Present Adjustment: Multiply by 1.05

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

Limited Access

Freeway Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	Core Urbanized	Urbanized	Transitioning	Rural
Number of Lanes (one direction)	2-6	2.5	2-5	2-4
Posted Speed (mph)	65	70	70	70
Auxiliary Lanes	No	No	No	No
Lane Width (feet)	12	12	12	12
Total Ramp Density (ramps/mile)	1.33	2.67	0.50	0.17
Facility Length (miles)	3	3	6	18
Terrain	Level	Level	Level	Level

Traffic Characteristics

	Core Urbanized	Urbanized	Transitioning	Rural
Planning Analysis Hour Factor (K)	0.085	0.090	0.098	0.105
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.95	0.95	0.92	0.88
Base Free Flow Speed (mph)	70	75	75	75
Heavy Vehicle Percent (%)	4%	4%	9%	12%
Speed Adjustment Factor (SAF)	0.975	0.975	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968	0.968	0.968

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables



(C1-Natural & C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C1	C2
Number of Lanes (one direction)	1	2-3
Posted Speed (mph)	55	55
Base Free Flow Speed (mph)	60	60
Median Type	Undivided	Divided
Shoulder Width (feet)	3	6
Lane Width (feet)	12	12
% No Passing Zone	20%	
Access-Point Density (access/mile)	2	2
Terrain	Level	Level

Traffic Characteristics

	C1	C2
Planning Analysis Hour Factor (K)	0.095	0.095
Directional Distribution Factor (D)	0.55	0.55
Peak Hour Factor (PHF)	0.88	0.88
Heavy Vehicle Percent (%)	5%	10%
Speed Adjustment Factor (SAF)	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables



(C3C-Suburban Commercial)

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	** 3000
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	** 1250
2 Lane	*	1,700	1,850	** 2000
3 Lane	*	2,620	2,730	** 2840

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C3C	C3R
Number of Lanes (one direction)	1-4	1-3
Posted Speed (mph)	45	45
Facility Length (miles)	3.98	2.57

Traffic Characteristics

	C3C		C3R	
Planning Analysis Hour Factor (K)	0.09		0.09	
Directional Distribution Factor (D)	0.55		0.55	
Peak Hour Factor (PHF)	0.95		0.92	
Base Saturation Flow Rate	1,950		1,950	
Heavy Vehicle Percent (%)	4		4	
Lane Width	12		12	
Median Type	Non Restrictive (1 lane)	Restrictive (2,3,4 lanes)	Non Restrictive (1 lane)	Restrictive (2,3 lanes)
Roadway Edge Type	Curbed		Flush	
On-Street Parking	None		None	

Control Characteristics

	C3C		C3R
Cycle Length	160		190
Major Street Through g/c	0.5 (1,2,3 lanes)	0.45 (4 lanes)	0.5
Yellow Change Interval	5.1		5.1
Red Change Interval	2		2
Number of Signals	10		5

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

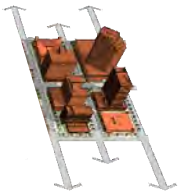


(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.
***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C2T	C4	C5	C6
Number of Lanes (one direction)	1-3	1-4	1-4	1-4
Posted Speed (mph)	40	45	35	30
Facility Length (miles)	0.78	1.83	1.18	0.74
Number of Signals	4	9	9	7

Traffic Characteristics

	C2T	C4	C5	C6
Planning Analysis Hour Factor (K)	0.095	0.09	0.09	0.09
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.92	0.95	0.95	0.95
Base Saturation Flow Rate	1,700	1,950	1,950	1,950
Heavy Vehicle Percent (%)	5	3	2	2
Lane Width	11	11	10	10
Median Type	Non Restrictive	Non Restrictive	Non Restrictive	Non Restrictive
Roadway Edge Type	Curb	Curb	Curb	Curb
On-Street Parking	50%	100%	100%	100%

Signal Characteristics

	C2T	C4		C5		C6	
Cycle Length	90	170		150		120	
Major Street Through g/c	0.47	0.52 (1,2,3 lanes)	0.47 (4 lanes)	0.55 (1,2,3 lanes)	0.48 (4 lanes)	0.52 (1,2,3 lanes)	0.46 (4 lanes)
Yellow Change Interval	4.4	4.8		4		3.7	
Red Change Interval	2	2		2		2	

Prepared by National Data & Surveying Services

VOLUME

SW 144th St Bet SW 162nd Ave & Newton Rd/SW 157th Ave

Day: Tuesday
Date: 1/20/2026

City: Miami
Project #: FL26_140018_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,107	2,081	4,188

DAILY TOTALS

15-Minutes Interval

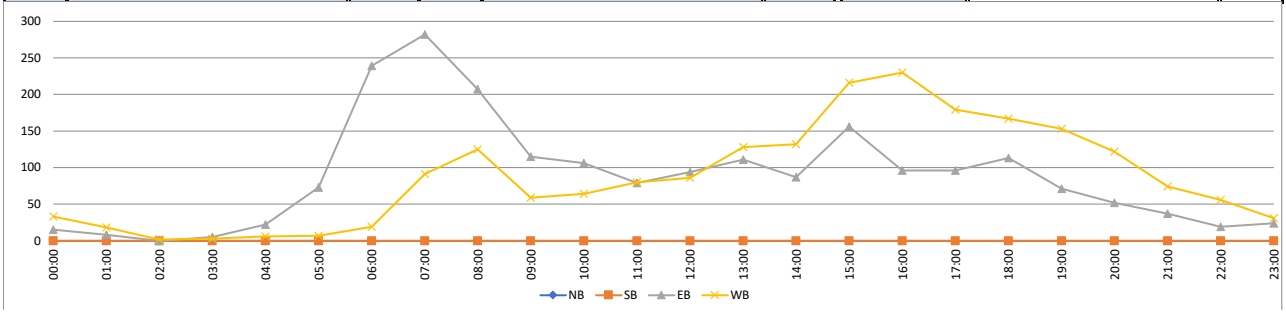
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			3	10	13	12:00			23	26	49
0:15			7	9	16	12:15			24	19	43
0:30			3	8	11	12:30			22	21	43
0:45			2	6	8	12:45			25	20	45
1:00			2	3	5	13:00			26	26	52
1:15			2	4	6	13:15			25	33	58
1:30			2	5	7	13:30			32	25	57
1:45			2	6	8	13:45			28	44	72
2:00			0	0	0	14:00			27	29	56
2:15			0	0	0	14:15			26	31	57
2:30			0	0	0	14:30			16	30	46
2:45			0	2	2	14:45			18	42	60
3:00			0	1	1	15:00			32	59	91
3:15			2	2	4	15:15			47	62	109
3:30			3	0	3	15:30			36	37	73
3:45			0	0	0	15:45			41	58	99
4:00			2	3	5	16:00			28	64	92
4:15			8	1	9	16:15			27	60	87
4:30			4	0	4	16:30			21	56	77
4:45			8	2	10	16:45			20	50	70
5:00			8	0	8	17:00			19	31	50
5:15			22	0	22	17:15			23	50	73
5:30			19	3	22	17:30			24	56	80
5:45			24	4	28	17:45			30	42	72
6:00			57	6	63	18:00			29	49	78
6:15			66	6	72	18:15			28	34	62
6:30			62	3	65	18:30			35	50	85
6:45			54	4	58	18:45			21	34	55
7:00			72	7	79	19:00			28	40	68
7:15			65	14	79	19:15			15	46	61
7:30			71	26	97	19:30			12	36	48
7:45			74	44	118	19:45			16	31	47
8:00			62	41	103	20:00			14	39	53
8:15			54	36	90	20:15			15	28	43
8:30			50	28	78	20:30			14	34	48
8:45			41	20	61	20:45			9	21	30
9:00			27	17	44	21:00			8	22	30
9:15			29	12	41	21:15			10	25	35
9:30			34	20	54	21:30			12	17	29
9:45			25	10	35	21:45			7	10	17
10:00			28	10	38	22:00			3	12	15
10:15			26	12	38	22:15			9	18	27
10:30			27	21	48	22:30			5	14	19
10:45			25	21	46	22:45			2	12	14
11:00			25	19	44	23:00			7	13	20
11:15			23	22	45	23:15			3	8	11
11:30			17	18	35	23:30			10	8	18
11:45			14	21	35	23:45			4	2	6
TOTALS	0	0	1151	507	1658	TOTALS	0	0	956	1574	2530
SPLIT %	0%	0%	69%	31%	40%	SPLIT %	0%	0%	38%	62%	60%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			15	33	48
01:00	02:00			8	18	26
02:00	03:00			0	2	2
03:00	04:00			5	3	8
04:00	05:00			22	6	28
05:00	06:00			73	7	80
06:00	07:00			239	19	258
07:00	08:00			282	91	373
08:00	09:00			207	125	332
09:00	10:00			115	59	174
10:00	11:00			106	64	170
11:00	12:00			79	80	159
12:00	13:00			94	86	180
13:00	14:00			111	128	239
14:00	15:00			87	132	219
15:00	16:00			156	216	372
16:00	17:00			96	230	326
17:00	18:00			96	179	275
18:00	19:00			113	167	280
19:00	20:00			71	153	224
20:00	21:00			52	122	174
21:00	22:00			37	74	111
22:00	23:00			19	56	75
23:00	00:00			24	31	55

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1151	507	1658
Peak Hour			7:00	7:45	7:30
Peak Volume			282	149	408
Peak Hour Factor			0.953	0.847	0.864
Peak Period	12:00	to	00:00		
Volume			956	1574	2530
Peak Hour			15:00	15:45	15:15
Peak Volume			156	238	373
Peak Hour Factor			0.830	0.930	0.856
Peak Period	07:00	to	09:00		
Volume			489	216	705
Peak Hour			7:00	7:45	7:30
Peak Volume			282	149	408
Peak Hour Factor			0.953	0.847	0.864
Peak Period	16:00	to	18:00		
Volume			192	409	601
Peak Hour			16:00	16:00	16:00
Peak Volume			96	230	326
Peak Hour Factor			0.857	0.898	0.886



Prepared by National Data & Surveying Services

VOLUME

SW 144th St Bet SW 162nd Ave & Newton Rd/SW 157th Ave

Day: Wednesday
Date: 1/21/2026

City: Miami
Project #: FL26_140018_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,090	2,058	4,148

DAILY TOTALS

15-Minutes Interval

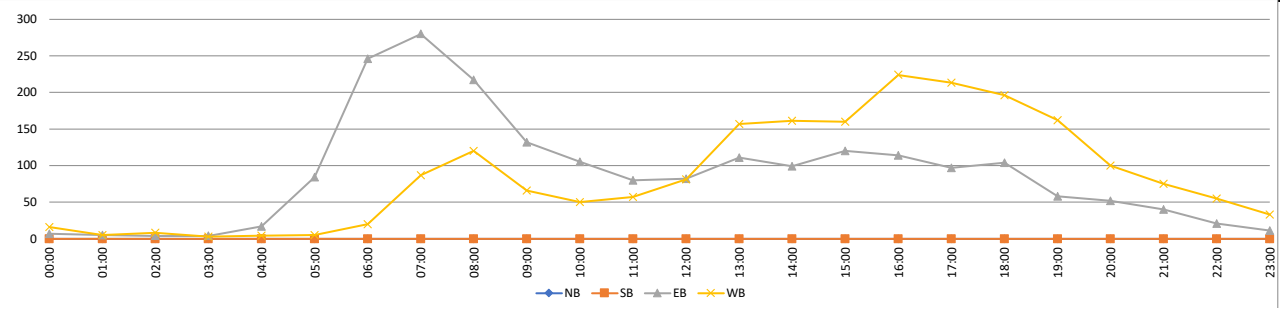
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	9	10	12:00			18	18	36
0:15			3	2	5	12:15			21	14	35
0:30			2	1	3	12:30			20	23	43
0:45			1	4	5	12:45			23	26	49
1:00			2	2	4	13:00			25	41	66
1:15			1	1	2	13:15			32	29	61
1:30			2	1	3	13:30			24	35	59
1:45			0	1	1	13:45			30	52	82
2:00			1	3	4	14:00			35	55	90
2:15			1	2	3	14:15			24	26	50
2:30			1	2	3	14:30			22	30	52
2:45			1	1	2	14:45			18	50	68
3:00			1	1	2	15:00			21	36	57
3:15			0	2	2	15:15			34	49	83
3:30			3	0	3	15:30			30	32	62
3:45			0	0	0	15:45			35	43	78
4:00			3	0	3	16:00			38	67	105
4:15			5	1	6	16:15			29	50	79
4:30			5	2	7	16:30			20	47	67
4:45			4	1	5	16:45			27	60	87
5:00			9	1	10	17:00			24	55	79
5:15			19	0	19	17:15			22	55	77
5:30			21	1	22	17:30			23	53	76
5:45			35	3	38	17:45			28	50	78
6:00			43	6	49	18:00			26	48	74
6:15			52	3	55	18:15			32	52	84
6:30			77	4	81	18:30			20	62	82
6:45			74	7	81	18:45			26	34	60
7:00			69	12	81	19:00			15	41	56
7:15			62	16	78	19:15			15	53	68
7:30			73	25	98	19:30			15	39	54
7:45			76	34	110	19:45			13	29	42
8:00			75	42	117	20:00			19	31	50
8:15			63	37	100	20:15			13	23	36
8:30			36	25	61	20:30			14	21	35
8:45			43	16	59	20:45			6	25	31
9:00			48	22	70	21:00			11	23	34
9:15			28	16	44	21:15			17	21	38
9:30			25	10	35	21:30			8	17	25
9:45			31	18	49	21:45			4	14	18
10:00			33	8	41	22:00			7	13	20
10:15			20	12	32	22:15			7	16	23
10:30			27	12	39	22:30			2	12	14
10:45			25	18	43	22:45			5	14	19
11:00			12	16	28	23:00			3	5	8
11:15			20	13	33	23:15			2	14	16
11:30			23	12	35	23:30			3	8	11
11:45			25	16	41	23:45			3	6	9
TOTALS	0	0	1181	441	1622	TOTALS	0	0	909	1617	2526
SPLIT %	0%	0%	73%	27%	39%	SPLIT %	0%	0%	36%	64%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			7	16	23
01:00	02:00			5	5	10
02:00	03:00			4	8	12
03:00	04:00			4	3	7
04:00	05:00			17	4	21
05:00	06:00			84	5	89
06:00	07:00			246	20	266
07:00	08:00			280	87	367
08:00	09:00			217	120	337
09:00	10:00			132	66	198
10:00	11:00			105	50	155
11:00	12:00			80	57	137
12:00	13:00			82	81	163
13:00	14:00			111	157	268
14:00	15:00			99	161	260
15:00	16:00			120	160	280
16:00	17:00			114	224	338
17:00	18:00			97	213	310
18:00	19:00			104	196	300
19:00	20:00			58	162	220
20:00	21:00			52	100	152
21:00	22:00			40	75	115
22:00	23:00			21	55	76
23:00	00:00			11	33	44

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1181	441	1622
Peak Hour			7:30	7:30	7:30
Peak Volume			287	138	425
Peak Hour Factor			0.944	0.821	0.908
Peak Period	12:00	to	00:00		
Volume			909	1617	2526
Peak Hour			15:15	16:00	16:00
Peak Volume			137	224	338
Peak Hour Factor			0.901	0.836	0.805
Peak Period	07:00	to	09:00		
Volume			497	207	704
Peak Hour			7:30	7:30	7:30
Peak Volume			287	138	425
Peak Hour Factor			0.944	0.821	0.908
Peak Period	16:00	to	18:00		
Volume			211	437	648
Peak Hour			16:00	16:00	16:00
Peak Volume			114	224	338
Peak Hour Factor			0.750	0.836	0.805



Prepared by National Data & Surveying Services

VOLUME

SW 144th St Bet SW 162nd Ave & Newton Rd/SW 157th Ave

Day: Thursday
Date: 1/22/2026

City: Miami
Project #: FL26_140018_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,136	2,109	4,245

DAILY TOTALS

15-Minutes Interval

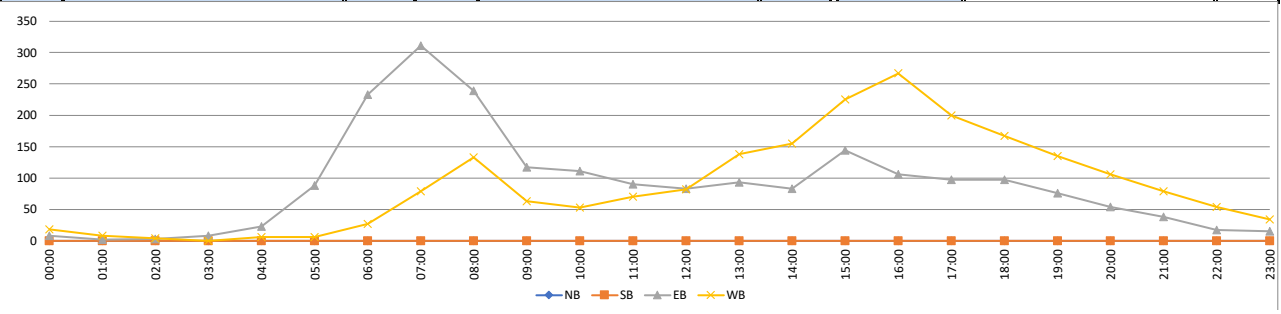
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	4	5	12:00			16	21	37
0:15			6	5	11	12:15			25	15	40
0:30			1	5	6	12:30			24	24	48
0:45			0	4	4	12:45			18	22	40
1:00			0	4	4	13:00			18	18	36
1:15			0	0	0	13:15			15	35	50
1:30			0	3	3	13:30			28	38	66
1:45			2	1	3	13:45			32	47	79
2:00			1	2	3	14:00			25	44	69
2:15			0	0	0	14:15			21	30	51
2:30			0	0	0	14:30			15	33	48
2:45			2	2	4	14:45			22	48	70
3:00			2	0	2	15:00			32	76	108
3:15			1	0	1	15:15			42	53	95
3:30			3	0	3	15:30			40	37	77
3:45			2	0	2	15:45			30	59	89
4:00			3	1	4	16:00			27	71	98
4:15			5	1	6	16:15			24	72	96
4:30			11	1	12	16:30			30	76	106
4:45			4	3	7	16:45			25	48	73
5:00			13	1	14	17:00			17	52	69
5:15			23	1	24	17:15			30	55	85
5:30			18	2	20	17:30			26	31	57
5:45			34	2	36	17:45			24	62	86
6:00			49	7	56	18:00			23	42	65
6:15			43	7	50	18:15			29	44	73
6:30			70	8	78	18:30			21	39	60
6:45			71	5	76	18:45			24	42	66
7:00			65	8	73	19:00			19	43	62
7:15			70	13	83	19:15			25	32	57
7:30			87	24	111	19:30			17	38	55
7:45			89	34	123	19:45			15	22	37
8:00			70	40	110	20:00			17	31	48
8:15			67	46	113	20:15			14	33	47
8:30			56	30	86	20:30			12	21	33
8:45			46	17	63	20:45			11	21	32
9:00			33	23	56	21:00			11	21	32
9:15			32	12	44	21:15			12	26	38
9:30			23	14	37	21:30			9	19	28
9:45			29	14	43	21:45			6	13	19
10:00			32	9	41	22:00			3	13	16
10:15			27	14	41	22:15			4	15	19
10:30			24	18	42	22:30			5	12	17
10:45			28	12	40	22:45			5	14	19
11:00			23	16	39	23:00			7	12	19
11:15			21	16	37	23:15			2	9	11
11:30			26	20	46	23:30			3	6	9
11:45			20	18	38	23:45			3	7	10
TOTALS	0	0	1233	467	1700	TOTALS	0	0	903	1642	2545
SPLIT %	0%	0%	73%	27%	40%	SPLIT %	0%	0%	35%	65%	60%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			8	18	26
01:00	02:00			2	8	10
02:00	03:00			3	4	7
03:00	04:00			8	0	8
04:00	05:00			23	6	29
05:00	06:00			88	6	94
06:00	07:00			233	27	260
07:00	08:00			311	79	390
08:00	09:00			239	133	372
09:00	10:00			117	63	180
10:00	11:00			111	53	164
11:00	12:00			90	70	160
12:00	13:00			83	82	165
13:00	14:00			93	138	231
14:00	15:00			83	155	238
15:00	16:00			144	225	369
16:00	17:00			106	267	373
17:00	18:00			97	200	297
18:00	19:00			97	167	264
19:00	20:00			76	135	211
20:00	21:00			54	106	160
21:00	22:00			38	79	117
22:00	23:00			17	54	71
23:00	00:00			15	34	49

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1233	467	1700
Peak Hour			7:15	7:45	7:30
Peak Volume			316	150	457
Peak Hour Factor			0.888	0.815	0.929
Peak Period	12:00	to	00:00		
Volume			903	1642	2545
Peak Hour			15:00	15:45	15:45
Peak Volume			144	278	389
Peak Hour Factor			0.857	0.914	0.917
Peak Period	07:00	to	09:00		
Volume			550	212	762
Peak Hour			7:15	7:45	7:30
Peak Volume			316	150	457
Peak Hour Factor			0.888	0.815	0.929
Peak Period	16:00	to	18:00		
Volume			203	467	670
Peak Hour			16:00	16:00	16:00
Peak Volume			106	267	373
Peak Hour Factor			0.883	0.878	0.880



Prepared by National Data & Surveying Services

VOLUME

SW 136th St Bet SW 162nd Ave & Newton Rd/SW 157th Ave

Day: Tuesday
Date: 1/20/2026

City: Miami
Project #: FL26_140018_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,901	12,877	26,778

15-Minutes Interval

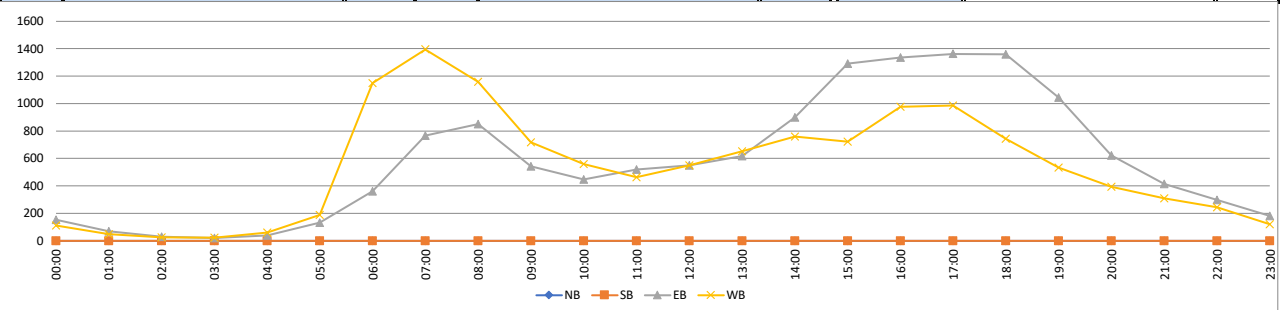
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			56	52	108	12:00			116	137	253
0:15			43	21	64	12:15			145	124	269
0:30			31	27	58	12:30			139	130	269
0:45			24	11	35	12:45			149	159	308
1:00			18	15	33	13:00			170	162	332
1:15			26	10	36	13:15			163	141	304
1:30			16	13	29	13:30			132	182	314
1:45			10	10	20	13:45			153	168	321
2:00			9	8	17	14:00			182	193	375
2:15			7	6	13	14:15			139	192	331
2:30			10	4	14	14:30			272	179	451
2:45			4	7	11	14:45			307	195	502
3:00			3	3	6	15:00			293	172	465
3:15			8	9	17	15:15			344	152	496
3:30			4	5	9	15:30			326	200	526
3:45			6	6	12	15:45			327	197	524
4:00			8	8	16	16:00			326	210	536
4:15			7	9	16	16:15			350	272	622
4:30			9	18	27	16:30			322	253	575
4:45			15	25	40	16:45			338	240	578
5:00			16	18	34	17:00			331	266	597
5:15			36	38	74	17:15			352	245	597
5:30			31	48	79	17:30			338	265	603
5:45			48	83	131	17:45			342	209	551
6:00			48	150	198	18:00			342	229	571
6:15			70	235	305	18:15			349	180	529
6:30			95	356	451	18:30			333	171	504
6:45			148	407	555	18:45			334	162	496
7:00			150	329	479	19:00			292	168	460
7:15			211	357	568	19:15			286	130	416
7:30			191	355	546	19:30			260	141	401
7:45			214	354	568	19:45			205	94	299
8:00			225	330	555	20:00			210	120	330
8:15			224	296	520	20:15			176	101	277
8:30			218	282	500	20:30			140	101	241
8:45			183	250	433	20:45			96	71	167
9:00			155	196	351	21:00			139	73	212
9:15			130	152	282	21:15			95	98	193
9:30			121	192	313	21:30			104	67	171
9:45			137	177	314	21:45			77	71	148
10:00			101	128	229	22:00			94	67	161
10:15			122	149	271	22:15			83	50	133
10:30			112	148	260	22:30			62	81	143
10:45			111	134	245	22:45			58	46	104
11:00			104	116	220	23:00			57	39	96
11:15			132	125	257	23:15			49	32	81
11:30			140	105	245	23:30			44	20	64
11:45			143	116	259	23:45			30	29	59
TOTALS	0	0	3930	5893	9823	TOTALS	0	0	9971	6984	16955
SPLIT %	0%	0%	40%	60%	37%	SPLIT %	0%	0%	59%	41%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			154	111	265
01:00	02:00			70	48	118
02:00	03:00			30	25	55
03:00	04:00			21	23	44
04:00	05:00			39	60	99
05:00	06:00			131	187	318
06:00	07:00			361	1148	1509
07:00	08:00			766	1395	2161
08:00	09:00			850	1158	2008
09:00	10:00			543	717	1260
10:00	11:00			446	559	1005
11:00	12:00			519	462	981
12:00	13:00			549	550	1099
13:00	14:00			618	653	1271
14:00	15:00			900	759	1659
15:00	16:00			1290	721	2011
16:00	17:00			1336	975	2311
17:00	18:00			1363	985	2348
18:00	19:00			1358	742	2100
19:00	20:00			1043	533	1576
20:00	21:00			622	393	1015
21:00	22:00			415	309	724
22:00	23:00			297	244	541
23:00	00:00			180	120	300

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			3930	5893	9823
Peak Hour			7:45	6:30	7:15
Peak Volume			881	1449	2237
Peak Hour Factor			0.979	0.890	0.985
Peak Period	12:00	to	00:00		
Volume			9971	6984	16955
Peak Hour			17:15	16:15	16:45
Peak Volume			1374	1031	2375
Peak Hour Factor			0.976	0.948	0.985
Peak Period	07:00	to	09:00		
Volume			1616	2553	4169
Peak Hour			7:45	7:15	7:15
Peak Volume			881	1396	2237
Peak Hour Factor			0.979	0.978	0.985
Peak Period	16:00	to	18:00		
Volume			2699	1960	4659
Peak Hour			17:00	16:15	16:45
Peak Volume			1363	1031	2375
Peak Hour Factor			0.968	0.948	0.985



Prepared by National Data & Surveying Services

VOLUME

SW 136th St Bet SW 162nd Ave & Newton Rd/SW 157th Ave

Day: Wednesday
Date: 1/21/2026

City: Miami
Project #: FL26_140018_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,897	13,178	27,075

DAILY TOTALS

15-Minutes Interval

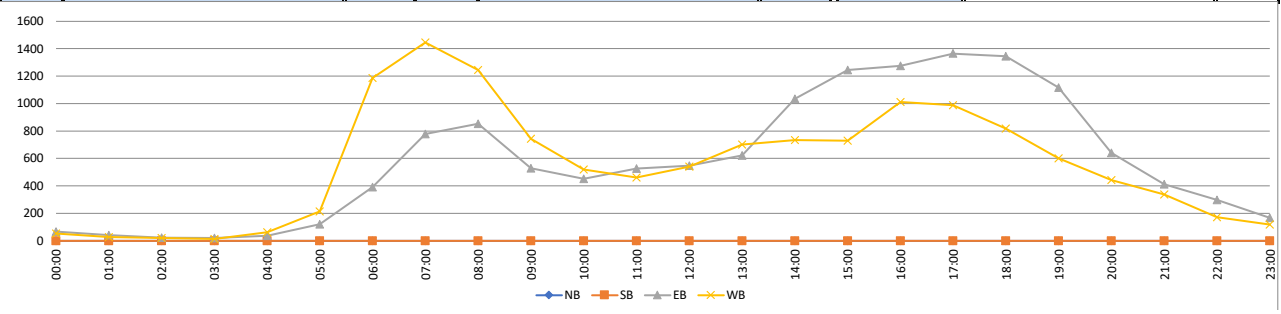
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			25	19	44	12:00			155	107	262
0:15			20	12	32	12:15			119	165	284
0:30			13	14	27	12:30			139	128	267
0:45			8	8	16	12:45			133	141	274
1:00			10	10	20	13:00			161	142	303
1:15			9	6	15	13:15			149	164	313
1:30			14	7	21	13:30			142	197	339
1:45			8	3	11	13:45			170	198	368
2:00			10	7	17	14:00			205	204	409
2:15			7	4	11	14:15			215	179	394
2:30			3	2	5	14:30			288	187	475
2:45			2	6	8	14:45			326	164	490
3:00			4	2	6	15:00			314	157	471
3:15			6	2	8	15:15			319	173	492
3:30			8	8	16	15:30			320	191	511
3:45			3	2	5	15:45			291	209	500
4:00			5	6	11	16:00			291	230	521
4:15			8	11	19	16:15			323	258	581
4:30			9	14	23	16:30			312	243	555
4:45			15	32	47	16:45			348	280	628
5:00			14	30	44	17:00			346	284	630
5:15			32	39	71	17:15			312	290	602
5:30			32	57	89	17:30			356	204	560
5:45			42	87	129	17:45			351	210	561
6:00			70	154	224	18:00			341	201	542
6:15			61	272	333	18:15			334	214	548
6:30			101	352	453	18:30			330	218	548
6:45			158	409	567	18:45			339	184	523
7:00			153	355	508	19:00			299	169	468
7:15			194	347	541	19:15			311	161	472
7:30			191	385	576	19:30			270	161	431
7:45			241	358	599	19:45			237	110	347
8:00			211	360	571	20:00			230	133	363
8:15			213	321	534	20:15			151	105	256
8:30			208	296	504	20:30			163	102	265
8:45			221	267	488	20:45			97	102	199
9:00			168	219	387	21:00			126	89	215
9:15			125	182	307	21:15			97	99	196
9:30			115	203	318	21:30			98	97	195
9:45			121	139	260	21:45			90	53	143
10:00			123	147	270	22:00			86	47	133
10:15			110	118	228	22:15			89	49	138
10:30			109	133	242	22:30			67	43	110
10:45			109	120	229	22:45			55	33	88
11:00			128	109	237	23:00			43	32	75
11:15			136	110	246	23:15			45	39	84
11:30			141	135	276	23:30			46	34	80
11:45			122	107	229	23:45			32	12	44
TOTALS	0	0	3836	5986	9822	TOTALS	0	0	10061	7192	17253
SPLIT %	0%	0%	39%	61%	36%	SPLIT %	0%	0%	58%	42%	64%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			66	53	119
01:00	02:00			41	26	67
02:00	03:00			22	19	41
03:00	04:00			21	14	35
04:00	05:00			37	63	100
05:00	06:00			120	213	333
06:00	07:00			390	1187	1577
07:00	08:00			779	1445	2224
08:00	09:00			853	1244	2097
09:00	10:00			529	743	1272
10:00	11:00			451	518	969
11:00	12:00			527	461	988
12:00	13:00			546	541	1087
13:00	14:00			622	701	1323
14:00	15:00			1034	734	1768
15:00	16:00			1244	730	1974
16:00	17:00			1274	1011	2285
17:00	18:00			1365	988	2353
18:00	19:00			1344	817	2161
19:00	20:00			1117	601	1718
20:00	21:00			641	442	1083
21:00	22:00			411	338	749
22:00	23:00			297	172	469
23:00	00:00			166	117	283

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			3836	5986	9822
Peak Hour			7:45	6:45	7:15
Peak Volume			873	1496	2287
Peak Hour Factor			0.906	0.914	0.955
Peak Period	12:00	to	00:00		
Volume			10061	7192	17253
Peak Hour			17:30	16:30	16:45
Peak Volume			1382	1097	2420
Peak Hour Factor			0.971	0.946	0.960
Peak Period	07:00	to	09:00		
Volume			1632	2689	4321
Peak Hour			7:45	7:15	7:15
Peak Volume			873	1450	2287
Peak Hour Factor			0.906	0.942	0.955
Peak Period	16:00	to	18:00		
Volume			2639	1999	4638
Peak Hour			17:00	16:30	16:45
Peak Volume			1365	1097	2420
Peak Hour Factor			0.959	0.946	0.960



Prepared by National Data & Surveying Services

VOLUME

SW 136th St Bet SW 162nd Ave & Newton Rd/SW 157th Ave

Day: Thursday
Date: 1/22/2026

City: Miami
Project #: FL26_140018_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,834	13,735	27,569

15-Minutes Interval

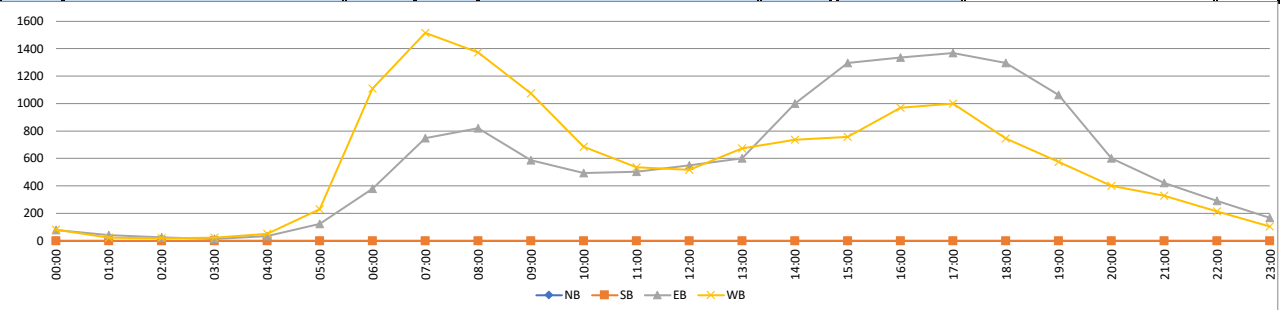
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			31	23	54	12:00			143	123	266
0:15			20	17	37	12:15			124	129	253
0:30			15	16	31	12:30			131	137	268
0:45			13	24	37	12:45			152	128	280
1:00			15	7	22	13:00			131	129	260
1:15			7	3	10	13:15			176	180	356
1:30			11	7	18	13:30			144	172	316
1:45			7	5	12	13:45			149	193	342
2:00			13	5	18	14:00			193	206	399
2:15			4	7	11	14:15			213	171	384
2:30			3	3	6	14:30			290	193	483
2:45			4	4	8	14:45			303	167	470
3:00			3	4	7	15:00			304	190	494
3:15			6	3	9	15:15			325	172	497
3:30			2	7	9	15:30			335	199	534
3:45			4	8	12	15:45			332	195	527
4:00			2	3	5	16:00			319	240	559
4:15			9	11	20	16:15			314	244	558
4:30			9	16	25	16:30			351	234	585
4:45			15	21	36	16:45			351	252	603
5:00			14	28	42	17:00			353	264	617
5:15			29	38	67	17:15			350	248	598
5:30			32	63	95	17:30			333	250	583
5:45			48	101	149	17:45			332	238	570
6:00			69	138	207	18:00			352	193	545
6:15			71	233	304	18:15			335	202	537
6:30			100	336	436	18:30			329	193	522
6:45			140	402	542	18:45			279	157	436
7:00			150	358	508	19:00			285	165	450
7:15			195	350	545	19:15			286	157	443
7:30			187	419	606	19:30			256	149	405
7:45			216	388	604	19:45			236	103	339
8:00			232	383	615	20:00			188	109	297
8:15			196	352	548	20:15			167	110	277
8:30			209	341	550	20:30			129	97	226
8:45			184	297	481	20:45			117	85	202
9:00			177	298	475	21:00			116	91	207
9:15			149	262	411	21:15			115	92	207
9:30			137	262	399	21:30			103	84	187
9:45			124	251	375	21:45			87	62	149
10:00			147	186	333	22:00			99	63	162
10:15			106	191	297	22:15			80	56	136
10:30			125	173	298	22:30			73	48	121
10:45			115	134	249	22:45			39	47	86
11:00			135	142	277	23:00			52	41	93
11:15			110	148	258	23:15			55	22	77
11:30			128	120	248	23:30			37	31	68
11:45			129	125	254	23:45			24	11	35
TOTALS	0	0	3847	6713	10560	TOTALS	0	0	9987	7022	17009
SPLIT %	0%	0%	36%	64%	38%	SPLIT %	0%	0%	59%	41%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			79	80	159
01:00	02:00			40	22	62
02:00	03:00			24	19	43
03:00	04:00			15	22	37
04:00	05:00			35	51	86
05:00	06:00			123	230	353
06:00	07:00			380	1109	1489
07:00	08:00			748	1515	2263
08:00	09:00			821	1373	2194
09:00	10:00			587	1073	1660
10:00	11:00			493	684	1177
11:00	12:00			502	535	1037
12:00	13:00			550	517	1067
13:00	14:00			600	674	1274
14:00	15:00			999	737	1736
15:00	16:00			1296	756	2052
16:00	17:00			1335	970	2305
17:00	18:00			1368	1000	2368
18:00	19:00			1295	745	2040
19:00	20:00			1063	574	1637
20:00	21:00			601	401	1002
21:00	22:00			421	329	750
22:00	23:00			291	214	505
23:00	00:00			168	105	273

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			3847	6713	10560
Peak Hour			7:45	7:30	7:30
Peak Volume			853	1542	2373
Peak Hour Factor			0.919	0.920	0.965
Peak Period	12:00	to	00:00		
Volume			9987	7022	17009
Peak Hour			16:30	16:45	16:30
Peak Volume			1405	1014	2403
Peak Hour Factor			0.995	0.960	0.974
Peak Period	07:00	to	09:00		
Volume			1569	2888	4457
Peak Hour			7:45	7:30	7:30
Peak Volume			853	1542	2373
Peak Hour Factor			0.919	0.920	0.965
Peak Period	16:00	to	18:00		
Volume			2703	1970	4673
Peak Hour			16:30	16:45	16:30
Peak Volume			1405	1014	2403
Peak Hour Factor			0.995	0.960	0.974



Prepared by National Data & Surveying Services

VOLUME

SW 136th St Bet Newton Rd/SW 157th Ave & SW 144th Ave

Day: Tuesday
Date: 1/20/2026

City: Miami
Project #: FL26_140018_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,521	8,064	17,585

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			18	37	55	12:00			107	106	213
0:15			13	29	42	12:15			114	95	209
0:30			32	26	58	12:30			110	103	213
0:45			9	15	24	12:45			132	109	241
1:00			9	11	20	13:00			126	120	246
1:15			8	9	17	13:15			127	92	219
1:30			8	18	26	13:30			91	122	213
1:45			3	9	12	13:45			105	113	218
2:00			4	8	12	14:00			124	120	244
2:15			5	3	8	14:15			134	117	251
2:30			9	5	14	14:30			120	138	258
2:45			1	7	8	14:45			134	127	261
3:00			6	4	10	15:00			157	134	291
3:15			3	5	8	15:15			135	139	274
3:30			12	3	15	15:30			144	173	317
3:45			8	6	14	15:45			136	143	279
4:00			13	9	22	16:00			164	160	324
4:15			29	5	34	16:15			160	178	338
4:30			16	11	27	16:30			154	185	339
4:45			29	9	38	16:45			118	180	298
5:00			43	11	54	17:00			143	234	377
5:15			73	20	93	17:15			138	176	314
5:30			114	31	145	17:30			143	177	320
5:45			157	38	195	17:45			142	155	297
6:00			175	36	211	18:00			131	176	307
6:15			214	45	259	18:15			147	153	300
6:30			221	85	306	18:30			151	154	305
6:45			204	88	292	18:45			112	165	277
7:00			188	72	260	19:00			124	151	275
7:15			207	79	286	19:15			111	134	245
7:30			182	85	267	19:30			121	105	226
7:45			189	103	292	19:45			111	112	223
8:00			205	97	302	20:00			112	115	227
8:15			221	111	332	20:15			87	98	185
8:30			213	99	312	20:30			63	131	194
8:45			183	79	262	20:45			46	107	153
9:00			174	72	246	21:00			47	83	130
9:15			167	85	252	21:15			62	93	155
9:30			171	76	247	21:30			50	67	117
9:45			151	92	243	21:45			29	63	92
10:00			140	79	219	22:00			31	78	109
10:15			105	88	193	22:15			33	78	111
10:30			139	78	217	22:30			64	105	169
10:45			120	75	195	22:45			18	62	80
11:00			89	90	179	23:00			15	43	58
11:15			127	74	201	23:15			29	42	71
11:30			98	87	185	23:30			29	25	54
11:45			115	96	211	23:45			20	28	48
TOTALS	0	0	4620	2300	6920	TOTALS	0	0	4901	5764	10665
SPLIT %	0%	0%	67%	33%	39%	SPLIT %	0%	0%	46%	54%	61%

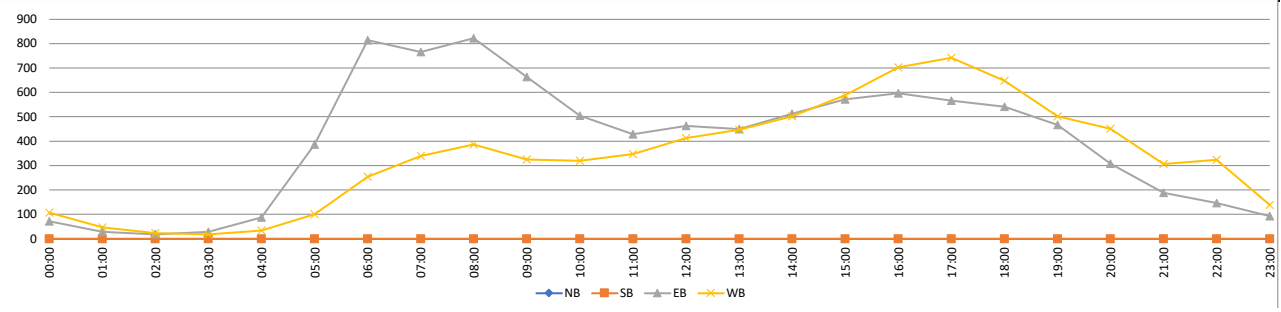
DAILY TOTALS	NB	SB	EB	WB	TOTAL
	0	0	9,521	8,064	17,585

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			72	107	179
01:00	02:00			28	47	75
02:00	03:00			19	23	42
03:00	04:00			29	18	47
04:00	05:00			87	34	121
05:00	06:00			387	100	487
06:00	07:00			814	254	1068
07:00	08:00			766	339	1105
08:00	09:00			822	386	1208
09:00	10:00			663	325	988
10:00	11:00			504	320	824
11:00	12:00			429	347	776
12:00	13:00			463	413	876
13:00	14:00			449	447	896
14:00	15:00			512	502	1014
15:00	16:00			572	589	1161
16:00	17:00			596	703	1299
17:00	18:00			566	742	1308
18:00	19:00			541	648	1189
19:00	20:00			467	502	969
20:00	21:00			308	451	759
21:00	22:00			188	306	494
22:00	23:00			146	323	469
23:00	00:00			93	138	231

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			4620	2300	6920
Peak Hour			7:45	7:45	7:45
Peak Volume			828	410	1238
Peak Hour Factor			0.937	0.923	0.932
Peak Period	12:00	to	00:00		
Volume			4901	5764	10665
Peak Hour			15:45	16:15	16:15
Peak Volume			614	777	1352
Peak Hour Factor			0.936	0.830	0.897
Peak Period	07:00	to	09:00		
Volume			1588	725	2313
Peak Hour			7:45	7:45	7:45
Peak Volume			828	410	1238
Peak Hour Factor			0.937	0.923	0.932
Peak Period	16:00	to	18:00		
Volume			1162	1445	2607
Peak Hour			16:00	16:15	16:15
Peak Volume			596	777	1352
Peak Hour Factor			0.909	0.830	0.897



Prepared by National Data & Surveying Services

VOLUME

SW 136th St Bet Newton Rd/SW 157th Ave & SW 144th Ave

Day: Wednesday
Date: 1/21/2026

City: Miami
Project #: FL26_140018_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,481	8,054	17,535

15-Minutes Interval

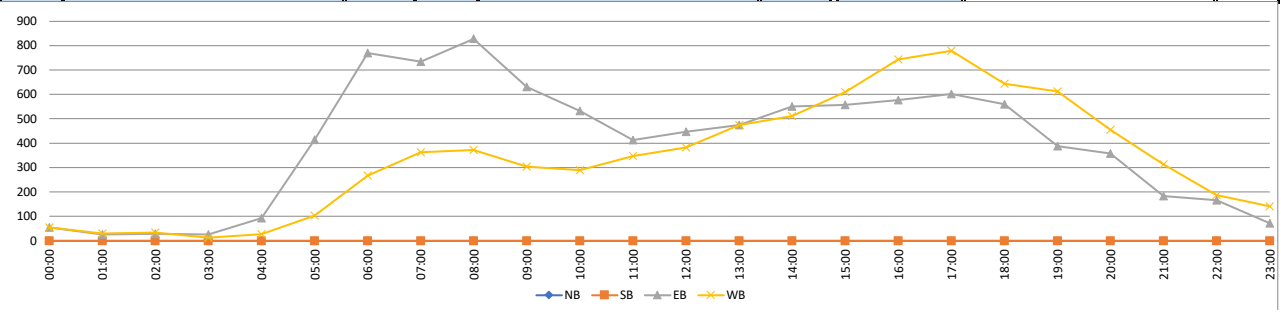
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			22	21	43	12:00			100	90	190
0:15			15	13	28	12:15			127	100	227
0:30			11	11	22	12:30			106	93	199
0:45			6	10	16	12:45			114	99	213
1:00			9	12	21	13:00			112	112	224
1:15			9	6	15	13:15			148	119	267
1:30			3	7	10	13:30			102	120	222
1:45			5	5	10	13:45			112	123	235
2:00			7	15	22	14:00			125	121	246
2:15			8	11	19	14:15			137	123	260
2:30			10	4	14	14:30			148	137	285
2:45			4	4	8	14:45			141	130	271
3:00			3	5	8	15:00			140	115	255
3:15			5	3	8	15:15			139	145	284
3:30			11	2	13	15:30			146	180	326
3:45			7	3	10	15:45			132	170	302
4:00			10	3	13	16:00			156	190	346
4:15			25	8	33	16:15			131	173	304
4:30			19	5	24	16:30			159	195	354
4:45			38	11	49	16:45			131	185	316
5:00			44	19	63	17:00			174	228	402
5:15			77	17	94	17:15			137	188	325
5:30			111	30	141	17:30			155	185	340
5:45			182	37	219	17:45			135	178	313
6:00			151	53	204	18:00			149	159	308
6:15			215	40	255	18:15			137	178	315
6:30			205	71	276	18:30			154	138	292
6:45			199	103	302	18:45			120	168	288
7:00			217	60	277	19:00			95	166	261
7:15			169	89	258	19:15			104	142	246
7:30			149	111	260	19:30			97	144	241
7:45			199	103	302	19:45			92	160	252
8:00			202	92	294	20:00			120	120	240
8:15			197	97	294	20:15			107	117	224
8:30			202	89	291	20:30			79	105	184
8:45			227	94	321	20:45			51	113	164
9:00			184	77	261	21:00			65	89	154
9:15			159	71	230	21:15			47	99	146
9:30			136	80	216	21:30			46	62	108
9:45			152	76	228	21:45			25	63	88
10:00			151	74	225	22:00			64	54	118
10:15			124	82	206	22:15			62	51	113
10:30			133	64	197	22:30			19	39	58
10:45			124	69	193	22:45			21	43	64
11:00			106	83	189	23:00			19	44	63
11:15			97	83	180	23:15			25	36	61
11:30			108	102	210	23:30			15	26	41
11:45			102	79	181	23:45			12	35	47
TOTALS	0	0	4549	2204	6753	TOTALS	0	0	4932	5850	10782
SPLIT %	0%	0%	67%	33%	39%	SPLIT %	0%	0%	46%	54%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			54	55	109
01:00	02:00			26	30	56
02:00	03:00			29	34	63
03:00	04:00			26	13	39
04:00	05:00			92	27	119
05:00	06:00			414	103	517
06:00	07:00			770	267	1037
07:00	08:00			734	363	1097
08:00	09:00			828	372	1200
09:00	10:00			631	304	935
10:00	11:00			532	289	821
11:00	12:00			413	347	760
12:00	13:00			447	382	829
13:00	14:00			474	474	948
14:00	15:00			551	511	1062
15:00	16:00			557	610	1167
16:00	17:00			577	743	1320
17:00	18:00			601	779	1380
18:00	19:00			560	643	1203
19:00	20:00			388	612	1000
20:00	21:00			357	455	812
21:00	22:00			183	313	496
22:00	23:00			166	187	353
23:00	00:00			71	141	212

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			4549	2204	6753
Peak Hour			6:15	7:30	8:00
Peak Volume			836	403	1200
Peak Hour Factor			0.963	0.908	0.935
Peak Period	12:00	to	00:00		
Volume			4932	5850	10782
Peak Hour			16:30	16:30	16:30
Peak Volume			601	796	1397
Peak Hour Factor			0.864	0.873	0.869
Peak Period	07:00	to	09:00		
Volume			1562	735	2297
Peak Hour			8:00	7:30	8:00
Peak Volume			828	403	1200
Peak Hour Factor			0.912	0.908	0.935
Peak Period	16:00	to	18:00		
Volume			1178	1522	2700
Peak Hour			16:30	16:30	16:30
Peak Volume			601	796	1397
Peak Hour Factor			0.864	0.873	0.869



Prepared by National Data & Surveying Services

VOLUME

SW 136th St Bet Newton Rd/SW 157th Ave & SW 144th Ave

Day: Thursday
Date: 1/22/2026

City: Miami
Project #: FL26_140018_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,291	8,042	17,333

DAILY TOTALS

15-Minutes Interval

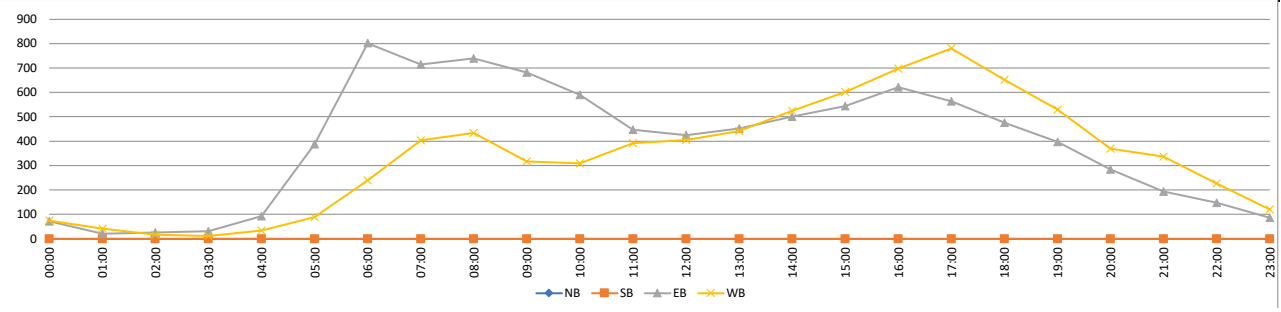
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			24	18	42	12:00			90	110	200
0:15			37	19	56	12:15			110	105	215
0:30			7	19	26	12:30			118	85	203
0:45			4	18	22	12:45			106	105	211
1:00			10	18	28	13:00			107	87	194
1:15			2	6	8	13:15			114	118	232
1:30			5	11	16	13:30			112	104	216
1:45			4	6	10	13:45			119	133	252
2:00			6	4	10	14:00			132	136	268
2:15			8	4	12	14:15			130	125	255
2:30			6	4	10	14:30			118	133	251
2:45			6	4	10	14:45			120	130	250
3:00			6	4	10	15:00			121	150	271
3:15			4	1	5	15:15			146	141	287
3:30			8	1	9	15:30			135	154	289
3:45			13	6	19	15:45			142	156	298
4:00			6	6	12	16:00			163	166	329
4:15			23	6	29	16:15			141	181	322
4:30			29	6	35	16:30			186	194	380
4:45			34	16	50	16:45			131	156	287
5:00			40	12	52	17:00			141	237	378
5:15			73	15	88	17:15			133	175	308
5:30			122	28	150	17:30			165	198	363
5:45			153	34	187	17:45			124	171	295
6:00			187	44	231	18:00			143	167	310
6:15			216	35	251	18:15			113	171	284
6:30			206	72	278	18:30			114	161	275
6:45			193	88	281	18:45			106	152	258
7:00			211	83	294	19:00			104	145	249
7:15			175	99	274	19:15			111	131	242
7:30			144	103	247	19:30			93	134	227
7:45			184	119	303	19:45			89	119	208
8:00			180	123	303	20:00			70	95	165
8:15			175	105	280	20:15			95	105	200
8:30			192	105	297	20:30			65	95	160
8:45			192	101	293	20:45			54	74	128
9:00			167	88	255	21:00			69	94	163
9:15			165	70	235	21:15			47	92	139
9:30			192	79	271	21:30			41	93	134
9:45			157	80	237	21:45			36	57	93
10:00			157	67	224	22:00			48	61	109
10:15			163	79	242	22:15			30	61	91
10:30			129	83	212	22:30			24	56	80
10:45			141	80	221	22:45			46	48	94
11:00			119	92	211	23:00			23	33	56
11:15			115	104	219	23:15			21	39	60
11:30			117	99	216	23:30			24	32	56
11:45			96	97	193	23:45			18	16	34
TOTALS	0	0	4603	2361	6964	TOTALS	0	0	4688	5681	10369
SPLIT %	0%	0%	66%	34%	40%	SPLIT %	0%	0%	45%	55%	60%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			72	74	146
01:00	02:00			21	41	62
02:00	03:00			26	16	42
03:00	04:00			31	12	43
04:00	05:00			92	34	126
05:00	06:00			388	89	477
06:00	07:00			802	239	1041
07:00	08:00			714	404	1118
08:00	09:00			739	434	1173
09:00	10:00			681	317	998
10:00	11:00			590	309	899
11:00	12:00			447	392	839
12:00	13:00			424	405	829
13:00	14:00			452	442	894
14:00	15:00			500	524	1024
15:00	16:00			544	601	1145
16:00	17:00			621	697	1318
17:00	18:00			563	781	1344
18:00	19:00			476	651	1127
19:00	20:00			397	529	926
20:00	21:00			284	369	653
21:00	22:00			193	336	529
22:00	23:00			148	226	374
23:00	00:00			86	120	206

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			4603	2361	6964
Peak Hour			6:15	7:45	7:45
Peak Volume			826	452	1183
Peak Hour Factor			0.956	0.919	0.976
Peak Period	12:00	to	00:00		
Volume			4688	5681	10369
Peak Hour			15:45	17:00	16:15
Peak Volume			632	781	1367
Peak Hour Factor			0.849	0.824	0.899
Peak Period	07:00	to	09:00		
Volume			1453	838	2291
Peak Hour			8:00	7:45	7:45
Peak Volume			739	452	1183
Peak Hour Factor			0.962	0.919	0.976
Peak Period	16:00	to	18:00		
Volume			1184	1478	2662
Peak Hour			16:00	17:00	16:15
Peak Volume			621	781	1367
Peak Hour Factor			0.835	0.824	0.899



Prepared by National Data & Surveying Services

VOLUME

SW 152nd St Bet SW 162nd Ave & Newton Rd/SW 157th Ave

Day: Tuesday
Date: 1/20/2026

City: Miami
Project #: FL26_140018_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,105	2,584	4,689

DAILY TOTALS

15-Minutes Interval

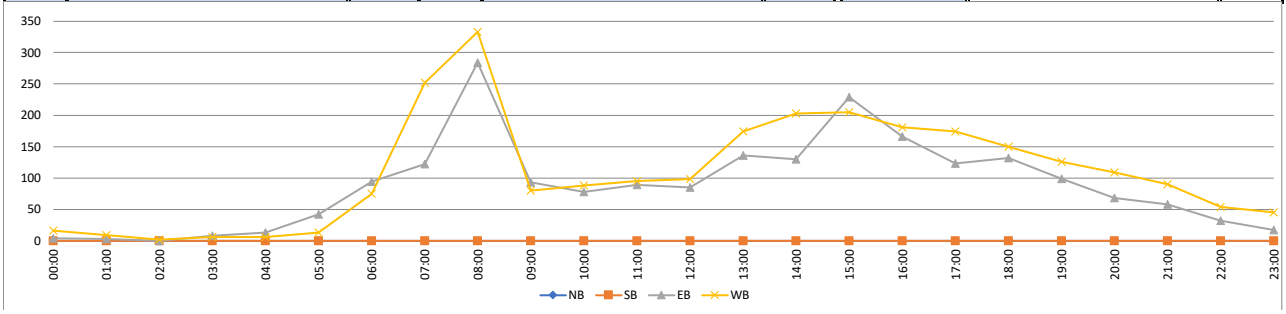
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			2	7	9	12:00			17	19	36
0:15			0	5	5	12:15			29	18	47
0:30			0	1	1	12:30			22	26	48
0:45			2	3	5	12:45			17	35	52
1:00			1	0	1	13:00			27	32	59
1:15			1	1	2	13:15			20	44	64
1:30			1	6	7	13:30			31	53	84
1:45			0	2	2	13:45			58	45	103
2:00			0	1	1	14:00			39	45	84
2:15			0	1	1	14:15			34	45	79
2:30			0	0	0	14:30			22	54	76
2:45			0	0	0	14:45			35	59	94
3:00			1	0	1	15:00			82	67	149
3:15			1	2	3	15:15			66	49	115
3:30			3	3	6	15:30			39	50	89
3:45			3	1	4	15:45			42	39	81
4:00			2	2	4	16:00			49	49	98
4:15			2	3	5	16:15			41	48	89
4:30			1	1	2	16:30			42	40	82
4:45			8	0	8	16:45			34	44	78
5:00			7	1	8	17:00			37	36	73
5:15			12	4	16	17:15			28	54	82
5:30			10	3	13	17:30			30	38	68
5:45			13	5	18	17:45			28	46	74
6:00			22	16	38	18:00			41	42	83
6:15			27	17	44	18:15			35	41	76
6:30			20	15	35	18:30			31	28	59
6:45			25	27	52	18:45			25	39	64
7:00			19	31	50	19:00			26	27	53
7:15			24	34	58	19:15			23	34	57
7:30			28	73	101	19:30			26	24	50
7:45			51	114	165	19:45			24	41	65
8:00			82	154	236	20:00			15	26	41
8:15			110	102	212	20:15			16	20	36
8:30			59	46	105	20:30			14	35	49
8:45			33	31	64	20:45			23	28	51
9:00			29	22	51	21:00			14	22	36
9:15			21	20	41	21:15			16	19	35
9:30			21	14	35	21:30			11	23	34
9:45			22	24	46	21:45			17	26	43
10:00			17	24	41	22:00			9	14	23
10:15			20	23	43	22:15			3	13	16
10:30			25	18	43	22:30			9	15	24
10:45			16	23	39	22:45			11	12	23
11:00			20	27	47	23:00			8	16	24
11:15			28	21	49	23:15			1	6	7
11:30			22	24	46	23:30			7	12	19
11:45			19	23	42	23:45			1	11	12
TOTALS	0	0	830	975	1805	TOTALS	0	0	1275	1609	2884
SPLIT %	0%	0%	46%	54%	38%	SPLIT %	0%	0%	44%	56%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			4	16	20
01:00	02:00			3	9	12
02:00	03:00			0	2	2
03:00	04:00			8	6	14
04:00	05:00			13	6	19
05:00	06:00			42	13	55
06:00	07:00			94	75	169
07:00	08:00			122	252	374
08:00	09:00			284	333	617
09:00	10:00			93	80	173
10:00	11:00			78	88	166
11:00	12:00			89	95	184
12:00	13:00			85	98	183
13:00	14:00			136	174	310
14:00	15:00			130	203	333
15:00	16:00			229	205	434
16:00	17:00			166	181	347
17:00	18:00			123	174	297
18:00	19:00			132	150	282
19:00	20:00			99	126	225
20:00	21:00			68	109	177
21:00	22:00			58	90	148
22:00	23:00			32	54	86
23:00	00:00			17	45	62

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			830	975	1805
Peak Hour			7:45	7:30	7:45
Peak Volume			302	443	718
Peak Hour Factor			0.686	0.719	0.761
Peak Period	12:00	to	00:00		
Volume			1275	1609	2884
Peak Hour			15:00	14:30	14:45
Peak Volume			229	229	447
Peak Hour Factor			0.698	0.854	0.750
Peak Period	07:00	to	09:00		
Volume			406	585	991
Peak Hour			7:45	7:30	7:45
Peak Volume			302	443	718
Peak Hour Factor			0.686	0.719	0.761
Peak Period	16:00	to	18:00		
Volume			289	355	644
Peak Hour			16:00	16:00	16:00
Peak Volume			166	181	347
Peak Hour Factor			0.847	0.923	0.885



Prepared by National Data & Surveying Services

VOLUME

SW 152nd St Bet SW 162nd Ave & Newton Rd/SW 157th Ave

Day: Wednesday
Date: 1/21/2026

City: Miami
Project #: FL26_140018_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,995	2,470	4,465

DAILY TOTALS

15-Minutes Interval

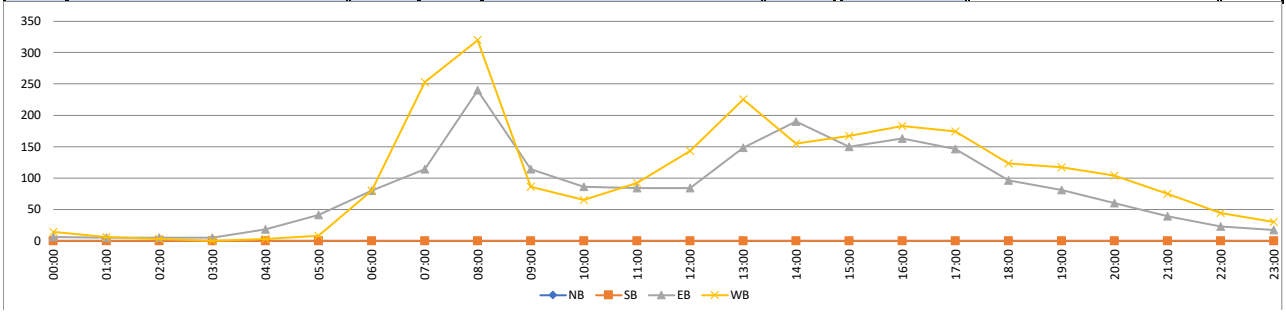
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			2	5	7	12:00			23	28	51
0:15			1	4	5	12:15			26	31	57
0:30			2	2	4	12:30			21	42	63
0:45			1	3	4	12:45			14	42	56
1:00			3	2	5	13:00			23	37	60
1:15			0	1	1	13:15			31	57	88
1:30			1	0	1	13:30			26	60	86
1:45			1	3	4	13:45			68	71	139
2:00			1	1	2	14:00			83	46	129
2:15			2	1	3	14:15			44	45	89
2:30			2	0	2	14:30			30	31	61
2:45			0	1	1	14:45			33	33	66
3:00			2	0	2	15:00			41	44	85
3:15			1	0	1	15:15			37	45	82
3:30			1	0	1	15:30			37	35	72
3:45			1	0	1	15:45			35	43	78
4:00			2	1	3	16:00			59	50	109
4:15			2	0	2	16:15			32	42	74
4:30			5	2	7	16:30			41	43	84
4:45			9	0	9	16:45			31	48	79
5:00			7	0	7	17:00			47	42	89
5:15			12	4	16	17:15			36	49	85
5:30			11	1	12	17:30			32	49	81
5:45			11	3	14	17:45			31	34	65
6:00			22	15	37	18:00			35	31	66
6:15			19	19	38	18:15			22	29	51
6:30			24	12	36	18:30			20	31	51
6:45			15	34	49	18:45			19	32	51
7:00			15	21	36	19:00			22	20	42
7:15			16	44	60	19:15			23	34	57
7:30			31	65	96	19:30			16	30	46
7:45			52	123	175	19:45			20	33	53
8:00			73	160	233	20:00			21	41	62
8:15			101	96	197	20:15			16	22	38
8:30			44	40	84	20:30			13	21	34
8:45			22	24	46	20:45			10	20	30
9:00			27	30	57	21:00			10	28	38
9:15			25	16	41	21:15			9	17	26
9:30			29	19	48	21:30			11	14	25
9:45			33	21	54	21:45			9	16	25
10:00			23	18	41	22:00			8	14	22
10:15			21	12	33	22:15			3	7	10
10:30			24	11	35	22:30			8	17	25
10:45			18	24	42	22:45			4	6	10
11:00			21	29	50	23:00			4	8	12
11:15			17	13	30	23:15			4	8	12
11:30			25	27	52	23:30			6	10	16
11:45			21	23	44	23:45			3	4	7
TOTALS	0	0	798	930	1728	TOTALS	0	0	1197	1540	2737
SPLIT %	0%	0%	46%	54%	39%	SPLIT %	0%	0%	44%	56%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			6	14	20
01:00	02:00			5	6	11
02:00	03:00			5	3	8
03:00	04:00			5	0	5
04:00	05:00			18	3	21
05:00	06:00			41	8	49
06:00	07:00			80	80	160
07:00	08:00			114	253	367
08:00	09:00			240	320	560
09:00	10:00			114	86	200
10:00	11:00			86	65	151
11:00	12:00			84	92	176
12:00	13:00			84	143	227
13:00	14:00			148	225	373
14:00	15:00			190	155	345
15:00	16:00			150	167	317
16:00	17:00			163	183	346
17:00	18:00			146	174	320
18:00	19:00			96	123	219
19:00	20:00			81	117	198
20:00	21:00			60	104	164
21:00	22:00			39	75	114
22:00	23:00			23	44	67
23:00	00:00			17	30	47

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			798	930	1728
Peak Hour			7:45	7:30	7:30
Peak Volume			270	444	701
Peak Hour Factor			0.668	0.694	0.752
Peak Period	12:00	to	00:00		
Volume			1197	1540	2737
Peak Hour			13:45	13:15	13:30
Peak Volume			225	234	443
Peak Hour Factor			0.678	0.824	0.797
Peak Period	07:00	to	09:00		
Volume			354	573	927
Peak Hour			7:45	7:30	7:30
Peak Volume			270	444	701
Peak Hour Factor			0.668	0.694	0.752
Peak Period	16:00	to	18:00		
Volume			309	357	666
Peak Hour			16:00	16:45	16:00
Peak Volume			163	188	346
Peak Hour Factor			0.691	0.959	0.794



Prepared by National Data & Surveying Services

VOLUME

SW 152nd St Bet SW 162nd Ave & Newton Rd/SW 157th Ave

Day: Thursday
Date: 1/22/2026

City: Miami
Project #: FL26_140018_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,080	2,605	4,685

15-Minutes Interval

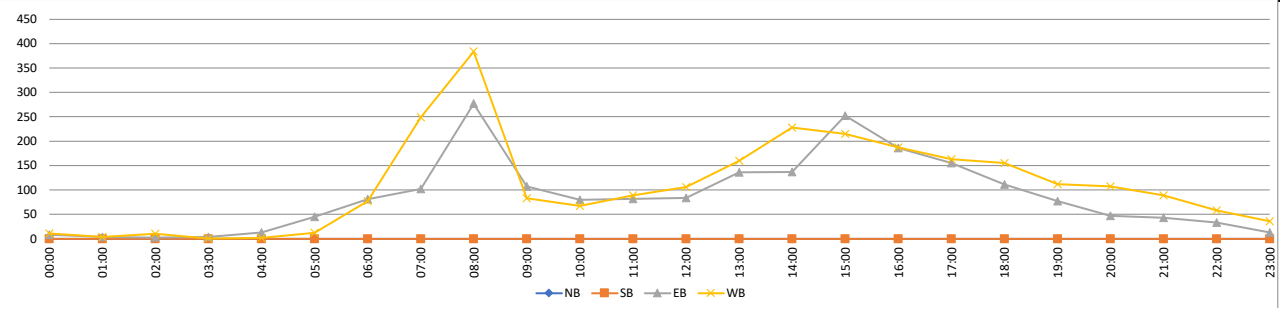
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			2	2	4	12:00			23	29	52
0:15			3	4	7	12:15			19	25	44
0:30			2	3	5	12:30			22	26	48
0:45			1	2	3	12:45			20	26	46
1:00			3	3	6	13:00			24	37	61
1:15			0	0	0	13:15			24	30	54
1:30			1	0	1	13:30			26	36	62
1:45			0	1	1	13:45			62	57	119
2:00			2	4	6	14:00			46	52	98
2:15			0	2	2	14:15			27	44	71
2:30			0	2	2	14:30			25	55	80
2:45			1	2	3	14:45			39	77	116
3:00			0	0	0	15:00			90	62	152
3:15			1	1	2	15:15			78	66	144
3:30			1	0	1	15:30			45	54	99
3:45			2	0	2	15:45			39	33	72
4:00			2	0	2	16:00			59	41	100
4:15			2	0	2	16:15			49	49	98
4:30			3	0	3	16:30			38	43	81
4:45			6	2	8	16:45			40	54	94
5:00			8	2	10	17:00			49	36	85
5:15			8	2	10	17:15			31	37	68
5:30			10	2	12	17:30			36	52	88
5:45			19	6	25	17:45			39	38	77
6:00			18	12	30	18:00			33	43	76
6:15			14	20	34	18:15			27	36	63
6:30			25	16	41	18:30			24	33	57
6:45			24	29	53	18:45			27	43	70
7:00			22	24	46	19:00			30	32	62
7:15			13	49	62	19:15			10	30	40
7:30			27	79	106	19:30			21	29	50
7:45			40	97	137	19:45			16	21	37
8:00			62	154	216	20:00			11	30	41
8:15			123	148	271	20:15			14	23	37
8:30			62	49	111	20:30			13	30	43
8:45			30	33	63	20:45			9	24	33
9:00			35	27	62	21:00			16	26	42
9:15			25	24	49	21:15			9	16	25
9:30			28	13	41	21:30			9	25	34
9:45			19	19	38	21:45			9	22	31
10:00			15	17	32	22:00			13	13	26
10:15			20	15	35	22:15			3	13	16
10:30			30	17	47	22:30			12	21	33
10:45			15	18	33	22:45			5	11	16
11:00			17	22	39	23:00			6	19	25
11:15			13	23	36	23:15			1	3	4
11:30			29	18	47	23:30			3	6	9
11:45			23	26	49	23:45			3	8	11
TOTALS	0	0	806	989	1795	TOTALS	0	0	1274	1616	2890
SPLIT %	0%	0%	45%	55%	38%	SPLIT %	0%	0%	44%	56%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			8	11	19
01:00	02:00			4	4	8
02:00	03:00			3	10	13
03:00	04:00			4	1	5
04:00	05:00			13	2	15
05:00	06:00			45	12	57
06:00	07:00			81	77	158
07:00	08:00			102	249	351
08:00	09:00			277	384	661
09:00	10:00			107	83	190
10:00	11:00			80	67	147
11:00	12:00			82	89	171
12:00	13:00			84	106	190
13:00	14:00			136	160	296
14:00	15:00			137	228	365
15:00	16:00			252	215	467
16:00	17:00			186	187	373
17:00	18:00			155	163	318
18:00	19:00			111	155	266
19:00	20:00			77	112	189
20:00	21:00			47	107	154
21:00	22:00			43	89	132
22:00	23:00			33	58	91
23:00	00:00			13	36	49

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			806	989	1795
Peak Hour			7:45	7:30	7:45
Peak Volume			287	478	735
Peak Hour Factor			0.583	0.776	0.678
Peak Period	12:00	to	00:00		
Volume			1274	1616	2890
Peak Hour			14:45	14:30	14:45
Peak Volume			252	260	511
Peak Hour Factor			0.700	0.844	0.840
Peak Period	07:00	to	09:00		
Volume			379	633	1012
Peak Hour			7:45	7:30	7:45
Peak Volume			287	478	735
Peak Hour Factor			0.583	0.776	0.678
Peak Period	16:00	to	18:00		
Volume			341	350	691
Peak Hour			16:00	16:00	16:00
Peak Volume			186	187	373
Peak Hour Factor			0.788	0.866	0.933



Prepared by National Data & Surveying Services

VOLUME

SW 152nd St Bet Newton Rd/SW 157th Ave & SW 147th Ave

Day: Tuesday
Date: 1/20/2026

City: Miami
Project #: FL26_140018_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,447	8,663	16,110

15-Minutes Interval

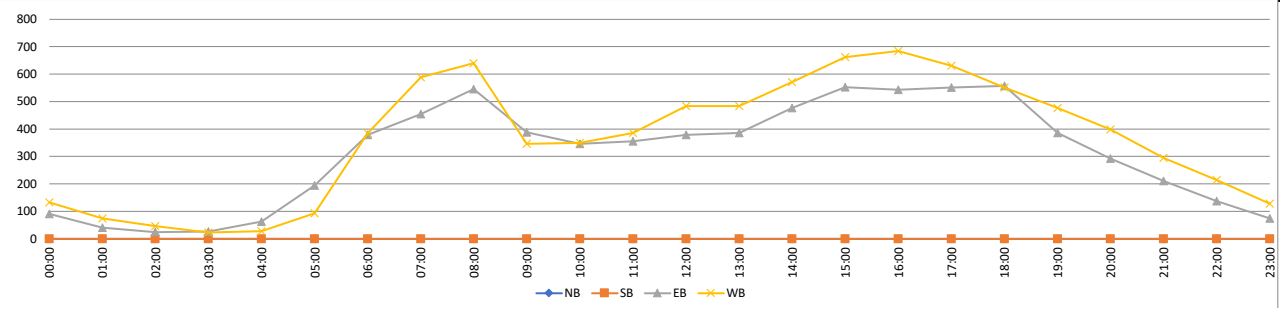
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			36	48	84	12:00			91	105	196
0:15			25	31	56	12:15			96	102	198
0:30			15	25	40	12:30			94	145	239
0:45			15	29	44	12:45			97	131	228
1:00			10	21	31	13:00			90	117	207
1:15			9	24	33	13:15			88	133	221
1:30			12	17	29	13:30			89	105	194
1:45			9	12	21	13:45			118	128	246
2:00			6	7	13	14:00			120	135	255
2:15			9	13	22	14:15			120	127	247
2:30			6	10	16	14:30			121	152	273
2:45			4	16	20	14:45			115	157	272
3:00			5	7	12	15:00			135	163	298
3:15			3	6	9	15:15			126	155	281
3:30			12	6	18	15:30			142	180	322
3:45			6	4	10	15:45			149	164	313
4:00			9	4	13	16:00			147	187	334
4:15			13	9	22	16:15			149	163	312
4:30			22	7	29	16:30			117	171	288
4:45			18	7	25	16:45			130	163	293
5:00			23	12	35	17:00			126	163	289
5:15			45	15	60	17:15			130	159	289
5:30			54	32	86	17:30			155	150	305
5:45			72	34	106	17:45			140	158	298
6:00			87	61	148	18:00			144	155	299
6:15			80	92	172	18:15			143	136	279
6:30			116	129	245	18:30			147	128	275
6:45			96	102	198	18:45			123	132	255
7:00			109	117	226	19:00			105	118	223
7:15			96	137	233	19:15			100	122	222
7:30			115	173	288	19:30			96	138	234
7:45			134	161	295	19:45			85	98	183
8:00			125	186	311	20:00			87	101	188
8:15			149	168	317	20:15			76	104	180
8:30			126	151	277	20:30			68	106	174
8:45			145	135	280	20:45			61	87	148
9:00			114	98	212	21:00			51	66	117
9:15			94	87	181	21:15			67	79	146
9:30			86	92	178	21:30			41	82	123
9:45			94	69	163	21:45			52	67	119
10:00			106	85	191	22:00			43	58	101
10:15			81	81	162	22:15			34	49	83
10:30			86	91	177	22:30			31	64	95
10:45			73	92	165	22:45			29	43	72
11:00			96	95	191	23:00			22	32	54
11:15			79	94	173	23:15			18	33	51
11:30			88	95	183	23:30			20	38	58
11:45			92	102	194	23:45			14	25	39
TOTALS	0	0	2905	3089	5994	TOTALS	0	0	4542	5574	10116
SPLIT %	0%	0%	48%	52%	37%	SPLIT %	0%	0%	45%	55%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			91	133	224
01:00	02:00			40	74	114
02:00	03:00			25	46	71
03:00	04:00			26	23	49
04:00	05:00			62	27	89
05:00	06:00			194	93	287
06:00	07:00			379	384	763
07:00	08:00			454	588	1042
08:00	09:00			545	640	1185
09:00	10:00			388	346	734
10:00	11:00			346	349	695
11:00	12:00			355	386	741
12:00	13:00			378	483	861
13:00	14:00			385	483	868
14:00	15:00			476	571	1047
15:00	16:00			552	662	1214
16:00	17:00			543	684	1227
17:00	18:00			551	630	1181
18:00	19:00			557	551	1108
19:00	20:00			386	476	862
20:00	21:00			292	398	690
21:00	22:00			211	294	505
22:00	23:00			137	214	351
23:00	00:00			74	128	202

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			2905	3089	5994
Peak Hour			8:00	7:30	7:30
Peak Volume			545	688	1211
Peak Hour Factor			0.914	0.925	0.955
Peak Period	12:00	to	00:00		
Volume			4542	5574	10116
Peak Hour			15:30	15:30	15:30
Peak Volume			587	694	1281
Peak Hour Factor			0.985	0.928	0.959
Peak Period	07:00	to	09:00		
Volume			999	1228	2227
Peak Hour			8:00	7:30	7:30
Peak Volume			545	688	1211
Peak Hour Factor			0.914	0.925	0.955
Peak Period	16:00	to	18:00		
Volume			1094	1314	2408
Peak Hour			17:00	16:00	16:00
Peak Volume			551	684	1227
Peak Hour Factor			0.889	0.914	0.918



Prepared by National Data & Surveying Services

VOLUME

SW 152nd St Bet Newton Rd/SW 157th Ave & SW 147th Ave

Day: Wednesday
Date: 1/21/2026

City: Miami
Project #: FL26_140018_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,678	8,400	16,078

DAILY TOTALS

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			16	15	31	12:00			91	89	180
0:15			10	18	28	12:15			99	94	193
0:30			6	16	22	12:30			90	104	194
0:45			16	11	27	12:45			71	124	195
1:00			5	17	22	13:00			100	120	220
1:15			6	15	21	13:15			113	123	236
1:30			4	8	12	13:30			105	129	234
1:45			4	11	15	13:45			130	139	269
2:00			6	4	10	14:00			124	138	262
2:15			7	7	14	14:15			135	117	252
2:30			3	4	7	14:30			140	137	277
2:45			6	8	14	14:45			125	132	257
3:00			4	7	11	15:00			157	142	299
3:15			4	3	7	15:15			138	178	316
3:30			11	3	14	15:30			147	133	280
3:45			9	4	13	15:45			128	170	298
4:00			10	2	12	16:00			159	159	318
4:15			9	4	13	16:15			129	130	259
4:30			23	4	27	16:30			139	177	316
4:45			28	11	39	16:45			142	144	286
5:00			23	17	40	17:00			154	159	313
5:15			41	18	59	17:15			155	155	310
5:30			65	26	91	17:30			144	166	310
5:45			70	33	103	17:45			155	152	307
6:00			78	58	136	18:00			142	157	299
6:15			90	98	188	18:15			135	145	280
6:30			98	121	219	18:30			156	143	299
6:45			99	118	217	18:45			102	156	258
7:00			104	118	222	19:00			130	117	247
7:15			103	137	240	19:15			105	151	256
7:30			137	136	273	19:30			107	103	210
7:45			117	189	306	19:45			98	107	205
8:00			134	197	331	20:00			104	122	226
8:15			142	167	309	20:15			88	99	187
8:30			125	135	260	20:30			63	103	166
8:45			107	123	230	20:45			63	104	167
9:00			117	116	233	21:00			54	95	149
9:15			95	83	178	21:15			55	77	132
9:30			116	84	200	21:30			43	62	105
9:45			102	99	201	21:45			44	68	112
10:00			83	87	170	22:00			41	64	105
10:15			101	81	182	22:15			45	44	89
10:30			102	76	178	22:30			22	50	72
10:45			78	90	168	22:45			19	37	56
11:00			87	108	195	23:00			24	34	58
11:15			102	92	194	23:15			27	41	68
11:30			98	97	195	23:30			23	38	61
11:45			100	74	174	23:45			17	22	39
TOTALS	0	0	2901	2950	5851	TOTALS	0	0	4777	5450	10227
SPLIT %	0%	0%	50%	50%	36%	SPLIT %	0%	0%	47%	53%	64%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			48	60	108
01:00	02:00			19	51	70
02:00	03:00			22	23	45
03:00	04:00			28	17	45
04:00	05:00			70	21	91
05:00	06:00			199	94	293
06:00	07:00			365	395	760
07:00	08:00			461	580	1041
08:00	09:00			508	622	1130
09:00	10:00			430	382	812
10:00	11:00			364	334	698
11:00	12:00			387	371	758
12:00	13:00			351	411	762
13:00	14:00			448	511	959
14:00	15:00			524	524	1048
15:00	16:00			570	623	1193
16:00	17:00			569	610	1179
17:00	18:00			608	632	1240
18:00	19:00			535	601	1136
19:00	20:00			440	478	918
20:00	21:00			318	428	746
21:00	22:00			196	302	498
22:00	23:00			127	195	322
23:00	00:00			91	135	226

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			2901	2950	5851
Peak Hour			7:30	7:30	7:30
Peak Volume			530	689	1219
Peak Hour Factor			0.933	0.874	0.921
Peak Period	12:00	to	00:00		
Volume			4777	5450	10227
Peak Hour			17:00	15:15	17:00
Peak Volume			608	640	1240
Peak Hour Factor			0.981	0.899	0.990
Peak Period	07:00	to	09:00		
Volume			969	1202	2171
Peak Hour			7:30	7:30	7:30
Peak Volume			530	689	1219
Peak Hour Factor			0.933	0.874	0.921
Peak Period	16:00	to	18:00		
Volume			1177	1242	2419
Peak Hour			17:00	16:30	17:00
Peak Volume			608	635	1240
Peak Hour Factor			0.981	0.897	0.990



Prepared by National Data & Surveying Services

VOLUME

SW 152nd St Bet Newton Rd/SW 157th Ave & SW 147th Ave

Day: Thursday
Date: 1/22/2026

City: Miami
Project #: FL26_140018_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,507	8,520	16,027

15-Minutes Interval

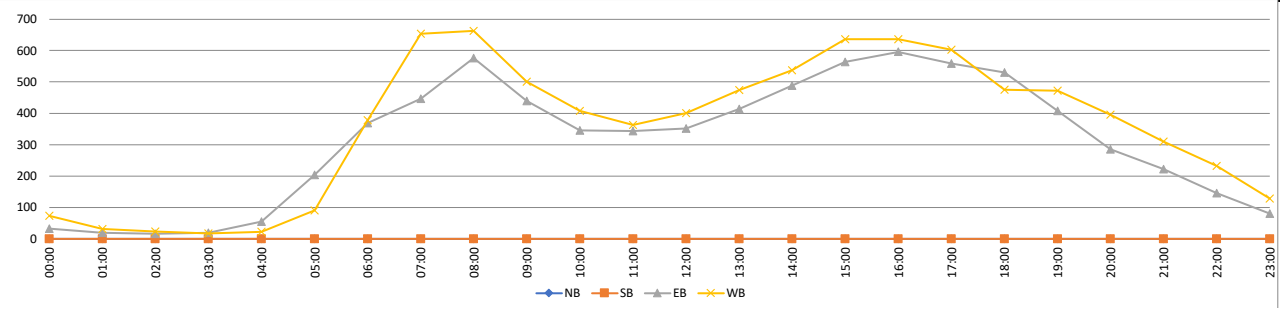
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			9	23	32	12:00			74	96	170
0:15			7	18	25	12:15			96	109	205
0:30			9	22	31	12:30			93	105	198
0:45			7	10	17	12:45			89	91	180
1:00			6	8	14	13:00			103	119	222
1:15			2	7	9	13:15			103	113	216
1:30			7	8	15	13:30			91	111	202
1:45			4	8	12	13:45			117	131	248
2:00			5	5	10	14:00			118	127	245
2:15			5	5	10	14:15			113	117	230
2:30			3	9	12	14:30			111	147	258
2:45			3	4	7	14:45			146	146	292
3:00			1	1	2	15:00			138	165	303
3:15			3	3	6	15:15			127	167	294
3:30			5	7	12	15:30			159	152	311
3:45			10	6	16	15:45			140	152	292
4:00			11	3	14	16:00			142	167	309
4:15			9	5	14	16:15			156	165	321
4:30			15	6	21	16:30			143	164	307
4:45			20	8	28	16:45			155	140	295
5:00			33	15	48	17:00			155	146	301
5:15			42	13	55	17:15			133	157	290
5:30			49	28	77	17:30			143	138	281
5:45			80	34	114	17:45			128	161	289
6:00			90	59	149	18:00			150	153	303
6:15			82	77	159	18:15			130	102	232
6:30			85	130	215	18:30			134	110	244
6:45			112	112	224	18:45			116	110	226
7:00			94	147	241	19:00			110	119	229
7:15			108	151	259	19:15			104	104	208
7:30			116	182	298	19:30			103	130	233
7:45			128	174	302	19:45			91	119	210
8:00			150	205	355	20:00			91	103	194
8:15			170	157	327	20:15			70	102	172
8:30			135	155	290	20:30			72	96	168
8:45			121	146	267	20:45			52	94	146
9:00			131	115	246	21:00			60	84	144
9:15			112	126	238	21:15			65	79	144
9:30			98	116	214	21:30			47	71	118
9:45			98	143	241	21:45			50	76	126
10:00			96	102	198	22:00			50	56	106
10:15			88	109	197	22:15			28	65	93
10:30			89	102	191	22:30			48	63	111
10:45			72	95	167	22:45			20	48	68
11:00			72	89	161	23:00			25	46	71
11:15			98	97	195	23:15			29	31	60
11:30			71	90	161	23:30			14	22	36
11:45			102	87	189	23:45			12	29	41
TOTALS	0	0	2863	3222	6085	TOTALS	0	0	4644	5298	9942
SPLIT %	0%	0%	47%	53%	38%	SPLIT %	0%	0%	47%	53%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			32	73	105
01:00	02:00			19	31	50
02:00	03:00			16	23	39
03:00	04:00			19	17	36
04:00	05:00			55	22	77
05:00	06:00			204	90	294
06:00	07:00			369	378	747
07:00	08:00			446	654	1100
08:00	09:00			576	663	1239
09:00	10:00			439	500	939
10:00	11:00			345	408	753
11:00	12:00			343	363	706
12:00	13:00			352	401	753
13:00	14:00			414	474	888
14:00	15:00			488	537	1025
15:00	16:00			564	636	1200
16:00	17:00			596	636	1232
17:00	18:00			559	602	1161
18:00	19:00			530	475	1005
19:00	20:00			408	472	880
20:00	21:00			285	395	680
21:00	22:00			222	310	532
22:00	23:00			146	232	378
23:00	00:00			80	128	208

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			2863	3222	6085
Peak Hour			7:45	7:30	7:30
Peak Volume			583	718	1282
Peak Hour Factor			0.857	0.876	0.903
Peak Period	12:00	to	00:00		
Volume			4644	5298	9942
Peak Hour			16:15	15:45	15:30
Peak Volume			609	648	1233
Peak Hour Factor			0.976	0.970	0.960
Peak Period	07:00	to	09:00		
Volume			1022	1317	2339
Peak Hour			7:45	7:30	7:30
Peak Volume			583	718	1282
Peak Hour Factor			0.857	0.876	0.903
Peak Period	16:00	to	18:00		
Volume			1155	1238	2393
Peak Hour			16:15	16:00	16:00
Peak Volume			609	636	1232
Peak Hour Factor			0.976	0.952	0.960



Prepared by National Data & Surveying Services

VOLUME

Newton Rd/SW 157th Ave Bet SW 136th St & SW 152nd St

Day: Tuesday
Date: 1/20/2026

City: Miami
Project #: FL26_140018_006

DAILY TOTALS	NB	SB	EB	WB	Total
	13,042	12,828	0	0	25,870

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	44	72			116	12:00	150	129			279
0:15	24	51			75	12:15	115	131			246
0:30	24	38			62	12:30	147	166			313
0:45	7	26			33	12:45	183	141			324
1:00	15	16			31	13:00	162	165			327
1:15	15	28			43	13:15	157	156			313
1:30	16	24			40	13:30	141	126			267
1:45	11	16			27	13:45	183	134			317
2:00	6	9			15	14:00	167	146			313
2:15	6	6			12	14:15	178	131			309
2:30	6	7			13	14:30	172	244			416
2:45	8	7			15	14:45	192	249			441
3:00	6	4			10	15:00	160	238			398
3:15	6	10			16	15:15	152	276			428
3:30	12	7			19	15:30	160	270			430
3:45	12	5			17	15:45	155	260			415
4:00	7	10			17	16:00	214	234			448
4:15	22	4			26	16:15	190	312			502
4:30	25	8			33	16:30	172	307			479
4:45	37	10			47	16:45	153	316			469
5:00	45	8			53	17:00	180	325			505
5:15	85	21			106	17:15	211	334			545
5:30	126	29			155	17:30	194	331			525
5:45	187	41			228	17:45	203	335			538
6:00	261	49			310	18:00	205	325			530
6:15	389	60			449	18:15	180	341			521
6:30	380	82			462	18:30	162	336			498
6:45	376	97			473	18:45	192	320			512
7:00	323	109			432	19:00	143	301			444
7:15	368	154			522	19:15	142	272			414
7:30	326	148			474	19:30	155	253			408
7:45	327	144			471	19:45	111	197			308
8:00	321	151			472	20:00	113	194			307
8:15	337	171			508	20:15	91	184			275
8:30	329	165			494	20:30	103	171			274
8:45	295	156			451	20:45	65	135			200
9:00	204	110			314	21:00	76	143			219
9:15	198	103			301	21:15	83	125			208
9:30	251	96			347	21:30	60	109			169
9:45	176	115			291	21:45	52	82			134
10:00	160	98			258	22:00	50	118			168
10:15	171	123			294	22:15	43	106			149
10:30	150	111			261	22:30	33	92			125
10:45	154	90			244	22:45	25	75			100
11:00	116	117			233	23:00	29	64			93
11:15	123	112			235	23:15	26	52			78
11:30	127	151			278	23:30	30	40			70
11:45	143	136			279	23:45	25	32			57
TOTALS	6757	3305	0	0	10062	TOTALS	6285	9523	0	0	15808
SPLIT %	67%	33%	0%	0%	39%	SPLIT %	40%	60%	0%	0%	61%

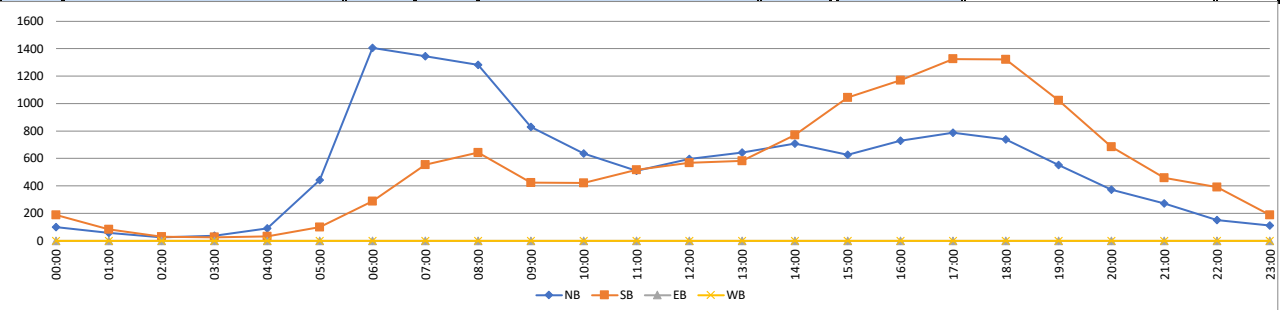
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	99	187			286
01:00	02:00	57	84			141
02:00	03:00	26	29			55
03:00	04:00	36	26			62
04:00	05:00	91	32			123
05:00	06:00	443	99			542
06:00	07:00	1406	288			1694
07:00	08:00	1344	555			1899
08:00	09:00	1282	643			1925
09:00	10:00	829	424			1253
10:00	11:00	635	422			1057
11:00	12:00	509	516			1025
12:00	13:00	595	567			1162
13:00	14:00	643	581			1224
14:00	15:00	709	770			1479
15:00	16:00	627	1044			1671
16:00	17:00	729	1169			1898
17:00	18:00	788	1325			2113
18:00	19:00	739	1322			2061
19:00	20:00	551	1023			1574
20:00	21:00	372	684			1056
21:00	22:00	271	459			730
22:00	23:00	151	391			542
23:00	00:00	110	188			298

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	6757	3305			10062
Peak Hour	6:15	8:00			7:45
Peak Volume	1468	643			1945
Peak Hour Factor	0.943	0.940			0.957
Peak Period	12:00	to	00:00		
Volume	6285	9523			15808
Peak Hour	17:15	17:45			17:15
Peak Volume	813	1337			2138
Peak Hour Factor	0.963	0.980			0.981
Peak Period	07:00	to	09:00		
Volume	2626	1198			3824
Peak Hour	7:00	8:00			7:45
Peak Volume	1344	643			1945
Peak Hour Factor	0.913	0.940			0.957
Peak Period	16:00	to	18:00		
Volume	1517	2494			4011
Peak Hour	17:00	17:00			17:00
Peak Volume	788	1325			2113
Peak Hour Factor	0.934	0.989			0.969



Prepared by National Data & Surveying Services

VOLUME

Newton Rd/SW 157th Ave Bet SW 136th St & SW 152nd St

Day: Wednesday
Date: 1/21/2026

City: Miami
Project #: FL26_140018_006

DAILY TOTALS	NB	SB	EB	WB	Total
	12,897	12,843	0	0	25,740

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	7	32			39	12:00	117	139			256
0:15	12	25			37	12:15	150	129			279
0:30	18	21			39	12:30	150	147			297
0:45	15	15			30	12:45	142	139			281
1:00	13	17			30	13:00	145	146			291
1:15	7	7			14	13:15	191	144			335
1:30	4	14			18	13:30	165	146			311
1:45	6	9			15	13:45	167	131			298
2:00	3	13			16	14:00	194	193			387
2:15	3	8			11	14:15	147	162			309
2:30	3	6			9	14:30	175	222			397
2:45	5	2			7	14:45	144	266			410
3:00	3	6			9	15:00	133	240			373
3:15	5	7			12	15:15	158	247			405
3:30	12	6			18	15:30	159	270			429
3:45	8	5			13	15:45	181	260			441
4:00	9	5			14	16:00	183	221			404
4:15	25	6			31	16:15	173	317			490
4:30	23	9			32	16:30	163	309			472
4:45	51	7			58	16:45	187	338			525
5:00	46	7			53	17:00	207	342			549
5:15	92	23			115	17:15	195	347			542
5:30	129	27			156	17:30	196	344			540
5:45	210	34			244	17:45	167	327			494
6:00	250	59			309	18:00	172	342			514
6:15	393	58			451	18:15	211	329			540
6:30	395	84			479	18:30	162	335			497
6:45	351	105			456	18:45	168	319			487
7:00	369	111			480	19:00	141	307			448
7:15	323	159			482	19:15	137	283			420
7:30	323	166			489	19:30	151	302			453
7:45	340	163			503	19:45	108	255			363
8:00	328	139			467	20:00	117	232			349
8:15	354	161			515	20:15	95	193			288
8:30	319	167			486	20:30	85	173			258
8:45	300	142			442	20:45	84	133			217
9:00	237	143			380	21:00	81	121			202
9:15	217	87			304	21:15	101	106			207
9:30	218	107			325	21:30	69	96			165
9:45	197	92			289	21:45	45	105			150
10:00	185	101			286	22:00	35	89			124
10:15	153	114			267	22:15	30	99			129
10:30	149	95			244	22:30	27	78			105
10:45	143	110			253	22:45	25	61			86
11:00	131	112			243	23:00	24	50			74
11:15	118	131			249	23:15	35	52			87
11:30	141	130			271	23:30	24	63			87
11:45	125	107			232	23:45	13	40			53
TOTALS	6768	3154	0	0	9922	TOTALS	6129	9689	0	0	15818
SPLIT %	68%	32%	0%	0%	39%	SPLIT %	39%	61%	0%	0%	61%

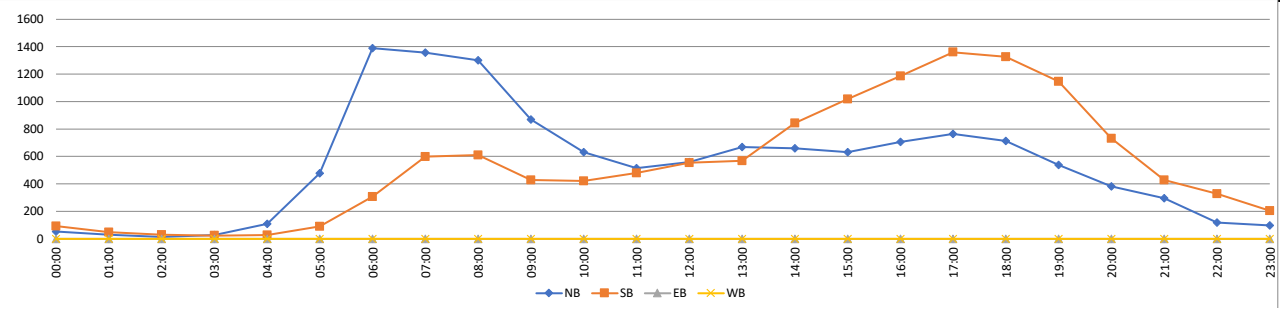
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	52	93			145
01:00	02:00	30	47			77
02:00	03:00	14	29			43
03:00	04:00	28	24			52
04:00	05:00	108	27			135
05:00	06:00	477	91			568
06:00	07:00	1389	306			1695
07:00	08:00	1355	599			1954
08:00	09:00	1301	609			1910
09:00	10:00	869	429			1298
10:00	11:00	630	420			1050
11:00	12:00	515	480			995
12:00	13:00	559	554			1113
13:00	14:00	668	567			1235
14:00	15:00	660	843			1503
15:00	16:00	631	1017			1648
16:00	17:00	706	1185			1891
17:00	18:00	765	1360			2125
18:00	19:00	713	1325			2038
19:00	20:00	537	1147			1684
20:00	21:00	381	731			1112
21:00	22:00	296	428			724
22:00	23:00	117	327			444
23:00	00:00	96	205			301

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	6768	3154			9922
Peak Hour	6:15	7:45			7:30
Peak Volume	1508	630			1974
Peak Hour Factor	0.954	0.943			0.958
Peak Period	12:00	to	00:00		
Volume	6129	9689			15818
Peak Hour	16:45	16:45			16:45
Peak Volume	785	1371			2156
Peak Hour Factor	0.948	0.988			0.982
Peak Period	07:00	to	09:00		
Volume	2656	1208			3864
Peak Hour	7:00	7:45			7:30
Peak Volume	1355	630			1974
Peak Hour Factor	0.918	0.943			0.958
Peak Period	16:00	to	18:00		
Volume	1471	2545			4016
Peak Hour	16:45	16:45			16:45
Peak Volume	785	1371			2156
Peak Hour Factor	0.948	0.988			0.982



Prepared by National Data & Surveying Services

VOLUME

Newton Rd/SW 157th Ave Bet SW 136th St & SW 152nd St

Day: Thursday
Date: 1/22/2026

City: Miami
Project #: FL26_140018_006

DAILY TOTALS	NB	SB	EB	WB	Total
	13,304	12,686	0	0	25,990

15-Minutes Interval

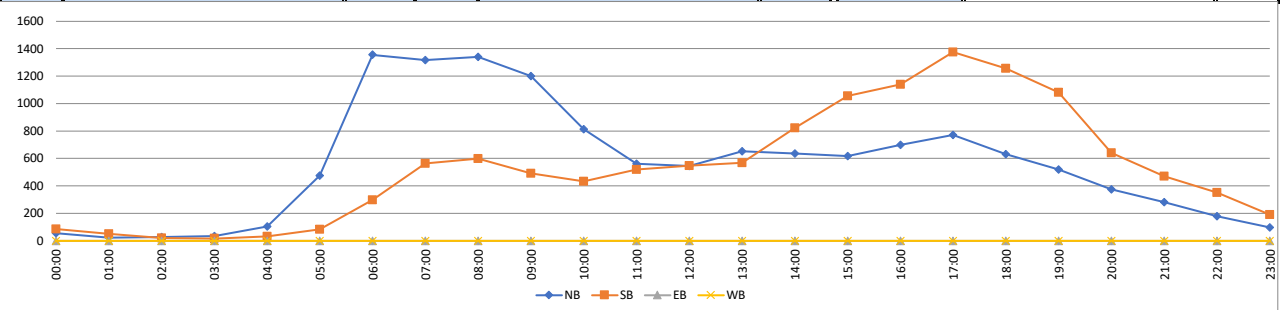
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	15	24			39	12:00	125	147			272
0:15	10	22			32	12:15	128	119			247
0:30	16	23			39	12:30	152	134			286
0:45	13	17			30	12:45	139	146			285
1:00	7	19			26	13:00	146	141			287
1:15	6	9			15	13:15	174	161			335
1:30	6	15			21	13:30	161	140			301
1:45	5	7			12	13:45	172	127			299
2:00	9	11			20	14:00	178	171			349
2:15	6	2			8	14:15	132	194			326
2:30	5	5			10	14:30	171	226			397
2:45	7	2			9	14:45	154	232			386
3:00	6	5			11	15:00	146	246			392
3:15	6	5			11	15:15	158	269			427
3:30	11	3			14	15:30	157	287			444
3:45	12	4			16	15:45	156	253			409
4:00	7	4			11	16:00	183	224			407
4:15	22	6			28	16:15	189	292			481
4:30	34	8			42	16:30	154	297			451
4:45	40	13			53	16:45	172	327			499
5:00	45	10			55	17:00	174	341			515
5:15	85	18			103	17:15	207	350			557
5:30	145	25			170	17:30	201	324			525
5:45	200	31			231	17:45	190	360			550
6:00	252	66			318	18:00	177	334			511
6:15	356	57			413	18:15	163	331			494
6:30	367	71			438	18:30	146	325			471
6:45	381	103			484	18:45	145	266			411
7:00	332	116			448	19:00	158	299			457
7:15	329	156			485	19:15	142	287			429
7:30	321	137			458	19:30	115	251			366
7:45	335	154			489	19:45	104	245			349
8:00	316	150			466	20:00	104	203			307
8:15	345	139			484	20:15	109	179			288
8:30	346	171			517	20:30	85	147			232
8:45	334	139			473	20:45	77	111			188
9:00	303	141			444	21:00	80	116			196
9:15	296	121			417	21:15	81	141			222
9:30	312	105			417	21:30	66	113			179
9:45	290	123			413	21:45	54	99			153
10:00	229	124			353	22:00	51	110			161
10:15	223	88			311	22:15	50	91			141
10:30	192	118			310	22:30	36	87			123
10:45	168	102			270	22:45	41	64			105
11:00	162	149			311	23:00	32	59			91
11:15	148	118			266	23:15	28	56			84
11:30	130	113			243	23:30	23	44			67
11:45	120	140			260	23:45	13	31			44
TOTALS	7305	3189	0	0	10494	TOTALS	5999	9497	0	0	15496
SPLIT %	70%	30%	0%	0%	40%	SPLIT %	39%	61%	0%	0%	60%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	54	86			140
01:00	02:00	24	50			74
02:00	03:00	27	20			47
03:00	04:00	35	17			52
04:00	05:00	103	31			134
05:00	06:00	475	84			559
06:00	07:00	1356	297			1653
07:00	08:00	1317	563			1880
08:00	09:00	1341	599			1940
09:00	10:00	1201	490			1691
10:00	11:00	812	432			1244
11:00	12:00	560	520			1080
12:00	13:00	544	546			1090
13:00	14:00	653	569			1222
14:00	15:00	635	823			1458
15:00	16:00	617	1055			1672
16:00	17:00	698	1140			1838
17:00	18:00	772	1375			2147
18:00	19:00	631	1256			1887
19:00	20:00	519	1082			1601
20:00	21:00	375	640			1015
21:00	22:00	281	469			750
22:00	23:00	178	352			530
23:00	00:00	96	190			286

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	7305	3189			10494
Peak Hour	6:15	7:45			7:45
Peak Volume	1436	614			1956
Peak Hour Factor	0.942	0.898			0.946
Peak Period	12:00	to	00:00		
Volume	5999	9497			15496
Peak Hour	17:15	17:00			17:00
Peak Volume	775	1375			2147
Peak Hour Factor	0.936	0.955			0.964
Peak Period	07:00	to	09:00		
Volume	2658	1162			3820
Peak Hour	7:45	7:45			7:45
Peak Volume	1342	614			1956
Peak Hour Factor	0.970	0.898			0.946
Peak Period	16:00	to	18:00		
Volume	1470	2515			3985
Peak Hour	17:00	17:00			17:00
Peak Volume	772	1375			2147
Peak Hour Factor	0.932	0.955			0.964



Prepared by National Data & Surveying Services

VOLUME

SW 157th Ave Bet SW 120th St & Killian Pkwy/SW 104th St

Day: Tuesday
Date: 1/20/2026

City: Miami
Project #: FL26_140018_007

DAILY TOTALS	NB	SB	EB	WB	Total
	12,426	13,049	0	0	25,475

15-Minutes Interval

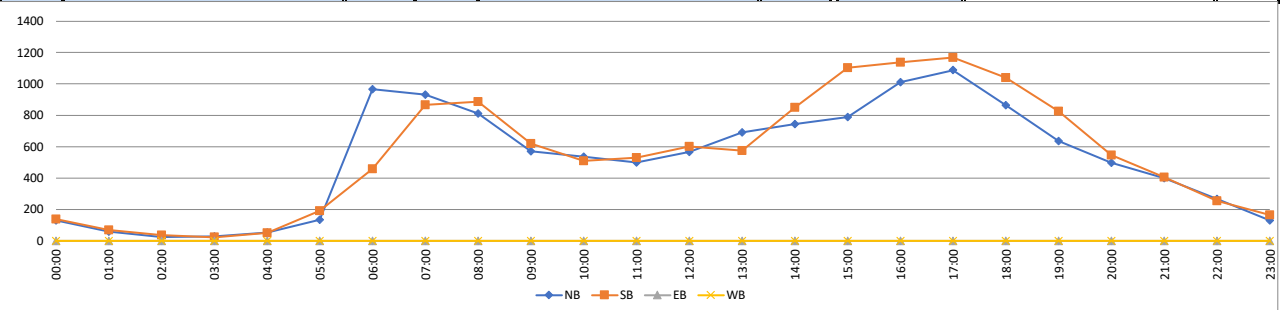
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	65	51			116	12:00	142	137			279
0:15	20	39			59	12:15	140	140			280
0:30	28	26			54	12:30	129	161			290
0:45	17	21			38	12:45	155	163			318
1:00	16	19			35	13:00	173	138			311
1:15	13	22			35	13:15	165	148			313
1:30	15	18			33	13:30	190	131			321
1:45	15	9			24	13:45	162	157			319
2:00	6	7			13	14:00	207	179			386
2:15	8	10			18	14:15	176	158			334
2:30	6	11			17	14:30	178	254			432
2:45	4	7			11	14:45	183	260			443
3:00	8	3			11	15:00	196	264			460
3:15	9	8			17	15:15	172	284			456
3:30	3	5			8	15:30	224	291			515
3:45	8	7			15	15:45	197	264			461
4:00	8	8			16	16:00	214	273			487
4:15	10	5			15	16:15	261	293			554
4:30	17	14			31	16:30	289	273			562
4:45	18	24			42	16:45	247	298			545
5:00	19	34			53	17:00	286	307			593
5:15	28	45			73	17:15	265	268			533
5:30	31	50			81	17:30	270	315			585
5:45	55	62			117	17:45	267	279			546
6:00	98	57			155	18:00	258	280			538
6:15	196	93			289	18:15	230	260			490
6:30	291	129			420	18:30	191	242			433
6:45	382	180			562	18:45	186	258			444
7:00	266	206			472	19:00	198	225			423
7:15	192	221			413	19:15	163	226			389
7:30	242	198			440	19:30	144	196			340
7:45	232	242			474	19:45	130	179			309
8:00	248	225			473	20:00	123	173			296
8:15	199	240			439	20:15	122	161			283
8:30	192	224			416	20:30	117	111			228
8:45	173	198			371	20:45	136	101			237
9:00	141	150			291	21:00	106	135			241
9:15	124	167			291	21:15	115	97			212
9:30	145	150			295	21:30	91	91			182
9:45	161	153			314	21:45	88	82			170
10:00	108	118			226	22:00	77	85			162
10:15	146	152			298	22:15	69	64			133
10:30	147	124			271	22:30	71	45			116
10:45	134	116			250	22:45	49	61			110
11:00	130	129			259	23:00	42	51			93
11:15	115	146			261	23:15	39	46			85
11:30	128	114			242	23:30	23	46			69
11:45	127	141			268	23:45	26	21			47
TOTALS	4744	4378	0	0	9122	TOTALS	7682	8671	0	0	16353
SPLIT %	52%	48%	0%	0%	36%	SPLIT %	47%	53%	0%	0%	64%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	130	137			267
01:00	02:00	59	68			127
02:00	03:00	24	35			59
03:00	04:00	28	23			51
04:00	05:00	53	51			104
05:00	06:00	133	191			324
06:00	07:00	967	459			1426
07:00	08:00	932	867			1799
08:00	09:00	812	887			1699
09:00	10:00	571	620			1191
10:00	11:00	535	510			1045
11:00	12:00	500	530			1030
12:00	13:00	566	601			1167
13:00	14:00	690	574			1264
14:00	15:00	744	851			1595
15:00	16:00	789	1103			1892
16:00	17:00	1011	1137			2148
17:00	18:00	1088	1169			2257
18:00	19:00	865	1040			1905
19:00	20:00	635	826			1461
20:00	21:00	498	546			1044
21:00	22:00	400	405			805
22:00	23:00	266	255			521
23:00	00:00	130	164			294

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	4744	4378			9122
Peak Hour	6:15	7:45			6:45
Peak Volume	1135	931			1887
Peak Hour Factor	0.743	0.962			0.839
Peak Period	12:00	to	00:00		
Volume	7682	8671			16353
Peak Hour	17:00	16:45			17:00
Peak Volume	1088	1188			2257
Peak Hour Factor	0.951	0.943			0.952
Peak Period	07:00	to	09:00		
Volume	1744	1754			3498
Peak Hour	7:00	7:45			7:30
Peak Volume	932	931			1826
Peak Hour Factor	0.876	0.962			0.963
Peak Period	16:00	to	18:00		
Volume	2099	2306			4405
Peak Hour	17:00	16:45			17:00
Peak Volume	1088	1188			2257
Peak Hour Factor	0.951	0.943			0.952



Prepared by National Data & Surveying Services

VOLUME

SW 157th Ave Bet SW 120th St & Killian Pkwy/SW 104th St

Day: Wednesday
Date: 1/21/2026

City: Miami
Project #: FL26_140018_007

DAILY TOTALS	NB	SB	EB	WB	Total
	12,423	13,182	0	0	25,605

DAILY TOTALS

15-Minutes Interval

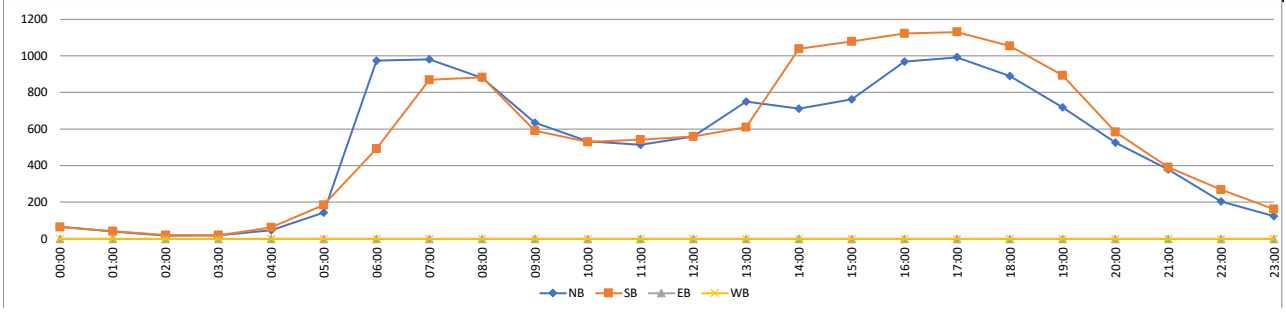
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	23	21			44	12:00	120	148			268
0:15	10	22			32	12:15	158	128			286
0:30	15	8			23	12:30	123	144			267
0:45	17	13			30	12:45	158	139			297
1:00	12	8			20	13:00	151	148			299
1:15	8	8			16	13:15	186	149			335
1:30	13	17			30	13:30	221	129			350
1:45	6	8			14	13:45	191	183			374
2:00	6	9			15	14:00	188	232			420
2:15	4	7			11	14:15	189	224			413
2:30	1	3			4	14:30	167	288			455
2:45	6	2			8	14:45	167	294			461
3:00	3	5			8	15:00	171	269			440
3:15	5	6			11	15:15	175	272			447
3:30	4	6			10	15:30	221	285			506
3:45	7	3			10	15:45	195	252			447
4:00	2	10			12	16:00	216	263			479
4:15	13	8			21	16:15	242	281			523
4:30	10	13			23	16:30	264	288			552
4:45	22	31			53	16:45	246	290			536
5:00	21	23			44	17:00	176	287			463
5:15	25	47			72	17:15	309	282			591
5:30	46	54			100	17:30	229	280			509
5:45	51	60			111	17:45	278	281			559
6:00	115	78			193	18:00	227	263			490
6:15	212	97			309	18:15	219	280			499
6:30	286	143			429	18:30	214	243			457
6:45	361	174			535	18:45	229	267			496
7:00	309	200			509	19:00	189	242			431
7:15	195	222			417	19:15	196	248			444
7:30	232	213			445	19:30	175	212			387
7:45	244	233			477	19:45	158	191			349
8:00	262	203			465	20:00	153	192			345
8:15	229	209			438	20:15	121	137			258
8:30	192	215			407	20:30	124	155			279
8:45	196	256			452	20:45	127	99			226
9:00	165	148			313	21:00	92	122			214
9:15	173	170			343	21:15	115	103			218
9:30	160	130			290	21:30	103	84			187
9:45	137	142			279	21:45	68	82			150
10:00	167	117			284	22:00	71	90			161
10:15	127	126			253	22:15	62	75			137
10:30	113	154			267	22:30	42	61			103
10:45	126	132			258	22:45	29	42			71
11:00	111	126			237	23:00	29	56			85
11:15	130	130			260	23:15	32	41			73
11:30	141	142			283	23:30	39	38			77
11:45	131	144			275	23:45	24	27			51
TOTALS	4844	4296	0	0	9140	TOTALS	7579	8886	0	0	16465
SPLIT %	53%	47%	0%	0%	36%	SPLIT %	46%	54%	0%	0%	64%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	65	64			129
01:00	02:00	39	41			80
02:00	03:00	17	21			38
03:00	04:00	19	20			39
04:00	05:00	47	62			109
05:00	06:00	143	184			327
06:00	07:00	974	492			1466
07:00	08:00	980	868			1848
08:00	09:00	879	883			1762
09:00	10:00	635	590			1225
10:00	11:00	533	529			1062
11:00	12:00	513	542			1055
12:00	13:00	559	559			1118
13:00	14:00	749	609			1358
14:00	15:00	711	1038			1749
15:00	16:00	762	1078			1840
16:00	17:00	968	1122			2090
17:00	18:00	992	1130			2122
18:00	19:00	889	1053			1942
19:00	20:00	718	893			1611
20:00	21:00	525	583			1108
21:00	22:00	378	391			769
22:00	23:00	204	268			472
23:00	00:00	124	162			286

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	4844	4296			9140
Peak Hour	6:15	8:00			6:45
Peak Volume	1168	883			1906
Peak Hour Factor	0.809	0.862			0.891
Peak Period	12:00	to	00:00		
Volume	7579	8886			16465
Peak Hour	17:15	16:30			17:15
Peak Volume	1043	1147			2149
Peak Hour Factor	0.844	0.989			0.909
Peak Period	07:00	to	09:00		
Volume	1859	1751			3610
Peak Hour	7:00	8:00			7:00
Peak Volume	980	883			1848
Peak Hour Factor	0.793	0.862			0.908
Peak Period	16:00	to	18:00		
Volume	1960	2252			4212
Peak Hour	16:30	16:30			16:30
Peak Volume	995	1147			2142
Peak Hour Factor	0.805	0.989			0.906



Prepared by National Data & Surveying Services

VOLUME

SW 157th Ave Bet SW 120th St & Killian Pkwy/SW 104th St

Day: Thursday
Date: 1/22/2026

City: Miami
Project #: FL26_140018_007

DAILY TOTALS	NB	SB	EB	WB	Total
	12,476	13,141	0	0	25,617

DAILY TOTALS

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	17	28			45	12:00	132	127			259
0:15	29	18			47	12:15	135	144			279
0:30	15	7			22	12:30	137	144			281
0:45	18	11			29	12:45	152	134			286
1:00	17	14			31	13:00	139	160			299
1:15	6	6			12	13:15	189	160			349
1:30	5	13			18	13:30	167	138			305
1:45	5	5			10	13:45	190	181			371
2:00	6	9			15	14:00	200	216			416
2:15	5	6			11	14:15	173	219			392
2:30	3	5			8	14:30	165	280			445
2:45	4	6			10	14:45	175	262			437
3:00	6	4			10	15:00	174	244			418
3:15	6	5			11	15:15	190	276			466
3:30	3	2			5	15:30	200	300			500
3:45	12	4			16	15:45	198	254			452
4:00	4	7			11	16:00	220	240			460
4:15	11	9			20	16:15	235	270			505
4:30	12	13			25	16:30	242	293			535
4:45	11	27			38	16:45	244	273			517
5:00	23	33			56	17:00	280	319			599
5:15	26	40			66	17:15	283	295			578
5:30	42	53			95	17:30	269	304			573
5:45	56	62			118	17:45	273	296			569
6:00	72	89			161	18:00	227	301			528
6:15	161	91			252	18:15	224	240			464
6:30	251	133			384	18:30	215	242			457
6:45	346	165			511	18:45	197	237			434
7:00	278	205			483	19:00	191	239			430
7:15	182	219			401	19:15	203	224			427
7:30	213	180			393	19:30	160	210			370
7:45	238	240			478	19:45	140	197			337
8:00	253	206			459	20:00	141	163			304
8:15	246	200			446	20:15	120	162			282
8:30	215	238			453	20:30	115	128			243
8:45	186	212			398	20:45	115	113			228
9:00	191	175			366	21:00	114	108			222
9:15	191	158			349	21:15	102	95			197
9:30	178	152			330	21:30	83	102			185
9:45	185	152			337	21:45	76	91			167
10:00	158	172			330	22:00	74	97			171
10:15	192	121			313	22:15	69	72			141
10:30	141	144			285	22:30	58	69			127
10:45	148	130			278	22:45	48	44			92
11:00	130	143			273	23:00	40	49			89
11:15	139	130			269	23:15	35	55			90
11:30	149	134			283	23:30	29	26			55
11:45	127	143			270	23:45	26	29			55
TOTALS	4912	4319	0	0	9231	TOTALS	7564	8822	0	0	16386
SPLIT %	53%	47%	0%	0%	36%	SPLIT %	46%	54%	0%	0%	64%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	79	64			143
01:00	02:00	33	38			71
02:00	03:00	18	26			44
03:00	04:00	27	15			42
04:00	05:00	38	56			94
05:00	06:00	147	188			335
06:00	07:00	830	478			1308
07:00	08:00	911	844			1755
08:00	09:00	900	856			1756
09:00	10:00	745	637			1382
10:00	11:00	639	567			1206
11:00	12:00	545	550			1095
12:00	13:00	556	549			1105
13:00	14:00	685	639			1324
14:00	15:00	713	977			1690
15:00	16:00	762	1074			1836
16:00	17:00	941	1076			2017
17:00	18:00	1105	1214			2319
18:00	19:00	863	1020			1883
19:00	20:00	694	870			1564
20:00	21:00	491	566			1057
21:00	22:00	375	396			771
22:00	23:00	249	282			531
23:00	00:00	130	159			289

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	4912	4319			9231
Peak Hour	6:30	7:45			7:45
Peak Volume	1057	884			1836
Peak Hour Factor	0.764	0.921			0.960
Peak Period	12:00	to	00:00		
Volume	7564	8822			16386
Peak Hour	17:00	17:00			17:00
Peak Volume	1105	1214			2319
Peak Hour Factor	0.976	0.951			0.968
Peak Period	07:00	to	09:00		
Volume	1811	1700			3511
Peak Hour	7:45	7:45			7:45
Peak Volume	952	884			1836
Peak Hour Factor	0.941	0.921			0.960
Peak Period	16:00	to	18:00		
Volume	2046	2290			4336
Peak Hour	17:00	17:00			17:00
Peak Volume	1105	1214			2319
Peak Hour Factor	0.976	0.951			0.968



Prepared by National Data & Surveying Services

VOLUME

Colonial Dr/SW 160th St Bet Newton Rd/SW 157th Ave & SW 147th Ave

Day: Tuesday
Date: 1/20/2026

City: Miami
Project #: FL26_140018_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,305	2,336	4,641

DAILY TOTALS

15-Minutes Interval

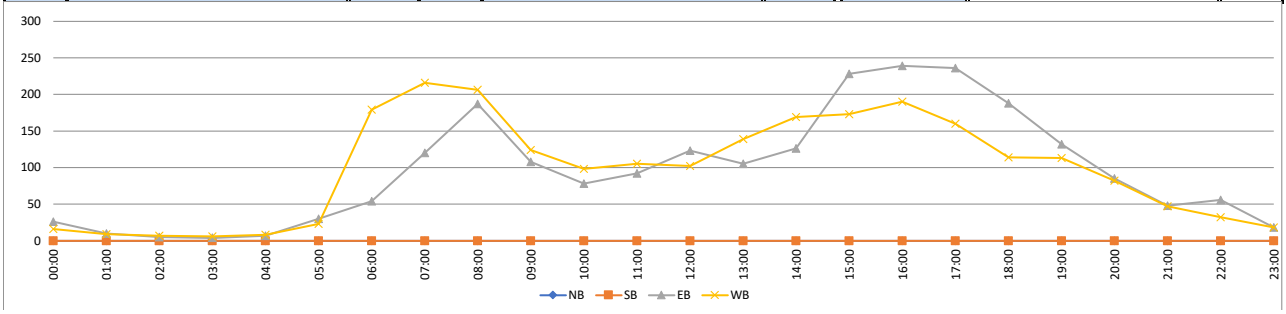
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			7	4	11	12:00			29	31	60
0:15			11	7	18	12:15			40	22	62
0:30			5	4	9	12:30			31	21	52
0:45			3	1	4	12:45			23	28	51
1:00			2	0	2	13:00			24	30	54
1:15			4	4	8	13:15			23	37	60
1:30			3	4	7	13:30			26	33	59
1:45			1	1	2	13:45			32	39	71
2:00			2	2	4	14:00			30	49	79
2:15			2	2	4	14:15			28	34	62
2:30			1	1	2	14:30			27	31	58
2:45			0	2	2	14:45			41	55	96
3:00			1	2	3	15:00			54	45	99
3:15			0	2	2	15:15			68	36	104
3:30			1	1	2	15:30			62	45	107
3:45			2	1	3	15:45			44	47	91
4:00			1	1	2	16:00			48	65	113
4:15			0	5	5	16:15			60	50	110
4:30			2	1	3	16:30			60	33	93
4:45			4	1	5	16:45			71	42	113
5:00			4	0	4	17:00			54	36	90
5:15			9	4	13	17:15			51	52	103
5:30			8	7	15	17:30			56	35	91
5:45			9	12	21	17:45			75	37	112
6:00			10	29	39	18:00			66	37	103
6:15			14	50	64	18:15			52	32	84
6:30			18	52	70	18:30			31	23	54
6:45			12	48	60	18:45			39	22	61
7:00			22	48	70	19:00			40	25	65
7:15			32	58	90	19:15			39	26	65
7:30			32	55	87	19:30			32	35	67
7:45			34	55	89	19:45			21	27	48
8:00			44	61	105	20:00			28	15	43
8:15			45	57	102	20:15			28	22	50
8:30			46	43	89	20:30			18	27	45
8:45			52	45	97	20:45			11	18	29
9:00			30	26	56	21:00			13	10	23
9:15			31	32	63	21:15			9	13	22
9:30			21	32	53	21:30			13	13	26
9:45			26	34	60	21:45			13	11	24
10:00			21	33	54	22:00			16	10	26
10:15			16	21	37	22:15			13	13	26
10:30			27	20	47	22:30			18	6	24
10:45			14	24	38	22:45			9	3	12
11:00			25	27	52	23:00			2	4	6
11:15			25	21	46	23:15			6	4	10
11:30			19	35	54	23:30			4	8	12
11:45			23	22	45	23:45			6	2	8
TOTALS	0	0	721	997	1718	TOTALS	0	0	1584	1339	2923
SPLIT %	0%	0%	42%	58%	37%	SPLIT %	0%	0%	54%	46%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			26	16	42
01:00	02:00			10	9	19
02:00	03:00			5	7	12
03:00	04:00			4	6	10
04:00	05:00			7	8	15
05:00	06:00			30	23	53
06:00	07:00			54	179	233
07:00	08:00			120	216	336
08:00	09:00			187	206	393
09:00	10:00			108	124	232
10:00	11:00			78	98	176
11:00	12:00			92	105	197
12:00	13:00			123	102	225
13:00	14:00			105	139	244
14:00	15:00			126	169	295
15:00	16:00			228	173	401
16:00	17:00			239	190	429
17:00	18:00			236	160	396
18:00	19:00			188	114	302
19:00	20:00			132	113	245
20:00	21:00			85	82	167
21:00	22:00			48	47	95
22:00	23:00			56	32	88
23:00	00:00			18	18	36

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			721	997	1718
Peak Hour			8:00	7:15	8:00
Peak Volume			187	229	393
Peak Hour Factor			0.899	0.939	0.936
Peak Period	12:00	to	00:00		
Volume			1584	1339	2923
Peak Hour			17:30	15:30	16:00
Peak Volume			249	207	429
Peak Hour Factor			0.830	0.796	0.949
Peak Period	07:00	to	09:00		
Volume			307	422	729
Peak Hour			8:00	7:15	8:00
Peak Volume			187	229	393
Peak Hour Factor			0.899	0.939	0.936
Peak Period	16:00	to	18:00		
Volume			475	350	825
Peak Hour			16:15	16:00	16:00
Peak Volume			245	190	429
Peak Hour Factor			0.863	0.731	0.949



Prepared by National Data & Surveying Services

VOLUME

Colonial Dr/SW 160th St Bet Newton Rd/SW 157th Ave & SW 147th Ave

Day: Wednesday
Date: 1/21/2026

City: Miami
Project #: FL26_140018_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,184	2,253	4,437

DAILY TOTALS

15-Minutes Interval

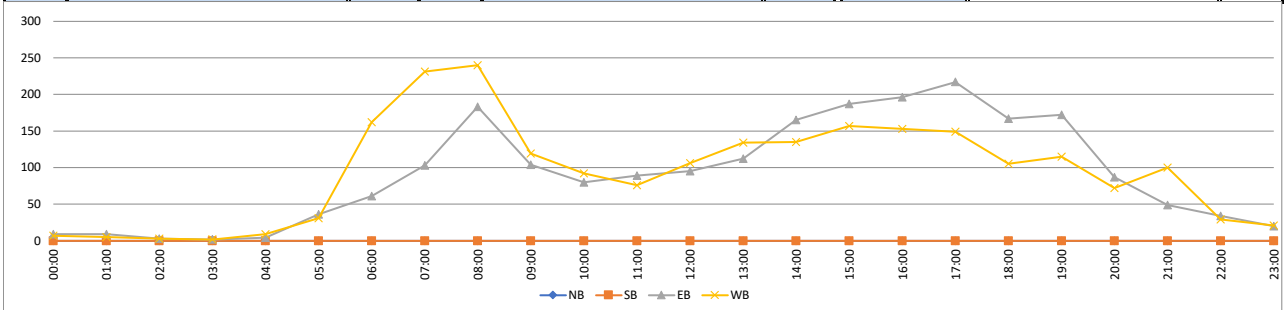
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	3	4	12:00			24	14	38
0:15			3	2	5	12:15			24	31	55
0:30			4	2	6	12:30			22	29	51
0:45			1	0	1	12:45			25	32	57
1:00			3	3	6	13:00			29	34	63
1:15			1	2	3	13:15			25	34	59
1:30			3	0	3	13:30			22	33	55
1:45			2	0	2	13:45			36	33	69
2:00			0	1	1	14:00			47	30	77
2:15			1	1	2	14:15			49	37	86
2:30			2	0	2	14:30			37	42	79
2:45			0	1	1	14:45			32	26	58
3:00			1	0	1	15:00			41	37	78
3:15			0	0	0	15:15			48	35	83
3:30			0	2	2	15:30			51	39	90
3:45			1	0	1	15:45			47	46	93
4:00			0	2	2	16:00			52	41	93
4:15			0	3	3	16:15			49	34	83
4:30			2	2	4	16:30			47	34	81
4:45			2	2	4	16:45			48	44	92
5:00			5	1	6	17:00			51	39	90
5:15			7	6	13	17:15			65	34	99
5:30			12	9	21	17:30			60	36	96
5:45			12	15	27	17:45			41	40	81
6:00			8	23	31	18:00			55	25	80
6:15			13	41	54	18:15			39	33	72
6:30			24	60	84	18:30			35	28	63
6:45			16	38	54	18:45			38	19	57
7:00			16	55	71	19:00			55	20	75
7:15			22	48	70	19:15			48	31	79
7:30			32	65	97	19:30			41	32	73
7:45			33	63	96	19:45			28	32	60
8:00			42	75	117	20:00			30	20	50
8:15			45	76	121	20:15			22	12	34
8:30			49	43	92	20:30			17	21	38
8:45			47	46	93	20:45			18	19	37
9:00			31	36	67	21:00			16	15	31
9:15			37	25	62	21:15			14	31	45
9:30			19	29	48	21:30			13	37	50
9:45			17	29	46	21:45			6	17	23
10:00			23	21	44	22:00			7	11	18
10:15			17	29	46	22:15			13	10	23
10:30			24	23	47	22:30			5	5	10
10:45			16	19	35	22:45			9	3	12
11:00			22	19	41	23:00			6	9	15
11:15			25	17	42	23:15			6	9	15
11:30			24	19	43	23:30			5	1	6
11:45			18	21	39	23:45			3	2	5
TOTALS	0	0	683	977	1660	TOTALS	0	0	1501	1276	2777
SPLIT %	0%	0%	41%	59%	37%	SPLIT %	0%	0%	54%	46%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			9	7	16
01:00	02:00			9	5	14
02:00	03:00			3	3	6
03:00	04:00			2	2	4
04:00	05:00			4	9	13
05:00	06:00			36	31	67
06:00	07:00			61	162	223
07:00	08:00			103	231	334
08:00	09:00			183	240	423
09:00	10:00			104	119	223
10:00	11:00			80	92	172
11:00	12:00			89	76	165
12:00	13:00			95	106	201
13:00	14:00			112	134	246
14:00	15:00			165	135	300
15:00	16:00			187	157	344
16:00	17:00			196	153	349
17:00	18:00			217	149	366
18:00	19:00			167	105	272
19:00	20:00			172	115	287
20:00	21:00			87	72	159
21:00	22:00			49	100	149
22:00	23:00			34	29	63
23:00	00:00			20	21	41

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			683	977	1660
Peak Hour			8:00	7:30	7:30
Peak Volume			183	279	431
Peak Hour Factor			0.934	0.918	0.890
Peak Period	12:00	to	00:00		
Volume			1501	1276	2777
Peak Hour			16:45	15:15	16:45
Peak Volume			224	161	377
Peak Hour Factor			0.862	0.875	0.952
Peak Period	07:00	to	09:00		
Volume			286	471	757
Peak Hour			8:00	7:30	7:30
Peak Volume			183	279	431
Peak Hour Factor			0.934	0.918	0.890
Peak Period	16:00	to	18:00		
Volume			413	302	715
Peak Hour			16:45	16:00	16:45
Peak Volume			224	153	377
Peak Hour Factor			0.862	0.869	0.952



Prepared by National Data & Surveying Services

VOLUME

Colonial Dr/SW 160th St Bet Newton Rd/SW 157th Ave & SW 147th Ave

Day: Thursday
Date: 1/22/2026

City: Miami
Project #: FL26_140018_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,283	2,352	4,635

DAILY TOTALS

15-Minutes Interval

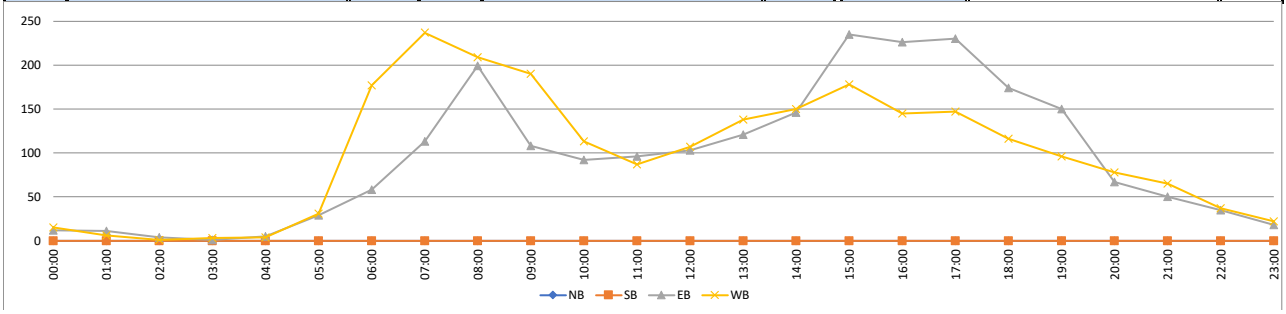
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			3	6	9	12:00			16	22	38
0:15			5	4	9	12:15			29	21	50
0:30			4	4	8	12:30			31	33	64
0:45			0	1	1	12:45			27	31	58
1:00			3	3	6	13:00			28	24	52
1:15			1	1	2	13:15			23	39	62
1:30			4	0	4	13:30			27	39	66
1:45			3	2	5	13:45			43	36	79
2:00			0	0	0	14:00			46	35	81
2:15			2	1	3	14:15			26	27	53
2:30			2	0	2	14:30			30	38	68
2:45			0	0	0	14:45			44	50	94
3:00			0	0	0	15:00			53	67	120
3:15			1	1	2	15:15			71	32	103
3:30			0	1	1	15:30			62	37	99
3:45			0	1	1	15:45			49	42	91
4:00			0	0	0	16:00			48	48	96
4:15			3	3	6	16:15			64	39	103
4:30			0	1	1	16:30			53	34	87
4:45			2	0	2	16:45			61	24	85
5:00			6	2	8	17:00			71	33	104
5:15			6	3	9	17:15			50	38	88
5:30			6	12	18	17:30			59	40	99
5:45			11	14	25	17:45			50	36	86
6:00			12	25	37	18:00			44	28	72
6:15			18	47	65	18:15			41	33	74
6:30			19	53	72	18:30			43	28	71
6:45			9	52	61	18:45			46	27	73
7:00			22	59	81	19:00			35	25	60
7:15			22	45	67	19:15			48	24	72
7:30			36	64	100	19:30			37	28	65
7:45			33	69	102	19:45			30	19	49
8:00			40	67	107	20:00			20	20	40
8:15			52	59	111	20:15			18	21	39
8:30			56	50	106	20:30			11	20	31
8:45			51	33	84	20:45			18	17	35
9:00			31	49	80	21:00			19	14	33
9:15			37	35	72	21:15			10	27	37
9:30			20	66	86	21:30			13	11	24
9:45			20	40	60	21:45			8	13	21
10:00			19	35	54	22:00			8	12	20
10:15			24	26	50	22:15			6	9	15
10:30			26	32	58	22:30			13	8	21
10:45			23	20	43	22:45			8	8	16
11:00			29	21	50	23:00			5	5	10
11:15			13	15	28	23:15			4	4	8
11:30			22	28	50	23:30			6	7	13
11:45			32	23	55	23:45			3	6	9
TOTALS	0	0	728	1073	1801	TOTALS	0	0	1555	1279	2834
SPLIT %	0%	0%	40%	60%	39%	SPLIT %	0%	0%	55%	45%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			12	15	27
01:00	02:00			11	6	17
02:00	03:00			4	1	5
03:00	04:00			1	3	4
04:00	05:00			5	4	9
05:00	06:00			29	31	60
06:00	07:00			58	177	235
07:00	08:00			113	237	350
08:00	09:00			199	209	408
09:00	10:00			108	190	298
10:00	11:00			92	113	205
11:00	12:00			96	87	183
12:00	13:00			103	107	210
13:00	14:00			121	138	259
14:00	15:00			146	150	296
15:00	16:00			235	178	413
16:00	17:00			226	145	371
17:00	18:00			230	147	377
18:00	19:00			174	116	290
19:00	20:00			150	96	246
20:00	21:00			67	78	145
21:00	22:00			50	65	115
22:00	23:00			35	37	72
23:00	00:00			18	22	40

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			728	1073	1801
Peak Hour			8:00	7:30	7:45
Peak Volume			199	259	426
Peak Hour Factor			0.888	0.938	0.959
Peak Period	12:00	to	00:00		
Volume			1555	1279	2834
Peak Hour			16:15	14:30	14:45
Peak Volume			249	187	416
Peak Hour Factor			0.877	0.698	0.867
Peak Period	07:00	to	09:00		
Volume			312	446	758
Peak Hour			8:00	7:30	7:45
Peak Volume			199	259	426
Peak Hour Factor			0.888	0.938	0.959
Peak Period	16:00	to	18:00		
Volume			456	292	748
Peak Hour			16:15	17:00	16:15
Peak Volume			249	147	379
Peak Hour Factor			0.877	0.919	0.911



Prepared by National Data & Surveying Services

VOLUME

SW 162nd Ave Bet SR 94/N Kendall Dr/SW 162nd Ct/SW 88th St & SW 104th St

Day: Tuesday
Date: 1/20/2026

City: Miami
Project #: FL26_140018_009

DAILY TOTALS	NB	SB	EB	WB	Total
	4,967	5,713	0	0	10,680

DAILY TOTALS

15-Minutes Interval

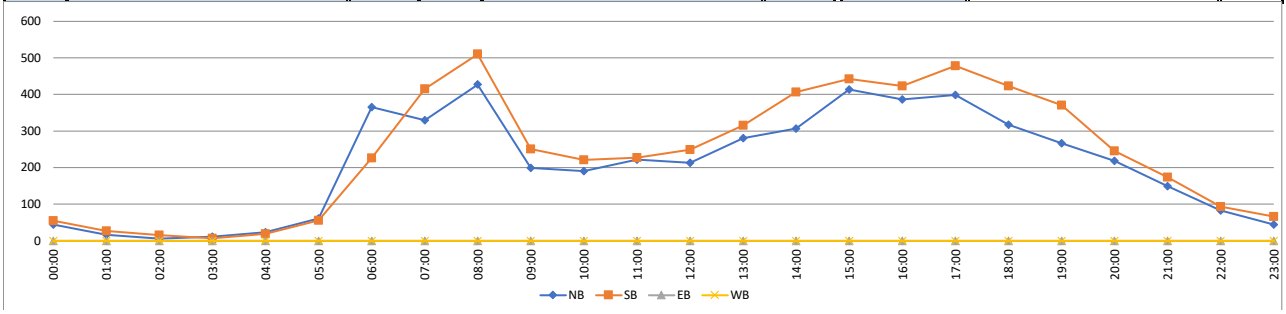
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	22	22			44	12:00	48	69			117
0:15	11	18			29	12:15	51	69			120
0:30	3	5			8	12:30	55	51			106
0:45	8	10			18	12:45	59	60			119
1:00	4	8			12	13:00	54	63			117
1:15	2	12			14	13:15	57	76			133
1:30	3	3			6	13:30	61	76			137
1:45	7	4			11	13:45	108	100			208
2:00	1	4			5	14:00	81	71			152
2:15	2	5			7	14:15	80	78			158
2:30	1	3			4	14:30	67	124			191
2:45	2	3			5	14:45	79	133			212
3:00	0	4			4	15:00	96	126			222
3:15	4	2			6	15:15	151	103			254
3:30	5	1			6	15:30	83	102			185
3:45	2	0			2	15:45	83	111			194
4:00	2	0			2	16:00	89	95			184
4:15	4	2			6	16:15	100	109			209
4:30	2	6			8	16:30	100	99			199
4:45	15	11			26	16:45	97	120			217
5:00	7	12			19	17:00	76	117			193
5:15	13	11			24	17:15	116	114			230
5:30	21	16			37	17:30	110	115			225
5:45	20	17			37	17:45	96	132			228
6:00	38	37			75	18:00	73	95			168
6:15	58	41			99	18:15	76	106			182
6:30	126	64			190	18:30	98	124			222
6:45	143	84			227	18:45	70	98			168
7:00	88	82			170	19:00	59	101			160
7:15	48	101			149	19:15	81	92			173
7:30	70	96			166	19:30	72	89			161
7:45	123	136			259	19:45	54	88			142
8:00	123	173			296	20:00	64	75			139
8:15	142	161			303	20:15	60	58			118
8:30	96	85			181	20:30	44	72			116
8:45	66	91			157	20:45	50	40			90
9:00	60	64			124	21:00	39	47			86
9:15	46	70			116	21:15	45	51			96
9:30	52	57			109	21:30	41	42			83
9:45	41	60			101	21:45	24	34			58
10:00	40	56			96	22:00	25	34			59
10:15	56	62			118	22:15	21	17			38
10:30	50	49			99	22:30	23	23			46
10:45	44	54			98	22:45	14	19			33
11:00	55	50			105	23:00	14	26			40
11:15	56	54			110	23:15	11	15			26
11:30	66	46			112	23:30	11	16			27
11:45	45	77			122	23:45	8	9			17
TOTALS	1893	2029	0	0	3922	TOTALS	3074	3684	0	0	6758
SPLIT %	48%	52%	0%	0%	37%	SPLIT %	45%	55%	0%	0%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	44	55			99
01:00	02:00	16	27			43
02:00	03:00	6	15			21
03:00	04:00	11	7			18
04:00	05:00	23	19			42
05:00	06:00	61	56			117
06:00	07:00	365	226			591
07:00	08:00	329	415			744
08:00	09:00	427	510			937
09:00	10:00	199	251			450
10:00	11:00	190	221			411
11:00	12:00	222	227			449
12:00	13:00	213	249			462
13:00	14:00	280	315			595
14:00	15:00	307	406			713
15:00	16:00	413	442			855
16:00	17:00	386	423			809
17:00	18:00	398	478			876
18:00	19:00	317	423			740
19:00	20:00	266	370			636
20:00	21:00	218	245			463
21:00	22:00	149	174			323
22:00	23:00	83	93			176
23:00	00:00	44	66			110

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1893	2029			3922
Peak Hour	7:45	7:30			7:45
Peak Volume	484	566			1039
Peak Hour Factor	0.852	0.818			0.857
Peak Period	12:00	to	00:00		
Volume	3074	3684			6758
Peak Hour	15:00	14:30			14:30
Peak Volume	413	486			879
Peak Hour Factor	0.684	0.914			0.865
Peak Period	07:00	to	09:00		
Volume	756	925			1681
Peak Hour	7:45	7:30			7:45
Peak Volume	484	566			1039
Peak Hour Factor	0.852	0.818			0.857
Peak Period	16:00	to	18:00		
Volume	784	901			1685
Peak Hour	16:45	17:00			17:00
Peak Volume	399	478			876
Peak Hour Factor	0.860	0.905			0.952



Prepared by National Data & Surveying Services

VOLUME

SW 162nd Ave Bet SR 94/N Kendall Dr/SW 162nd Ct/SW 88th St & SW 104th St

Day: Wednesday
Date: 1/21/2026

City: Miami
Project #: FL26_140018_009

DAILY TOTALS	NB	SB	EB	WB	Total
	4,991	5,944	0	0	10,935

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	9	11			20	12:00	57	69			126
0:15	4	8			12	12:15	50	56			106
0:30	5	6			11	12:30	59	63			122
0:45	4	6			10	12:45	55	78			133
1:00	4	2			6	13:00	61	71			132
1:15	4	4			8	13:15	68	75			143
1:30	5	4			9	13:30	68	102			170
1:45	4	1			5	13:45	105	114			219
2:00	0	5			5	14:00	158	77			235
2:15	1	4			5	14:15	83	100			183
2:30	1	2			3	14:30	61	122			183
2:45	2	0			2	14:45	56	122			178
3:00	0	0			0	15:00	71	108			179
3:15	6	4			10	15:15	86	113			199
3:30	4	1			5	15:30	69	97			166
3:45	4	0			4	15:45	81	93			174
4:00	3	2			5	16:00	86	123			209
4:15	2	3			5	16:15	68	93			161
4:30	7	3			10	16:30	105	120			225
4:45	11	11			22	16:45	96	118			214
5:00	7	17			24	17:00	85	121			206
5:15	11	10			21	17:15	118	111			229
5:30	26	17			43	17:30	93	112			205
5:45	19	31			50	17:45	103	111			214
6:00	51	38			89	18:00	90	113			203
6:15	55	44			99	18:15	83	115			198
6:30	125	51			176	18:30	86	124			210
6:45	141	82			223	18:45	73	99			172
7:00	94	91			185	19:00	90	113			203
7:15	56	102			158	19:15	78	118			196
7:30	76	100			176	19:30	60	95			155
7:45	122	142			264	19:45	69	88			157
8:00	137	163			300	20:00	52	81			133
8:15	144	153			297	20:15	51	60			111
8:30	115	119			234	20:30	45	47			92
8:45	60	88			148	20:45	48	53			101
9:00	59	71			130	21:00	49	51			100
9:15	71	67			138	21:15	41	58			99
9:30	56	73			129	21:30	36	46			82
9:45	67	58			125	21:45	24	31			55
10:00	52	55			107	22:00	16	48			64
10:15	48	54			102	22:15	18	34			52
10:30	44	60			104	22:30	15	31			46
10:45	52	60			112	22:45	14	24			38
11:00	37	61			98	23:00	11	29			40
11:15	50	42			92	23:15	8	11			19
11:30	59	62			121	23:30	15	20			35
11:45	52	84			136	23:45	11	14			25
TOTALS	1966	2072	0	0	4038	TOTALS	3025	3872	0	0	6897
SPLIT %	49%	51%	0%	0%	37%	SPLIT %	44%	56%	0%	0%	63%

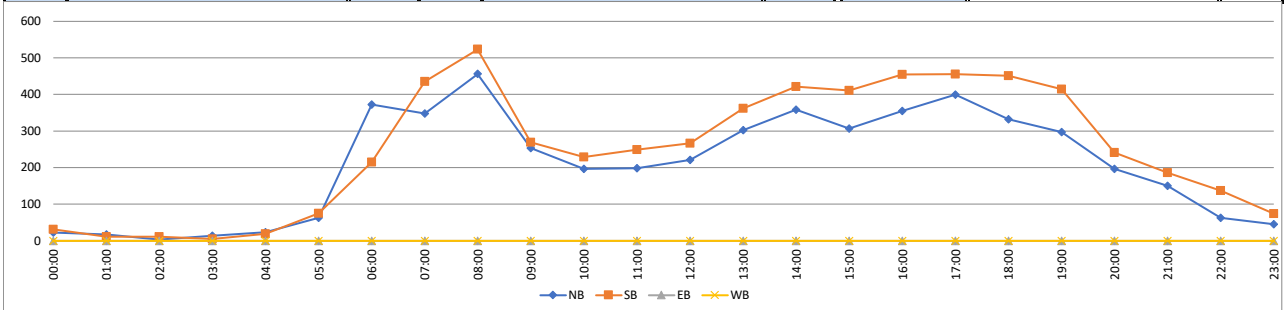
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	22	31			53
01:00	02:00	17	11			28
02:00	03:00	4	11			15
03:00	04:00	14	5			19
04:00	05:00	23	19			42
05:00	06:00	63	75			138
06:00	07:00	372	215			587
07:00	08:00	348	435			783
08:00	09:00	456	523			979
09:00	10:00	253	269			522
10:00	11:00	196	229			425
11:00	12:00	198	249			447
12:00	13:00	221	266			487
13:00	14:00	302	362			664
14:00	15:00	358	421			779
15:00	16:00	307	411			718
16:00	17:00	355	454			809
17:00	18:00	399	455			854
18:00	19:00	332	451			783
19:00	20:00	297	414			711
20:00	21:00	196	241			437
21:00	22:00	150	186			336
22:00	23:00	63	137			200
23:00	00:00	45	74			119

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1966	2072			4038
Peak Hour	7:45	7:45			7:45
Peak Volume	518	577			1095
Peak Hour Factor	0.899	0.885			0.913
Peak Period	12:00	to	00:00		
Volume	3025	3872			6897
Peak Hour	13:30	16:30			16:30
Peak Volume	414	470			874
Peak Hour Factor	0.655	0.971			0.954
Peak Period	07:00	to	09:00		
Volume	804	958			1762
Peak Hour	7:45	7:45			7:45
Peak Volume	518	577			1095
Peak Hour Factor	0.899	0.885			0.913
Peak Period	16:00	to	18:00		
Volume	754	909			1663
Peak Hour	16:30	16:30			16:30
Peak Volume	404	470			874
Peak Hour Factor	0.856	0.971			0.954



Prepared by National Data & Surveying Services

VOLUME

SW 162nd Ave Bet SR 94/N Kendall Dr/SW 162nd Ct/SW 88th St & SW 104th St

Day: Thursday
Date: 1/22/2026

City: Miami
Project #: FL26_140018_009

DAILY TOTALS	NB	SB	EB	WB	Total
	4,928	5,818	0	0	10,746

DAILY TOTALS

15-Minutes Interval

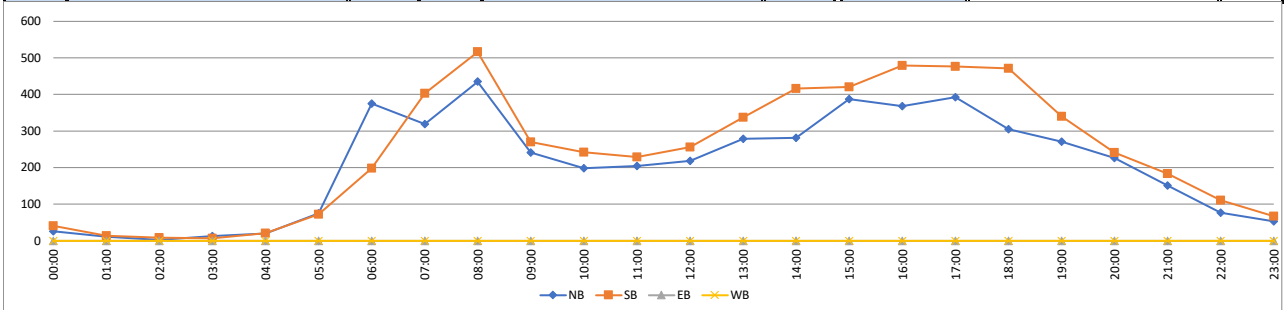
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	9	5			14	12:00	49	60			109
0:15	7	17			24	12:15	50	64			114
0:30	3	10			13	12:30	53	72			125
0:45	7	9			16	12:45	66	60			126
1:00	0	4			4	13:00	55	74			129
1:15	6	4			10	13:15	49	70			119
1:30	1	4			5	13:30	68	118			186
1:45	4	2			6	13:45	107	75			182
2:00	2	2			4	14:00	92	84			176
2:15	0	2			2	14:15	65	76			141
2:30	0	1			1	14:30	59	124			183
2:45	1	3			4	14:45	65	132			197
3:00	0	3			3	15:00	100	116			216
3:15	5	3			8	15:15	142	103			245
3:30	2	0			2	15:30	66	106			172
3:45	6	1			7	15:45	79	95			174
4:00	3	3			6	16:00	100	135			235
4:15	0	4			4	16:15	86	121			207
4:30	7	7			14	16:30	81	106			187
4:45	10	7			17	16:45	101	117			218
5:00	7	20			27	17:00	101	131			232
5:15	15	10			25	17:15	99	110			209
5:30	29	16			45	17:30	103	133			236
5:45	24	26			50	17:45	89	102			191
6:00	49	36			85	18:00	74	133			207
6:15	57	38			95	18:15	64	98			162
6:30	108	48			156	18:30	80	125			205
6:45	161	76			237	18:45	87	115			202
7:00	80	86			166	19:00	63	97			160
7:15	56	93			149	19:15	83	77			160
7:30	67	81			148	19:30	64	89			153
7:45	116	143			259	19:45	61	77			138
8:00	124	150			274	20:00	72	77			149
8:15	135	156			291	20:15	53	66			119
8:30	106	113			219	20:30	59	48			107
8:45	70	97			167	20:45	42	50			92
9:00	65	65			130	21:00	40	51			91
9:15	61	56			117	21:15	41	49			90
9:30	57	78			135	21:30	36	39			75
9:45	58	71			129	21:45	34	44			78
10:00	46	64			110	22:00	16	34			50
10:15	67	66			133	22:15	30	31			61
10:30	43	53			96	22:30	18	26			44
10:45	42	59			101	22:45	13	20			33
11:00	58	64			122	23:00	19	24			43
11:15	52	47			99	23:15	15	14			29
11:30	46	56			102	23:30	10	13			23
11:45	48	62			110	23:45	9	16			25
TOTALS	1920	2021	0	0	3941	TOTALS	3008	3797	0	0	6805
SPLIT %	49%	51%	0%	0%	37%	SPLIT %	44%	56%	0%	0%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	26	41			67
01:00	02:00	11	14			25
02:00	03:00	3	8			11
03:00	04:00	13	7			20
04:00	05:00	20	21			41
05:00	06:00	75	72			147
06:00	07:00	375	198			573
07:00	08:00	319	403			722
08:00	09:00	435	516			951
09:00	10:00	241	270			511
10:00	11:00	198	242			440
11:00	12:00	204	229			433
12:00	13:00	218	256			474
13:00	14:00	279	337			616
14:00	15:00	281	416			697
15:00	16:00	387	420			807
16:00	17:00	368	479			847
17:00	18:00	392	476			868
18:00	19:00	305	471			776
19:00	20:00	271	340			611
20:00	21:00	226	241			467
21:00	22:00	151	183			334
22:00	23:00	77	111			188
23:00	00:00	53	67			120

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1920	2021			3941
Peak Hour	7:45	7:45			7:45
Peak Volume	481	562			1043
Peak Hour Factor	0.891	0.901			0.896
Peak Period	12:00	to	00:00		
Volume	3008	3797			6805
Peak Hour	16:45	16:45			16:45
Peak Volume	404	491			895
Peak Hour Factor	0.981	0.923			0.948
Peak Period	07:00	to	09:00		
Volume	754	919			1673
Peak Hour	7:45	7:45			7:45
Peak Volume	481	562			1043
Peak Hour Factor	0.891	0.901			0.896
Peak Period	16:00	to	18:00		
Volume	760	955			1715
Peak Hour	16:45	16:45			16:45
Peak Volume	404	491			895
Peak Hour Factor	0.981	0.923			0.948



Prepared by National Data & Surveying Services

VOLUME

SW 162nd Ave Bet SW 136th St & SW 144th St

Day: Tuesday
Date: 1/20/2026

City: Miami
Project #: FL26_140018_010

DAILY TOTALS	NB	SB	EB	WB	Total
	209	175	0	0	384

15-Minutes Interval

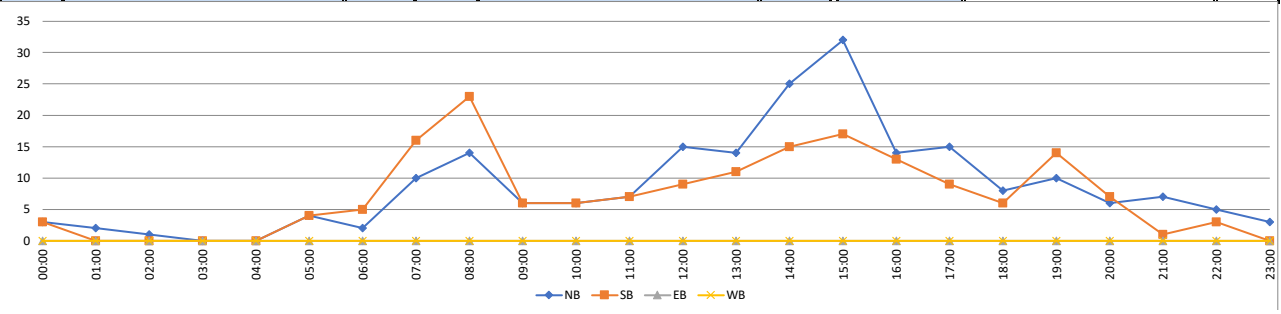
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	5	4			9
0:15	1	1			2	12:15	5	1			6
0:30	1	1			2	12:30	3	3			6
0:45	1	1			2	12:45	2	1			3
1:00	0	0			0	13:00	2	1			3
1:15	0	0			0	13:15	2	4			6
1:30	1	0			1	13:30	5	4			9
1:45	1	0			1	13:45	5	2			7
2:00	1	0			1	14:00	4	4			8
2:15	0	0			0	14:15	3	2			5
2:30	0	0			0	14:30	4	4			8
2:45	0	0			0	14:45	14	5			19
3:00	0	0			0	15:00	11	7			18
3:15	0	0			0	15:15	9	5			14
3:30	0	0			0	15:30	7	2			9
3:45	0	0			0	15:45	5	3			8
4:00	0	0			0	16:00	5	4			9
4:15	0	0			0	16:15	1	2			3
4:30	0	0			0	16:30	6	4			10
4:45	0	0			0	16:45	2	3			5
5:00	2	0			2	17:00	2	3			5
5:15	0	1			1	17:15	1	4			5
5:30	1	1			2	17:30	7	0			7
5:45	1	2			3	17:45	5	2			7
6:00	0	0			0	18:00	0	3			3
6:15	0	3			3	18:15	2	2			4
6:30	1	0			1	18:30	2	0			2
6:45	1	2			3	18:45	4	1			5
7:00	0	0			0	19:00	4	4			8
7:15	3	6			9	19:15	2	4			6
7:30	1	5			6	19:30	1	6			7
7:45	6	5			11	19:45	3	0			3
8:00	3	9			12	20:00	1	3			4
8:15	5	7			12	20:15	0	0			0
8:30	4	6			10	20:30	2	2			4
8:45	2	1			3	20:45	3	2			5
9:00	0	0			0	21:00	1	0			1
9:15	3	2			5	21:15	3	0			3
9:30	2	4			6	21:30	2	1			3
9:45	1	0			1	21:45	1	0			1
10:00	0	1			1	22:00	0	1			1
10:15	3	1			4	22:15	4	0			4
10:30	1	1			2	22:30	1	2			3
10:45	2	3			5	22:45	0	0			0
11:00	0	2			2	23:00	2	0			2
11:15	2	0			2	23:15	1	0			1
11:30	3	3			6	23:30	0	0			0
11:45	2	2			4	23:45	0	0			0
TOTALS	55	70	0	0	125	TOTALS	154	105	0	0	259
SPLIT %	44%	56%	0%	0%	33%	SPLIT %	59%	41%	0%	0%	67%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	3	3			6
01:00	02:00	2	0			2
02:00	03:00	1	0			1
03:00	04:00	0	0			0
04:00	05:00	0	0			0
05:00	06:00	4	4			8
06:00	07:00	2	5			7
07:00	08:00	10	16			26
08:00	09:00	14	23			37
09:00	10:00	6	6			12
10:00	11:00	6	6			12
11:00	12:00	7	7			14
12:00	13:00	15	9			24
13:00	14:00	14	11			25
14:00	15:00	25	15			40
15:00	16:00	32	17			49
16:00	17:00	14	13			27
17:00	18:00	15	9			24
18:00	19:00	8	6			14
19:00	20:00	10	14			24
20:00	21:00	6	7			13
21:00	22:00	7	1			8
22:00	23:00	5	3			8
23:00	00:00	3	0			3

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	55	70			125
Peak Hour	7:45	7:45			7:45
Peak Volume	18	27			45
Peak Hour Factor	0.750	0.750			0.938
Peak Period	12:00	to	00:00		
Volume	154	105			259
Peak Hour	14:45	14:30			14:45
Peak Volume	41	21			60
Peak Hour Factor	0.732	0.750			0.789
Peak Period	07:00	to	09:00		
Volume	24	39			63
Peak Hour	7:45	7:45			7:45
Peak Volume	18	27			45
Peak Hour Factor	0.750	0.750			0.938
Peak Period	16:00	to	18:00		
Volume	29	22			51
Peak Hour	17:00	16:30			16:00
Peak Volume	15	14			27
Peak Hour Factor	0.536	0.875			0.675



Prepared by National Data & Surveying Services

VOLUME

SW 162nd Ave Bet SW 136th St & SW 144th St

Day: Wednesday
Date: 1/21/2026

City: Miami
Project #: FL26_140018_010

DAILY TOTALS	NB	SB	EB	WB	Total
	163	145	0	0	308

15-Minutes Interval

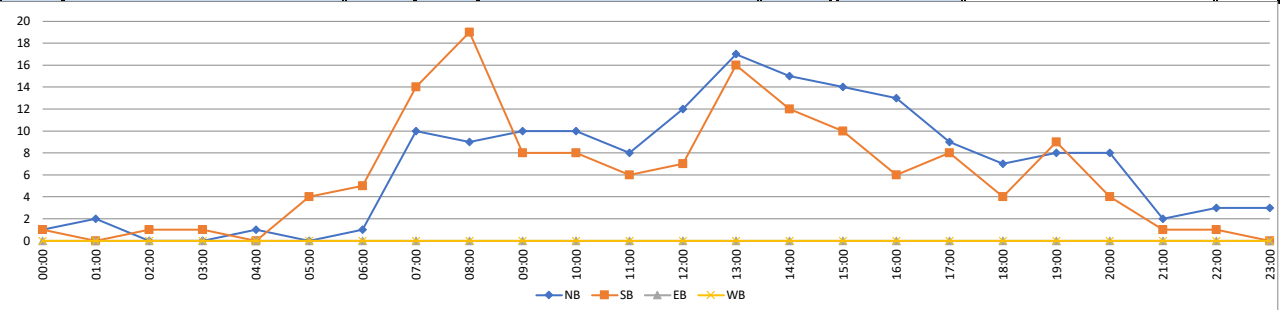
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	1	0			1	12:00	2	4			6
0:15	0	1			1	12:15	2	1			3
0:30	0	0			0	12:30	2	1			3
0:45	0	0			0	12:45	6	1			7
1:00	1	0			1	13:00	1	6			7
1:15	1	0			1	13:15	4	5			9
1:30	0	0			0	13:30	2	2			4
1:45	0	0			0	13:45	10	3			13
2:00	0	0			0	14:00	4	6			10
2:15	0	1			1	14:15	4	5			9
2:30	0	0			0	14:30	4	1			5
2:45	0	0			0	14:45	3	0			3
3:00	0	0			0	15:00	5	2			7
3:15	0	0			0	15:15	3	4			7
3:30	0	1			1	15:30	1	1			2
3:45	0	0			0	15:45	5	3			8
4:00	1	0			1	16:00	4	2			6
4:15	0	0			0	16:15	4	1			5
4:30	0	0			0	16:30	2	2			4
4:45	0	0			0	16:45	3	1			4
5:00	0	0			0	17:00	1	1			2
5:15	0	2			2	17:15	1	3			4
5:30	0	0			0	17:30	3	2			5
5:45	0	2			2	17:45	4	2			6
6:00	0	2			2	18:00	3	1			4
6:15	1	1			2	18:15	1	1			2
6:30	0	0			0	18:30	1	2			3
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7:00	2	1			3	19:00	2	4			6
7:15	1	2			3	19:15	3	2			5
7:30	2	6			8	19:30	1	1			2
7:45	5	5			10	19:45	2	2			4
8:00	0	7			7	20:00	3	1			4
8:15	4	3			7	20:15	3	1			4
8:30	3	6			9	20:30	0	0			0
8:45	2	3			5	20:45	2	2			4
9:00	3	3			6	21:00	0	1			1
9:15	1	1			2	21:15	0	0			0
9:30	3	2			5	21:30	1	0			1
9:45	3	2			5	21:45	1	0			1
10:00	2	3			5	22:00	1	1			2
10:15	2	3			5	22:15	0	0			0
10:30	2	1			3	22:30	1	0			1
10:45	4	1			5	22:45	1	0			1
11:00	2	0			2	23:00	1	0			1
11:15	1	0			1	23:15	0	0			0
11:30	2	5			7	23:30	1	0			1
11:45	3	1			4	23:45	1	0			1
TOTALS	52	67	0	0	119	TOTALS	111	78	0	0	189
SPLIT %	44%	56%	0%	0%	39%	SPLIT %	59%	41%	0%	0%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	1	1			2
01:00	02:00	2	0			2
02:00	03:00	0	1			1
03:00	04:00	0	1			1
04:00	05:00	1	0			1
05:00	06:00	0	4			4
06:00	07:00	1	5			6
07:00	08:00	10	14			24
08:00	09:00	9	19			28
09:00	10:00	10	8			18
10:00	11:00	10	8			18
11:00	12:00	8	6			14
12:00	13:00	12	7			19
13:00	14:00	17	16			33
14:00	15:00	15	12			27
15:00	16:00	14	10			24
16:00	17:00	13	6			19
17:00	18:00	9	8			17
18:00	19:00	7	4			11
19:00	20:00	8	9			17
20:00	21:00	8	4			12
21:00	22:00	2	1			3
22:00	23:00	3	1			4
23:00	00:00	3	0			3

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	52	67			119
Peak Hour	7:45	7:30			7:45
Peak Volume	12	21			33
Peak Hour Factor	0.600	0.750			0.825
Peak Period	12:00	to	00:00		
Volume	111	78			189
Peak Hour	13:45	13:00			13:45
Peak Volume	22	16			37
Peak Hour Factor	0.550	0.667			0.712
Peak Period	07:00	to	09:00		
Volume	19	33			52
Peak Hour	7:45	7:30			7:45
Peak Volume	12	21			33
Peak Hour Factor	0.600	0.750			0.825
Peak Period	16:00	to	18:00		
Volume	22	14			36
Peak Hour	16:00	17:00			16:00
Peak Volume	13	8			19
Peak Hour Factor	0.813	0.667			0.792



Prepared by National Data & Surveying Services

VOLUME

SW 162nd Ave Bet SW 136th St & SW 144th St

Day: Thursday
Date: 1/22/2026

City: Miami
Project #: FL26_140018_010

DAILY TOTALS	NB	SB	EB	WB	Total
	187	151	0	0	338

DAILY TOTALS

15-Minutes Interval

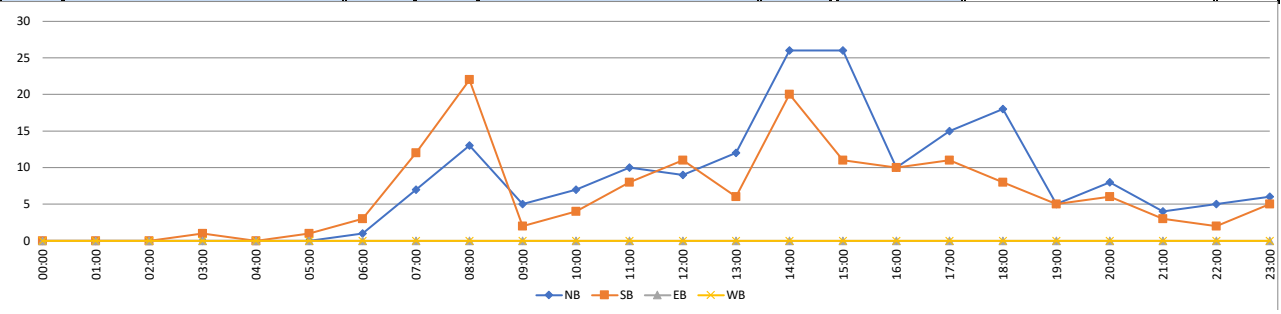
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	2	3			5
0:15	0	0			0	12:15	3	2			5
0:30	0	0			0	12:30	2	6			8
0:45	0	0			0	12:45	2	0			2
1:00	0	0			0	13:00	2	2			4
1:15	0	0			0	13:15	2	1			3
1:30	0	0			0	13:30	3	1			4
1:45	0	0			0	13:45	5	2			7
2:00	0	0			0	14:00	9	4			13
2:15	0	0			0	14:15	4	2			6
2:30	0	0			0	14:30	9	8			17
2:45	0	0			0	14:45	4	6			10
3:00	0	0			0	15:00	8	4			12
3:15	0	0			0	15:15	6	3			9
3:30	0	1			1	15:30	8	1			9
3:45	0	0			0	15:45	4	3			7
4:00	0	0			0	16:00	1	2			3
4:15	0	0			0	16:15	2	2			4
4:30	0	0			0	16:30	4	3			7
4:45	0	0			0	16:45	3	3			6
5:00	0	0			0	17:00	1	3			4
5:15	0	0			0	17:15	6	4			10
5:30	0	1			1	17:30	5	3			8
5:45	0	0			0	17:45	3	1			4
6:00	0	0			0	18:00	8	2			10
6:15	1	1			2	18:15	7	1			8
6:30	0	1			1	18:30	1	2			3
6:45	0	1			1	18:45	2	3			5
7:00	0	1			1	19:00	1	4			5
7:15	1	1			2	19:15	3	1			4
7:30	1	6			7	19:30	0	0			0
7:45	5	4			9	19:45	1	0			1
8:00	3	9			12	20:00	1	1			2
8:15	3	8			11	20:15	1	1			2
8:30	4	4			8	20:30	0	1			1
8:45	3	1			4	20:45	6	3			9
9:00	2	2			4	21:00	1	0			1
9:15	1	0			1	21:15	1	1			2
9:30	0	0			0	21:30	1	2			3
9:45	2	0			2	21:45	1	0			1
10:00	1	2			3	22:00	0	2			2
10:15	2	1			3	22:15	2	0			2
10:30	2	0			2	22:30	3	0			3
10:45	2	1			3	22:45	0	0			0
11:00	1	3			4	23:00	1	1			2
11:15	2	1			3	23:15	0	1			1
11:30	2	2			4	23:30	3	1			4
11:45	5	2			7	23:45	2	2			4
TOTALS	43	53	0	0	96	TOTALS	144	98	0	0	242
SPLIT %	45%	55%	0%	0%	28%	SPLIT %	60%	40%	0%	0%	72%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	0	0			0
01:00	02:00	0	0			0
02:00	03:00	0	0			0
03:00	04:00	0	1			1
04:00	05:00	0	0			0
05:00	06:00	0	1			1
06:00	07:00	1	3			4
07:00	08:00	7	12			19
08:00	09:00	13	22			35
09:00	10:00	5	2			7
10:00	11:00	7	4			11
11:00	12:00	10	8			18
12:00	13:00	9	11			20
13:00	14:00	12	6			18
14:00	15:00	26	20			46
15:00	16:00	26	11			37
16:00	17:00	10	10			20
17:00	18:00	15	11			26
18:00	19:00	18	8			26
19:00	20:00	5	5			10
20:00	21:00	8	6			14
21:00	22:00	4	3			7
22:00	23:00	5	2			7
23:00	00:00	6	5			11

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	43	53			96
Peak Hour	7:45	7:30			7:45
Peak Volume	15	27			40
Peak Hour Factor	0.750	0.750			0.833
Peak Period	12:00	to	00:00		
Volume	144	98			242
Peak Hour	13:45	14:30			14:30
Peak Volume	27	21			48
Peak Hour Factor	0.750	0.656			0.706
Peak Period	07:00	to	09:00		
Volume	20	34			54
Peak Hour	7:45	7:30			7:45
Peak Volume	15	27			40
Peak Hour Factor	0.750	0.750			0.833
Peak Period	16:00	to	18:00		
Volume	25	21			46
Peak Hour	16:45	16:30			16:45
Peak Volume	15	13			28
Peak Hour Factor	0.625	0.813			0.700



Prepared by National Data & Surveying Services

VOLUME

SW 162nd Ave Bet SW 144th St & SW 152nd St

Day: Tuesday
Date: 1/20/2026

City: Miami
Project #: FL26_140018_011

DAILY TOTALS	NB	SB	EB	WB	Total
	310	230	0	0	540

DAILY TOTALS

15-Minutes Interval

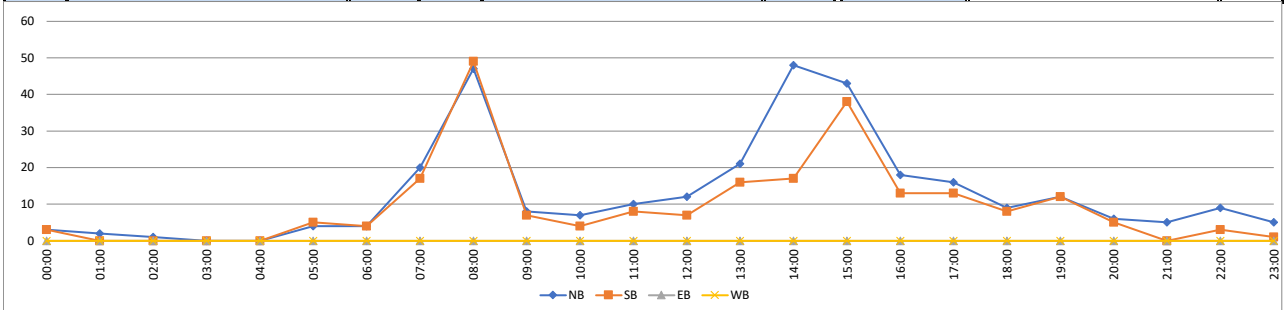
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	1	1			2	12:00	3	2			5
0:15	1	0			1	12:15	4	1			5
0:30	1	1			2	12:30	3	2			5
0:45	0	1			1	12:45	2	2			4
1:00	0	0			0	13:00	1	1			2
1:15	0	0			0	13:15	4	3			7
1:30	1	0			1	13:30	8	5			13
1:45	1	0			1	13:45	8	7			15
2:00	1	0			1	14:00	6	7			13
2:15	0	0			0	14:15	6	0			6
2:30	0	0			0	14:30	11	5			16
2:45	0	0			0	14:45	25	5			30
3:00	0	0			0	15:00	18	21			39
3:15	0	0			0	15:15	13	11			24
3:30	0	0			0	15:30	6	2			8
3:45	0	0			0	15:45	6	4			10
4:00	0	0			0	16:00	8	5			13
4:15	0	0			0	16:15	2	4			6
4:30	0	0			0	16:30	4	3			7
4:45	0	0			0	16:45	4	1			5
5:00	1	0			1	17:00	3	2			5
5:15	0	1			1	17:15	3	5			8
5:30	1	1			2	17:30	5	3			8
5:45	2	3			5	17:45	5	3			8
6:00	1	1			2	18:00	1	2			3
6:15	0	1			1	18:15	3	1			4
6:30	1	0			1	18:30	1	2			3
6:45	2	2			4	18:45	4	3			7
7:00	0	0			0	19:00	5	1			6
7:15	5	3			8	19:15	2	5			7
7:30	3	4			7	19:30	2	6			8
7:45	12	10			22	19:45	3	0			3
8:00	28	16			44	20:00	3	3			6
8:15	12	24			36	20:15	0	1			1
8:30	5	6			11	20:30	2	0			2
8:45	2	3			5	20:45	1	1			2
9:00	1	1			2	21:00	2	0			2
9:15	4	2			6	21:15	2	0			2
9:30	2	4			6	21:30	0	0			0
9:45	1	0			1	21:45	1	0			1
10:00	0	1			1	22:00	2	1			3
10:15	3	0			3	22:15	4	1			5
10:30	1	1			2	22:30	3	1			4
10:45	3	2			5	22:45	0	0			0
11:00	1	2			3	23:00	1	0			1
11:15	4	0			4	23:15	2	0			2
11:30	3	3			6	23:30	2	1			3
11:45	2	3			5	23:45	0	0			0
TOTALS	106	97	0	0	203	TOTALS	204	133	0	0	337
SPLIT %	52%	48%	0%	0%	38%	SPLIT %	61%	39%	0%	0%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	3	3			6
01:00	02:00	2	0			2
02:00	03:00	1	0			1
03:00	04:00	0	0			0
04:00	05:00	0	0			0
05:00	06:00	4	5			9
06:00	07:00	4	4			8
07:00	08:00	20	17			37
08:00	09:00	47	49			96
09:00	10:00	8	7			15
10:00	11:00	7	4			11
11:00	12:00	10	8			18
12:00	13:00	12	7			19
13:00	14:00	21	16			37
14:00	15:00	48	17			65
15:00	16:00	43	38			81
16:00	17:00	18	13			31
17:00	18:00	16	13			29
18:00	19:00	9	8			17
19:00	20:00	12	12			24
20:00	21:00	6	5			11
21:00	22:00	5	0			5
22:00	23:00	9	3			12
23:00	00:00	5	1			6

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	106	97			203
Peak Hour	7:45	7:45			7:45
Peak Volume	57	56			113
Peak Hour Factor	0.509	0.583			0.642
Peak Period	12:00	to	00:00		
Volume	204	133			337
Peak Hour	14:30	14:30			14:30
Peak Volume	67	42			109
Peak Hour Factor	0.670	0.500			0.699
Peak Period	07:00	to	09:00		
Volume	67	66			133
Peak Hour	7:45	7:45			7:45
Peak Volume	57	56			113
Peak Hour Factor	0.509	0.583			0.642
Peak Period	16:00	to	18:00		
Volume	34	26			60
Peak Hour	16:00	16:00			16:00
Peak Volume	18	13			31
Peak Hour Factor	0.563	0.650			0.596



Prepared by National Data & Surveying Services

VOLUME

SW 162nd Ave Bet SW 144th St & SW 152nd St

Day: Wednesday
Date: 1/21/2026

City: Miami
Project #: FL26_140018_011

DAILY TOTALS	NB	SB	EB	WB	Total
	278	213	0	0	491

DAILY TOTALS

15-Minutes Interval

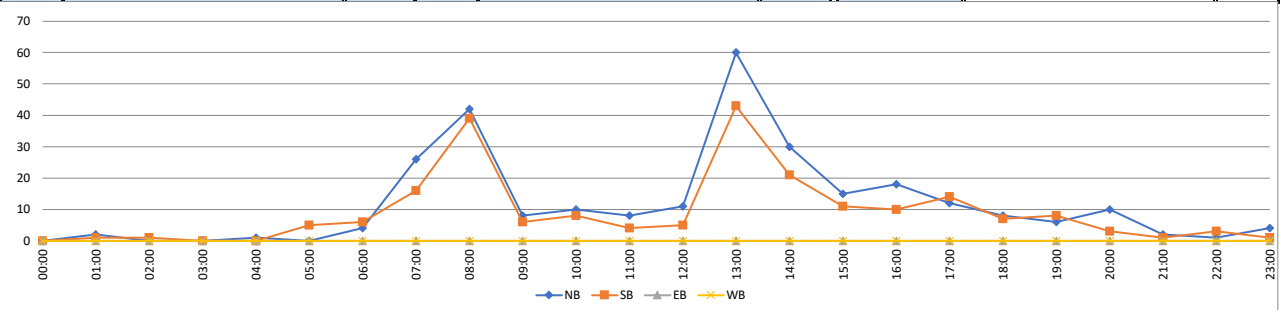
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	2	1			3
0:15	0	0			0	12:15	2	2			4
0:30	0	0			0	12:30	2	1			3
0:45	0	0			0	12:45	5	1			6
1:00	1	1			2	13:00	6	6			12
1:15	1	0			1	13:15	11	1			12
1:30	0	0			0	13:30	16	6			22
1:45	0	0			0	13:45	27	30			57
2:00	0	0			0	14:00	16	11			27
2:15	0	1			1	14:15	5	4			9
2:30	0	0			0	14:30	5	3			8
2:45	0	0			0	14:45	4	3			7
3:00	0	0			0	15:00	4	2			6
3:15	0	0			0	15:15	3	4			7
3:30	0	0			0	15:30	2	1			3
3:45	0	0			0	15:45	6	4			10
4:00	1	0			1	16:00	7	6			13
4:15	0	0			0	16:15	4	4			8
4:30	0	0			0	16:30	3	0			3
4:45	0	0			0	16:45	4	0			4
5:00	0	0			0	17:00	2	2			4
5:15	0	2			2	17:15	0	2			2
5:30	0	0			0	17:30	6	5			11
5:45	0	3			3	17:45	4	5			9
6:00	1	4			5	18:00	3	2			5
6:15	1	0			1	18:15	2	3			5
6:30	1	0			1	18:30	1	2			3
6:45	1	2			3	18:45	2	0			2
7:00	2	3			5	19:00	1	3			4
7:15	3	1			4	19:15	3	2			5
7:30	6	5			11	19:30	1	1			2
7:45	15	7			22	19:45	1	2			3
8:00	24	11			35	20:00	6	0			6
8:15	13	18			31	20:15	2	1			3
8:30	2	8			10	20:30	1	0			1
8:45	3	2			5	20:45	1	2			3
9:00	2	2			4	21:00	1	1			2
9:15	1	1			2	21:15	0	0			0
9:30	2	2			4	21:30	1	0			1
9:45	3	1			4	21:45	0	0			0
10:00	1	3			4	22:00	0	1			1
10:15	4	3			7	22:15	1	2			3
10:30	2	1			3	22:30	0	0			0
10:45	3	1			4	22:45	0	0			0
11:00	2	0			2	23:00	1	1			2
11:15	1	0			1	23:15	0	0			0
11:30	2	4			6	23:30	2	0			2
11:45	3	0			3	23:45	1	0			1
TOTALS	101	86	0	0	187	TOTALS	177	127	0	0	304
SPLIT %	54%	46%	0%	0%	38%	SPLIT %	58%	42%	0%	0%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	0	0			0
01:00	02:00	2	1			3
02:00	03:00	0	1			1
03:00	04:00	0	0			0
04:00	05:00	1	0			1
05:00	06:00	0	5			5
06:00	07:00	4	6			10
07:00	08:00	26	16			42
08:00	09:00	42	39			81
09:00	10:00	8	6			14
10:00	11:00	10	8			18
11:00	12:00	8	4			12
12:00	13:00	11	5			16
13:00	14:00	60	43			103
14:00	15:00	30	21			51
15:00	16:00	15	11			26
16:00	17:00	18	10			28
17:00	18:00	12	14			26
18:00	19:00	8	7			15
19:00	20:00	6	8			14
20:00	21:00	10	3			13
21:00	22:00	2	1			3
22:00	23:00	1	3			4
23:00	00:00	4	1			5

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	101	86			187
Peak Hour	7:30	7:45			7:30
Peak Volume	58	44			99
Peak Hour Factor	0.604	0.611			0.707
Peak Period	12:00	to	00:00		
Volume	177	127			304
Peak Hour	13:15	13:30			13:15
Peak Volume	70	51			118
Peak Hour Factor	0.648	0.425			0.518
Peak Period	07:00	to	09:00		
Volume	68	55			123
Peak Hour	7:30	7:45			7:30
Peak Volume	58	44			99
Peak Hour Factor	0.604	0.611			0.707
Peak Period	16:00	to	18:00		
Volume	30	24			54
Peak Hour	16:00	17:00			16:00
Peak Volume	18	14			28
Peak Hour Factor	0.643	0.700			0.538



Prepared by National Data & Surveying Services

VOLUME

SW 162nd Ave Bet SW 144th St & SW 152nd St

Day: Thursday
Date: 1/22/2026

City: Miami
Project #: FL26_140018_011

DAILY TOTALS	NB	SB	EB	WB	Total
	302	223	0	0	525

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	2	2			4
0:15	0	1			1	12:15	2	1			3
0:30	0	0			0	12:30	2	6			8
0:45	0	0			0	12:45	1	0			1
1:00	0	0			0	13:00	3	2			5
1:15	0	0			0	13:15	1	1			2
1:30	0	0			0	13:30	8	2			10
1:45	1	0			1	13:45	8	10			18
2:00	0	0			0	14:00	11	5			16
2:15	0	0			0	14:15	9	2			11
2:30	0	0			0	14:30	13	8			21
2:45	0	0			0	14:45	21	8			29
3:00	0	0			0	15:00	25	23			48
3:15	0	0			0	15:15	11	7			18
3:30	0	0			0	15:30	9	3			12
3:45	0	0			0	15:45	4	5			9
4:00	0	0			0	16:00	1	4			5
4:15	0	0			0	16:15	2	4			6
4:30	0	0			0	16:30	2	4			6
4:45	0	0			0	16:45	4	2			6
5:00	1	0			1	17:00	2	4			6
5:15	0	0			0	17:15	3	7			10
5:30	0	1			1	17:30	7	4			11
5:45	0	0			0	17:45	1	6			7
6:00	1	0			1	18:00	11	2			13
6:15	1	1			2	18:15	7	1			8
6:30	0	0			0	18:30	0	2			2
6:45	2	1			3	18:45	1	3			4
7:00	0	2			2	19:00	3	4			7
7:15	3	0			3	19:15	2	1			3
7:30	4	7			11	19:30	1	2			3
7:45	10	4			14	19:45	2	0			2
8:00	25	12			37	20:00	2	0			2
8:15	22	26			48	20:15	2	0			2
8:30	5	7			12	20:30	0	1			1
8:45	4	2			6	20:45	6	4			10
9:00	2	3			5	21:00	1	0			1
9:15	1	0			1	21:15	0	0			0
9:30	1	1			2	21:30	2	1			3
9:45	2	1			3	21:45	2	0			2
10:00	2	1			3	22:00	0	1			1
10:15	1	0			1	22:15	2	0			2
10:30	2	1			3	22:30	2	1			3
10:45	2	0			2	22:45	1	0			1
11:00	1	2			3	23:00	1	1			2
11:15	2	1			3	23:15	0	0			0
11:30	1	2			3	23:30	1	1			2
11:45	4	0			4	23:45	1	2			3
TOTALS	100	76	0	0	176	TOTALS	202	147	0	0	349
SPLIT %	57%	43%	0%	0%	34%	SPLIT %	58%	42%	0%	0%	66%

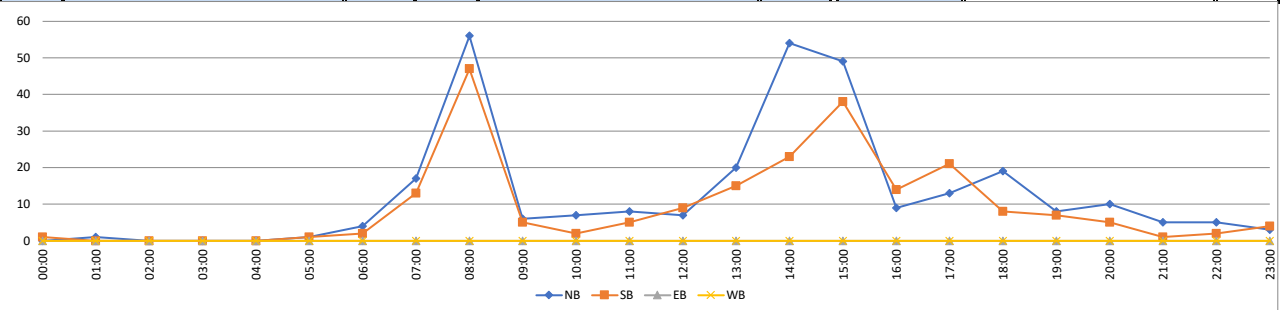
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	0	1			1
01:00	02:00	1	0			1
02:00	03:00	0	0			0
03:00	04:00	0	0			0
04:00	05:00	0	0			0
05:00	06:00	1	1			2
06:00	07:00	4	2			6
07:00	08:00	17	13			30
08:00	09:00	56	47			103
09:00	10:00	6	5			11
10:00	11:00	7	2			9
11:00	12:00	8	5			13
12:00	13:00	7	9			16
13:00	14:00	20	15			35
14:00	15:00	54	23			77
15:00	16:00	49	38			87
16:00	17:00	9	14			23
17:00	18:00	13	21			34
18:00	19:00	19	8			27
19:00	20:00	8	7			15
20:00	21:00	10	5			15
21:00	22:00	5	1			6
22:00	23:00	5	2			7
23:00	00:00	3	4			7

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	100	76			176
Peak Hour	7:45	7:30			7:45
Peak Volume	62	49			111
Peak Hour Factor	0.620	0.471			0.578
Peak Period	12:00	to	00:00		
Volume	202	147			349
Peak Hour	14:30	14:30			14:30
Peak Volume	70	46			116
Peak Hour Factor	0.700	0.500			0.604
Peak Period	07:00	to	09:00		
Volume	73	60			133
Peak Hour	7:45	7:30			7:45
Peak Volume	62	49			111
Peak Hour Factor	0.620	0.471			0.578
Peak Period	16:00	to	18:00		
Volume	22	35			57
Peak Hour	16:45	17:00			17:00
Peak Volume	16	21			34
Peak Hour Factor	0.571	0.750			0.773



Prepared by National Data & Surveying Services

VOLUME

SW 162nd Ave/SW 157th Ave Bet SW 136th St & SW 120th St

Day: Tuesday
Date: 1/20/2026

City: Miami
Project #: FL26_140018_012

DAILY TOTALS	NB	SB	EB	WB	Total
	12,919	13,799	0	0	26,718

15-Minutes Interval

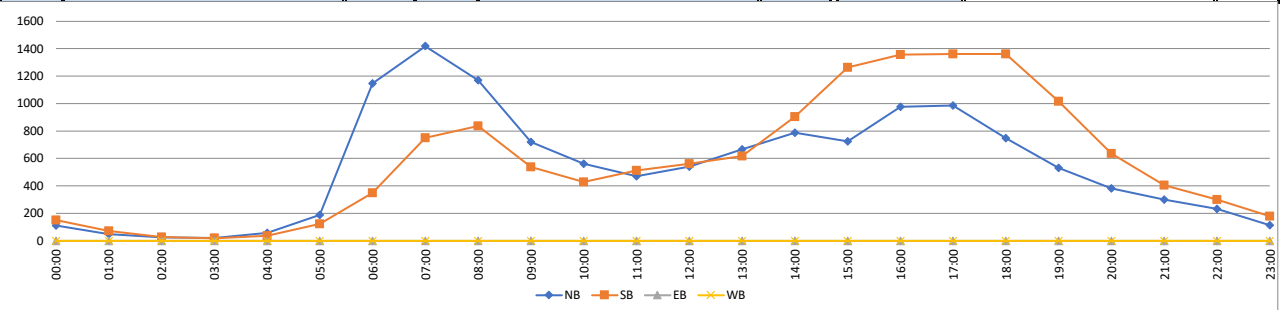
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	52	53			105	12:00	129	130			259
0:15	23	43			66	12:15	130	135			265
0:30	25	31			56	12:30	129	138			267
0:45	10	23			33	12:45	151	158			309
1:00	15	20			35	13:00	168	162			330
1:15	11	27			38	13:15	143	166			309
1:30	13	15			28	13:30	191	135			326
1:45	9	10			19	13:45	165	154			319
2:00	7	7			14	14:00	197	172			369
2:15	7	7			14	14:15	203	146			349
2:30	4	10			14	14:30	191	274			465
2:45	7	4			11	14:45	196	312			508
3:00	3	3			6	15:00	170	298			468
3:15	9	8			17	15:15	168	327			495
3:30	4	3			7	15:30	186	326			512
3:45	5	6			11	15:45	201	312			513
4:00	9	8			17	16:00	210	345			555
4:15	7	7			14	16:15	264	340			604
4:30	16	9			25	16:30	271	334			605
4:45	26	13			39	16:45	231	336			567
5:00	17	16			33	17:00	272	343			615
5:15	44	33			77	17:15	242	345			587
5:30	48	33			81	17:30	270	338			608
5:45	78	41			119	17:45	202	334			536
6:00	142	43			185	18:00	221	342			563
6:15	243	67			310	18:15	191	346			537
6:30	348	94			442	18:30	157	331			488
6:45	413	146			559	18:45	178	342			520
7:00	343	140			483	19:00	168	265			433
7:15	347	210			557	19:15	125	294			419
7:30	362	189			551	19:30	141	248			389
7:45	367	212			579	19:45	96	208			304
8:00	329	221			550	20:00	115	221			336
8:15	308	216			524	20:15	104	184			288
8:30	269	221			490	20:30	93	124			217
8:45	263	179			442	20:45	70	106			176
9:00	191	155			346	21:00	73	128			201
9:15	164	130			294	21:15	96	97			193
9:30	192	124			316	21:30	64	98			162
9:45	173	129			302	21:45	68	81			149
10:00	120	98			218	22:00	63	94			157
10:15	157	124			281	22:15	47	82			129
10:30	147	107			254	22:30	76	66			142
10:45	136	98			234	22:45	47	59			106
11:00	116	105			221	23:00	39	59			98
11:15	129	130			259	23:15	30	49			79
11:30	103	137			240	23:30	20	42			62
11:45	121	140			261	23:45	25	28			53
TOTALS	5932	3845	0	0	9777	TOTALS	6987	9954	0	0	16941
SPLIT %	61%	39%	0%	0%	37%	SPLIT %	41%	59%	0%	0%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	110	150			260
01:00	02:00	48	72			120
02:00	03:00	25	28			53
03:00	04:00	21	20			41
04:00	05:00	58	37			95
05:00	06:00	187	123			310
06:00	07:00	1146	350			1496
07:00	08:00	1419	751			2170
08:00	09:00	1169	837			2006
09:00	10:00	720	538			1258
10:00	11:00	560	427			987
11:00	12:00	469	512			981
12:00	13:00	539	561			1100
13:00	14:00	667	617			1284
14:00	15:00	787	904			1691
15:00	16:00	725	1263			1988
16:00	17:00	976	1355			2331
17:00	18:00	986	1360			2346
18:00	19:00	747	1361			2108
19:00	20:00	530	1015			1545
20:00	21:00	382	635			1017
21:00	22:00	301	404			705
22:00	23:00	233	301			534
23:00	00:00	114	178			292

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	5932	3845			9777
Peak Hour	6:45	7:45			7:15
Peak Volume	1465	870			2237
Peak Hour Factor	0.887	0.984			0.966
Peak Period	12:00	to	00:00		
Volume	6987	9954			16941
Peak Hour	16:15	16:45			16:15
Peak Volume	1038	1362			2391
Peak Hour Factor	0.954	0.987			0.972
Peak Period	07:00	to	09:00		
Volume	2588	1588			4176
Peak Hour	7:00	7:45			7:15
Peak Volume	1419	870			2237
Peak Hour Factor	0.967	0.984			0.966
Peak Period	16:00	to	18:00		
Volume	1962	2715			4677
Peak Hour	16:15	16:45			16:15
Peak Volume	1038	1362			2391
Peak Hour Factor	0.954	0.987			0.972



Prepared by National Data & Surveying Services

VOLUME

SW 162nd Ave/SW 157th Ave Bet SW 136th St & SW 120th St

Day: Wednesday
Date: 1/21/2026

City: Miami
Project #: FL26_140018_012

DAILY TOTALS	NB	SB	EB	WB	Total
	12,895	13,811	0	0	26,706

DAILY TOTALS

15-Minutes Interval

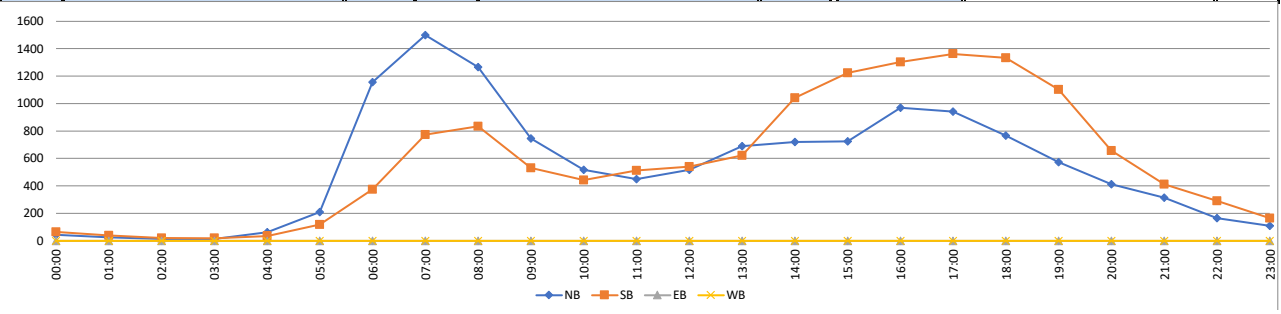
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	19	26			45	12:00	105	150			255
0:15	8	20			28	12:15	155	123			278
0:30	10	11			21	12:30	130	136			266
0:45	6	8			14	12:45	126	131			257
1:00	9	8			17	13:00	146	171			317
1:15	6	8			14	13:15	157	137			294
1:30	6	15			21	13:30	191	142			333
1:45	3	7			10	13:45	196	171			367
2:00	3	9			12	14:00	200	201			401
2:15	4	7			11	14:15	174	215			389
2:30	2	3			5	14:30	183	299			482
2:45	6	2			8	14:45	162	326			488
3:00	3	4			7	15:00	152	310			462
3:15	2	6			8	15:15	184	301			485
3:30	8	7			15	15:30	167	332			499
3:45	2	3			5	15:45	222	281			503
4:00	3	5			8	16:00	215	297			512
4:15	13	7			20	16:15	264	328			592
4:30	13	9			22	16:30	230	326			556
4:45	32	14			46	16:45	261	351			612
5:00	24	13			37	17:00	289	336			625
5:15	41	32			73	17:15	235	327			562
5:30	61	36			97	17:30	214	353			567
5:45	83	36			119	17:45	202	347			549
6:00	137	62			199	18:00	178	340			518
6:15	278	60			338	18:15	206	332			538
6:30	338	101			439	18:30	193	333			526
6:45	402	151			553	18:45	189	328			517
7:00	389	147			536	19:00	157	291			448
7:15	362	188			550	19:15	154	316			470
7:30	380	195			575	19:30	146	261			407
7:45	368	244			612	19:45	115	233			348
8:00	362	206			568	20:00	117	237			354
8:15	329	209			538	20:15	99	149			248
8:30	288	205			493	20:30	97	167			264
8:45	287	213			500	20:45	98	104			202
9:00	197	169			366	21:00	82	116			198
9:15	203	124			327	21:15	91	106			197
9:30	193	106			299	21:30	95	95			190
9:45	152	132			284	21:45	47	95			142
10:00	141	119			260	22:00	50	85			135
10:15	120	104			224	22:15	47	93			140
10:30	123	109			232	22:30	39	65			104
10:45	132	109			241	22:45	28	48			76
11:00	106	127			233	23:00	31	46			77
11:15	104	123			227	23:15	36	43			79
11:30	134	142			276	23:30	30	45			75
11:45	106	120			226	23:45	12	31			43
TOTALS	5998	3761	0	0	9759	TOTALS	6897	10050	0	0	16947
SPLIT %	61%	39%	0%	0%	37%	SPLIT %	41%	59%	0%	0%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	43	65			108
01:00	02:00	24	38			62
02:00	03:00	15	21			36
03:00	04:00	15	20			35
04:00	05:00	61	35			96
05:00	06:00	209	117			326
06:00	07:00	1155	374			1529
07:00	08:00	1499	774			2273
08:00	09:00	1266	833			2099
09:00	10:00	745	531			1276
10:00	11:00	516	441			957
11:00	12:00	450	512			962
12:00	13:00	516	540			1056
13:00	14:00	690	621			1311
14:00	15:00	719	1041			1760
15:00	16:00	725	1224			1949
16:00	17:00	970	1302			2272
17:00	18:00	940	1363			2303
18:00	19:00	766	1333			2099
19:00	20:00	572	1101			1673
20:00	21:00	411	657			1068
21:00	22:00	315	412			727
22:00	23:00	164	291			455
23:00	00:00	109	165			274

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	5998	3761			9759
Peak Hour	6:45	7:45			7:15
Peak Volume	1533	864			2305
Peak Hour Factor	0.953	0.885			0.942
Peak Period	12:00	to	00:00		
Volume	6897	10050			16947
Peak Hour	16:15	17:30			16:15
Peak Volume	1044	1372			2385
Peak Hour Factor	0.903	0.972			0.954
Peak Period	07:00	to	09:00		
Volume	2765	1607			4372
Peak Hour	7:00	7:45			7:15
Peak Volume	1499	864			2305
Peak Hour Factor	0.963	0.885			0.942
Peak Period	16:00	to	18:00		
Volume	1910	2665			4575
Peak Hour	16:15	16:45			16:15
Peak Volume	1044	1367			2385
Peak Hour Factor	0.903	0.968			0.954



Prepared by National Data & Surveying Services

VOLUME

SW 162nd Ave/SW 157th Ave Bet SW 136th St & SW 120th St

Day: Thursday
Date: 1/22/2026

City: Miami
Project #: FL26_140018_012

DAILY TOTALS	NB	SB	EB	WB	Total
	13,557	13,768	0	0	27,325

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	18	31			49	12:00	122	140			262
0:15	20	20			40	12:15	130	123			253
0:30	13	16			29	12:30	133	127			260
0:45	23	12			35	12:45	124	159			283
1:00	7	16			23	13:00	125	130			255
1:15	3	7			10	13:15	176	169			345
1:30	5	11			16	13:30	165	142			307
1:45	3	8			11	13:45	202	156			358
2:00	7	12			19	14:00	204	192			396
2:15	6	5			11	14:15	167	206			373
2:30	3	3			6	14:30	185	298			483
2:45	4	4			8	14:45	175	302			477
3:00	4	3			7	15:00	169	289			458
3:15	3	6			9	15:15	176	337			513
3:30	7	1			8	15:30	181	337			518
3:45	8	4			12	15:45	205	341			546
4:00	3	2			5	16:00	225	314			539
4:15	11	9			20	16:15	252	325			577
4:30	15	9			24	16:30	236	356			592
4:45	21	14			35	16:45	233	360			593
5:00	22	16			38	17:00	267	352			619
5:15	42	28			70	17:15	236	350			586
5:30	67	33			100	17:30	241	338			579
5:45	96	38			134	17:45	240	331			571
6:00	124	71			195	18:00	184	347			531
6:15	239	63			302	18:15	207	338			545
6:30	315	98			413	18:30	177	319			496
6:45	413	140			553	18:45	165	278			443
7:00	367	141			508	19:00	155	281			436
7:15	357	192			549	19:15	150	285			435
7:30	398	185			583	19:30	147	266			413
7:45	396	212			608	19:45	99	219			318
8:00	392	231			623	20:00	101	190			291
8:15	366	187			553	20:15	97	171			268
8:30	336	212			548	20:30	94	132			226
8:45	303	180			483	20:45	87	120			207
9:00	293	180			473	21:00	81	111			192
9:15	280	139			419	21:15	91	115			206
9:30	249	130			379	21:30	82	101			183
9:45	261	127			388	21:45	60	88			148
10:00	176	146			322	22:00	57	100			157
10:15	200	107			307	22:15	56	76			132
10:30	173	116			289	22:30	42	72			114
10:45	138	115			253	22:45	47	42			89
11:00	137	133			270	23:00	40	55			95
11:15	143	111			254	23:15	22	52			74
11:30	120	128			248	23:30	25	36			61
11:45	121	121			242	23:45	14	27			41
TOTALS	6708	3773	0	0	10481	TOTALS	6849	9995	0	0	16844
SPLIT %	64%	36%	0%	0%	38%	SPLIT %	41%	59%	0%	0%	62%

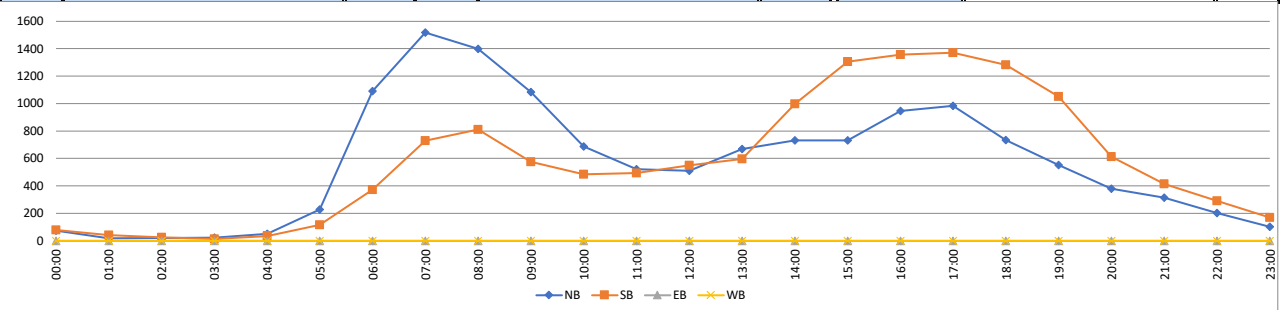
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	74	79			153
01:00	02:00	18	42			60
02:00	03:00	20	24			44
03:00	04:00	22	14			36
04:00	05:00	50	34			84
05:00	06:00	227	115			342
06:00	07:00	1091	372			1463
07:00	08:00	1518	730			2248
08:00	09:00	1397	810			2207
09:00	10:00	1083	576			1659
10:00	11:00	687	484			1171
11:00	12:00	521	493			1014
12:00	13:00	509	549			1058
13:00	14:00	668	597			1265
14:00	15:00	731	998			1729
15:00	16:00	731	1304			2035
16:00	17:00	946	1355			2301
17:00	18:00	984	1371			2355
18:00	19:00	733	1282			2015
19:00	20:00	551	1051			1602
20:00	21:00	379	613			992
21:00	22:00	314	415			729
22:00	23:00	202	290			492
23:00	00:00	101	170			271

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	6708	3773			10481
Peak Hour	7:30	7:45			7:30
Peak Volume	1552	842			2367
Peak Hour Factor	0.975	0.911			0.950
Peak Period	12:00	to	00:00		
Volume	6849	9995			16844
Peak Hour	16:15	16:30			16:30
Peak Volume	988	1418			2390
Peak Hour Factor	0.925	0.985			0.965
Peak Period	07:00	to	09:00		
Volume	2915	1540			4455
Peak Hour	7:30	7:45			7:30
Peak Volume	1552	842			2367
Peak Hour Factor	0.975	0.911			0.950
Peak Period	16:00	to	18:00		
Volume	1930	2726			4656
Peak Hour	16:15	16:30			16:30
Peak Volume	988	1418			2390
Peak Hour Factor	0.925	0.985			0.965



National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 825/Lindgren Rd/SW 137th Ave & SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-001
Date: 1/14/2026

Data - Total

NS/EW Streets:	SR 825/Lindgren Rd/SW 137th Ave				SR 825/Lindgren Rd/SW 137th Ave				SW 120th St				SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	85	317	32	2	47	235	43	4	21	111	104	0	30	141	34	0	1206
4:15 PM	120	243	35	5	51	228	29	12	12	134	101	0	30	192	45	2	1239
4:30 PM	100	277	41	3	42	211	33	6	17	106	96	0	34	174	29	0	1169
4:45 PM	114	242	30	3	63	218	29	9	15	121	104	1	31	204	30	0	1214
5:00 PM	102	336	35	1	47	274	22	7	20	124	88	1	40	187	29	0	1313
5:15 PM	133	340	42	3	56	177	39	13	11	126	64	1	21	212	44	1	1283
5:30 PM	88	317	35	5	36	229	38	7	23	121	77	1	40	170	37	0	1224
5:45 PM	115	272	20	4	56	187	40	6	8	145	55	0	23	188	38	0	1157
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	857	2344	270	26	398	1759	273	64	127	988	689	4	249	1468	286	3	9805
APPROACH %'s :	24.51%	67.03%	7.72%	0.74%	15.96%	70.53%	10.95%	2.57%	7.02%	54.65%	38.11%	0.22%	12.41%	73.18%	14.26%	0.15%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	437	1235	142	12	202	898	128	36	69	492	333	4	132	773	140	1	5034
PEAK HR FACTOR :	0.821	0.908	0.845	0.600	0.802	0.819	0.821	0.692	0.750	0.976	0.800	1.000	0.825	0.912	0.795	0.250	0.958
	0.881				0.903				0.932				0.941				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 825/Lindgren Rd/SW 137th Ave & SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-001
Date: 1/14/2026

Data - Cars

NS/EW Streets:	SR 825/Lindgren Rd/SW 137th Ave				SR 825/Lindgren Rd/SW 137th Ave				SW 120th St				SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	83	311	31	2	45	233	43	4	21	110	103	0	26	139	34	0	1185
4:15 PM	115	238	34	5	51	224	27	12	12	132	101	0	26	190	45	2	1214
4:30 PM	98	275	40	3	41	208	33	6	16	105	96	0	33	171	29	0	1154
4:45 PM	114	240	30	3	63	214	29	9	15	120	103	1	30	203	30	0	1204
5:00 PM	101	333	34	1	46	268	21	7	19	124	87	1	39	185	29	0	1295
5:15 PM	132	338	41	3	56	172	39	13	11	126	63	1	21	212	43	1	1272
5:30 PM	87	316	33	5	35	225	38	7	23	121	77	1	40	168	37	0	1213
5:45 PM	115	269	20	4	56	184	40	6	8	145	54	0	22	188	38	0	1149
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	845	2320	263	26	393	1728	270	64	125	983	684	4	237	1456	285	3	9686
APPROACH %'s :	24.46%	67.17%	7.61%	0.75%	16.01%	70.39%	11.00%	2.61%	6.96%	54.73%	38.08%	0.22%	11.96%	73.50%	14.39%	0.15%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	434	1227	138	12	200	879	127	36	68	491	330	4	130	768	139	1	4984
PEAK HR FACTOR :	0.822	0.908	0.841	0.600	0.794	0.820	0.814	0.692	0.739	0.974	0.801	1.000	0.813	0.906	0.808	0.250	0.962
	0.881				0.908				0.934				0.937				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 825/Lindgren Rd/SW 137th Ave & SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-001
Date: 1/14/2026

Data - HT

NS/EW Streets:	SR 825/Lindgren Rd/SW 137th Ave				SR 825/Lindgren Rd/SW 137th Ave				SW 120th St				SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	6	1	0	2	2	0	0	0	1	1	0	4	2	0	0	21
4:15 PM	5	5	1	0	0	4	2	0	0	2	0	0	4	2	0	0	25
4:30 PM	2	2	1	0	1	3	0	0	1	1	0	0	1	3	0	0	15
4:45 PM	0	2	0	0	0	4	0	0	0	1	1	0	1	1	0	0	10
5:00 PM	1	3	1	0	1	6	1	0	1	0	1	0	1	2	0	0	18
5:15 PM	1	2	1	0	0	5	0	0	0	0	1	0	0	0	1	0	11
5:30 PM	1	1	2	0	1	4	0	0	0	0	0	0	0	2	0	0	11
5:45 PM	0	3	0	0	0	3	0	0	0	0	1	0	1	0	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	12	24	7	0	5	31	3	0	2	5	5	0	12	12	1	0	119
APPROACH %'s :	27.91%	55.81%	16.28%	0.00%	12.82%	79.49%	7.69%	0.00%	16.67%	41.67%	41.67%	0.00%	48.00%	48.00%	4.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	3	8	4	0	2	19	1	0	1	1	3	0	2	5	1	0	50
PEAK HR FACTOR :	0.750	0.667	0.500	0.000	0.500	0.792	0.250	0.000	0.250	0.250	0.750	0.000	0.500	0.625	0.250	0.000	0.694
	0.750				0.688				0.625				0.667				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 825/Lindgren Rd/SW 137th Ave & SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-001
Date: 1/14/2026

Data - Bikes

NS/EW Streets:	SR 825/Lindgren Rd/SW 137th Ave				SR 825/Lindgren Rd/SW 137th Ave				SW 120th St				SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
5:15 PM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
5:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	13	0	0	0	6	0	0	0	0	0	0	1	0	1	0	24
APPROACH %'s :	18.75%	81.25%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					50.00%	0.00%	50.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	8	0	0	0	4	0	0	0	0	0	0	0	0	1	0	13
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.464
	0.500				0.333								0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 825/Lindgren Rd/SW 137th Ave & SW 120th St
City: Miami

Project ID: 26-140021-001
Date: 1/14/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SR 825/Lindgren Rd/SW 137th Ave		SR 825/Lindgren Rd/SW 137th Ave		SW 120th St		SW 120th St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	0	0	0	1	1	0	0	3
4:15 PM	0	2	0	0	0	0	1	0	3
4:30 PM	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	1	1	2
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	1	0	1
5:45 PM	1	0	0	0	0	1	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	3	0	0	1	2	4	1	13
APPROACH %'s :	40.00%	60.00%			33.33%	66.67%	80.00%	20.00%	
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	3	1	4
PEAK HR FACTOR :							0.750	0.250	0.500
							0.500		

Prepared by National Data & Surveying Services

SR 825/Lindgren Rd/SW 137th Ave & SW 120th St

Peak Hour Turning Movement Count

ID: 26-140021-001
City: Miami

Day: Wednesday
Date: 1/14/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

SOUTHBOUND — SR 825/Lindgren Rd/SW 137th Ave

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	128	898	202	36	1480	PM

EASTBOUND — SW 120th St

AM	NOON	PM	
0	0	1342	
0	0	4	0
0	0	69	0
0	0	492	0
0	0	333	0

WESTBOUND — SW 120th St

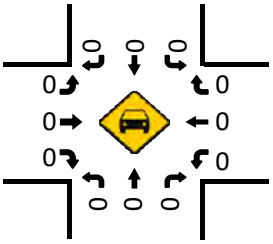
PM	NOON	AM	
140	0	0	0
773	0	0	0
132	0	0	0
1	0	0	0
837	0	0	

NORTHBOUND — SR 825/Lindgren Rd/SW 137th Ave

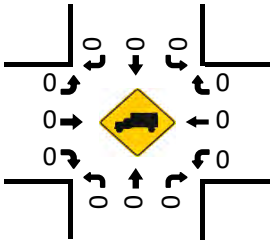
PM	1375	12	437	1235	142	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL			
Signalized			
TEV	0 AM	0 NOON	5034 PM
PHF			0.96

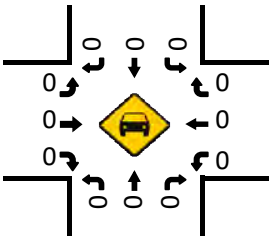
Cars (AM)



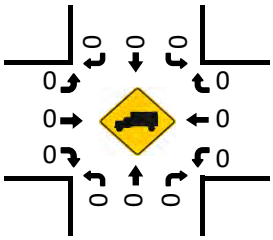
HT (AM)



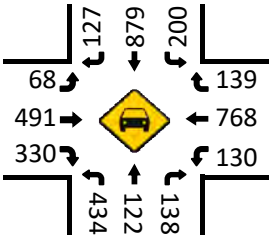
Cars (NOON)



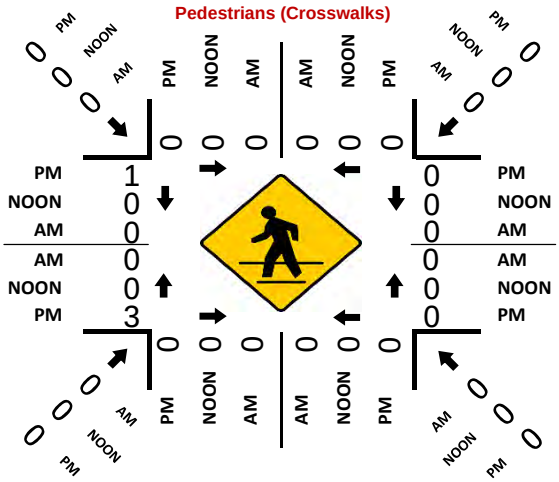
HT (NOON)



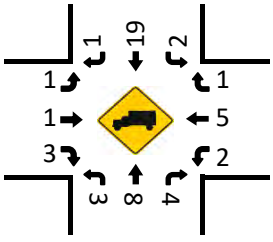
Cars (PM)



Pedestrians (Crosswalks)



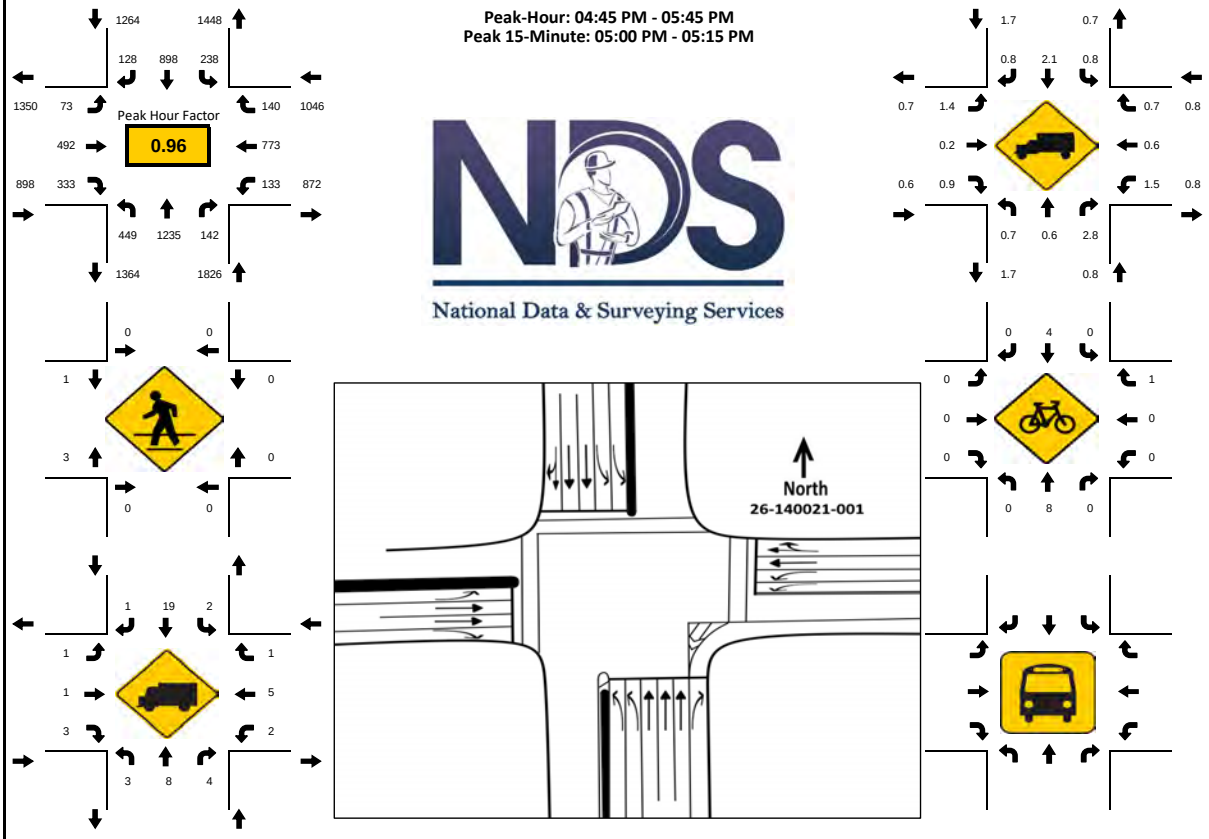
HT (PM)



LOCATION: SR 825/Lindgren Rd/SW 137th Ave & SW 120th St
CITY/STATE: Miami, FL

PROJECT ID: 26-140021-001
DATE: Wed, Jan 14, 2026

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



15-Min Count Period Beginning At	R 825/Lindgren Rd/SW 137th Av Northbound					R 825/Lindgren Rd/SW 137th Av Southbound					SW 120th St Eastbound					SW 120th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	85	317	32	2		47	235	43	4		21	111	104	0		30	141	34	0		1206	4828
4:15 PM	120	243	35	5		51	228	29	12		12	134	101	0		30	192	45	2		1239	4935
4:30 PM	100	277	41	3		42	211	33	6		17	106	96	0		34	174	29	0		1169	4979
4:45 PM	114	242	30	3		63	218	29	9		15	121	104	1		31	204	30	0		1214	5034
5:00 PM	102	336	35	1		47	274	22	7		20	124	88	1		40	187	29	0		1313	4977
5:15 PM	133	340	42	3		56	177	39	13		11	126	64	1		21	212	44	1		1283	3664
5:30 PM	88	317	35	5		36	229	38	7		23	121	77	1		40	170	37	0		1224	2381
5:45 PM	115	272	20	4		56	187	40	6		8	145	55	0		23	188	38	0		1157	1157
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	532	1360	168	20		252	1096	156	52		92	504	416	4		160	848	176	4		**5840**	
Heavy Trucks	4	12	8	0		4	24	4	0		4	4	4	0		4	8	4	0		**84**	
Pedestrians		0					0					8					0				**8**	
Bicycles	0	16	0	0		0	12	0	0		0	0	0	0		0	0	4	0		**32**	
Buses																					**0**	
Stopped Buses																						

Project ID: 26-140021-001
Location: SR 825/Lindgren Rd/SW 137th Ave & SW 120th St
City: Miami

Day: Wednesday
Date: 1/14/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SR 825/Lindgren Rd/SW 137th Ave Northbound						SR 825/Lindgren Rd/SW 137th Ave Southbound						SW 120th St Eastbound						SW 120th St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	85	317	32	2	0	436	47	235	43	4	1	329	21	111	104	0	0	236	30	141	34	0	2	205	1206
4:15 PM	120	243	35	5	0	403	51	228	29	12	2	320	12	134	101	0	1	247	30	192	45	2	0	269	1239
4:30 PM	100	277	41	3	0	421	42	211	33	6	1	292	17	106	96	0	0	219	34	174	29	0	0	237	1169
4:45 PM	114	242	30	3	0	389	63	218	29	9	0	319	15	121	104	1	2	241	31	204	30	0	0	265	1214
Total	419	1079	138	13	0	1649	203	892	134	31	4	1260	65	472	405	1	3	943	125	711	138	2	2	976	4828
5:00 PM	102	336	35	1	0	474	47	274	22	7	0	350	20	124	88	1	0	233	40	187	29	0	0	256	1313
5:15 PM	133	340	42	3	0	518	56	177	39	13	0	285	11	126	64	1	1	202	21	212	44	1	0	278	1283
5:30 PM	88	317	35	5	0	445	36	229	38	7	0	310	23	121	77	1	1	222	40	170	37	0	0	247	1224
5:45 PM	115	272	20	4	0	411	56	187	40	6	1	289	8	145	55	0	0	208	23	188	38	0	1	249	1157
Total	438	1265	132	13	0	1848	195	867	139	33	1	1234	62	516	284	3	2	865	124	757	148	1	1	1030	4977
Grand Total	857	2344	270	26	0	3497	398	1759	273	64	5	2494	127	988	689	4	5	1808	249	1468	286	3	3	2006	9805
Apprch %	24.5	67.0	7.7	0.7	0.0		16.0	70.5	10.9	2.6	0.2		7.0	54.6	38.1	0.2	0.3		12.4	73.2	14.3	0.1	0.1		
Total %	8.7	23.9	2.8	0.3	0.0	35.7	4.1	17.9	2.8	0.7	0.1	25.4	1.3	10.1	7.0	0.0	0.1	18.4	2.5	15.0	2.9	0.0	0.0	20.5	
Cars, PU, Vans	845	2320	263	26		3454	393	1728	270	64		2455	125	983	684	4		1796	237	1456	285	3		1981	9686
% Cars, PU, Vans	98.6	99.0	97.4	100.0		98.8	98.7	98.2	98.9	100.0		98.4	98.4	99.5	99.3	100.0		99.3	95.2	99.2	99.7	100.0		98.8	98.8
Heavy Trucks	12	24	7	0		43	5	31	3	0		39	2	5	5	0		12	12	12	1	0		25	119
%Heavy Trucks	1.4	1.0	2.6	0.0		1.2	1.3	1.8	1.1	0.0		1.6	1.6	0.5	0.7	0.0		0.7	4.8	0.8	0.3	0.0		1.2	1.2

Project ID: 26-140021-001
Location: SR 825/Lindgren Rd/SW 137th Ave & SW 120th St
City: Miami

PEAK HOURS

Day: Wednesday
Date: 1/14/2026

PM

	SR 825/Lindgren Rd/SW 137th Ave Northbound					SR 825/Lindgren Rd/SW 137th Ave Southbound					SW 120th St Eastbound					SW 120th St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	114	242	30	3	389	63	218	29	9	319	15	121	104	1	241	31	204	30	0	265	1214
5:00 PM	102	336	35	1	474	47	274	22	7	350	20	124	88	1	233	40	187	29	0	256	1313
5:15 PM	133	340	42	3	518	56	177	39	13	285	11	126	64	1	202	21	212	44	1	278	1283
5:30 PM	88	317	35	5	445	36	229	38	7	310	23	121	77	1	222	40	170	37	0	247	1224
Total Volume	437	1235	142	12	1826	202	898	128	36	1264	69	492	333	4	898	132	773	140	1	1046	5034
% App. Total	23.9	67.6	7.8	0.7	100	16.0	71.0	10.1	2.8	100	7.7	54.8	37.1	0.4	100	12.6	73.9	13.4	0.1	100	
PHF					0.881					0.903					0.932					0.941	0.958
Cars, PU, Vans	434	1227	138	12	1811	200	879	127	36	1242	68	491	330	4	893	130	768	139	1	1038	4984
% Cars, PU, Vans	99.3	99.4	97.2	100.0	99.2	99.0	97.9	99.2	100.0	98.3	98.6	99.8	99.1	100.0	99.4	98.5	99.4	99.3	100.0	99.2	99.0
Heavy Trucks	3	8	4	0	15	2	19	1	0	22	1	1	3	0	5	2	5	1	0	8	50
%Heavy Trucks	0.7	0.6	2.8	0.0	0.8	1.0	2.1	0.8	0.0	1.7	1.4	0.2	0.9	0.0	0.6	1.5	0.6	0.7	0.0	0.8	1.0

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 132nd Ave & SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-002
Date: 1/14/2026

Data - Total

NS/EW Streets:	SW 132nd Ave				SW 132nd Ave				SW 120th St				SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	27	1	59	1	29	206	0	1	1	233	36	0	594
4:15 PM	0	0	1	0	25	1	32	0	39	221	0	3	0	222	19	1	564
4:30 PM	0	0	1	0	20	3	33	0	21	221	0	3	2	272	44	0	620
4:45 PM	0	0	2	0	21	0	27	0	46	208	0	2	0	235	44	0	585
5:00 PM	1	0	2	0	18	0	27	1	47	239	1	1	0	265	63	0	665
5:15 PM	0	0	2	0	25	0	42	0	41	237	0	1	0	250	53	0	651
5:30 PM	0	0	0	0	9	0	32	1	54	236	0	3	0	223	41	0	599
5:45 PM	0	0	0	0	18	1	27	0	44	219	0	2	0	228	37	0	576
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	8	0	163	6	279	3	321	1787	1	16	3	1928	337	1	4854
APPROACH %'s :	11.11%	0.00%	88.89%	0.00%	36.14%	1.33%	61.86%	0.67%	15.11%	84.09%	0.05%	0.75%	0.13%	84.97%	14.85%	0.04%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	7	0	84	3	129	1	155	905	1	7	2	1022	204	0	2521
PEAK HR FACTOR :	0.250	0.000	0.875	0.000	0.840	0.250	0.768	0.250	0.824	0.947	0.250	0.583	0.250	0.939	0.810	0.000	0.948
	0.667				0.810				0.927				0.936				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 132nd Ave & SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-002
Date: 1/14/2026

Data - Cars

NS/EW Streets:	SW 132nd Ave				SW 132nd Ave				SW 120th St				SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	27	1	57	1	28	202	0	1	1	227	35	0	580
4:15 PM	0	0	1	0	25	1	30	0	39	216	0	3	0	222	19	1	557
4:30 PM	0	0	1	0	20	3	33	0	20	219	0	3	2	266	44	0	611
4:45 PM	0	0	2	0	20	0	27	0	44	208	0	2	0	232	44	0	579
5:00 PM	1	0	2	0	18	0	27	1	46	235	1	1	0	262	63	0	657
5:15 PM	0	0	2	0	25	0	42	0	41	236	0	1	0	246	53	0	646
5:30 PM	0	0	0	0	9	0	32	1	53	233	0	3	0	222	41	0	594
5:45 PM	0	0	0	0	18	1	27	0	44	219	0	2	0	227	37	0	575
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	8	0	162	6	275	3	315	1768	1	16	3	1904	336	1	4799
APPROACH %'s :	11.11%	0.00%	88.89%	0.00%	36.32%	1.35%	61.66%	0.67%	15.00%	84.19%	0.05%	0.76%	0.13%	84.85%	14.97%	0.04%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	7	0	83	3	129	1	151	898	1	7	2	1006	204	0	2493
PEAK HR FACTOR :	0.250	0.000	0.875	0.000	0.830	0.250	0.768	0.250	0.821	0.951	0.250	0.583	0.250	0.945	0.810	0.000	0.949
	0.667				0.806				0.934				0.932				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 132nd Ave & SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-002
Date: 1/14/2026

Data - HT

NS/EW Streets:	SW 132nd Ave				SW 132nd Ave				SW 120th St				SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	2	0	1	4	0	0	0	6	1	0	14
4:15 PM	0	0	0	0	0	0	2	0	0	5	0	0	0	0	0	0	7
4:30 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	6	0	0	9
4:45 PM	0	0	0	0	1	0	0	0	2	0	0	0	0	3	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	1	4	0	0	0	3	0	0	8
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	4	0	6	19	0	0	0	24	1	0	55
APPROACH %'s :					20.00%	0.00%	80.00%	0.00%	24.00%	76.00%	0.00%	0.00%	0.00%	96.00%	4.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	4	7	0	0	0	16	0	0	28
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.438	0.000	0.000	0.000	0.667	0.000	0.000	0.778
					0.250				0.550				0.667				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 132nd Ave & SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-002
Date: 1/14/2026

Data - Bikes

NS/EW Streets:	SW 132nd Ave				SW 132nd Ave				SW 120th St				SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	4
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%					0.00%	50.00%	50.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.750
					0.500								0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 132nd Ave & SW 120th St
City: Miami

Project ID: 26-140021-002
Date: 1/14/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SW 132nd Ave		SW 132nd Ave		SW 120th St		SW 120th St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	1	0	0	1	0	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	1	0	0	0	2	3
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	1	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	3	0	0	2	3	9
APPROACH %'s :			25.00%	75.00%			40.00%	60.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	2	0	0	0	2	4
PEAK HR FACTOR :				0.500				0.250	0.333
			0.500				0.250		

Prepared by National Data & Surveying Services

SW 132nd Ave & SW 120th St

Peak Hour Turning Movement Count

ID: 26-140021-002
City: Miami

Day: Wednesday
Date: 1/14/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (SW 132nd Ave)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	129	3	84	1	360	PM

EASTBOUND (SW 120th St)

AM	NOON	PM	
0	0	1159	⇦
0	0	7	↶ 0
0	0	155	↱ 0
0	0	905	→ 0
0	0	1	↷ 0
AM	NOON	PM	

WESTBOUND (SW 120th St)

PM	NOON	AM	
204	0	0	↰ 0
1022	0	0	← 0
2	0	0	↶ 0
0	0	0	↷ 0
996	0	0	⇨
PM	NOON	AM	

NORTHBOUND (SW 132nd Ave)

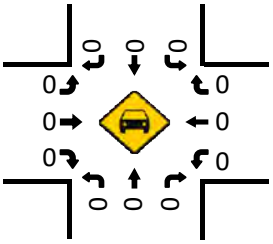
PM	6	0	1	0	7	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL

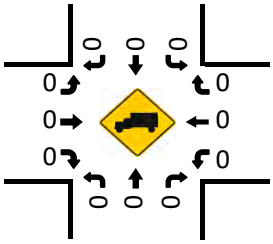
Signalized

	AM	NOON	PM
TEV	0	0	2521
PHF			0.95

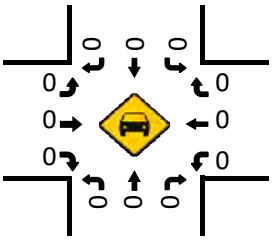
Cars (AM)



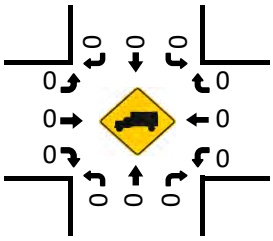
HT (AM)



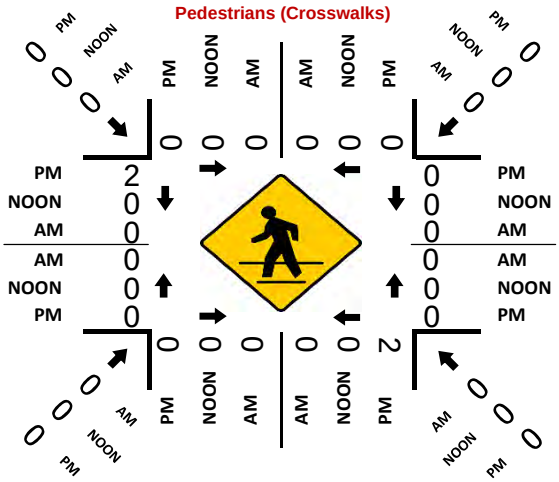
Cars (NOON)



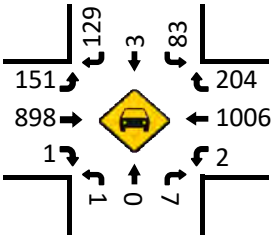
HT (NOON)



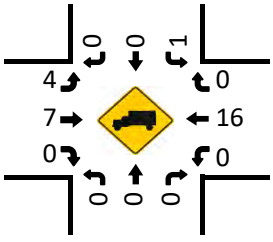
Pedestrians (Crosswalks)



Cars (PM)

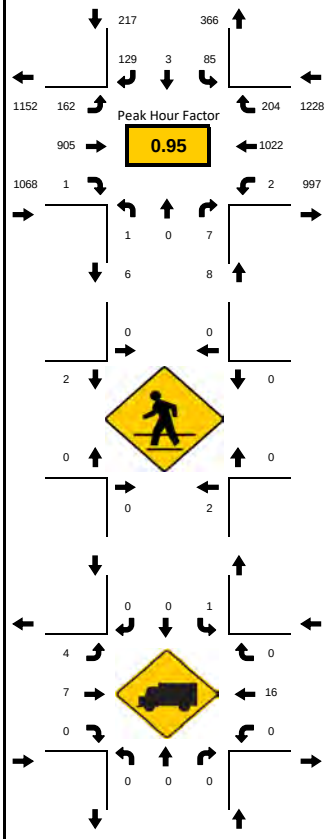


HT (PM)



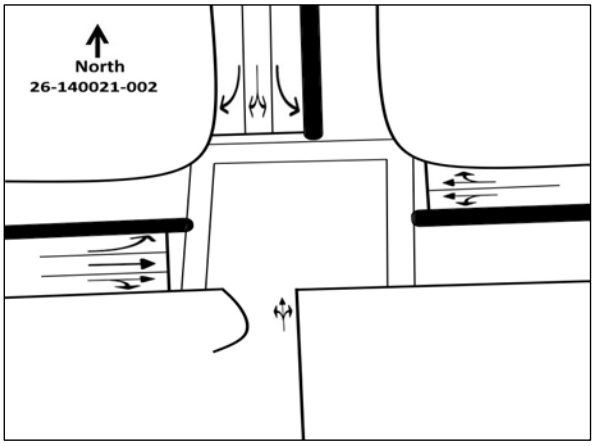
LOCATION: SW 132nd Ave & SW 120th St
CITY/STATE: Miami, FL

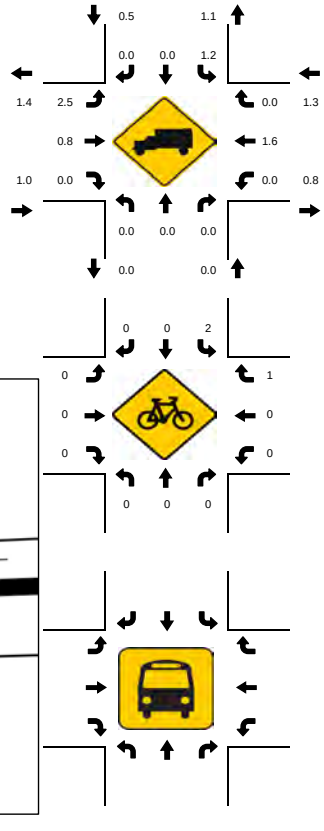
PROJECT ID: 26-140021-002
DATE: Wed, Jan 14, 2026



Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:00 PM - 05:15 PM

National Data & Surveying Services





15-Min Count Period Beginning At	SW 132nd Ave Northbound					SW 132nd Ave Southbound					SW 120th St Eastbound					SW 120th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0		27	1	59	1		29	206	0	1		1	233	36	0		594	2363
4:15 PM	0	0	1	0		25	1	32	0		39	221	0	3		0	222	19	1		564	2434
4:30 PM	0	0	1	0		20	3	33	0		21	221	0	3		2	272	44	0		620	2521
4:45 PM	0	0	2	0		21	0	27	0		46	208	0	2		0	235	44	0		585	2500
5:00 PM	1	0	2	0		18	0	27	1		47	239	1	1		0	265	63	0		665	2491
5:15 PM	0	0	2	0		25	0	42	0		41	237	0	1		0	250	53	0		651	1826
5:30 PM	0	0	0	0		9	0	32	1		54	236	0	3		0	223	41	0		599	1175
5:45 PM	0	0	0	0		18	1	27	0		44	219	0	2		0	228	37	0		576	576

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	4	0	8	0		100	12	168	4		188	956	4	12		8	1088	252	0		**2804**
Heavy Trucks	0	0	0	0		4	0	0	0		8	16	0	0		0	24	0	0		**52**
Pedestrians		4					0					8					0				**12**
Bicycles	0	0	0	0		4	0	0	0		0	0	0	0		0	0	4	0		**8**
Buses																					**0**
Stopped Buses																					

Project ID: 26-140021-002
Location: SW 132nd Ave & SW 120th St
City: Miami

Day: Wednesday
Date: 1/14/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SW 132nd Ave Northbound						SW 132nd Ave Southbound						SW 120th St Eastbound						SW 120th St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	0	0	0	0	1	0	27	1	59	1	0	88	29	206	0	1	1	236	1	233	36	0	0	270	594
4:15 PM	0	0	1	0	0	1	25	1	32	0	0	58	39	221	0	3	0	263	0	222	19	1	0	242	564
4:30 PM	0	0	1	0	0	1	20	3	33	0	0	56	21	221	0	3	0	245	2	272	44	0	0	318	620
4:45 PM	0	0	2	0	1	2	21	0	27	0	0	48	46	208	0	2	0	256	0	235	44	0	0	279	585
Total	0	0	4	0	2	4	93	5	151	1	0	250	135	856	0	9	1	1000	3	962	143	1	0	1109	2363
5:00 PM	1	0	2	0	1	3	18	0	27	1	0	46	47	239	1	1	2	288	0	265	63	0	0	328	665
5:15 PM	0	0	2	0	0	2	25	0	42	0	0	67	41	237	0	1	0	279	0	250	53	0	0	303	651
5:30 PM	0	0	0	0	1	0	9	0	32	1	0	42	54	236	0	3	1	293	0	223	41	0	0	264	599
5:45 PM	0	0	0	0	0	0	18	1	27	0	0	46	44	219	0	2	1	265	0	228	37	0	0	265	576
Total	1	0	4	0	2	5	70	1	128	2	0	201	186	931	1	7	4	1125	0	966	194	0	0	1160	2491
Grand Total	1	0	8	0	4	9	163	6	279	3	0	451	321	1787	1	16	5	2125	3	1928	337	1	0	2269	4854
Apprch %	11.1	0.0	88.9	0.0	44.4		36.1	1.3	61.9	0.7	0.0		15.1	84.1	0.0	0.8	0.2		0.1	85.0	14.9	0.0	0.0		
Total %	0.0	0.0	0.2	0.0	0.1	0.2	3.4	0.1	5.7	0.1	0.0	9.3	6.6	36.8	0.0	0.3	0.1	43.8	0.1	39.7	6.9	0.0	0.0	46.7	
Cars, PU, Vans	1	0	8	0		9	162	6	275	3		446	315	1768	1	16		2100	3	1904	336	1		2244	4799
% Cars, PU, Vans	100.0	0.0	100.0	0.0		100.0	99.4	100.0	98.6	100.0		98.9	98.1	98.9	100.0	100.0		98.8	100.0	98.8	99.7	100.0		98.9	98.9
Heavy Trucks	0	0	0	0		0	1	0	4	0		5	6	19	0	0		25	0	24	1	0		25	55
%Heavy Trucks	0.0	0.0	0.0	0.0		0.0	0.6	0.0	1.4	0.0		1.1	1.9	1.1	0.0	0.0		1.2	0.0	1.2	0.3	0.0		1.1	1.1

Project ID: 26-140021-002
Location: SW 132nd Ave & SW 120th St
City: Miami

PEAK HOURS

Day: Wednesday
Date: 1/14/2026

PM

	SW 132nd Ave Northbound					SW 132nd Ave Southbound					SW 120th St Eastbound					SW 120th St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	0	1	0	1	20	3	33	0	56	21	221	0	3	245	2	272	44	0	318	620
4:45 PM	0	0	2	0	2	21	0	27	0	48	46	208	0	2	256	0	235	44	0	279	585
5:00 PM	1	0	2	0	3	18	0	27	1	46	47	239	1	1	288	0	265	63	0	328	665
5:15 PM	0	0	2	0	2	25	0	42	0	67	41	237	0	1	279	0	250	53	0	303	651
Total Volume	1	0	7	0	8	84	3	129	1	217	155	905	1	7	1068	2	1022	204	0	1228	2521
% App. Total	12.5	0.0	87.5	0.0	100	38.7	1.4	59.4	0.5	100	14.5	84.7	0.1	0.7	100	0.2	83.2	16.6	0.0	100	
PHF					0.667					0.810					0.927					0.936	0.948
Cars, PU, Vans	1	0	7	0	8	83	3	129	1	216	151	898	1	7	1057	2	1006	204	0	1212	2493
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	98.8	100.0	100.0	100.0	99.5	97.4	99.2	100.0	100.0	99.0	100.0	98.4	100.0	0.0	98.7	98.9
Heavy Trucks	0	0	0	0	0	1	0	0	0	1	4	7	0	0	11	0	16	0	0	16	28
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.5	2.6	0.8	0.0	0.0	1.0	0.0	1.6	0.0	0.0	1.3	1.1

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 127th Ave & Msgr. Bryan O. Walsh St/SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-003
Date: 1/14/2026

Data - Total

NS/EW Streets:	SW 127th Ave				SW 127th Ave				Msgr. Bryan O. Walsh St/SW 120th St				Msgr. Bryan O. Walsh St/SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	19	88	36	7	28	106	43	0	45	220	19	3	62	212	15	1	904
4:15 PM	27	80	47	6	24	92	34	0	57	228	15	1	57	237	27	2	934
4:30 PM	33	95	33	6	23	74	29	0	56	229	23	1	49	243	26	0	920
4:45 PM	26	87	30	5	23	81	36	0	38	209	17	1	66	243	33	0	895
5:00 PM	32	94	38	4	33	76	26	0	60	280	26	0	54	234	23	1	981
5:15 PM	30	123	30	2	32	93	33	0	61	193	31	0	63	266	27	1	985
5:30 PM	39	106	25	7	22	94	36	0	63	197	31	1	53	171	33	0	878
5:45 PM	25	94	30	6	26	95	36	0	44	194	30	1	59	211	18	0	869
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	231	767	269	43	211	711	273	0	424	1750	192	8	463	1817	202	5	7366
APPROACH %'s :	17.63%	58.55%	20.53%	3.28%	17.66%	59.50%	22.85%	0.00%	17.86%	73.72%	8.09%	0.34%	18.62%	73.06%	8.12%	0.20%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	121	399	131	17	111	324	124	0	215	911	97	2	232	986	109	2	3781
PEAK HR FACTOR :	0.917	0.811	0.862	0.708	0.841	0.871	0.861	0.000	0.881	0.813	0.782	0.500	0.879	0.927	0.826	0.500	0.960
	0.903				0.884				0.837				0.931				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 127th Ave & Msgr. Bryan O. Walsh St/SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-003
Date: 1/14/2026

Data - Cars

NS/EW Streets:	SW 127th Ave				SW 127th Ave				Msgr. Bryan O. Walsh St/SW 120th St				Msgr. Bryan O. Walsh St/SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	19	88	36	7	27	105	43	0	43	218	17	3	60	203	15	1	885
4:15 PM	27	80	43	6	24	90	34	0	57	219	15	1	55	235	27	2	915
4:30 PM	33	95	33	6	23	73	29	0	56	226	23	1	46	237	26	0	907
4:45 PM	26	87	29	5	23	80	36	0	38	206	17	1	66	239	33	0	886
5:00 PM	31	92	38	4	33	76	26	0	58	277	26	0	53	231	23	1	969
5:15 PM	30	123	30	2	32	88	33	0	60	191	30	0	60	260	27	1	967
5:30 PM	39	104	25	7	22	92	36	0	62	195	31	1	53	171	33	0	871
5:45 PM	25	94	30	6	24	94	36	0	43	193	29	1	58	208	18	0	859
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	230	763	264	43	208	698	273	0	417	1725	188	8	451	1784	202	5	7259
APPROACH %'s :	17.69%	58.69%	20.31%	3.31%	17.64%	59.20%	23.16%	0.00%	17.84%	73.78%	8.04%	0.34%	18.47%	73.05%	8.27%	0.20%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	120	397	130	17	111	317	124	0	212	900	96	2	225	967	109	2	3729
PEAK HR FACTOR :	0.909	0.807	0.855	0.708	0.841	0.901	0.861	0.000	0.883	0.812	0.800	0.500	0.852	0.930	0.826	0.500	0.962
	0.897				0.902				0.838				0.936				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 127th Ave & Msgr. Bryan O. Walsh St/SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-003
Date: 1/14/2026

Data - HT

NS/EW Streets:	SW 127th Ave				SW 127th Ave				Msgr. Bryan O. Walsh St/SW 120th St				Msgr. Bryan O. Walsh St/SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	1	0	0	2	2	2	0	2	9	0	0	19
4:15 PM	0	0	4	0	0	2	0	0	0	9	0	0	2	2	0	0	19
4:30 PM	0	0	0	0	0	1	0	0	0	3	0	0	3	6	0	0	13
4:45 PM	0	0	1	0	0	1	0	0	0	3	0	0	0	4	0	0	9
5:00 PM	1	2	0	0	0	0	0	0	2	3	0	0	1	3	0	0	12
5:15 PM	0	0	0	0	0	5	0	0	1	2	1	0	3	6	0	0	18
5:30 PM	0	2	0	0	0	2	0	0	1	2	0	0	0	0	0	0	7
5:45 PM	0	0	0	0	2	1	0	0	1	1	1	0	1	3	0	0	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	4	5	0	3	13	0	0	7	25	4	0	12	33	0	0	107
APPROACH %'s :	10.00%	40.00%	50.00%	0.00%	18.75%	81.25%	0.00%	0.00%	19.44%	69.44%	11.11%	0.00%	26.67%	73.33%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	2	1	0	0	7	0	0	3	11	1	0	7	19	0	0	52
PEAK HR FACTOR :	0.250	0.250	0.250	0.000	0.000	0.350	0.000	0.000	0.375	0.917	0.250	0.000	0.583	0.792	0.000	0.000	0.722
	0.333				0.350				0.750				0.722				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 127th Ave & Msgr. Bryan O. Walsh St/SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-003
Date: 1/14/2026

Data - Bikes

NS/EW Streets:	SW 127th Ave				SW 127th Ave				Msgr. Bryan O. Walsh St/SW 120th St				Msgr. Bryan O. Walsh St/SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	0	1	1	0	0	0	1	0	0	0	0	1	0	6
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375
	0.250				0.250				0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 127th Ave & Msgr. Bryan O. Walsh St/SW 120th St **Project ID:** 26-140021-003
City: Miami **Date:** 1/14/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SW 127th Ave		SW 127th Ave		Msgr. Bryan O. Walsh St/SW 120th St		Msgr. Bryan O. Walsh St/SW 120th St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	1	0	1	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	2	1	1	0	0	1	5
APPROACH %'s :			66.67%	33.33%	100.00%	0.00%	0.00%	100.00%	
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	1
PEAK HR FACTOR :			0.250						0.250
			0.250						

Prepared by National Data & Surveying Services

SW 127th Ave & Msgr. Bryan O. Walsh St/SW 120th St

Peak Hour Turning Movement Count

ID: 26-140021-003
City: Miami

Day: Wednesday
Date: 1/14/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (SW 127th Ave)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	124	324	111	0	723	PM

EASTBOUND (Msgr. Bryan O. Walsh St/SW 120th St)

AM	NOON	PM	
0	0	1233	⇦
0	0	2	↶ 0
0	0	215	↱ 0
0	0	911	→ 0
0	0	97	↴ 0
AM	NOON	PM	

WESTBOUND (Msgr. Bryan O. Walsh St/SW 120th St)

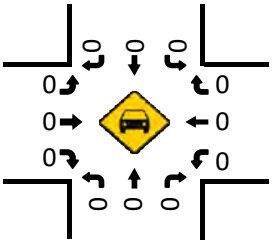
PM	NOON	AM	
109	0	0	↰ 0
986	0	0	← 0
232	0	0	↶ 0
2	0	0	↴ 0
1155	0	0	⇨
PM	NOON	AM	

NORTHBOUND (SW 127th Ave)

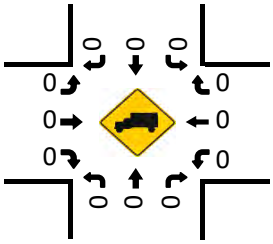
PM	670	17	121	399	131	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL			
Signalized			
TEV	0 AM	0 NOON	3781 PM
PHF			0.96

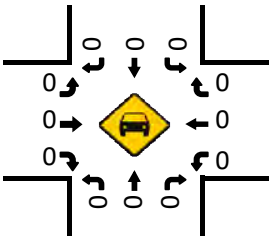
Cars (AM)



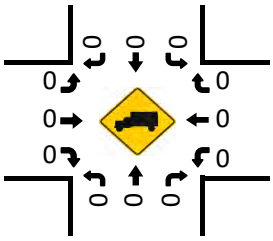
HT (AM)



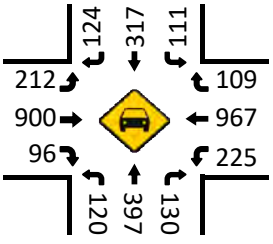
Cars (NOON)



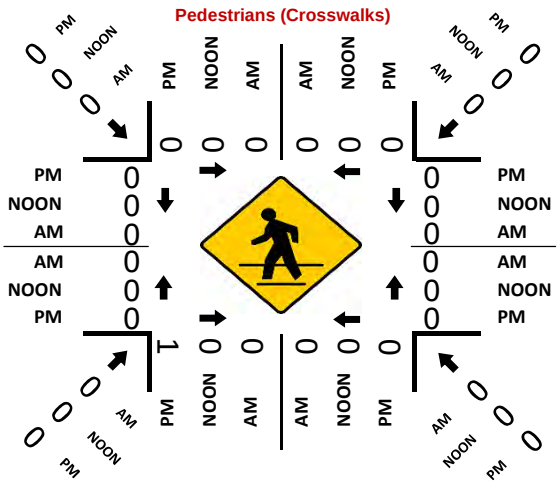
HT (NOON)



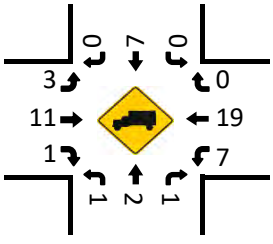
Cars (PM)



Pedestrians (Crosswalks)



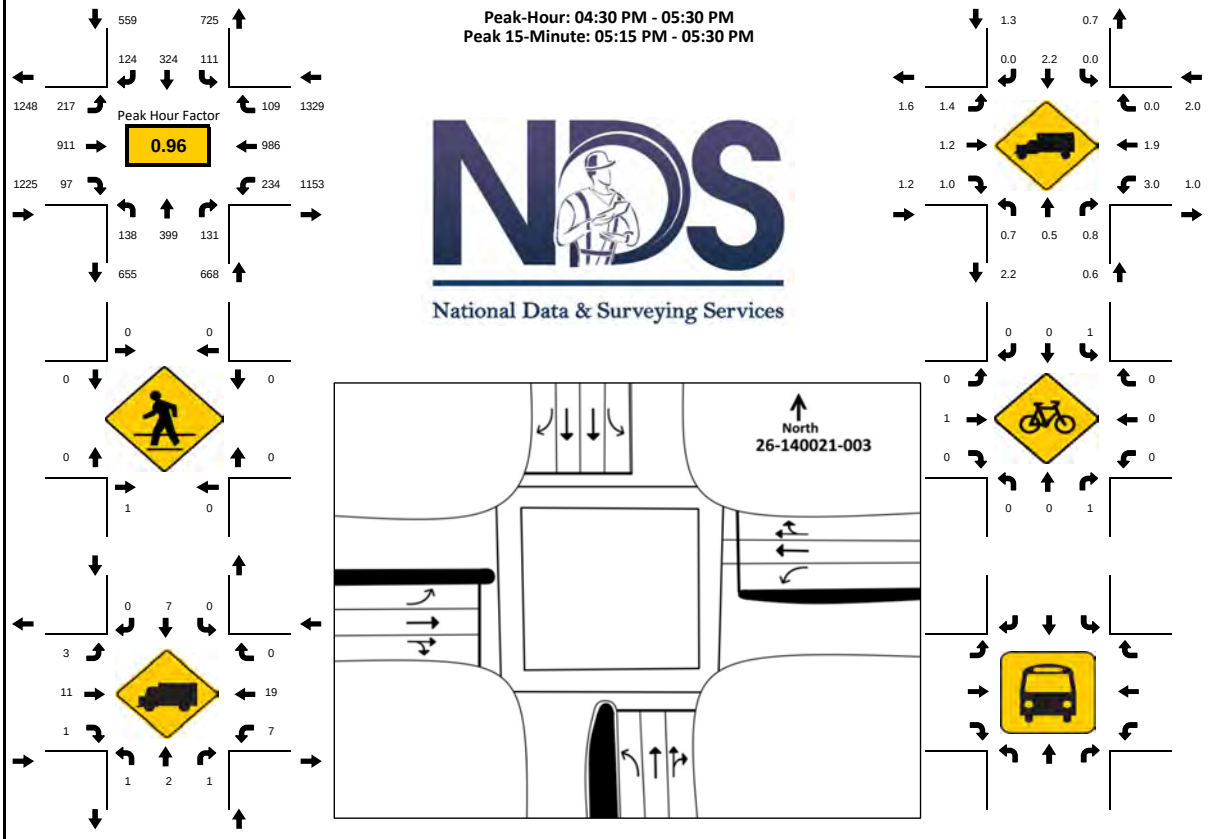
HT (PM)



LOCATION: SW 127th Ave & Msgr. Bryan O. Walsh St/SW 120th St
CITY/STATE: Miami, FL

PROJECT ID: 26-140021-003
DATE: Wed, Jan 14, 2026

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



15-Min Count Period Beginning At	SW 127th Ave Northbound					SW 127th Ave Southbound					gr. Bryan O. Walsh St/SW 120th Eastbound					gr. Bryan O. Walsh St/SW 120th Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	19	88	36	7		28	106	43	0		45	220	19	3		62	212	15	1		904	3653
4:15 PM	27	80	47	6		24	92	34	0		57	228	15	1		57	237	27	2		934	3730
4:30 PM	33	95	33	6		23	74	29	0		56	229	23	1		49	243	26	0		920	3781
4:45 PM	26	87	30	5		23	81	36	0		38	209	17	1		66	243	33	0		895	3739
5:00 PM	32	94	38	4		33	76	26	0		60	280	26	0		54	234	23	1		981	3713
5:15 PM	30	123	30	2		32	93	33	0		61	193	31	0		63	266	27	1		985	2732
5:30 PM	39	106	25	7		22	94	36	0		63	197	31	1		53	171	33	0		878	1747
5:45 PM	25	94	30	6		26	95	36	0		44	194	30	1		59	211	18	0		869	869
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	132	492	152	24		132	372	144	0		244	1120	124	4		264	1064	132	4		**4404**	
Heavy Trucks	4	8	4	0		0	20	0	0		8	12	4	0		12	24	0	0		**96**	
Pedestrians		4					0					0					0				**4**	
Bicycles	0	0	4	0		4	0	0	0		0	4	0	0		0	0	0	0		**12**	
Buses																					**0**	
Stopped Buses																						

Project ID: 26-140021-003
Location: SW 127th Ave & Msgr. Bryan O. Walsh St/SW 120th St
City: Miami

Day: Wednesday
Date: 1/14/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SW 127th Ave Northbound						SW 127th Ave Southbound						Msgr. Bryan O. Walsh St/SW 120th St Eastbound						Msgr. Bryan O. Walsh St/SW 120th St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	19	88	36	7	1	150	28	106	43	0	0	177	45	220	19	3	0	287	62	212	15	1	1	290	904
4:15 PM	27	80	47	6	0	160	24	92	34	0	0	150	57	228	15	1	1	301	57	237	27	2	0	323	934
4:30 PM	33	95	33	6	0	167	23	74	29	0	0	126	56	229	23	1	0	309	49	243	26	0	0	318	920
4:45 PM	26	87	30	5	0	148	23	81	36	0	0	140	38	209	17	1	0	265	66	243	33	0	0	342	895
Total	105	350	146	24	1	625	98	353	142	0	0	593	196	886	74	6	1	1162	234	935	101	3	1	1273	3653
5:00 PM	32	94	38	4	0	168	33	76	26	0	0	135	60	280	26	0	0	366	54	234	23	1	0	312	981
5:15 PM	30	123	30	2	1	185	32	93	33	0	0	158	61	193	31	0	0	285	63	266	27	1	0	357	985
5:30 PM	39	106	25	7	1	177	22	94	36	0	0	152	63	197	31	1	0	292	53	171	33	0	0	257	878
5:45 PM	25	94	30	6	0	155	26	95	36	0	0	157	44	194	30	1	0	269	59	211	18	0	0	288	869
Total	126	417	123	19	2	685	113	358	131	0	0	602	228	864	118	2	0	1212	229	882	101	2	0	1214	3713
Grand Total	231	767	269	43	3	1310	211	711	273	0	0	1195	424	1750	192	8	1	2374	463	1817	202	5	1	2487	7366
Apprch %	17.6	58.5	20.5	3.3	0.2		17.7	59.5	22.8	0.0	0.0		17.9	73.7	8.1	0.3	0.0		18.6	73.1	8.1	0.2	0.0		
Total %	3.1	10.4	3.7	0.6	0.0	17.8	2.9	9.7	3.7	0.0	0.0	16.2	5.8	23.8	2.6	0.1	0.0	32.2	6.3	24.7	2.7	0.1	0.0	33.8	
Cars, PU, Vans	230	763	264	43		1300	208	698	273	0		1179	417	1725	188	8		2338	451	1784	202	5		2442	7259
% Cars, PU, Vans	99.6	99.5	98.1	100.0		99.2	98.6	98.2	100.0	0.0		98.7	98.3	98.6	97.9	100.0		98.5	97.4	98.2	100.0	100.0		98.2	98.5
Heavy Trucks	1	4	5	0		10	3	13	0	0		16	7	25	4	0		36	12	33	0	0		45	107
%Heavy Trucks	0.4	0.5	1.9	0.0		0.8	1.4	1.8	0.0	0.0		1.3	1.7	1.4	2.1	0.0		1.5	2.6	1.8	0.0	0.0		1.8	1.5

Project ID: 26-140021-003
Location: SW 127th Ave & Msgr. Bryan O. Walsh St/SW 120th
City: Miami

PEAK HOURS

Day: Wednesday
Date: 1/14/2026

PM

	SW 127th Ave Northbound					SW 127th Ave Southbound					Msgr. Bryan O. Walsh St/SW 120th St Eastbound					Msgr. Bryan O. Walsh St/SW 120th St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	33	95	33	6	167	23	74	29	0	126	56	229	23	1	309	49	243	26	0	318	920
4:45 PM	26	87	30	5	148	23	81	36	0	140	38	209	17	1	265	66	243	33	0	342	895
5:00 PM	32	94	38	4	168	33	76	26	0	135	60	280	26	0	366	54	234	23	1	312	981
5:15 PM	30	123	30	2	185	32	93	33	0	158	61	193	31	0	285	63	266	27	1	357	985
Total Volume	121	399	131	17	668	111	324	124	0	559	215	911	97	2	1225	232	986	109	2	1329	3781
% App. Total	18.1	59.7	19.6	2.5	100	19.9	58.0	22.2	0.0	100	17.6	74.4	7.9	0.2	100	17.5	74.2	8.2	0.2	100	
PHF					0.903					0.884					0.837					0.931	0.960
Cars, PU, Vans	120	397	130	17	664	111	317	124	0	552	212	900	96	2	1210	225	967	109	2	1303	3729
% Cars, PU, Vans	99.2	99.5	99.2	100.0	99.4	100.0	97.8	100.0	0.0	98.7	98.6	98.8	99.0	100.0	98.8	97.0	98.1	100.0	100.0	98.0	98.6
Heavy Trucks	1	2	1	0	4	0	7	0	0	7	3	11	1	0	15	7	19	0	0	26	52
%Heavy Trucks	0.8	0.5	0.8	0.0	0.6	0.0	2.2	0.0	0.0	1.3	1.4	1.2	1.0	0.0	1.2	3.0	1.9	0.0	0.0	2.0	1.4

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 122nd Ave & Msgr. Bryan O. Walsh St/SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-004
Date: 1/14/2026

Data - Total

NS/EW Streets:	SW 122nd Ave				SW 122nd Ave				Msgr. Bryan O. Walsh St/SW 120th St				Msgr. Bryan O. Walsh St/SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	15	110	1	84	42	25	0	9	269	23	0	67	279	74	0	1007
4:15 PM	7	25	125	0	41	32	25	0	19	239	11	0	83	271	66	0	944
4:30 PM	5	27	115	0	41	32	16	0	6	232	21	1	113	331	90	0	1030
4:45 PM	8	27	121	0	61	35	21	0	10	232	16	0	102	281	85	0	999
5:00 PM	9	36	153	0	50	40	10	0	10	232	15	0	99	340	82	0	1076
5:15 PM	12	39	156	0	56	54	16	0	16	193	8	0	87	284	82	0	1003
5:30 PM	13	30	117	0	49	55	14	0	11	260	10	0	77	252	77	0	965
5:45 PM	5	30	101	0	67	57	19	0	14	242	15	0	87	252	61	0	950
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	68	229	998	1	449	347	146	0	95	1899	119	1	715	2290	617	0	7974
APPROACH %'s :	5.25%	17.67%	77.01%	0.08%	47.66%	36.84%	15.50%	0.00%	4.49%	89.83%	5.63%	0.05%	19.74%	63.22%	17.03%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	34	129	545	0	208	161	63	0	42	889	60	1	401	1236	339	0	4108
PEAK HR FACTOR :	0.708	0.827	0.873	0.000	0.852	0.745	0.750	0.000	0.656	0.958	0.714	0.250	0.887	0.909	0.942	0.000	0.954
	0.855				0.857				0.954				0.925				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 122nd Ave & Msgr. Bryan O. Walsh St/SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-004
Date: 1/14/2026

Data - Cars

NS/EW Streets:	SW 122nd Ave				SW 122nd Ave				Msgr. Bryan O. Walsh St/SW 120th St				Msgr. Bryan O. Walsh St/SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	14	107	1	83	39	25	0	9	265	23	0	59	268	74	0	976
4:15 PM	7	25	119	0	41	32	25	0	18	230	10	0	80	269	66	0	922
4:30 PM	5	27	111	0	41	32	16	0	6	227	21	1	105	322	89	0	1003
4:45 PM	8	26	119	0	58	34	19	0	10	230	16	0	101	279	85	0	985
5:00 PM	9	36	150	0	49	40	10	0	10	229	15	0	93	336	81	0	1058
5:15 PM	12	39	156	0	54	54	16	0	15	192	8	0	86	279	82	0	993
5:30 PM	13	30	116	0	48	55	14	0	11	258	10	0	76	251	77	0	959
5:45 PM	5	30	101	0	67	57	19	0	14	240	15	0	85	250	61	0	944
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	68	227	979	1	441	343	144	0	93	1871	118	1	685	2254	615	0	7840
APPROACH %'s :	5.33%	17.80%	76.78%	0.08%	47.52%	36.96%	15.52%	0.00%	4.46%	89.82%	5.66%	0.05%	19.27%	63.42%	17.30%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	34	128	536	0	202	160	61	0	41	878	60	1	385	1216	337	0	4039
PEAK HR FACTOR :	0.708	0.821	0.859	0.000	0.871	0.741	0.803	0.000	0.683	0.954	0.714	0.250	0.917	0.905	0.947	0.000	0.954
	0.843				0.853				0.957				0.939				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 122nd Ave & Msgr. Bryan O. Walsh St/SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-004
Date: 1/14/2026

Data - HT

NS/EW Streets:	SW 122nd Ave				SW 122nd Ave				Msgr. Bryan O. Walsh St/SW 120th St				Msgr. Bryan O. Walsh St/SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	3	0	1	3	0	0	0	4	0	0	8	11	0	0	31
4:15 PM	0	0	6	0	0	0	0	0	1	9	1	0	3	2	0	0	22
4:30 PM	0	0	4	0	0	0	0	0	0	5	0	0	8	9	1	0	27
4:45 PM	0	1	2	0	3	1	2	0	0	2	0	0	1	2	0	0	14
5:00 PM	0	0	3	0	1	0	0	0	0	3	0	0	6	4	1	0	18
5:15 PM	0	0	0	0	2	0	0	0	1	1	0	0	1	5	0	0	10
5:30 PM	0	0	1	0	1	0	0	0	0	2	0	0	1	1	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	19	0	8	4	2	0	2	28	1	0	30	36	2	0	134
APPROACH %'s :	0.00%	9.52%	90.48%	0.00%	57.14%	28.57%	14.29%	0.00%	6.45%	90.32%	3.23%	0.00%	44.12%	52.94%	2.94%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1	9	0	6	1	2	0	1	11	0	0	16	20	2	0	69
PEAK HR FACTOR :	0.000	0.250	0.563	0.000	0.500	0.250	0.250	0.000	0.250	0.550	0.000	0.000	0.500	0.556	0.500	0.000	0.639
	0.625				0.375				0.600				0.528				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 122nd Ave & Msgr. Bryan O. Walsh St/SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-004
Date: 1/14/2026

Data - Bikes

NS/EW Streets:	SW 122nd Ave				SW 122nd Ave				Msgr. Bryan O. Walsh St/SW 120th St				Msgr. Bryan O. Walsh St/SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	1	0	0	1	1	0	1	2	0	0	0	2	1	0	10
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	0.00%	50.00%	50.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.750
	0.250								0.250				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 122nd Ave & Msgr. Bryan O. Walsh St/SW 120th St **Project ID:** 26-140021-004
City: Miami **Date:** 1/14/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SW 122nd Ave		SW 122nd Ave		Msgr. Bryan O. Walsh St/SW 120th St		Msgr. Bryan O. Walsh St/SW 120th St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	1	0	1	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	1	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	1	0	1	1	1	0	5
APPROACH %'s :	0.00%	100.00%	100.00%	0.00%	50.00%	50.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

SW 122nd Ave & Msgr. Bryan O. Walsh St/SW 120th St

Peak Hour Turning Movement Count

ID: 26-140021-004
City: Miami

Day: Wednesday
Date: 1/14/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (SW 122nd Ave)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	63	161	208	0	510	PM

EASTBOUND (Msgr. Bryan O. Walsh St/SW 120th St)

AM	NOON	PM	
0	0	1	0
0	0	42	0
0	0	889	0
0	0	60	0
AM	NOON	PM	

AM	NOON	PM	
0	0	1334	

WESTBOUND (Msgr. Bryan O. Walsh St/SW 120th St)

PM	NOON	AM	
339	0	0	0
1236	0	0	0
401	0	0	0
0	0	0	0
PM	NOON	AM	

PM	NOON	AM	
1642	0	0	

NORTHBOUND (SW 122nd Ave)

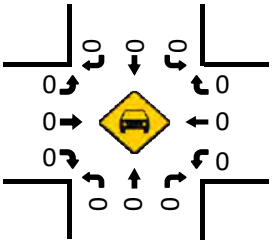
PM	622	0	34	129	545	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

0	0	0	0	

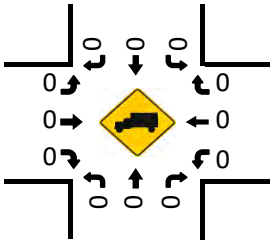
0	0	0	0	

CONTROL			
Signalized			
TEV	0 AM	0 NOON	4108 PM
PHF			0.95

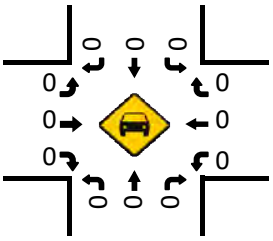
Cars (AM)



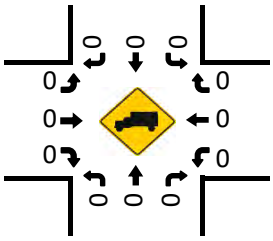
HT (AM)



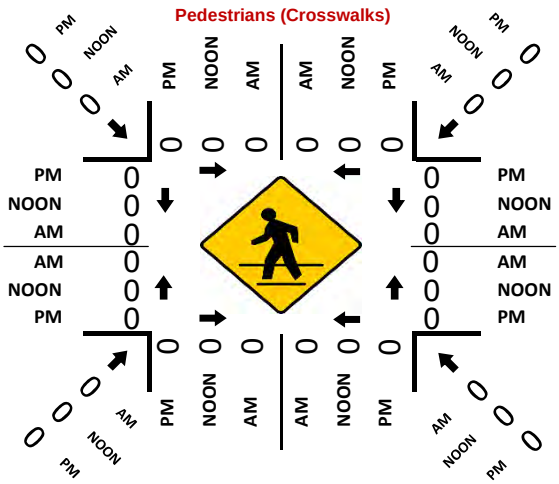
Cars (NOON)



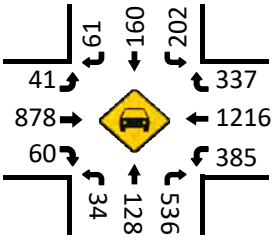
HT (NOON)



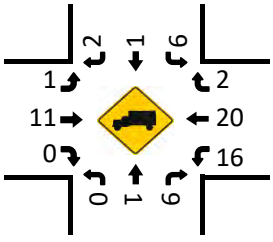
Pedestrians (Crosswalks)



Cars (PM)



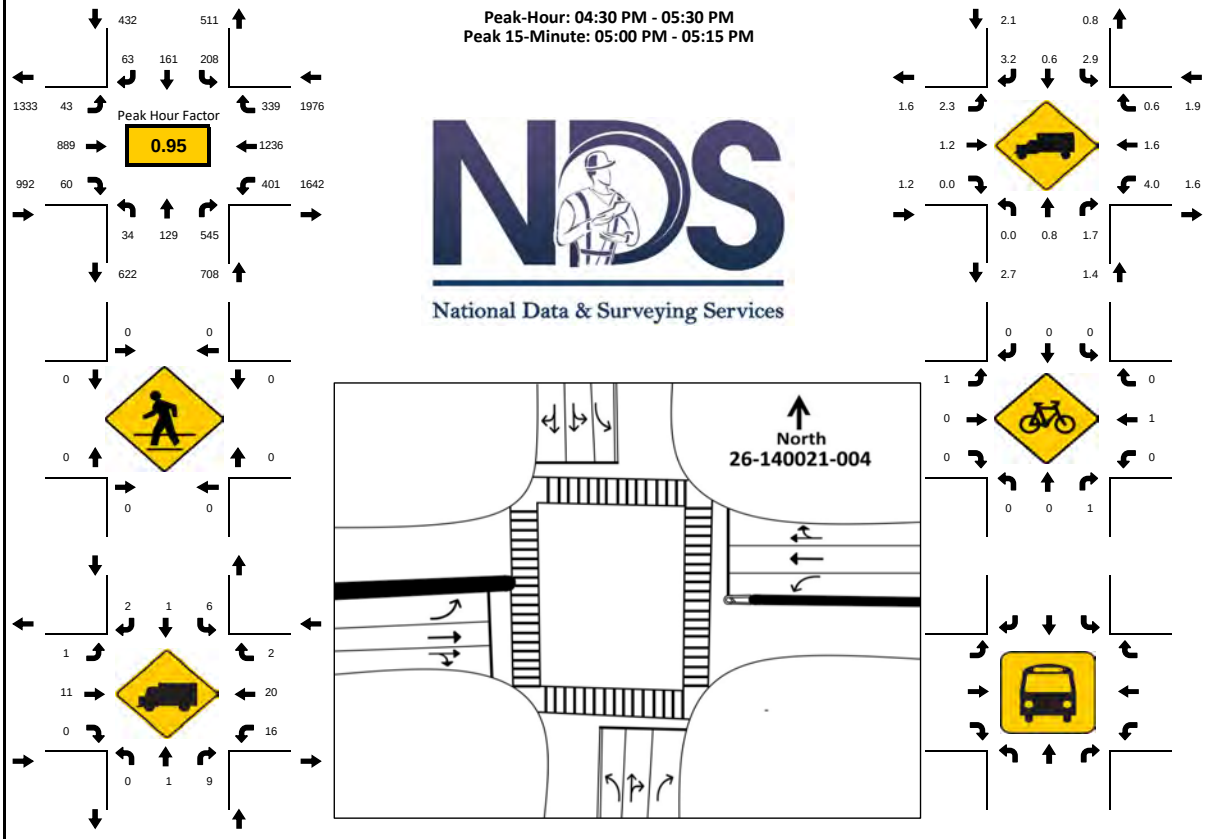
HT (PM)



LOCATION: SW 122nd Ave & Msgr. Bryan O. Walsh St/SW 120th St
CITY/STATE: Miami, FL

PROJECT ID: 26-140021-004
DATE: Wed, Jan 14, 2026

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



15-Min Count Period Beginning At	SW 122nd Ave Northbound					SW 122nd Ave Southbound					gr. Bryan O. Walsh St/SW 120th Eastbound					gr. Bryan O. Walsh St/SW 120th Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	9	15	110	1		84	42	25	0		9	269	23	0		67	279	74	0		1007	3980
4:15 PM	7	25	125	0		41	32	25	0		19	239	11	0		83	271	66	0		944	4049
4:30 PM	5	27	115	0		41	32	16	0		6	232	21	1		113	331	90	0		1030	4108
4:45 PM	8	27	121	0		61	35	21	0		10	232	16	0		102	281	85	0		999	4043
5:00 PM	9	36	153	0		50	40	10	0		10	232	15	0		99	340	82	0		1076	3994
5:15 PM	12	39	156	0		56	54	16	0		16	193	8	0		87	284	82	0		1003	2918
5:30 PM	13	30	117	0		49	55	14	0		11	260	10	0		77	252	77	0		965	1915
5:45 PM	5	30	101	0		67	57	19	0		14	242	15	0		87	252	61	0		950	950
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	48	156	624	0		244	216	84	0		64	928	84	4		452	1360	360	0		**4624**	
Heavy Trucks	0	4	16	0		12	4	8	0		4	20	0	0		32	36	4	0		**140**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	4	0		0	0	0	0		4	0	0	0		0	4	0	0		**12**	
Buses																					**0**	
Stopped Buses																						

Project ID: 26-140021-004
Location: SW 122nd Ave & Msgr. Bryan O. Walsh St/SW 120th St
City: Miami

Day: Wednesday
Date: 1/14/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SW 122nd Ave Northbound						SW 122nd Ave Southbound						Msgr. Bryan O. Walsh St/SW 120th St Eastbound						Msgr. Bryan O. Walsh St/SW 120th St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	9	15	110	1	0	135	84	42	25	0	0	151	9	269	23	0	0	301	67	279	74	0	1	420	1007
4:15 PM	7	25	125	0	1	157	41	32	25	0	0	98	19	239	11	0	0	269	83	271	66	0	1	420	944
4:30 PM	5	27	115	0	0	147	41	32	16	0	0	89	6	232	21	1	0	260	113	331	90	0	0	534	1030
4:45 PM	8	27	121	0	0	156	61	35	21	0	0	117	10	232	16	0	0	258	102	281	85	0	0	468	999
Total	29	94	471	1	1	595	227	141	87	0	0	455	44	972	71	1	0	1088	365	1162	315	0	2	1842	3980
5:00 PM	9	36	153	0	0	198	50	40	10	0	0	100	10	232	15	0	0	257	99	340	82	0	0	521	1076
5:15 PM	12	39	156	0	0	207	56	54	16	0	0	126	16	193	8	0	0	217	87	284	82	0	0	453	1003
5:30 PM	13	30	117	0	0	160	49	55	14	0	0	118	11	260	10	0	0	281	77	252	77	0	0	406	965
5:45 PM	5	30	101	0	0	136	67	57	19	0	1	143	14	242	15	0	1	271	87	252	61	0	0	400	950
Total	39	135	527	0	0	701	222	206	59	0	1	487	51	927	48	0	1	1026	350	1128	302	0	0	1780	3994
Grand Total	68	229	998	1	1	1296	449	347	146	0	1	942	95	1899	119	1	1	2114	715	2290	617	0	2	3622	7974
Apprch %	5.2	17.7	77.0	0.1	0.1		47.7	36.8	15.5	0.0	0.1		4.5	89.8	5.6	0.0	0.0		19.7	63.2	17.0	0.0	0.1		
Total %	0.9	2.9	12.5	0.0	0.0	16.3	5.6	4.4	1.8	0.0	0.0	11.8	1.2	23.8	1.5	0.0	0.0	26.5	9.0	28.7	7.7	0.0	0.0	45.4	
Cars, PU, Vans	68	227	979	1		1275	441	343	144	0		928	93	1871	118	1		2083	685	2254	615	0		3554	7840
% Cars, PU, Vans	100.0	99.1	98.1	100.0		98.4	98.2	98.8	98.6	0.0		98.5	97.9	98.5	99.2	100.0		98.5	95.8	98.4	99.7	0.0		98.1	98.3
Heavy Trucks	0	2	19	0		21	8	4	2	0		14	2	28	1	0		31	30	36	2	0		68	134
%Heavy Trucks	0.0	0.9	1.9	0.0		1.6	1.8	1.2	1.4	0.0		1.5	2.1	1.5	0.8	0.0		1.5	4.2	1.6	0.3	0.0		1.9	1.7

Project ID: 26-140021-004
Location: SW 122nd Ave & Msgr. Bryan O. Walsh St/SW 120tl
City: Miami

PEAK HOURS

Day: Wednesday
Date: 1/14/2026

PM

	SW 122nd Ave Northbound					SW 122nd Ave Southbound					Msgr. Bryan O. Walsh St/SW 120th St Eastbound					Msgr. Bryan O. Walsh St/SW 120th St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	5	27	115	0	147	41	32	16	0	89	6	232	21	1	260	113	331	90	0	534	1030
4:45 PM	8	27	121	0	156	61	35	21	0	117	10	232	16	0	258	102	281	85	0	468	999
5:00 PM	9	36	153	0	198	50	40	10	0	100	10	232	15	0	257	99	340	82	0	521	1076
5:15 PM	12	39	156	0	207	56	54	16	0	126	16	193	8	0	217	87	284	82	0	453	1003
Total Volume	34	129	545	0	708	208	161	63	0	432	42	889	60	1	992	401	1236	339	0	1976	4108
% App. Total	4.8	18.2	77.0	0.0	100	48.1	37.3	14.6	0.0	100	4.2	89.6	6.0	0.1	100	20.3	62.6	17.2	0.0	100	
PHF					0.855					0.857					0.954					0.925	0.954
Cars, PU, Vans	34	128	536	0	698	202	160	61	0	423	41	878	60	1	980	385	1216	337	0	1938	4039
% Cars, PU, Vans	100.0	99.2	98.3	0.0	98.6	97.1	99.4	96.8	0.0	97.9	97.6	98.8	100.0	100.0	98.8	96.0	98.4	99.4	0.0	98.1	98.3
Heavy Trucks	0	1	9	0	10	6	1	2	0	9	1	11	0	0	12	16	20	2	0	38	69
%Heavy Trucks	0.0	0.8	1.7	0.0	1.4	2.9	0.6	3.2	0.0	2.1	2.4	1.2	0.0	0.0	1.2	4.0	1.6	0.6	0.0	1.9	1.7

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 162nd Ave & SW 136th St
City: Miami
Control: 3-Way Stop(SB/EB/WB)

Project ID: 26-140021-005
Date: 1/14/2026

Data - Total

NS/EW Streets:	SW 162nd Ave				SW 162nd Ave				SW 136th St				SW 136th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	281	0	0	1	2	7	0	0	0	0	248	0	539
4:15 PM	0	0	0	0	343	0	0	0	0	1	0	0	0	0	231	0	575
4:30 PM	0	0	0	0	330	0	0	0	1	1	0	0	0	0	262	0	594
4:45 PM	0	0	0	0	337	0	0	0	2	0	0	0	0	0	228	0	567
5:00 PM	0	0	0	0	351	0	0	0	3	2	0	0	0	0	277	0	633
5:15 PM	0	0	0	0	330	0	0	0	2	4	0	0	0	0	246	0	582
5:30 PM	0	0	0	0	329	0	0	1	3	3	0	0	0	0	250	0	586
5:45 PM	0	0	0	0	351	0	0	0	3	2	0	0	0	0	197	0	553
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	2652	0	0	2	16	20	0	0	0	0	1939	0	4629
APPROACH %'s :					99.92%	0.00%	0.00%	0.08%	44.44%	55.56%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1348	0	0	0	8	7	0	0	0	0	1013	0	2376
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.960	0.000	0.000	0.000	0.667	0.438	0.000	0.000	0.000	0.000	0.914	0.000	0.938
					0.960				0.625				0.914				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 162nd Ave & SW 136th St
City: Miami
Control: 3-Way Stop(SB/EB/WB)

Project ID: 26-140021-005
Date: 1/14/2026

Data - Cars

NS/EW Streets:	SW 162nd Ave				SW 162nd Ave				SW 136th St				SW 136th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	277	0	0	1	2	7	0	0	0	0	243	0	530
4:15 PM	0	0	0	0	340	0	0	0	0	0	0	0	0	0	225	0	565
4:30 PM	0	0	0	0	322	0	0	0	1	1	0	0	0	0	259	0	583
4:45 PM	0	0	0	0	323	0	0	0	2	0	0	0	0	0	226	0	551
5:00 PM	0	0	0	0	345	0	0	0	3	2	0	0	0	0	274	0	624
5:15 PM	0	0	0	0	325	0	0	0	2	4	0	0	0	0	241	0	572
5:30 PM	0	0	0	0	324	0	0	1	3	3	0	0	0	0	247	0	578
5:45 PM	0	0	0	0	345	0	0	0	3	2	0	0	0	0	193	0	543
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	2601	0	0	2	16	19	0	0	0	0	1908	0	4546
APPROACH %'s :					99.92%	0.00%	0.00%	0.08%	45.71%	54.29%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1315	0	0	0	8	7	0	0	0	0	1000	0	2330
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.953	0.000	0.000	0.000	0.667	0.438	0.000	0.000	0.000	0.000	0.912	0.000	0.933
					0.953				0.625				0.912				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 162nd Ave & SW 136th St
City: Miami
Control: 3-Way Stop(SB/EB/WB)

Project ID: 26-140021-005
Date: 1/14/2026

Data - HT

NS/EW Streets:	SW 162nd Ave				SW 162nd Ave				SW 136th St				SW 136th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	5	0	9
4:15 PM	0	0	0	0	3	0	0	0	0	1	0	0	0	0	6	0	10
4:30 PM	0	0	0	0	8	0	0	0	0	0	0	0	0	0	3	0	11
4:45 PM	0	0	0	0	14	0	0	0	0	0	0	0	0	0	2	0	16
5:00 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	3	0	9
5:15 PM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	0	10
5:30 PM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	3	0	8
5:45 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	4	0	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	51	0	0	0	0	1	0	0	0	0	31	0	83
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	33	0	0	0	0	0	0	0	0	0	13	0	46
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.589	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.650	0.000	0.719
					0.589								0.650				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 162nd Ave & SW 136th St
City: Miami
Control: 3-Way Stop(SB/EB/WB)

Project ID: 26-140021-005
Date: 1/14/2026

Data - Bikes

NS/EW Streets:	SW 162nd Ave				SW 162nd Ave				SW 136th St				SW 136th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0	7
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%					0.00%	50.00%	50.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.375
					0.250								0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 162nd Ave & SW 136th St
City: Miami

Project ID: 26-140021-005
Date: 1/14/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SW 162nd Ave		SW 162nd Ave		SW 136th St		SW 136th St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	2	3
APPROACH %'s :							33.33%	66.67%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	1	2
PEAK HR FACTOR :							0.250	0.250	0.500
							0.500		

Prepared by National Data & Surveying Services

SW 162nd Ave & SW 136th St

Peak Hour Turning Movement Count

ID: 26-140021-005
City: Miami

Day: Wednesday
Date: 1/14/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SW 162nd Ave

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	1348	0	1021	PM

EASTBOUND

AM	NOON	PM	
0	0	0	
0	0	0	0
0	0	8	0
0	0	7	0
0	0	0	0
AM	NOON	PM	

WESTBOUND

PM	NOON	AM	
1013	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1355	0	0	
PM	NOON	AM	

CONTROL

3-Way Stop(SB/EB/WB)

	AM	NOON	PM
TEV	0	0	2376
PHF			0.94

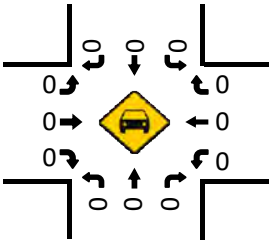
NORTHBOUND

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

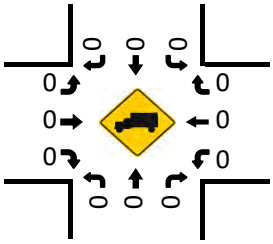
SW 162nd Ave

SW 136th St (EB) | **SW 136th St** (WB)

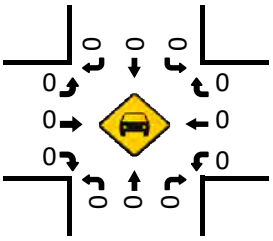
Cars (AM)



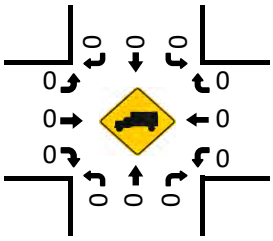
HT (AM)



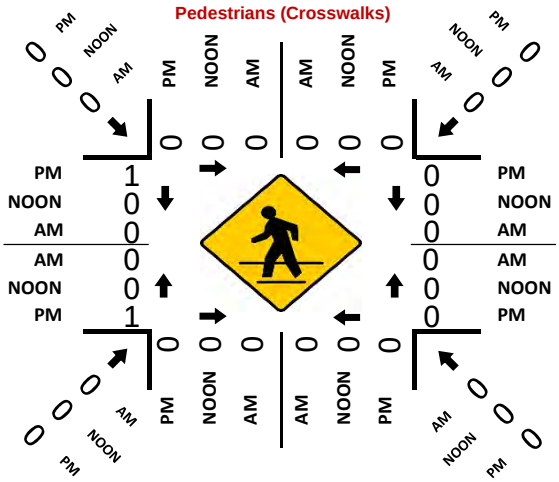
Cars (NOON)



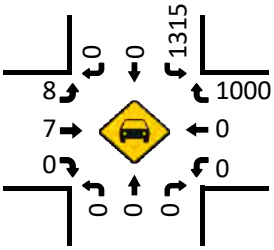
HT (NOON)



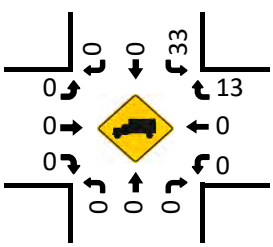
Pedestrians (Crosswalks)



Cars (PM)



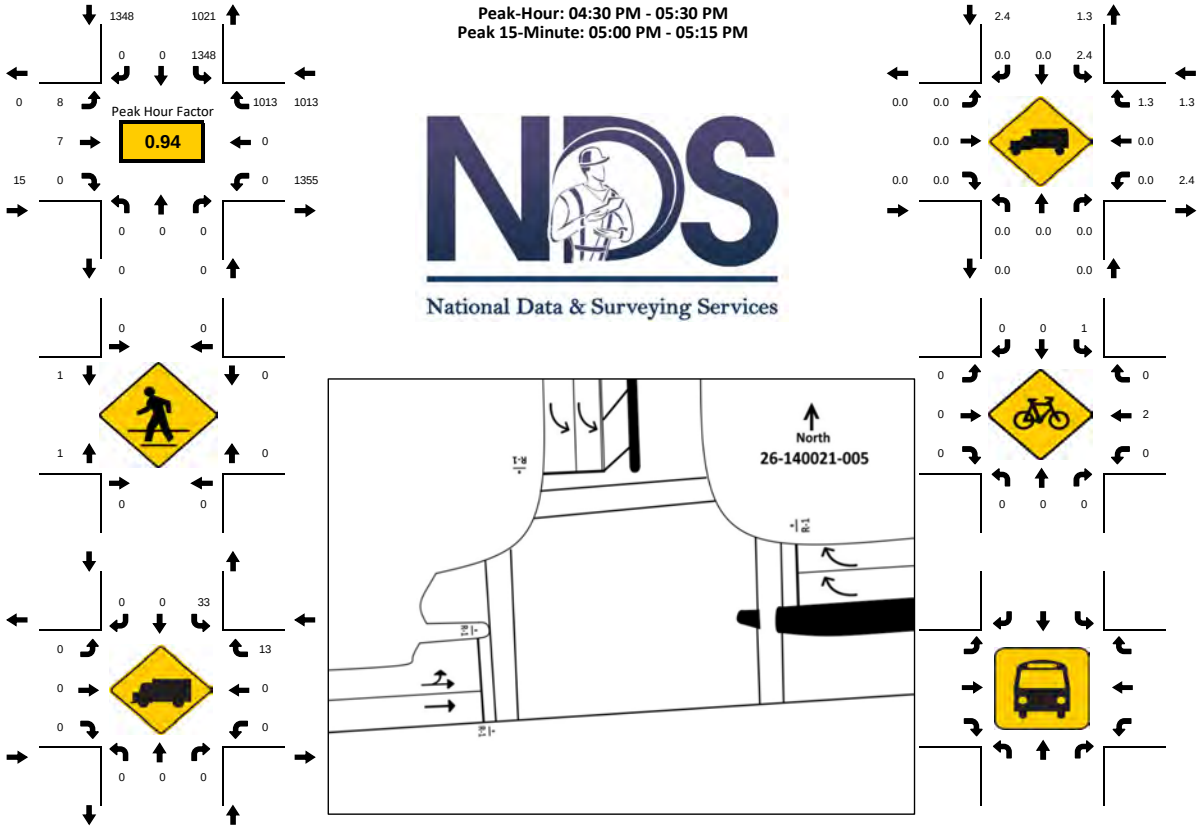
HT (PM)



LOCATION: SW 162nd Ave & SW 136th St
CITY/STATE: Miami, FL

PROJECT ID: 26-140021-005
DATE: Wed, Jan 14, 2026

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



15-Min Count Period Beginning At	SW 162nd Ave Northbound					SW 162nd Ave Southbound					SW 136th St Eastbound					SW 136th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0		281	0	0	1		2	7	0	0		0	0	248	0		539	2275
4:15 PM	0	0	0	0		343	0	0	0		0	1	0	0		0	0	231	0		575	2369
4:30 PM	0	0	0	0		330	0	0	0		1	1	0	0		0	0	262	0		594	2376
4:45 PM	0	0	0	0		337	0	0	0		2	0	0	0		0	0	228	0		567	2368
5:00 PM	0	0	0	0		351	0	0	0		3	2	0	0		0	0	277	0		633	2354
5:15 PM	0	0	0	0		330	0	0	0		2	4	0	0		0	0	246	0		582	1721
5:30 PM	0	0	0	0		329	0	0	1		3	3	0	0		0	0	250	0		586	1139
5:45 PM	0	0	0	0		351	0	0	0		3	2	0	0		0	0	197	0		553	553
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		1404	0	0	0		12	16	0	0		0	0	1108	0		**2540**	
Heavy Trucks	0	0	0	0		56	0	0	0		0	0	0	0		0	0	20	0		**76**	
Pedestrians		0					0					4					0				**4**	
Bicycles	0	0	0	0		4	0	0	0		0	0	0	0		0	8	0	0		**12**	
Buses																					**0**	
Stopped Buses																						

Project ID: 26-140021-005
Location: SW 162nd Ave & SW 136th St
City: Miami

Day: Wednesday
Date: 1/14/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SW 162nd Ave Northbound						SW 162nd Ave Southbound						SW 136th St Eastbound						SW 136th St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	0	0	0	0	0	0	281	0	0	1	0	282	2	7	0	0	1	9	0	0	248	0	0	248	539
4:15 PM	0	0	0	0	0	0	343	0	0	0	0	343	0	1	0	0	0	1	0	0	231	0	0	231	575
4:30 PM	0	0	0	0	0	0	330	0	0	0	0	330	1	1	0	0	0	2	0	0	262	0	0	262	594
4:45 PM	0	0	0	0	0	0	337	0	0	0	0	337	2	0	0	0	0	2	0	0	228	0	0	228	567
Total	0	0	0	0	0	0	1291	0	0	1	0	1292	5	9	0	0	1	14	0	0	969	0	0	969	2275
5:00 PM	0	0	0	0	0	0	351	0	0	0	0	351	3	2	0	0	1	5	0	0	277	0	0	277	633
5:15 PM	0	0	0	0	0	0	330	0	0	0	0	330	2	4	0	0	1	6	0	0	246	0	0	246	582
5:30 PM	0	0	0	0	0	0	329	0	0	1	0	330	3	3	0	0	0	6	0	0	250	0	0	250	586
5:45 PM	0	0	0	0	0	0	351	0	0	0	0	351	3	2	0	0	0	5	0	0	197	0	0	197	553
Total	0	0	0	0	0	0	1361	0	0	1	0	1362	11	11	0	0	2	22	0	0	970	0	0	970	2354
Grand Total	0	0	0	0	0	0	2652	0	0	2	0	2654	16	20	0	0	3	36	0	0	1939	0	0	1939	4629
Apprch %	0.0	0.0	0.0	0.0	0.0		99.9	0.0	0.0	0.1	0.0		44.4	55.6	0.0	0.0	8.3		0.0	0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	57.3	0.0	0.0	0.0	0.0	57.3	0.3	0.4	0.0	0.0	0.1	0.8	0.0	0.0	41.9	0.0	0.0	41.9	
Cars, PU, Vans	0	0	0	0		0	2601	0	0	2		2603	16	19	0	0		35	0	0	1908	0		1908	4546
% Cars, PU, Vans	0.0	0.0	0.0	0.0		0.0	98.1	0.0	0.0	100.0		98.1	100.0	95.0	0.0	0.0		97.2	0.0	0.0	98.4	0.0		98.4	98.2
Heavy Trucks	0	0	0	0		0	51	0	0	0		51	0	1	0	0		1	0	0	31	0		31	83
%Heavy Trucks	0.0	0.0	0.0	0.0		0.0	1.9	0.0	0.0	0.0		1.9	0.0	5.0	0.0	0.0		2.8	0.0	0.0	1.6	0.0		1.6	1.8

Project ID: 26-140021-005
Location: SW 162nd Ave & SW 136th St
City: Miami

PEAK HOURS

Day: Wednesday
Date: 1/14/2026

PM

	SW 162nd Ave Northbound					SW 162nd Ave Southbound					SW 136th St Eastbound					SW 136th St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	0	0	0	0	330	0	0	0	330	1	1	0	0	2	0	0	262	0	262	594
4:45 PM	0	0	0	0	0	337	0	0	0	337	2	0	0	0	2	0	0	228	0	228	567
5:00 PM	0	0	0	0	0	351	0	0	0	351	3	2	0	0	5	0	0	277	0	277	633
5:15 PM	0	0	0	0	0	330	0	0	0	330	2	4	0	0	6	0	0	246	0	246	582
Total Volume	0	0	0	0	0	1348	0	0	0	1348	8	7	0	0	15	0	0	1013	0	1013	2376
% App. Total	0.0	0.0	0.0	0.0	0	100.0	0.0	0.0	0.0	100	53.3	46.7	0.0	0.0	100	0.0	0.0	100.0	0.0	100	
PHF										0.960					0.625					0.914	0.938
Cars, PU, Vans	0	0	0	0	0	1315	0	0	0	1315	8	7	0	0	15	0	0	1000	0	1000	2330
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	97.6	0.0	0.0	0.0	97.6	100.0	100.0	0.0	0.0	100.0	0.0	0.0	98.7	0.0	98.7	98.1
Heavy Trucks	0	0	0	0	0	33	0	0	0	33	0	0	0	0	0	0	0	13	0	13	46
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	1.3	1.9

National Data & Surveying Services

Intersection Turning Movement Count

Location: Newton RD/SW 157th Ave & SW 136th St
City: Miami
Control: Signalized

Project ID: 26-140021-006
Date: 1/14/2026

Data - Total

NS/EW Streets:	Newton RD/SW 157th Ave				Newton RD/SW 157th Ave				SW 136th St				SW 136th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	170	0	78	0	0	0	0	0	0	75	208	0	81	94	0	0	706
4:15 PM	148	0	53	0	0	0	0	0	0	83	248	0	76	72	0	0	680
4:30 PM	129	0	45	0	0	0	0	0	0	65	262	0	102	132	0	0	735
4:45 PM	140	0	46	0	0	0	0	0	0	74	252	0	96	102	0	0	710
5:00 PM	129	0	42	0	0	0	0	0	0	65	290	0	120	144	0	0	790
5:15 PM	169	0	46	0	0	0	0	0	0	66	267	0	108	92	0	0	748
5:30 PM	132	0	63	0	0	0	0	0	0	72	257	0	102	119	0	0	745
5:45 PM	145	0	64	0	0	0	0	0	0	85	267	0	97	71	0	0	729
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1162	0	437	0	0	0	0	0	0	585	2051	0	782	826	0	0	5843
APPROACH %'s :	72.67%	0.00%	27.33%	0.00%					0.00%	22.19%	77.81%	0.00%	48.63%	51.37%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	575	0	215	0	0	0	0	0	0	288	1081	0	427	426	0	0	3012
PEAK HR FACTOR :	0.851	0.000	0.840	0.000	0.000	0.000	0.000	0.000	0.000	0.847	0.932	0.000	0.890	0.740	0.000	0.000	0.953
	0.919								0.964				0.808				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Newton RD/SW 157th Ave & SW 136th St
City: Miami
Control: Signalized

Project ID: 26-140021-006
Date: 1/14/2026

Data - Cars

NS/EW Streets:	Newton RD/SW 157th Ave				Newton RD/SW 157th Ave				SW 136th St				SW 136th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	165	0	77	0	0	0	0	0	0	74	206	0	77	92	0	0	691
4:15 PM	145	0	51	0	0	0	0	0	0	81	242	0	73	71	0	0	663
4:30 PM	126	0	45	0	0	0	0	0	0	65	255	0	97	131	0	0	719
4:45 PM	138	0	46	0	0	0	0	0	0	70	242	0	93	102	0	0	691
5:00 PM	127	0	42	0	0	0	0	0	0	64	283	0	120	143	0	0	779
5:15 PM	167	0	43	0	0	0	0	0	0	65	264	0	101	89	0	0	729
5:30 PM	129	0	62	0	0	0	0	0	0	72	251	0	101	119	0	0	734
5:45 PM	142	0	63	0	0	0	0	0	0	84	263	0	96	68	0	0	716
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1139	0	429	0	0	0	0	0	0	575	2006	0	758	815	0	0	5722
APPROACH %'s :	72.64%	0.00%	27.36%	0.00%					0.00%	22.28%	77.72%	0.00%	48.19%	51.81%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	565	0	210	0	0	0	0	0	0	285	1061	0	418	419	0	0	2958
PEAK HR FACTOR :	0.846	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.848	0.937	0.000	0.871	0.733	0.000	0.000	0.949
	0.923								0.970				0.796				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Newton RD/SW 157th Ave & SW 136th St
City: Miami
Control: Signalized

Project ID: 26-140021-006
Date: 1/14/2026

Data - HT

NS/EW Streets:	Newton RD/SW 157th Ave				Newton RD/SW 157th Ave				SW 136th St				SW 136th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	5	0	1	0	0	0	0	0	0	1	2	0	4	2	0	0	15
4:15 PM	3	0	2	0	0	0	0	0	0	2	6	0	3	1	0	0	17
4:30 PM	3	0	0	0	0	0	0	0	0	0	7	0	5	1	0	0	16
4:45 PM	2	0	0	0	0	0	0	0	0	4	10	0	3	0	0	0	19
5:00 PM	2	0	0	0	0	0	0	0	0	1	7	0	0	1	0	0	11
5:15 PM	2	0	3	0	0	0	0	0	0	1	3	0	7	3	0	0	19
5:30 PM	3	0	1	0	0	0	0	0	0	0	6	0	1	0	0	0	11
5:45 PM	3	0	1	0	0	0	0	0	0	1	4	0	1	3	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	23	0	8	0	0	0	0	0	0	10	45	0	24	11	0	0	121
APPROACH %'s :	74.19%	0.00%	25.81%	0.00%					0.00%	18.18%	81.82%	0.00%	68.57%	31.43%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	10	0	5	0	0	0	0	0	0	3	20	0	9	7	0	0	54
PEAK HR FACTOR :	0.833	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.714	0.000	0.321	0.583	0.000	0.000	0.711
	0.750								0.719				0.400				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Newton RD/SW 157th Ave & SW 136th St
City: Miami
Control: Signalized

Project ID: 26-140021-006
Date: 1/14/2026

Data - Bikes

NS/EW Streets:	Newton RD/SW 157th Ave				Newton RD/SW 157th Ave				SW 136th St				SW 136th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	1	0	0	0	0	0	0	0	1	0	1	4	0	0	9
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%					0.00%	0.00%	100.00%	0.00%	20.00%	80.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.500
	0.250								0.250				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Newton RD/SW 157th Ave & SW 136th St
City: Miami

Project ID: 26-140021-006
Date: 1/14/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Newton RD/SW 157th Ave		Newton RD/SW 157th Ave		SW 136th St		SW 136th St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	3	1	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	2	1	0	0	0	0	3
5:30 PM	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	6	4	0	0	0	0	10
APPROACH %'s :			60.00%	40.00%					
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	0	2	3	0	0	0	0	5
PEAK HR FACTOR :			0.250	0.750					0.417
			0.417						

Prepared by National Data & Surveying Services

Newton RD/SW 157th Ave & SW 136th St

Peak Hour Turning Movement Count

ID: 26-140021-006
City: Miami

Day: Wednesday
Date: 1/14/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	0	0	3012
PHF			0.95

SOUTHBOUND (Newton RD/SW 157th Ave)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (SW 136th St)

AM	NOON	PM	
0	0	1001	⇦
0	0	0	↶ 0
0	0	0	↱ 0
0	0	288	→ 0
0	0	1081	↴ 0
AM	NOON	PM	

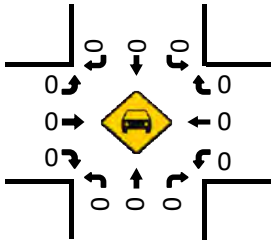
WESTBOUND (SW 136th St)

PM	NOON	AM	
0	0	0	↰ 0
426	0	0	← 0
427	0	0	↙ 0
0	0	0	↳ 0
503	0	0	⇨
PM	NOON	AM	

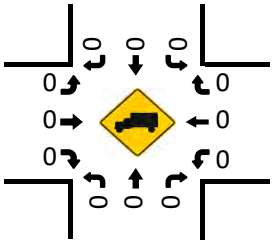
NORTHBOUND (Newton RD/SW 157th Ave)

PM	1508	0	575	0	215	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

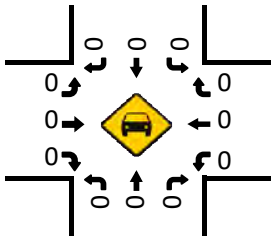
Cars (AM)



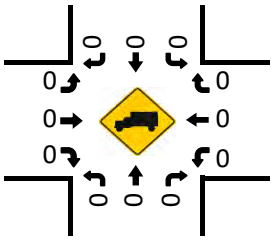
HT (AM)



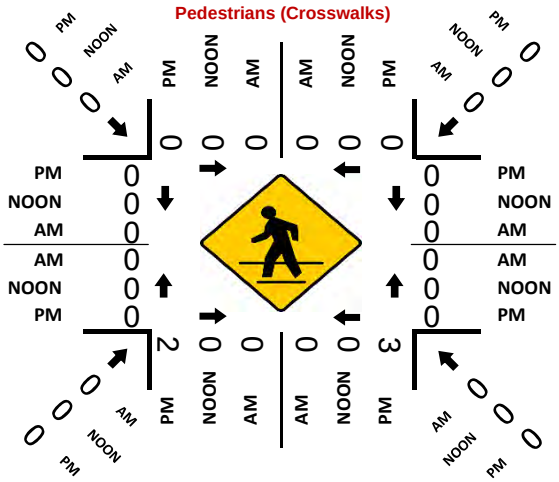
Cars (NOON)



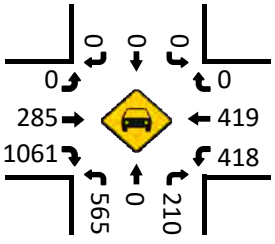
HT (NOON)



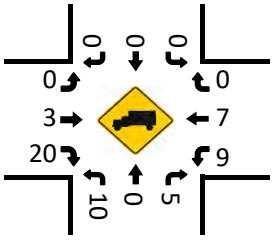
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



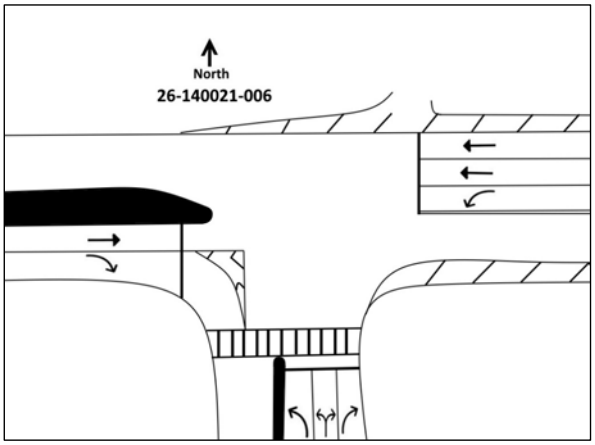
LOCATION: Newton RD/SW 157th Ave & SW 136th St
CITY/STATE: Miami, FL

PROJECT ID: 26-140021-006
DATE: Wed, Jan 14, 2026

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:00 PM - 05:15 PM

Peak Hour Factor: **0.95**

National Data & Surveying Services



15-Min Count Period Beginning At	Newton RD/SW 157th Ave Northbound					Newton RD/SW 157th Ave Southbound					SW 136th St Eastbound					SW 136th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	170	0	78	0		0	0	0	0		0	75	208	0		81	94	0	0		706	2831
4:15 PM	148	0	53	0		0	0	0	0		0	83	248	0		76	72	0	0		680	2915
4:30 PM	129	0	45	0		0	0	0	0		0	65	262	0		102	132	0	0		735	2983
4:45 PM	140	0	46	0		0	0	0	0		0	74	252	0		96	102	0	0		710	2993
5:00 PM	129	0	42	0		0	0	0	0		0	65	290	0		120	144	0	0		790	3012
5:15 PM	169	0	46	0		0	0	0	0		0	66	267	0		108	92	0	0		748	2222
5:30 PM	132	0	63	0		0	0	0	0		0	72	257	0		102	119	0	0		745	1474
5:45 PM	145	0	64	0		0	0	0	0		0	85	267	0		97	71	0	0		729	729

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	676	0	256	0		0	0	0	0		0	340	1160	0		480	576	0	0		**3488**
Heavy Trucks	12	0	12	0		0	0	0	0		0	4	28	0		28	12	0	0		**96**
Pedestrians		12					0					0					0				**12**
Bicycles	8	0	0	0		0	0	0	0		0	0	4	0		0	4	0	0		**16**
Buses																					**0**
Stopped Buses																					

Project ID: 26-140021-006
Location: Newton RD/SW 157th Ave & SW 136th St
City: Miami

Day: Wednesday
Date: 1/14/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Newton RD/SW 157th Ave Northbound						Newton RD/SW 157th Ave Southbound						SW 136th St Eastbound						SW 136th St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	170	0	78	0	4	248	0	0	0	0	0	0	0	75	208	0	0	283	81	94	0	0	0	175	706
4:15 PM	148	0	53	0	0	201	0	0	0	0	0	0	0	83	248	0	0	331	76	72	0	0	0	148	680
4:30 PM	129	0	45	0	1	174	0	0	0	0	0	0	0	65	262	0	0	327	102	132	0	0	0	234	735
4:45 PM	140	0	46	0	0	186	0	0	0	0	0	0	0	74	252	0	0	326	96	102	0	0	0	198	710
Total	587	0	222	0	5	809	0	0	0	0	0	0	0	297	970	0	0	1267	355	400	0	0	0	755	2831
5:00 PM	129	0	42	0	1	171	0	0	0	0	0	0	0	65	290	0	0	355	120	144	0	0	0	264	790
5:15 PM	169	0	46	0	3	215	0	0	0	0	0	0	0	66	267	0	0	333	108	92	0	0	0	200	748
5:30 PM	132	0	63	0	1	195	0	0	0	0	0	0	0	72	257	0	0	329	102	119	0	0	0	221	745
5:45 PM	145	0	64	0	0	209	0	0	0	0	0	0	0	85	267	0	0	352	97	71	0	0	0	168	729
Total	575	0	215	0	5	790	0	0	0	0	0	0	0	288	1081	0	0	1369	427	426	0	0	0	853	3012
Grand Total	1162	0	437	0	10	1599	0	0	0	0	0	0	0	585	2051	0	0	2636	782	826	0	0	0	1608	5843
Apprch %	72.7	0.0	27.3	0.0	0.6		0.0	0.0	0.0	0.0	0.0		0.0	22.2	77.8	0.0	0.0		48.6	51.4	0.0	0.0	0.0		
Total %	19.9	0.0	7.5	0.0	0.2	27.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	35.1	0.0	0.0	45.1	13.4	14.1	0.0	0.0	0.0	27.5	
Cars, PU, Vans	1139	0	429	0		1568	0	0	0	0		0	0	575	2006	0		2581	758	815	0	0		1573	5722
% Cars, PU, Vans	98.0	0.0	98.2	0.0		98.1	0.0	0.0	0.0	0.0		0.0	0.0	98.3	97.8	0.0		97.9	96.9	98.7	0.0	0.0		97.8	97.9
Heavy Trucks	23	0	8	0		31	0	0	0	0		0	0	10	45	0		55	24	11	0	0		35	121
%Heavy Trucks	2.0	0.0	1.8	0.0		1.9	0.0	0.0	0.0	0.0		0.0	0.0	1.7	2.2	0.0		2.1	3.1	1.3	0.0	0.0		2.2	2.1

Project ID: 26-140021-006
Location: Newton RD/SW 157th Ave & SW 136th St
City: Miami

PEAK HOURS

Day: Wednesday
Date: 1/14/2026

PM

	Newton RD/SW 157th Ave Northbound					Newton RD/SW 157th Ave Southbound					SW 136th St Eastbound					SW 136th St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	129	0	42	0	171	0	0	0	0	0	0	65	290	0	355	120	144	0	0	264	790
5:15 PM	169	0	46	0	215	0	0	0	0	0	0	66	267	0	333	108	92	0	0	200	748
5:30 PM	132	0	63	0	195	0	0	0	0	0	0	72	257	0	329	102	119	0	0	221	745
5:45 PM	145	0	64	0	209	0	0	0	0	0	0	85	267	0	352	97	71	0	0	168	729
Total Volume	575	0	215	0	790	0	0	0	0	0	0	288	1081	0	1369	427	426	0	0	853	3012
% App. Total	72.8	0.0	27.2	0.0	100	0.0	0.0	0.0	0.0	0	0.0	21.0	79.0	0.0	100	50.1	49.9	0.0	0.0	100	
PHF					0.919										0.964					0.808	0.953
Cars, PU, Vans	565	0	210	0	775	0	0	0	0	0	0	285	1061	0	1346	418	419	0	0	837	2958
% Cars, PU, Vans	98.3	0.0	97.7	0.0	98.1	0.0	0.0	0.0	0.0	0.0	0.0	99.0	98.1	0.0	98.3	97.9	98.4	0.0	0.0	98.1	98.2
Heavy Trucks	10	0	5	0	15	0	0	0	0	0	0	3	20	0	23	9	7	0	0	16	54
%Heavy Trucks	1.7	0.0	2.3	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.9	0.0	1.7	2.1	1.6	0.0	0.0	1.9	1.8

National Data & Surveying Services

Intersection Turning Movement Count

Location: Newton RD/SW 157th Ave & SW 152nd St
City: Miami
Control: Signalized

Project ID: 26-140021-007
Date: 1/14/2026

Data - Total

NS/EW Streets:	Newton RD/SW 157th Ave				Newton RD/SW 157th Ave				SW 152nd St				SW 152nd St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	26	126	36	0	99	198	6	0	8	47	19	0	37	36	54	0	692
4:15 PM	25	93	43	0	76	218	2	0	9	43	15	1	43	62	61	0	691
4:30 PM	26	109	30	0	70	203	3	0	8	37	27	0	51	38	61	1	664
4:45 PM	19	98	41	0	74	218	5	0	8	44	38	0	51	39	52	0	687
5:00 PM	16	97	45	0	69	209	4	0	10	44	34	0	53	45	58	0	684
5:15 PM	22	106	54	0	82	240	3	1	4	52	26	0	53	55	69	0	767
5:30 PM	16	115	48	0	73	229	5	1	7	57	32	0	40	39	57	0	719
5:45 PM	20	100	34	0	82	217	8	0	7	39	21	0	48	45	61	0	682
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	170	844	331	0	625	1732	36	2	61	363	212	1	376	359	473	1	5586
APPROACH %'s :	12.64%	62.75%	24.61%	0.00%	26.10%	72.32%	1.50%	0.08%	9.58%	56.99%	33.28%	0.16%	31.10%	29.69%	39.12%	0.08%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	73	416	188	0	298	896	17	2	29	197	130	0	197	178	236	0	2857
PEAK HR FACTOR :	0.830	0.904	0.870	0.000	0.909	0.933	0.850	0.500	0.725	0.864	0.855	0.000	0.929	0.809	0.855	0.000	0.931
	0.930				0.930				0.927				0.863				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Newton RD/SW 157th Ave & SW 152nd St
City: Miami
Control: Signalized

Project ID: 26-140021-007
Date: 1/14/2026

Data - Cars

NS/EW Streets:	Newton RD/SW 157th Ave				Newton RD/SW 157th Ave				SW 152nd St				SW 152nd St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	25	123	34	0	96	184	6	0	8	47	19	0	35	36	53	0	666
4:15 PM	25	88	42	0	74	215	2	0	9	43	15	1	42	62	60	0	678
4:30 PM	26	109	29	0	69	199	3	0	8	36	26	0	50	38	61	1	655
4:45 PM	19	98	37	0	72	210	5	0	7	44	38	0	49	39	52	0	670
5:00 PM	16	94	45	0	69	199	4	0	9	44	33	0	53	45	58	0	669
5:15 PM	22	103	53	0	81	237	3	1	4	52	26	0	51	55	68	0	756
5:30 PM	16	112	48	0	73	219	4	1	7	57	32	0	40	38	56	0	703
5:45 PM	20	98	33	0	82	211	8	0	7	39	20	0	48	45	60	0	671
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	169	825	321	0	616	1674	35	2	59	362	209	1	368	358	468	1	5468
APPROACH %'s :	12.85%	62.74%	24.41%	0.00%	26.47%	71.94%	1.50%	0.09%	9.35%	57.37%	33.12%	0.16%	30.79%	29.96%	39.16%	0.08%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	73	407	183	0	295	865	16	2	27	197	129	0	193	177	234	0	2798
PEAK HR FACTOR :	0.830	0.908	0.863	0.000	0.910	0.912	0.800	0.500	0.750	0.864	0.849	0.000	0.910	0.805	0.860	0.000	0.925
	0.931				0.915				0.919				0.868				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Newton RD/SW 157th Ave & SW 152nd St
City: Miami
Control: Signalized

Project ID: 26-140021-007
Date: 1/14/2026

Data - HT

NS/EW Streets:	Newton RD/SW 157th Ave				Newton RD/SW 157th Ave				SW 152nd St				SW 152nd St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	3	2	0	3	14	0	0	0	0	0	0	2	0	1	0	26
4:15 PM	0	5	1	0	2	3	0	0	0	0	0	0	1	0	1	0	13
4:30 PM	0	0	1	0	1	4	0	0	0	1	1	0	1	0	0	0	9
4:45 PM	0	0	4	0	2	8	0	0	1	0	0	0	2	0	0	0	17
5:00 PM	0	3	0	0	0	10	0	0	1	0	1	0	0	0	0	0	15
5:15 PM	0	3	1	0	1	3	0	0	0	0	0	0	2	0	1	0	11
5:30 PM	0	3	0	0	0	10	1	0	0	0	0	0	0	1	1	0	16
5:45 PM	0	2	1	0	0	6	0	0	0	0	1	0	0	0	1	0	11
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	19	10	0	9	58	1	0	2	1	3	0	8	1	5	0	118
APPROACH %'s :	3.33%	63.33%	33.33%	0.00%	13.24%	85.29%	1.47%	0.00%	33.33%	16.67%	50.00%	0.00%	57.14%	7.14%	35.71%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	9	5	0	3	31	1	0	2	0	1	0	4	1	2	0	59
PEAK HR FACTOR :	0.000	0.750	0.313	0.000	0.375	0.775	0.250	0.000	0.500	0.000	0.250	0.000	0.500	0.250	0.500	0.000	0.868
	0.875				0.795				0.375				0.583				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Newton RD/SW 157th Ave & SW 152nd St
City: Miami
Control: Signalized

Project ID: 26-140021-007
Date: 1/14/2026

Data - Bikes

NS/EW Streets:	Newton RD/SW 157th Ave				Newton RD/SW 157th Ave				SW 152nd St				SW 152nd St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	3
4:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	2	1	1	6
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5
5:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	3	0	8	0	0	0	0	1	0	0	0	5	5	3	25
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	38.46%	38.46%	23.08%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	1	0	1	0	0	0	0	1	0	0	0	3	5	2	13
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.375	0.313	0.500	0.542
	0.250				0.250				0.250				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Newton RD/SW 157th Ave & SW 152nd St
City: Miami

Project ID: 26-140021-007
Date: 1/14/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Newton RD/SW 157th Ave		Newton RD/SW 157th Ave		SW 152nd St		SW 152nd St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	0	0	0	0	0	0	0	1
4:15 PM	1	0	0	0	0	0	0	0	1
4:30 PM	1	1	0	0	0	0	0	0	2
4:45 PM	1	3	0	0	2	0	0	0	6
5:00 PM	0	1	0	0	1	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	1
5:30 PM	3	0	0	0	0	0	0	0	3
5:45 PM	1	2	0	0	0	0	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	8	8	0	0	3	0	0	0	19
APPROACH %'s :	50.00%	50.00%			100.00%	0.00%			
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	4	5	0	0	3	0	0	0	12
PEAK HR FACTOR :	0.333	0.417			0.375				0.500
	0.563				0.375				

Prepared by National Data & Surveying Services

Newton RD/SW 157th Ave & SW 152nd St

Peak Hour Turning Movement Count

ID: 26-140021-007
City: Miami

Day: Wednesday
Date: 1/14/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	0	0	2857
PHF			0.93

Newton RD/SW 157th Ave — SOUTHBOUND

	U-Turn	Left	Thru	Right	Total	
AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	17	896	298	2	683	PM

EASTBOUND — SW 152nd St

	Left	Thru	Right	U-Turn	
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	268	29	197	130	PM

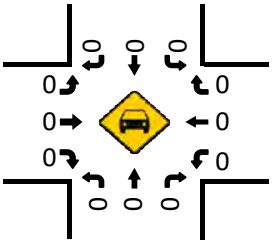
WESTBOUND — SW 152nd St

	Left	Thru	Right	U-Turn	
PM	236	178	197	0	PM
NOON	0	0	0	0	NOON
AM	0	0	0	0	AM

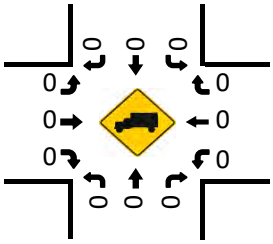
NORTHBOUND — Newton RD/SW 157th Ave

	U-Turn	Left	Thru	Right	Total	
PM	1223	0	73	416	188	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

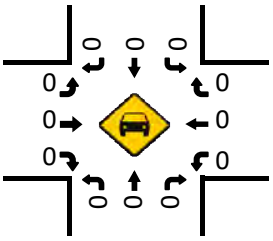
Cars (AM)



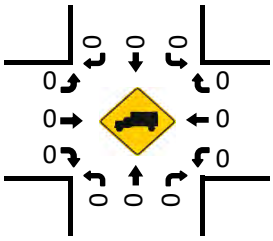
HT (AM)



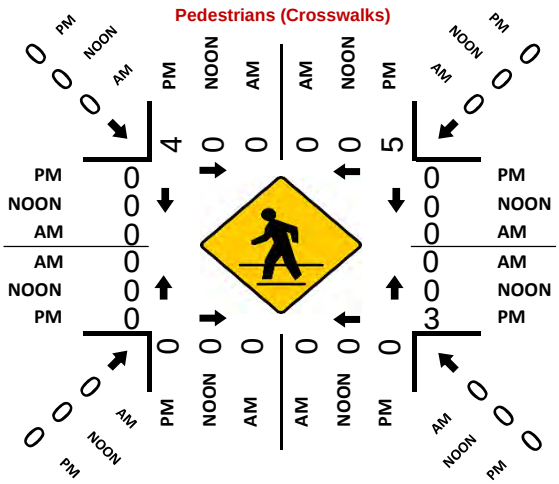
Cars (NOON)



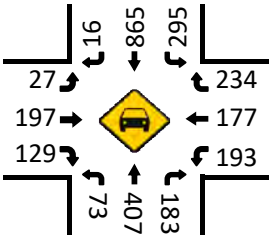
HT (NOON)



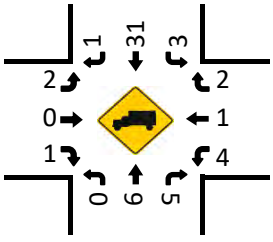
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)

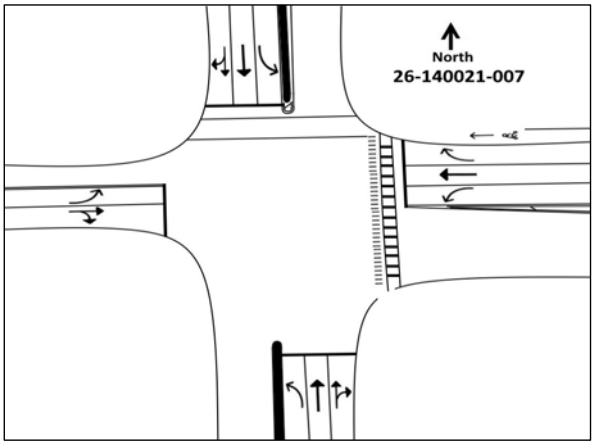


LOCATION: Newton RD/SW 157th Ave & SW 152nd St
CITY/STATE: Miami, FL

PROJECT ID: 26-140021-007
DATE: Wed, Jan 14, 2026

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM

Peak Hour Factor: **0.93**



15-Min Count Period Beginning At	Newton RD/SW 157th Ave Northbound					Newton RD/SW 157th Ave Southbound					SW 152nd St Eastbound					SW 152nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	26	126	36	0		99	198	6	0		8	47	19	0		37	36	54	0		692	2734
4:15 PM	25	93	43	0		76	218	2	0		9	43	15	1		43	62	61	0		691	2726
4:30 PM	26	109	30	0		70	203	3	0		8	37	27	0		51	38	61	1		664	2802
4:45 PM	19	98	41	0		74	218	5	0		8	44	38	0		51	39	52	0		687	2857
5:00 PM	16	97	45	0		69	209	4	0		10	44	34	0		53	45	58	0		684	2852
5:15 PM	22	106	54	0		82	240	3	1		4	52	26	0		53	55	69	0		767	2168
5:30 PM	16	115	48	0		73	229	5	1		7	57	32	0		40	39	57	0		719	1401
5:45 PM	20	100	34	0		82	217	8	0		7	39	21	0		48	45	61	0		682	682

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	88	460	216	0		328	960	20	4		40	228	152	0		212	220	276	0		**3204**
Heavy Trucks	0	12	16	0		8	40	4	0		4	0	4	0		8	4	4	0		**104**
Pedestrians		0					16					0					8				**24**
Bicycles	0	0	4	0		4	0	0	0		0	4	0	0		0	8	16	4		**36**
Buses																					**0**
Stopped Buses																					

Project ID: 26-140021-007
Location: Newton RD/SW 157th Ave & SW 152nd St
City: Miami

Day: Wednesday
Date: 1/14/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Newton RD/SW 157th Ave Northbound						Newton RD/SW 157th Ave Southbound						SW 152nd St Eastbound						SW 152nd St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	26	126	36	0	0	188	99	198	6	0	1	303	8	47	19	0	0	74	37	36	54	0	0	127	692
4:15 PM	25	93	43	0	0	161	76	218	2	0	1	296	9	43	15	1	0	68	43	62	61	0	0	166	691
4:30 PM	26	109	30	0	0	165	70	203	3	0	2	276	8	37	27	0	0	72	51	38	61	1	0	151	664
4:45 PM	19	98	41	0	0	158	74	218	5	0	4	297	8	44	38	0	0	90	51	39	52	0	2	142	687
Total	96	426	150	0	0	672	319	837	16	0	8	1172	33	171	99	1	0	304	182	175	228	1	2	586	2734
5:00 PM	16	97	45	0	0	158	69	209	4	0	1	282	10	44	34	0	0	88	53	45	58	0	1	156	684
5:15 PM	22	106	54	0	0	182	82	240	3	1	1	326	4	52	26	0	0	82	53	55	69	0	0	177	767
5:30 PM	16	115	48	0	0	179	73	229	5	1	3	308	7	57	32	0	0	96	40	39	57	0	0	136	719
5:45 PM	20	100	34	0	0	154	82	217	8	0	3	307	7	39	21	0	0	67	48	45	61	0	0	154	682
Total	74	418	181	0	0	673	306	895	20	2	8	1223	28	192	113	0	0	333	194	184	245	0	1	623	2852
Grand Total	170	844	331	0	0	1345	625	1732	36	2	16	2395	61	363	212	1	0	637	376	359	473	1	3	1209	5586
Apprch %	12.6	62.8	24.6	0.0	0.0		26.1	72.3	1.5	0.1	0.7		9.6	57.0	33.3	0.2	0.0		31.1	29.7	39.1	0.1	0.2		
Total %	3.0	15.1	5.9	0.0	0.0	24.1	11.2	31.0	0.6	0.0	0.3	42.9	1.1	6.5	3.8	0.0	0.0	11.4	6.7	6.4	8.5	0.0	0.1	21.6	
Cars, PU, Vans	169	825	321	0		1315	616	1674	35	2		2327	59	362	209	1		631	368	358	468	1		1195	5468
% Cars, PU, Vans	99.4	97.7	97.0	0.0		97.8	98.6	96.7	97.2	100.0		97.2	96.7	99.7	98.6	100.0		99.1	97.9	99.7	98.9	100.0		98.8	97.9
Heavy Trucks	1	19	10	0		30	9	58	1	0		68	2	1	3	0		6	8	1	5	0		14	118
%Heavy Trucks	0.6	2.3	3.0	0.0		2.2	1.4	3.3	2.8	0.0		2.8	3.3	0.3	1.4	0.0		0.9	2.1	0.3	1.1	0.0		1.2	2.1

Project ID: 26-140021-007
Location: Newton RD/SW 157th Ave & SW 152nd St
City: Miami

PEAK HOURS

Day: Wednesday
Date: 1/14/2026

PM

	Newton RD/SW 157th Ave Northbound					Newton RD/SW 157th Ave Southbound					SW 152nd St Eastbound					SW 152nd St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	19	98	41	0	158	74	218	5	0	297	8	44	38	0	90	51	39	52	0	142	687
5:00 PM	16	97	45	0	158	69	209	4	0	282	10	44	34	0	88	53	45	58	0	156	684
5:15 PM	22	106	54	0	182	82	240	3	1	326	4	52	26	0	82	53	55	69	0	177	767
5:30 PM	16	115	48	0	179	73	229	5	1	308	7	57	32	0	96	40	39	57	0	136	719
Total Volume	73	416	188	0	677	298	896	17	2	1213	29	197	130	0	356	197	178	236	0	611	2857
% App. Total	10.8	61.4	27.8	0.0	100	24.6	73.9	1.4	0.2	100	8.1	55.3	36.5	0.0	100	32.2	29.1	38.6	0.0	100	
PHF					0.930					0.930					0.927					0.863	0.931
Cars, PU, Vans	73	407	183	0	663	295	865	16	2	1178	27	197	129	0	353	193	177	234	0	604	2798
% Cars, PU, Vans	100.0	97.8	97.3	0.0	97.9	99.0	96.5	94.1	100.0	97.1	93.1	100.0	99.2	0.0	99.2	98.0	99.4	99.2	0.0	98.9	97.9
Heavy Trucks	0	9	5	0	14	3	31	1	0	35	2	0	1	0	3	4	1	2	0	7	59
%Heavy Trucks	0.0	2.2	2.7	0.0	2.1	1.0	3.5	5.9	0.0	2.9	6.9	0.0	0.8	0.0	0.8	2.0	0.6	0.8	0.0	1.1	2.1

National Data & Surveying Services

Intersection Turning Movement Count

Location: Newton RD/SW 157th Ave & Eureka Dr/SW 184th St
City: Miami
Control: Signalized

Project ID: 26-140021-008
Date: 1/14/2026

Data - Total

NS/EW Streets:	Newton RD/SW 157th Ave				Newton RD/SW 157th Ave				Eureka Dr/SW 184th St				Eureka Dr/SW 184th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	60	1	92	0	78	96	1	0	0	85	42	0	456
4:15 PM	0	0	1	0	77	0	85	0	66	104	0	0	0	78	39	0	450
4:30 PM	0	0	0	0	79	2	88	0	66	91	0	0	0	87	35	0	448
4:45 PM	0	0	0	0	81	1	114	0	86	105	0	0	0	46	36	0	469
5:00 PM	0	1	2	0	77	0	100	0	79	101	0	0	0	65	45	0	470
5:15 PM	0	0	0	0	83	0	128	2	91	93	0	0	1	57	47	0	502
5:30 PM	0	0	1	0	77	0	87	0	81	102	3	0	0	61	38	0	450
5:45 PM	1	0	1	0	77	0	82	1	63	92	1	0	0	59	45	0	422
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	2	5	0	611	4	776	3	610	784	5	0	1	538	327	0	3667
APPROACH %'s :	12.50%	25.00%	62.50%	0.00%	43.83%	0.29%	55.67%	0.22%	43.60%	56.04%	0.36%	0.00%	0.12%	62.12%	37.76%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1	3	0	318	1	429	2	337	401	3	0	1	229	166	0	1891
PEAK HR FACTOR :	0.000	0.250	0.375	0.000	0.958	0.250	0.838	0.250	0.926	0.955	0.250	0.000	0.250	0.881	0.883	0.000	0.942
	0.333				0.880				0.970				0.900				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Newton RD/SW 157th Ave & Eureka Dr/SW 184th St
City: Miami
Control: Signalized

Project ID: 26-140021-008
Date: 1/14/2026

Data - Cars

NS/EW Streets:	Newton RD/SW 157th Ave				Newton RD/SW 157th Ave				Eureka Dr/SW 184th St				Eureka Dr/SW 184th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	55	1	86	0	74	86	1	0	0	74	41	0	418
4:15 PM	0	0	1	0	72	0	81	0	64	97	0	0	0	71	38	0	424
4:30 PM	0	0	0	0	77	2	83	0	64	88	0	0	0	82	35	0	431
4:45 PM	0	0	0	0	75	1	108	0	83	96	0	0	0	42	36	0	441
5:00 PM	0	1	2	0	70	0	93	0	78	92	0	0	0	60	43	0	439
5:15 PM	0	0	0	0	77	0	120	2	90	89	0	0	1	54	45	0	478
5:30 PM	0	0	1	0	76	0	80	0	79	97	3	0	0	54	38	0	428
5:45 PM	1	0	1	0	76	0	81	1	61	87	1	0	0	51	44	0	404
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1	5	0	578	4	732	3	593	732	5	0	1	488	320	0	3463
APPROACH %'s :	14.29%	14.29%	71.43%	0.00%	43.89%	0.30%	55.58%	0.23%	44.59%	55.04%	0.38%	0.00%	0.12%	60.32%	39.56%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1	3	0	298	1	401	2	330	374	3	0	1	210	162	0	1786
PEAK HR FACTOR :	0.000	0.250	0.375	0.000	0.968	0.250	0.835	0.250	0.917	0.964	0.250	0.000	0.250	0.875	0.900	0.000	0.934
	0.333				0.882				0.987				0.905				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Newton RD/SW 157th Ave & Eureka Dr/SW 184th St
City: Miami
Control: Signalized

Project ID: 26-140021-008
Date: 1/14/2026

Data - HT

NS/EW Streets:	Newton RD/SW 157th Ave				Newton RD/SW 157th Ave				Eureka Dr/SW 184th St				Eureka Dr/SW 184th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	5	0	6	0	4	10	0	0	0	11	1	0	38
4:15 PM	0	0	0	0	5	0	4	0	2	7	0	0	0	7	1	0	26
4:30 PM	0	0	0	0	2	0	5	0	2	3	0	0	0	5	0	0	17
4:45 PM	0	0	0	0	6	0	6	0	3	9	0	0	0	4	0	0	28
5:00 PM	0	0	0	0	7	0	7	0	1	9	0	0	0	5	2	0	31
5:15 PM	0	0	0	0	6	0	8	0	1	4	0	0	0	3	2	0	24
5:30 PM	0	0	0	0	1	0	7	0	2	5	0	0	0	7	0	0	22
5:45 PM	0	0	0	0	1	0	1	0	2	5	0	0	0	8	1	0	18
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	33	0	44	0	17	52	0	0	0	50	7	0	204
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	42.86%	0.00%	57.14%	0.00%	24.64%	75.36%	0.00%	0.00%	0.00%	87.72%	12.28%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	20	0	28	0	7	27	0	0	0	19	4	0	105
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.714	0.000	0.875	0.000	0.583	0.750	0.000	0.000	0.000	0.679	0.500	0.000	0.847
					0.857				0.708				0.821				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Newton RD/SW 157th Ave & Eureka Dr/SW 184th St
City: Miami
Control: Signalized

Project ID: 26-140021-008
Date: 1/14/2026

Data - Bikes

NS/EW Streets:	Newton RD/SW 157th Ave				Newton RD/SW 157th Ave				Eureka Dr/SW 184th St				Eureka Dr/SW 184th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Newton RD/SW 157th Ave & Eureka Dr/SW 184th St **Project ID:** 26-140021-008
City: Miami **Date:** 1/14/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Newton RD/SW 157th Ave		Newton RD/SW 157th Ave		Eureka Dr/SW 184th St		Eureka Dr/SW 184th St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Newton RD/SW 157th Ave & Eureka Dr/SW 184th St

Peak Hour Turning Movement Count

ID: 26-140021-008
City: Miami

Day: Wednesday
Date: 1/14/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	0	0	1891
PHF			0.94

SOUTHBOUND — Newton RD/SW 157th Ave

	Left	Thru	Right	U-Turn	Total	
AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	429	1	318	2	506	PM

EASTBOUND — Eureka Dr/SW 184th St

	AM	NOON	PM
Left	0	0	658
U-Turn	0	0	0
Thru	0	0	337
Right	0	0	401
Peds	0	0	3

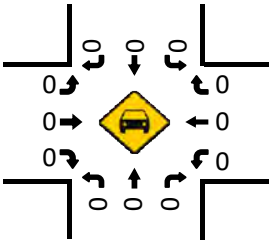
WESTBOUND — Eureka Dr/SW 184th St

	PM	NOON	AM
Left	166	0	0
Thru	229	0	0
Right	1	0	0
U-Turn	0	0	0
Peds	722	0	0

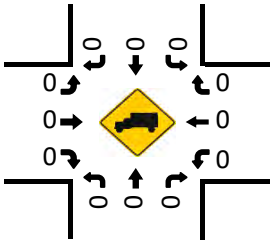
NORTHBOUND — Newton RD/SW 157th Ave

	Peds	Left	Thru	Right	U-Turn	
PM	5	0	0	1	3	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

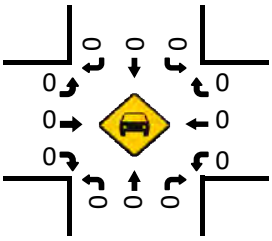
Cars (AM)



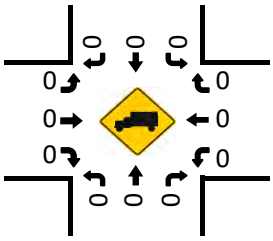
HT (AM)



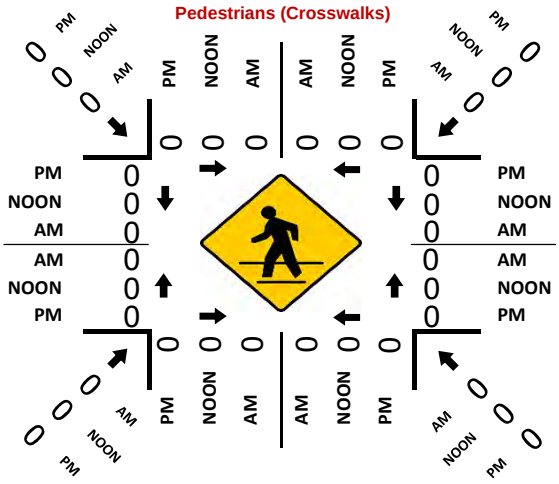
Cars (NOON)



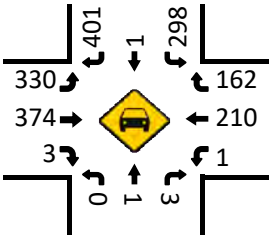
HT (NOON)



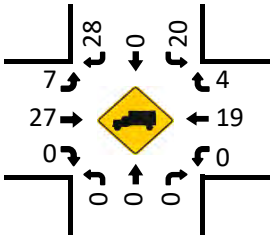
Pedestrians (Crosswalks)



Cars (PM)



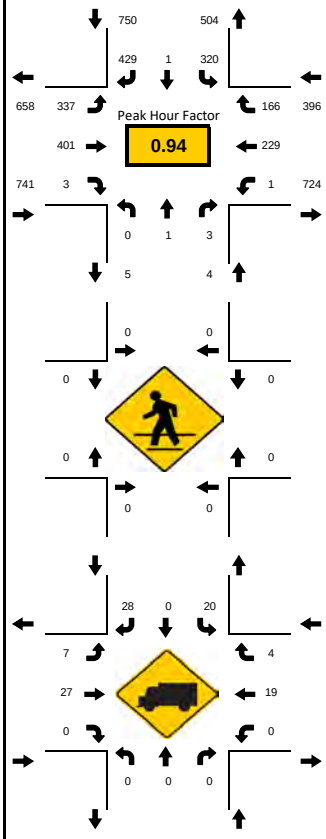
HT (PM)



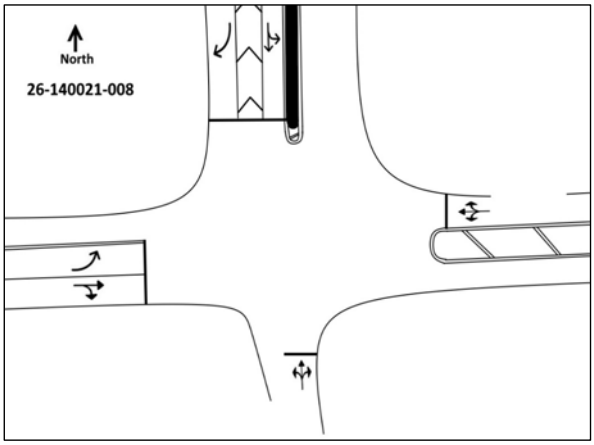
LOCATION: Newton RD/SW 157th Ave & Eureka Dr/SW 184th St
CITY/STATE: Miami, FL

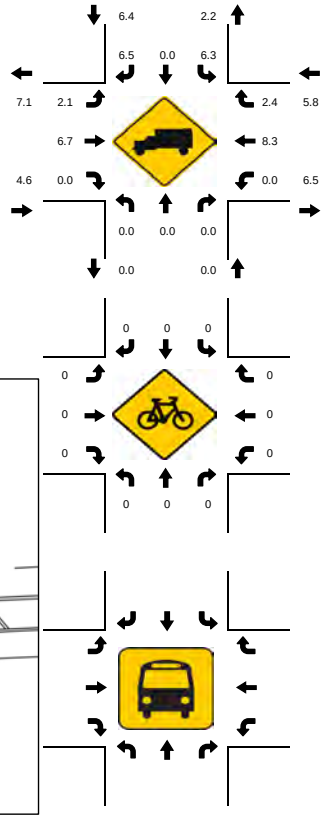
PROJECT ID: 26-140021-008
DATE: Wed, Jan 14, 2026

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services





15-Min Count Period Beginning At	Newton RD/SW 157th Ave Northbound					Newton RD/SW 157th Ave Southbound					Eureka Dr/SW 184th St Eastbound					Eureka Dr/SW 184th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	1	0	0		60	1	92	0		78	96	1	0		0	85	42	0		456	1823
4:15 PM	0	0	1	0		77	0	85	0		66	104	0	0		0	78	39	0		450	1837
4:30 PM	0	0	0	0		79	2	88	0		66	91	0	0		0	87	35	0		448	1889
4:45 PM	0	0	0	0		81	1	114	0		86	105	0	0		0	46	36	0		469	1891
5:00 PM	0	1	2	0		77	0	100	0		79	101	0	0		0	65	45	0		470	1844
5:15 PM	0	0	0	0		83	0	128	2		91	93	0	0		1	57	47	0		502	1374
5:30 PM	0	0	1	0		77	0	87	0		81	102	3	0		0	61	38	0		450	872
5:45 PM	1	0	1	0		77	0	82	1		63	92	1	0		0	59	45	0		422	422

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	0	4	8	0		332	4	512	8		364	420	12	0		4	260	188	0		**2116**
Heavy Trucks	0	0	0	0		28	0	32	0		12	36	0	0		0	28	8	0		**144**
Pedestrians		0					0					0					0				**0**
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**
Buses																					**0**
Stopped Buses																					

Project ID: 26-140021-008
Location: Newton RD/SW 157th Ave & Eureka Dr/SW 184th St
City: Miami

Day: Wednesday
Date: 1/14/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Newton RD/SW 157th Ave Northbound						Newton RD/SW 157th Ave Southbound						Eureka Dr/SW 184th St Eastbound						Eureka Dr/SW 184th St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	0	1	0	0	0	1	60	1	92	0	0	153	78	96	1	0	0	175	0	85	42	0	0	127	456
4:15 PM	0	0	1	0	0	1	77	0	85	0	0	162	66	104	0	0	0	170	0	78	39	0	0	117	450
4:30 PM	0	0	0	0	0	0	79	2	88	0	0	169	66	91	0	0	0	157	0	87	35	0	0	122	448
4:45 PM	0	0	0	0	0	0	81	1	114	0	0	196	86	105	0	0	0	191	0	46	36	0	0	82	469
Total	0	1	1	0	0	2	297	4	379	0	0	680	296	396	1	0	0	693	0	296	152	0	0	448	1823
5:00 PM	0	1	2	0	0	3	77	0	100	0	0	177	79	101	0	0	0	180	0	65	45	0	0	110	470
5:15 PM	0	0	0	0	0	0	83	0	128	2	0	213	91	93	0	0	0	184	1	57	47	0	0	105	502
5:30 PM	0	0	1	0	0	1	77	0	87	0	0	164	81	102	3	0	0	186	0	61	38	0	0	99	450
5:45 PM	1	0	1	0	0	2	77	0	82	1	0	160	63	92	1	0	0	156	0	59	45	0	0	104	422
Total	1	1	4	0	0	6	314	0	397	3	0	714	314	388	4	0	0	706	1	242	175	0	0	418	1844
Grand Total	1	2	5	0	0	8	611	4	776	3	0	1394	610	784	5	0	0	1399	1	538	327	0	0	866	3667
Apprch %	12.5	25.0	62.5	0.0	0.0		43.8	0.3	55.7	0.2	0.0		43.6	56.0	0.4	0.0	0.0		0.1	62.1	37.8	0.0	0.0		
Total %	0.0	0.1	0.1	0.0	0.0	0.2	16.7	0.1	21.2	0.1	0.0	38.0	16.6	21.4	0.1	0.0	0.0	38.2	0.0	14.7	8.9	0.0	0.0	23.6	
Cars, PU, Vans	1	1	5	0		7	578	4	732	3		1317	593	732	5	0		1330	1	488	320	0		809	3463
% Cars, PU, Vans	100.0	50.0	100.0	0.0		87.5	94.6	100.0	94.3	100.0		94.5	97.2	93.4	100.0	0.0		95.1	100.0	90.7	97.9	0.0		93.4	94.4
Heavy Trucks	0	1	0	0		1	33	0	44	0		77	17	52	0	0		69	0	50	7	0		57	204
%Heavy Trucks	0.0	50.0	0.0	0.0		12.5	5.4	0.0	5.7	0.0		5.5	2.8	6.6	0.0	0.0		4.9	0.0	9.3	2.1	0.0		6.6	5.6

Project ID: 26-140021-008
Location: Newton RD/SW 157th Ave & Eureka Dr/SW 184th St
City: Miami

PEAK HOURS

Day: Wednesday
Date: 1/14/2026

PM

	Newton RD/SW 157th Ave Northbound					Newton RD/SW 157th Ave Southbound					Eureka Dr/SW 184th St Eastbound					Eureka Dr/SW 184th St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	0	0	0	0	0	81	1	114	0	196	86	105	0	0	191	0	46	36	0	82	469
5:00 PM	0	1	2	0	3	77	0	100	0	177	79	101	0	0	180	0	65	45	0	110	470
5:15 PM	0	0	0	0	0	83	0	128	2	213	91	93	0	0	184	1	57	47	0	105	502
5:30 PM	0	0	1	0	1	77	0	87	0	164	81	102	3	0	186	0	61	38	0	99	450
Total Volume	0	1	3	0	4	318	1	429	2	750	337	401	3	0	741	1	229	166	0	396	1891
% App. Total	0.0	25.0	75.0	0.0	100	42.4	0.1	57.2	0.3	100	45.5	54.1	0.4	0.0	100	0.3	57.8	41.9	0.0	100	
PHF					0.333					0.880					0.970					0.900	0.942
Cars, PU, Vans	0	1	3	0	4	298	1	401	2	702	330	374	3	0	707	1	210	162	0	373	1786
% Cars, PU, Vans	0.0	100.0	100.0	0.0	100.0	93.7	100.0	93.5	100.0	93.6	97.9	93.3	100.0	0.0	95.4	100.0	91.7	97.6	0.0	94.2	94.4
Heavy Trucks	0	0	0	0	0	20	0	28	0	48	7	27	0	0	34	0	19	4	0	23	105
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	6.3	0.0	6.5	0.0	6.4	2.1	6.7	0.0	0.0	4.6	0.0	8.3	2.4	0.0	5.8	5.6

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 152nd Ave & Eureka Dr/SW 184th St
City: Miami
Control: Signalized

Project ID: 26-140021-009
Date: 1/14/2026

Data - Total

NS/EW Streets:	SW 152nd Ave				SW 152nd Ave				Eureka Dr/SW 184th St				Eureka Dr/SW 184th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	25	0	6	0	3	163	0	0	3	149	32	0	381
4:15 PM	1	0	2	0	23	0	3	0	7	159	1	0	2	137	21	0	356
4:30 PM	0	1	3	0	21	1	1	0	6	179	0	0	1	133	19	0	365
4:45 PM	2	0	1	0	29	0	1	0	1	162	0	0	1	93	27	0	317
5:00 PM	0	0	1	0	26	0	5	0	6	184	0	0	0	125	22	0	369
5:15 PM	0	0	0	0	27	0	1	0	3	180	0	0	0	114	31	0	356
5:30 PM	4	0	1	0	26	1	7	0	8	170	0	0	1	100	25	0	343
5:45 PM	0	0	0	0	28	0	4	0	7	184	1	0	0	125	28	0	377
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	1	8	0	205	2	28	0	41	1381	2	0	8	976	205	0	2864
APPROACH %'s :	43.75%	6.25%	50.00%	0.00%	87.23%	0.85%	11.91%	0.00%	2.88%	96.98%	0.14%	0.00%	0.67%	82.09%	17.24%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	4	0	2	0	107	1	17	0	24	718	1	0	1	464	106	0	1445
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.955	0.250	0.607	0.000	0.750	0.976	0.250	0.000	0.250	0.928	0.855	0.000	0.958
	0.300				0.919				0.967				0.933				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 152nd Ave & Eureka Dr/SW 184th St
City: Miami
Control: Signalized

Project ID: 26-140021-009
Date: 1/14/2026

Data - Cars

NS/EW Streets:	SW 152nd Ave				SW 152nd Ave				Eureka Dr/SW 184th St				Eureka Dr/SW 184th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	25	0	6	0	2	149	0	0	0	135	32	0	349
4:15 PM	1	0	2	0	23	0	3	0	7	148	1	0	2	126	21	0	334
4:30 PM	0	1	3	0	20	1	1	0	6	171	0	0	1	127	18	0	349
4:45 PM	1	0	1	0	29	0	1	0	1	148	0	0	1	89	26	0	297
5:00 PM	0	0	0	0	25	0	5	0	6	173	0	0	0	116	22	0	347
5:15 PM	0	0	0	0	26	0	1	0	3	166	0	0	0	110	31	0	337
5:30 PM	3	0	1	0	26	1	7	0	8	165	0	0	0	96	24	0	331
5:45 PM	0	0	0	0	28	0	4	0	7	178	1	0	0	118	28	0	364
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	1	7	0	202	2	28	0	40	1298	2	0	4	917	202	0	2708
APPROACH %'s :	38.46%	7.69%	53.85%	0.00%	87.07%	0.86%	12.07%	0.00%	2.99%	96.87%	0.15%	0.00%	0.36%	81.66%	17.99%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	3	0	1	0	105	1	17	0	24	682	1	0	0	440	105	0	1379
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.938	0.250	0.607	0.000	0.750	0.958	0.250	0.000	0.000	0.932	0.847	0.000	0.947
	0.250				0.904				0.950				0.933				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 152nd Ave & Eureka Dr/SW 184th St
City: Miami
Control: Signalized

Project ID: 26-140021-009
Date: 1/14/2026

Data - HT

NS/EW Streets:	SW 152nd Ave				SW 152nd Ave				Eureka Dr/SW 184th St				Eureka Dr/SW 184th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	1	14	0	0	3	14	0	0	32
4:15 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	22
4:30 PM	0	0	0	0	1	0	0	0	0	8	0	0	0	6	1	0	16
4:45 PM	1	0	0	0	0	0	0	0	0	14	0	0	0	4	1	0	20
5:00 PM	0	0	1	0	1	0	0	0	0	11	0	0	0	9	0	0	22
5:15 PM	0	0	0	0	1	0	0	0	0	14	0	0	0	4	0	0	19
5:30 PM	1	0	0	0	0	0	0	0	0	5	0	0	1	4	1	0	12
5:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	1	0	3	0	0	0	1	83	0	0	4	59	3	0	156
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%	100.00%	0.00%	0.00%	0.00%	1.19%	98.81%	0.00%	0.00%	6.06%	89.39%	4.55%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	0	1	0	2	0	0	0	0	36	0	0	1	24	1	0	66
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.643	0.000	0.000	0.250	0.667	0.250	0.000	0.750
	0.500				0.500				0.643				0.722				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 152nd Ave & Eureka Dr/SW 184th St
City: Miami
Control: Signalized

Project ID: 26-140021-009
Date: 1/14/2026

Data - Bikes

NS/EW Streets:	SW 152nd Ave				SW 152nd Ave				Eureka Dr/SW 184th St				Eureka Dr/SW 184th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	4
APPROACH %'s :									50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.375
									0.250				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 152nd Ave & Eureka Dr/SW 184th St
City: Miami

Project ID: 26-140021-009
Date: 1/14/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SW 152nd Ave		SW 152nd Ave		Eureka Dr/SW 184th St		Eureka Dr/SW 184th St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	1
APPROACH %'s :	0.00%	100.00%							
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

SW 152nd Ave & Eureka Dr/SW 184th St

Peak Hour Turning Movement Count

ID: 26-140021-009
City: Miami

Day: Wednesday
Date: 1/14/2026

PEAK HOURS	
AM	NONE
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS	
AM	NONE
NOON	NONE
PM	4:00 PM - 06:00 PM

SW 152nd Ave

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	17	1	107	0	130	PM

EASTBOUND

AM	NOON	PM	
0	0	485	⇦
0	0	0	↶ 0
0	0	24	↱ 0
0	0	718	→ 0
0	0	1	↴ 0
AM	NOON	PM	

WESTBOUND

PM	NOON	AM	
106	0	0	0 ↰
464	0	0	0 ←
1	0	0	0 ↙
0	0	0	0 ↲
827	0	0	⇨
PM	NOON	AM	

CONTROL
Signalized

	AM	NOON	PM
TEV	0	0	1445
PHF			0.96

PM	3	0	4	0	2	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

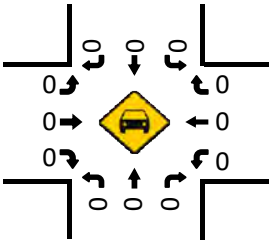
NORTHBOUND

SW 152nd Ave

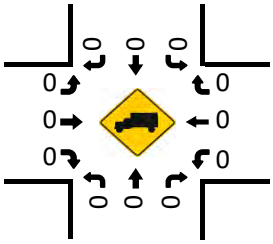
Eureka Dr/SW 184th St (EASTBOUND)

Eureka Dr/SW 184th St (WESTBOUND)

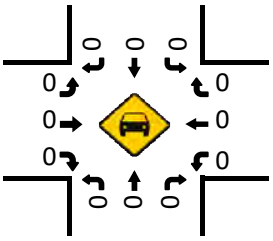
Cars (AM)



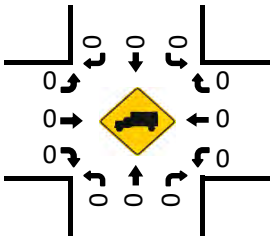
HT (AM)



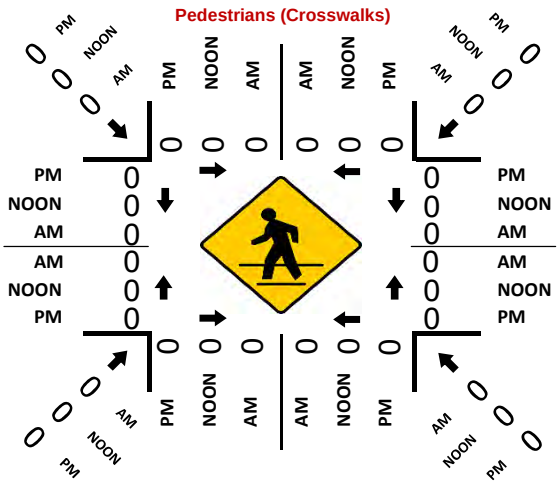
Cars (NOON)



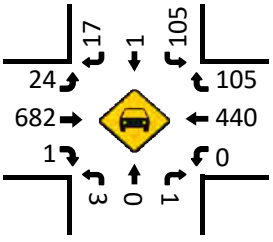
HT (NOON)



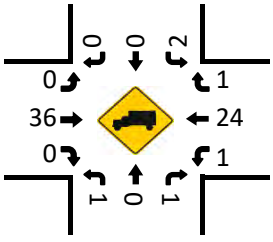
Pedestrians (Crosswalks)



Cars (PM)



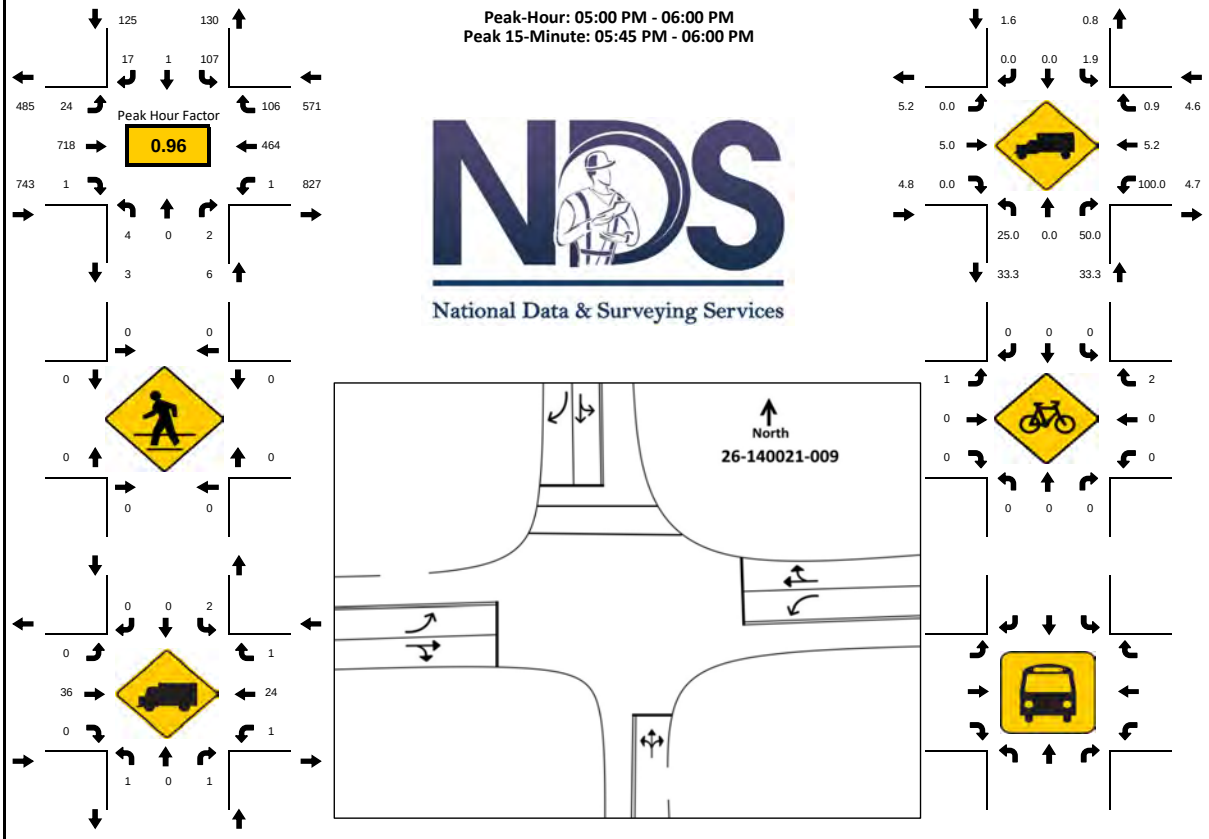
HT (PM)



LOCATION: SW 152nd Ave & Eureka Dr/SW 184th St
CITY/STATE: Miami, FL

PROJECT ID: 26-140021-009
DATE: Wed, Jan 14, 2026

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:45 PM - 06:00 PM



National Data & Surveying Services

15-Min Count Period Beginning At	SW 152nd Ave Northbound					SW 152nd Ave Southbound					Eureka Dr/SW 184th St Eastbound					Eureka Dr/SW 184th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0		25	0	6	0		3	163	0	0		3	149	32	0		381	1419
4:15 PM	1	0	2	0		23	0	3	0		7	159	1	0		2	137	21	0		356	1407
4:30 PM	0	1	3	0		21	1	1	0		6	179	0	0		1	133	19	0		365	1407
4:45 PM	2	0	1	0		29	0	1	0		1	162	0	0		1	93	27	0		317	1385
5:00 PM	0	0	1	0		26	0	5	0		6	184	0	0		0	125	22	0		369	1445
5:15 PM	0	0	0	0		27	0	1	0		3	180	0	0		0	114	31	0		356	1076
5:30 PM	4	0	1	0		26	1	7	0		8	170	0	0		1	100	25	0		343	720
5:45 PM	0	0	0	0		28	0	4	0		7	184	1	0		0	125	28	0		377	377
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	16	0	4	0		112	4	28	0		32	736	4	0		4	500	124	0		**1564**	
Heavy Trucks	4	0	4	0		4	0	0	0		0	56	0	0		4	36	4	0		**112**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		4	0	0	0		0	0	8	0		**12**	
Buses																					**0**	
Stopped Buses																						

Project ID: 26-140021-009
Location: SW 152nd Ave & Eureka Dr/SW 184th St
City: Miami

Day: Wednesday
Date: 1/14/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SW 152nd Ave Northbound						SW 152nd Ave Southbound						Eureka Dr/SW 184th St Eastbound						Eureka Dr/SW 184th St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	0	0	0	0	0	0	25	0	6	0	0	31	3	163	0	0	0	166	3	149	32	0	0	184	381
4:15 PM	1	0	2	0	0	3	23	0	3	0	0	26	7	159	1	0	0	167	2	137	21	0	0	160	356
4:30 PM	0	1	3	0	0	4	21	1	1	0	0	23	6	179	0	0	0	185	1	133	19	0	0	153	365
4:45 PM	2	0	1	0	0	3	29	0	1	0	1	30	1	162	0	0	0	163	1	93	27	0	0	121	317
Total	3	1	6	0	0	10	98	1	11	0	1	110	17	663	1	0	0	681	7	512	99	0	0	618	1419
5:00 PM	0	0	1	0	0	1	26	0	5	0	0	31	6	184	0	0	0	190	0	125	22	0	0	147	369
5:15 PM	0	0	0	0	0	0	27	0	1	0	0	28	3	180	0	0	0	183	0	114	31	0	0	145	356
5:30 PM	4	0	1	0	0	5	26	1	7	0	0	34	8	170	0	0	0	178	1	100	25	0	0	126	343
5:45 PM	0	0	0	0	0	0	28	0	4	0	0	32	7	184	1	0	0	192	0	125	28	0	0	153	377
Total	4	0	2	0	0	6	107	1	17	0	0	125	24	718	1	0	0	743	1	464	106	0	0	571	1445
Grand Total	7	1	8	0	0	16	205	2	28	0	1	235	41	1381	2	0	0	1424	8	976	205	0	0	1189	2864
Apprch %	43.8	6.3	50.0	0.0	0.0		87.2	0.9	11.9	0.0	0.4		2.9	97.0	0.1	0.0	0.0		0.7	82.1	17.2	0.0	0.0		
Total %	0.2	0.0	0.3	0.0	0.0	0.6	7.2	0.1	1.0	0.0	0.0	8.2	1.4	48.2	0.1	0.0	0.0	49.7	0.3	34.1	7.2	0.0	0.0	41.5	
Cars, PU, Vans	5	1	7	0		13	202	2	28	0		232	40	1298	2	0		1340	4	917	202	0		1123	2708
% Cars, PU, Vans	71.4	100.0	87.5	0.0		81.3	98.5	100.0	100.0	0.0		98.7	97.6	94.0	100.0	0.0		94.1	50.0	94.0	98.5	0.0		94.4	94.6
Heavy Trucks	2	0	1	0		3	3	0	0	0		3	1	83	0	0		84	4	59	3	0		66	156
%Heavy Trucks	28.6	0.0	12.5	0.0		18.8	1.5	0.0	0.0	0.0		1.3	2.4	6.0	0.0	0.0		5.9	50.0	6.0	1.5	0.0		5.6	5.4

Project ID: 26-140021-009
Location: SW 152nd Ave & Eureka Dr/SW 184th St
City: Miami

PEAK HOURS

Day: Wednesday
Date: 1/14/2026

PM

	SW 152nd Ave Northbound					SW 152nd Ave Southbound					Eureka Dr/SW 184th St Eastbound					Eureka Dr/SW 184th St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	0	0	1	0	1	26	0	5	0	31	6	184	0	0	190	0	125	22	0	147	369
5:15 PM	0	0	0	0	0	27	0	1	0	28	3	180	0	0	183	0	114	31	0	145	356
5:30 PM	4	0	1	0	5	26	1	7	0	34	8	170	0	0	178	1	100	25	0	126	343
5:45 PM	0	0	0	0	0	28	0	4	0	32	7	184	1	0	192	0	125	28	0	153	377
Total Volume	4	0	2	0	6	107	1	17	0	125	24	718	1	0	743	1	464	106	0	571	1445
% App. Total	66.7	0.0	33.3	0.0	100	85.6	0.8	13.6	0.0	100	3.2	96.6	0.1	0.0	100	0.2	81.3	18.6	0.0	100	
PHF					0.300					0.919					0.967					0.933	0.958
Cars, PU, Vans	3	0	1	0	4	105	1	17	0	123	24	682	1	0	707	0	440	105	0	545	1379
% Cars, PU, Vans	75.0	0.0	50.0	0.0	66.7	98.1	100.0	100.0	0.0	98.4	100.0	95.0	100.0	0.0	95.2	0.0	94.8	99.1	0.0	95.4	95.4
Heavy Trucks	1	0	1	0	2	2	0	0	0	2	0	36	0	0	36	1	24	1	0	26	66
%Heavy Trucks	25.0	0.0	50.0	0.0	33.3	1.9	0.0	0.0	0.0	1.6	0.0	5.0	0.0	0.0	4.8	100.0	5.2	0.9	0.0	4.6	4.6

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 147th Ave & Eureka Dr/SW 184th St
City: Miami
Control: Signalized

Project ID: 26-140021-010
Date: 1/14/2026

Data - Total

NS/EW Streets:	SW 147th Ave				SW 147th Ave				Eureka Dr/SW 184th St				Eureka Dr/SW 184th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	36	50	42	0	37	80	10	0	5	101	50	0	66	126	92	0	695
4:15 PM	37	49	30	0	33	69	10	0	8	130	58	0	53	128	79	0	684
4:30 PM	35	47	46	0	52	68	9	0	13	104	69	0	59	96	62	0	660
4:45 PM	24	49	43	0	40	82	7	0	7	118	51	0	50	96	73	0	640
5:00 PM	32	47	47	0	47	65	13	0	6	118	84	0	53	99	76	0	687
5:15 PM	37	43	70	0	56	85	5	0	7	123	48	0	48	88	80	0	690
5:30 PM	35	49	47	0	42	70	5	0	7	134	70	0	39	128	67	0	693
5:45 PM	29	40	43	0	40	52	10	0	18	128	55	0	53	87	68	0	623
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	265	374	368	0	347	571	69	0	71	956	485	0	421	848	597	0	5372
APPROACH %'s :	26.32%	37.14%	36.54%	0.00%	35.16%	57.85%	6.99%	0.00%	4.70%	63.23%	32.08%	0.00%	22.56%	45.44%	31.99%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	128	188	207	0	185	302	30	0	27	493	253	0	190	411	296	0	2710
PEAK HR FACTOR :	0.865	0.959	0.739	0.000	0.826	0.888	0.577	0.000	0.964	0.920	0.753	0.000	0.896	0.803	0.925	0.000	0.978
	0.872				0.885				0.916				0.958				

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 147th Ave & Eureka Dr/SW 184th St
City: Miami
Control: Signalized

Project ID: 26-140021-010
Date: 1/14/2026

Data - Cars

NS/EW Streets:	SW 147th Ave				SW 147th Ave				Eureka Dr/SW 184th St				Eureka Dr/SW 184th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	34	49	40	0	37	75	9	0	5	88	48	0	58	113	91	0	647
4:15 PM	35	47	29	0	33	65	10	0	7	123	57	0	47	117	79	0	649
4:30 PM	35	45	44	0	52	63	8	0	13	102	65	0	50	91	61	0	629
4:45 PM	23	49	38	0	39	79	7	0	7	113	46	0	49	92	73	0	615
5:00 PM	30	45	44	0	47	62	11	0	6	108	79	0	45	93	75	0	645
5:15 PM	36	43	65	0	54	84	5	0	7	117	43	0	43	85	80	0	662
5:30 PM	35	49	43	0	41	70	5	0	7	130	66	0	37	119	67	0	669
5:45 PM	28	39	40	0	40	50	7	0	18	125	55	0	47	86	66	0	601
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	256	366	343	0	343	548	62	0	70	906	459	0	376	796	592	0	5117
APPROACH %'s :	26.53%	37.93%	35.54%	0.00%	35.99%	57.50%	6.51%	0.00%	4.88%	63.14%	31.99%	0.00%	21.32%	45.12%	33.56%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	124	186	190	0	181	295	28	0	27	468	234	0	174	389	295	0	2591
PEAK HR FACTOR :	0.861	0.949	0.731	0.000	0.838	0.878	0.636	0.000	0.964	0.900	0.741	0.000	0.888	0.817	0.922	0.000	0.968
	0.868				0.881				0.898				0.962				

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 147th Ave & Eureka Dr/SW 184th St
City: Miami
Control: Signalized

Project ID: 26-140021-010
Date: 1/14/2026

Data - HT

NS/EW Streets:	SW 147th Ave				SW 147th Ave				Eureka Dr/SW 184th St				Eureka Dr/SW 184th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	1	2	0	0	5	1	0	0	13	2	0	8	13	1	0	48
4:15 PM	2	2	1	0	0	4	0	0	1	7	1	0	6	11	0	0	35
4:30 PM	0	2	2	0	0	5	1	0	0	2	4	0	9	5	1	0	31
4:45 PM	1	0	5	0	1	3	0	0	0	5	5	0	1	4	0	0	25
5:00 PM	2	2	3	0	0	3	2	0	0	10	5	0	8	6	1	0	42
5:15 PM	1	0	5	0	2	1	0	0	0	6	5	0	5	3	0	0	28
5:30 PM	0	0	4	0	1	0	0	0	0	4	4	0	2	9	0	0	24
5:45 PM	1	1	3	0	0	2	3	0	0	3	0	0	6	1	2	0	22
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	8	25	0	4	23	7	0	1	50	26	0	45	52	5	0	255
APPROACH %'s :	21.43%	19.05%	59.52%	0.00%	11.76%	67.65%	20.59%	0.00%	1.30%	64.94%	33.77%	0.00%	44.12%	50.98%	4.90%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	4	2	17	0	4	7	2	0	0	25	19	0	16	22	1	0	119
PEAK HR FACTOR :	0.500	0.250	0.850	0.000	0.500	0.583	0.250	0.000	0.000	0.625	0.950	0.000	0.500	0.611	0.250	0.000	0.708
	0.821				0.650				0.733				0.650				

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 147th Ave & Eureka Dr/SW 184th St
City: Miami
Control: Signalized

Project ID: 26-140021-010
Date: 1/14/2026

Data - Bikes

NS/EW Streets:	SW 147th Ave				SW 147th Ave				Eureka Dr/SW 184th St				Eureka Dr/SW 184th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	1	0	0	0	1	1	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	1	0	0	0	1	1	0	4
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	1.000
	0.250								0.250				0.500				

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 147th Ave & Eureka Dr/SW 184th St
City: Miami
Project ID: 26-140021-010
Date: 1/14/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SW 147th Ave		SW 147th Ave		Eureka Dr/SW 184th St		Eureka Dr/SW 184th St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	1	0	0	0	0	1
APPROACH %'s :			0.00%	100.00%					
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

SW 147th Ave & Eureka Dr/SW 184th St

Peak Hour Turning Movement Count

ID: 26-140021-010
City: Miami

Day: Wednesday
Date: 1/14/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

SW 147th Ave

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	30	302	185	0	511	PM

EASTBOUND (Eureka Dr/SW 184th St)

AM	NOON	PM	
0	0	569	
0	0	0	0
0	0	27	0
0	0	493	0
0	0	253	0
AM	NOON	PM	

WESTBOUND (Eureka Dr/SW 184th St)

PM	NOON	AM	
296	0	0	0
411	0	0	0
190	0	0	0
0	0	0	0
885	0	0	
PM	NOON	AM	

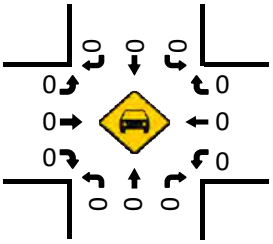
CONTROL			
Signalized			
TEV	0 AM	0 NOON	2710 PM
PHF			0.98

PM	745	0	128	188	207	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

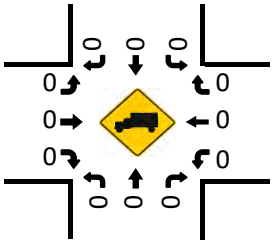
NORTHBOUND

SW 147th Ave

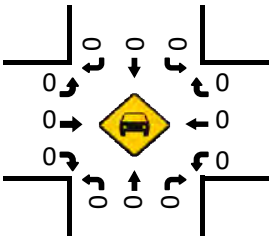
Cars (AM)



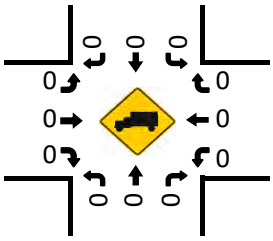
HT (AM)



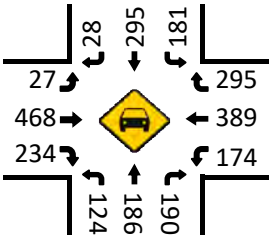
Cars (NOON)



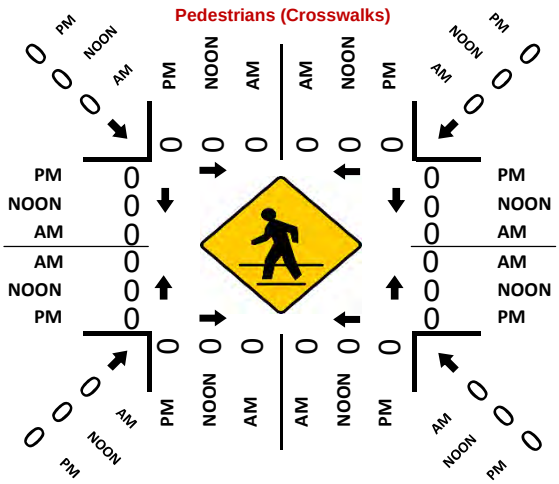
HT (NOON)



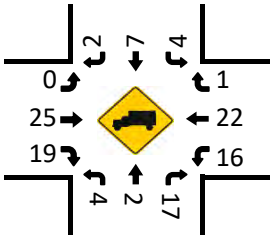
Cars (PM)



Pedestrians (Crosswalks)

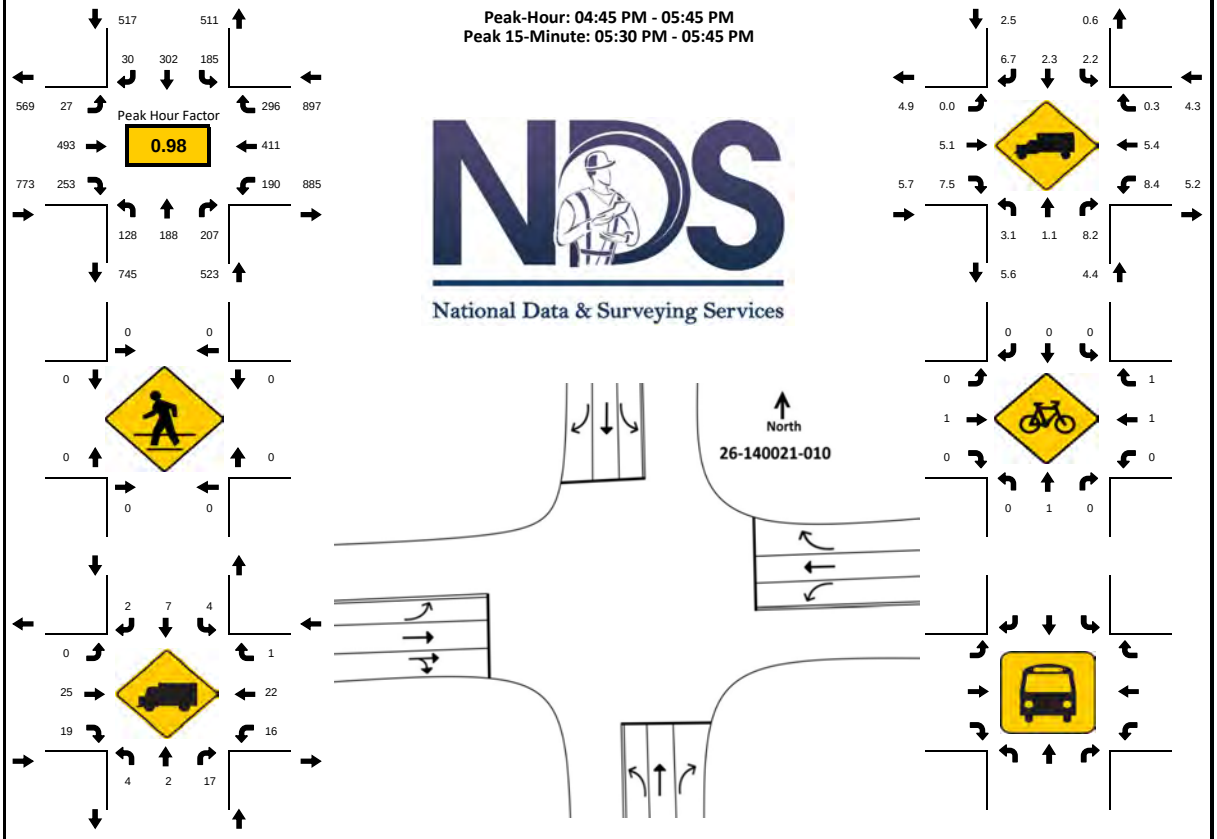


HT (PM)



LOCATION: SW 147th Ave & Eureka Dr/SW 184th St
CITY/STATE: Miami, FL

PROJECT ID: 26-140021-010
DATE: Wed, Jan 14, 2026



15-Min Count Period Beginning At	SW 147th Ave Northbound					SW 147th Ave Southbound					Eureka Dr/SW 184th St Eastbound					Eureka Dr/SW 184th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	36	50	42	0		37	80	10	0		5	101	50	0		66	126	92	0		695	2679
04:15 PM	37	49	30	0		33	69	10	0		8	130	58	0		53	128	79	0		684	2671
04:30 PM	35	47	46	0		52	68	9	0		13	104	69	0		59	96	62	0		660	2677
04:45 PM	24	49	43	0		40	82	7	0		7	118	51	0		50	96	73	0		640	2710
05:00 PM	32	47	47	0		47	65	13	0		6	118	84	0		53	99	76	0		687	2693
05:15 PM	37	43	70	0		56	85	5	0		7	123	48	0		48	88	80	0		690	2006
05:30 PM	35	49	47	0		42	70	5	0		7	134	70	0		39	128	67	0		693	1316
05:45 PM	29	40	43	0		40	52	10	0		18	128	55	0		53	87	68	0		623	623
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	148	196	280	0		224	340	52	0		28	536	336	0		212	512	320	0		**3184**	
Heavy Trucks	8	8	20	0		8	12	8	0		0	40	20	0		32	36	4	0		**196**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	4	0	0		0	0	0	0		0	4	0	0		0	4	4	0		**16**	
Buses																						
Stopped Buses																						

Project ID: 26-140021-010
Location: SW 147th Ave & Eureka Dr/SW 184th St
City: Miami

Day: Wednesday
Date: 1/14/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SW 147th Ave Northbound						SW 147th Ave Southbound						Eureka Dr/SW 184th St Eastbound						Eureka Dr/SW 184th St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	36	50	42	0	1	128	37	80	10	0	0	127	5	101	50	0	0	156	66	126	92	0	0	284	695
4:15 PM	37	49	30	0	0	116	33	69	10	0	0	112	8	130	58	0	0	196	53	128	79	0	0	260	684
4:30 PM	35	47	46	0	0	128	52	68	9	0	0	129	13	104	69	0	0	186	59	96	62	0	0	217	660
4:45 PM	24	49	43	0	0	116	40	82	7	0	0	129	7	118	51	0	0	176	50	96	73	0	0	219	640
Total	132	195	161	0	1	488	162	299	36	0	0	497	33	453	228	0	0	714	228	446	306	0	0	980	2679
5:00 PM	32	47	47	0	0	126	47	65	13	0	0	125	6	118	84	0	0	208	53	99	76	0	0	228	687
5:15 PM	37	43	70	0	0	150	56	85	5	0	0	146	7	123	48	0	0	178	48	88	80	0	0	216	690
5:30 PM	35	49	47	0	0	131	42	70	5	0	0	117	7	134	70	0	0	211	39	128	67	0	0	234	693
5:45 PM	29	40	43	0	0	112	40	52	10	0	0	102	18	128	55	0	0	201	53	87	68	0	0	208	623
Total	133	179	207	0	0	519	185	272	33	0	0	490	38	503	257	0	0	798	193	402	291	0	0	886	2693
Grand Total	265	374	368	0	1	1007	347	571	69	0	0	987	71	956	485	0	0	1512	421	848	597	0	0	1866	5372
Apprch %	26.3	37.1	36.5	0.0	0.1		35.2	57.9	7.0	0.0	0.0		4.7	63.2	32.1	0.0	0.0		22.6	45.4	32.0	0.0	0.0		
Total %	4.9	7.0	6.9	0.0	0.0	18.7	6.5	10.6	1.3	0.0	0.0	18.4	1.3	17.8	9.0	0.0	0.0	28.1	7.8	15.8	11.1	0.0	0.0	34.7	
Cars, PU, Vans	256	366	343	0		965	343	548	62	0		953	70	906	459	0		1435	376	796	592	0		1764	5117
% Cars, PU, Vans	96.6	97.9	93.2	0.0		95.8	98.8	96.0	89.9	0.0		96.6	98.6	94.8	94.6	0.0		94.9	89.3	93.9	99.2	0.0		94.5	95.3
Heavy trucks	9	8	25	0		42	4	23	7	0		34	1	50	26	0		77	45	52	5	0		102	255
%Heavy trucks	3.4	2.1	6.8	0.0		4.2	1.2	4.0	10.1	0.0		3.4	1.4	5.2	5.4	0.0		5.1	10.7	6.1	0.8	0.0		5.5	4.7

Project ID: 26-140021-010
Location: SW 147th Ave & Eureka Dr/SW 184th St
City: Miami

PEAK HOURS

Day: Wednesday
Date: 1/14/2026

PM

	SW 147th Ave Northbound					SW 147th Ave Southbound					Eureka Dr/SW 184th St Eastbound					Eureka Dr/SW 184th St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	24	49	43	0	116	40	82	7	0	129	7	118	51	0	176	50	96	73	0	219	640
5:00 PM	32	47	47	0	126	47	65	13	0	125	6	118	84	0	208	53	99	76	0	228	687
5:15 PM	37	43	70	0	150	56	85	5	0	146	7	123	48	0	178	48	88	80	0	216	690
5:30 PM	35	49	47	0	131	42	70	5	0	117	7	134	70	0	211	39	128	67	0	234	693
Total Volume	128	188	207	0	523	185	302	30	0	517	27	493	253	0	773	190	411	296	0	897	2710
% App. Total	24.5	35.9	39.6	0.0	100	35.8	58.4	5.8	0.0	100	3.5	63.8	32.7	0.0	100	21.2	45.8	33.0	0.0	100	
PHF					0.872					0.885					0.916					0.958	0.978
Cars, PU, Vans	124	186	190	0	500	181	295	28	0	504	27	468	234	0	729	174	389	295	0	858	2591
% Cars, PU, Vans	96.9	98.9	91.8	0.0	95.6	97.8	97.7	93.3	0.0	97.5	100.0	94.9	92.5	0.0	94.3	91.6	94.6	99.7	0.0	95.7	95.6
Heavy trucks	4	2	17	0	23	4	7	2	0	13	0	25	19	0	44	16	22	1	0	39	119
%Heavy trucks	3.1	1.1	8.2	0.0	4.4	2.2	2.3	6.7	0.0	2.5	0.0	5.1	7.5	0.0	5.7	8.4	5.4	0.3	0.0	4.3	4.4

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 147th Ave & SR 994/SW 200th St
City: Miami
Control: Signalized

Project ID: 26-140021-011
Date: 1/14/2026

Data - Total

NS/EW Streets:	SW 147th Ave				SW 147th Ave				SR 994/SW 200th St				SR 994/SW 200th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	85	21	0	8	115	58	0	27	65	5	0	7	56	11	0	461
4:15 PM	11	81	13	0	14	114	26	0	29	53	3	0	7	79	16	0	446
4:30 PM	3	80	16	0	11	111	51	0	20	70	7	0	9	60	9	0	447
4:45 PM	1	73	15	0	8	117	39	0	31	68	7	0	5	74	13	0	451
5:00 PM	4	80	13	0	8	112	30	0	40	64	7	0	10	78	11	0	457
5:15 PM	9	92	14	0	15	120	41	0	37	64	5	0	6	66	12	0	481
5:30 PM	3	92	12	0	6	99	54	0	31	77	4	0	3	78	8	0	467
5:45 PM	1	75	5	0	14	117	41	0	18	61	6	0	9	59	6	0	412
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	35	658	109	0	84	905	340	0	233	522	44	0	56	550	86	0	3622
APPROACH %'s :	4.36%	82.04%	13.59%	0.00%	6.32%	68.10%	25.58%	0.00%	29.16%	65.33%	5.51%	0.00%	8.09%	79.48%	12.43%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	17	337	54	0	37	448	164	0	139	273	23	0	24	296	44	0	1856
PEAK HR FACTOR :	0.472	0.916	0.900	0.000	0.617	0.933	0.759	0.000	0.869	0.886	0.821	0.000	0.600	0.949	0.846	0.000	0.965
	0.887				0.922				0.971				0.919				

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 147th Ave & SR 994/SW 200th St
City: Miami
Control: Signalized

Project ID: 26-140021-011
Date: 1/14/2026

Data - Cars

NS/EW Streets:	SW 147th Ave				SW 147th Ave				SR 994/SW 200th St				SR 994/SW 200th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	80	21	0	8	111	50	0	26	61	5	0	6	52	10	0	433
4:15 PM	10	79	12	0	14	107	23	0	28	49	3	0	7	70	16	0	418
4:30 PM	3	79	15	0	10	104	41	0	18	66	7	0	8	49	9	0	409
4:45 PM	1	69	15	0	7	113	34	0	29	63	7	0	5	67	13	0	423
5:00 PM	3	76	11	0	8	107	30	0	35	60	7	0	10	73	10	0	430
5:15 PM	9	90	14	0	15	113	35	0	34	59	5	0	6	61	12	0	453
5:30 PM	3	90	12	0	6	97	50	0	31	74	2	0	3	74	8	0	450
5:45 PM	1	71	5	0	14	115	36	0	18	58	4	0	8	57	6	0	393
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	33	634	105	0	82	867	299	0	219	490	40	0	53	503	84	0	3409
APPROACH %'s :	4.27%	82.12%	13.60%	0.00%	6.57%	69.47%	23.96%	0.00%	29.24%	65.42%	5.34%	0.00%	8.28%	78.59%	13.13%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	16	325	52	0	36	430	149	0	129	256	21	0	24	275	43	0	1756
PEAK HR FACTOR :	0.444	0.903	0.867	0.000	0.600	0.951	0.745	0.000	0.921	0.865	0.750	0.000	0.600	0.929	0.827	0.000	0.969
		0.869				0.943				0.949				0.919			

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 147th Ave & SR 994/SW 200th St
City: Miami
Control: Signalized

Project ID: 26-140021-011
Date: 1/14/2026

Data - HT

NS/EW Streets:	SW 147th Ave				SW 147th Ave				SR 994/SW 200th St				SR 994/SW 200th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	5	0	0	0	4	8	0	1	4	0	0	1	4	1	0	28
4:15 PM	1	2	1	0	0	7	3	0	1	4	0	0	0	9	0	0	28
4:30 PM	0	1	1	0	1	7	10	0	2	4	0	0	1	11	0	0	38
4:45 PM	0	4	0	0	1	4	5	0	2	5	0	0	0	7	0	0	28
5:00 PM	1	4	2	0	0	5	0	0	5	4	0	0	0	5	1	0	27
5:15 PM	0	2	0	0	0	7	6	0	3	5	0	0	0	5	0	0	28
5:30 PM	0	2	0	0	0	2	4	0	0	3	2	0	0	4	0	0	17
5:45 PM	0	4	0	0	0	2	5	0	0	3	2	0	1	2	0	0	19
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	24	4	0	2	38	41	0	14	32	4	0	3	47	2	0	213
APPROACH %'s :	6.67%	80.00%	13.33%	0.00%	2.47%	46.91%	50.62%	0.00%	28.00%	64.00%	8.00%	0.00%	5.77%	90.38%	3.85%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	12	2	0	1	18	15	0	10	17	2	0	0	21	1	0	100
PEAK HR FACTOR :	0.250	0.750	0.250	0.000	0.250	0.643	0.625	0.000	0.500	0.850	0.250	0.000	0.000	0.750	0.250	0.000	0.893
	0.536				0.654				0.806				0.786				

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 147th Ave & SR 994/SW 200th St
City: Miami
Control: Signalized

Project ID: 26-140021-011
Date: 1/14/2026

Data - Bikes

NS/EW Streets:	SW 147th Ave				SW 147th Ave				SR 994/SW 200th St				SR 994/SW 200th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	1	1	0	0	1	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%					0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.750
	0.250								0.500								

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 147th Ave & SR 994/SW 200th St
City: Miami
Project ID: 26-140021-011
Date: 1/14/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SW 147th Ave		SW 147th Ave		SR 994/SW 200th St		SR 994/SW 200th St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

SW 147th Ave & SR 994/SW 200th St

Peak Hour Turning Movement Count

ID: 26-140021-011
City: Miami

Day: Wednesday
Date: 1/14/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	0	0	1856
PHF			0.96

SOUTHBOUND (SW 147th Ave)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	164	448	37	0	520	PM

EASTBOUND (SR 994/SW 200th St)

AM	NOON	PM		
0	0	477	⇦	
0	0	0	↶	0
0	0	139	↱	0
0	0	273	→	0
0	0	23	↴	0
AM	NOON	PM		

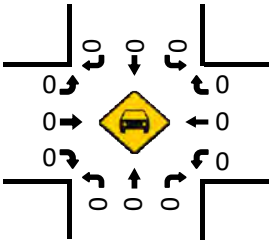
WESTBOUND (SR 994/SW 200th St)

	PM	NOON	AM
0	44	0	0
0	296	0	0
0	24	0	0
0	0	0	0
⇨	364	0	0
	PM	NOON	AM

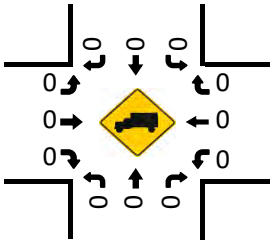
NORTHBOUND (SW 147th Ave)

PM	495	0	17	337	54	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

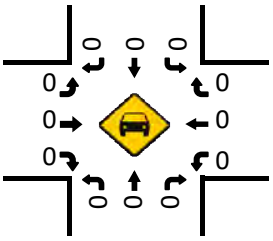
Cars (AM)



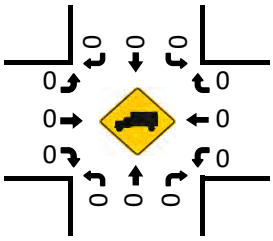
HT (AM)



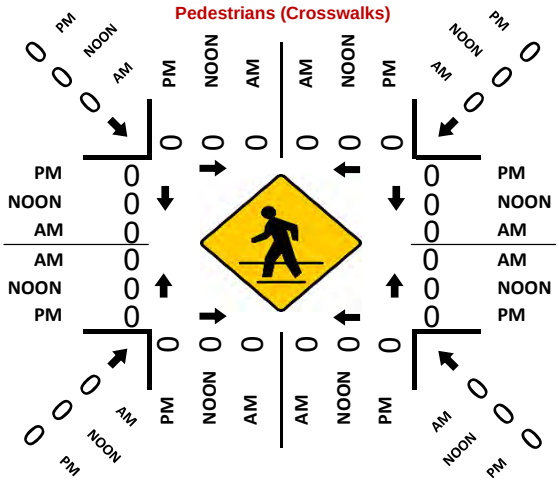
Cars (NOON)



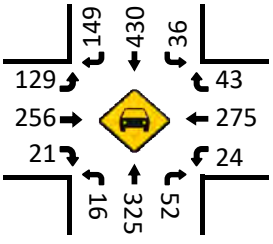
HT (NOON)



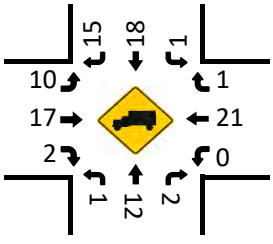
Pedestrians (Crosswalks)



Cars (PM)

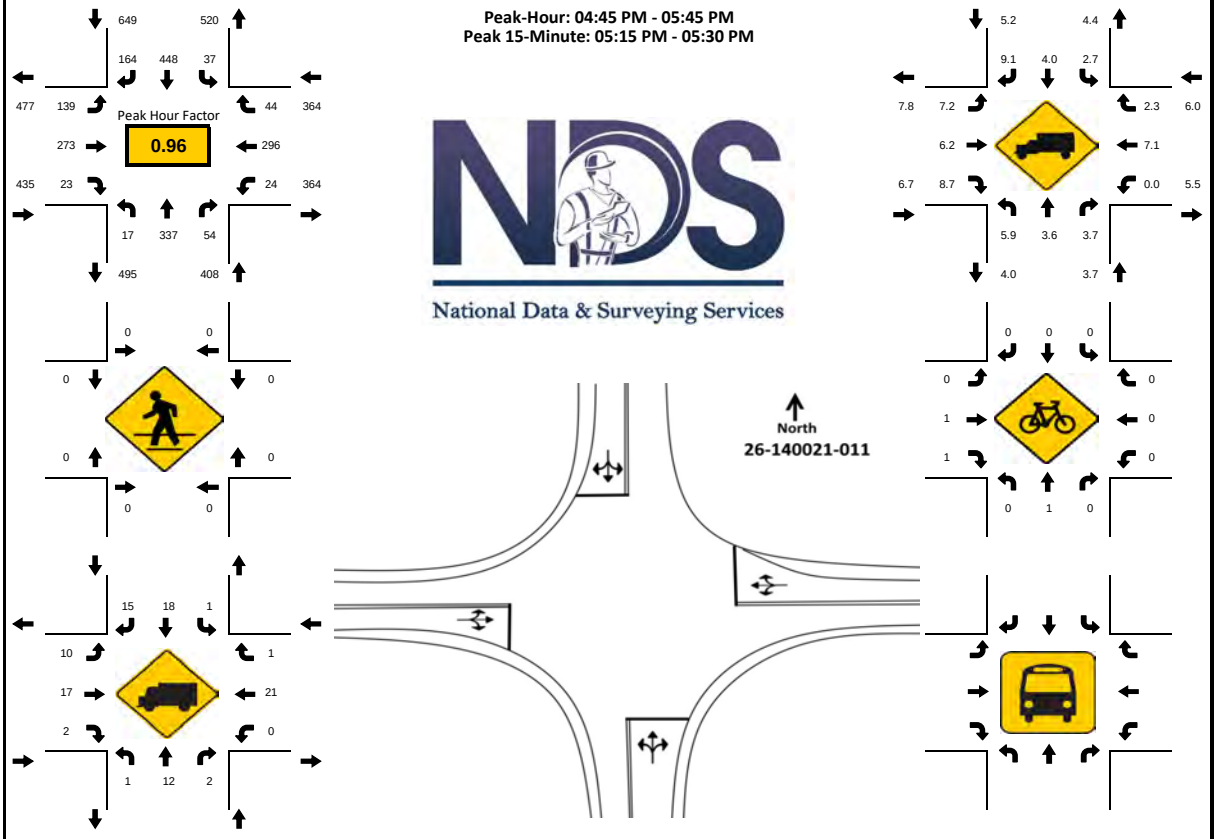


HT (PM)



LOCATION: SW 147th Ave & SR 994/SW 200th St
CITY/STATE: Miami, FL

PROJECT ID: 26-140021-011
DATE: Wed, Jan 14, 2026



15-Min Count Period Beginning At	SW 147th Ave Northbound					SW 147th Ave Southbound					SR 994/SW 200th St Eastbound					SR 994/SW 200th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	3	85	21	0		8	115	58	0		27	65	5	0		7	56	11	0		461	1805
04:15 PM	11	81	13	0		14	114	26	0		29	53	3	0		7	79	16	0		446	1801
04:30 PM	3	80	16	0		11	111	51	0		20	70	7	0		9	60	9	0		447	1836
04:45 PM	1	73	15	0		8	117	39	0		31	68	7	0		5	74	13	0		451	1856
05:00 PM	4	80	13	0		8	112	30	0		40	64	7	0		10	78	11	0		457	1817
05:15 PM	9	92	14	0		15	120	41	0		37	64	5	0		6	66	12	0		481	1360
05:30 PM	3	92	12	0		6	99	54	0		31	77	4	0		3	78	8	0		467	879
05:45 PM	1	75	5	0		14	117	41	0		18	61	6	0		9	59	6	0		412	412
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	36	368	60	0		60	480	216	0		160	308	28	0		40	312	52	0		**2120**	
Heavy Trucks	4	16	8	0		4	28	24	0		20	20	8	0		0	28	4	0		**164**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	4	0	0		0	0	0	0		0	4	4	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

Project ID: 26-140021-010
Location: SW 147th Ave & Eureka Dr/SW 184th St
City: Miami

Day: Wednesday
Date: 1/14/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SW 147th Ave Northbound						SW 147th Ave Southbound						Eureka Dr/SW 184th St Eastbound						Eureka Dr/SW 184th St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	36	50	42	0	1	128	37	80	10	0	0	127	5	101	50	0	0	156	66	126	92	0	0	284	695
4:15 PM	37	49	30	0	0	116	33	69	10	0	0	112	8	130	58	0	0	196	53	128	79	0	0	260	684
4:30 PM	35	47	46	0	0	128	52	68	9	0	0	129	13	104	69	0	0	186	59	96	62	0	0	217	660
4:45 PM	24	49	43	0	0	116	40	82	7	0	0	129	7	118	51	0	0	176	50	96	73	0	0	219	640
Total	132	195	161	0	1	488	162	299	36	0	0	497	33	453	228	0	0	714	228	446	306	0	0	980	2679
5:00 PM	32	47	47	0	0	126	47	65	13	0	0	125	6	118	84	0	0	208	53	99	76	0	0	228	687
5:15 PM	37	43	70	0	0	150	56	85	5	0	0	146	7	123	48	0	0	178	48	88	80	0	0	216	690
5:30 PM	35	49	47	0	0	131	42	70	5	0	0	117	7	134	70	0	0	211	39	128	67	0	0	234	693
5:45 PM	29	40	43	0	0	112	40	52	10	0	0	102	18	128	55	0	0	201	53	87	68	0	0	208	623
Total	133	179	207	0	0	519	185	272	33	0	0	490	38	503	257	0	0	798	193	402	291	0	0	886	2693
Grand Total	265	374	368	0	1	1007	347	571	69	0	0	987	71	956	485	0	0	1512	421	848	597	0	0	1866	5372
Apprch %	26.3	37.1	36.5	0.0	0.1		35.2	57.9	7.0	0.0	0.0		4.7	63.2	32.1	0.0	0.0		22.6	45.4	32.0	0.0	0.0		
Total %	4.9	7.0	6.9	0.0	0.0	18.7	6.5	10.6	1.3	0.0	0.0	18.4	1.3	17.8	9.0	0.0	0.0	28.1	7.8	15.8	11.1	0.0	0.0	34.7	
Cars, PU, Vans	256	366	343	0		965	343	548	62	0		953	70	906	459	0		1435	376	796	592	0		1764	5117
% Cars, PU, Vans	96.6	97.9	93.2	0.0		95.8	98.8	96.0	89.9	0.0		96.6	98.6	94.8	94.6	0.0		94.9	89.3	93.9	99.2	0.0		94.5	95.3
Heavy trucks	9	8	25	0		42	4	23	7	0		34	1	50	26	0		77	45	52	5	0		102	255
%Heavy trucks	3.4	2.1	6.8	0.0		4.2	1.2	4.0	10.1	0.0		3.4	1.4	5.2	5.4	0.0		5.1	10.7	6.1	0.8	0.0		5.5	4.7

Project ID: 26-140021-010
Location: SW 147th Ave & Eureka Dr/SW 184th St
City: Miami

PEAK HOURS

Day: Wednesday
Date: 1/14/2026

PM

	SW 147th Ave Northbound					SW 147th Ave Southbound					Eureka Dr/SW 184th St Eastbound					Eureka Dr/SW 184th St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	24	49	43	0	116	40	82	7	0	129	7	118	51	0	176	50	96	73	0	219	640
5:00 PM	32	47	47	0	126	47	65	13	0	125	6	118	84	0	208	53	99	76	0	228	687
5:15 PM	37	43	70	0	150	56	85	5	0	146	7	123	48	0	178	48	88	80	0	216	690
5:30 PM	35	49	47	0	131	42	70	5	0	117	7	134	70	0	211	39	128	67	0	234	693
Total Volume	128	188	207	0	523	185	302	30	0	517	27	493	253	0	773	190	411	296	0	897	2710
% App. Total	24.5	35.9	39.6	0.0	100	35.8	58.4	5.8	0.0	100	3.5	63.8	32.7	0.0	100	21.2	45.8	33.0	0.0	100	
PHF					0.872					0.885					0.916					0.958	0.978
Cars, PU, Vans	124	186	190	0	500	181	295	28	0	504	27	468	234	0	729	174	389	295	0	858	2591
% Cars, PU, Vans	96.9	98.9	91.8	0.0	95.6	97.8	97.7	93.3	0.0	97.5	100.0	94.9	92.5	0.0	94.3	91.6	94.6	99.7	0.0	95.7	95.6
Heavy trucks	4	2	17	0	23	4	7	2	0	13	0	25	19	0	44	16	22	1	0	39	119
%Heavy trucks	3.1	1.1	8.2	0.0	4.4	2.2	2.3	6.7	0.0	2.5	0.0	5.1	7.5	0.0	5.7	8.4	5.4	0.3	0.0	4.3	4.4

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 825/Lindgren Rd/SW 137th Ave & SR 994/SW 200th St
City: Miami
Control: Signalized

Project ID: 26-140021-012
Date: 1/14/2026

Data - Total

NS/EW Streets:	SR 825/Lindgren Rd/SW 137th Ave				SR 825/Lindgren Rd/SW 137th Ave				SR 994/SW 200th St				SR 994/SW 200th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	11	51	12	0	38	120	5	0	6	88	17	0	21	62	22	0	453
4:15 PM	10	75	9	0	35	122	8	0	4	59	11	0	6	66	29	0	434
4:30 PM	10	68	18	0	41	105	10	0	1	82	17	0	17	55	18	0	442
4:45 PM	10	59	12	0	36	121	6	0	4	63	10	0	16	75	18	0	430
5:00 PM	14	80	11	0	35	128	4	0	6	82	13	0	12	57	31	0	473
5:15 PM	17	72	19	0	33	130	6	0	3	74	10	0	14	60	12	0	450
5:30 PM	11	71	18	0	41	122	8	0	7	76	11	0	7	70	25	0	467
5:45 PM	8	71	10	0	32	126	6	0	6	71	14	0	19	47	27	0	437
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	91	547	109	0	291	974	53	0	37	595	103	0	112	492	182	0	3586
APPROACH %'s :	12.18%	73.23%	14.59%	0.00%	22.08%	73.90%	4.02%	0.00%	5.03%	80.95%	14.01%	0.00%	14.25%	62.60%	23.16%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	50	294	58	0	141	506	24	0	22	303	48	0	52	234	95	0	1827
PEAK HR FACTOR :	0.735	0.919	0.763	0.000	0.860	0.973	0.750	0.000	0.786	0.924	0.857	0.000	0.684	0.836	0.766	0.000	0.966
	0.931				0.981				0.923				0.934				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 825/Lindgren Rd/SW 137th Ave & SR 994/SW 200th St
City: Miami
Control: Signalized

Project ID: 26-140021-012
Date: 1/14/2026

Data - Cars

NS/EW Streets:	SR 825/Lindgren Rd/SW 137th Ave				SR 825/Lindgren Rd/SW 137th Ave				SR 994/SW 200th St				SR 994/SW 200th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	10	46	10	0	36	115	4	0	6	85	16	0	21	58	21	0	428
4:15 PM	7	73	9	0	35	122	8	0	4	57	10	0	6	62	29	0	422
4:30 PM	10	63	17	0	41	102	9	0	1	79	16	0	17	46	18	0	419
4:45 PM	7	59	11	0	35	118	6	0	4	58	10	0	15	70	17	0	410
5:00 PM	14	78	11	0	35	124	4	0	4	78	13	0	12	54	31	0	458
5:15 PM	16	71	17	0	32	127	6	0	3	70	10	0	13	56	12	0	433
5:30 PM	10	71	18	0	41	116	8	0	7	75	9	0	7	66	25	0	453
5:45 PM	8	70	10	0	32	123	6	0	6	69	14	0	19	44	27	0	428
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	82	531	103	0	287	947	51	0	35	571	98	0	110	456	180	0	3451
APPROACH %'s :	11.45%	74.16%	14.39%	0.00%	22.33%	73.70%	3.97%	0.00%	4.97%	81.11%	13.92%	0.00%	14.75%	61.13%	24.13%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	48	290	56	0	140	490	24	0	20	292	46	0	51	220	95	0	1772
PEAK HR FACTOR :	0.750	0.929	0.778	0.000	0.854	0.965	0.750	0.000	0.714	0.936	0.821	0.000	0.671	0.833	0.766	0.000	0.967
	0.947				0.991				0.942				0.934				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 825/Lindgren Rd/SW 137th Ave & SR 994/SW 200th St
City: Miami
Control: Signalized

Project ID: 26-140021-012
Date: 1/14/2026

Data - HT

NS/EW Streets:	SR 825/Lindgren Rd/SW 137th Ave				SR 825/Lindgren Rd/SW 137th Ave				SR 994/SW 200th St				SR 994/SW 200th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	5	2	0	2	5	1	0	0	3	1	0	0	4	1	0	25
4:15 PM	3	2	0	0	0	0	0	0	0	2	1	0	0	4	0	0	12
4:30 PM	0	5	1	0	0	3	1	0	0	3	1	0	0	9	0	0	23
4:45 PM	3	0	1	0	1	3	0	0	0	5	0	0	1	5	1	0	20
5:00 PM	0	2	0	0	0	4	0	0	2	4	0	0	0	3	0	0	15
5:15 PM	1	1	2	0	1	3	0	0	0	4	0	0	1	4	0	0	17
5:30 PM	1	0	0	0	0	6	0	0	0	1	2	0	0	4	0	0	14
5:45 PM	0	1	0	0	0	3	0	0	0	2	0	0	0	3	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	16	6	0	4	27	2	0	2	24	5	0	2	36	2	0	135
APPROACH %'s :	29.03%	51.61%	19.35%	0.00%	12.12%	81.82%	6.06%	0.00%	6.45%	77.42%	16.13%	0.00%	5.00%	90.00%	5.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	2	4	2	0	1	16	0	0	2	11	2	0	1	14	0	0	55
PEAK HR FACTOR :	0.500	0.500	0.250	0.000	0.250	0.667	0.000	0.000	0.250	0.688	0.250	0.000	0.250	0.875	0.000	0.000	0.809
	0.500				0.708				0.625				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 825/Lindgren Rd/SW 137th Ave & SR 994/SW 200th St
City: Miami
Control: Signalized

Project ID: 26-140021-012
Date: 1/14/2026

Data - Bikes

NS/EW Streets:	SR 825/Lindgren Rd/SW 137th Ave				SR 825/Lindgren Rd/SW 137th Ave				SR 994/SW 200th St				SR 994/SW 200th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
										0.250							

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 825/Lindgren Rd/SW 137th Ave & SR 994/SW 200th St **Project ID:** 26-140021-012
City: Miami **Date:** 1/14/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SR 825/Lindgren Rd/SW 137th Ave		SR 825/Lindgren Rd/SW 137th Ave		SR 994/SW 200th St		SR 994/SW 200th St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

SR 825/Lindgren Rd/SW 137th Ave & SR 994/SW 200th St

Peak Hour Turning Movement Count

ID: 26-140021-012
City: Miami

Day: Wednesday
Date: 1/14/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SR 825/Lindgren Rd/SW 137th Ave

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	24	506	141	0	411	PM

EASTBOUND (SR 994/SW 200th St)

AM	NOON	PM	
0	0	308	⇦
0	0	0	↩ 0
0	0	22	↱ 0
0	0	303	→ 0
0	0	48	↳ 0
AM	NOON	PM	

WESTBOUND (SR 994/SW 200th St)

PM	NOON	AM	
95	0	0	0 ↰
234	0	0	0 ←
52	0	0	0 ↲
0	0	0	0 ↩
502	0	0	⇨
PM	NOON	AM	

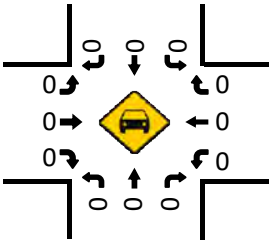
CONTROL			
Signalized			
TEV	0 AM	0 NOON	1827 PM
PHF			0.97

PM	606	0	50	294	58	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

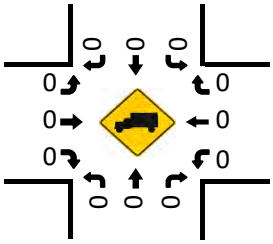
NORTHBOUND

SR 825/Lindgren Rd/SW 137th Ave

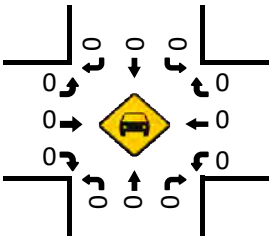
Cars (AM)



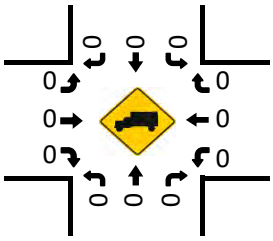
HT (AM)



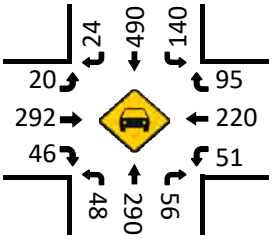
Cars (NOON)



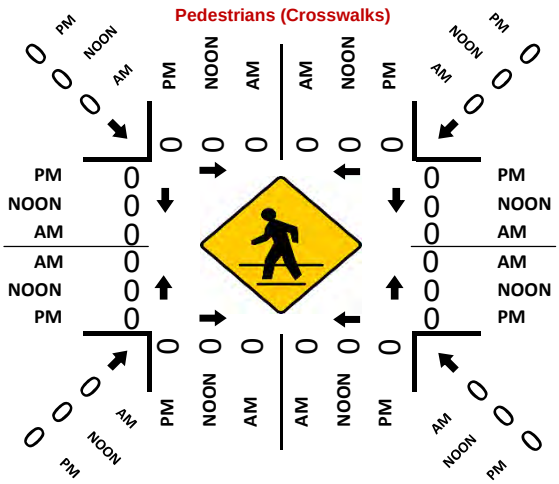
HT (NOON)



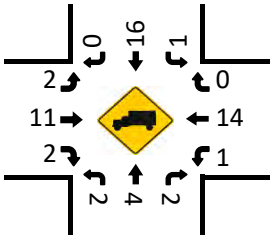
Cars (PM)



Pedestrians (Crosswalks)



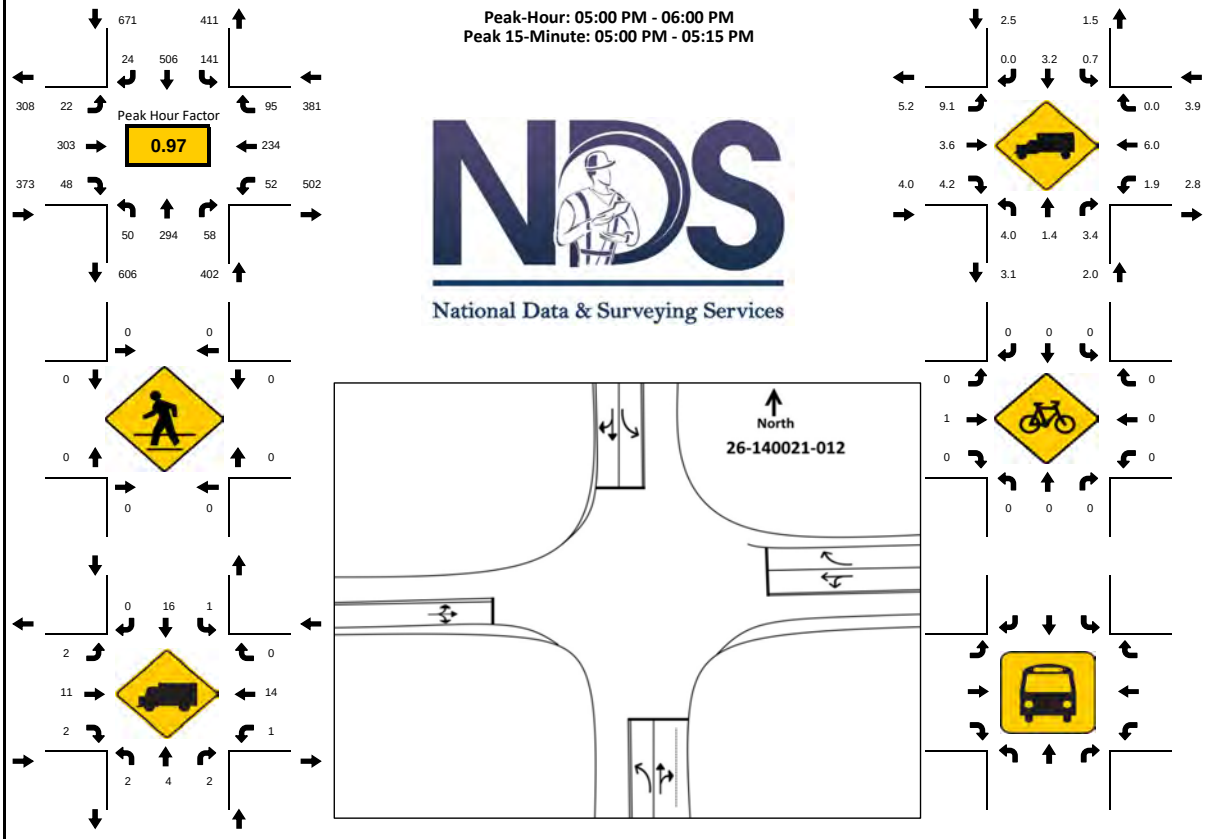
HT (PM)



LOCATION: SR 825/Lindgren Rd/SW 137th Ave & SR 994/SW 200th St
CITY/STATE: Miami, FL

PROJECT ID: 26-140021-012
DATE: Wed, Jan 14, 2026

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



15-Min Count Period Beginning At	R 825/Lindgren Rd/SW 137th Av Northbound					R 825/Lindgren Rd/SW 137th Av Southbound					SR 994/SW 200th St Eastbound					SR 994/SW 200th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	11	51	12	0		38	120	5	0		6	88	17	0		21	62	22	0		453	1759
4:15 PM	10	75	9	0		35	122	8	0		4	59	11	0		6	66	29	0		434	1779
4:30 PM	10	68	18	0		41	105	10	0		1	82	17	0		17	55	18	0		442	1795
4:45 PM	10	59	12	0		36	121	6	0		4	63	10	0		16	75	18	0		430	1820
5:00 PM	14	80	11	0		35	128	4	0		6	82	13	0		12	57	31	0		473	1827
5:15 PM	17	72	19	0		33	130	6	0		3	74	10	0		14	60	12	0		450	1354
5:30 PM	11	71	18	0		41	122	8	0		7	76	11	0		7	70	25	0		467	904
5:45 PM	8	71	10	0		32	126	6	0		6	71	14	0		19	47	27	0		437	437
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	68	320	76	0		164	520	32	0		28	328	56	0		76	280	124	0		**2072**	
Heavy Trucks	4	8	8	0		4	24	0	0		8	16	8	0		4	16	0	0		**100**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		**4**	
Buses																					**0**	
Stopped Buses																						

Project ID: 26-140021-012
Location: SR 825/Lindgren Rd/SW 137th Ave & SR 994/SW 200th St
City: Miami

Day: Wednesday
Date: 1/14/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SR 825/Lindgren Rd/SW 137th Ave Northbound						SR 825/Lindgren Rd/SW 137th Ave Southbound						SR 994/SW 200th St Eastbound						SR 994/SW 200th St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	11	51	12	0	0	74	38	120	5	0	0	163	6	88	17	0	0	111	21	62	22	0	0	105	453
4:15 PM	10	75	9	0	0	94	35	122	8	0	0	165	4	59	11	0	0	74	6	66	29	0	0	101	434
4:30 PM	10	68	18	0	0	96	41	105	10	0	0	156	1	82	17	0	0	100	17	55	18	0	0	90	442
4:45 PM	10	59	12	0	0	81	36	121	6	0	0	163	4	63	10	0	0	77	16	75	18	0	0	109	430
Total	41	253	51	0	0	345	150	468	29	0	0	647	15	292	55	0	0	362	60	258	87	0	0	405	1759
5:00 PM	14	80	11	0	0	105	35	128	4	0	0	167	6	82	13	0	0	101	12	57	31	0	0	100	473
5:15 PM	17	72	19	0	0	108	33	130	6	0	0	169	3	74	10	0	0	87	14	60	12	0	0	86	450
5:30 PM	11	71	18	0	0	100	41	122	8	0	0	171	7	76	11	0	0	94	7	70	25	0	0	102	467
5:45 PM	8	71	10	0	0	89	32	126	6	0	0	164	6	71	14	0	0	91	19	47	27	0	0	93	437
Total	50	294	58	0	0	402	141	506	24	0	0	671	22	303	48	0	0	373	52	234	95	0	0	381	1827
Grand Total	91	547	109	0	0	747	291	974	53	0	0	1318	37	595	103	0	0	735	112	492	182	0	0	786	3586
Apprch %	12.2	73.2	14.6	0.0	0.0		22.1	73.9	4.0	0.0	0.0		5.0	81.0	14.0	0.0	0.0		14.2	62.6	23.2	0.0	0.0		
Total %	2.5	15.3	3.0	0.0	0.0	20.8	8.1	27.2	1.5	0.0	0.0	36.8	1.0	16.6	2.9	0.0	0.0	20.5	3.1	13.7	5.1	0.0	0.0	21.9	
Cars, PU, Vans	82	531	103	0		716	287	947	51	0		1285	35	571	98	0		704	110	456	180	0		746	3451
% Cars, PU, Vans	90.1	97.1	94.5	0.0		95.9	98.6	97.2	96.2	0.0		97.5	94.6	96.0	95.1	0.0		95.8	98.2	92.7	98.9	0.0		94.9	96.2
Heavy Trucks	9	16	6	0		31	4	27	2	0		33	2	24	5	0		31	2	36	2	0		40	135
%Heavy Trucks	9.9	2.9	5.5	0.0		4.1	1.4	2.8	3.8	0.0		2.5	5.4	4.0	4.9	0.0		4.2	1.8	7.3	1.1	0.0		5.1	3.8

Project ID: 26-140021-012
Location: SR 825/Lindgren Rd/SW 137th Ave & SR 994/SW 20
City: Miami

PEAK HOURS

Day: Wednesday
Date: 1/14/2026

PM

	SR 825/Lindgren Rd/SW 137th Ave Northbound					SR 825/Lindgren Rd/SW 137th Ave Southbound					SR 994/SW 200th St Eastbound					SR 994/SW 200th St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	14	80	11	0	105	35	128	4	0	167	6	82	13	0	101	12	57	31	0	100	473
5:15 PM	17	72	19	0	108	33	130	6	0	169	3	74	10	0	87	14	60	12	0	86	450
5:30 PM	11	71	18	0	100	41	122	8	0	171	7	76	11	0	94	7	70	25	0	102	467
5:45 PM	8	71	10	0	89	32	126	6	0	164	6	71	14	0	91	19	47	27	0	93	437
Total Volume	50	294	58	0	402	141	506	24	0	671	22	303	48	0	373	52	234	95	0	381	1827
% App. Total	12.4	73.1	14.4	0.0	100	21.0	75.4	3.6	0.0	100	5.9	81.2	12.9	0.0	100	13.6	61.4	24.9	0.0	100	
PHF					0.931					0.981					0.923					0.934	0.966
Cars, PU, Vans	48	290	56	0	394	140	490	24	0	654	20	292	46	0	358	51	220	95	0	366	1772
% Cars, PU, Vans	96.0	98.6	96.6	0.0	98.0	99.3	96.8	100.0	0.0	97.5	90.9	96.4	95.8	0.0	96.0	98.1	94.0	100.0	0.0	96.1	97.0
Heavy Trucks	2	4	2	0	8	1	16	0	0	17	2	11	2	0	15	1	14	0	0	15	55
%Heavy Trucks	4.0	1.4	3.4	0.0	2.0	0.7	3.2	0.0	0.0	2.5	9.1	3.6	4.2	0.0	4.0	1.9	6.0	0.0	0.0	3.9	3.0

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave & SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-013
Date: 1/14/2026

Data - Total

NS/EW Streets:	SW 157th Ave				SW 157th Ave				SW 120th St				SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	182	77	0	61	181	0	0	0	0	2	0	108	1	52	0	664
4:15 PM	0	187	64	0	51	229	0	0	0	0	1	0	117	1	73	0	723
4:30 PM	1	168	74	0	52	210	0	0	0	0	0	0	122	0	90	0	717
4:45 PM	0	182	69	0	54	207	1	0	0	0	1	0	129	0	90	0	733
5:00 PM	0	192	66	1	52	252	0	0	1	0	1	0	122	1	78	1	767
5:15 PM	0	201	74	0	51	268	0	0	0	0	1	0	114	0	65	0	774
5:30 PM	0	192	57	0	55	240	0	0	0	0	0	0	115	0	62	0	721
5:45 PM	0	152	58	0	71	248	0	0	0	0	0	0	107	0	78	1	715
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1456	539	1	447	1835	1	0	1	0	6	0	934	3	588	2	5814
APPROACH %'s :	0.05%	72.91%	26.99%	0.05%	19.58%	80.38%	0.04%	0.00%	14.29%	0.00%	85.71%	0.00%	61.17%	0.20%	38.51%	0.13%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	767	266	1	212	967	1	0	1	0	3	0	480	1	295	1	2995
PEAK HR FACTOR :	0.000	0.954	0.899	0.250	0.964	0.902	0.250	0.000	0.250	0.000	0.750	0.000	0.930	0.250	0.819	0.250	0.967
	0.940				0.925				0.500				0.887				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave & SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-013
Date: 1/14/2026

Data - Cars

NS/EW Streets:	SW 157th Ave				SW 157th Ave				SW 120th St				SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	179	74	0	61	178	0	0	0	0	1	0	106	1	51	0	651
4:15 PM	0	184	62	0	51	224	0	0	0	0	1	0	114	1	73	0	710
4:30 PM	0	165	73	0	52	203	0	0	0	0	0	0	121	0	88	0	702
4:45 PM	0	181	68	0	54	198	1	0	0	0	0	0	126	0	90	0	718
5:00 PM	0	190	66	1	52	245	0	0	1	0	1	0	119	1	78	1	755
5:15 PM	0	199	73	0	50	266	0	0	0	0	1	0	111	0	65	0	765
5:30 PM	0	189	55	0	55	233	0	0	0	0	0	0	114	0	62	0	708
5:45 PM	0	151	57	0	70	244	0	0	0	0	0	0	106	0	77	1	706
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1438	528	1	445	1791	1	0	1	0	4	0	917	3	584	2	5715
APPROACH %'s :	0.00%	73.11%	26.84%	0.05%	19.89%	80.06%	0.04%	0.00%	20.00%	0.00%	80.00%	0.00%	60.89%	0.20%	38.78%	0.13%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	759	262	1	211	942	1	0	1	0	2	0	470	1	295	1	2946
PEAK HR FACTOR :	0.000	0.954	0.897	0.250	0.959	0.885	0.250	0.000	0.250	0.000	0.500	0.000	0.933	0.250	0.819	0.250	0.963
	0.939				0.913				0.375				0.888				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave & SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-013
Date: 1/14/2026

Data - HT

NS/EW Streets:	SW 157th Ave				SW 157th Ave				SW 120th St				SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	3	3	0	0	3	0	0	0	0	1	0	2	0	1	0	13
4:15 PM	0	3	2	0	0	5	0	0	0	0	0	0	3	0	0	0	13
4:30 PM	1	3	1	0	0	7	0	0	0	0	0	0	1	0	2	0	15
4:45 PM	0	1	1	0	0	9	0	0	0	0	1	0	3	0	0	0	15
5:00 PM	0	2	0	0	0	7	0	0	0	0	0	0	3	0	0	0	12
5:15 PM	0	2	1	0	1	2	0	0	0	0	0	0	3	0	0	0	9
5:30 PM	0	3	2	0	0	7	0	0	0	0	0	0	1	0	0	0	13
5:45 PM	0	1	1	0	1	4	0	0	0	0	0	0	1	0	1	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	18	11	0	2	44	0	0	0	0	2	0	17	0	4	0	99
APPROACH %'s :	3.33%	60.00%	36.67%	0.00%	4.35%	95.65%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	80.95%	0.00%	19.05%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	8	4	0	1	25	0	0	0	0	1	0	10	0	0	0	49
PEAK HR FACTOR :	0.000	0.667	0.500	0.000	0.250	0.694	0.000	0.000	0.000	0.000	0.250	0.000	0.833	0.000	0.000	0.000	0.817
	0.600				0.722				0.250				0.833				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave & SW 120th St
City: Miami
Control: Signalized

Project ID: 26-140021-013
Date: 1/14/2026

Data - Bikes

NS/EW Streets:	SW 157th Ave				SW 157th Ave				SW 120th St				SW 120th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1	1	0	2	0	0	0	0	0	1	0	0	0	0	0	6
APPROACH %'s :	33.33%	33.33%	33.33%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
									0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave & SW 120th St
City: Miami

Project ID: 26-140021-013
Date: 1/14/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SW 157th Ave		SW 157th Ave		SW 120th St		SW 120th St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	1
APPROACH %'s :	0.00%	100.00%							
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250								0.250

Prepared by National Data & Surveying Services

SW 157th Ave & SW 120th St

Peak Hour Turning Movement Count

ID: 26-140021-013
City: Miami

Day: Wednesday
Date: 1/14/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	0	0	2995
PHF			0.97

SOUTHBOUND (SW 157th Ave)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	1	967	212	0	1063	PM

EASTBOUND (SW 120th St)

AM	NOON	PM	
0	0	2	
0	0	0	0
0	0	1	0
0	0	0	0
0	0	3	0

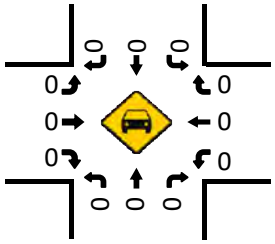
WESTBOUND (SW 120th St)

PM	NOON	AM	
295	0	0	0
1	0	0	0
480	0	0	0
1	0	0	0
479	0	0	

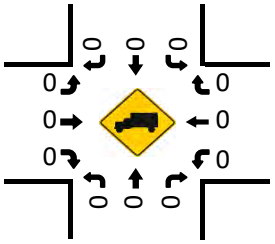
NORTHBOUND (SW 157th Ave)

PM	1451	1	0	767	266	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

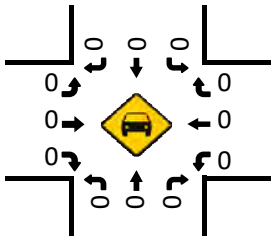
Cars (AM)



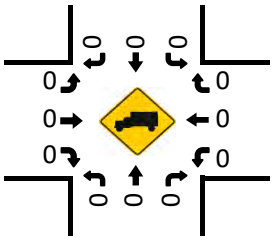
HT (AM)



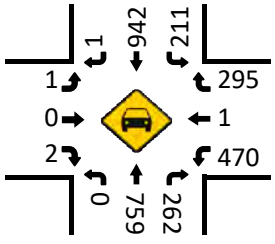
Cars (NOON)



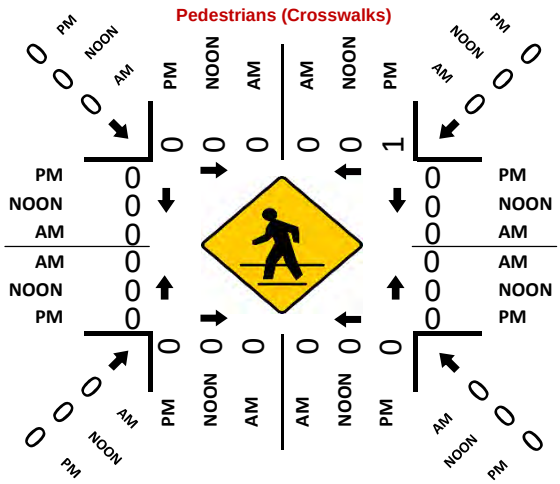
HT (NOON)



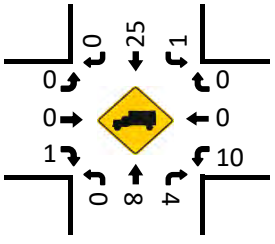
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



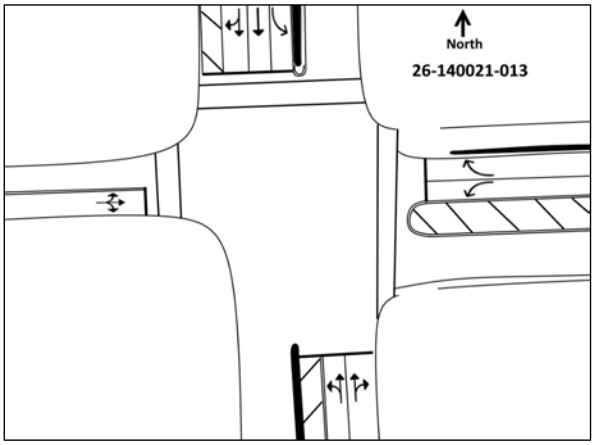
LOCATION: SW 157th Ave & SW 120th St
CITY/STATE: Miami, FL

PROJECT ID: 26-140021-013
DATE: Wed, Jan 14, 2026

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM

Peak Hour Factor
0.97

National Data & Surveying Services



15-Min Count Period Beginning At	SW 157th Ave Northbound					SW 157th Ave Southbound					SW 120th St Eastbound					SW 120th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	182	77	0		61	181	0	0		0	0	2	0		108	1	52	0		664	2837
4:15 PM	0	187	64	0		51	229	0	0		0	0	1	0		117	1	73	0		723	2940
4:30 PM	1	168	74	0		52	210	0	0		0	0	0	0		122	0	90	0		717	2991
4:45 PM	0	182	69	0		54	207	1	0		0	0	1	0		129	0	90	0		733	2995
5:00 PM	0	192	66	1		52	252	0	0		1	0	1	0		122	1	78	1		767	2977
5:15 PM	0	201	74	0		51	268	0	0		0	0	1	0		114	0	65	0		774	2210
5:30 PM	0	192	57	0		55	240	0	0		0	0	0	0		115	0	62	0		721	1436
5:45 PM	0	152	58	0		71	248	0	0		0	0	0	0		107	0	78	1		715	715
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	804	296	4		220	1072	4	0		4	0	4	0		516	4	360	4		**3292**	
Heavy Trucks	0	12	8	0		4	36	0	0		0	0	4	0		12	0	0	0		**76**	
Pedestrians		0					4					0					0				**4**	
Bicycles	0	0	0	0		0	0	0	0		0	0	4	0		0	0	0	0		**4**	
Buses																					**0**	
Stopped Buses																						

Project ID: 26-140021-013
Location: SW 157th Ave & SW 120th St
City: Miami

Day: Wednesday
Date: 1/14/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SW 157th Ave Northbound						SW 157th Ave Southbound						SW 120th St Eastbound						SW 120th St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	0	182	77	0	0	259	61	181	0	0	0	242	0	0	2	0	0	2	108	1	52	0	0	161	664
4:15 PM	0	187	64	0	0	251	51	229	0	0	0	280	0	0	1	0	0	1	117	1	73	0	0	191	723
4:30 PM	1	168	74	0	0	243	52	210	0	0	0	262	0	0	0	0	0	0	122	0	90	0	0	212	717
4:45 PM	0	182	69	0	0	251	54	207	1	0	0	262	0	0	1	0	0	1	129	0	90	0	0	219	733
Total	1	719	284	0	0	1004	218	827	1	0	0	1046	0	0	4	0	0	4	476	2	305	0	0	783	2837
5:00 PM	0	192	66	1	0	259	52	252	0	0	0	304	1	0	1	0	0	2	122	1	78	1	0	202	767
5:15 PM	0	201	74	0	0	275	51	268	0	0	1	319	0	0	1	0	0	1	114	0	65	0	0	179	774
5:30 PM	0	192	57	0	0	249	55	240	0	0	0	295	0	0	0	0	0	0	115	0	62	0	0	177	721
5:45 PM	0	152	58	0	0	210	71	248	0	0	0	319	0	0	0	0	0	0	107	0	78	1	0	186	715
Total	0	737	255	1	0	993	229	1008	0	0	1	1237	1	0	2	0	0	3	458	1	283	2	0	744	2977
Grand Total	1	1456	539	1	0	1997	447	1835	1	0	1	2283	1	0	6	0	0	7	934	3	588	2	0	1527	5814
Apprch %	0.1	72.9	27.0	0.1	0.0		19.6	80.4	0.0	0.0	0.0		14.3	0.0	85.7	0.0	0.0		61.2	0.2	38.5	0.1	0.0		
Total %	0.0	25.0	9.3	0.0	0.0	34.3	7.7	31.6	0.0	0.0	0.0	39.3	0.0	0.0	0.1	0.0	0.0	0.1	16.1	0.1	10.1	0.0	0.0	26.3	
Cars, PU, Vans	0	1438	528	1		1967	445	1791	1	0		2237	1	0	4	0		5	917	3	584	2		1506	5715
% Cars, PU, Vans	0.0	98.8	98.0	100.0		98.5	99.6	97.6	100.0	0.0		98.0	100.0	0.0	66.7	0.0		71.4	98.2	100.0	99.3	100.0		98.6	98.3
Heavy Trucks	1	18	11	0		30	2	44	0	0		46	0	0	2	0		2	17	0	4	0		21	99
%Heavy Trucks	100.0	1.2	2.0	0.0		1.5	0.4	2.4	0.0	0.0		2.0	0.0	0.0	33.3	0.0		28.6	1.8	0.0	0.7	0.0		1.4	1.7

Project ID: 26-140021-013
Location: SW 157th Ave & SW 120th St
City: Miami

PEAK HOURS

Day: Wednesday
Date: 1/14/2026

PM

	SW 157th Ave Northbound					SW 157th Ave Southbound					SW 120th St Eastbound					SW 120th St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	0	182	69	0	251	54	207	1	0	262	0	0	1	0	1	129	0	90	0	219	733
5:00 PM	0	192	66	1	259	52	252	0	0	304	1	0	1	0	2	122	1	78	1	202	767
5:15 PM	0	201	74	0	275	51	268	0	0	319	0	0	1	0	1	114	0	65	0	179	774
5:30 PM	0	192	57	0	249	55	240	0	0	295	0	0	0	0	0	115	0	62	0	177	721
Total Volume	0	767	266	1	1034	212	967	1	0	1180	1	0	3	0	4	480	1	295	1	777	2995
% App. Total	0.0	74.2	25.7	0.1	100	18.0	81.9	0.1	0.0	100	25.0	0.0	75.0	0.0	100	61.8	0.1	38.0	0.1	100	
PHF					0.940					0.925					0.500					0.887	0.967
Cars, PU, Vans	0	759	262	1	1022	211	942	1	0	1154	1	0	2	0	3	470	1	295	1	767	2946
% Cars, PU, Vans	0.0	99.0	98.5	100.0	98.8	99.5	97.4	100.0	0.0	97.8	100.0	0.0	66.7	0.0	75.0	97.9	100.0	100.0	100.0	98.7	98.4
Heavy Trucks	0	8	4	0	12	1	25	0	0	26	0	0	1	0	1	10	0	0	0	10	49
%Heavy Trucks	0.0	1.0	1.5	0.0	1.2	0.5	2.6	0.0	0.0	2.2	0.0	0.0	33.3	0.0	25.0	2.1	0.0	0.0	0.0	1.3	1.6

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 147th Ave & SW 216th St
City: Miami
Control: Signalized

Project ID: 26-140021-014
Date: 1/14/2026

Data - Total

NS/EW Streets:	SW 147th Ave				SW 147th Ave				SW 216th St				SW 216th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	66	8	0	11	83	15	0	37	77	8	0	8	85	10	0	410
4:15 PM	1	71	6	0	9	92	21	0	20	58	9	0	14	72	9	0	382
4:30 PM	3	60	7	0	6	85	18	0	20	74	2	0	13	64	5	0	357
4:45 PM	0	48	8	0	8	87	18	0	25	65	3	0	5	49	7	0	323
5:00 PM	1	77	10	0	8	96	24	0	24	53	7	0	12	87	7	0	406
5:15 PM	1	66	7	0	11	76	16	0	27	91	4	0	14	71	10	0	394
5:30 PM	0	63	11	0	11	98	12	0	24	77	5	0	23	77	5	0	406
5:45 PM	3	61	4	0	13	94	19	0	16	58	3	0	13	79	6	0	369
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	512	61	0	77	711	143	0	193	553	41	0	102	584	59	0	3047
APPROACH %'s :	1.88%	87.67%	10.45%	0.00%	8.27%	76.37%	15.36%	0.00%	24.52%	70.27%	5.21%	0.00%	13.69%	78.39%	7.92%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	5	267	32	0	43	364	71	0	91	279	19	0	62	314	28	0	1575
PEAK HR FACTOR :	0.417	0.867	0.727	0.000	0.827	0.929	0.740	0.000	0.843	0.766	0.679	0.000	0.674	0.902	0.700	0.000	0.970
	0.864				0.934				0.797				0.953				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 147th Ave & SW 216th St
City: Miami
Control: Signalized

Project ID: 26-140021-014
Date: 1/14/2026

Data - Cars

NS/EW Streets:	SW 147th Ave				SW 147th Ave				SW 216th St				SW 216th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	63	7	0	10	82	15	0	36	71	8	0	8	76	10	0	388
4:15 PM	1	68	6	0	7	87	18	0	17	53	8	0	14	61	9	0	349
4:30 PM	3	60	7	0	4	81	17	0	20	72	2	0	12	58	5	0	341
4:45 PM	0	46	8	0	8	84	17	0	22	62	3	0	5	42	7	0	304
5:00 PM	1	72	9	0	8	91	24	0	22	50	7	0	12	82	7	0	385
5:15 PM	1	64	7	0	11	71	16	0	25	86	4	0	11	65	10	0	371
5:30 PM	0	62	10	0	10	92	11	0	24	75	4	0	21	70	5	0	384
5:45 PM	3	58	4	0	13	92	19	0	16	57	3	0	12	76	6	0	359
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	493	58	0	71	680	137	0	182	526	39	0	95	530	59	0	2881
APPROACH %'s :	1.96%	87.72%	10.32%	0.00%	8.00%	76.58%	15.43%	0.00%	24.36%	70.41%	5.22%	0.00%	13.89%	77.49%	8.63%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	5	256	30	0	42	346	70	0	87	268	18	0	56	293	28	0	1499
PEAK HR FACTOR :	0.417	0.889	0.750	0.000	0.808	0.940	0.729	0.000	0.870	0.779	0.643	0.000	0.667	0.893	0.700	0.000	0.973
	0.887				0.923				0.811				0.933				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 147th Ave & SW 216th St
City: Miami
Control: Signalized

Project ID: 26-140021-014
Date: 1/14/2026

Data - HT

NS/EW Streets:	SW 147th Ave				SW 147th Ave				SW 216th St				SW 216th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	3	1	0	1	1	0	0	1	6	0	0	0	9	0	0	22
4:15 PM	0	3	0	0	2	5	3	0	3	5	1	0	0	11	0	0	33
4:30 PM	0	0	0	0	2	4	1	0	0	2	0	0	1	6	0	0	16
4:45 PM	0	2	0	0	0	3	1	0	3	3	0	0	0	7	0	0	19
5:00 PM	0	5	1	0	0	5	0	0	2	3	0	0	0	5	0	0	21
5:15 PM	0	2	0	0	0	5	0	0	2	5	0	0	3	6	0	0	23
5:30 PM	0	1	1	0	1	6	1	0	0	2	1	0	2	7	0	0	22
5:45 PM	0	3	0	0	0	2	0	0	0	1	0	0	1	3	0	0	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	19	3	0	6	31	6	0	11	27	2	0	7	54	0	0	166
APPROACH %'s :	0.00%	86.36%	13.64%	0.00%	13.95%	72.09%	13.95%	0.00%	27.50%	67.50%	5.00%	0.00%	11.48%	88.52%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	11	2	0	1	18	1	0	4	11	1	0	6	21	0	0	76
PEAK HR FACTOR :	0.000	0.550	0.500	0.000	0.250	0.750	0.250	0.000	0.500	0.550	0.250	0.000	0.500	0.750	0.000	0.000	0.826
	0.542				0.625				0.571				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 147th Ave & SW 216th St
City: Miami
Control: Signalized

Project ID: 26-140021-014
Date: 1/14/2026

Data - Bikes

NS/EW Streets:	SW 147th Ave				SW 147th Ave				SW 216th St				SW 216th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
		0.250															

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 147th Ave & SW 216th St
City: Miami

Project ID: 26-140021-014
Date: 1/14/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SW 147th Ave		SW 216th St		SW 216th St		SW 216th St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

SW 147th Ave & SW 216th St

Peak Hour Turning Movement Count

ID: 26-140021-014
City: Miami

Day: Wednesday
Date: 1/14/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SW 147th Ave

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	71	364	43	0	386	PM

EASTBOUND (SW 216th St)

AM	NOON	PM	
0	0	390	
0	0	0	0
0	0	91	0
0	0	279	0
0	0	19	0

WESTBOUND (SW 216th St)

PM	NOON	AM	
28	0	0	0
314	0	0	0
62	0	0	0
0	0	0	0
354	0	0	

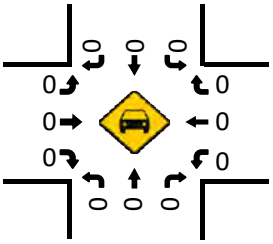
CONTROL			
Signalized			
TEV	0 AM	0 NOON	1575 PM
PHF			0.97

PM	445	0	5	267	32	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

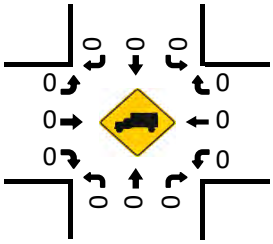
NORTHBOUND

SW 147th Ave

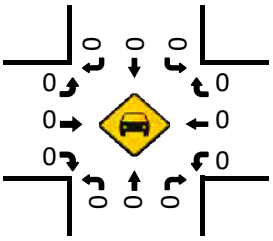
Cars (AM)



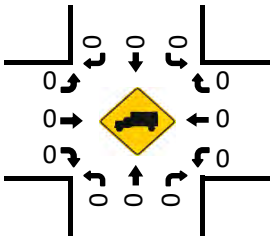
HT (AM)



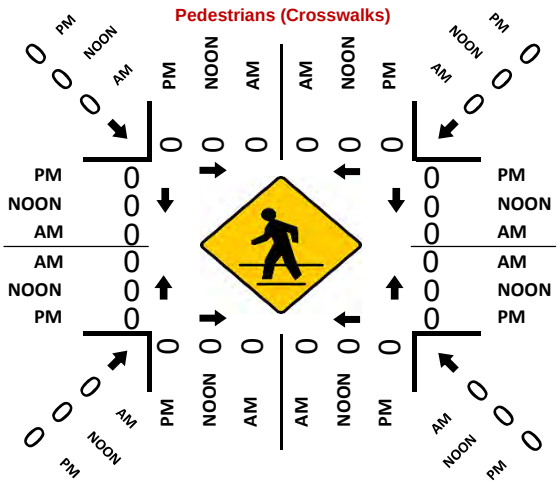
Cars (NOON)



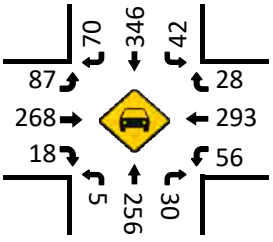
HT (NOON)



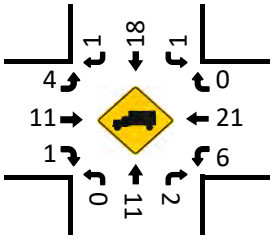
Pedestrians (Crosswalks)



Cars (PM)

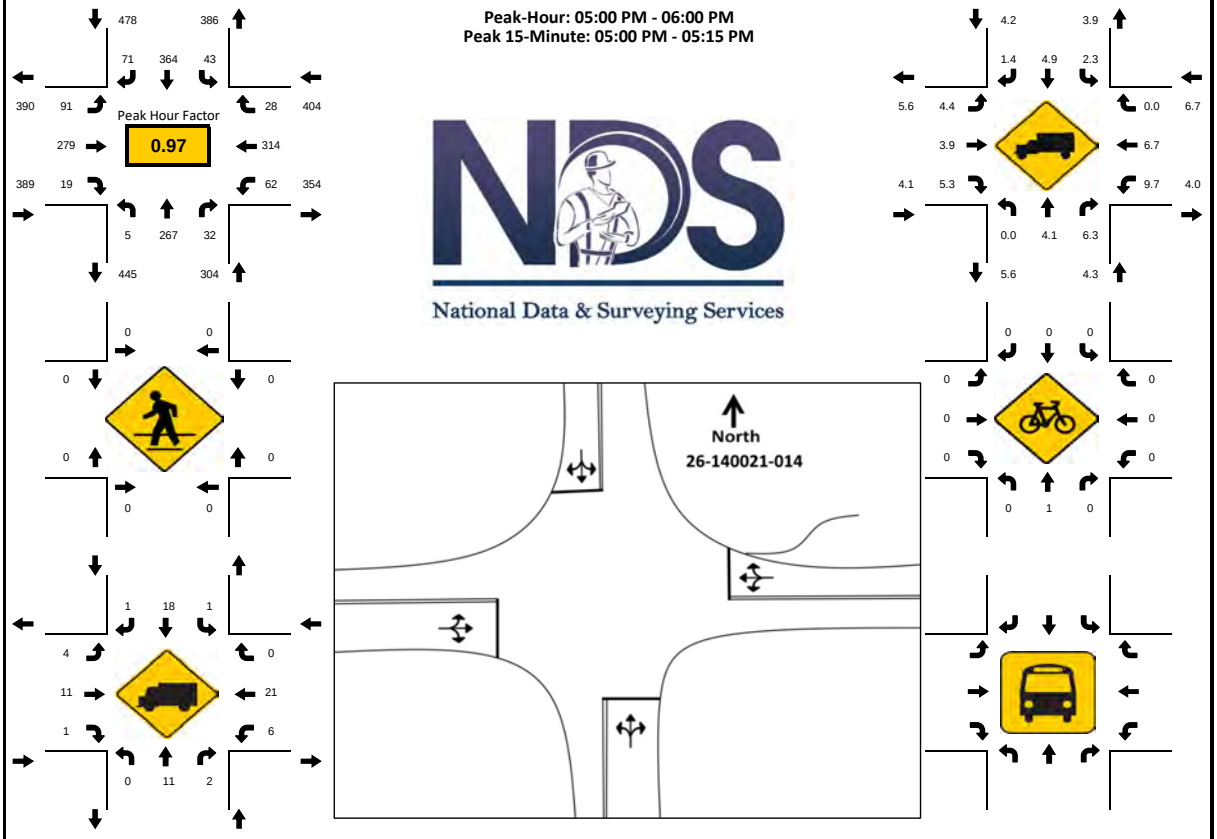


HT (PM)



LOCATION: SW 147th Ave & SW 216th St
CITY/STATE: Miami, FL

PROJECT ID: 26-140021-014
DATE: Wed, Jan 14, 2026



15-Min Count Period Beginning At	SW 147th Ave Northbound					SW 147th Ave Southbound					SW 216th St Eastbound					SW 216th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	2	66	8	0		11	83	15	0		37	77	8	0		8	85	10	0		410	1472
4:15 PM	1	71	6	0		9	92	21	0		20	58	9	0		14	72	9	0		382	1468
4:30 PM	3	60	7	0		6	85	18	0		20	74	2	0		13	64	5	0		357	1480
4:45 PM	0	48	8	0		8	87	18	0		25	65	3	0		5	49	7	0		323	1529
5:00 PM	1	77	10	0		8	96	24	0		24	53	7	0		12	87	7	0		406	1575
5:15 PM	1	66	7	0		11	76	16	0		27	91	4	0		14	71	10	0		394	1169
5:30 PM	0	63	11	0		11	98	12	0		24	77	5	0		23	77	5	0		406	775
5:45 PM	3	61	4	0		13	94	19	0		16	58	3	0		13	79	6	0		369	369

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	12	308	44	0		52	392	96	0		108	364	28	0		92	348	40	0		**1884**
Heavy Trucks	0	20	4	0		4	24	4	0		8	20	4	0		12	28	0	0		**128**
Pedestrians		0					0					0					0				**0**
Bicycles	0	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**4**
Buses																					**0**
Stopped Buses																					

Project ID: 26-140021-014
Location: SW 147th Ave & SW 216th St
City: Miami

Day: Wednesday
Date: 1/14/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SW 147th Ave Northbound						SW 147th Ave Southbound						SW 216th St Eastbound						SW 216th St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	2	66	8	0	0	76	11	83	15	0	0	109	37	77	8	0	0	122	8	85	10	0	0	103	410
4:15 PM	1	71	6	0	0	78	9	92	21	0	0	122	20	58	9	0	0	87	14	72	9	0	0	95	382
4:30 PM	3	60	7	0	0	70	6	85	18	0	0	109	20	74	2	0	0	96	13	64	5	0	0	82	357
4:45 PM	0	48	8	0	0	56	8	87	18	0	0	113	25	65	3	0	0	93	5	49	7	0	0	61	323
Total	6	245	29	0	0	280	34	347	72	0	0	453	102	274	22	0	0	398	40	270	31	0	0	341	1472
5:00 PM	1	77	10	0	0	88	8	96	24	0	0	128	24	53	7	0	0	84	12	87	7	0	0	106	406
5:15 PM	1	66	7	0	0	74	11	76	16	0	0	103	27	91	4	0	0	122	14	71	10	0	0	95	394
5:30 PM	0	63	11	0	0	74	11	98	12	0	0	121	24	77	5	0	0	106	23	77	5	0	0	105	406
5:45 PM	3	61	4	0	0	68	13	94	19	0	0	126	16	58	3	0	0	77	13	79	6	0	0	98	369
Total	5	267	32	0	0	304	43	364	71	0	0	478	91	279	19	0	0	389	62	314	28	0	0	404	1575
Grand Total	11	512	61	0	0	584	77	711	143	0	0	931	193	553	41	0	0	787	102	584	59	0	0	745	3047
Apprch %	1.9	87.7	10.4	0.0	0.0		8.3	76.4	15.4	0.0	0.0		24.5	70.3	5.2	0.0	0.0		13.7	78.4	7.9	0.0	0.0		
Total %	0.4	16.8	2.0	0.0	0.0	19.2	2.5	23.3	4.7	0.0	0.0	30.6	6.3	18.1	1.3	0.0	0.0	25.8	3.3	19.2	1.9	0.0	0.0	24.5	
Cars, PU, Vans	11	493	58	0		562	71	680	137	0		888	182	526	39	0		747	95	530	59	0		684	2881
% Cars, PU, Vans	100.0	96.3	95.1	0.0		96.2	92.2	95.6	95.8	0.0		95.4	94.3	95.1	95.1	0.0		94.9	93.1	90.8	100.0	0.0		91.8	94.6
Heavy Trucks	0	19	3	0		22	6	31	6	0		43	11	27	2	0		40	7	54	0	0		61	166
%Heavy Trucks	0.0	3.7	4.9	0.0		3.8	7.8	4.4	4.2	0.0		4.6	5.7	4.9	4.9	0.0		5.1	6.9	9.2	0.0	0.0		8.2	5.4

Project ID: 26-140021-014
Location: SW 147th Ave & SW 216th St
City: Miami

PEAK HOURS

Day: Wednesday
Date: 1/14/2026

PM

	SW 147th Ave Northbound					SW 147th Ave Southbound					SW 216th St Eastbound					SW 216th St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	1	77	10	0	88	8	96	24	0	128	24	53	7	0	84	12	87	7	0	106	406
5:15 PM	1	66	7	0	74	11	76	16	0	103	27	91	4	0	122	14	71	10	0	95	394
5:30 PM	0	63	11	0	74	11	98	12	0	121	24	77	5	0	106	23	77	5	0	105	406
5:45 PM	3	61	4	0	68	13	94	19	0	126	16	58	3	0	77	13	79	6	0	98	369
Total Volume	5	267	32	0	304	43	364	71	0	478	91	279	19	0	389	62	314	28	0	404	1575
% App. Total	1.6	87.8	10.5	0.0	100	9.0	76.2	14.9	0.0	100	23.4	71.7	4.9	0.0	100	15.3	77.7	6.9	0.0	100	
PHF					0.864					0.934					0.797					0.953	0.970
Cars, PU, Vans	5	256	30	0	291	42	346	70	0	458	87	268	18	0	373	56	293	28	0	377	1499
% Cars, PU, Vans	100.0	95.9	93.8	0.0	95.7	97.7	95.1	98.6	0.0	95.8	95.6	96.1	94.7	0.0	95.9	90.3	93.3	100.0	0.0	93.3	95.2
Heavy Trucks	0	11	2	0	13	1	18	1	0	20	4	11	1	0	16	6	21	0	0	27	76
%Heavy Trucks	0.0	4.1	6.3	0.0	4.3	2.3	4.9	1.4	0.0	4.2	4.4	3.9	5.3	0.0	4.1	9.7	6.7	0.0	0.0	6.7	4.8

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 147th Ave & Coconut Palm Dr/SW 248th St
City: Miami
Control: 4-Way Stop

Project ID: 26-140021-015
Date: 1/14/2026

Data - Total

NS/EW Streets:	SW 147th Ave				SW 147th Ave				Coconut Palm Dr/SW 248th St				Coconut Palm Dr/SW 248th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	55	4	0	10	70	6	0	6	41	11	0	5	44	4	0	258
4:15 PM	4	63	1	0	10	85	2	0	6	44	9	0	4	40	8	0	276
4:30 PM	2	44	6	0	8	96	6	0	6	40	5	0	4	21	2	0	240
4:45 PM	3	48	3	0	9	79	7	0	4	39	1	0	3	34	7	0	237
5:00 PM	5	55	6	0	12	82	5	0	5	48	9	0	13	25	5	0	270
5:15 PM	2	63	4	0	7	89	7	0	9	40	4	0	9	37	5	0	276
5:30 PM	2	42	7	0	7	100	3	0	6	46	2	0	8	18	5	0	246
5:45 PM	2	44	5	0	7	95	5	0	6	38	6	0	4	21	5	0	238
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	414	36	0	70	696	41	0	48	336	47	0	50	240	41	0	2041
APPROACH %'s :	4.66%	87.71%	7.63%	0.00%	8.67%	86.25%	5.08%	0.00%	11.14%	77.96%	10.90%	0.00%	15.11%	72.51%	12.39%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	11	204	22	0	33	366	20	0	26	172	21	0	34	101	20	0	1030
PEAK HR FACTOR :	0.550	0.810	0.786	0.000	0.688	0.915	0.714	0.000	0.722	0.896	0.583	0.000	0.654	0.682	1.000	0.000	0.933
	0.859				0.952				0.883				0.760				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 147th Ave & Coconut Palm Dr/SW 248th St
City: Miami
Control: 4-Way Stop

Project ID: 26-140021-015
Date: 1/14/2026

Data - Cars

NS/EW Streets:	SW 147th Ave				SW 147th Ave				Coconut Palm Dr/SW 248th St				Coconut Palm Dr/SW 248th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	55	4	0	10	70	5	0	5	35	8	0	5	36	4	0	239
4:15 PM	4	63	1	0	10	82	2	0	6	41	9	0	3	35	6	0	262
4:30 PM	1	43	3	0	8	93	5	0	4	39	5	0	4	17	2	0	224
4:45 PM	3	48	2	0	8	77	4	0	4	35	0	0	3	32	5	0	221
5:00 PM	4	53	6	0	12	82	5	0	4	47	9	0	13	25	5	0	265
5:15 PM	2	61	4	0	7	88	7	0	9	35	4	0	9	34	5	0	265
5:30 PM	2	41	6	0	7	97	3	0	6	43	2	0	8	15	5	0	235
5:45 PM	2	44	2	0	6	92	5	0	5	35	5	0	4	17	5	0	222
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	20	408	28	0	68	681	36	0	43	310	42	0	49	211	37	0	1933
APPROACH %'s :	4.39%	89.47%	6.14%	0.00%	8.66%	86.75%	4.59%	0.00%	10.89%	78.48%	10.63%	0.00%	16.50%	71.04%	12.46%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	10	199	18	0	32	359	20	0	24	160	20	0	34	91	20	0	987
PEAK HR FACTOR :	0.625	0.816	0.750	0.000	0.667	0.925	0.714	0.000	0.667	0.851	0.556	0.000	0.654	0.669	1.000	0.000	0.931
	0.847				0.960				0.850				0.755				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 147th Ave & Coconut Palm Dr/SW 248th St
City: Miami
Control: 4-Way Stop

Project ID: 26-140021-015
Date: 1/14/2026

Data - HT

NS/EW Streets:	SW 147th Ave				SW 147th Ave				Coconut Palm Dr/SW 248th St				Coconut Palm Dr/SW 248th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	1	6	3	0	0	8	0	0	19
4:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	1	5	2	0	14
4:30 PM	1	1	3	0	0	3	1	0	2	1	0	0	0	4	0	0	16
4:45 PM	0	0	1	0	1	2	3	0	0	4	1	0	0	2	2	0	16
5:00 PM	1	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	5
5:15 PM	0	2	0	0	0	1	0	0	0	5	0	0	0	3	0	0	11
5:30 PM	0	1	1	0	0	3	0	0	0	3	0	0	0	3	0	0	11
5:45 PM	0	0	3	0	1	3	0	0	1	3	1	0	0	4	0	0	16
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	6	8	0	2	15	5	0	5	26	5	0	1	29	4	0	108
APPROACH %'s :	12.50%	37.50%	50.00%	0.00%	9.09%	68.18%	22.73%	0.00%	13.89%	72.22%	13.89%	0.00%	2.94%	85.29%	11.76%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	5	4	0	1	7	0	0	2	12	1	0	0	10	0	0	43
PEAK HR FACTOR :	0.250	0.625	0.333	0.000	0.250	0.583	0.000	0.000	0.500	0.600	0.250	0.000	0.000	0.625	0.000	0.000	0.672
	0.833				0.500				0.750				0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 147th Ave & Coconut Palm Dr/SW 248th St
City: Miami
Control: 4-Way Stop

Project ID: 26-140021-015
Date: 1/14/2026

Data - Bikes

NS/EW Streets:	SW 147th Ave				SW 147th Ave				Coconut Palm Dr/SW 248th St				Coconut Palm Dr/SW 248th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	3
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
					0.250				0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 147th Ave & Coconut Palm Dr/SW 248th St
City: Miami

Project ID: 26-140021-015
Date: 1/14/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SW 147th Ave		SW 147th Ave		Coconut Palm Dr/SW 248th St		Coconut Palm Dr/SW 248th St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

SW 147th Ave & Coconut Palm Dr/SW 248th St

Peak Hour Turning Movement Count

ID: 26-140021-015
City: Miami

Day: Wednesday
Date: 1/14/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

CONTROL: 4-Way Stop

	AM	NOON	PM
TEV	0	0	1030
PHF			0.93

SW 147th Ave — SOUTHBOUND

	Left	Thru	Right	U-Turn	Total	
AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	20	366	33	0	250	PM

EASTBOUND — Coconut Palm Dr/SW 248th St

	Left	Thru	Right	U-Turn	
AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	0	0	132	0	0

	Left	Thru	Right	U-Turn	
AM	0	0	0	0	0
NOON	0	0	26	0	0
PM	0	0	172	0	0

	Left	Thru	Right	U-Turn	
AM	0	0	21	0	0
NOON	0	0	0	0	0
PM	0	0	0	0	0

WESTBOUND — Coconut Palm Dr/SW 248th St

	Left	Thru	Right	U-Turn	
AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	20	0	0	0	0

	Left	Thru	Right	U-Turn	
AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	101	0	0	0	0

	Left	Thru	Right	U-Turn	
AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	34	0	0	0	0

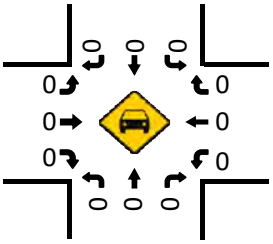
	Left	Thru	Right	U-Turn	
AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	0	0	0	0	0

	Left	Thru	Right	
AM	0	0	0	0
NOON	0	0	0	0
PM	227	0	0	0

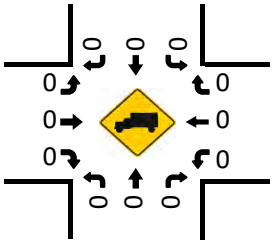
SW 147th Ave — NORTHBOUND

	Left	Thru	Right	U-Turn	Total	
AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	421	0	11	204	22	PM

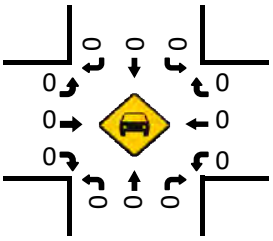
Cars (AM)



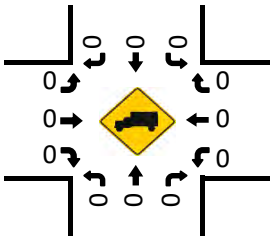
HT (AM)



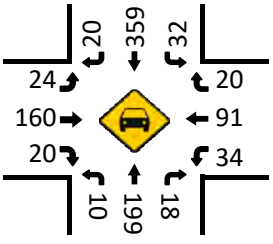
Cars (NOON)



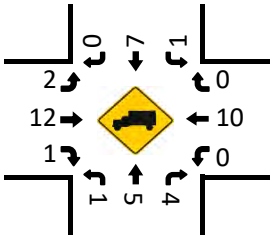
HT (NOON)



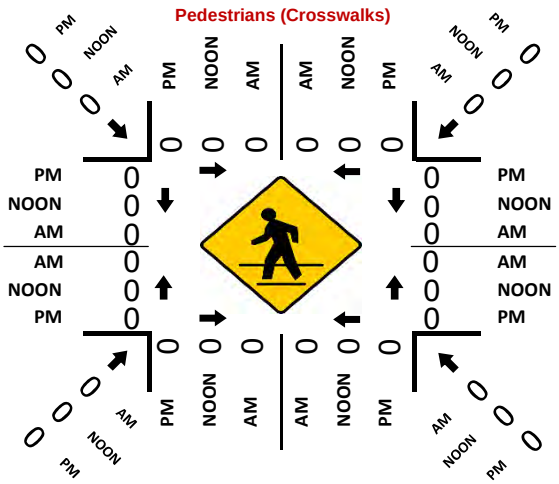
Cars (PM)



HT (PM)



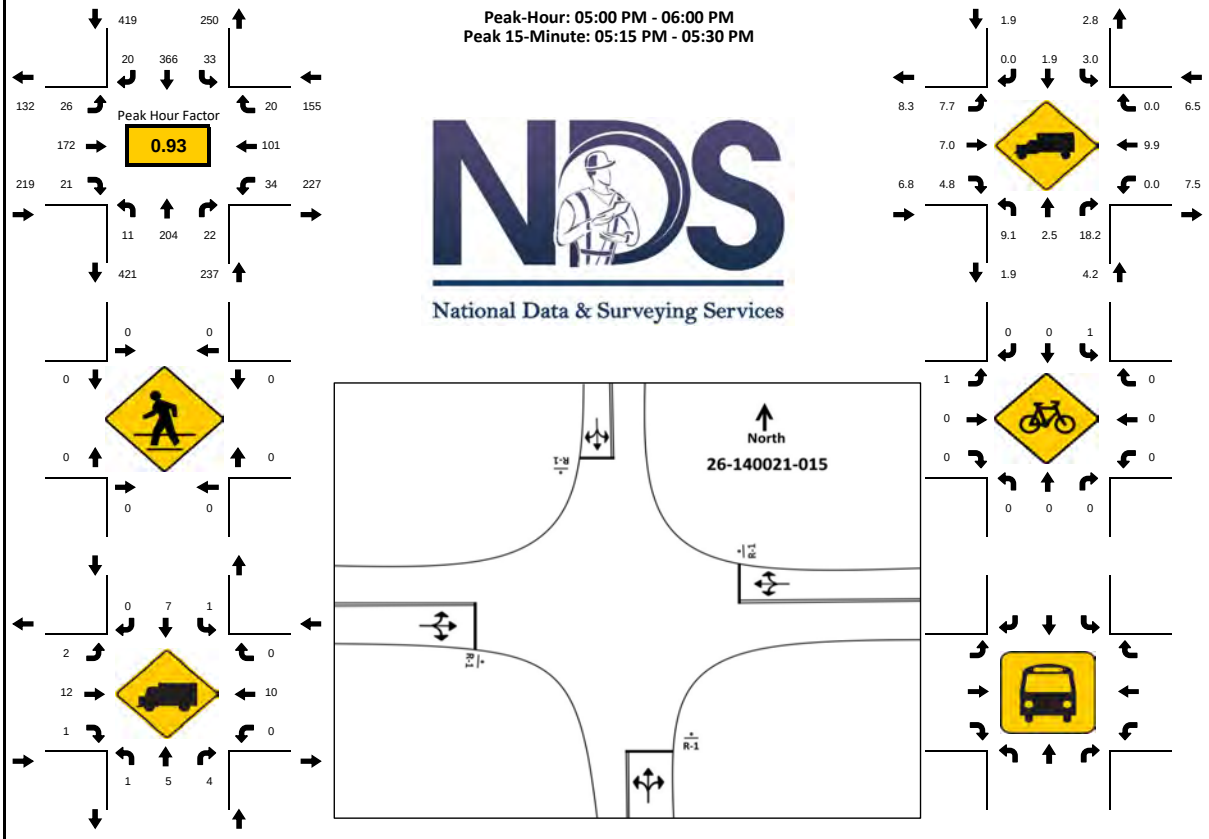
Pedestrians (Crosswalks)



LOCATION: SW 147th Ave & Coconut Palm Dr/SW 248th St
CITY/STATE: Miami, FL

PROJECT ID: 26-140021-015
DATE: Wed, Jan 14, 2026

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services

15-Min Count Period Beginning At	SW 147th Ave Northbound					SW 147th Ave Southbound					Coconut Palm Dr/SW 248th St Eastbound					Coconut Palm Dr/SW 248th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	2	55	4	0		10	70	6	0		6	41	11	0		5	44	4	0		258	1011
4:15 PM	4	63	1	0		10	85	2	0		6	44	9	0		4	40	8	0		276	1023
4:30 PM	2	44	6	0		8	96	6	0		6	40	5	0		4	21	2	0		240	1023
4:45 PM	3	48	3	0		9	79	7	0		4	39	1	0		3	34	7	0		237	1029
5:00 PM	5	55	6	0		12	82	5	0		5	48	9	0		13	25	5	0		270	1030
5:15 PM	2	63	4	0		7	89	7	0		9	40	4	0		9	37	5	0		276	760
5:30 PM	2	42	7	0		7	100	3	0		6	46	2	0		8	18	5	0		246	484
5:45 PM	2	44	5	0		7	95	5	0		6	38	6	0		4	21	5	0		238	238

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	20	252	28	0		48	400	28	0		36	192	36	0		52	148	20	0		**1260**
Heavy Trucks	4	8	12	0		4	12	0	0		4	20	4	0		0	16	0	0		**84**
Pedestrians		0					0					0					0				**0**
Bicycles	0	0	0	0		4	0	0	0		4	0	0	0		0	0	0	0		**8**
Buses																					**0**
Stopped Buses																					

Project ID: 26-140021-015
Location: SW 147th Ave & Coconut Palm Dr/SW 248th St
City: Miami

Day: Wednesday
Date: 1/14/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SW 147th Ave Northbound						SW 147th Ave Southbound						Coconut Palm Dr/SW 248th St Eastbound						Coconut Palm Dr/SW 248th St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	2	55	4	0	0	61	10	70	6	0	0	86	6	41	11	0	0	58	5	44	4	0	0	53	258
4:15 PM	4	63	1	0	0	68	10	85	2	0	0	97	6	44	9	0	0	59	4	40	8	0	0	52	276
4:30 PM	2	44	6	0	0	52	8	96	6	0	0	110	6	40	5	0	0	51	4	21	2	0	0	27	240
4:45 PM	3	48	3	0	0	54	9	79	7	0	0	95	4	39	1	0	0	44	3	34	7	0	0	44	237
Total	11	210	14	0	0	235	37	330	21	0	0	388	22	164	26	0	0	212	16	139	21	0	0	176	1011
5:00 PM	5	55	6	0	0	66	12	82	5	0	0	99	5	48	9	0	0	62	13	25	5	0	0	43	270
5:15 PM	2	63	4	0	0	69	7	89	7	0	0	103	9	40	4	0	0	53	9	37	5	0	0	51	276
5:30 PM	2	42	7	0	0	51	7	100	3	0	0	110	6	46	2	0	0	54	8	18	5	0	0	31	246
5:45 PM	2	44	5	0	0	51	7	95	5	0	0	107	6	38	6	0	0	50	4	21	5	0	0	30	238
Total	11	204	22	0	0	237	33	366	20	0	0	419	26	172	21	0	0	219	34	101	20	0	0	155	1030
Grand Total	22	414	36	0	0	472	70	696	41	0	0	807	48	336	47	0	0	431	50	240	41	0	0	331	2041
Apprch %	4.7	87.7	7.6	0.0	0.0		8.7	86.2	5.1	0.0	0.0		11.1	78.0	10.9	0.0	0.0		15.1	72.5	12.4	0.0	0.0		
Total %	1.1	20.3	1.8	0.0	0.0	23.1	3.4	34.1	2.0	0.0	0.0	39.5	2.4	16.5	2.3	0.0	0.0	21.1	2.4	11.8	2.0	0.0	0.0	16.2	
Cars, PU, Vans	20	408	28	0		456	68	681	36	0		785	43	310	42	0		395	49	211	37	0		297	1933
% Cars, PU, Vans	90.9	98.6	77.8	0.0		96.6	97.1	97.8	87.8	0.0		97.3	89.6	92.3	89.4	0.0		91.6	98.0	87.9	90.2	0.0		89.7	94.7
Heavy Trucks	2	6	8	0		16	2	15	5	0		22	5	26	5	0		36	1	29	4	0		34	108
%Heavy Trucks	9.1	1.4	22.2	0.0		3.4	2.9	2.2	12.2	0.0		2.7	10.4	7.7	10.6	0.0		8.4	2.0	12.1	9.8	0.0		10.3	5.3

Project ID: 26-140021-015
Location: SW 147th Ave & Coconut Palm Dr/SW 248th St
City: Miami

PEAK HOURS

Day: Wednesday
Date: 1/14/2026

PM

	SW 147th Ave Northbound					SW 147th Ave Southbound					Coconut Palm Dr/SW 248th St Eastbound					Coconut Palm Dr/SW 248th St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	5	55	6	0	66	12	82	5	0	99	5	48	9	0	62	13	25	5	0	43	270
5:15 PM	2	63	4	0	69	7	89	7	0	103	9	40	4	0	53	9	37	5	0	51	276
5:30 PM	2	42	7	0	51	7	100	3	0	110	6	46	2	0	54	8	18	5	0	31	246
5:45 PM	2	44	5	0	51	7	95	5	0	107	6	38	6	0	50	4	21	5	0	30	238
Total Volume	11	204	22	0	237	33	366	20	0	419	26	172	21	0	219	34	101	20	0	155	1030
% App. Total	4.6	86.1	9.3	0.0	100	7.9	87.4	4.8	0.0	100	11.9	78.5	9.6	0.0	100	21.9	65.2	12.9	0.0	100	
PHF					0.859					0.952					0.883					0.760	0.933
Cars, PU, Vans	10	199	18	0	227	32	359	20	0	411	24	160	20	0	204	34	91	20	0	145	987
% Cars, PU, Vans	90.9	97.5	81.8	0.0	95.8	97.0	98.1	100.0	0.0	98.1	92.3	93.0	95.2	0.0	93.2	100.0	90.1	100.0	0.0	93.5	95.8
Heavy Trucks	1	5	4	0	10	1	7	0	0	8	2	12	1	0	15	0	10	0	0	10	43
%Heavy Trucks	9.1	2.5	18.2	0.0	4.2	3.0	1.9	0.0	0.0	1.9	7.7	7.0	4.8	0.0	6.8	0.0	9.9	0.0	0.0	6.5	4.2

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 147th Ave & SW 264th St
City: Miami
Control: 1-Way Stop(SB)

Project ID: 26-140021-016
Date: 1/14/2026

Data - Total

NS/EW Streets:	SW 147th Ave				SW 147th Ave				SW 264th St				SW 264th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	67	0	11	0	11	59	0	0	0	38	62	0	248
4:15 PM	0	0	0	0	61	0	14	0	20	66	0	0	0	32	47	0	240
4:30 PM	0	0	0	0	67	0	7	0	15	75	0	0	0	51	41	0	256
4:45 PM	0	0	0	0	81	0	7	0	18	56	0	0	0	30	49	0	241
5:00 PM	0	0	0	0	72	0	16	0	16	71	0	0	0	38	46	0	259
5:15 PM	0	0	0	0	60	0	15	0	27	94	0	0	0	35	56	0	287
5:30 PM	0	0	0	0	60	0	18	0	16	80	0	0	0	35	48	0	257
5:45 PM	0	0	0	0	70	0	12	0	18	77	0	0	0	32	48	0	257
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	538	0	100	0	141	578	0	0	0	291	397	0	2045
APPROACH %'s :					84.33%	0.00%	15.67%	0.00%	19.61%	80.39%	0.00%	0.00%	0.00%	42.30%	57.70%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	262	0	61	0	77	322	0	0	0	140	198	0	1060
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.910	0.000	0.847	0.000	0.713	0.856	0.000	0.000	0.000	0.921	0.884	0.000	0.923
					0.918				0.824				0.929				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 147th Ave & SW 264th St
City: Miami
Control: 1-Way Stop(SB)

Project ID: 26-140021-016
Date: 1/14/2026

Data - Cars

NS/EW Streets:	SW 147th Ave				SW 147th Ave				SW 264th St				SW 264th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	67	0	11	0	10	57	0	0	0	35	61	0	241
4:15 PM	0	0	0	0	59	0	14	0	19	64	0	0	0	32	47	0	235
4:30 PM	0	0	0	0	65	0	7	0	11	74	0	0	0	45	40	0	242
4:45 PM	0	0	0	0	78	0	7	0	17	54	0	0	0	30	47	0	233
5:00 PM	0	0	0	0	72	0	16	0	16	69	0	0	0	37	46	0	256
5:15 PM	0	0	0	0	60	0	14	0	27	94	0	0	0	32	56	0	283
5:30 PM	0	0	0	0	59	0	18	0	12	78	0	0	0	34	45	0	246
5:45 PM	0	0	0	0	66	0	12	0	16	76	0	0	0	32	44	0	246
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	526	0	99	0	128	566	0	0	0	277	386	0	1982
APPROACH %'s :					84.16%	0.00%	15.84%	0.00%	18.44%	81.56%	0.00%	0.00%	0.00%	41.78%	58.22%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	257	0	60	0	71	317	0	0	0	135	191	0	1031
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.892	0.000	0.833	0.000	0.657	0.843	0.000	0.000	0.000	0.912	0.853	0.000	0.911
					0.901				0.802				0.926				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 147th Ave & SW 264th St
City: Miami
Control: 1-Way Stop(SB)

Project ID: 26-140021-016
Date: 1/14/2026

Data - HT

NS/EW Streets:	SW 147th Ave				SW 147th Ave				SW 264th St				SW 264th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	3	1	0	7
4:15 PM	0	0	0	0	2	0	0	0	1	2	0	0	0	0	0	0	5
4:30 PM	0	0	0	0	2	0	0	0	4	1	0	0	0	6	1	0	14
4:45 PM	0	0	0	0	3	0	0	0	1	2	0	0	0	0	2	0	8
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	4
5:30 PM	0	0	0	0	1	0	0	0	4	2	0	0	0	1	3	0	11
5:45 PM	0	0	0	0	4	0	0	0	2	1	0	0	0	0	4	0	11
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	12	0	1	0	13	12	0	0	0	14	11	0	63
APPROACH %'s :					92.31%	0.00%	7.69%	0.00%	52.00%	48.00%	0.00%	0.00%	0.00%	56.00%	44.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	5	0	1	0	6	5	0	0	0	5	7	0	29
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.313	0.000	0.250	0.000	0.375	0.625	0.000	0.000	0.000	0.417	0.438	0.000	0.659
					0.375				0.458				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 147th Ave & SW 264th St
City: Miami
Control: 1-Way Stop(SB)

Project ID: 26-140021-016
Date: 1/14/2026

Data - Bikes

NS/EW Streets:	SW 147th Ave				SW 147th Ave				SW 264th St				SW 264th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	3
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 147th Ave & SW 264th St
City: Miami

Project ID: 26-140021-016
Date: 1/14/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SW 147th Ave		SW 147th Ave		SW 264th St		SW 264th St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	1	0	0	2
APPROACH %'s :					50.00%	50.00%			
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :						0.250			0.250
						0.250			

Prepared by National Data & Surveying Services

SW 147th Ave & SW 264th St

Peak Hour Turning Movement Count

ID: 26-140021-016
City: Miami

Day: Wednesday
Date: 1/14/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SW 147th Ave

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	61	0	262	0	275	PM

EASTBOUND (SW 264th St)

AM	NOON	PM	
0	0	201	⇦
0	0	0	↩ 0
0	0	77	↱ 0
0	0	322	→ 0
0	0	0	↴ 0
AM	NOON	PM	

WESTBOUND (SW 264th St)

PM	NOON	AM	
198	0	0	↰ 0
140	0	0	← 0
0	0	0	↶ 0
0	0	0	↩ 0
584	0	0	⇨
PM	NOON	AM	

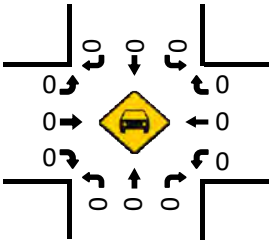
CONTROL			
1-Way Stop(SB)			
TEV	0 AM	0 NOON	1060 PM
PHF			0.92

NORTHBOUND

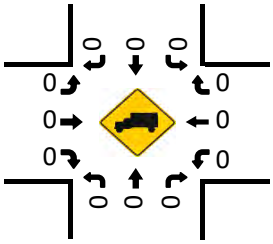
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

SW 147th Ave

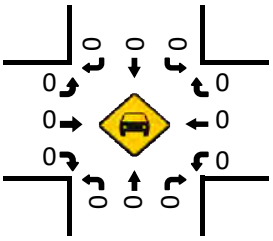
Cars (AM)



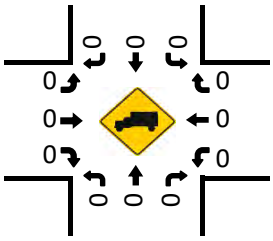
HT (AM)



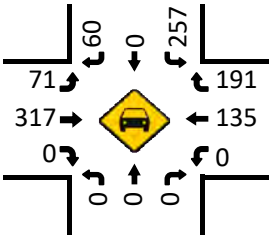
Cars (NOON)



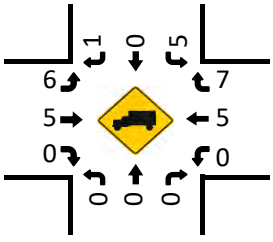
HT (NOON)



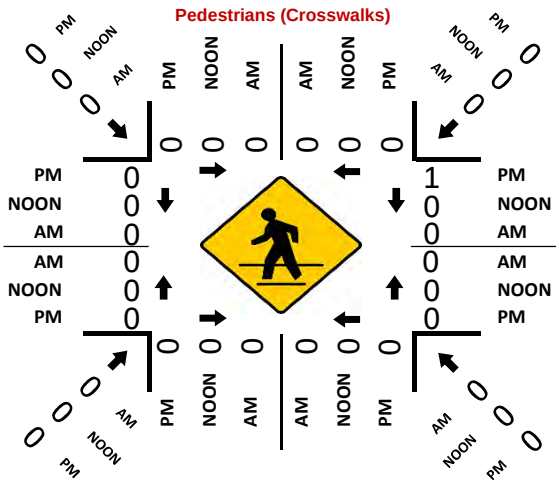
Cars (PM)



HT (PM)



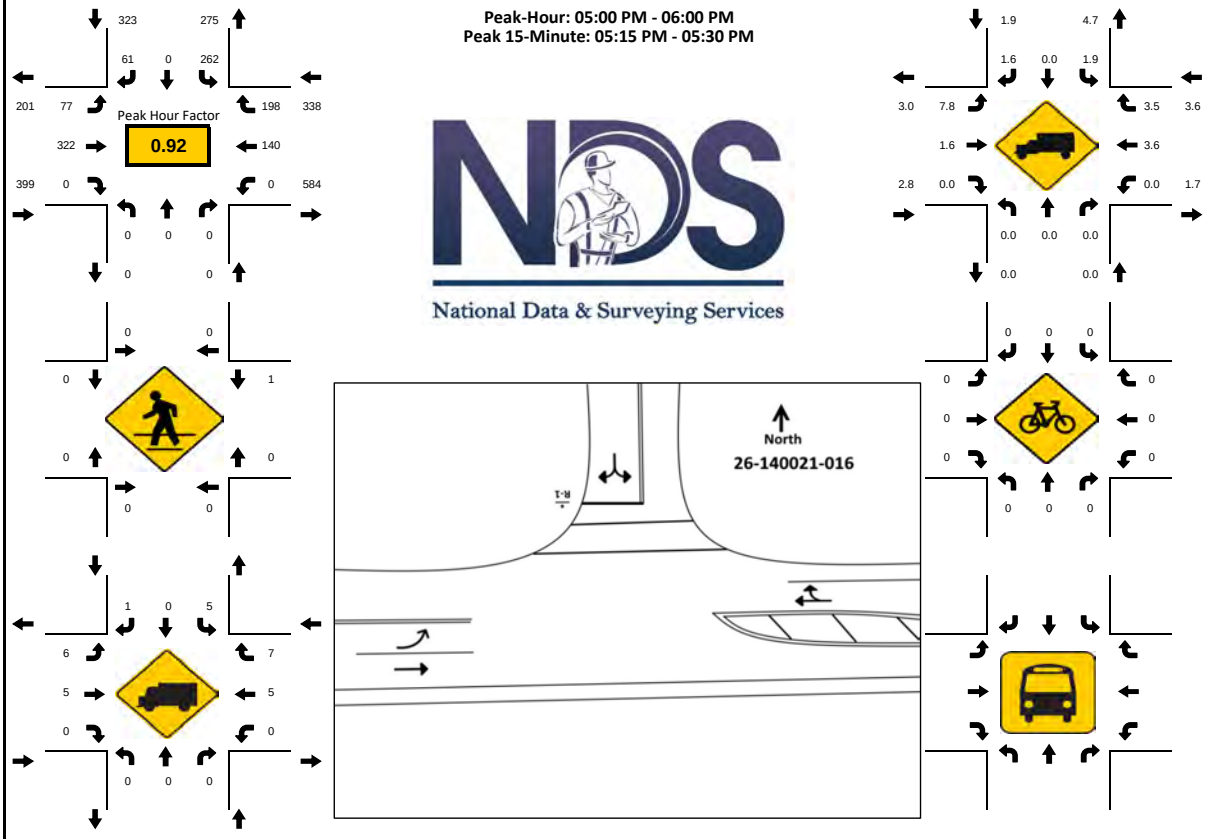
Pedestrians (Crosswalks)



LOCATION: SW 147th Ave & SW 264th St
CITY/STATE: Miami, FL

PROJECT ID: 26-140021-016
DATE: Wed, Jan 14, 2026

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services

15-Min Count Period Beginning At	SW 147th Ave Northbound					SW 147th Ave Southbound					SW 264th St Eastbound					SW 264th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0		67	0	11	0		11	59	0	0		0	38	62	0		248	985
4:15 PM	0	0	0	0		61	0	14	0		20	66	0	0		0	32	47	0		240	996
4:30 PM	0	0	0	0		67	0	7	0		15	75	0	0		0	51	41	0		256	1043
4:45 PM	0	0	0	0		81	0	7	0		18	56	0	0		0	30	49	0		241	1044
5:00 PM	0	0	0	0		72	0	16	0		16	71	0	0		0	38	46	0		259	1060
5:15 PM	0	0	0	0		60	0	15	0		27	94	0	0		0	35	56	0		287	801
5:30 PM	0	0	0	0		60	0	18	0		16	80	0	0		0	35	48	0		257	514
5:45 PM	0	0	0	0		70	0	12	0		18	77	0	0		0	32	48	0		257	257

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	0	0	0	0		288	0	72	0		108	376	0	0		0	152	224	0		**1220**
Heavy Trucks	0	0	0	0		16	0	4	0		16	8	0	0		0	12	16	0		**72**
Pedestrians		0					0					0					4				**4**
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**
Buses																					**0**
Stopped Buses																					

Project ID: 26-140021-016
Location: SW 147th Ave & SW 264th St
City: Miami

Day: Wednesday
Date: 1/14/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SW 147th Ave Northbound						SW 147th Ave Southbound						SW 264th St Eastbound						SW 264th St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	0	0	0	0	0	0	67	0	11	0	0	78	11	59	0	0	0	70	0	38	62	0	1	100	248
4:15 PM	0	0	0	0	0	0	61	0	14	0	0	75	20	66	0	0	0	86	0	32	47	0	0	79	240
4:30 PM	0	0	0	0	0	0	67	0	7	0	0	74	15	75	0	0	0	90	0	51	41	0	0	92	256
4:45 PM	0	0	0	0	0	0	81	0	7	0	0	88	18	56	0	0	0	74	0	30	49	0	0	79	241
Total	0	0	0	0	0	0	276	0	39	0	0	315	64	256	0	0	0	320	0	151	199	0	1	350	985
5:00 PM	0	0	0	0	0	0	72	0	16	0	0	88	16	71	0	0	0	87	0	38	46	0	1	84	259
5:15 PM	0	0	0	0	0	0	60	0	15	0	0	75	27	94	0	0	0	121	0	35	56	0	0	91	287
5:30 PM	0	0	0	0	0	0	60	0	18	0	0	78	16	80	0	0	0	96	0	35	48	0	0	83	257
5:45 PM	0	0	0	0	0	0	70	0	12	0	0	82	18	77	0	0	0	95	0	32	48	0	0	80	257
Total	0	0	0	0	0	0	262	0	61	0	0	323	77	322	0	0	0	399	0	140	198	0	1	338	1060
Grand Total	0	0	0	0	0	0	538	0	100	0	0	638	141	578	0	0	0	719	0	291	397	0	2	688	2045
Apprch %	0.0	0.0	0.0	0.0	0.0		84.3	0.0	15.7	0.0	0.0		19.6	80.4	0.0	0.0	0.0		0.0	42.3	57.7	0.0	0.3		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	26.3	0.0	4.9	0.0	0.0	31.2	6.9	28.3	0.0	0.0	0.0	35.2	0.0	14.2	19.4	0.0	0.1	33.6	
Cars, PU, Vans	0	0	0	0		0	526	0	99	0		625	128	566	0	0		694	0	277	386	0		663	1982
% Cars, PU, Vans	0.0	0.0	0.0	0.0		0.0	97.8	0.0	99.0	0.0		98.0	90.8	97.9	0.0	0.0		96.5	0.0	95.2	97.2	0.0		96.4	96.9
Heavy Trucks	0	0	0	0		0	12	0	1	0		13	13	12	0	0		25	0	14	11	0		25	63
%Heavy Trucks	0.0	0.0	0.0	0.0		0.0	2.2	0.0	1.0	0.0		2.0	9.2	2.1	0.0	0.0		3.5	0.0	4.8	2.8	0.0		3.6	3.1

Project ID: 26-140021-016
Location: SW 147th Ave & SW 264th St
City: Miami

PEAK HOURS

Day: Wednesday
Date: 1/14/2026

PM

	SW 147th Ave Northbound					SW 147th Ave Southbound					SW 264th St Eastbound					SW 264th St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	0	0	0	0	0	72	0	16	0	88	16	71	0	0	87	0	38	46	0	84	259
5:15 PM	0	0	0	0	0	60	0	15	0	75	27	94	0	0	121	0	35	56	0	91	287
5:30 PM	0	0	0	0	0	60	0	18	0	78	16	80	0	0	96	0	35	48	0	83	257
5:45 PM	0	0	0	0	0	70	0	12	0	82	18	77	0	0	95	0	32	48	0	80	257
Total Volume	0	0	0	0	0	262	0	61	0	323	77	322	0	0	399	0	140	198	0	338	1060
% App. Total	0.0	0.0	0.0	0.0	0	81.1	0.0	18.9	0.0	100	19.3	80.7	0.0	0.0	100	0.0	41.4	58.6	0.0	100	
PHF										0.918					0.824					0.929	0.923
Cars, PU, Vans	0	0	0	0	0	257	0	60	0	317	71	317	0	0	388	0	135	191	0	326	1031
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	98.1	0.0	98.4	0.0	98.1	92.2	98.4	0.0	0.0	97.2	0.0	96.4	96.5	0.0	96.4	97.3
Heavy Trucks	0	0	0	0	0	5	0	1	0	6	6	5	0	0	11	0	5	7	0	12	29
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	1.9	0.0	1.6	0.0	1.9	7.8	1.6	0.0	0.0	2.8	0.0	3.6	3.5	0.0	3.6	2.7

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave & SW 104th St/Killian Pkwy
City: Miami
Control: Signalized

Project ID: 26-140161-001
Date: 5/19/2026

Data - Total

NS/EW Streets:	SW 157th Ave				SW 157th Ave				SW 104th St/Killian Pkwy				SW 104th St/Killian Pkwy				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	17	146	40	0	57	143	4	0	3	74	14	0	57	80	61	0	696
4:15 PM	16	146	32	0	49	152	8	1	4	60	21	0	55	101	66	0	711
4:30 PM	18	133	33	1	52	156	5	0	2	79	19	0	65	130	77	0	770
4:45 PM	32	155	54	0	61	167	7	0	8	75	15	0	61	115	59	0	809
5:00 PM	17	140	37	0	50	166	5	0	3	90	21	0	65	120	76	0	790
5:15 PM	26	137	45	0	47	148	8	0	0	97	26	0	70	132	72	1	809
5:30 PM	27	154	41	0	62	164	5	0	4	88	18	0	64	118	79	0	824
5:45 PM	26	136	34	0	52	145	9	0	6	93	14	0	57	127	78	1	778
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	179	1147	316	1	430	1241	51	1	30	656	148	0	494	923	568	2	6187
APPROACH %'s :	10.89%	69.81%	19.23%	0.06%	24.96%	72.03%	2.96%	0.06%	3.60%	78.66%	17.75%	0.00%	24.86%	46.45%	28.59%	0.10%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	102	586	177	0	220	645	25	0	15	350	80	0	260	485	286	1	3232
PEAK HR FACTOR :	0.797	0.945	0.819	0.000	0.887	0.966	0.781	0.000	0.469	0.902	0.769	0.000	0.929	0.919	0.905	0.250	0.981
	0.897				0.947				0.904				0.938				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave & SW 104th St/Killian Pkwy
City: Miami
Control: Signalized

Project ID: 26-140161-001
Date: 5/19/2026

Data - Cars

NS/EW Streets:	SW 157th Ave				SW 157th Ave				SW 104th St/Killian Pkwy				SW 104th St/Killian Pkwy				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	16	143	40	0	56	141	4	0	3	72	13	0	57	80	61	0	686
4:15 PM	16	141	30	0	48	148	8	1	3	59	20	0	55	100	66	0	695
4:30 PM	17	131	33	1	48	153	5	0	2	79	19	0	64	130	75	0	757
4:45 PM	31	154	53	0	60	165	7	0	7	69	15	0	59	112	59	0	791
5:00 PM	17	140	37	0	49	166	5	0	3	88	21	0	63	120	76	0	785
5:15 PM	26	136	45	0	47	148	8	0	0	96	26	0	68	129	72	1	802
5:30 PM	27	150	41	0	62	161	5	0	4	88	18	0	64	115	76	0	811
5:45 PM	26	135	34	0	52	141	9	0	6	89	14	0	57	126	78	1	768
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	176	1130	313	1	422	1223	51	1	28	640	146	0	487	912	563	2	6095
APPROACH %'s :	10.86%	69.75%	19.32%	0.06%	24.87%	72.07%	3.01%	0.06%	3.44%	78.62%	17.94%	0.00%	24.80%	46.44%	28.67%	0.10%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	101	580	176	0	218	640	25	0	14	341	80	0	254	476	283	1	3189
PEAK HR FACTOR :	0.815	0.942	0.830	0.000	0.879	0.964	0.781	0.000	0.500	0.888	0.769	0.000	0.934	0.922	0.931	0.250	0.983
	0.900				0.952				0.891				0.939				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave & SW 104th St/Killian Pkwy
City: Miami
Control: Signalized

Project ID: 26-140161-001
Date: 5/19/2026

Data - HT

NS/EW Streets:	SW 157th Ave				SW 157th Ave				SW 104th St/Killian Pkwy				SW 104th St/Killian Pkwy				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	3	0	0	1	2	0	0	0	2	1	0	0	0	0	0	10
4:15 PM	0	5	2	0	1	4	0	0	1	1	1	0	0	1	0	0	16
4:30 PM	1	2	0	0	4	3	0	0	0	0	0	0	1	0	2	0	13
4:45 PM	1	1	1	0	1	2	0	0	1	6	0	0	2	3	0	0	18
5:00 PM	0	0	0	0	1	0	0	0	0	2	0	0	2	0	0	0	5
5:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	2	3	0	0	7
5:30 PM	0	4	0	0	0	3	0	0	0	0	0	0	0	3	3	0	13
5:45 PM	0	1	0	0	0	4	0	0	0	4	0	0	0	1	0	0	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	17	3	0	8	18	0	0	2	16	2	0	7	11	5	0	92
APPROACH %'s :	13.04%	73.91%	13.04%	0.00%	30.77%	69.23%	0.00%	0.00%	10.00%	80.00%	10.00%	0.00%	30.43%	47.83%	21.74%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	6	1	0	2	5	0	0	1	9	0	0	6	9	3	0	43
PEAK HR FACTOR :	0.250	0.375	0.250	0.000	0.500	0.417	0.000	0.000	0.250	0.375	0.000	0.000	0.750	0.750	0.250	0.000	0.597
	0.500				0.583				0.357				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave & SW 104th St/Killian Pkwy
City: Miami
Control: Signalized

Project ID: 26-140161-001
Date: 5/19/2026

Data - Bikes

NS/EW Streets:	SW 157th Ave				SW 157th Ave				SW 104th St/Killian Pkwy				SW 104th St/Killian Pkwy				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	6	0	0	0	1	1	0	1	1	1	0	13
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	33.33%	33.33%	33.33%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	4	0	0	0	1	1	0	0	0	1	0	9
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.450
	0.500				0.250				0.500				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave & SW 104th St/Killian Pkwy
City: Miami

Project ID: 26-140161-001
Date: 5/19/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SW 157th Ave		SW 157th Ave		SW 104th St/Killian Pkwy		SW 104th St/Killian Pkwy		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	1
4:30 PM	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	1	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	1	1	1	0	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	1	1	3	1	0	0	1	8
APPROACH %'s :	50.00%	50.00%	25.00%	75.00%	100.00%	0.00%	0.00%	100.00%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	1	0	2	0	0	0	0	3
PEAK HR FACTOR :		0.250		0.500					0.750
	0.250		0.500						

Prepared by National Data & Surveying Services

SW 157th Ave & SW 104th St/Killian Pkwy

Peak Hour Turning Movement Count

ID: 26-140161-001
City: Miami

Day: Tuesday
Date: 5/19/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

SOUTHBOUND (SW 157th Ave)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	25	645	220	0	887	PM

EASTBOUND (SW 104th St/Killian Pkwy)

AM	NOON	PM	
0	0	612	⇦
0	0	0	↶ 0
0	0	15	↱ 0
0	0	350	→ 0
0	0	80	↴ 0
AM	NOON	PM	

WESTBOUND (SW 104th St/Killian Pkwy)

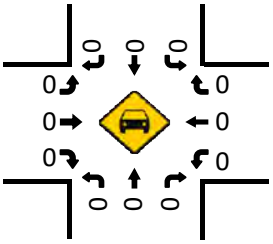
PM	NOON	AM	
286	0	0	↰ 0
485	0	0	← 0
260	0	0	↲ 0
1	0	0	↶ 0
748	0	0	⇨
PM	NOON	AM	

NORTHBOUND (SW 157th Ave)

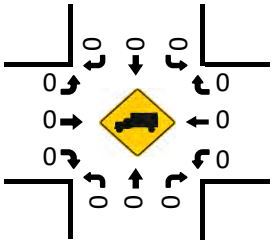
PM	985	0	102	586	177	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL			
Signalized			
TEV	0 AM	0 NOON	3232 PM
PHF			0.98

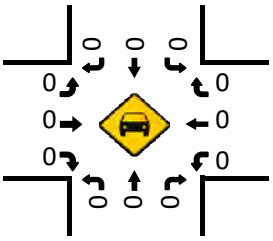
Cars (AM)



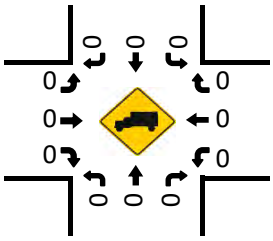
HT (AM)



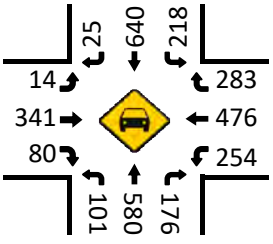
Cars (NOON)



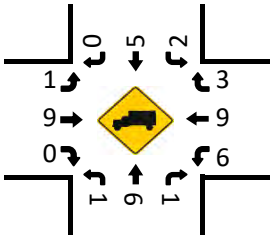
HT (NOON)



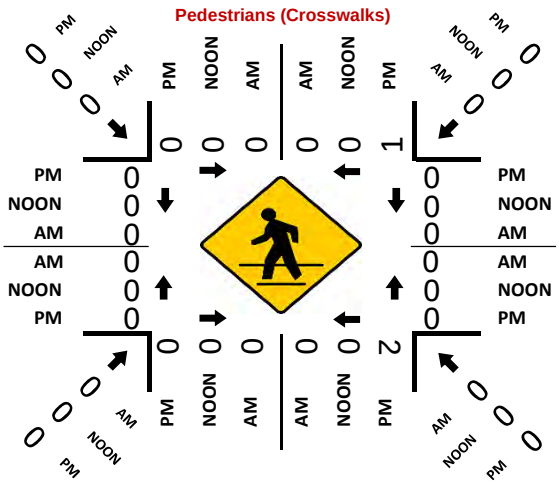
Cars (PM)



HT (PM)



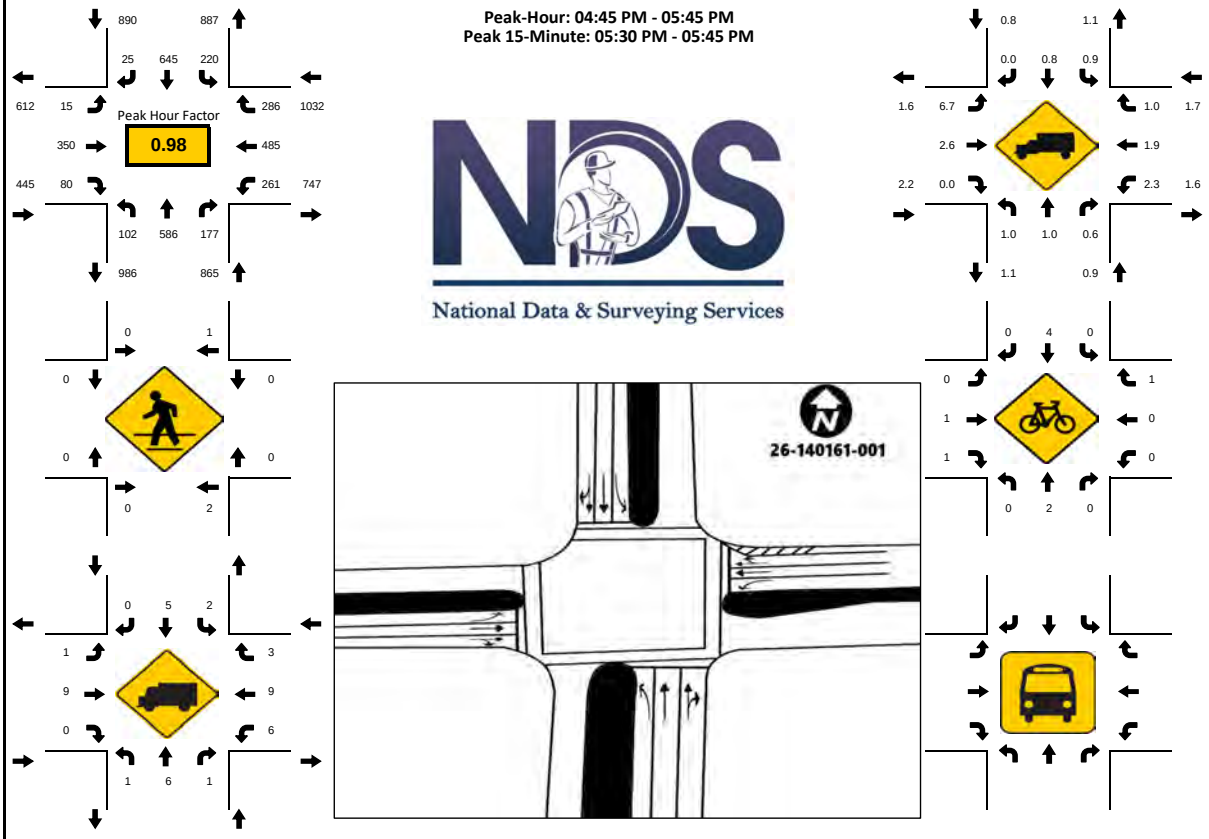
Pedestrians (Crosswalks)



LOCATION: SW 157th Ave & SW 104th St/Killian Pkwy
CITY/STATE: Miami, FL

PROJECT ID: 26-140161-001
DATE: Tue, May 19, 2026

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:30 PM - 05:45 PM



National Data & Surveying Services

15-Min Count Period Beginning At	SW 157th Ave Northbound					SW 157th Ave Southbound					SW 104th St/Killian Pkwy Eastbound					SW 104th St/Killian Pkwy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	17	146	40	0		57	143	4	0		3	74	14	0		57	80	61	0		696	2986
4:15 PM	16	146	32	0		49	152	8	1		4	60	21	0		55	101	66	0		711	3080
4:30 PM	18	133	33	1		52	156	5	0		2	79	19	0		65	130	77	0		770	3178
4:45 PM	32	155	54	0		61	167	7	0		8	75	15	0		61	115	59	0		809	3232
5:00 PM	17	140	37	0		50	166	5	0		3	90	21	0		65	120	76	0		790	3201
5:15 PM	26	137	45	0		47	148	8	0		0	97	26	0		70	132	72	1		809	2411
5:30 PM	27	154	41	0		62	164	5	0		4	88	18	0		64	118	79	0		824	1602
5:45 PM	26	136	34	0		52	145	9	0		6	93	14	0		57	127	78	1		778	778
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	128	620	216	0		248	668	32	0		32	388	104	0		280	528	316	4		**3564**	
Heavy Trucks	4	16	4	0		4	12	0	0		4	24	0	0		8	12	12	0		**100**	
Pedestrians		4					4					0					0				**8**	
Bicycles	0	4	0	0		0	16	0	0		0	4	4	0		0	0	4	0		**32**	
Buses																					**0**	
Stopped Buses																						

Project ID: 26-140161-001
Location: SW 157th Ave & SW 104th St/Killian Pkwy
City: Miami

Day: Tuesday
Date: 5/19/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SW 157th Ave Northbound						SW 157th Ave Southbound						SW 104th St/Killian Pkwy Eastbound						SW 104th St/Killian Pkwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	17	146	40	0	0	203	57	143	4	0	0	204	3	74	14	0	0	91	57	80	61	0	0	198	696
4:15 PM	16	146	32	0	0	194	49	152	8	1	0	210	4	60	21	0	1	85	55	101	66	0	0	222	711
4:30 PM	18	133	33	1	0	185	52	156	5	0	1	213	2	79	19	0	0	100	65	130	77	0	0	272	770
4:45 PM	32	155	54	0	0	241	61	167	7	0	0	235	8	75	15	0	0	98	61	115	59	0	0	235	809
Total	83	580	159	1	0	823	219	618	24	1	1	862	17	288	69	0	1	374	238	426	263	0	0	927	2986
5:00 PM	17	140	37	0	1	194	50	166	5	0	0	221	3	90	21	0	0	114	65	120	76	0	0	261	790
5:15 PM	26	137	45	0	1	208	47	148	8	0	0	203	0	97	26	0	0	123	70	132	72	1	0	275	809
5:30 PM	27	154	41	0	0	222	62	164	5	0	1	231	4	88	18	0	0	110	64	118	79	0	0	261	824
5:45 PM	26	136	34	0	2	196	52	145	9	0	0	206	6	93	14	0	0	113	57	127	78	1	1	263	778
Total	96	567	157	0	4	820	211	623	27	0	1	861	13	368	79	0	0	460	256	497	305	2	1	1060	3201
Grand Total	179	1147	316	1	4	1643	430	1241	51	1	2	1723	30	656	148	0	1	834	494	923	568	2	1	1987	6187
Apprch %	10.9	69.8	19.2	0.1	0.2		25.0	72.0	3.0	0.1	0.1		3.6	78.7	17.7	0.0	0.1		24.9	46.5	28.6	0.1	0.1		
Total %	2.9	18.5	5.1	0.0	0.1	26.6	7.0	20.1	0.8	0.0	0.0	27.8	0.5	10.6	2.4	0.0	0.0	13.5	8.0	14.9	9.2	0.0	0.0	32.1	
Cars, PU, Vans	176	1130	313	1		1620	422	1223	51	1		1697	28	640	146	0		814	487	912	563	2		1964	6095
% Cars, PU, Vans	98.3	98.5	99.1	100.0		98.6	98.1	98.5	100.0	100.0		98.5	93.3	97.6	98.6	0.0		97.6	98.6	98.8	99.1	100.0		98.8	98.5
Heavy trucks	3	17	3	0		23	8	18	0	0		26	2	16	2	0		20	7	11	5	0		23	92
%Heavy trucks	1.7	1.5	0.9	0.0		1.4	1.9	1.5	0.0	0.0		1.5	6.7	2.4	1.4	0.0		2.4	1.4	1.2	0.9	0.0		1.2	1.5

Project ID: 26-140161-001
Location: SW 157th Ave & SW 104th St/Killian Pkwy
City: Miami

PEAK HOURS

Day: Tuesday
Date: 5/19/2026

PM

	SW 157th Ave Northbound					SW 157th Ave Southbound					SW 104th St/Killian Pkwy Eastbound					SW 104th St/Killian Pkwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	32	155	54	0	241	61	167	7	0	235	8	75	15	0	98	61	115	59	0	235	809
5:00 PM	17	140	37	0	194	50	166	5	0	221	3	90	21	0	114	65	120	76	0	261	790
5:15 PM	26	137	45	0	208	47	148	8	0	203	0	97	26	0	123	70	132	72	1	275	809
5:30 PM	27	154	41	0	222	62	164	5	0	231	4	88	18	0	110	64	118	79	0	261	824
Total Volume	102	586	177	0	865	220	645	25	0	890	15	350	80	0	445	260	485	286	1	1032	3232
% App. Total	11.8	67.7	20.5	0.0	100	24.7	72.5	2.8	0.0	100	3.4	78.7	18.0	0.0	100	25.2	47.0	27.7	0.1	100	
PHF					0.897					0.947					0.904					0.938	0.981
Cars, PU, Vans	101	580	176	0	857	218	640	25	0	883	14	341	80	0	435	254	476	283	1	1014	3189
% Cars, PU, Vans	99.0	99.0	99.4	0.0	99.1	99.1	99.2	100.0	0.0	99.2	93.3	97.4	100.0	0.0	97.8	97.7	98.1	99.0	100.0	98.3	98.7
Heavy trucks	1	6	1	0	8	2	5	0	0	7	1	9	0	0	10	6	9	3	0	18	43
%Heavy trucks	1.0	1.0	0.6	0.0	0.9	0.9	0.8	0.0	0.0	0.8	6.7	2.6	0.0	0.0	2.2	2.3	1.9	1.0	0.0	1.7	1.3

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave & SW 112th St
City: Miami
Control: Signalized

Project ID: 26-140161-002
Date: 5/19/2026

Data - Total

NS/EW Streets:	SW 157th Ave				SW 157th Ave				SW 112th St				SW 112th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	49	156	13	0	15	156	12	0	10	9	60	0	13	13	11	1	518
4:15 PM	44	179	11	1	16	166	16	0	9	14	55	0	14	9	7	0	541
4:30 PM	45	173	5	0	13	189	13	0	15	16	61	0	19	20	14	0	583
4:45 PM	49	187	16	0	15	198	27	0	14	12	85	0	14	20	8	0	645
5:00 PM	43	175	11	0	11	203	17	0	10	11	73	0	14	21	13	0	602
5:15 PM	55	163	5	0	13	176	15	0	18	16	74	0	22	19	14	0	590
5:30 PM	50	208	10	0	8	210	19	0	9	24	86	0	14	28	12	0	678
5:45 PM	39	174	11	0	12	162	15	0	12	9	74	0	13	12	13	0	546
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	374	1415	82	1	103	1460	134	0	97	111	568	0	123	142	92	1	4703
APPROACH %'s :	19.98%	75.59%	4.38%	0.05%	6.07%	86.03%	7.90%	0.00%	12.50%	14.30%	73.20%	0.00%	34.36%	39.66%	25.70%	0.28%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	197	733	42	0	47	787	78	0	51	63	318	0	64	88	47	0	2515
PEAK HR FACTOR :	0.895	0.881	0.656	0.000	0.783	0.937	0.722	0.000	0.708	0.656	0.924	0.000	0.727	0.786	0.839	0.000	0.927
	0.907				0.950				0.908				0.905				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave & SW 112th St
City: Miami
Control: Signalized

Project ID: 26-140161-002
Date: 5/19/2026

Data - Cars

NS/EW Streets:	SW 157th Ave				SW 157th Ave				SW 112th St				SW 112th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	49	154	13	0	15	155	12	0	10	9	57	0	11	13	10	1	509
4:15 PM	44	173	10	1	16	161	16	0	9	13	55	0	14	9	6	0	527
4:30 PM	44	170	5	0	13	187	13	0	15	16	60	0	19	19	14	0	575
4:45 PM	49	185	16	0	15	194	27	0	14	12	83	0	14	20	8	0	637
5:00 PM	43	175	11	0	11	201	17	0	10	11	73	0	14	21	13	0	600
5:15 PM	55	161	4	0	13	175	14	0	18	16	74	0	22	19	14	0	585
5:30 PM	50	203	10	0	8	207	19	0	9	24	82	0	14	28	12	0	666
5:45 PM	39	174	11	0	12	158	15	0	12	9	74	0	12	12	13	0	541
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	373	1395	80	1	103	1438	133	0	97	110	558	0	120	141	90	1	4640
APPROACH %'s :	20.17%	75.45%	4.33%	0.05%	6.15%	85.90%	7.95%	0.00%	12.68%	14.38%	72.94%	0.00%	34.09%	40.06%	25.57%	0.28%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	197	724	41	0	47	777	77	0	51	63	312	0	64	88	47	0	2488
PEAK HR FACTOR :	0.895	0.892	0.641	0.000	0.783	0.938	0.713	0.000	0.708	0.656	0.940	0.000	0.727	0.786	0.839	0.000	0.934
	0.914				0.954				0.926				0.905				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave & SW 112th St
City: Miami
Control: Signalized

Project ID: 26-140161-002
Date: 5/19/2026

Data - HT

NS/EW Streets:	SW 157th Ave				SW 157th Ave				SW 112th St				SW 112th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	0	1	0	0	0	0	3	0	2	0	1	0	9
4:15 PM	0	6	1	0	0	5	0	0	0	1	0	0	0	0	1	0	14
4:30 PM	1	3	0	0	0	2	0	0	0	0	1	0	0	1	0	0	8
4:45 PM	0	2	0	0	0	4	0	0	0	0	2	0	0	0	0	0	8
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	5	0	0	0	3	0	0	0	0	4	0	0	0	0	0	12
5:45 PM	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	20	2	0	0	22	1	0	0	1	10	0	3	1	2	0	63
APPROACH %'s :	4.35%	86.96%	8.70%	0.00%	0.00%	95.65%	4.35%	0.00%	0.00%	9.09%	90.91%	0.00%	50.00%	16.67%	33.33%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	9	1	0	0	10	1	0	0	0	6	0	0	0	0	0	27
PEAK HR FACTOR :	0.000	0.450	0.250	0.000	0.000	0.625	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.563
	0.500				0.688				0.375								

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave & SW 112th St
City: Miami
Control: Signalized

Project ID: 26-140161-002
Date: 5/19/2026

Data - Bikes

NS/EW Streets:	SW 157th Ave				SW 157th Ave				SW 112th St				SW 112th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5
APPROACH %'s :	33.33%	66.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%									
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250																

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave & SW 112th St
City: Miami

Project ID: 26-140161-002
Date: 5/19/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SW 157th Ave		SW 157th Ave		SW 112th St		SW 112th St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	2	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	0	0	0	3
APPROACH %'s :					100.00%	0.00%			
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	2	0	0	0	2
PEAK HR FACTOR :					0.250				0.250
					0.250				

Prepared by National Data & Surveying Services

SW 157th Ave & SW 112th St

Peak Hour Turning Movement Count

ID: 26-140161-002
City: Miami

Day: Tuesday
Date: 5/19/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	0	0	2515
PHF			0.93

SOUTHBOUND (SW 157th Ave)

	Left	Thru	Thru	Right	Total	
AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	78	787	47	0	831	PM

EASTBOUND (SW 112th St)

	Left	Thru	Right	
AM	0	0	0	0
NOON	0	0	0	0
PM	0	0	51	0
PM	0	0	63	0
PM	0	0	318	0
AM	0	0	363	

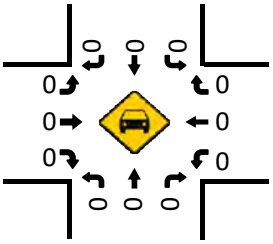
WESTBOUND (SW 112th St)

	Left	Thru	Right	
PM	47	0	0	0
NOON	88	0	0	0
PM	64	0	0	0
AM	0	0	0	0
PM	152	0	0	

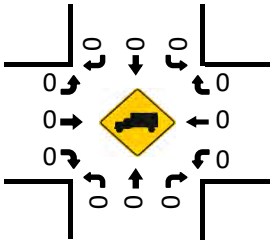
NORTHBOUND (SW 157th Ave)

	Left	Thru	Thru	Thru	Right	Total	
PM	1169	0	197	733	42	0	PM
NOON	0	0	0	0	0	0	NOON
AM	0	0	0	0	0	0	AM

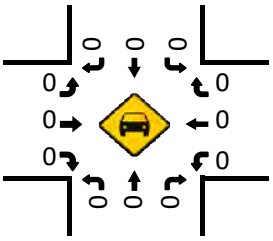
Cars (AM)



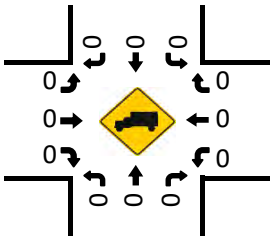
HT (AM)



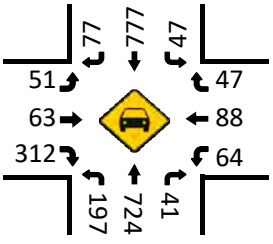
Cars (NOON)



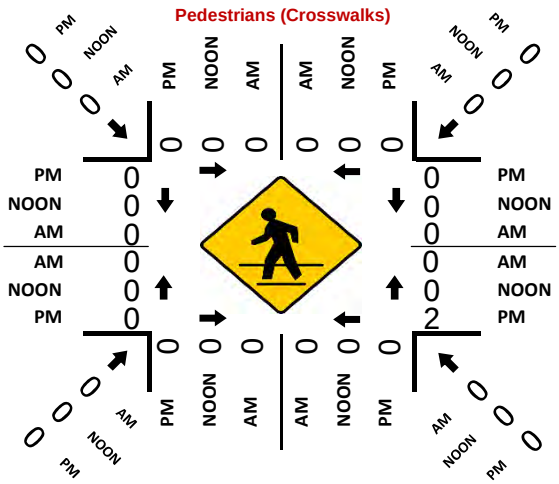
HT (NOON)



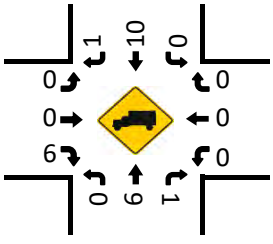
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



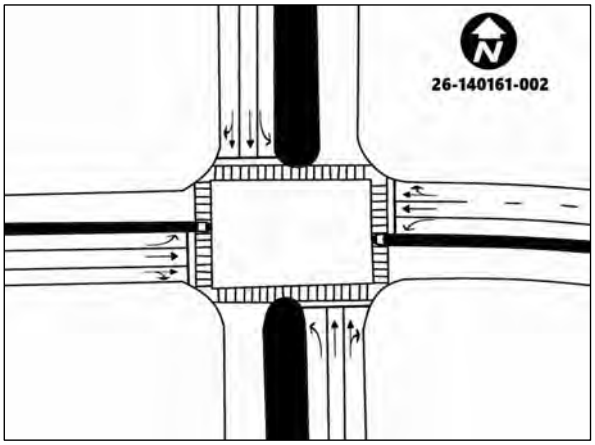
LOCATION: SW 157th Ave & SW 112th St
CITY/STATE: Miami, FL

PROJECT ID: 26-140161-002
DATE: Tue, May 19, 2026

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:30 PM - 05:45 PM

Peak Hour Factor: **0.93**

National Data & Surveying Services



15-Min Count Period Beginning At	SW 157th Ave Northbound					SW 157th Ave Southbound					SW 112th St Eastbound					SW 112th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	49	156	13	0		15	156	12	0		10	9	60	0		13	13	11	1		518	2287
4:15 PM	44	179	11	1		16	166	16	0		9	14	55	0		14	9	7	0		541	2371
4:30 PM	45	173	5	0		13	189	13	0		15	16	61	0		19	20	14	0		583	2420
4:45 PM	49	187	16	0		15	198	27	0		14	12	85	0		14	20	8	0		645	2515
5:00 PM	43	175	11	0		11	203	17	0		10	11	73	0		14	21	13	0		602	2416
5:15 PM	55	163	5	0		13	176	15	0		18	16	74	0		22	19	14	0		590	1814
5:30 PM	50	208	10	0		8	210	19	0		9	24	86	0		14	28	12	0		678	1224
5:45 PM	39	174	11	0		12	162	15	0		12	9	74	0		13	12	13	0		546	546

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	220	832	64	0		60	840	108	0		72	96	344	0		88	112	56	0		**2892**
Heavy Trucks	0	20	4	0		0	16	4	0		0	0	16	0		0	0	0	0		**60**
Pedestrians		0					0					0					8				**8**
Bicycles	0	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**4**
Buses																					**0**
Stopped Buses																					

Project ID: 26-140161-002
Location: SW 157th Ave & SW 112th St
City: Miami

Day: Tuesday
Date: 5/19/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SW 157th Ave Northbound						SW 157th Ave Southbound						SW 112th St Eastbound						SW 112th St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	49	156	13	0	0	218	15	156	12	0	0	183	10	9	60	0	0	79	13	13	11	1	0	38	518
4:15 PM	44	179	11	1	0	235	16	166	16	0	0	198	9	14	55	0	0	78	14	9	7	0	1	30	541
4:30 PM	45	173	5	0	0	223	13	189	13	0	0	215	15	16	61	0	0	92	19	20	14	0	0	53	583
4:45 PM	49	187	16	0	0	252	15	198	27	0	0	240	14	12	85	0	0	111	14	20	8	0	2	42	645
Total	187	695	45	1	0	928	59	709	68	0	0	836	48	51	261	0	0	360	60	62	40	1	3	163	2287
5:00 PM	43	175	11	0	0	229	11	203	17	0	0	231	10	11	73	0	0	94	14	21	13	0	0	48	602
5:15 PM	55	163	5	0	0	223	13	176	15	0	0	204	18	16	74	0	0	108	22	19	14	0	0	55	590
5:30 PM	50	208	10	0	0	268	8	210	19	0	0	237	9	24	86	0	0	119	14	28	12	0	0	54	678
5:45 PM	39	174	11	0	0	224	12	162	15	0	0	189	12	9	74	0	0	95	13	12	13	0	0	38	546
Total	187	720	37	0	0	944	44	751	66	0	0	861	49	60	307	0	0	416	63	80	52	0	0	195	2416
Grand Total	374	1415	82	1	0	1872	103	1460	134	0	0	1697	97	111	568	0	0	776	123	142	92	1	3	358	4703
Apprch %	20.0	75.6	4.4	0.1	0.0		6.1	86.0	7.9	0.0	0.0		12.5	14.3	73.2	0.0	0.0		34.4	39.7	25.7	0.3	0.8		
Total %	8.0	30.1	1.7	0.0	0.0	39.8	2.2	31.0	2.8	0.0	0.0	36.1	2.1	2.4	12.1	0.0	0.0	16.5	2.6	3.0	2.0	0.0	0.1	7.6	
Cars, PU, Vans	373	1395	80	1		1849	103	1438	133	0		1674	97	110	558	0		765	120	141	90	1		352	4640
% Cars, PU, Vans	99.7	98.6	97.6	100.0		98.8	100.0	98.5	99.3	0.0		98.6	100.0	99.1	98.2	0.0		98.6	97.6	99.3	97.8	100.0		98.3	98.7
Heavy trucks	1	20	2	0		23	0	22	1	0		23	0	1	10	0		11	3	1	2	0		6	63
%Heavy trucks	0.3	1.4	2.4	0.0		1.2	0.0	1.5	0.7	0.0		1.4	0.0	0.9	1.8	0.0		1.4	2.4	0.7	2.2	0.0		1.7	1.3

Project ID: 26-140161-002
Location: SW 157th Ave & SW 112th St
City: Miami

PEAK HOURS

Day: Tuesday
Date: 5/19/2026

PM

	SW 157th Ave Northbound					SW 157th Ave Southbound					SW 112th St Eastbound					SW 112th St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	49	187	16	0	252	15	198	27	0	240	14	12	85	0	111	14	20	8	0	42	645
5:00 PM	43	175	11	0	229	11	203	17	0	231	10	11	73	0	94	14	21	13	0	48	602
5:15 PM	55	163	5	0	223	13	176	15	0	204	18	16	74	0	108	22	19	14	0	55	590
5:30 PM	50	208	10	0	268	8	210	19	0	237	9	24	86	0	119	14	28	12	0	54	678
Total Volume	197	733	42	0	972	47	787	78	0	912	51	63	318	0	432	64	88	47	0	199	2515
% App. Total	20.3	75.4	4.3	0.0	100	5.2	86.3	8.6	0.0	100	11.8	14.6	73.6	0.0	100	32.2	44.2	23.6	0.0	100	
PHF					0.907					0.950					0.908					0.905	0.927
Cars, PU, Vans	197	724	41	0	962	47	777	77	0	901	51	63	312	0	426	64	88	47	0	199	2488
% Cars, PU, Vans	100.0	98.8	97.6	0.0	99.0	100.0	98.7	98.7	0.0	98.8	100.0	100.0	98.1	0.0	98.6	100.0	100.0	100.0	0.0	100.0	98.9
Heavy trucks	0	9	1	0	10	0	10	1	0	11	0	0	6	0	6	0	0	0	0	0	27
%Heavy trucks	0.0	1.2	2.4	0.0	1.0	0.0	1.3	1.3	0.0	1.2	0.0	0.0	1.9	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.1

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave/Newton Rd & SW 144th St
City: Miami
Control: Signalized

Project ID: 26-140161-003
Date: 5/19/2026

Data - Total

NS/EW Streets:	SW 157th Ave/Newton Rd				SW 157th Ave/Newton Rd				SW 144th St				SW 144th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	22	163	0	0	0	195	12	0	38	0	61	0	0	0	0	0	491
4:15 PM	13	145	0	0	0	294	21	0	20	0	22	0	0	0	0	0	515
4:30 PM	8	145	0	0	0	274	24	0	12	0	10	0	0	0	0	0	473
4:45 PM	6	157	0	0	0	315	24	0	15	0	14	0	0	0	0	0	531
5:00 PM	5	165	0	0	0	320	25	0	15	0	17	0	0	0	0	0	547
5:15 PM	8	139	0	0	0	293	35	0	21	0	12	0	0	0	0	0	508
5:30 PM	8	186	0	0	0	321	25	0	22	0	18	0	0	0	0	0	580
5:45 PM	13	151	0	0	0	305	34	0	19	0	19	0	0	0	0	0	541
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	83	1251	0	0	0	2317	200	0	162	0	173	0	0	0	0	0	4186
APPROACH %'s :	6.22%	93.78%	0.00%	0.00%	0.00%	92.05%	7.95%	0.00%	48.36%	0.00%	51.64%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	34	641	0	0	0	1239	119	0	77	0	66	0	0	0	0	0	2176
PEAK HR FACTOR :	0.654	0.862	0.000	0.000	0.000	0.965	0.850	0.000	0.875	0.000	0.868	0.000	0.000	0.000	0.000	0.000	0.938
	0.870				0.981				0.894								

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave/Newton Rd & SW 144th St
City: Miami
Control: Signalized

Project ID: 26-140161-003
Date: 5/19/2026

Data - Cars

NS/EW Streets:	SW 157th Ave/Newton Rd				SW 157th Ave/Newton Rd				SW 144th St				SW 144th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	22	160	0	0	0	188	12	0	38	0	61	0	0	0	0	0	481
4:15 PM	13	140	0	0	0	286	21	0	20	0	22	0	0	0	0	0	502
4:30 PM	8	143	0	0	0	269	24	0	12	0	9	0	0	0	0	0	465
4:45 PM	6	156	0	0	0	308	24	0	15	0	14	0	0	0	0	0	523
5:00 PM	5	161	0	0	0	314	25	0	14	0	17	0	0	0	0	0	536
5:15 PM	8	135	0	0	0	288	34	0	21	0	12	0	0	0	0	0	498
5:30 PM	8	185	0	0	0	313	25	0	22	0	18	0	0	0	0	0	571
5:45 PM	13	145	0	0	0	299	34	0	19	0	19	0	0	0	0	0	529
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	83	1225	0	0	0	2265	199	0	161	0	172	0	0	0	0	0	4105
APPROACH %'s :	6.35%	93.65%	0.00%	0.00%	0.00%	91.92%	8.08%	0.00%	48.35%	0.00%	51.65%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	34	626	0	0	0	1214	118	0	76	0	66	0	0	0	0	0	2134
PEAK HR FACTOR :	0.654	0.846	0.000	0.000	0.000	0.967	0.868	0.000	0.864	0.000	0.868	0.000	0.000	0.000	0.000	0.000	0.934
	0.855				0.982				0.888								

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave/Newton Rd & SW 144th St
City: Miami
Control: Signalized

Project ID: 26-140161-003
Date: 5/19/2026

Data - HT

NS/EW Streets:	SW 157th Ave/Newton Rd				SW 157th Ave/Newton Rd				SW 144th St				SW 144th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	10
4:15 PM	0	5	0	0	0	8	0	0	0	0	0	0	0	0	0	0	13
4:30 PM	0	2	0	0	0	5	0	0	0	0	1	0	0	0	0	0	8
4:45 PM	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	8
5:00 PM	0	4	0	0	0	6	0	0	1	0	0	0	0	0	0	0	11
5:15 PM	0	4	0	0	0	5	1	0	0	0	0	0	0	0	0	0	10
5:30 PM	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	9
5:45 PM	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	12
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	26	0	0	0	52	1	0	1	0	1	0	0	0	0	0	81
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	98.11%	1.89%	0.00%	50.00%	0.00%	50.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	15	0	0	0	25	1	0	1	0	0	0	0	0	0	0	42
PEAK HR FACTOR :	0.000	0.625	0.000	0.000	0.000	0.781	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875
	0.625				0.813				0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave/Newton Rd & SW 144th St
City: Miami
Control: Signalized

Project ID: 26-140161-003
Date: 5/19/2026

Data - Bikes

NS/EW Streets:	SW 157th Ave/Newton Rd				SW 157th Ave/Newton Rd				SW 144th St				SW 144th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
APPROACH %'s :									0.00%	0.00%	100.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 157th Ave/Newton Rd & SW 144th St
City: Miami

Project ID: 26-140161-003
Date: 5/19/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SW 157th Ave/Newton Rd		SW 157th Ave/Newton Rd		SW 144th St		SW 144th St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	2	0	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	2	1	3
APPROACH %'s :							66.67%	33.33%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	1	1
PEAK HR FACTOR :								0.250	0.250
								0.250	

Prepared by National Data & Surveying Services

SW 157th Ave/Newton Rd & SW 144th St

Peak Hour Turning Movement Count

ID: 26-140161-003
City: Miami

Day: Tuesday
Date: 5/19/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (SW 157th Ave/Newton Rd)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	119	1239	0	0	718	PM

EASTBOUND (SW 144th St)

AM	NOON	PM	
0	0	153	
0	0	0	0
0	0	77	0
0	0	0	0
0	0	66	0
AM	NOON	PM	

WESTBOUND (SW 144th St)

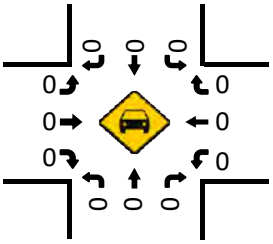
PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	
PM	NOON	AM	

NORTHBOUND (SW 157th Ave/Newton Rd)

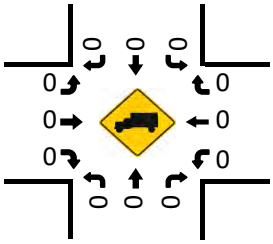
PM	1305	0	34	641	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL			
Signalized			
TEV	0 AM	0 NOON	2176 PM
PHF			0.94

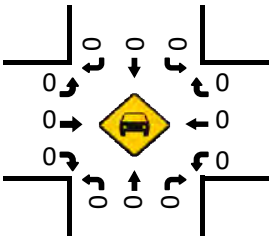
Cars (AM)



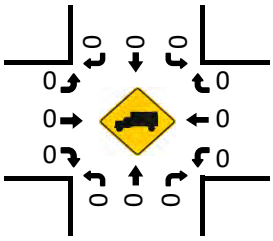
HT (AM)



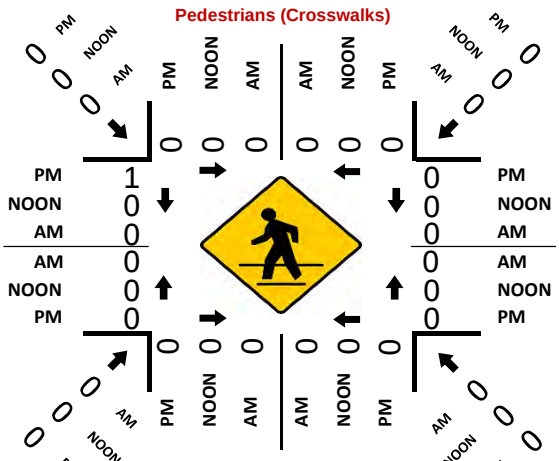
Cars (NOON)



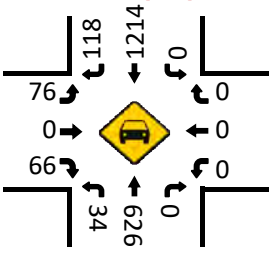
HT (NOON)



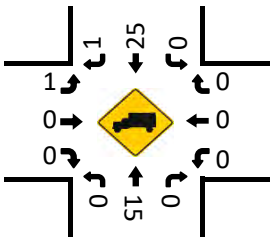
Pedestrians (Crosswalks)



Cars (PM)



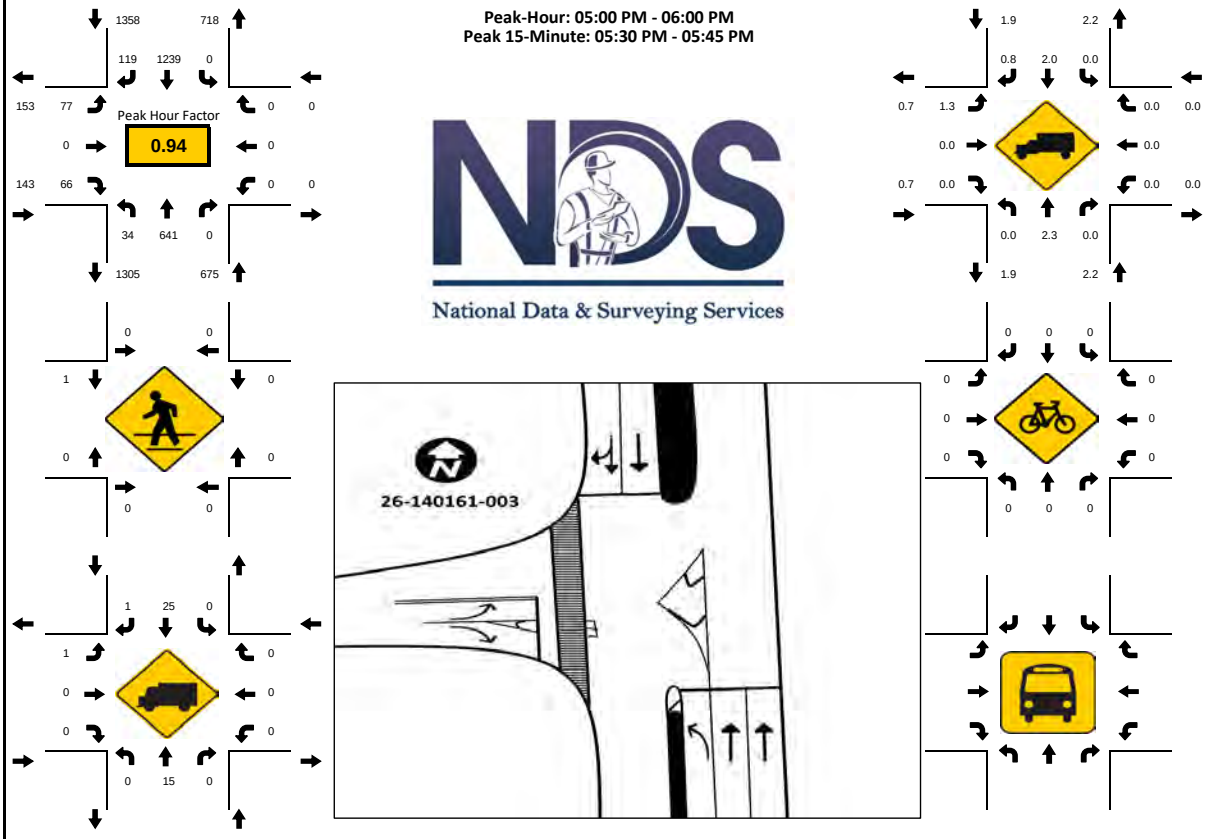
HT (PM)



LOCATION: SW 157th Ave/Newton Rd & SW 144th St
CITY/STATE: Miami, FL

PROJECT ID: 26-140161-003
DATE: Tue, May 19, 2026

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM



National Data & Surveying Services

15-Min Count Period Beginning At	SW 157th Ave/Newton Rd Northbound					SW 157th Ave/Newton Rd Southbound					SW 144th St Eastbound					SW 144th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	22	163	0	0		0	195	12	0		38	0	61	0		0	0	0	0		491	2010
4:15 PM	13	145	0	0		0	294	21	0		20	0	22	0		0	0	0	0		515	2066
4:30 PM	8	145	0	0		0	274	24	0		12	0	10	0		0	0	0	0		473	2059
4:45 PM	6	157	0	0		0	315	24	0		15	0	14	0		0	0	0	0		531	2166
5:00 PM	5	165	0	0		0	320	25	0		15	0	17	0		0	0	0	0		547	2176
5:15 PM	8	139	0	0		0	293	35	0		21	0	12	0		0	0	0	0		508	1629
5:30 PM	8	186	0	0		0	321	25	0		22	0	18	0		0	0	0	0		580	1121
5:45 PM	13	151	0	0		0	305	34	0		19	0	19	0		0	0	0	0		541	541
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	52	744	0	0		0	1284	140	0		88	0	76	0		0	0	0	0		**2384**	
Heavy Trucks	0	24	0	0		0	32	4	0		4	0	0	0		0	0	0	0		**64**	
Pedestrians		0					0					4					0				**4**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																					**0**	
Stopped Buses																						

Project ID: 26-140161-003
Location: SW 157th Ave/Newton Rd & SW 144th St
City: Miami

Day: Tuesday
Date: 5/19/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SW 157th Ave/Newton Rd Northbound						SW 157th Ave/Newton Rd Southbound						SW 144th St Eastbound						SW 144th St Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
4:00 PM	22	163	0	0	0	185	0	195	12	0	0	207	38	0	61	0	2	99	0	0	0	0	0	0	491
4:15 PM	13	145	0	0	0	158	0	294	21	0	0	315	20	0	22	0	0	42	0	0	0	0	0	0	515
4:30 PM	8	145	0	0	0	153	0	274	24	0	0	298	12	0	10	0	0	22	0	0	0	0	0	0	473
4:45 PM	6	157	0	0	0	163	0	315	24	0	0	339	15	0	14	0	0	29	0	0	0	0	0	0	531
Total	49	610	0	0	0	659	0	1078	81	0	0	1159	85	0	107	0	2	192	0	0	0	0	0	0	2010
5:00 PM	5	165	0	0	0	170	0	320	25	0	0	345	15	0	17	0	0	32	0	0	0	0	0	0	547
5:15 PM	8	139	0	0	0	147	0	293	35	0	0	328	21	0	12	0	1	33	0	0	0	0	0	0	508
5:30 PM	8	186	0	0	0	194	0	321	25	0	0	346	22	0	18	0	0	40	0	0	0	0	0	0	580
5:45 PM	13	151	0	0	0	164	0	305	34	0	0	339	19	0	19	0	0	38	0	0	0	0	0	0	541
Total	34	641	0	0	0	675	0	1239	119	0	0	1358	77	0	66	0	1	143	0	0	0	0	0	0	2176
Grand Total	83	1251	0	0	0	1334	0	2317	200	0	0	2517	162	0	173	0	3	335	0	0	0	0	0	0	4186
Apprch %	6.2	93.8	0.0	0.0	0.0		0.0	92.1	7.9	0.0	0.0		48.4	0.0	51.6	0.0	0.9		0.0	0.0	0.0	0.0	0.0		
Total %	2.0	29.9	0.0	0.0	0.0	31.9	0.0	55.4	4.8	0.0	0.0	60.1	3.9	0.0	4.1	0.0	0.1	8.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	83	1225	0	0		1308	0	2265	199	0		2464	161	0	172	0		333	0	0	0	0		0	4105
% Cars, PU, Vans	100.0	97.9	0.0	0.0		98.1	0.0	97.8	99.5	0.0		97.9	99.4	0.0	99.4	0.0		99.4	0.0	0.0	0.0	0.0		0.0	98.1
Heavy trucks	0	26	0	0		26	0	52	1	0		53	1	0	1	0		2	0	0	0	0		0	81
%Heavy trucks	0.0	2.1	0.0	0.0		1.9	0.0	2.2	0.5	0.0		2.1	0.6	0.0	0.6	0.0		0.6	0.0	0.0	0.0	0.0		0.0	1.9

Project ID: 26-140161-003
Location: SW 157th Ave/Newton Rd & SW 144th St
City: Miami

PEAK HOURS

Day: Tuesday
Date: 5/19/2026

PM

	SW 157th Ave/Newton Rd Northbound					SW 157th Ave/Newton Rd Southbound					SW 144th St Eastbound					SW 144th St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	5	165	0	0	170	0	320	25	0	345	15	0	17	0	32	0	0	0	0	0	547
5:15 PM	8	139	0	0	147	0	293	35	0	328	21	0	12	0	33	0	0	0	0	0	508
5:30 PM	8	186	0	0	194	0	321	25	0	346	22	0	18	0	40	0	0	0	0	0	580
5:45 PM	13	151	0	0	164	0	305	34	0	339	19	0	19	0	38	0	0	0	0	0	541
Total Volume	34	641	0	0	675	0	1239	119	0	1358	77	0	66	0	143	0	0	0	0	0	2176
% App. Total	5.0	95.0	0.0	0.0	100	0.0	91.2	8.8	0.0	100	53.8	0.0	46.2	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.870					0.981					0.894						0.938
Cars, PU, Vans	34	626	0	0	660	0	1214	118	0	1332	76	0	66	0	142	0	0	0	0	0	2134
% Cars, PU, Vans	100.0	97.7	0.0	0.0	97.8	0.0	98.0	99.2	0.0	98.1	98.7	0.0	100.0	0.0	99.3	0.0	0.0	0.0	0.0	0.0	98.1
Heavy trucks	0	15	0	0	15	0	25	1	0	26	1	0	0	0	1	0	0	0	0	0	42
%Heavy trucks	0.0	2.3	0.0	0.0	2.2	0.0	2.0	0.8	0.0	1.9	1.3	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	1.9

Prepared by National Data & Surveying Services

Pedestrian Call Study

Location: SR 825/Lindgren Rd/SW 137th Ave (NS) & SW 120th St (EW)
City: Miami, FL

Date: 1/14/2026
Day: Wednesday

Time Of Call	Button Placed	Volume of Pedestrian Movements							
		NEB	NWB	SEB	SWB	ENB	ESB	WNB	WSB
4:11:55 PM	NW	1							
4:13:36 PM	NE		2						
4:29:46 PM	NE		1						
4:43:36 PM	NE		1						
5:16:08 PM	NW								1
5:25:36 PM	NW								1
5:38:43 PM	NW								1
5:48:33 PM	NW	1							
Totals	*8*	*2*	*4*	*0*	*0*	*0*	*0*	*0*	*3*

INTERVAL	FREQUENCY of Buttons Pressed				
	NE	NW	SE	SW	
4:00 PM	1	1	0	0	
4:15 PM	1	0	0	0	
4:30 PM	1	0	0	0	
4:45 PM	0	0	0	0	
5:00 PM	0	0	0	0	
5:15 PM	0	2	0	0	
5:30 PM	0	1	0	0	
5:45 PM	0	1	0	0	
Totals	3	5	0	0	8

Prepared by National Data & Surveying Services

Pedestrian Call Study

Location: SW 132nd Ave (NS) & SW 120th St (EW)
City: Miami, FL

Date: 1/14/2026
Day: Wednesday

Time Of Call	Button Placed	Volume of Pedestrian Movements							
		NEB	NWB	SEB	SWB	ENB	ESB	WNB	WSB
4:04:17 PM	SW							1	
5:02:57 PM	NW								1
5:40:08 PM	NW								1
5:50:46 PM	SW							1	
Totals	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*2*

INTERVAL	FREQUENCY of Buttons Pressed				
	NE	NW	SE	SW	
4:00 PM	0	0	0	1	
4:15 PM	0	0	0	0	
4:30 PM	0	0	0	0	
4:45 PM	0	0	0	0	
5:00 PM	0	1	0	0	
5:15 PM	0	0	0	0	
5:30 PM	0	1	0	0	
5:45 PM	0	0	0	1	
Totals	**0**	**2**	**0**	**2**	**4**

Prepared by National Data & Surveying Services

Pedestrian Call Study

Location: SW 127th Ave (NS) & Msgr. Bryan O. Walsh St/SW 120th St (EW)
City: Miami, FL

Date: 1/14/2026
Day: Wednesday

Time Of Call	Button Placed	Volume of Pedestrian Movements							
		NEB	NWB	SEB	SWB	ENB	ESB	WNB	WSB
4:00:47 PM	SE					1			
4:22:33 PM	NE		1						
4:23:00 PM	NW								1
4:52:31 PM	SW			1					
4:53:00 PM	SE					1			
5:16:04 PM	SW			1					
5:29:12 PM	NW	1							
5:43:48 PM	SE				1				
Totals	*8*	*1*	*1*	*2*	*1*	*2*	*0*	*0*	*1*

INTERVAL	FREQUENCY of Buttons Pressed				
	NE	NW	SE	SW	
4:00 PM	0	0	1	0	
4:15 PM	1	1	0	0	
4:30 PM	0	0	0	0	
4:45 PM	0	0	1	1	
5:00 PM	0	0	0	0	
5:15 PM	0	1	0	1	
5:30 PM	0	0	1	0	
5:45 PM	0	0	0	0	
Totals	1	2	3	2	8

Prepared by National Data & Surveying Services

Pedestrian Call Study

Location: SW 122nd Ave (NS) & Msgr. Bryan O. Walsh St/SW 120th St (EW)
City: Miami, FL

Date: 1/14/2026
Day: Wednesday

Time Of Call	Button Placed	Volume of Pedestrian Movements							
		NEB	NWB	SEB	SWB	ENB	ESB	WNB	WSB
5:34:34 PM	NW								1
5:55:39 PM	SW							1	
Totals	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*1*

INTERVAL	FREQUENCY of Buttons Pressed				
	NE	NW	SE	SW	
4:00 PM	0	0	0	0	
4:15 PM	0	0	0	0	
4:30 PM	0	0	0	0	
4:45 PM	0	0	0	0	
5:00 PM	0	0	0	0	
5:15 PM	0	0	0	0	
5:30 PM	0	1	0	0	
5:45 PM	0	0	0	1	
Totals	0	1	0	1	2

Prepared by National Data & Surveying Services

Pedestrian Call Study

Location: Newton RD/SW 157th Ave (NS) & SW 152nd St (EW)
City: Miami, FL

Date: 1/14/2026
Day: Wednesday

Time Of Call	Button Placed	Volume of Pedestrian Movements							
		NEB	NWB	SEB	SWB	ENB	ESB	WNB	WSB
4:30:45 PM	NE		1						
4:54:11 PM	SE					2			
4:56:37 PM	NE		1						
4:57:13 PM	NE		2						
5:06:13 PM	NE						1		
5:12:00 PM	SE					1			
5:18:31 PM	SE					1			
Totals	*7*	*0*	*4*	*0*	*0*	*4*	*1*	*0*	*0*

INTERVAL	FREQUENCY of Buttons Pressed				
	NE	NW	SE	SW	
4:00 PM	0	0	0	0	
4:15 PM	0	0	0	0	
4:30 PM	1	0	0	0	
4:45 PM	2	0	1	0	
5:00 PM	1	0	1	0	
5:15 PM	0	0	1	0	
5:30 PM	0	0	0	0	
5:45 PM	0	0	0	0	
Totals	4	0	3	0	7

Prepared by National Data & Surveying Services

Pedestrian Call Study

Location: SW 152nd Ave (NS) & Eureka Dr/SW 184th St (EW)
City: Miami, FL

Date: 1/14/2026
Day: Wednesday

Time Of Call	Button Placed	Volume of Pedestrian Movements							
		NEB	NWB	SEB	SWB	ENB	ESB	WNB	WSB
Totals	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

INTERVAL	FREQUENCY of Buttons Pressed				
	NE	NW	SE	SW	
4:00 PM					
4:15 PM					
4:30 PM					
4:45 PM					
5:00 PM					
5:15 PM					
5:30 PM					
5:45 PM					
Totals	0	0	0	0	0

Prepared by National Data & Surveying Services

Pedestrian Call Study

Location: SW 157th Ave (NS) & SW 120th St (EW)
City: Miami, FL

Date: 1/14/2026
Day: Wednesday

Time Of Call	Button Placed	Volume of Pedestrian Movements							
		NEB	NWB	SEB	SWB	ENB	ESB	WNB	WSB
5:16:59 PM	NE		1						
Totals	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*

INTERVAL	FREQUENCY of Buttons Pressed				
	NE	NW	SE	SW	
4:00 PM	0	0	0	0	
4:15 PM	0	0	0	0	
4:30 PM	0	0	0	0	
4:45 PM	0	0	0	0	
5:00 PM	0	0	0	0	
5:15 PM	1	0	0	0	
5:30 PM	0	0	0	0	
5:45 PM	0	0	0	0	
Totals	1	0	0	0	1

Prepared by National Data & Surveying Services

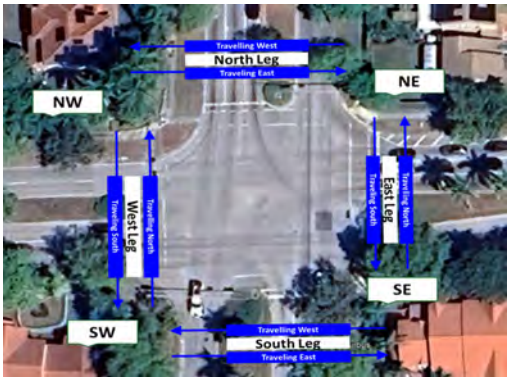
Pedestrian Call Study

Location: SW 157th Ave (NS) & SW 104th St/Killian Pkwy (EW)
City: Miami, FL

Date: 5/19/2026
Day: Tuesday

Time Of Call	Button Placed	Volume of Pedestrian Movements							
		NEB	NWB	SEB	SWB	ENB	ESB	WNB	WSB
4:29:39 PM	NW	1							
5:13:41 PM	SE				1				
5:30:01 PM	NW								1
5:36:15 PM	NE		1						
5:48:50 PM	SE					1			
5:54:16 PM	SE				1				
Totals	*6*	*1*	*1*	*0*	*2*	*1*	*0*	*0*	*1*

INTERVAL	FREQUENCY of Buttons Pressed				
	NE	NW	SE	SW	
4:00 PM	0	0	0	0	
4:15 PM	0	1	0	0	
4:30 PM	0	0	0	0	
4:45 PM	0	0	0	0	
5:00 PM	0	0	1	0	
5:15 PM	0	0	0	0	
5:30 PM	1	1	0	0	
5:45 PM	0	0	2	0	
Totals	1	2	3	0	6



Prepared by National Data & Surveying Services

Pedestrian Call Study

Location: SW 157th Ave (NS) & SW 112th St (EW)
City: Miami, FL

Date: 5/19/2026
Day: Tuesday

Time Of Call	Button Placed	Volume of Pedestrian Movements							
		NEB	NWB	SEB	SWB	ENB	ESB	WNB	WSB
Totals	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

INTERVAL	FREQUENCY of Buttons Pressed				
	NE	NW	SE	SW	
4:00 PM					
4:15 PM					
4:30 PM					
4:45 PM					
5:00 PM					
5:15 PM					
5:30 PM					
5:45 PM					
Totals	0	0	0	0	0

No pedestrian activated call button

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.05	1.07
2	01/07/2024 - 01/13/2024	1.02	1.04
3	01/14/2024 - 01/20/2024	0.99	1.01
4	01/21/2024 - 01/27/2024	0.99	1.01
5	01/28/2024 - 02/03/2024	0.98	1.00
6	02/04/2024 - 02/10/2024	0.98	1.00
7	02/11/2024 - 02/17/2024	0.97	0.99
* 8	02/18/2024 - 02/24/2024	0.97	0.99
* 9	02/25/2024 - 03/02/2024	0.98	1.00
*10	03/03/2024 - 03/09/2024	0.98	1.00
*11	03/10/2024 - 03/16/2024	0.98	1.00
*12	03/17/2024 - 03/23/2024	0.98	1.00
*13	03/24/2024 - 03/30/2024	0.98	1.00
*14	03/31/2024 - 04/06/2024	0.98	1.00
*15	04/07/2024 - 04/13/2024	0.98	1.00
*16	04/14/2024 - 04/20/2024	0.98	1.00
*17	04/21/2024 - 04/27/2024	0.98	1.00
*18	04/28/2024 - 05/04/2024	0.98	1.00
*19	05/05/2024 - 05/11/2024	0.97	0.99
*20	05/12/2024 - 05/18/2024	0.97	0.99
21	05/19/2024 - 05/25/2024	0.98	1.00
22	05/26/2024 - 06/01/2024	0.99	1.01
23	06/02/2024 - 06/08/2024	0.99	1.01
24	06/09/2024 - 06/15/2024	1.00	1.02
25	06/16/2024 - 06/22/2024	1.01	1.03
26	06/23/2024 - 06/29/2024	1.02	1.04
27	06/30/2024 - 07/06/2024	1.02	1.04
28	07/07/2024 - 07/13/2024	1.03	1.05
29	07/14/2024 - 07/20/2024	1.04	1.06
30	07/21/2024 - 07/27/2024	1.03	1.05
31	07/28/2024 - 08/03/2024	1.02	1.04
32	08/04/2024 - 08/10/2024	1.00	1.02
33	08/11/2024 - 08/17/2024	0.99	1.01
34	08/18/2024 - 08/24/2024	0.99	1.01
35	08/25/2024 - 08/31/2024	0.99	1.01
36	09/01/2024 - 09/07/2024	0.99	1.01
37	09/08/2024 - 09/14/2024	0.99	1.01
38	09/15/2024 - 09/21/2024	0.99	1.01
39	09/22/2024 - 09/28/2024	1.00	1.02
40	09/29/2024 - 10/05/2024	1.01	1.03
41	10/06/2024 - 10/12/2024	1.02	1.04
42	10/13/2024 - 10/19/2024	1.03	1.05
43	10/20/2024 - 10/26/2024	1.02	1.04
44	10/27/2024 - 11/02/2024	1.01	1.03
45	11/03/2024 - 11/09/2024	1.00	1.02
46	11/10/2024 - 11/16/2024	1.00	1.02
47	11/17/2024 - 11/23/2024	1.01	1.03
48	11/24/2024 - 11/30/2024	1.02	1.04
49	12/01/2024 - 12/07/2024	1.03	1.05
50	12/08/2024 - 12/14/2024	1.04	1.06
51	12/15/2024 - 12/21/2024	1.05	1.07
52	12/22/2024 - 12/28/2024	1.02	1.04
53	12/29/2024 - 12/31/2024	0.99	1.01

* PEAK SEASON

Appendix 21-3

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) - PRIVATE SECTOR IMPROVEMENTS

Construction in Lieu of Road Impact Fee District 5

TPO Project No / Agency Project No	Facility/Project Name / From /Location	To /Location	Length (miles)	Type of Work / Remarks	LRTP Ref	Project Cost ($000s)	Prior Years Funding ($000s)	Constr. Year	Compl (Y/N)	Zoning Applicant Name / Zoning Application No.	Commission Res. or Covenant Ord. Pg. #
PS0000017	SW 137 Avenue		1.0	Widen from 4 to 6 lanes	07-54	**$100**			N	Gunhild Milner, et al	OR Book 19518. pg. 1218
17	SW 72 Street	SW 88 Street		Prior to issuance of first C.O.						Kendall Town Center	

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) - MOBILITY IMPACT FEE (MIF)

Mobility Impact Fee Zone: ZONE E

MIF Funding Bucket: MIF Roadway

Municipalities: Unincorporated Miami-Dade County, Coral Gables, Cutler Bay, Florida City, Homestead, Miami, Palmetto Bay, Pinecrest, South Miami

TPO Project No.	Facility/Project Name		Bicycle Accom	Type of Work		Project Cost ($000s)	Prior Years' Funding ($000s)	
	From /Location	To /Location	Length (miles)					
Agency Project No.	Detailed Project Description				LRTP Ref			
	Status		Remarks					

PW0001076	SW 127 AVENUE		Bike Lane	Widen from 2 to 4 lanes					Funding (in $000s)				
	SW 136 STREET	SW 128 STREET	0.5						Proposed		Tentative 3-Year Program		
0001076	Widen from 2 to 4 lanes.												
	Under design		Additional funding from CIGP.		07-50	**$5,998**	**$699**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								PE	5	7	0	0	0
								CST	207	2,659	2,421	0	0

PW0000148	SW 152 AVENUE			Widen from 2 to 3 lanes					Funding (in $000s)				
	SW 312 STREET	US 1	2.0						Proposed		Tentative 3-Year Program		
148	Widen from 2 to 3 lanes.												
	Under design				07-50	**$16,129**	**$1,269**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								PE	50	60	0	0	0
								ROW	15	0	0	0	0
								CST	0	9,009	5,690	36	0

BOND - Capital Asset Acquisition Special Obligation Bonds

B.R. - Repayment of Capital Asset Acquisition Special Obligation Bonds

CIGP - County Incentive Grant Program

LRTP - Subject to Long Range Plan Amendment

PE Preliminary Engineering

CST Construction

CEI Construction Engineering Inspection

COMB Combined Funding in Prior Years

Totals reflect expenditures based on latest budgetary information of anticipated revenues, and may differ from actual amounts received.

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
NON-MOTORIZED COMPONENT

Responsible Agency: Miami-Dade Dept. of Transportation and Public Works

TPO Project No	Facility/Project Name		Bicycle Accom.	Type of Work		Project Cost ($000s)	Prior Years Cost ($000s)	MIAMI-DADE COUNTY
Agency Project No	From /Location	To /Location	Length (miles)	Cross-Ref.TIP Book Page No.	LRTP Ref			
PW0001070	NW 25 STREET		Other	Widen from 4 to 6 lanes		**$64,767**	**$11,091**	Proposed Funding (in $000s)
0001070	NW 117 AVENUE	NW 87 AVENUE	1.0	PL 2.7-2 -105	07-142			2025 - 2026: 3,772 / 2026 - 2027: 4,128 / 2027 - 2028: 0 / 2028 - 2029: 953 / 2029 - 2030: 7,300
PW0001076	SW 127 AVENUE		Bike Lane	Widen from 2 to 4 lanes		**$5,998**	**$699**	Proposed Funding (in $000s)
0001076	SW 136 STREET	SW 128 STREET	0.5	PL 2.7-2 -143	07-50			2025 - 2026: 212 / 2026 - 2027: 2,666 / 2027 - 2028: 2,421 / 2028 - 2029: 0 / 2029 - 2030: 0
PW0001083	SW 42 STREET		Other	Widen from 2 to 4 lanes		**$7,097**	**$6,020**	Proposed Funding (in $000s)
0001083	SW 162 AVENUE	SW 157 AVENUE	0.5	PL 2.7-2 -106	07-46			2025 - 2026: 0 / 2026 - 2027: 0 / 2027 - 2028: 1,077 / 2028 - 2029: 0 / 2029 - 2030: 0
PW0001106	FRANJO ROAD		Other	Widen from 2 to 3 lanes		**$8,891**	**$6,522**	Proposed Funding (in $000s)
0001106	OLD CUTLER ROAD	SW 184 STREET	1.6	PL 2.7-2 -138	06-09			2025 - 2026: 0 / 2026 - 2027: 2,369 / 2027 - 2028: 0 / 2028 - 2029: 0 / 2029 - 2030: 0
PW000114	ADA Hotline Projects							Proposed Funding (in $000s)
114			0.0	PL 2.7-1 -4	06-09			2025 - 2026: 500 / 2026 - 2027: 500 / 2027 - 2028: 500 / 2028 - 2029: 0 / 2029 - 2030: 0

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) - MOBILITY IMPACT FEE (MIF)

Mobility Impact Fee Zone: ZONE E

MIF Funding Bucket: MIF Roadway

Municipalities: Unincorporated Miami-Dade County, Coral Gables, Cutler Bay, Florida City, Homestead, Miami, Palmetto Bay, Pinecrest, South Miami

TPO Project No.	Facility/Project Name		Bicycle Accom	Type of Work		Project Cost ($000s)	Prior Years' Funding ($000s)	
	From /Location	To /Location	Length (miles)					
Agency Project No.	Detailed Project Description				LRTP Ref			
	Status		Remarks					

PW0001076	SW 127 AVENUE		Bike Lane	Widen from 2 to 4 lanes					Funding (in $000s)				
	SW 136 STREET	SW 128 STREET	0.5						Proposed		Tentative 3-Year Program		
0001076	Widen from 2 to 4 lanes.												
	Under design		Additional funding from CIGP.		07-50	**$5,998**	**$699**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								PE	5	7	0	0	0
								CST	207	2,659	2,421	0	0

PW0000148	SW 152 AVENUE			Widen from 2 to 3 lanes					Funding (in $000s)				
	SW 312 STREET	US 1	2.0						Proposed		Tentative 3-Year Program		
148	Widen from 2 to 3 lanes.												
	Under design				07-50	**$16,129**	**$1,269**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								PE	50	60	0	0	0
								ROW	15	0	0	0	0
								CST	0	9,009	5,690	36	0

BOND - Capital Asset Acquisition Special Obligation Bonds

B.R. - Repayment of Capital Asset Acquisition Special Obligation Bonds

CIGP - County Incentive Grant Program

LRTP - Subject to Long Range Plan Amendment

PE Preliminary Engineering

CST Construction

CEI Construction Engineering Inspection

COMB Combined Funding in Prior Years

Totals reflect expenditures based on latest budgetary information of anticipated revenues, and may differ from actual amounts received.

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) - MOBILITY IMPACT FEE (MIF)

Mobility Impact Fee Zone: ZONE E

MIF Funding Bucket: MIF Roadway

Municipalities: Unincorporated Miami-Dade County, Coral Gables, Cutler Bay, Florida City, Homestead, Miami, Palmetto Bay, Pinecrest, South Miami

TPO Project No.	Facility/Project Name		Bicycle Accom	Type of Work		Project Cost ($000s)	Prior Years' Funding ($000s)	
	From /Location	To /Location	Length (miles)					
Agency Project No.	Detailed Project Description				LRTP Ref			
	Status		Remarks					

PW000992	SW 117 AVENUE			Road reconstruction/traffic operational improvement				Funding (in $000s)				
	US-1	SW 184 STREET	1.9					Proposed		Tentative 3-Year Program		
000992	Road reconstruction/Traffic operational improvements.											
	Under design				07-46	**$21,637**	**$5,354**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								PE	200	10	10	5	0
								ROW	0	1,292	20	0	0
								CST	60	2,703	6,376	4,681	920
								ADM	6	0	0	0	0

PW0001149	SW 127 AVENUE			Add 2 lanes/new 4 lanes				Funding (in $000s)				
	SW 144 STREET	SW 136 STREET	0.5					Proposed		Tentative 3-Year Program		
0001149	Add 2 lanes/New 4 lanes.											
	Under design				07-50	**$7,418**	**$1,801**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								PE	2	3	0	0	0
								CST	0	60	3,528	2,024	0

BOND - Capital Asset Acquisition Special Obligation Bonds

B.R. - Repayment of Capital Asset Acquisition Special Obligation Bonds

CIGP - County Incentive Grant Program

LRTP - Subject to Long Range Plan Amendment

PE Preliminary Engineering

CST Construction

CEI Construction Engineering Inspection

COMB Combined Funding in Prior Years

Totals reflect expenditures based on latest budgetary information of anticipated revenues, and may differ from actual amounts received.

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) - MOBILITY IMPACT FEE (MIF)

Mobility Impact Fee Zone: ZONE E

MIF Funding Bucket: MIF Bike/Ped

Municipalities: Unincorporated Miami-Dade County, Coral Gables, Cutler Bay, Florida City, Homestead, Miami, Palmetto Bay, Pinecrest, South Miami

TPO Project No.	Facility/Project Name		Bicycle Accom	Type of Work		Project Cost ($000s)	Prior Years' Funding ($000s)	
	From /Location	To /Location	Length (miles)					
Agency Project No.	Detailed Project Description				LRTP Ref			
	Status		Remarks					

PWMIFEBP 0016	SW 142 Avenue			Bicycle capacity improvement				Funding (in $000s)				
	SW 168 Street	SW 160 Street	0.1					Proposed		Tentative 3-Year Program		
MIFEBP0016								2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
					06-09	**$240**	**$240**	Activity /Phase				
								PE	0	0	0	0	0
								CST	0	0	0	0	0

PWMIFEBP 0017	SW 137 Avenue and SW 138 Avenue			Traffic signal				Funding (in $000s)				
			0.1					Proposed		Tentative 3-Year Program		
MIFEBP0017								2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
			New traffic signal with pedestrian features. Matching Grant Fund ($210,000).		06-09	**$1,048**	**$0**	Activity /Phase				
								PE/CST	210	0	0	0	0

BOND - Capital Asset Acquisition Special Obligation Bonds

B.R. - Repayment of Capital Asset Acquisition Special Obligation Bonds

CIGP - County Incentive Grant Program

LRTP - Subject to Long Range Plan Amendment

PE Preliminary Engineering

CST Construction

CEI Construction Engineering Inspection

COMB Combined Funding in Prior Years

Totals reflect expenditures based on latest budgetary information of anticipated revenues, and may differ from actual amounts received.

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
NON-MOTORIZED COMPONENT

Responsible Agency: Miami-Dade Dept. of Transportation and Public Works

TPO Project No / Agency Project No	Facility/Project Name / From /Location	To /Location	Bicycle Accom. / Length (miles)	Type of Work / Cross-Ref.TIP Book Page No.	LRTP Ref	Project Cost ($000s)	Prior Years Cost ($000s)	MIAMI-DADE COUNTY
PWMIFEBP 0008	SW 67 Avenue over C-2 Canal (Ludlam Utility Bridge)			Pedestrian bridge		**$250**	**$0**	
MIFEBP0008			0.0	PL 2.7-2 -131				

Proposed Funding (in $000s)				
2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
250	0	0	0	0

TPO Project No / Agency Project No	Facility/Project Name / From /Location	To /Location	Bicycle Accom. / Length (miles)	Type of Work / Cross-Ref.TIP Book Page No.	LRTP Ref	Project Cost ($000s)	Prior Years Cost ($000s)
PWMIFEBP 0014	Ludlam Bikepath			Bikepath		**$227,728**	**$14,400**
MIFEBP0014	Dadeland North	NW 7 Street	6.0	PL 2.7-2 -123	06-09		

Proposed Funding (in $000s)				
2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
0	0	0	0	0

TPO Project No / Agency Project No	Facility/Project Name / From /Location	To /Location	Bicycle Accom. / Length (miles)	Type of Work / Cross-Ref.TIP Book Page No.	LRTP Ref	Project Cost ($000s)	Prior Years Cost ($000s)
PWMIFEBP 0015	SW 147 Avenue			Bicycle protection devices		**$200**	**$0**
MIFEBP0015	SW 182 Street	SW 154 Street	2.0	PL 2.7-2 -123	06-09		

Proposed Funding (in $000s)				
2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
40	0	0	0	0

TPO Project No / Agency Project No	Facility/Project Name / From /Location	To /Location	Bicycle Accom. / Length (miles)	Type of Work / Cross-Ref.TIP Book Page No.	LRTP Ref	Project Cost ($000s)	Prior Years Cost ($000s)
PWMIFEBP 0016	SW 142 Avenue			Bicycle capacity improvement		**$240**	**$240**
MIFEBP0016	SW 168 Street	SW 160 Street	0.1	PL 2.7-2 -124	06-09		

Proposed Funding (in $000s)				
2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
0	0	0	0	0

TPO Project No / Agency Project No	Facility/Project Name / From /Location	To /Location	Bicycle Accom. / Length (miles)	Type of Work / Cross-Ref.TIP Book Page No.	LRTP Ref	Project Cost ($000s)	Prior Years Cost ($000s)
PWMIFEBP 0019	SW 160 Street			Bicycle capacity improvement		**$540**	**$540**
MIFEBP0019	SW 157 Avenue	SW 147 Court	1.0	PL 2.7-2 -125	06-09		

Proposed Funding (in $000s)				
2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
0	0	0	0	0

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) - MOBILITY IMPACT FEE (MIF)

Mobility Impact Fee Zone: ZONE E

MIF Funding Bucket: MIF Bike/Ped

Municipalities: Unincorporated Miami-Dade County, Coral Gables, Cutler Bay, Florida City, Homestead, Miami, Palmetto Bay, Pinecrest, South Miami

TPO Project No.	Facility/Project Name		Bicycle Accom	Type of Work		Project Cost ($000s)	Prior Years' Funding ($000s)	
	From /Location	To /Location	Length (miles)					
Agency Project No.	Detailed Project Description				LRTP Ref			
	Status		Remarks					

PWMIFEBP 0018	SW 137 Avenue and SW 59 Street			Intersection improvement					Funding (in $000s)			
			0.0						Proposed		Tentative 3-Year Program	
MIFEBP0018												
			Matching grand funds. High emphasis crosswalk and pedestrian signage. Federal Grant ($52,400).		06-09	**$66**	**$0**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								PE/CST	14	0	0	0	0

PWMIFEBP 0019	SW 160 Street			Bicycle capacity improvement					Funding (in $000s)			
	SW 157 Avenue	SW 147 Court	1.0						Proposed		Tentative 3-Year Program	
MIFEBP0019												
					06-09	**$540**	**$540**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								PE	0	0	0	0	0
								CST	0	0	0	0	0

BOND - Capital Asset Acquisition Special Obligation Bonds
B.R. - Repayment of Capital Asset Acquisition Special Obligation Bonds
CIGP - County Incentive Grant Program
LRTP - Subject to Long Range Plan Amendment

PE Preliminary Engineering
CST Construction
CEI Construction Engineering Inspection
COMB Combined Funding in Prior Years

Totals reflect expenditures based on latest budgetary information of anticipated revenues, and may differ from actual amounts received.

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
NON-MOTORIZED COMPONENT

Responsible Agency: Miami-Dade Dept. of Transportation and Public Works

TPO Project No	Facility/Project Name		Bicycle Accom.	Type of Work		Project Cost ($000s)	Prior Years Cost ($000s)	MIAMI-DADE COUNTY
Agency Project No	From /Location	To /Location	Length (miles)	Cross-Ref.TIP Book Page No.	LRTP Ref			
PWMIFEBP0020	SW 72 Street			Bicycle protection devices		$750	$0	Proposed Funding (in $000s)
MIFEBP0020	SW 147 Avenue	SW 127 Avenue	2.0	PL 2.7-2 -126	06-09			2025 - 2026: 150; 2026 - 2027: 0; 2027 - 2028: 0; 2028 - 2029: 0; 2029 - 2030: 0
PWMIFEBP0021	Continuing Program Projects			Bike/Ped projects			$0	Proposed Funding (in $000s)
MIFEBP0021			0.0	PL 2.7-2 -126	06-09			2025 - 2026: 289; 2026 - 2027: 41; 2027 - 2028: 441; 2028 - 2029: 2,241; 2029 - 2030: 2,241
PWMIFEBP0023	SW 160 Street		Bike Lane	Bicycle capacity improvement		$265	$265	Proposed Funding (in $000s)
MIFEBP0023	SW 147 Court	SW 137 Avenue	1.0	PL 2.7-2 -127	06-09			2025 - 2026: 0; 2026 - 2027: 0; 2027 - 2028: 0; 2028 - 2029: 0; 2029 - 2030: 0
PWMIFERDWY0001	SW 112 Avenue at US-1			Pedestrian bridge		$1,500	$1,500	Proposed Funding (in $000s)
MIFERDWY0001			0.0	PL 2.7-2 -133				2025 - 2026: 0; 2026 - 2027: 0; 2027 - 2028: 0; 2028 - 2029: 0; 2029 - 2030: 0
PWMIFETA0012	Underline			Transit/pedestrian/bicycle improvement		$117,862	$10,419	Proposed Funding (in $000s)
MIFETA0012	Dadeland South	Miami River	9.6	PL 2.7-2 -168	06-09			2025 - 2026: 0; 2026 - 2027: 0; 2027 - 2028: 0; 2028 - 2029: 0; 2029 - 2030: 0

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) - MOBILITY IMPACT FEE (MIF)

Mobility Impact Fee Zone: ZONE E

MIF Funding Bucket: MIF Bike/Ped

Municipalities: Unincorporated Miami-Dade County, Coral Gables, Cutler Bay, Florida City, Homestead, Miami, Palmetto Bay, Pinecrest, South Miami

TPO Project No.	Facility/Project Name		Bicycle Accom	Type of Work		Project Cost ($000s)	Prior Years' Funding ($000s)	
	From /Location	To /Location	Length (miles)					
Agency Project No.	Detailed Project Description				LRTP Ref			
	Status		Remarks					

PWMIFEBP 0023	SW 160 Street		Bike Lane	Bicycle capacity improvement					Funding (in $000s)				
	SW 147 Court	SW 137 Avenue	1.0						Proposed		Tentative 3-Year Program		
MIFEBP0023						**$265**	**$265**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
					06-09			PE	0	0	0	0	0
								CST	0	0	0	0	0

PWMIFEBP 0001	Ludlam Streetscape			New Sidewalk					Funding (in $000s)				
	C-2 Canal	US-1	0.0						Proposed		Tentative 3-Year Program		
MIFEBP0001						**$500**	**$500**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								PE/CST	0	0	0	0	0

BOND - Capital Asset Acquisition Special Obligation Bonds
B.R. - Repayment of Capital Asset Acquisition Special Obligation Bonds
CIGP - County Incentive Grant Program
LRTP - Subject to Long Range Plan Amendment

PE Preliminary Engineering
CST Construction
CEI Construction Engineering Inspection
COMB Combined Funding in Prior Years

Totals reflect expenditures based on latest budgetary information of anticipated revenues, and may differ from actual amounts received.

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) - MOBILITY IMPACT FEE (MIF)

Mobility Impact Fee Zone: ZONE E

MIF Funding Bucket: MIF Roadway

Municipalities: Unincorporated Miami-Dade County, Coral Gables, Cutler Bay, Florida City, Homestead, Miami, Palmetto Bay, Pinecrest, South Miami

TPO Project No.	Facility/Project Name		Bicycle Accom	Type of Work		Project Cost ($000s)	Prior Years' Funding ($000s)	
	From /Location	To /Location	Length (miles)					
Agency Project No.	Detailed Project Description				LRTP Ref			
	Status		Remarks					

PWMIFERDWY0007	SW 88 Street at SW 150 Avenue		Intersection improvement					Funding (in $000s)					
		0.0						Proposed		Tentative 3-Year Program			
MIFERDWY0007	Installation of a left turn green arrow / signal phase for both approaches and constructing a northbound left turn lane of the intersection of SW 88th Street (SR 94) and SW 150th Avenue.					**$660**	**$660**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								CST	0	0	0	0	0

PWMIFERDWY0008	SW 152 Avenue at SW 320 Street (Mowry Drive)		Traffic signal					Funding (in $000s)					
		0.0						Proposed		Tentative 3-Year Program			
MIFERDWY0008						**$900**	**$900**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								CST	0	0	0	0	0

BOND - Capital Asset Acquisition Special Obligation Bonds

B.R. - Repayment of Capital Asset Acquisition Special Obligation Bonds

CIGP - County Incentive Grant Program

LRTP - Subject to Long Range Plan Amendment

PE Preliminary Engineering

CST Construction

CEI Construction Engineering Inspection

COMB Combined Funding in Prior Years

Totals reflect expenditures based on latest budgetary information of anticipated revenues, and may differ from actual amounts received.

TURNPIKE

TPO Project No:	TP4060961
LRTP Ref.:	07-38
County:	MIAMI-DADE
Roadway ID:	
Lanes Exist:	
Lanes Improved:	
Lanes Added:	
Project Length:	4.927
District:	6

Project Description: **HEFT (SR 821) WIDENING - (MP 14.5-19.4) NORTH OF EUREKA - INCLUDING MANAGED LANES** **SOUTH OF KILLIAN PARKWAY**

Type of Work: **ADD LANES & RECONSTRUCT**

PHASE :	Funding Source	Proposed Funding (in $000s) <2026	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	>2030	All Years
		173,679	0	0	0	0	0	0	173,679
DESIGN/BUILD	Total	**173,679**	**0**	**0**	**0**	**0**	**0**	**0**	**173,679**
		2,871	0	0	0	0	0	0	2,871
PROJECT DEVELOPMENT AND ENVIRONMENTAL	Total	**2,871**	**0**	**0**	**0**	**0**	**0**	**0**	**2,871**
		20,501	0	0	0	0	0	0	20,501
PRELIMINARY ENGINEERING	Total	**20,501**	**0**	**0**	**0**	**0**	**0**	**0**	**20,501**
		3	0	0	0	0	0	0	3
RIGHT OF WAY	Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
		2,512	0	0	0	0	0	0	2,512
RAILROAD & UTILITIES	Total	**2,512**	**0**	**0**	**0**	**0**	**0**	**0**	**2,512**

RESPONSIBLE AGENCY: **Turnpike Enterprise**

Item Segment TOTAL ALL Years ALL Phases: **$199,566**

Item Number: **406096** **Item TOTAL ALL Years ALL Phases All Segments:** **$223,223**

***Project is not funded in LRTP and will require a LRTP amendment.
***Project was funded in a previous TIP.

TURNPIKE

TPO Project No:	TP4150511
LRTP Ref.:	07-38
County:	MIAMI-DADE
Roadway ID:	
Lanes Exist:	
Lanes Improved:	
Lanes Added:	
Project Length:	2.473
District:	6

Project Description: **HEFT (SR 821) WIDENING - (MP 19.4-21.87) INCLUDING MANAGED LANES FROM SOUTH OF KILLIAN PKWY NORTH OF SW 72 ST**

Type of Work: **ADD LANES & RECONSTRUCT**

PHASE :	Funding Source	Proposed Funding (in $000s) <2026	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	>2030	All Years
		90,381	0	0	0	0	0	0	90,381
DESIGN/BUILD	Total	**90,381**	**0**	**0**	**0**	**0**	**0**	**0**	**90,381**
		47	0	0	0	0	0	0	47
ENVIRONMENTAL	Total	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**47**
		3,347	0	0	0	0	0	0	3,347
PROJECT DEVELOPMENT AND ENVIRONMENTAL	Total	**3,347**	**0**	**0**	**0**	**0**	**0**	**0**	**3,347**
		11	0	0	0	0	0	0	11
		9,765	0	0	0	0	0	0	9,765
PRELIMINARY ENGINEERING	Total	**9,776**	**0**	**0**	**0**	**0**	**0**	**0**	**9,776**
		0	0	0	0	0	0	0	0
RIGHT OF WAY	Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

RESPONSIBLE AGENCY: **Turnpike Enterprise**

Item Segment TOTAL ALL Years ALL Phases: $103,551

Item Number: 415051 **Item TOTAL ALL Years ALL Phases All Segments: $267,963**

***Project is not funded in LRTP and will require a LRTP amendment.

***Project was funded in a previous TIP.

TURNPIKE

TPO Project No:	TP4150514
LRTP Ref.:	07-38
County:	MIAMI-DADE
Roadway ID:	
Lanes Exist:	
Lanes Improved:	
Lanes Added:	
Project Length:	3.063
District:	6

Project Description: **HEFT (SR 821) WIDENING - (MP 23.8-26)(6 LANES TO 10 INCLUDING MANAGED LANES)** **BIRD RD** **SR 836**

Type of Work: **ADD LANES & RECONSTRUCT**

PHASE :	Funding Source	Proposed Funding (in $000s) <2026	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	>2030	All Years
		153,395	0	0	0	0	0	0	153,395
DESIGN/BUILD	**Total**	**153,395**	**0**	**0**	**0**	**0**	**0**	**0**	**153,395**
		9	0	0	0	0	0	0	9
		8,056	0	0	0	0	0	0	8,056
PRELIMINARY ENGINEERING	**Total**	**8,065**	**0**	**0**	**0**	**0**	**0**	**0**	**8,065**
		143	0	0	0	0	0	0	143
		107	0	0	0	0	0	0	107
RAILROAD & UTILITIES	**Total**	**250**	**0**	**0**	**0**	**0**	**0**	**0**	**250**

RESPONSIBLE AGENCY: **Turnpike Enterprise**

Item Segment TOTAL ALL Years ALL Phases: **$161,710**

Item Number: **415051** **Item TOTAL ALL Years ALL Phases All Segments:** **$267,963**

***Project is not funded in LRTP and will require a LRTP amendment.

***Project was funded in a previous TIP.

TURNPIKE

TPO Project No:	TP4150519
LRTP Ref.:	07-38
County:	MIAMI-DADE
Roadway ID:	
Lanes Exist:	
Lanes Improved:	
Lanes Added:	
Project Length:	1.000
District:	6

Project Description: **LANDSCAPING FOR SW 8 ST / HEFT INTERCHANGE**

Type of Work: **LANDSCAPING**

PHASE :	Funding Source	Proposed Funding (in $000s) <2026	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	>2030	All Years
		0	0	0	0	0	0	0	0
PRELIMINARY ENGINEERING	**Total**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

RESPONSIBLE AGENCY: **Turnpike Enterprise**

Item Segment TOTAL ALL Years ALL Phases: $0

Item Number: 415051 **Item TOTAL ALL Years ALL Phases All Segments: $267,963**

TPO Project No:	TP4154881
LRTP Ref.:	07-38
County:	MIAMI-DADE
Roadway ID:	
Lanes Exist:	
Lanes Improved:	
Lanes Added:	
Project Length:	2.706
District:	6

Project Description: **HEFT (SR 821) WIDENING - (MP 11.8-14.5) SW 216 ST N OF EUREKA DR INCUDES EXPRESS LANES**

Type of Work: **ADD LANES & RECONSTRUCT**

PHASE :	Funding Source	Proposed Funding (in $000s) <2026	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	>2030	All Years
	PKBD	50,049	0	0	0	0	0	0	50,049
	PKYI	1,740	0	0	0	0	0	0	1,740
CONSTRUCTION	**Total**	**51,789**	**0**	**0**	**0**	**0**	**0**	**0**	**51,789**

***Project is not funded in LRTP and will require a LRTP amendment.

***Project was funded in a previous TIP.

TURNPIKE

TPO Project No:	TP4154881
LRTP Ref.:	07-38
County:	MIAMI-DADE
Roadway ID:	
Lanes Exist:	
Lanes Improved:	
Lanes Added:	
Project Length:	2.706
District:	6

Project Description: **HEFT (SR 821) WIDENING - (MP 11.8-14.5) SW 216 ST N OF EUREKA DR INCUDES EXPRESS LANES**

Type of Work: **ADD LANES & RECONSTRUCT**

PHASE :	Funding Source	Proposed Funding (in $000s) <2026	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	>2030	All Years
	PKYI	4,408	0	0	0	0	0	0	4,408
PRELIMINARY ENGINEERING	**Total**	**4,408**	**0**	**0**	**0**	**0**	**0**	**0**	**4,408**

RESPONSIBLE AGENCY: **Turnpike Enterprise**

Item Segment TOTAL ALL Years ALL Phases: $56,197

Item Number: 415488 **Item TOTAL ALL Years ALL Phases All Segments: $56,480**

***Project is not funded in LRTP and will require a LRTP amendment.

***Project was funded in a previous TIP.

TURNPIKE

TPO Project No:	TP4271461
LRTP Ref.:	07-38
County:	MIAMI-DADE
Roadway ID:	
Lanes Exist:	
Lanes Improved:	
Lanes Added:	
Project Length:	1.864
District:	6

Project Description: **HEFT (SR 821) WIDENING - (MP 21.873-23.8) (6 TO 10) - INCLUDING EXPRESS LANES** **NORTH OF SW 72 STREET** **BIRD RD**

Type of Work: **ADD LANES & RECONSTRUCT**

PHASE :	Funding Source	Proposed Funding (in $000s) <2026	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	>2030	All Years
		69,856	0	0	0	0	0	0	69,856
DESIGN/BUILD	**Total**	**69,856**	**0**	**0**	**0**	**0**	**0**	**0**	**69,856**
		103	0	0	0	0	0	0	103
MISCELLANEOUS GRANT	**Total**	**103**	**0**	**0**	**0**	**0**	**0**	**0**	**103**
		197	0	0	0	0	0	0	197
PROJECT DEVELOPMENT AND ENVIRONMENTAL	**Total**	**197**	**0**	**0**	**0**	**0**	**0**	**0**	**197**
		5,713	0	0	0	0	0	0	5,713
PRELIMINARY ENGINEERING	**Total**	**5,713**	**0**	**0**	**0**	**0**	**0**	**0**	**5,713**
		17	0	0	0	0	0	0	17
RIGHT OF WAY	**Total**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**17**
		449	0	0	0	0	0	0	449
RAILROAD & UTILITIES	**Total**	**449**	**0**	**0**	**0**	**0**	**0**	**0**	**449**

RESPONSIBLE AGENCY: **Turnpike Enterprise**

Item Segment TOTAL ALL Years ALL Phases: **$76,335**

Item Number: **427146** **Item TOTAL ALL Years ALL Phases All Segments:** **$76,430**

***Project is not funded in LRTP and will require a LRTP amendment.

***Project was funded in a previous TIP.

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
GREATER MIAMI EXPRESSWAY AGENCY

TPO Project No	Facility/Project Name	Length (miles)	Type of Work	LRTP Ref	Project Cost ($000s)	Prior Years Cost ($000s)			Proposed Funding (in $000s)				
Agency Project No	From /Location / To /Location		Status	See Footnote			Activity /Phase	Funding Source	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
XA11212	SR 112 (AIRPORT EXPRESSWAY)	0.0	Interchange Improvements	07-42	**$35,324**	**$232**	ROW	GMX	1,609	6,538	4,828	0	0
11212	AT NW 37 AVENUE		In planning				PDE	GMX	1,113	1,380	761	0	0
	Operational Improvement, safety enhancement						DSB	GMX	0	0	1,043	12,494	5,327
XA11214-000	SR 112 Corridor Modernization	4.1	PD&E		**$5,564**	**$0**	PDE	GMX	929	2,097	1,840	698	0
11214-000	Entrance to Miami International Airport / I-95												
	LRTP Amendment Required												
XA83611	SR 836 (DOLPHIN EXPRESSWAY) / I-95	2.0	Double-decking, Widening and Operational Improvements	07-42	**$279,110**	**$213,365**	ROW	GMX	701	0	0	0	0
83611	SR 836 NW 17 AVENUE AT I-95		Design Build underway				DSB	GMX	16,288	16,288	14,536	13,088	4,843
	Project on LRTP - Page 6-12												
XA83618	KENDALL PARKWAY - SR 836 / DOLPHIN EXPRESSWAY SOUTHWEST EXTENSION	14.3	Expressway Extension	07-42	**$2,800,000**	**$53,221**	ROW	GMX	39,016	0	0	0	0
83618	SW 136 STREET / TERMINUS AT NW 137 AVENUE / NW 12 STREET		Environmental work underway										
	CDMP amendment was adopted pursuant to Ordinance No. 18-109 but is currently under challenge pursuant to s. 163.3184, F.S. The adopted amendment restricts use of roadway for concurrency management or any measure of capacity for future development.												

Notes:

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
NON-MOTORIZED COMPONENT

Responsible Agency: Greater Miami Expressway Agency

TPO Project No	Facility/Project Name		Bicycle Accom.	Type of Work		Project Cost ($000s)	Prior Years Cost ($000s)	
Agency Project No	From /Location	To /Location	Length (miles)	Cross-Ref.TIP Book Page No.	LRTP Ref			
XA83618	KENDALL PARKWAY - SR 836 / DOLPHIN EXPRESSWAY SOUTHWEST EXTENSION		Other	Expressway Extension		$2,800,000	$53,221	
83618	SW 136 STREET	TERMINUS AT NW 137 AVENUE / NW 12 STREET	14.3	PL 2.3 -1	07-42			

Proposed Funding (in $000s)				
2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
53,008	1,139	0	0	0

Yearly Totals	53,008	1,139	0	0	0
5 Year TIP Total					*$54,147*

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
GREATER MIAMI EXPRESSWAY AGENCY

TPO Project No	Facility/Project Name	Length (miles)	Type of Work	LRTP Ref	Project Cost ($000s)	Prior Years Cost ($000s)						
Agency Project No	From /Location — To /Location		Status	See Footnote								
	Remarks /Comments											
							PDE	GMX	13,992	1,139	0	0	0
XA83618-007	SR 836 - EB & WB WIDENING	4.0	Roadway Widening		**$52,457**	**$882**	Activity /Phase	Funding Source	Proposed Funding (in $000s)				
83618-007	HEFT — 97 AVENUE		Final design						2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
							PD	GMX	2,283	2,489	226	0	0
							PDE	GMX	30	0	0	0	0
							CST	GMX	0	0	15,139	26,186	5,223
XA83618-009	SW 137 AVENUE - WIDENING	2.0	Roadway Widening		**$14,775**	**$1,303**	Activity /Phase	Funding Source	Proposed Funding (in $000s)				
83618-009	SW 8 STREET — SW 26 STREET		Final design complete						2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
	LRTP Amendment Required						PD	GMX	15	0	0	0	0
							CST	GMX	4,367	7,552	1,537	0	0
XA83635-000	SR 836 Improvements from West of SR 826 to East of SR 924/Le Jeune Road	3.7	PD&E		**$4,690**	**$0**	Activity /Phase	Funding Source	Proposed Funding (in $000s)				
83635-000	West of SR 826 — East of SR 923/Le Jeune Road		In planning						2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
	LRTP Amendment Required						PDE	GMR	1,569	2,570	551	0	0

Notes:

Figure 4-15. Cost Feasible DTPW Freight Projects

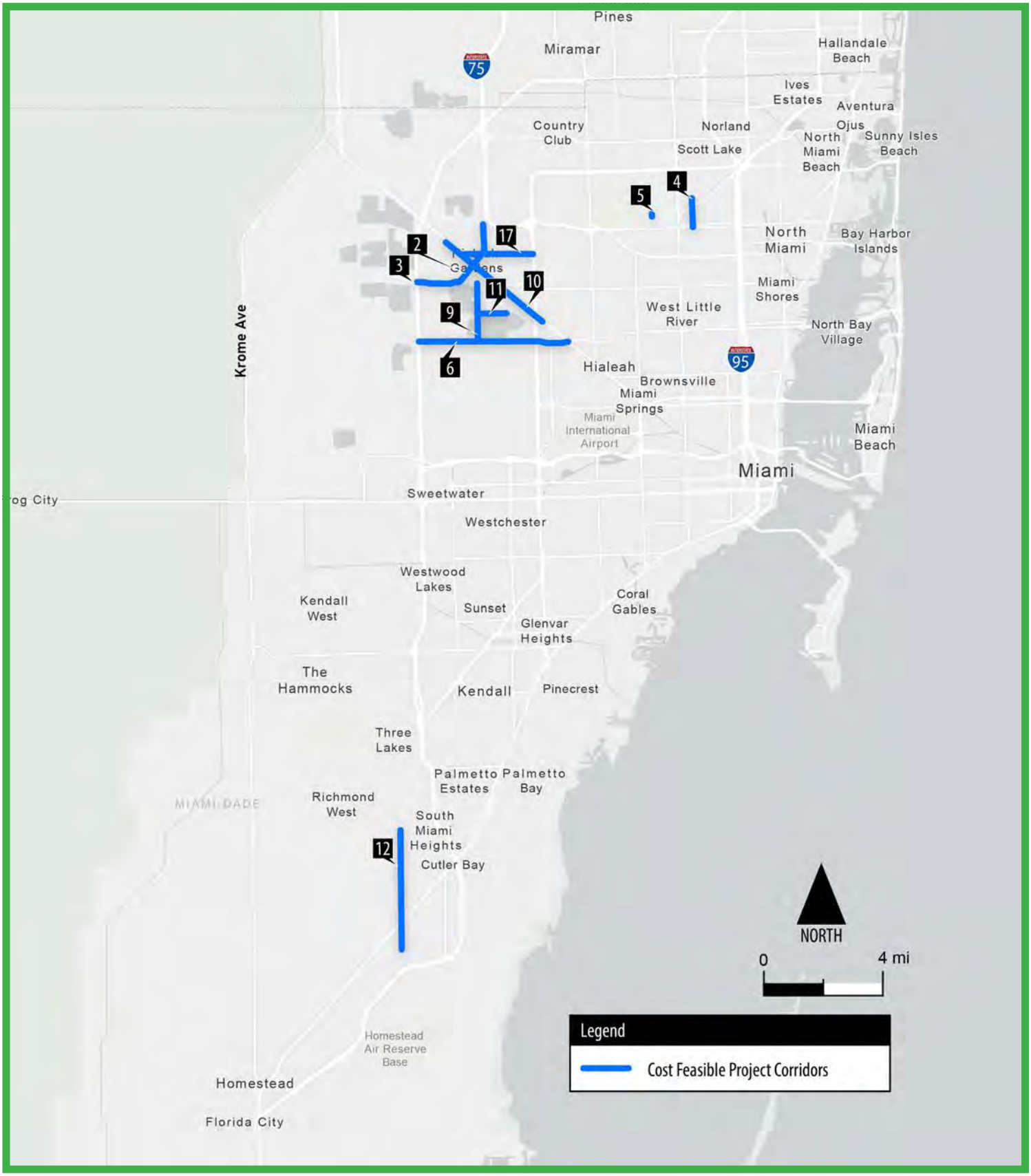


Table 4-17. DTPW Freight Projects

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
1*	DTPW	Crossing Surface Condition Assessment	Countywide	County Owned at Grade Rail Crossings	Planning Study	$0.250	
2	DTPW	NW 106 Street / NW 116 Way / Hialeah Gardens Boulevard	SR 821 / HEFT	I-75 / NW 138 Street	Operational Improvements	$1.800	
3	DTPW	NW 106 Street / NW 116 Way / Hialeah Gardens Boulevard	SR 821 / HEFT	US 27 / Okeechobee Road	TSM&O	$8.800	
4	DTPW	NW 22 Avenue	SR-916/NW 135 Street	NW 151 Street	Traffic Study	$0.500	
5	DTPW	SR-916 / Douglas Road	South of NW 142 Street	North of NW 142 Street	Widening (Add one lane in each Direction)	$10.000	
6	DTPW	SR-934 / NW 74 Street	SR-821/HEFT	US-27/Okeechobee Road	Operational Improvements	$1.630	
Priority II (2031-2035)							
7*	DTPW	Miami Dade County Rail Delay Study	Countywide	County Owned at Grade Rail Crossings	Planning Study	$0.100	
8*	DTPW	Miami-Dade County Rail Grade Separation Study (County Roads)	Countywide	County Owned at Grade Rail Crossings	Planning Study	$0.100	
9	DTPW	NW 97 Avenue	North of NW 74 Street	NW 106 Street	PD&E Study	$3.500	
Priority III (2036-2040)							
10	DTPW	NW South River Drive	NW 107 Avenue	NW 74 Avenue	Traffic Study	$0.400	
Priority IV (2041-2050)							
11	DTPW	NW 90 Street	NW 87 Avenue	NW 97 Avenue	PD&E Study	$3.000	
12	DTPW	SW 127 Avenue	SW 244 Street	SW 184 Street	Capacity Improvement	$26.800	

** Project not shown on map.*

Figure 4-13. Cost Feasible DTPW Roadway Projects

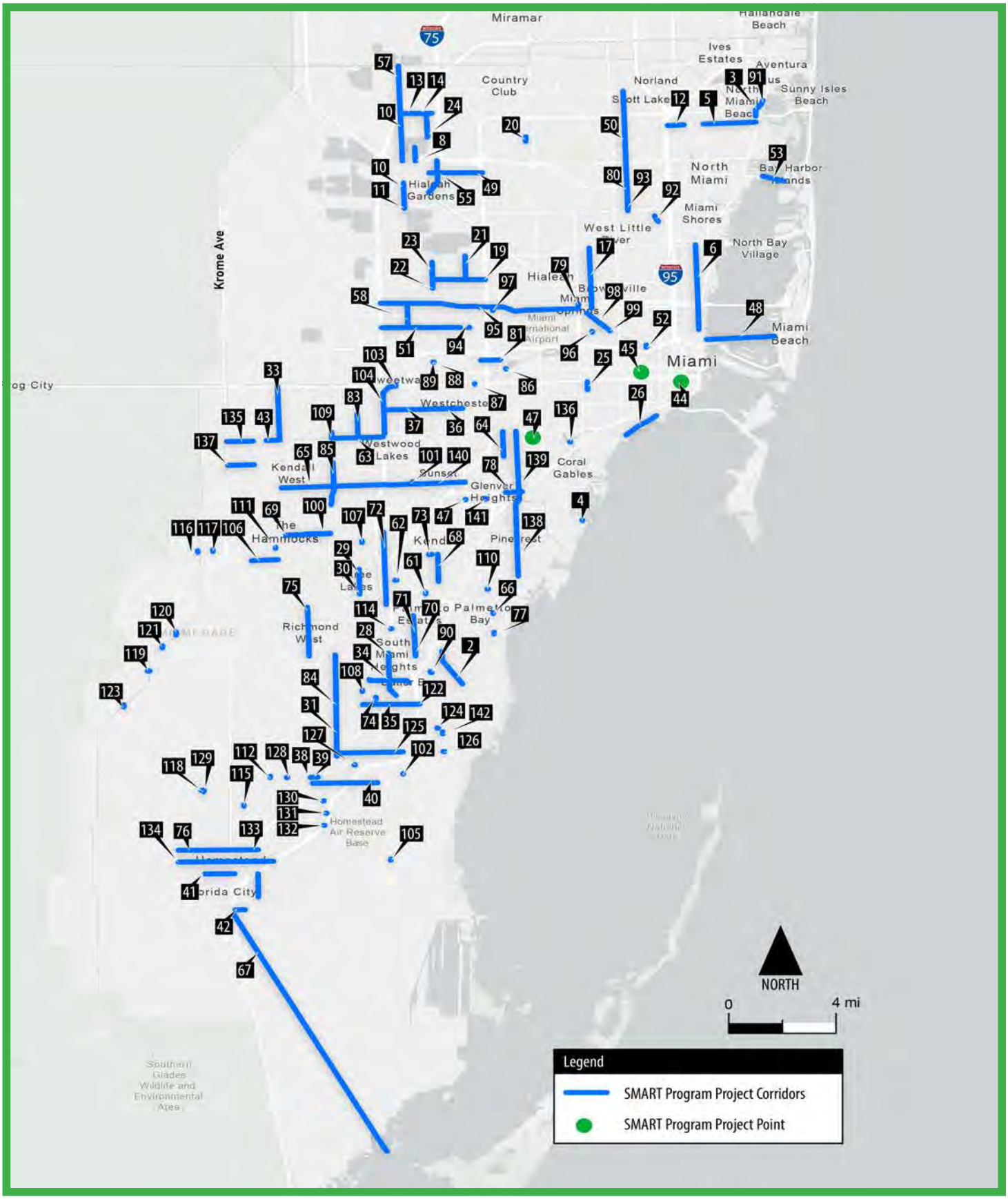


Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030) continued							
15**	DTPW	NW 170 Street	NW 97 Avenue	NW 95 Avenue	New 2 lanes	$2.500	$2.500
16	DTPW	NW 25 Street	NW 97 Avenue	NW 87 Avenue	Widen from 4 to 6 lanes	$17.988	$17.988
17	DTPW	NW 37 Avenue	NW 36 Street	NW 79 Street	Widen from 2 to 5 lanes	$0.000*	$0.000*
18	DTPW	NW 37 Avenue	North River Drive	NW 79 Street	Widen from 2 to 5 lanes	$11.480	$11.480
19	DTPW	NW 58 Street	NW 97 Avenue	SR 826	Road Reconstruction	$0.000*	$0.000*
20	DTPW	NW 59 Avenue	NW 151 Street	C-8 Canal	New 2 lanes	$0.000*	$0.000*
21	DTPW	NW 84 Avenue	NW 58 Street	NW 74 Street	Widen from 2 to 4 lanes	$0.000*	$0.000*
22	DTPW	NW 97 Avenue	NW 52 Street	NW 58 Street	Widen from 2 to 4 lanes	$0.000*	$0.000*
23	DTPW	NW 97 Avenue	NW 58 Street	NW 70 Street	Widen from 2 to 4 lanes	$0.000*	$0.000*
24	DTPW	NW 97 Avenue	NW 154 Street	NW 170 Street	New 2 lanes	$0.000*	$0.000*
25	DTPW	Ponce de Leon Boulevard	Salamanca Avenue	Antiquera Avenue	4 to 4 lanes with left-turn bays	$0.000*	$0.000*
26	DTPW	South Bayshore Drive	Darwin Street	Mercy Way	Road improvements	$0.000*	$0.000*
27	DTPW	SW 107 Avenue	Quail Roost Drive	SW 160 Street	Add 2 lanes and reconstruct	$0.000*	$0.000*
28	DTPW	SW 117 Avenue	US 1	SW 184 Street	Road reconstruction/Traffic operations improvements	$15.834	$15.834
29	DTPW	SW 127 Avenue	SW 144 Street	SW 136 Street	Add 2 lanes and reconstruct	$4.798	$4.798

** Received TIP projects that are listed $0 cost in the latest 2025-2029 TIP.*

*** Project not shown on map*

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030) continued							
30	DTPW	SW 127 Avenue	SW 136 Street	SW 128 Street	Roadway improvements	$4.400	$4.400
31	DTPW	SW 137 Avenue	US 1	SW 200 Street	Completion as 2 continuous lanes	$0.000*	$0.000*
32	DTPW	SW 152 Avenue	SW 312 Street	US 1	Widen from 2 to 3 lanes	$9.548	$9.548
33	DTPW	SW 157 Avenue	SW 42 Street	SW 8 Street	Additional 2 lanes	$3.700	$3.700
34	DTPW	SW 200 Street	Quail Roost Drive	US 1	Widen from 2 to 4 lanes	$13.502	$13.502
35	DTPW	SW 216 Street	SW 127 Avenue	HEFT	Drainage Improvements	$0.000*	$0.000*
36	DTPW	SW 24 Street	SW 107 Avenue (SR 985)	SW 87 Avenue (not included)	Add 2 lanes and reconstruct	$0.000*	$0.000*
37	DTPW	SW 24 Street	SW 117 Avenue	SW 107 Avenue (SR 985)	Add 2 lanes and reconstruct	$10.860	$10.860
38	DTPW	SW 264 Street	US 1	SW 147 Avenue	New 2 lane road with center turn lane	$0.000*	$0.000*
39	DTPW	SW 268 Street	US 1	SW 139 Avenue	Roadway Improvements	$7.825	$7.825
40	DTPW	SW 268 Street / SW 264 Street	SW 139 Avenue	SW 119 Avenue	Roadway Improvements	$14.021	$14.021
41	DTPW	SW 328 Street	SW 187 Avenue	US 1	Water main installation	$0.000*	$0.000*
42	DTPW	SW 344 Street	US 1	SW 172 Street	Widen to 4 lanes	$0.000*	$0.000*
43**	DTPW	SW 4 Avenue and SW 15 Road			Traffic circle	$1.798	$1.798

** Received TIP projects that are listed $0 cost in the latest 2025-2029 TIP.*

*** Project not shown on map.*

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority II (2031-2035) continued							
59*	DTPW	NW 199 Street	NW 57 Avenue	I-95	NW 199 Street - PD&E Study	$5.000	
60*	DTPW	SR-916 / Douglas Road	NW 135 Street	NW 157 Street	SR-916/Douglas Road - Widening (Add one lane in each Direction)	$1.000	
61	DTPW	SW 102 Avenue	SW 145 Street	SW 146 Street	Bridge over C-100 canal	$7.345	
62	DTPW	SW 136 Street (Howard Drive)	Harrison Street	SW 112 Avenue	Bridge over C-100 canal	$5.214	
63	DTPW	SW 42 Street	SR 821 (HEFT)	SW 137 Avenue	Widen to 6 lanes	$17.087	
64	DTPW	SW 72 Avenue (Milam Dairy Road)	SW 56 Street (Miller Drive)	SW 40 Street (Bird Road/SR 976)	Widen to 4 lanes	$13.201	
65	DTPW	SW 72 Street (Sunset Drive)	SW 157 Avenue	SW 117 Avenue	Add 2 lanes and reconstruct	$50.192	
66	DTPW	SW 77 Avenue	SW 159 Terrace	SW 160 Terrace	Bridge over C-100A feeder canal	$5.020	
Priority III (2036-2040)							
67	DTPW	Card Sound Road	Miami-Dade / Monroe County Line	US 1	PD&E	$2.000	
68	DTPW	NW 97 Avenue	NW 122 Street	NW 138 Street	Widen to 4 lanes	$20.681	
69	DTPW	SW 104 Street (Killian Pkwy)	SW 147 Avenue	SW 137 Avenue	Add 2 lanes and reconstruct; widen 4 to 6 lanes	$16.131	
70	DTPW	SW 107 Avenue	Quail Roost Drive	SW 160 Street	The project consists of roadway improvements which include, reconstructing and widening from a 2-lane to a 4-lane divided road, sidewalks, curb and gutters, continuous storm drainage system, pavement markings and signage, signalization, lighting, and landscaping.	$9.496	
71	DTPW	SW 107 Avenue (SR 985)	SR 994 (Qual Roost Drive)	SW 160 Street	Add 2 lanes and reconstruct	$19.367	
72	DTPW	SW 117 Avenue	SW 152 Street (Coral Reef Drive)	SW 104 Street (Killian Parkway)	Widen to 6 lanes	$94.885	

** Project not shown on map.*

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority III (2036-2040) continued							
73	DTPW	SW 120 Street	SW 99 Court	SW 99 Avenue	Bridge over C-100C canal	$6.135	
74	DTPW	SW 122 Avenue	SW 210 Street	SW 212 Street	Bridge over Black Creek canal	$1.948	
75	DTPW	SW 147 Avenue	SW 184 Street (Eureka Drive)	SW 152 Street (Coral Reef Drive)	Add 2 lanes and reconstruct	$22.371	
76	DTPW	SW 312 Street (Campbell Drive)	SW 197 Avenue	SW 187 Avenue / NW 14 Avenue	Add 2 lanes and reconstruct	$56.133	
77	DTPW	SW 77 Avenue	SW 173 Street	SW 174 Street	Bridge over C-100A feeder canal	$6.029	
78	DTPW	SW 80 Street	SW 72 Avenue (Milam Dairy Road)	US 1 (South Dixie Highway / SR 5)	Add 2 lanes and center turn lane and reconstruct	$13.305	
79	DTPW	US 27/ Okeechobee Road (SR 25)	NW 42 Avenue (LeJeune Road)		Improve access at intersection; Iron Triangle	$0.499	
Priority IV (2041-2050)							
80	DTPW	NW 22 Avenue	NW 103 Street	NW 119 Street	Widen to 6 lanes	$19.347	
81	DTPW	NW 7 Street (Luis Sabines Way)	NW 79 Avenue	NW 72 Avenue (Milam Dairy Road)	Widen from 2 to 4 lanes & Reconstruct (Const. new 4-lane roadway under SR 826)	$12.155	
82	DTPW	SW 104 Street (Killian Pkwy)	Hammocks Boulevard	SW 147 Avenue	Add 2 lanes and reconstruct; widen 4 to 6 lanes	$11.496	
83	DTPW	SW 127 Avenue	SW 42 Street	Coral Way (SR 972)	Widen to 4 lanes	$21.590	
84	DTPW	SW 137 Avenue	US 1 (South Dixie Highway / SR 5)	SW 184 Street (Eureka Drive)	Add 2 lanes and reconstruct	$17.869	
85	DTPW	SW 137 Avenue	SW 84 Street	SW 56 Street (Miller Drive)	Widen to 6 lanes	$35.461	
Additional Projects							
A1*	DTPW	NW 82 Avenue	NW 192 Street	NW 197 Terrace	Mill and Resurface and Reconstruct	$0.295	
A2*	DTPW	NW 87 Avenue	NW 192 Street	NW 197 Terrace	Mill and Resurface and Reconstruct	$0.285	
A3*	DTPW	NW South River Drive	NW 107 Avenue	NW 74 Avenue	Roadway and Operational Improvements	$8.072	

** Project not shown on map.*

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded						
86	DTPW	Bridge 874226 - Timber Pedestrian Bridge			Bridge Repair/Replacements	$2.640
87	DTPW	Bridge 874401 - Timber Pedestrian Bridge			Bridge Repair/Replacements	$2.640
88	DTPW	Fontainebleau EB & WB over Golf Cart Path	East of NW 97 Avenue		Bridge Repair/Replacements	$0.372
89	DTPW	Fontainebleau EB over Golf Cart Path	East of NW 97 Avenue		Bridge Repair/Replacements	$5.689
90	DTPW	Marlin Road	Bel Aire Canal C-1-N		Bridge Repair/Replacements	$5.490
91	DTPW	NE 22 Avenue			Bridge Repair/Replacements	$1.156
92	DTPW	NW 12 Avenue	NW 95 Street	NW 99 Street	Roadway Improvements	$2.571
93	DTPW	NW 22nd Ave. over Little River Canal (C7)	North of NW 103 Street		Bridge Repair/Replacements	$11.433
94	DTPW	NW 25 Street Bridge and Canal Culvert	SW 84 Avenue	SW 82 Avenue	Bridge Repair/Replacements	$4.890
95	DTPW	NW 36 Street/NW 41 Street (SR 948/Doral Boulevard)	SR 821 (HEFT)	NW 42 Avenue (LeJeune Road)	Redesign NW 36 Street/NW 41 Street as a super arterial express street	$175.880
96	DTPW	NW 37 Avenue	Tamiami Canal		Bridge Repair/Replacements	$11.426
97	DTPW	NW 74 Avenue	Dressel Dairy Canal		Bridge Replacement (#874756)	$5.410
98	DTPW	NW South River Drive	NW 32 Avenue	NW 38 Avenue	Roadway Improvements	$10.692
99	DTPW	NW South River Drive over FEC Canal	East of NW 74 Street		Bridge Repair/Replacements	$5.500
100	DTPW	SW 104 Street	SW 147 Avenue	SW 137 Avenue	Widen from 4 to 6 lanes	$6.500

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded continued						
101	DTPW	SW 107 Avenue over Canal C-102	North of SW 268 Street		Bridge Repair/Replacements	$5.900
102	DTPW	SW 112 Avenue			Bridge Repair/Replacements	$0.625
103	DTPW	SW 112 Avenue	Flagler Street	SW 8 Street	City of Sweetwater: SW 112 Avenue Widening & New Bridge Crossing C-4 Canal to SW 8 Street	$12.000
104	DTPW	SW 117 Avenue	SW 40 Street	SW 8 Street	Widen from 2 to 4 lanes	$14.250
105	DTPW	SW 117 Avenue over Canal C-103	North of SW 320 Street		Bridge Repair/Replacement	$4.870
106	DTPW	SW 120 Street	Kendall Parkway	SW 157 Avenue	New 4 lane roadway	$30.680
107	DTPW	SW 124 Avenue over Canal C-102-N	S of SW 232 Street		Bridge Repair/Replacements	$5.357
108	DTPW	SW 127 Avenue	Canal C-103		Bridge Repair/Replacements	$5.732
109	DTPW	SW 137 Avenue	SW 8 Street	SW 40 Street	Widen from 2 to 6 lanes	$7.540
110	DTPW	SW 144 Street	Canal 100-A (#874421)		Bridge replacement	$6.590
111	DTPW	SW 157 Avenue over Canal C-103-N	North of 264 Street		Bridge Repair/Replacements	$5.345
112	DTPW	SW 162 Avenue over Canal C-103-N	North of 264 Street		Bridge Repair/Replacements	$5.360
113	DTPW	SW 167 Avenue	SW 344 Street (Palm Drive/SR 9336)	SW 328 Street	Widen to 4 lanes	$6.660
114	DTPW	SW 168 Street over Canal L-31 N	E of SW 197 Avenue		Bridge Repair/Replacements	$5.622
115	DTPW	SW 172 Avenue over Canal C-103	North of SW 288 Street		Bridge Repair/Replacements	$5.400

Figure 4-19. Cost Feasible FDOT Roadway Projects (Non-SIS)

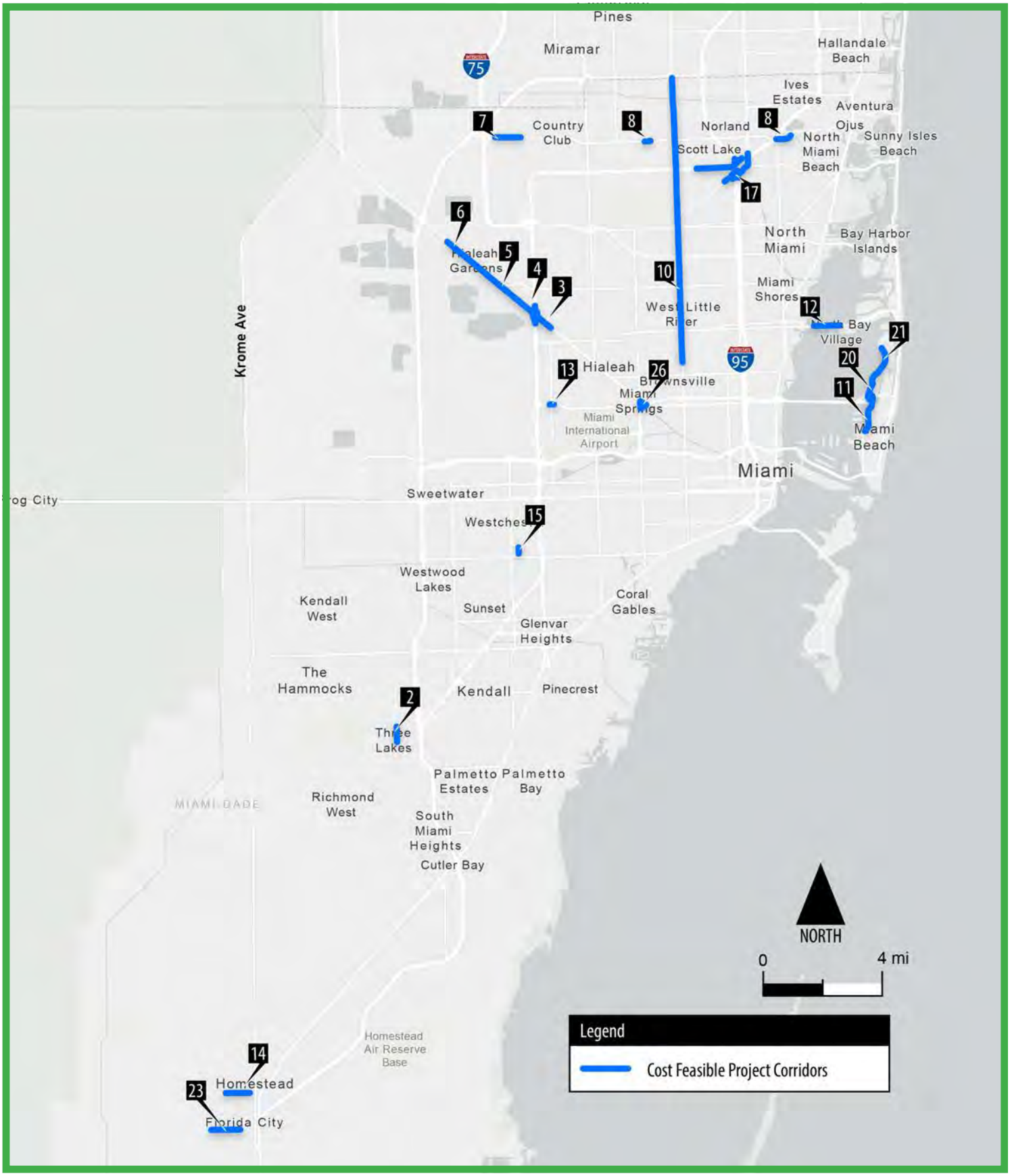


Table 4-19. FDOT Roadway Projects (non-SIS)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
1*	FDOT	Golden Glades Interchange Improvements - Spur			Add Lanes & Reconstruct	$6.899	$6.899
2	FDOT	Miami-Dade County - SW 127 Avenue	SW 136 Street	SW 128 Street	Widen/Resurface Existing Lanes	$5.198	$5.198
3	FDOT	SR 25 / Okeechobee Road & SR 826 / Palmetto Expressway Interchange			Interchange Ramp (New)	$23.778	$23.778
4	FDOT	SR 25 / Okeechobee Road	East of NW 87 Avenue	NW 79 Avenue (Concrete)	Add Lanes & Reconstruct	$7.749	$7.749
5	FDOT	SR 25 / Okeechobee Road	East of NW 116 Way	East of NW 87 Avenue (Concrete)	Add Lanes & Rehabilitate Pavement	$363.388	$363.388
6	FDOT	SR 25 / Okeechobee Road	East of NW 107 Avenue	East of NW 116 Way (Concrete)	Add Lanes & Rehabilitate Pavement	$4.751	$4.751
7	FDOT	SR 860 / Miami Gardens Drive / NW 186 Street	East of I-75 / SR 93	NW 79 Place	Add Lanes & Rehabilitate Pavement	$25.147	$25.147
8	FDOT	SR 860 / Miami Gardens Drive / NW 186 Street	NE 6 Avenue	US 1 NE 10 Avenue & NW 37 Avenue	Safety Project	$2.447	$2.447
9*	FDOT	SR 9 / NW 27 Avenue	NW 62 Street	NW 215 ST / Unity Station	PD&E/EMO Study	$3.500	$3.500
10	FDOT	SR 9 / NW 27 Avenue	NW 62 Street	NW 215 Street - Drainage	Drainage Improvement	$46.853	$46.853
11	FDOT	SR 907 / Alton Road	Michigan Avenue	South of Ed Sullivan Drive / 43 Street	Flexible Pavement Reconstruct.	$68.916	$68.916
12	FDOT	SR 934 / NE 79 Street	Pelican Harbor Drive	Adventure Avenue	Evaluate bridge replacement alternatives to address the structural deficiencies of four existing bridges (two bridge pairs) along SR 934/NE 79 Street (John F. Kennedy Causeway). The western bridge pair, comprised of Bridge Identification (ID) Numbers 870083 (westbound) and 870549 (eastbound), is located just west of North Bay Island/Harbor Island. The eastern bridge pair, comprised of Bridge ID Numbers 870084 (westbound) and 870550 (eastbound), is located between North Bay Island/Harbor Island and Treasure Island. Additional project goal is to maintain emergency evacuation capabilities.	$60.521	$60.521
13	FDOT	SR 969 / NW 72 Avenue	at SR 948 / NW 36 Street		Intersection Improvement	$0.502	$0.502
14	FDOT	SW 4 Street IMPROVEMENTS			Widen/ Resurface Existing Lanes	$2.005	$2.005

** Project not shown on map*

Figure 4-23. Cost Feasible Greater Miami Expressway Agency (GMX) Projects

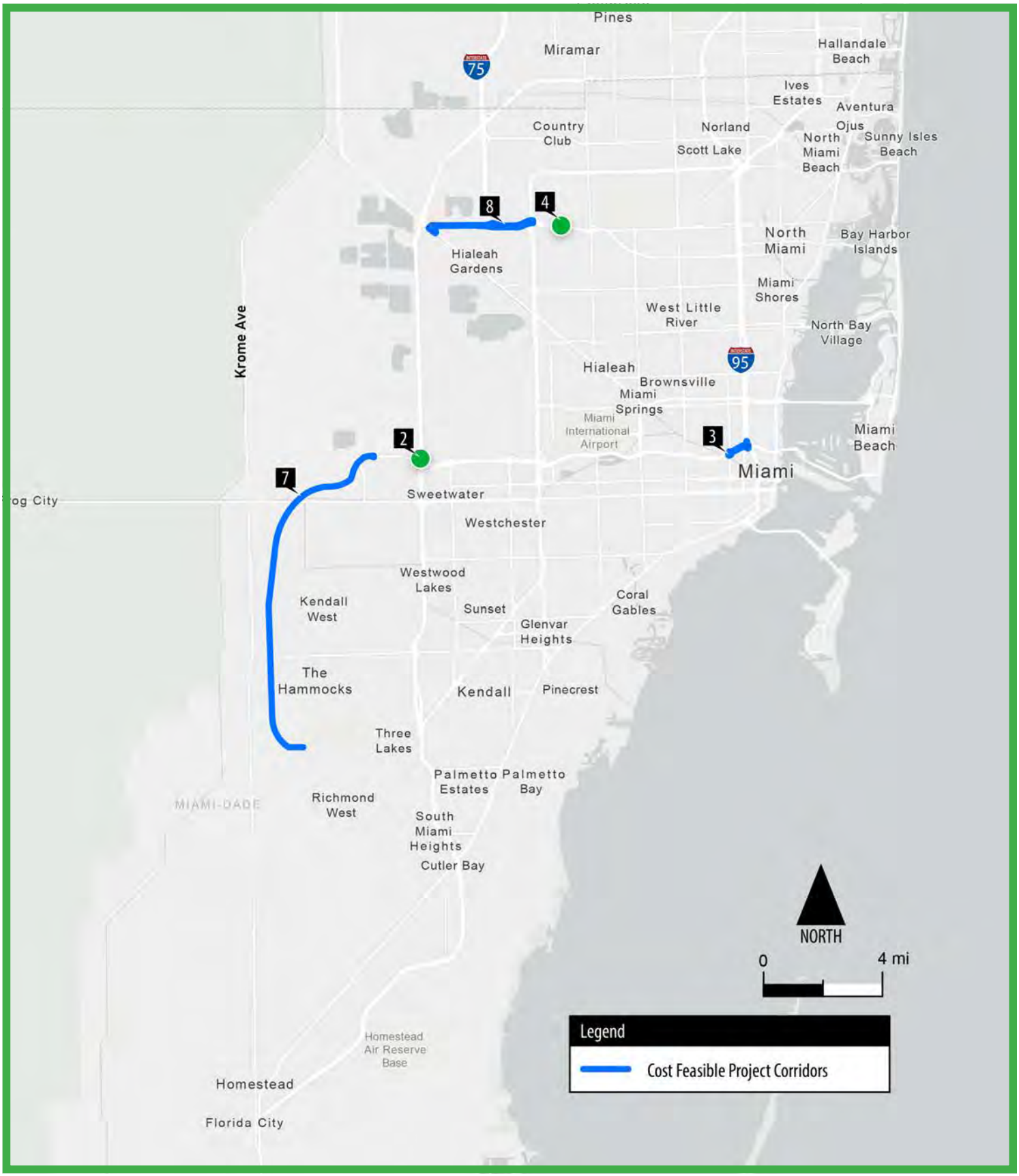


Table 4-21. Greater Miami Expressway Agency (GMX) Projects

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
1*	GMX	SR 112 (Airport Expressway)	SR 112 at NW 37 Avenue		New SR 112/ NW 37 Avenue ramp connections	$25.856	$25.856
2	GMX	SR 836 (Dolphin Expressway)	SR 836 (Dolphin Expressway) at HEFT		New SR 836/ HEFT Ramp Connections	$0.900	$0.900
3	GMX	SR 836 (Dolphin Expressway) / I-95	SR 836 NW 17 Avenue at I-95		SR 836/ I-95 Interchange Improvements and capacity improvements	$70.394	$70.394
4	GMX	SR 924 (Gratigny Parkway) Partial Interchange at NW 67 Avenue	SR 924 at NW 67 Avenue		SR 924 Interchange at 67 Ave	$66.522	$66.522
5*	GMX	SR-874 (Don Shula Expressway)	SR-874 (Don Shula) at SW 128 Street		Ramp Connector	$0.865	$0.865
6*	GMX	SR-874 (Don Shula Expressway)/ SW 72 Street Interchange	SW 874 at SW 72 Street		SR 874/SW 72 Street Interchange	$27.390	$27.390
7	GMX	Kendall Parkway / SR 836 (Dolphin) SW Extension	SR 836 (Dolphin) terminus at NW 137 Ave/NW 12 Street	SW 136 Street	Planning and right-of-way acquisition for new multimodal corridor from the terminus of SR 836 to SW 56 Street. Final design and construction of SR 836 mainline from 97 Avenue to 107 Avenue and widening of 137 Avenue from SW 8 Street to SW 26 Street per work program.	$1,781.762	$120.238
Partially Funded							
8	GMX	SR 924 Gratigny Parkway West Extension	NW 97 Avenue	SR 821 (HEFT)	New Extension of SR 924 Gratigny Parkway West to HEFT, including access ramps to: west to SR 924, and I-75 north. Partial construction per work program.	$158.471	$0.440

** Project not shown on map*

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Table 4-21. Greater Miami Expressway Agency (GMX) Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded						
9*	GMX	SR 112 (Airport Expressway) West Extension to HEFT	SR 112 termini at NW 42 Avenue	HEFT	New Extension of SR 112 west to HEFT	$1,012.000
10*	GMX	SR 924 Gratigny Parkway East Extension	NW 32 Avenue	I-95	New Extension of SR 924 Gratigny Parkway East to I-95	$719.500

** Project not shown on map*

Appendix 21-4

Scenario - 3

Scenario Name: PM Peak Proposed February 2026

User Group:

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
210(2) - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	1029	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	509	312	821
Data Source: Trip Generation Manual, 12th Ed					Ln(T) =0.92Ln(X) + 0.33	62%	38%	
221(2) - Multifamily Housing (Mid-Rise) - Not	General Urban/Suburban	Dwelling Units	2239	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	518	291	809
Data Source: Trip Generation Manual, 12th Ed					T = 0.36(X) + 3.07	64%	36%	
820(2) - Shopping Center (>150k)	General Urban/Suburban	1000 Sq. Ft. GLA	673.902	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	912	949	1861
Data Source: Trip Generation Manual, 12th Ed					Ln(T) =0.66Ln(X) + 3.23	49%	51%	
710(2) - General Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	500	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	84	442	526
Data Source: Trip Generation Manual, 12th Ed					T = 0.99(X) + 31.14	16%	84%	
150(2) - Warehouse	General Urban/Suburban	1000 Sq. Ft. GFA	892.484	Weekday, Peak Hour of Adjacent Street	Best Fit (LIN)	33	85	118
Data Source: Trip Generation Manual, 12th Ed					T = 0.11(X) + 19.62	28%	72%	
411(2) - Public Park	General Urban/Suburban	Acres	56	Weekday, Peak Hour of Adjacent Street Traffic,	Average	5	4	9
Data Source: Trip Generation Manual, 12th Ed					0.15	57%	43%	
520(2) - Elementary School	General Urban/Suburban	Students	1011	Weekday, Peak Hour of Adjacent Street Traffic,	Average	74	87	161
Data Source: Trip Generation Manual, 12th Ed					0.16	46%	54%	
522(2) - Middle School/Junior High School	General Urban/Suburban	Students	1222	Weekday, Peak Hour of Adjacent Street Traffic,	Average	88	95	183
Data Source: Trip Generation Manual, 12th Ed					0.15	48%	52%	
525(2) - High School	General Urban/Suburban	Students	1630	Weekday, Peak Hour of Adjacent Street Traffic,	Average	117	127	244
Data Source: Trip Generation Manual, 12th Ed					0.15	48%	52%	
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	4532	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	1468	1107	2575
Data Source: Trip Generation Manual, 12th Ed					T = 0.57(X) - 7.84	57%	43%	

Commuting Characteristics by Sex

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Label	ZCTA5 33196					
	Total		Male		Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Workers 16 years and over	27,066	±1,390	15,067	±972	11,999	±882
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	86.5%	±2.0	86.5%	±3.0	86.5%	±2.5
Drove alone	77.6%	±2.5	79.2%	±3.3	75.5%	±3.5
Carpooled	8.9%	±1.9	7.2%	±1.6	11.0%	±2.8
In 2-person carpool	6.0%	±1.6	4.9%	±1.4	7.5%	±2.5
In 3-person carpool	2.0%	±0.7	1.6%	±0.9	2.6%	±0.8
In 4-or-more person carpool	0.8%	±0.5	0.8%	±0.6	0.9%	±0.6
Workers per car, truck, or van	1.06	±0.01	1.05	±0.01	1.08	±0.02
Public transportation (excluding taxicab)	1.6%	±0.8	1.5%	±1.2	1.8%	±1.0
Walked	0.6%	±0.5	0.3%	±0.4	1.0%	±0.7
Bicycle	0.0%	±0.2	0.0%	±0.3	0.0%	±0.4
Taxicab, motorcycle, or other means	1.5%	±1.2	2.2%	±2.0	0.5%	±0.6
Worked from home	9.8%	±1.7	9.6%	±2.4	10.1%	±1.9
PLACE OF WORK						
Workers 16 years and over who did not work from ho	24,407	±1,363	13,623	±958	10,784	±825
VEHICLES AVAILABLE						
Workers 16 years and over in households	27,058	±1,389	15,059	±971	11,999	±882
PERCENT ALLOCATED						

Table Notes

Commuting Characteristics by Sex

Survey/Program: American Community Survey

Year: 2023

Estimates: 5-Year

Table ID: S0801

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of e decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, citi and towns and estimates of housing units and the group quarters population for states and counties.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

ACS data generally reflect the geographic boundaries of legal and statistical areas as of January 1 of the estimate year. For more information, see Geography Boundaries by Year.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of erro The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Users must consider potential differences in geographic boundaries, questionnaire content or coding, or other methodological issues when comparing ACS data from different years. Statistical significant differences shown in ACS Comparison Profiles, or in data users' own analysis, may be the result of these differences and thus might not necessarily reflect changes to the social, economic, housing, or demographic characteristics being compared. For more information, see Comparing ACS Data.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possib data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas fr the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

-
The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowes interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N
The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)
The estimate or margin of error is not applicable or not available.

median-
The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+
The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**
The margin of error could not be computed because there were an insufficient number of sample observations.

***
The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

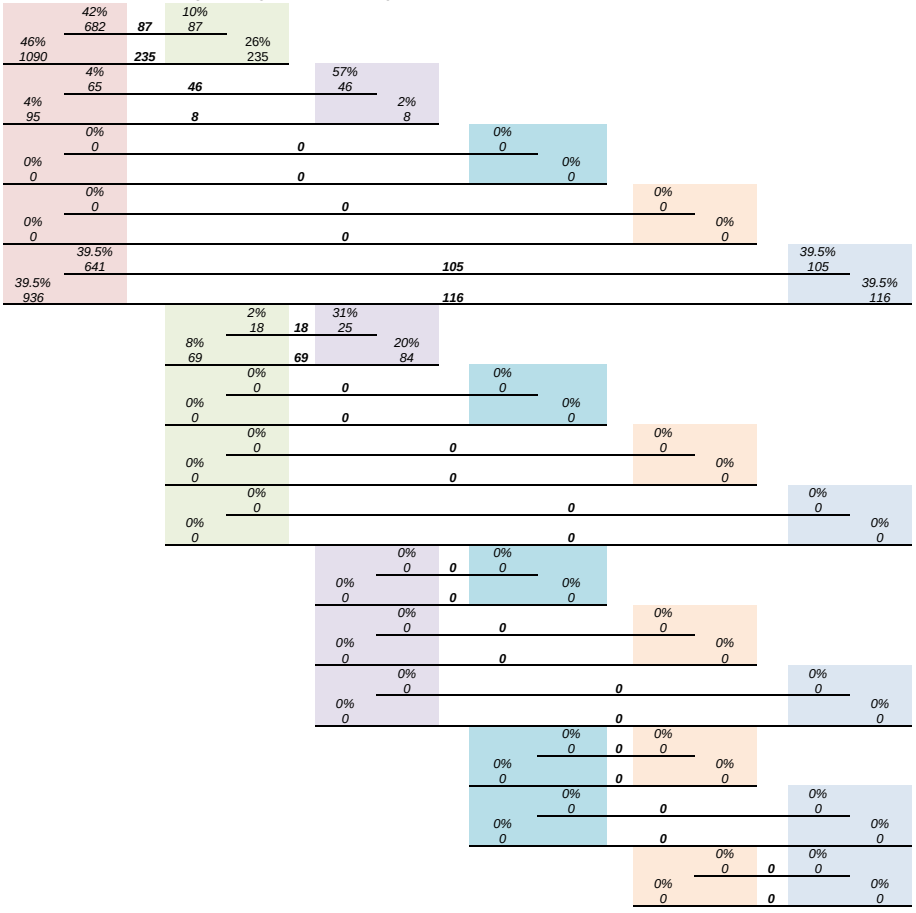
*****
A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no samplin error and the margin of error may be treated as zero.

PM Peak Hour Trip Generation and Internalization

City Park 21135

Residential		Retail		Office		Industrial Warehousing		Public Park		Schools				
Land Uses 210, 215. 221		Land Uses 820		Land Use 710		Land Use 150		Land Use 411		Land Uses 520, 522, 525				
7,800 DU		673,902 SF		500,000 SF		892,484 SF		56 Acres		3,863 Students				
In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			
2,495	1,710	912	949	84	442	33	85	5	4	279	309	7,307		ITE Trips
-125	-86	-46	-47	-4	-22	-2	-4	0	0	-14	-15	-365	5.0%	Ped & Transit w Proj
2,370	1,624	866	902	80	420	31	81	5	4	265	294	6,942		

UNBALANCED INTERNALIZATION


42%
682
87
10%
87
46%
1090
235
26%
235
4%
65
46
57%
46
4%
95
8
2%
8
0%
0
0
0%
0
0
0%
0
0
0%
0
0
0%
0
0
39.5%
641
105
39.5%
105
39.5%
936
116
39.5%
116
2%
18
18
31%
25
8%
69
69
20%
84
0%
0
0
0%
0
0
0%
0
0
0%
0
0
0%
0
0

2022 Census Data, Miami-Dade County, Florida

Table S1101: Households and Families			
Households with own children of the householder under 18	253,430	25.8%	of HH with children under 18
Total households	983,509		
Table B14002: Sex by School Enrollment by Level of School by Type of School for the Population 3 Years and Over			
0-3 year olds	100,706		*from Zero to 5 yo of 143,322-(nursery+pre-K)*
Nursery + pre-K	42,616		
Public K-12	326,135	61.0%	
Private K-12	65,205	12.2%	
Total	534,662		
From City Park DRI (dated 6/27/2024)			
Elementary	2,294		
Middle	2,552		Notes:
High	3,162		if these change, the % would be different
Total School Trips	8,008		
Total School Trips - multimodal reduction (assume 3%)	7,768		
Single Family	1,084		
Multifamily	6,716		
Total DU	7,800		
Total DU with at least one child under 18	2,010		
Total DU with children going to K-12 **public** school	1,226		
assume 2 trips per HH to and from school	2,452		
assume 25% of DUs have kids in different schools	3,065		
	39.5%		Max School-Residential Internalization %

Appendix 21-5

FDOT & SERPM Historic Growth Documentation

Since 1978

Exhibit 1
Linear and Exponential Growth Rate Calculation Summary

Station*	Location	Linear	Exponential
870682	SR 977/KROME AVE, 850' N SW 100 STREET	Rate = 11.99% R^2 = 86.47%	Rate = 7.11% R^2 = 88.66%
871080	SR 94/KENDALL DR, 200' W SW 147 AV	Rate = -1.33% R^2 = 32.62%	Rate = -1.49% R^2 = 32.24%
871117	SR 994/QUAIL ROOST DR, 200' E KROME AV/SR 997	Rate = 4.48% R^2 = 83.93%	Rate = 3.56% R^2 = 85.14%
878336	SW 137TH AVE, 200' SOUTH OF SW 184TH STREET	Rate = 5.21% R^2 = 76.90%	Rate = 4.01% R^2 = 76.67%
877011	SW 137TH AVE .30 MILE SOUTH OF SW 160TH ST	Rate = 2.11% R^2 = 61.77%	Rate = 1.89% R^2 = 62.27%
878543	SW 112TH ST, 200' EAST OF SW 134TH AVENUE	Rate = 0.72% R^2 = 11.46%	Rate = 0.69% R^2 = 9.82%
878222	SW 120TH ST, 200' WEST OF SW 137TH AVE	Rate = 1.69% R^2 = 79.97%	Rate = 1.59% R^2 = 78.74%
872519	SR 825/SW 137 AV, 200' S SW 104 ST	Rate = -0.67% R^2 = 11.86%	Rate = -0.76% R^2 = 13.75%
878220	SW 104TH ST, 200' WEST OF SW 137TH AVENUE	Rate = 1.11% R^2 = 25.76%	Rate = 1.02% R^2 = 23.72%
872520	SR 825/SW 137 AV, 200' S SR 94/N KENDALL DR	Rate = -1.19% R^2 = 34.17%	Rate = -1.25% R^2 = 33.67%
878251	SW 147TH AVE, 200' SOUTH OF KENDALL DR	Rate = 1.45% R^2 = 31.19%	Rate = 1.40% R^2 = 32.41%
878215	HAMMOCKS BLVD, 200' SOUTH OF KENDALL DR	Rate = -0.38% R^2 = 5.63%	Rate = -0.39% R^2 = 6.01%
872529	SR 94/KENDALL DR, 200' W SW 157 AV	Rate = 0.36% R^2 = 2.47%	Rate = 0.38% R^2 = 2.79%
878544	SW 132 AVE, 350 FT N OF SW 112TH ST	Rate = -0.77% R^2 = 7.36%	Rate = -1.04% R^2 = 10.20%
878572	SW 136 STREET, 200' EAST OF SW 147 AVE	Rate = 1.88% R^2 = 13.68%	Rate = 1.28% R^2 = 9.44%
878242	SW 160TH ST, 200' WEST OF SW 147TH AVENUE	Rate = 2.39% R^2 = 44.64%	Rate = 1.71% R^2 = 41.43%
878216	SW 104TH ST, 200' WEST OF SW 147TH AVENUE	Rate = -0.37% R^2 = 13.28%	Rate = -0.35% R^2 = 12.58%
878250	SW 147TH AVE, 200' SOUTH OF SW 104TH STREET	Rate = 0.37% R^2 = 2.23%	Rate = 0.41% R^2 = 2.54%
	Average:	**1.76%**	**1.22%**
*Based on data for years 2012 - 2023 (Ten Years - excluding the years 2020 and 2021).		**1.49%**	

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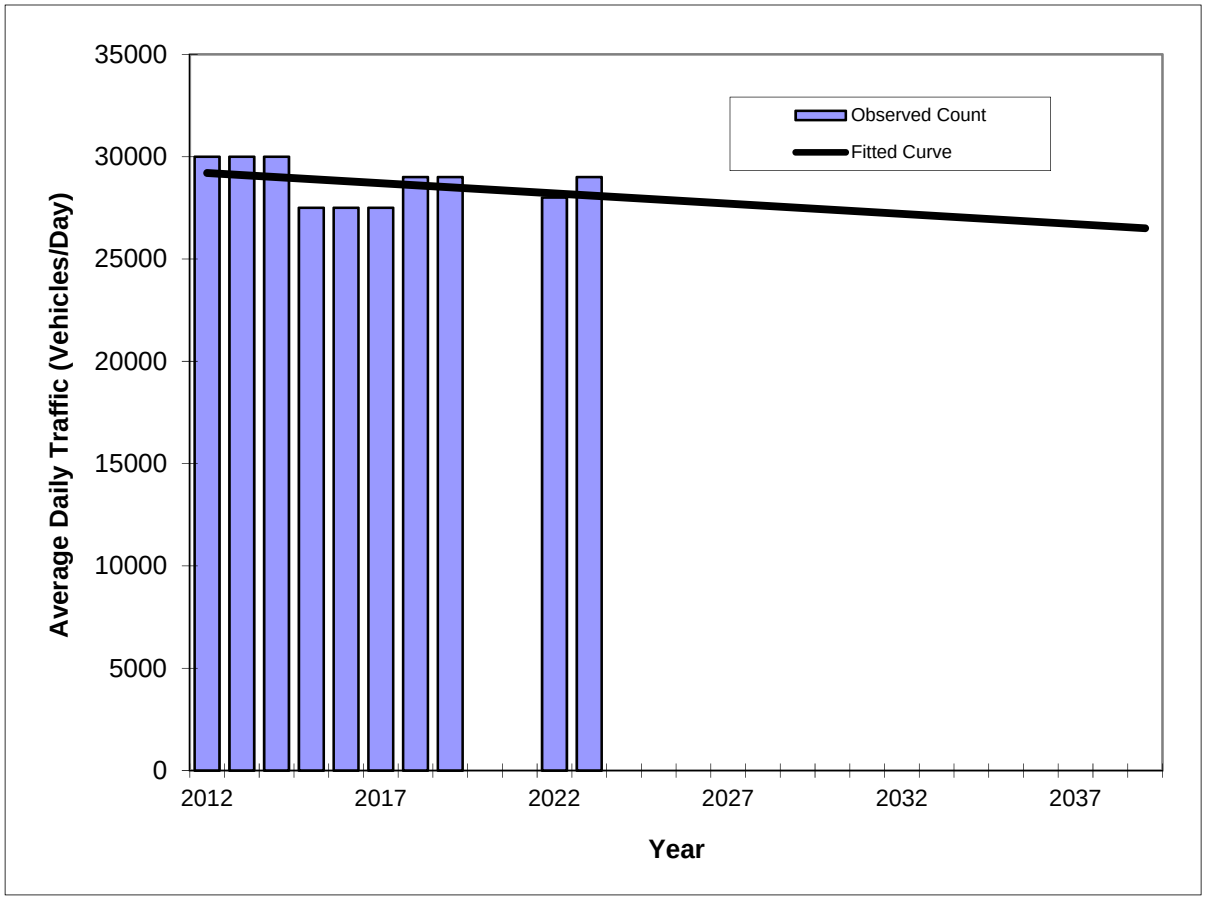
dpa Since 1978

Traffic Trends - V03.a

SW 104TH ST, 200' WEST OF SW 147TH AVENUE -- 87000470

FIN#	**1234**
Location	**9**

County:	Miami-Dade (87)
Station #:	878216
Highway:	SW 104TH ST, 200' WEST OF SW 147TH AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	30000	29200
2013	30000	29100
2014	30000	29000
2015	27500	28900
2016	27500	28800
2017	27500	28700
2018	29000	28600
2019	29000	28500
2020		
2021		
2022	28000	28200
2023	29000	28100
2036 Opening Year Trend		
2036	N/A	26800
2046 Mid-Year Trend		
2046	N/A	25900
2056 Design Year Trend		
2056	N/A	25000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	12.58%
Compounded Annual Historic Growth Rate:	-0.35%
Compounded Growth Rate (2023 to Design Year):	-0.35%
Printed:	2-Aug-24

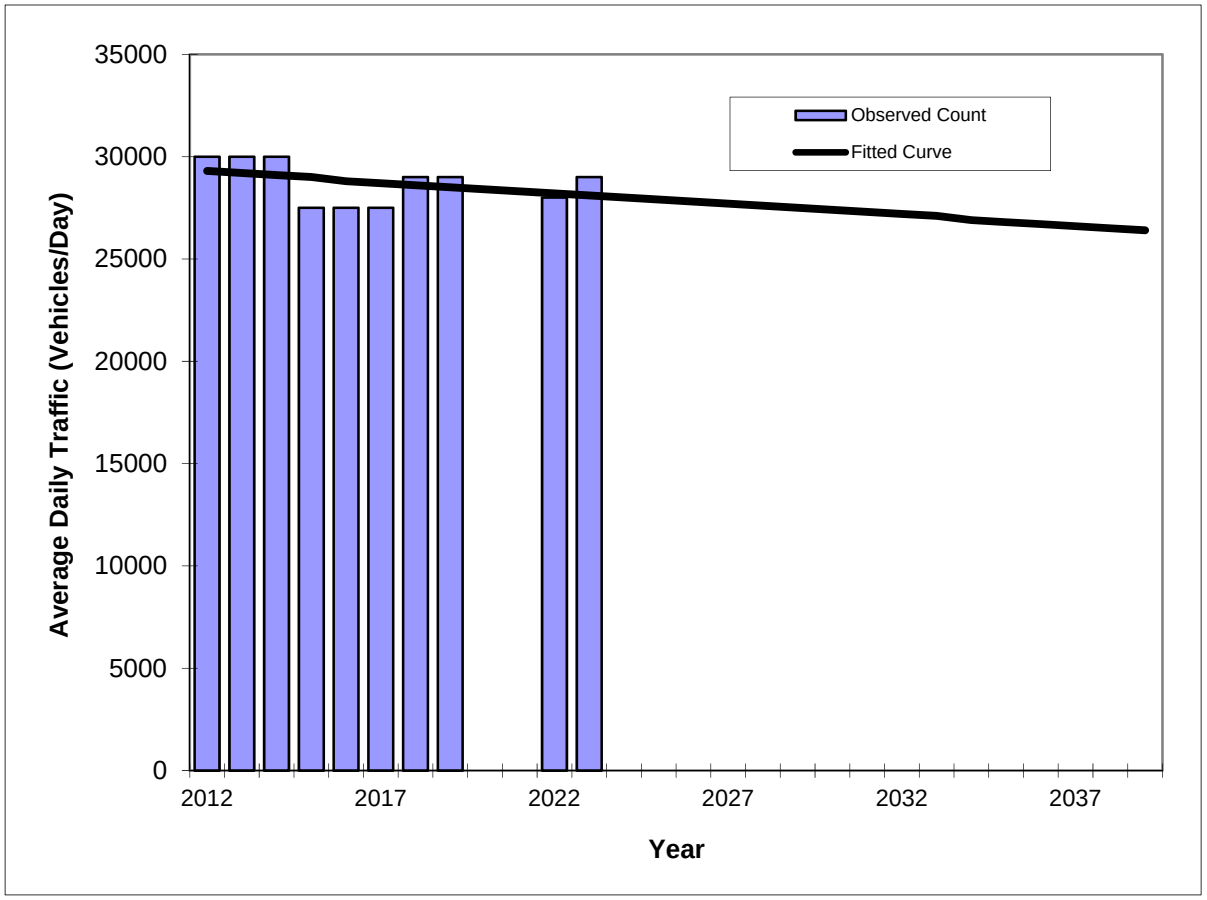
Exponential Growth Option

Traffic Trends - V03.a

SW 104TH ST, 200' WEST OF SW 147TH AVENUE -- 87000470

FIN#	**1234**
Location	**9**

County:	Miami-Dade (87)
Station #:	878216
Highway:	SW 104TH ST, 200' WEST OF SW 147TH AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	30000	29300
2013	30000	29200
2014	30000	29100
2015	27500	29000
2016	27500	28800
2017	27500	28700
2018	29000	28600
2019	29000	28500
2020		
2021		
2022	28000	28200
2023	29000	28100
2036 Opening Year Trend		
2036	N/A	26700
2046 Mid-Year Trend		
2046	N/A	25700
2056 Design Year Trend		
2056	N/A	24600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-105
Trend R-squared:	13.28%
Trend Annual Historic Growth Rate:	-0.37%
Trend Growth Rate (2023 to Design Year):	-0.38%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8216 - SW 104TH ST, 200' WEST OF SW 147TH AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	29000 F	E 14500	W 14500	9.00	63.10	8.00
2022	28000 C	E 14000	W 14000	9.00	56.50	11.80
2021	25000 T	E 12500	W 12500	9.00	55.00	17.50
2020	26000 S	E 13000	W 13000	9.00	56.00	10.40
2019	29000 F	E 14500	W 14500	9.00	56.00	11.00
2018	29000 C	E 14500	W 14500	9.00	54.30	12.10
2017	27500 S	E 14000	W 13500	9.00	59.30	12.60
2016	27500 F	E 14000	W 13500	9.00	56.10	13.50
2015	27500 C	E 14000	W 13500	9.00	57.40	13.70
2014	30000 S	E 15000	W 15000	9.00	59.30	17.40
2013	30000 F	E 15000	W 15000	9.00	58.90	16.20
2012	30000 C	E 15000	W 15000	9.00	59.70	16.00

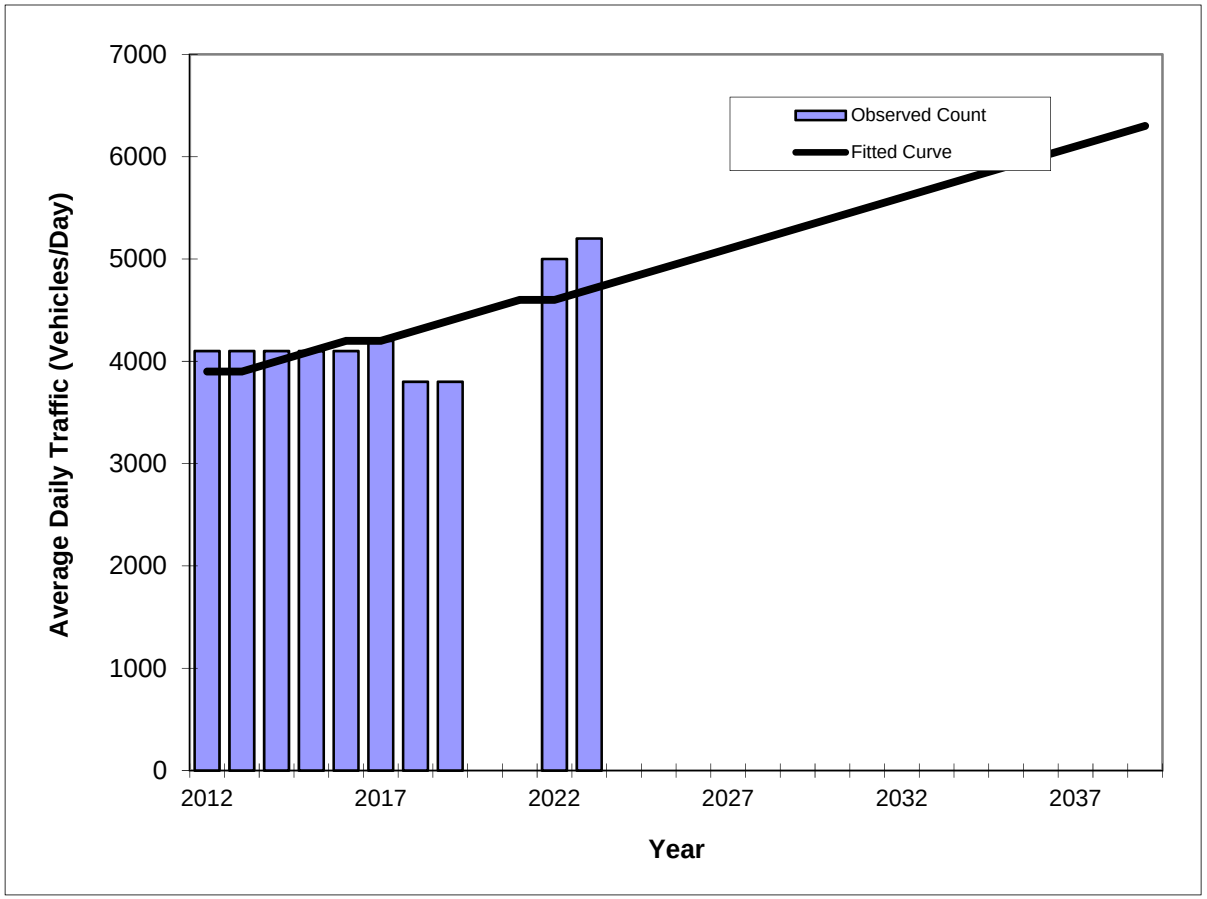
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 160TH ST, 200' WEST OF SW 147TH AVENUE -- 87000546

FIN#	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	878242
Highway:	SW 160TH ST, 200' WEST OF SW 147TH AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	4100	3900
2013	4100	3900
2014	4100	4000
2015	4100	4100
2016	4100	4200
2017	4200	4200
2018	3800	4300
2019	3800	4400
2020		
2021		
2022	5000	4600
2023	5200	4700
2036 Opening Year Trend		
2036	N/A	6000
2046 Mid-Year Trend		
2046	N/A	7200
2056 Design Year Trend		
2056	N/A	8700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	41.43%
Compounded Annual Historic Growth Rate:	1.71%
Compounded Growth Rate (2023 to Design Year):	1.88%
Printed:	2-Aug-24

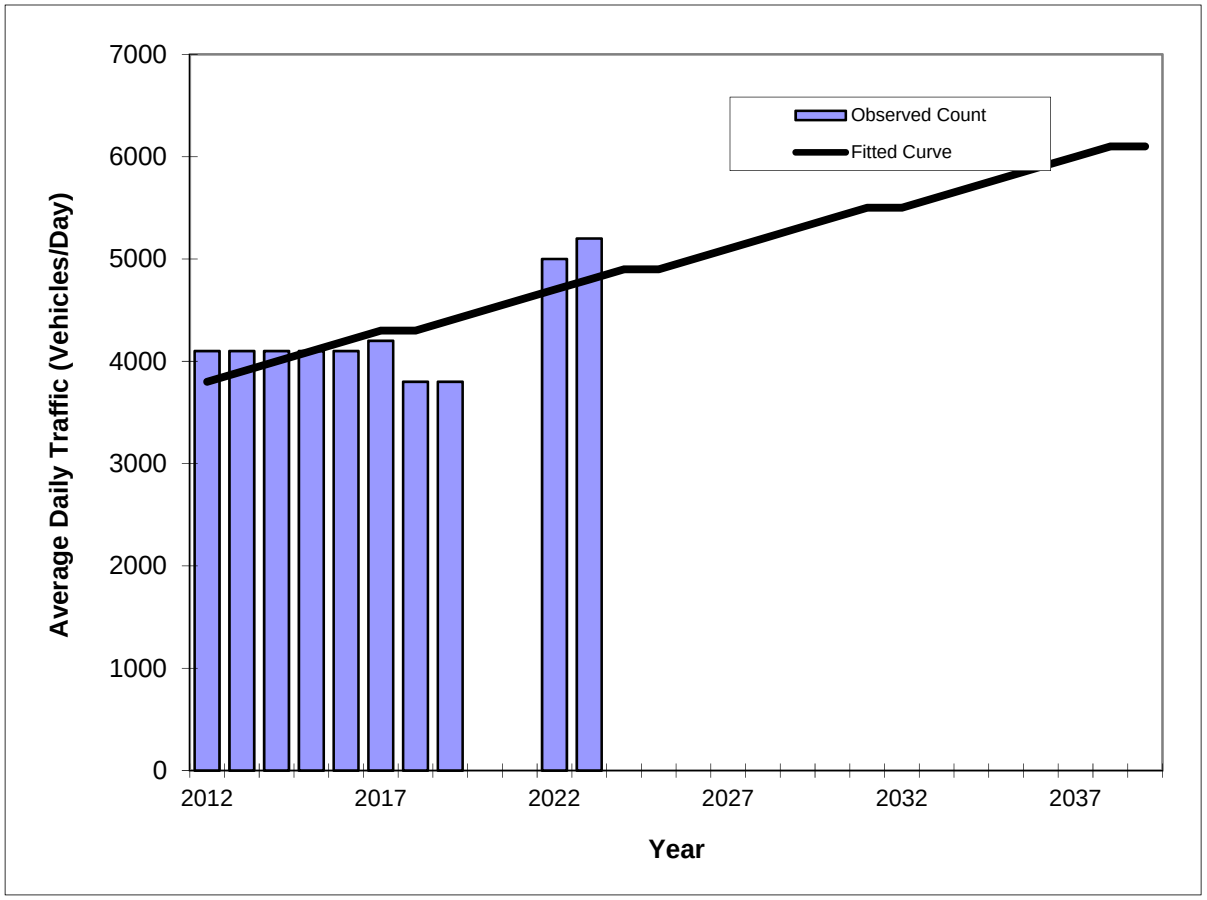
Exponential Growth Option

Traffic Trends - V03.a

SW 160TH ST, 200' WEST OF SW 147TH AVENUE -- 87000546

FIN#	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	878242
Highway:	SW 160TH ST, 200' WEST OF SW 147TH AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	4100	3800
2013	4100	3900
2014	4100	4000
2015	4100	4100
2016	4100	4200
2017	4200	4300
2018	3800	4300
2019	3800	4400
2020		
2021		
2022	5000	4700
2023	5200	4800
2036 Opening Year Trend		
2036	N/A	5900
2046 Mid-Year Trend		
2046	N/A	6700
2056 Design Year Trend		
2056	N/A	7600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	86
Trend R-squared:	44.64%
Trend Annual Historic Growth Rate:	2.39%
Trend Growth Rate (2023 to Design Year):	1.77%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8242 - SW 160TH ST, 200' WEST OF SW 147TH AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	5200 S	E 2600	W 2600	9.00	63.10	3.70
2022	5000 F	E 2500	W 2500	9.00	56.50	3.80
2021	4800 C	E 2400	W 2400	9.00	55.00	2.40
2020	3400 T	E 1700	W 1700	9.00	56.00	3.10
2019	3800 S	E 1900	W 1900	9.00	56.00	3.50
2018	3800 F	E 1900	W 1900	9.00	54.30	3.10
2017	4200 C	E 2100	W 2100	9.00	59.30	3.40
2016	4100 T	E 1800	W 2300	9.00	56.10	3.00
2015	4100 S	E 1800	W 2300	9.00	57.40	3.40
2014	4100 F	E 1800	W 2300	9.00	59.30	4.40
2013	4100 C	E 1800	W 2300	9.00	58.90	16.20
2012	4100 F	0	0	9.00	59.70	16.00
2011	4100 C	E 0	W 0	9.00	58.20	14.70

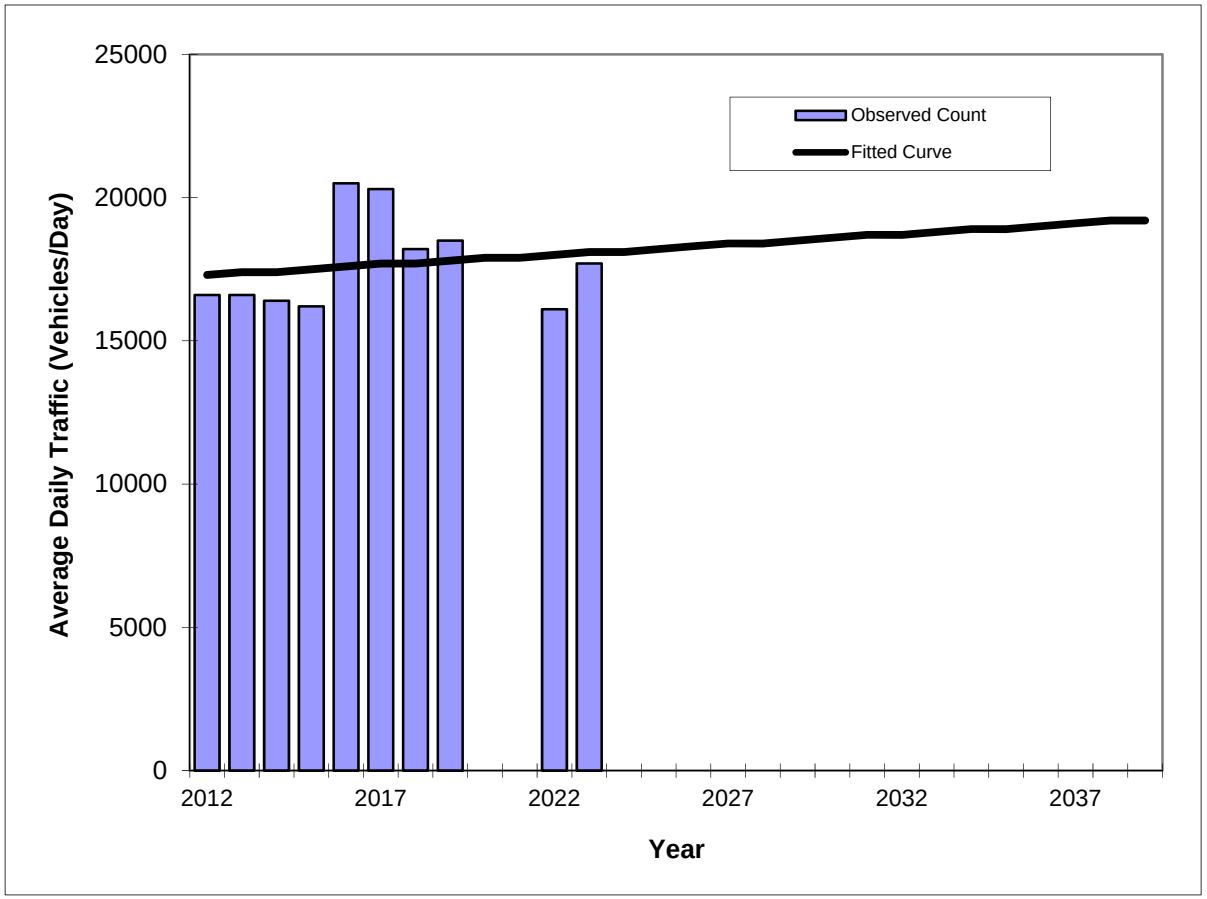
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 147TH AVE, 200' SOUTH OF SW 104TH STREET -- 87000625

FIN#	**1234**
Location	**3**

County:	Miami-Dade (87)
Station #:	878250
Highway:	SW 147TH AVE, 200' SOUTH OF SW 104TH STREET



Year	Traffic (ADT/AADT) Count*	Trend**
2012	16600	17300
2013	16600	17400
2014	16400	17400
2015	16200	17500
2016	20500	17600
2017	20300	17700
2018	18200	17700
2019	18500	17800
2020		
2021		
2022	16100	18000
2023	17700	18100
2036 Opening Year Trend		
2036	N/A	19000
2046 Mid-Year Trend		
2046	N/A	19800
2056 Design Year Trend		
2056	N/A	20600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	2.54%
Compounded Annual Historic Growth Rate:	0.41%
Compounded Growth Rate (2023 to Design Year):	0.39%
Printed:	2-Aug-24

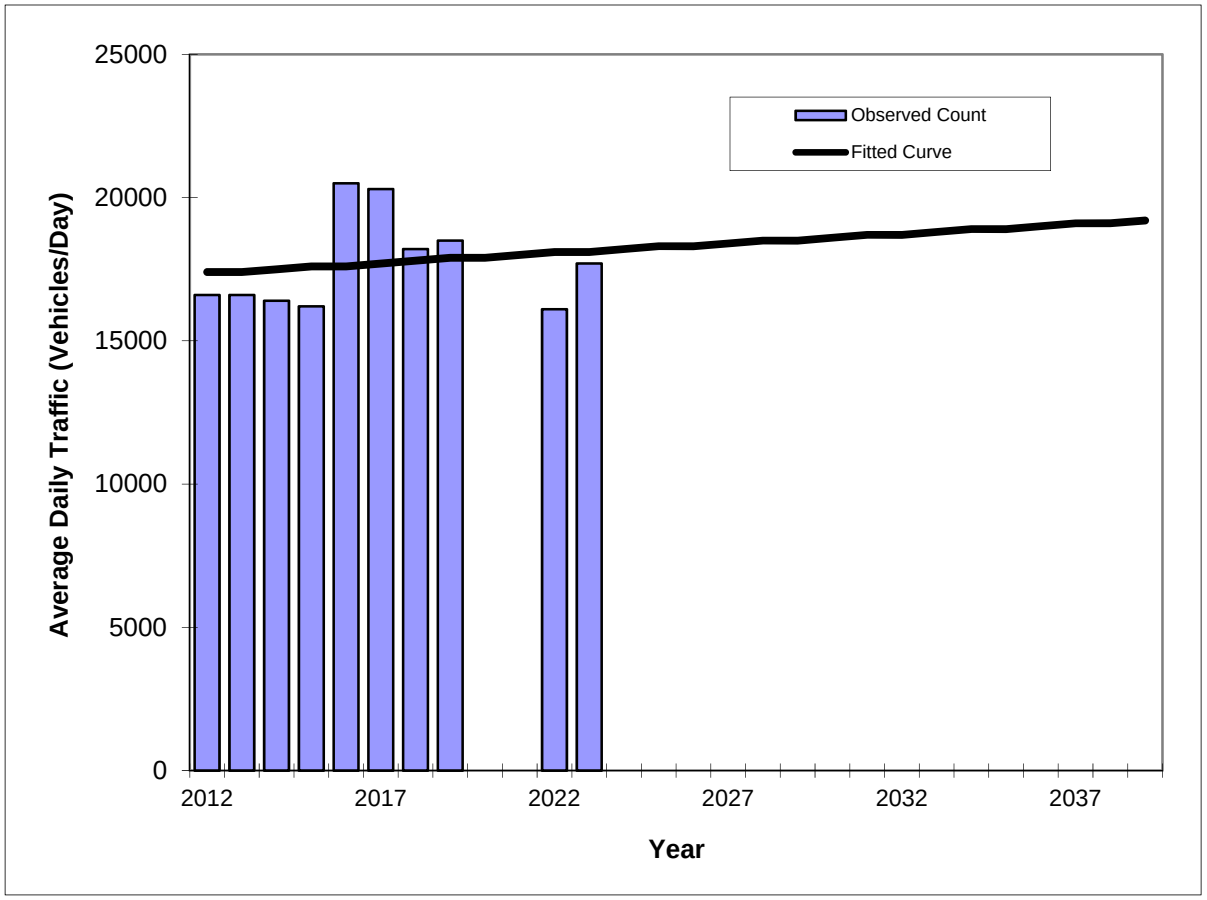
Exponential Growth Option

Traffic Trends - V03.a

SW 147TH AVE, 200' SOUTH OF SW 104TH STREET -- 87000625

FIN#	**1234**
Location	**3**

County:	Miami-Dade (87)
Station #:	878250
Highway:	SW 147TH AVE, 200' SOUTH OF SW 104TH STREET



Year	Traffic (ADT/AADT) Count*	Trend**
2012	16600	17400
2013	16600	17400
2014	16400	17500
2015	16200	17600
2016	20500	17600
2017	20300	17700
2018	18200	17800
2019	18500	17900
2020		
2021		
2022	16100	18100
2023	17700	18100
2036 Opening Year Trend		
2036	N/A	19000
2046 Mid-Year Trend		
2046	N/A	19700
2056 Design Year Trend		
2056	N/A	20300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	67
Trend R-squared:	2.23%
Trend Annual Historic Growth Rate:	0.37%
Trend Growth Rate (2023 to Design Year):	0.37%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8250 - SW 147TH AVE, 200' SOUTH OF SW 104TH STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	17700 C	N 9900	S 7800	9.00	63.10	8.00
2022	16100 T	N 8000	S 8100	9.00	56.50	11.80
2021	15700 S	N 7800	S 7900	9.00	55.00	17.50
2020	16500 F	N 8200	S 8300	9.00	56.00	10.40
2019	18500 C	N 9200	S 9300	9.00	56.00	11.00
2018	18200 S	N 8800	S 9400	9.00	54.30	12.10
2017	20300 F	N 9800	S 10500	9.00	59.30	12.60
2016	20500 C	N 10000	S 10500	9.00	56.10	13.50
2015	16200 T	N 8000	S 8200	9.00	57.40	13.70
2014	16400 S	N 8100	S 8300	9.00	59.30	17.40
2013	16600 F	N 8200	S 8400	9.00	58.90	16.20
2012	16600 C	N 8200	S 8400	9.00	59.70	16.00

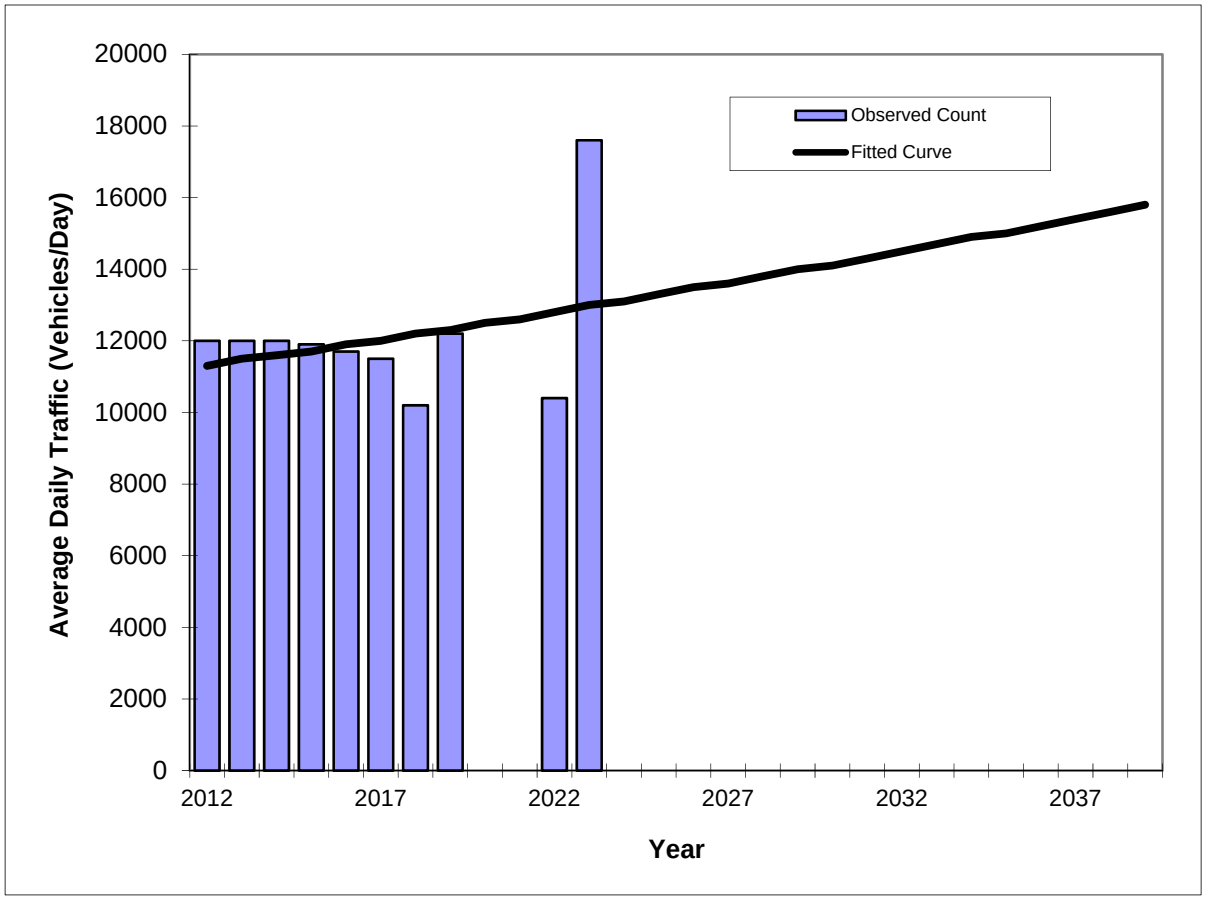
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 136 STREET, 200' EAST OFSW 147 AVE -- 87000541

FIN#	**1234**
Location	**5**

County:	Miami-Dade (87)
Station #:	878572
Highway:	SW 136 STREET, 200' EAST OFSW 147 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	12000	11300
2013	12000	11500
2014	12000	11600
2015	11900	11700
2016	11700	11900
2017	11500	12000
2018	10200	12200
2019	12200	12300
2020		
2021		
2022	10400	12800
2023	17600	13000
2036 Opening Year Trend		
2036	N/A	15200
2046 Mid-Year Trend		
2046	N/A	17200
2056 Design Year Trend		
2056	N/A	19500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	9.44%
Compounded Annual Historic Growth Rate:	1.28%
Compounded Growth Rate (2023 to Design Year):	1.24%
Printed:	2-Aug-24

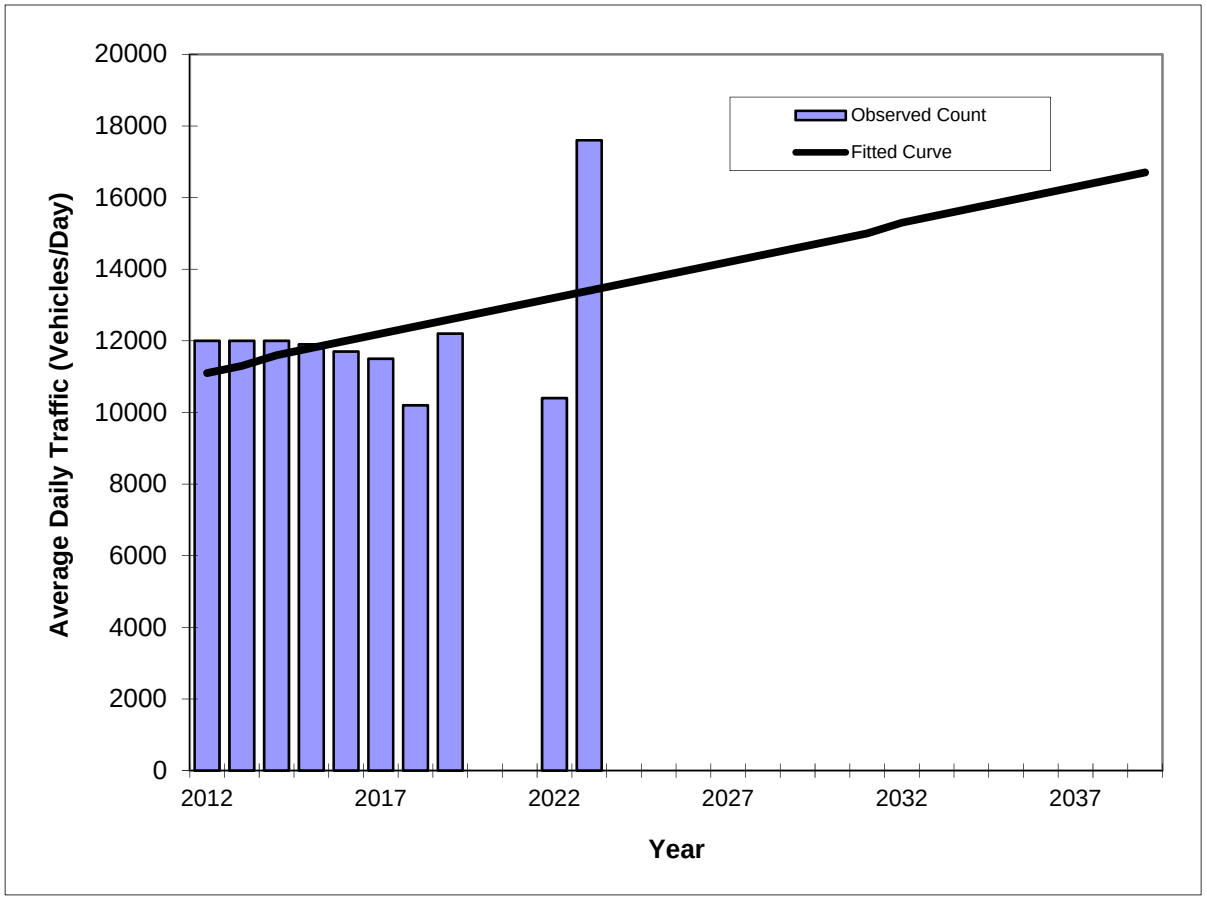
Exponential Growth Option

Traffic Trends - V03.a

SW 136 STREET, 200' EAST OFSW 147 AVE -- 87000541

FIN#	**1234**
Location	**5**

County:	Miami-Dade (87)
Station #:	878572
Highway:	SW 136 STREET, 200' EAST OFSW 147 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	12000	11100
2013	12000	11300
2014	12000	11600
2015	11900	11800
2016	11700	12000
2017	11500	12200
2018	10200	12400
2019	12200	12600
2020		
2021		
2022	10400	13200
2023	17600	13400
2036 Opening Year Trend		
2036	N/A	16100
2046 Mid-Year Trend		
2046	N/A	18100
2056 Design Year Trend		
2056	N/A	20200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	206
Trend R-squared:	13.68%
Trend Annual Historic Growth Rate:	1.88%
Trend Growth Rate (2023 to Design Year):	1.54%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8572 - SW 136 STREET, 200' EAST OFSW 147 AVE (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	17600 C	E 9700	W 7900	9.00	63.10	4.30
2022	10400 T	E 5200	W 5200	9.00	56.50	2.50
2021	10200 S	E 5100	W 5100	9.00	55.00	4.70
2020	10800 F	E 5400	W 5400	9.00	56.00	3.50
2019	12200 C	E 6100	W 6100	9.00	56.00	3.30
2018	10200 T	E 5600	W 4600	9.00	54.30	3.00
2017	11500 S	E 6300	W 5200	9.00	56.10	3.30
2016	11700 F	E 6400	W 5300	9.00	56.10	2.50
2015	11900 C	E 6500	W 5400	9.00	57.40	6.60
2014	12000 S	E 6200	W 5800	9.00	59.30	3.90
2013	12000 F	E 6200	W 5800	9.00	58.90	16.20
2012	12000 C	E 6200	W 5800	9.00	59.70	16.00

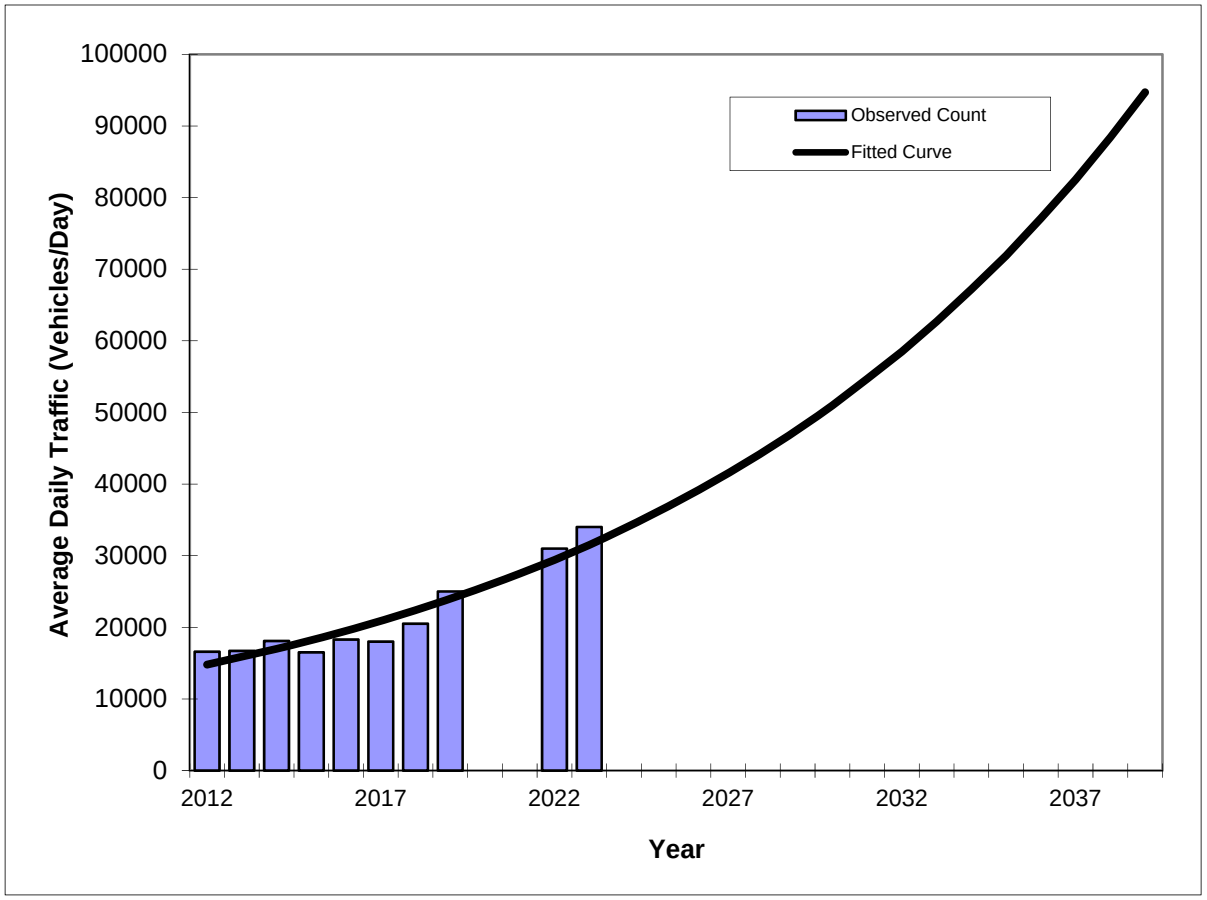
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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 977/KROME AVE, 850' N SW 100 STREET -- 87150000

FIN#	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	0682
Highway:	SR 977/KROME AVE, 850' N SW 100 STREET



Year	Traffic (ADT/AADT) Count*	Trend**
2012	16600	14800
2013	16700	15900
2014	18100	17000
2015	16500	18200
2016	18300	19500
2017	18000	20900
2018	20500	22400
2019	25000	24000
2020		
2021		
2022	31000	29400
2023	34000	31500
2036 Opening Year Trend		
2036	N/A	77100
2046 Mid-Year Trend		
2046	N/A	153200
2056 Design Year Trend		
2056	N/A	304600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	88.66%
Compounded Annual Historic Growth Rate:	7.11%
Compounded Growth Rate (2023 to Design Year):	7.12%
Printed:	2-Aug-24

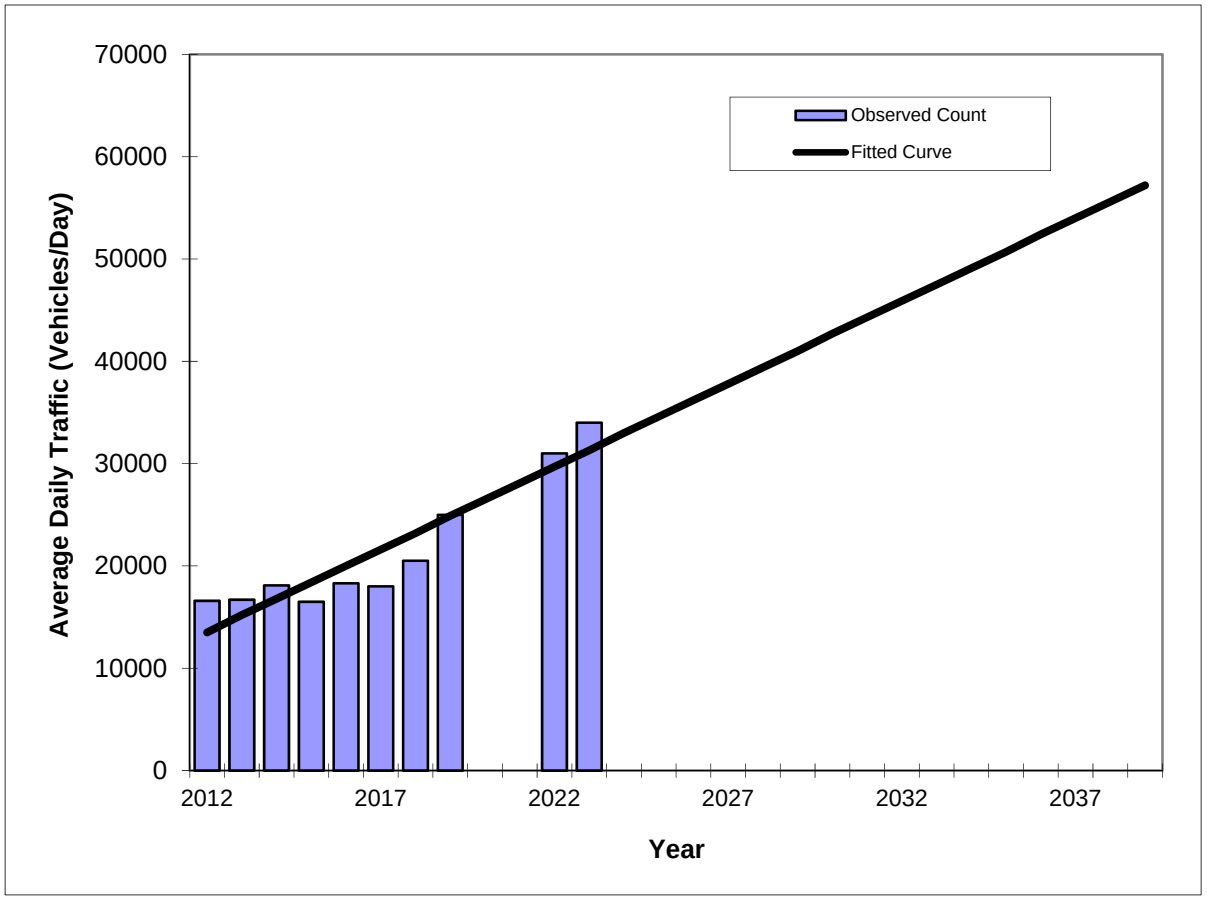
Exponential Growth Option

Traffic Trends - V03.a

SR 977/KROME AVE, 850' N SW 100 STREET -- 87150000

FIN#	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	0682
Highway:	SR 977/KROME AVE, 850' N SW 100 STREET



Year	Traffic (ADT/AADT) Count*	Trend**
2012	16600	13500
2013	16700	15200
2014	18100	16800
2015	16500	18400
2016	18300	20000
2017	18000	21600
2018	20500	23200
2019	25000	24900
2020		
2021		
2022	31000	29700
2023	34000	31300
2036 Opening Year Trend		
2036	N/A	52400
2046 Mid-Year Trend		
2046	N/A	68500
2056 Design Year Trend		
2056	N/A	84700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	1,618
Trend R-squared:	86.47%
Trend Annual Historic Growth Rate:	11.99%
Trend Growth Rate (2023 to Design Year):	5.17%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0682 - SR 997/KROME AV,850' N SW 100 STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	34000 C	N 17000	S 17000	9.50	63.10	11.20
2022	31000 C	N 15500	S 15500	9.50	56.50	14.00
2021	29500 C	N 14500	S 15000	9.50	55.00	14.70
2020	22500 C	N 12000	S 10500	9.50	56.00	16.30
2019	25000 C	N 13000	S 12000	9.50	56.00	12.80
2018	20500 C	N 10500	S 10000	9.50	54.30	19.80
2017	18000 C	N 9000	S 9000	9.50	58.00	9.10
2016	18300 C	N 9100	S 9200	9.50	56.10	10.30
2015	16500 C	N 8500	S 8000	9.50	57.40	10.00
2014	18100 C	N 9200	S 8900	9.50	59.30	12.30
2013	16700 C	N 8400	S 8300	9.50	58.90	14.00
2012	16600 C	N 8600	S 8000	9.50	59.70	12.00
2011	14900 C	N 7200	S 7700	9.50	58.20	14.60
2010	17000 C	N 8400	S 8600	7.87	58.27	14.60
2009	17900 C	N 9000	S 8900	7.98	59.96	13.60
2008	17000 C	N 8600	S 8400	8.07	66.31	18.60

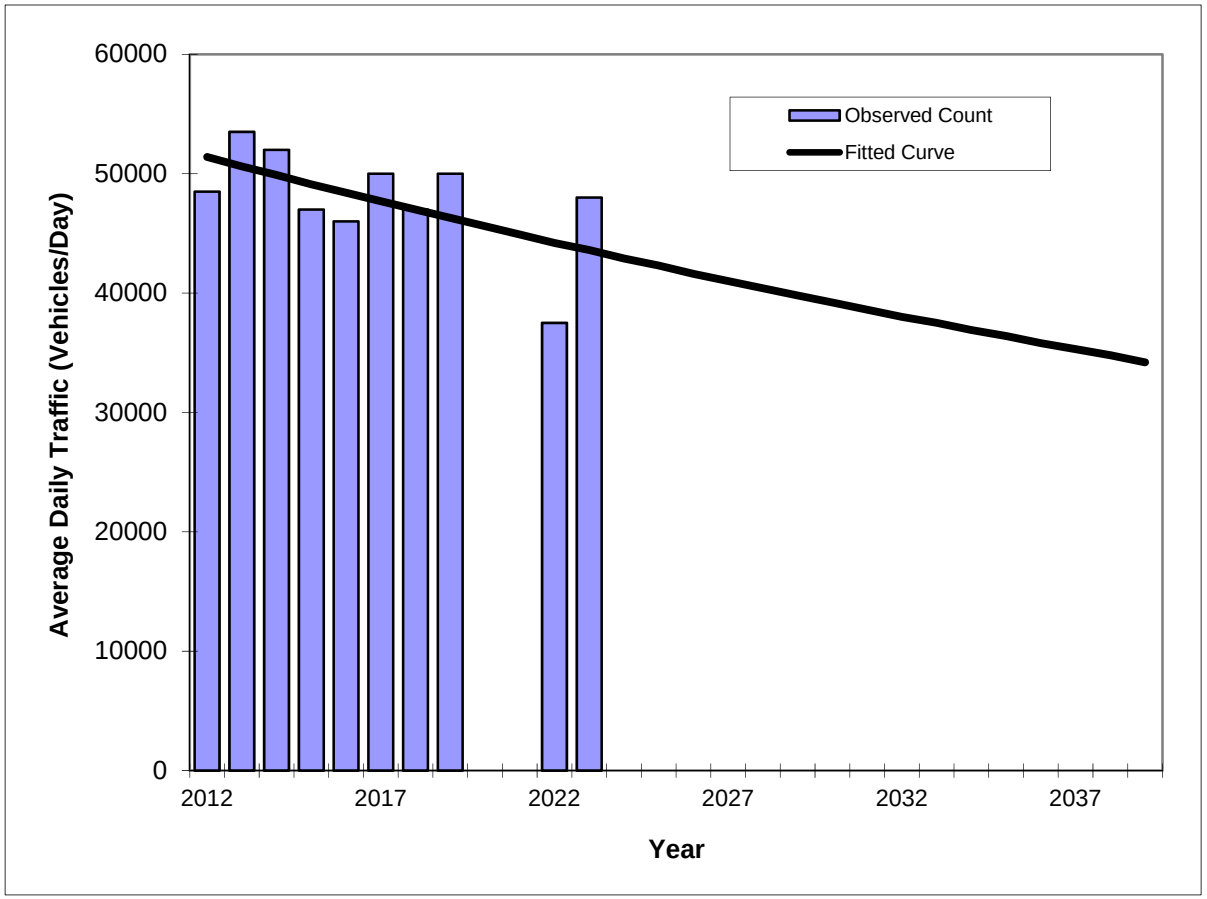
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 94/KENDALL DR, 200' W SW 147 AV -- 87001000

FIN#	**1234**
Location	**16**

County:	Miami-Dade (87)
Station #:	1080
Highway:	SR 94/KENDALL DR, 200' W SW 147 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2012	48500	51400
2013	53500	50600
2014	52000	49900
2015	47000	49100
2016	46000	48400
2017	50000	47700
2018	47000	47000
2019	50000	46300
2020		
2021		
2022	37500	44200
2023	48000	43600
2036 Opening Year Trend		
2036	N/A	35800
2046 Mid-Year Trend		
2046	N/A	30800
2056 Design Year Trend		
2056	N/A	26500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	32.24%
Compounded Annual Historic Growth Rate:	-1.49%
Compounded Growth Rate (2023 to Design Year):	-1.50%
Printed:	2-Aug-24

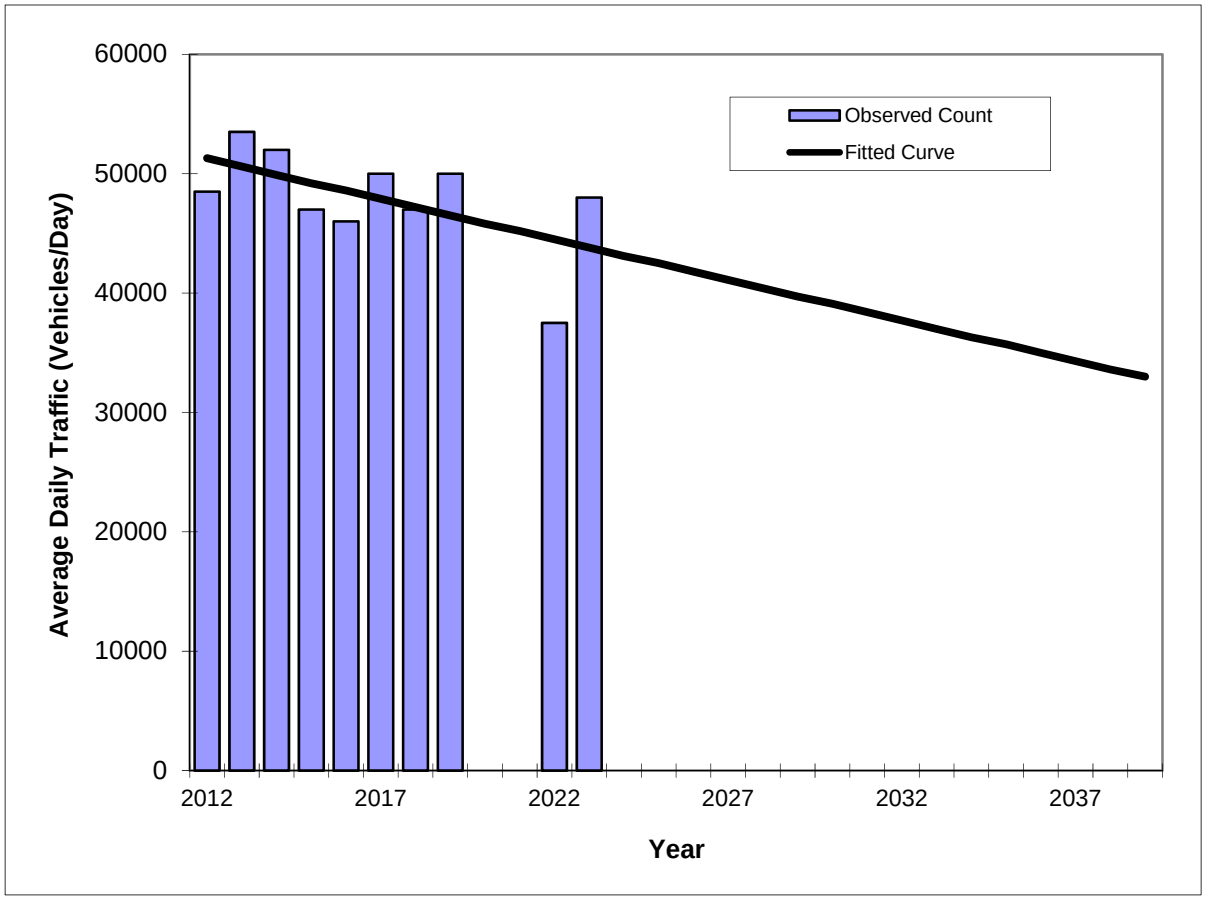
Exponential Growth Option

Traffic Trends - V03.a

SR 94/KENDALL DR, 200' W SW 147 AV -- 87001000

FIN#	**1234**
Location	**16**

County:	Miami-Dade (87)
Station #:	1080
Highway:	SR 94/KENDALL DR, 200' W SW 147 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2012	48500	51300
2013	53500	50600
2014	52000	49900
2015	47000	49200
2016	46000	48600
2017	50000	47900
2018	47000	47200
2019	50000	46500
2020		
2021		
2022	37500	44500
2023	48000	43800
2036 Opening Year Trend		
2036	N/A	35000
2046 Mid-Year Trend		
2046	N/A	28200
2056 Design Year Trend		
2056	N/A	21400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-679
Trend R-squared:	32.62%
Trend Annual Historic Growth Rate:	-1.33%
Trend Growth Rate (2023 to Design Year):	-1.55%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1080 - SR 94/KENDALL DR, 200' W SW 147 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	48000 C	E 24500	W 23500	9.00	63.10	3.30
2022	37500 C	E 21500	W 16000	9.00	56.50	4.80
2021	38000 F	E 18500	W 19500	9.00	55.00	4.90
2020	40000 C	E 19500	W 20500	9.00	56.00	3.90
2019	50000 C	E 25000	W 25000	9.00	56.00	4.10
2018	47000 C	E 24000	W 23000	9.00	54.30	7.10
2017	50000 C	E 24000	W 26000	9.00	54.00	5.40
2016	46000 C	E 22500	W 23500	9.00	56.10	3.90
2015	47000 C	E 23500	W 23500	9.00	57.40	4.00
2014	52000 C	E 22500	W 29500	9.00	59.30	5.30
2013	53500 C	E 23500	W 30000	9.00	58.90	3.70
2012	48500 C	E 25000	W 23500	9.00	59.70	3.50
2011	47000 C	E 23000	W 24000	9.00	58.20	4.00
2010	46000 C	E 22000	W 24000	7.87	58.27	4.00
2009	48000 C	E 24000	W 24000	7.98	59.96	4.00
2008	48500 C	E 24000	W 24500	8.07	66.31	4.60

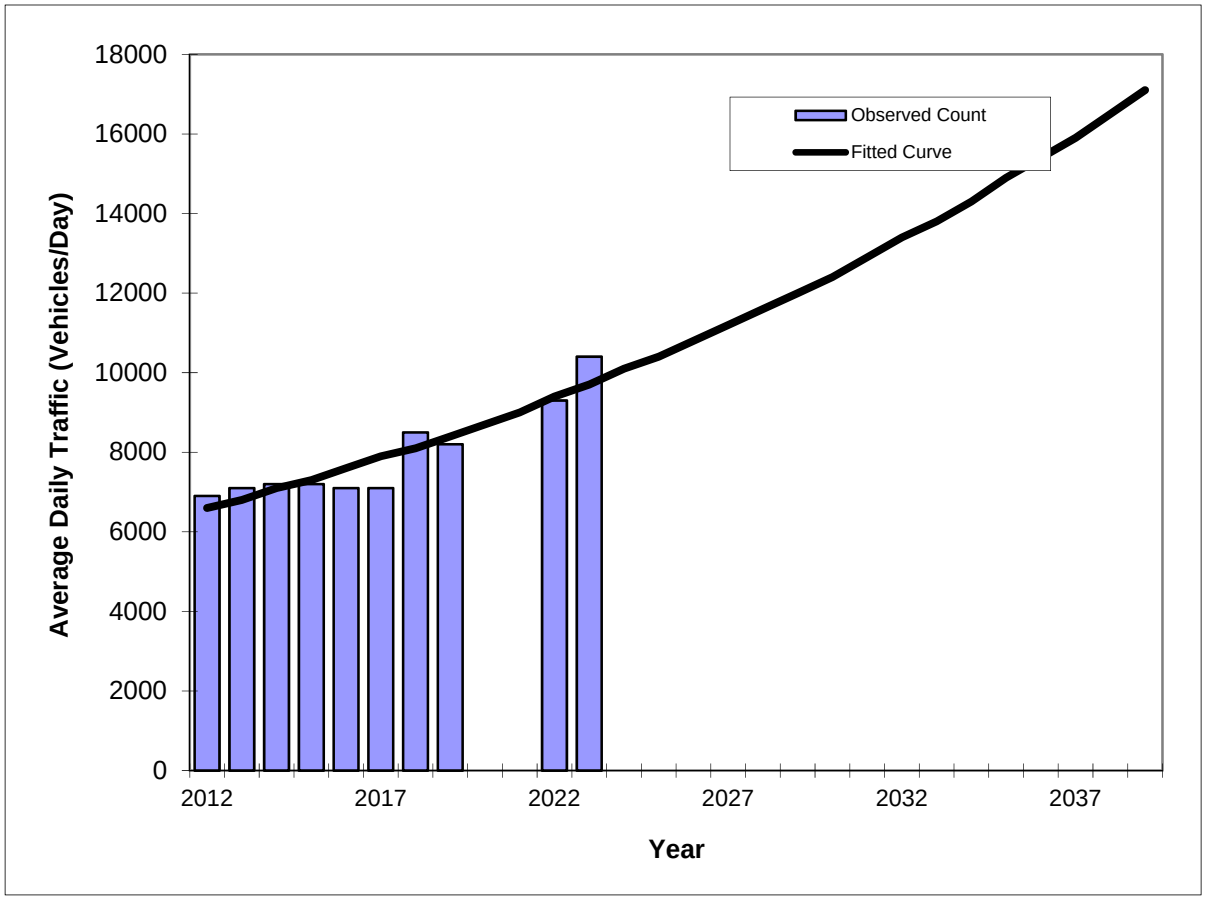
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 994/QUAIL ROOST DR, 200' E KROME AV/SR 997 -- 87091000

FIN#	**1234**
Location	**2**

County:	Miami-Dade (87)
Station #:	871117
Highway:	SR 994/QUAIL ROOST DR, 200' E KROME AV/SR 997



Year	Traffic (ADT/AADT) Count*	Trend**
2012	6900	6600
2013	7100	6800
2014	7200	7100
2015	7200	7300
2016	7100	7600
2017	7100	7900
2018	8500	8100
2019	8200	8400
2020		
2021		
2022	9300	9400
2023	10400	9700
2036 Opening Year Trend		
2036	N/A	15400
2046 Mid-Year Trend		
2046	N/A	21900
2056 Design Year Trend		
2056	N/A	31200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	85.14%
Compounded Annual Historic Growth Rate:	3.56%
Compounded Growth Rate (2023 to Design Year):	3.60%
Printed:	2-Aug-24

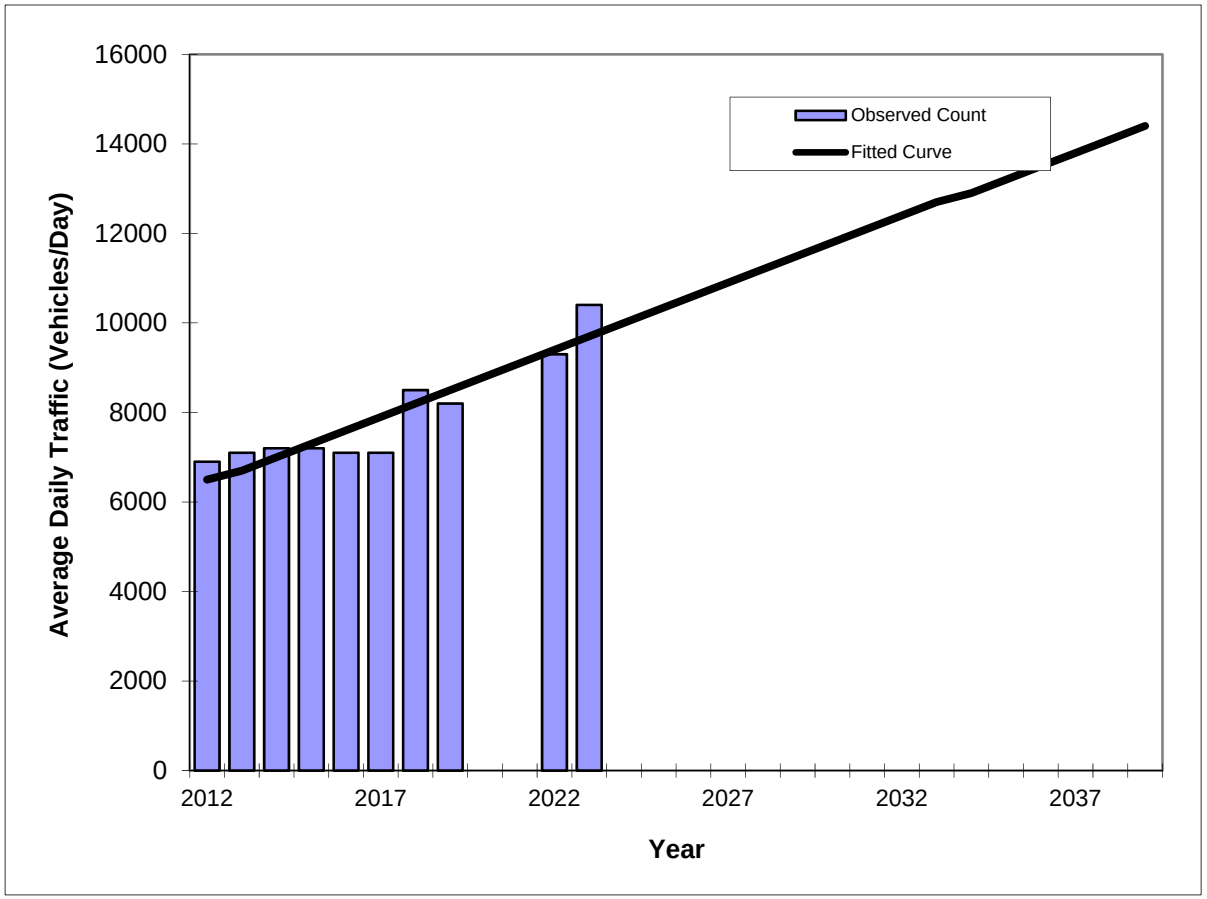
Exponential Growth Option

Traffic Trends - V03.a

SR 994/QUAIL ROOST DR, 200' E KROME AV/SR 997 -- 87091000

FIN#	**1234**
Location	**2**

County:	Miami-Dade (87)
Station #:	871117
Highway:	SR 994/QUAIL ROOST DR, 200' E KROME AV/SR 997



Year	Traffic (ADT/AADT) Count*	Trend**
2012	6900	6500
2013	7100	6700
2014	7200	7000
2015	7200	7300
2016	7100	7600
2017	7100	7900
2018	8500	8200
2019	8200	8500
2020		
2021		
2022	9300	9400
2023	10400	9700
2036 Opening Year Trend		
2036	N/A	13500
2046 Mid-Year Trend		
2046	N/A	16500
2056 Design Year Trend		
2056	N/A	19400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	295
Trend R-squared:	83.93%
Trend Annual Historic Growth Rate:	4.48%
Trend Growth Rate (2023 to Design Year):	3.03%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1117 - SR 994/QUAIL ROOST DR, 200' E KROME AV/SR 997

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	10400 C	E 5100	W 5300	9.00	63.10	12.70
2022	9300 C	E 4700	W 4600	9.00	56.50	15.30
2021	8000 C	E 4000	W 4000	9.00	55.00	13.10
2020	6000 C	E 2900	W 3100	9.00	56.00	16.50
2019	8200 C	E 4100	W 4100	9.00	56.00	14.80
2018	8500 C	E 4300	W 4200	9.00	54.30	13.30
2017	7100 C	E 3500	W 3600	9.00	59.30	9.80
2016	7100 C	E 3500	W 3600	9.50	56.10	8.70
2015	7200 C	E 3600	W 3600	9.50	57.40	10.30
2014	7200 C	E 3600	W 3600	9.50	59.30	12.10
2013	7100 C	E 3600	W 3500	9.50	58.90	11.30
2012	6900 C	E 3600	W 3300	9.50	59.70	10.20
2011	8000 C	E 4000	W 4000	9.50	58.20	7.40
2010	9400 C	E 4700	W 4700	7.87	58.27	7.40
2009	6900 C	E 3400	W 3500	7.98	59.96	11.50
2008	8500 C	E 4300	W 4200	8.07	66.31	11.00

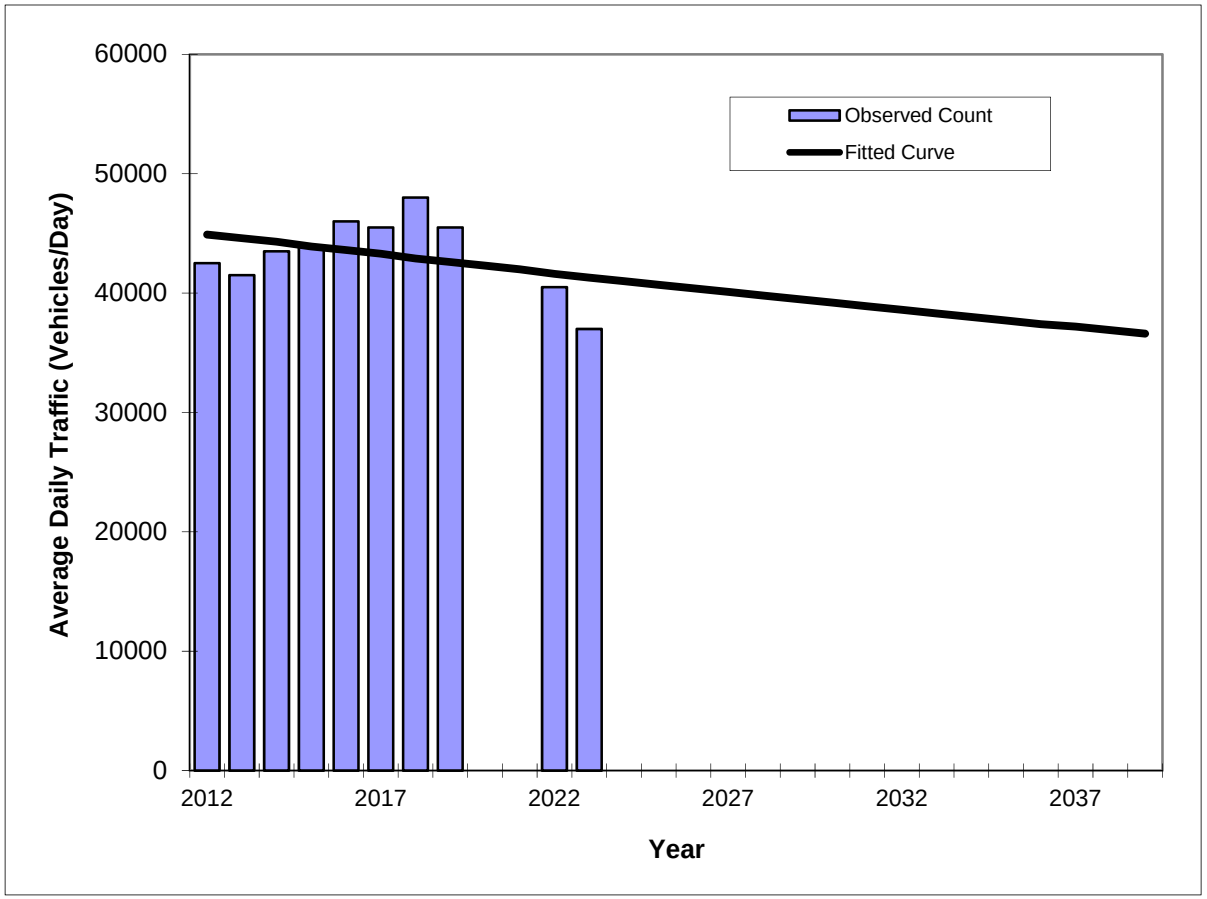
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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 825/SW 137 AV, 200' S SW 104 ST -- 87133000

FIN#	**1234**
Location	**3**

County:	Miami-Dade (87)
Station #:	2519
Highway:	SR 825/SW 137 AV, 200' S SW 104 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	42500	44900
2013	41500	44600
2014	43500	44300
2015	44000	43900
2016	46000	43600
2017	45500	43300
2018	48000	42900
2019	45500	42600
2020		
2021		
2022	40500	41600
2023	37000	41300
2036 Opening Year Trend		
2036	N/A	37400
2046 Mid-Year Trend		
2046	N/A	34700
2056 Design Year Trend		
2056	N/A	32200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	13.75%
Compounded Annual Historic Growth Rate:	-0.76%
Compounded Growth Rate (2023 to Design Year):	-0.75%
Printed:	2-Aug-24

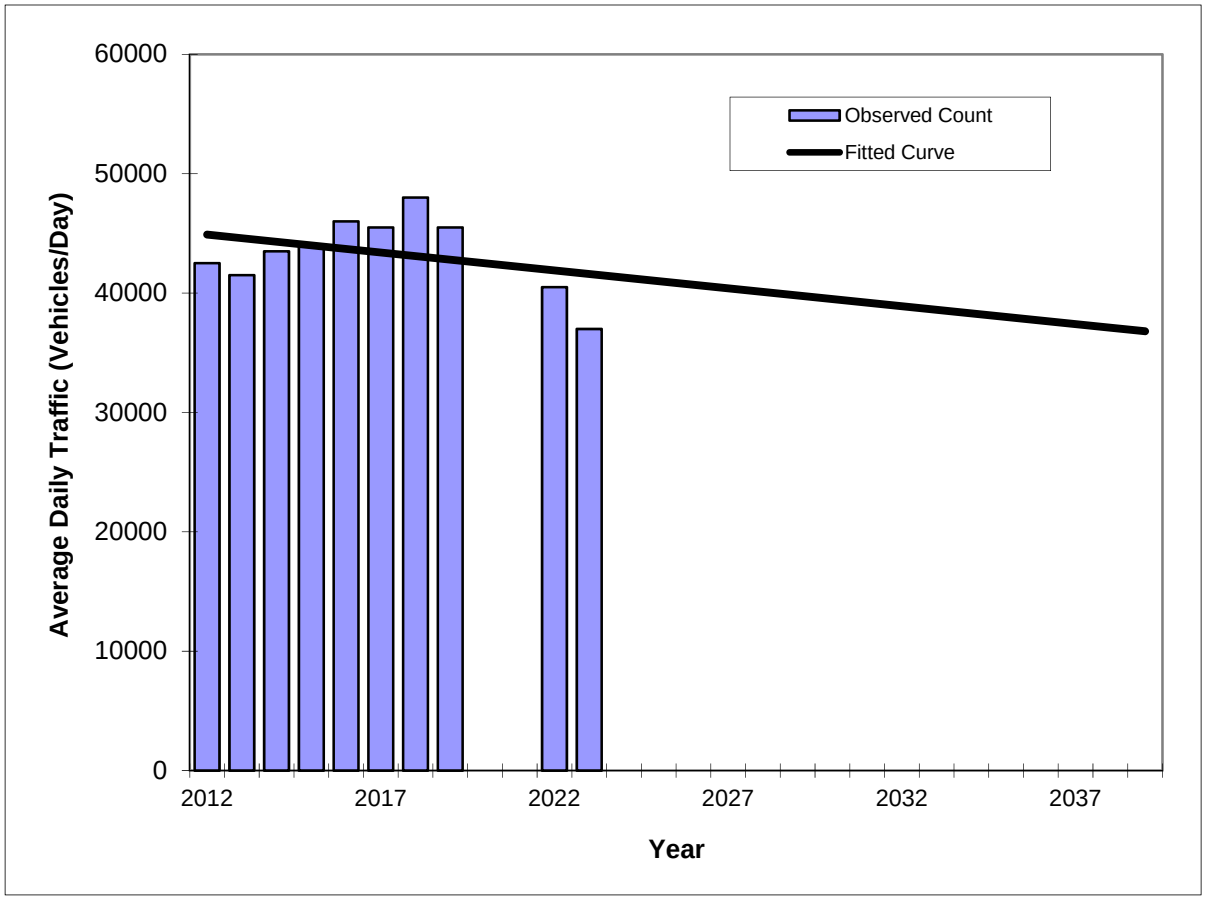
Exponential Growth Option

Traffic Trends - V03.a

SR 825/SW 137 AV, 200' S SW 104 ST -- 87133000

FIN#	**1234**
Location	**3**

County:	Miami-Dade (87)
Station #:	2519
Highway:	SR 825/SW 137 AV, 200' S SW 104 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	42500	44900
2013	41500	44600
2014	43500	44300
2015	44000	44000
2016	46000	43700
2017	45500	43400
2018	48000	43100
2019	45500	42800
2020		
2021		
2022	40500	41900
2023	37000	41600
2036 Opening Year Trend		
2036	N/A	37700
2046 Mid-Year Trend		
2046	N/A	34700
2056 Design Year Trend		
2056	N/A	31700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-299
Trend R-squared:	11.86%
Trend Annual Historic Growth Rate:	-0.67%
Trend Growth Rate (2023 to Design Year):	-0.72%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2519 - SR 825/SW 137 AV, 200' S SW 104 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	37000 C	N 19000	S 18000	9.00	63.10	4.60
2022	40500 C	N 19500	S 21000	9.00	56.50	2.50
2021	35000 C	N 17500	S 17500	9.00	55.00	3.80
2020	34500 C	N 17000	S 17500	9.00	56.00	2.50
2019	45500 C	N 22000	S 23500	9.00	56.00	3.00
2018	48000 C	N 24000	S 24000	9.00	54.30	2.20
2017	45500 C	N 23000	S 22500	9.00	54.00	2.90
2016	46000 C	N 24000	S 22000	9.00	56.10	2.60
2015	44000 C	N 22000	S 22000	9.00	57.40	3.30
2014	43500 C	N 21500	S 22000	9.00	59.30	2.80
2013	41500 C	N 22000	S 19500	9.00	58.90	3.20
2012	42500 C	N 21500	S 21000	9.00	59.70	3.20
2011	39000 C	N 20000	S 19000	9.00	58.20	3.80
2010	45000 C	N 23000	S 22000	7.87	58.27	3.80
2009	48000 C	N 24000	S 24000	7.98	59.96	3.70
2008	40000 C	N 19500	S 20500	8.07	66.31	3.50

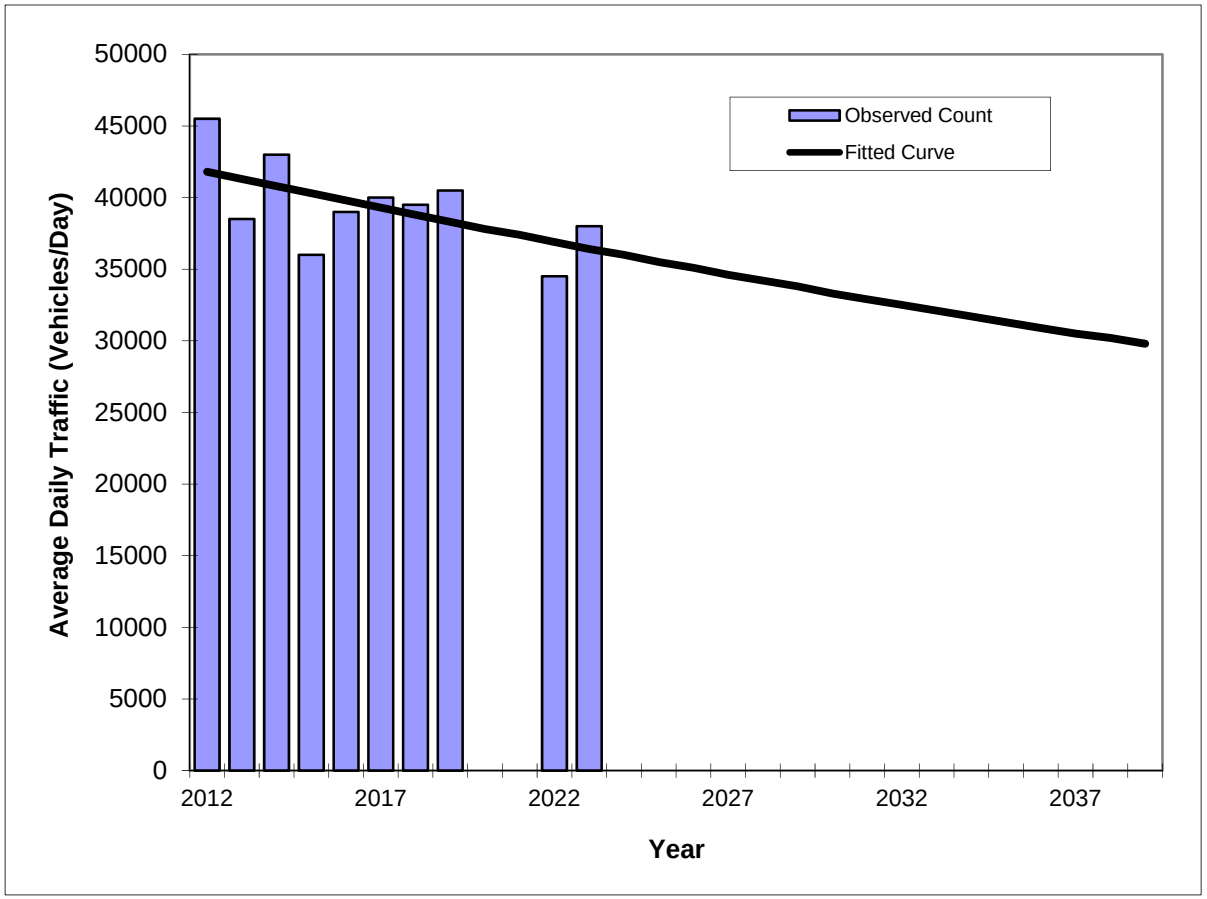
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 825/SW 137 AV, 200' S SR 94/N KENDALL DR -- 87133000

FIN#	**1234**
Location	**4**

County:	Miami-Dade (87)
Station #:	2520
Highway:	SR 825/SW 137 AV, 200' S SR 94/N KENDALL DR



Year	Traffic (ADT/AADT) Count*	Trend**
2012	45500	41800
2013	38500	41300
2014	43000	40800
2015	36000	40300
2016	39000	39800
2017	40000	39300
2018	39500	38800
2019	40500	38300
2020		
2021		
2022	34500	36900
2023	38000	36400
2036 Opening Year Trend		
2036	N/A	30900
2046 Mid-Year Trend		
2046	N/A	27300
2056 Design Year Trend		
2056	N/A	24000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	33.67%
Compounded Annual Historic Growth Rate:	-1.25%
Compounded Growth Rate (2023 to Design Year):	-1.25%
Printed:	2-Aug-24

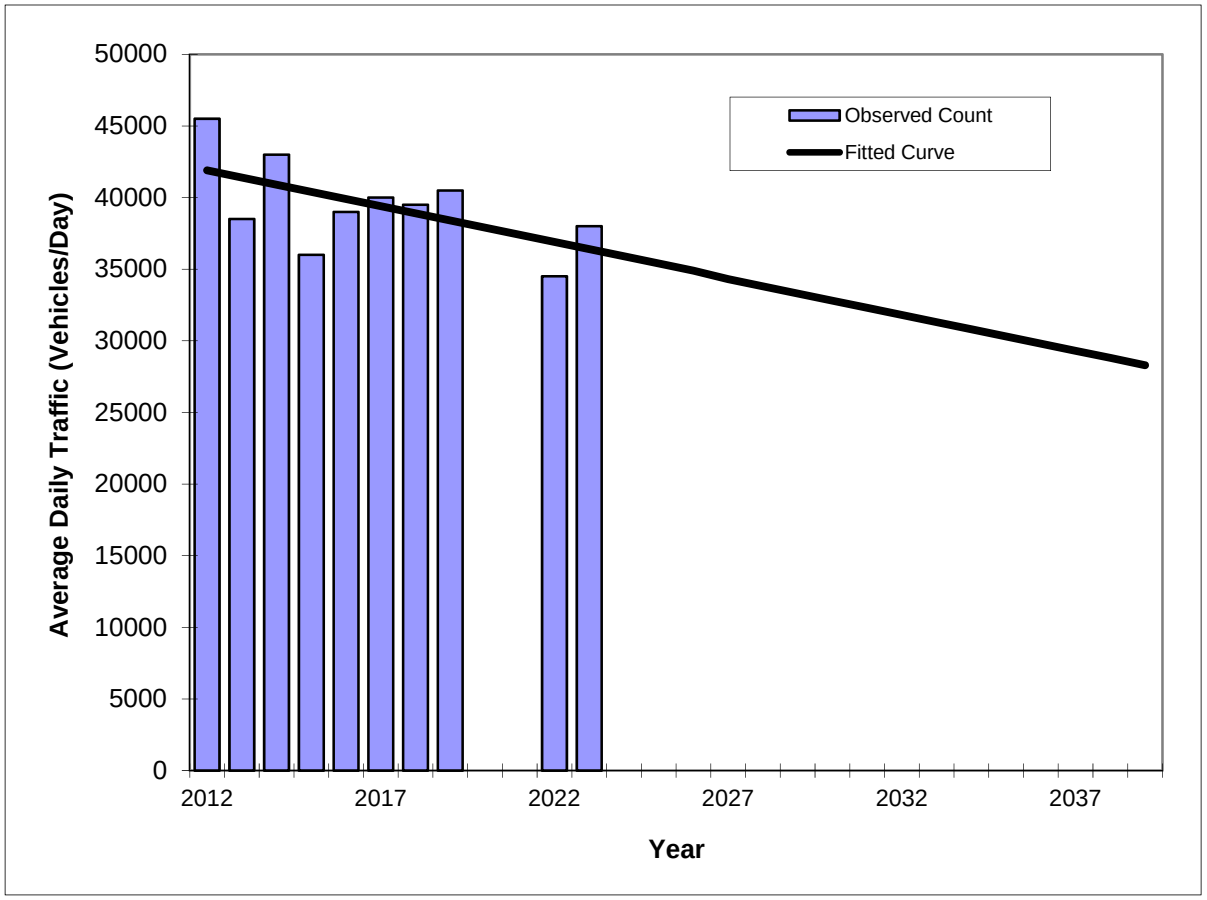
Exponential Growth Option

Traffic Trends - V03.a

SR 825/SW 137 AV, 200' S SR 94/N KENDALL DR -- 87133000

FIN#	**1234**
Location	**4**

County:	Miami-Dade (87)
Station #:	2520
Highway:	SR 825/SW 137 AV, 200' S SR 94/N KENDALL DR



Year	Traffic (ADT/AADT) Count*	Trend**
2012	45500	41900
2013	38500	41400
2014	43000	40900
2015	36000	40400
2016	39000	39900
2017	40000	39400
2018	39500	38900
2019	40500	38400
2020		
2021		
2022	34500	36900
2023	38000	36400
2036 Opening Year Trend		
2036	N/A	29800
2046 Mid-Year Trend		
2046	N/A	24800
2056 Design Year Trend		
2056	N/A	19700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-505
Trend R-squared:	34.17%
Trend Annual Historic Growth Rate:	-1.19%
Trend Growth Rate (2023 to Design Year):	-1.39%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2520 - SR 825/SW 137 AV, 200' S SR 94/N KENDALL DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	38000 C	N 19000	S 19000	9.00	63.10	4.00
2022	34500 C	N 16000	S 18500	9.00	56.50	3.20
2021	40000 C	N 21000	S 19000	9.00	55.00	2.50
2020	37000 C	N 19000	S 18000	9.00	56.00	3.50
2019	40500 C	N 22500	S 18000	9.00	56.00	2.30
2018	39500 C	N 20500	S 19000	9.00	54.30	2.20
2017	40000 C	N 21500	S 18500	9.00	54.00	3.60
2016	39000 C	N 20000	S 19000	9.00	56.10	2.70
2015	36000 C	N 17000	S 19000	9.00	57.40	2.80
2014	43000 C	N 23500	S 19500	9.00	59.30	3.80
2013	38500 C	N 21000	S 17500	9.00	58.90	3.10
2012	45500 C	N 22500	S 23000	9.00	59.70	2.40
2011	40000 C	N 20500	S 19500	9.00	58.20	3.30
2010	41500 C	N 22000	S 19500	7.87	58.27	3.00
2009	45000 C	N 23000	S 22000	7.98	59.96	2.70
2008	39000 C	N 20000	S 19000	8.07	66.31	3.40

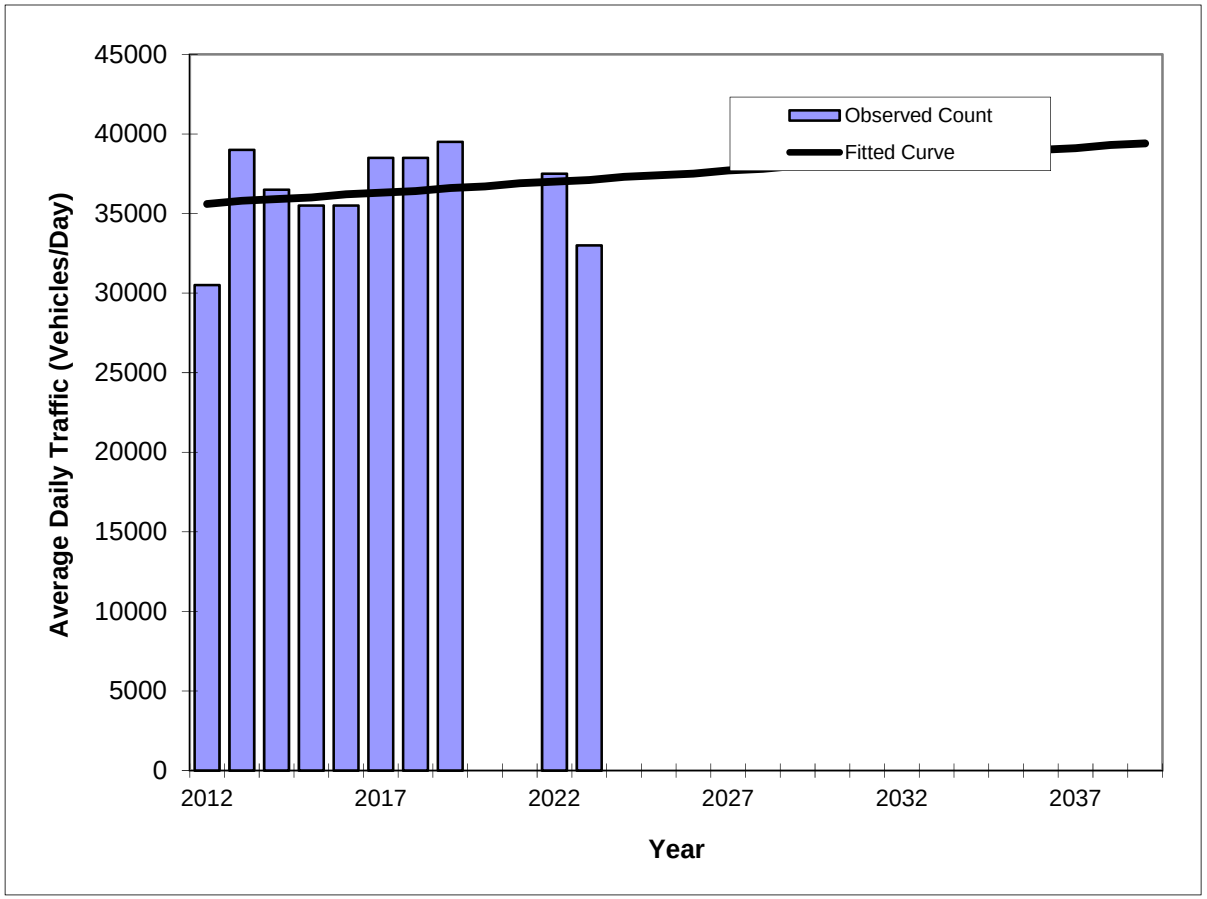
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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 94/KENDALL DR, 200' W SW 157 AV -- 87001000

FIN#	**1234**
Location	**5**

County:	Miami-Dade (87)
Station #:	2529
Highway:	SR 94/KENDALL DR, 200' W SW 157 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2012	30500	35600
2013	39000	35800
2014	36500	35900
2015	35500	36000
2016	35500	36200
2017	38500	36300
2018	38500	36400
2019	39500	36600
2020		
2021		
2022	37500	37000
2023	33000	37100
2036 Opening Year Trend		
2036	N/A	39000
2046 Mid-Year Trend		
2046	N/A	40500
2056 Design Year Trend		
2056	N/A	42000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	2.79%
Compounded Annual Historic Growth Rate:	0.38%
Compounded Growth Rate (2023 to Design Year):	0.38%
Printed:	2-Aug-24

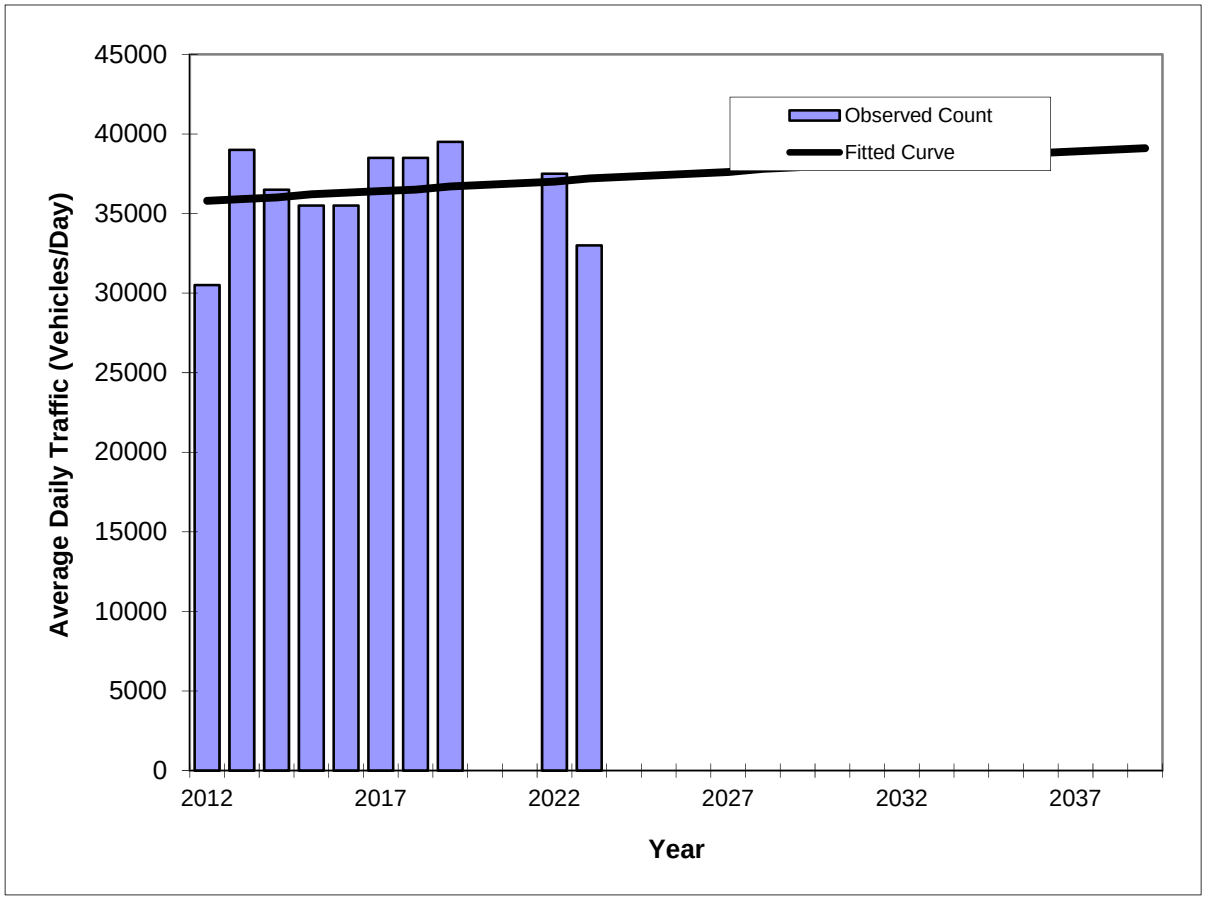
Exponential Growth Option

Traffic Trends - V03.a

SR 94/KENDALL DR, 200' W SW 157 AV -- 87001000

FIN#	**1234**
Location	**5**

County:	Miami-Dade (87)
Station #:	2529
Highway:	SR 94/KENDALL DR, 200' W SW 157 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2012	30500	35800
2013	39000	35900
2014	36500	36000
2015	35500	36200
2016	35500	36300
2017	38500	36400
2018	38500	36500
2019	39500	36700
2020		
2021		
2022	37500	37000
2023	33000	37200
2036 Opening Year Trend		
2036	N/A	38800
2046 Mid-Year Trend		
2046	N/A	40000
2056 Design Year Trend		
2056	N/A	41200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	123
Trend R-squared:	2.47%
Trend Annual Historic Growth Rate:	0.36%
Trend Growth Rate (2023 to Design Year):	0.33%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2529 - SR 94/KENDALL DR, 200' W SW 157 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	33000 C	E 16500	W 16500	9.00	63.10	4.80
2022	37500 C	E 18500	W 19000	9.00	56.50	4.80
2021	29000 F	E 14500	W 14500	9.00	55.00	4.90
2020	31000 C	E 15500	W 15500	9.00	56.00	3.90
2019	39500 C	E 20500	W 19000	9.00	56.00	4.10
2018	38500 C	E 19000	W 19500	9.00	54.30	7.10
2017	38500 C	E 19500	W 19000	9.00	54.00	5.40
2016	35500 C	E 17500	W 18000	9.00	56.10	3.90
2015	35500 C	E 17500	W 18000	9.00	57.40	4.00
2014	36500 C	E 21500	W 15000	9.00	59.30	5.30
2013	39000 C	E 19500	W 19500	9.00	58.90	3.70
2012	30500 C	E 15000	W 15500	9.00	59.70	3.50
2011	32000 C	E 16500	W 15500	9.00	58.20	4.00
2010	29000 C	E 14000	W 15000	7.87	58.27	4.00
2009	25500 C	E 13000	W 12500	7.98	59.96	4.00
2008	27500 C	E 14000	W 13500	8.07	66.31	4.60

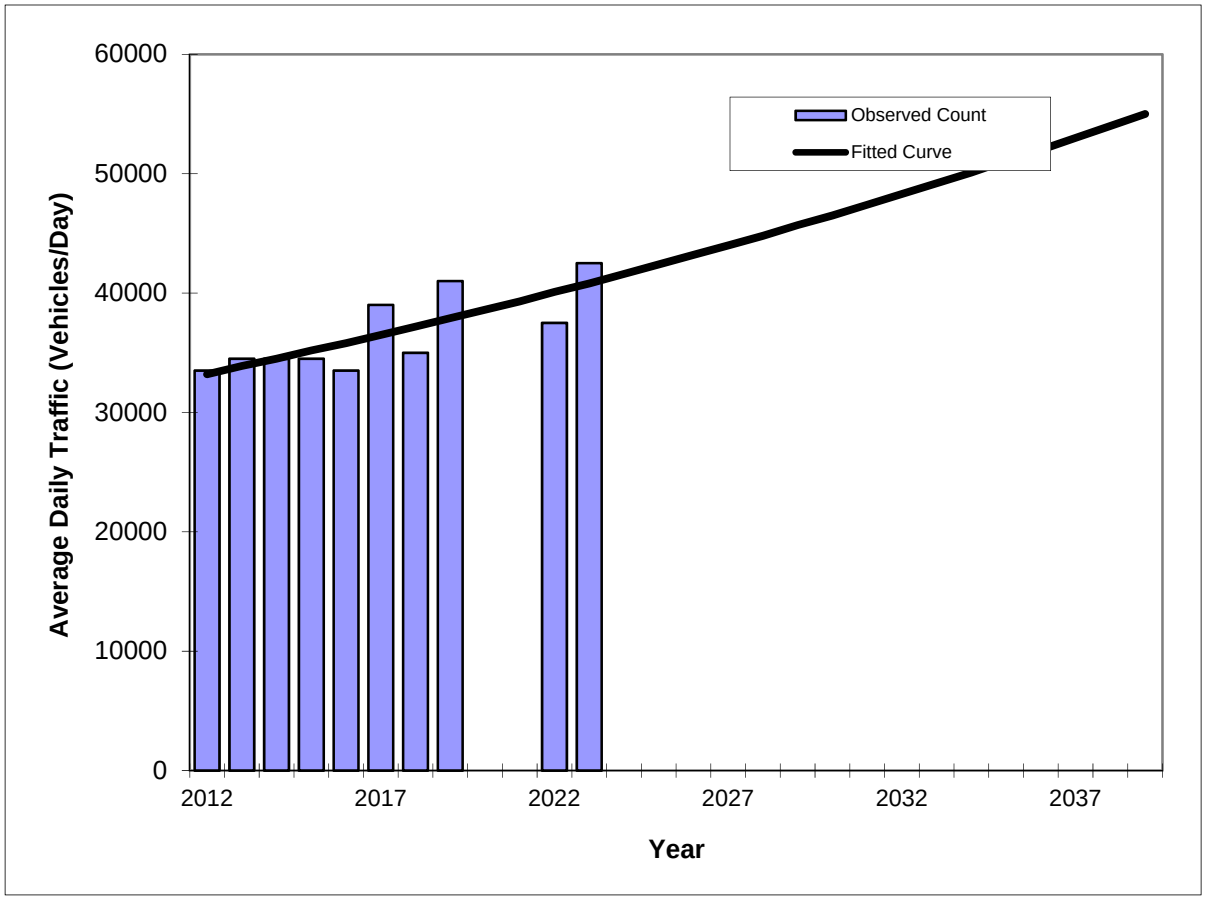
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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 137TH AVE .30 MILE SOUTH OF SW 160TH ST -- 87000087

FIN#	**1234**
Location	**6**

County:	Miami-Dade (87)
Station #:	7011
Highway:	SW 137TH AVE .30 MILE SOUTH OF SW 160TH ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	33500	33200
2013	34500	33900
2014	34500	34500
2015	34500	35200
2016	33500	35800
2017	39000	36500
2018	35000	37200
2019	41000	37900
2020		
2021		
2022	37500	40100
2023	42500	40800
2036 Opening Year Trend		
2036	N/A	52000
2046 Mid-Year Trend		
2046	N/A	62700
2056 Design Year Trend		
2056	N/A	75600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	62.27%
Compounded Annual Historic Growth Rate:	1.89%
Compounded Growth Rate (2023 to Design Year):	1.89%
Printed:	2-Aug-24

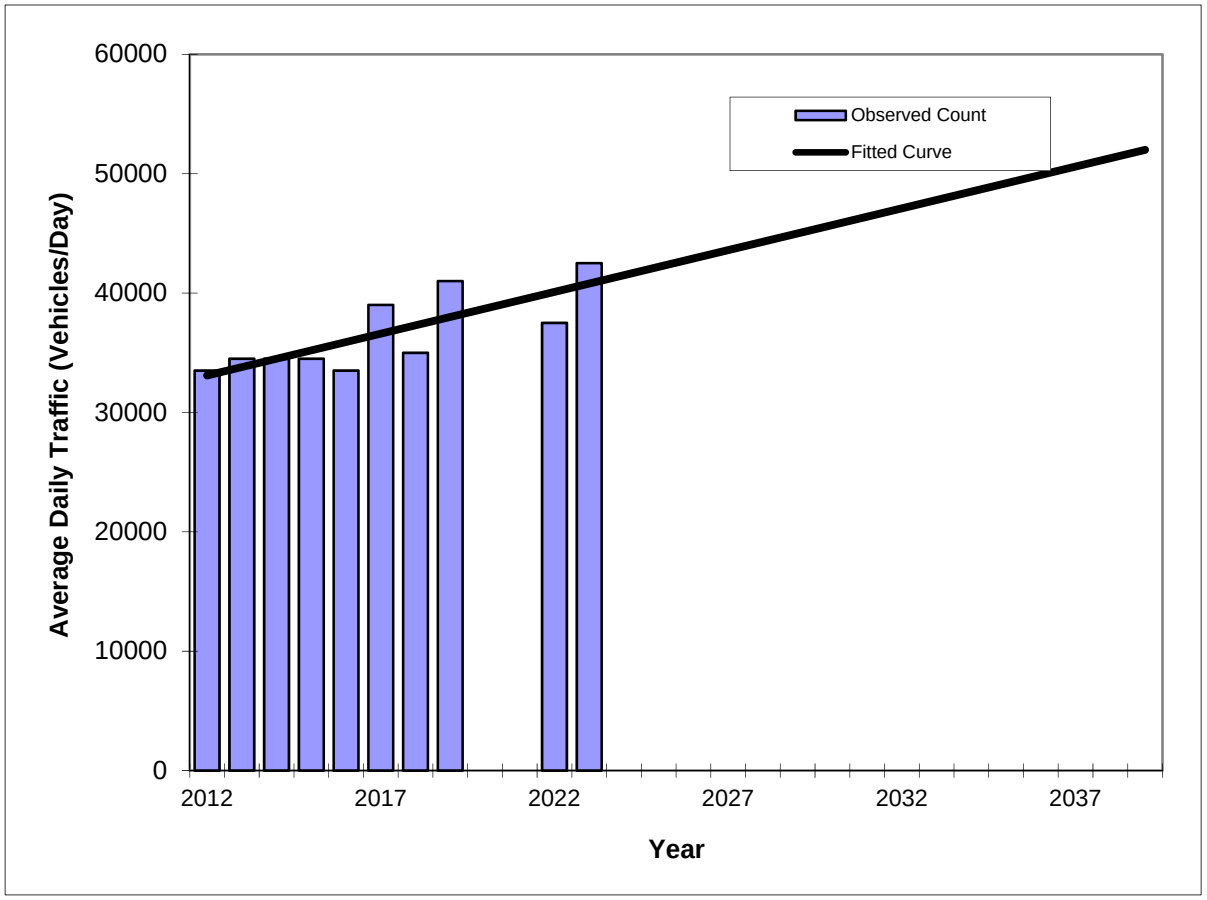
Exponential Growth Option

Traffic Trends - V03.a

SW 137TH AVE .30 MILE SOUTH OF SW 160TH ST -- 87000087

FIN#	**1234**
Location	**6**

County:	Miami-Dade (87)
Station #:	7011
Highway:	SW 137TH AVE .30 MILE SOUTH OF SW 160TH ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	33500	33100
2013	34500	33800
2014	34500	34500
2015	34500	35200
2016	33500	35900
2017	39000	36600
2018	35000	37300
2019	41000	38000
2020		
2021		
2022	37500	40100
2023	42500	40800
2036 Opening Year Trend		
2036	N/A	49900
2046 Mid-Year Trend		
2046	N/A	56900
2056 Design Year Trend		
2056	N/A	63900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	699
Trend R-squared:	61.77%
Trend Annual Historic Growth Rate:	2.11%
Trend Growth Rate (2023 to Design Year):	1.72%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 7011 - SW 137TH AVE .30 MILE SOUTH OF SW 160TH ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	42500 C	N 21500	S 21000	9.00	63.10	4.30
2022	37500 F	N 18000	S 19500	9.00	56.50	2.10
2021	36500 C	N 17500	S 19000	9.00	55.00	2.10
2020	36500 F	N 18000	S 18500	9.00	56.00	3.80
2019	41000 C	N 20000	S 21000	9.00	56.00	3.80
2018	35000 F	N 18500	S 16500	9.00	54.30	4.40
2017	39000 C	N 20500	S 18500	9.00	55.70	4.40
2016	33500 F	N 17500	S 16000	9.00	56.10	5.80
2015	34500 C	N 18000	S 16500	9.00	57.40	5.80
2014	34500 F	N 17500	S 17000	9.00	59.30	7.20
2013	34500 C	N 17500	S 17000	9.00	58.90	7.20
2012	33500 F	N 17000	S 16500	9.00	59.70	11.10
2011	33500 C	N 17000	S 16500	9.00	58.20	11.50
2010	32000 F	N 15500	S 16500	7.87	58.27	12.30
2009	32000 C	N 15500	S 16500	7.98	59.96	13.60

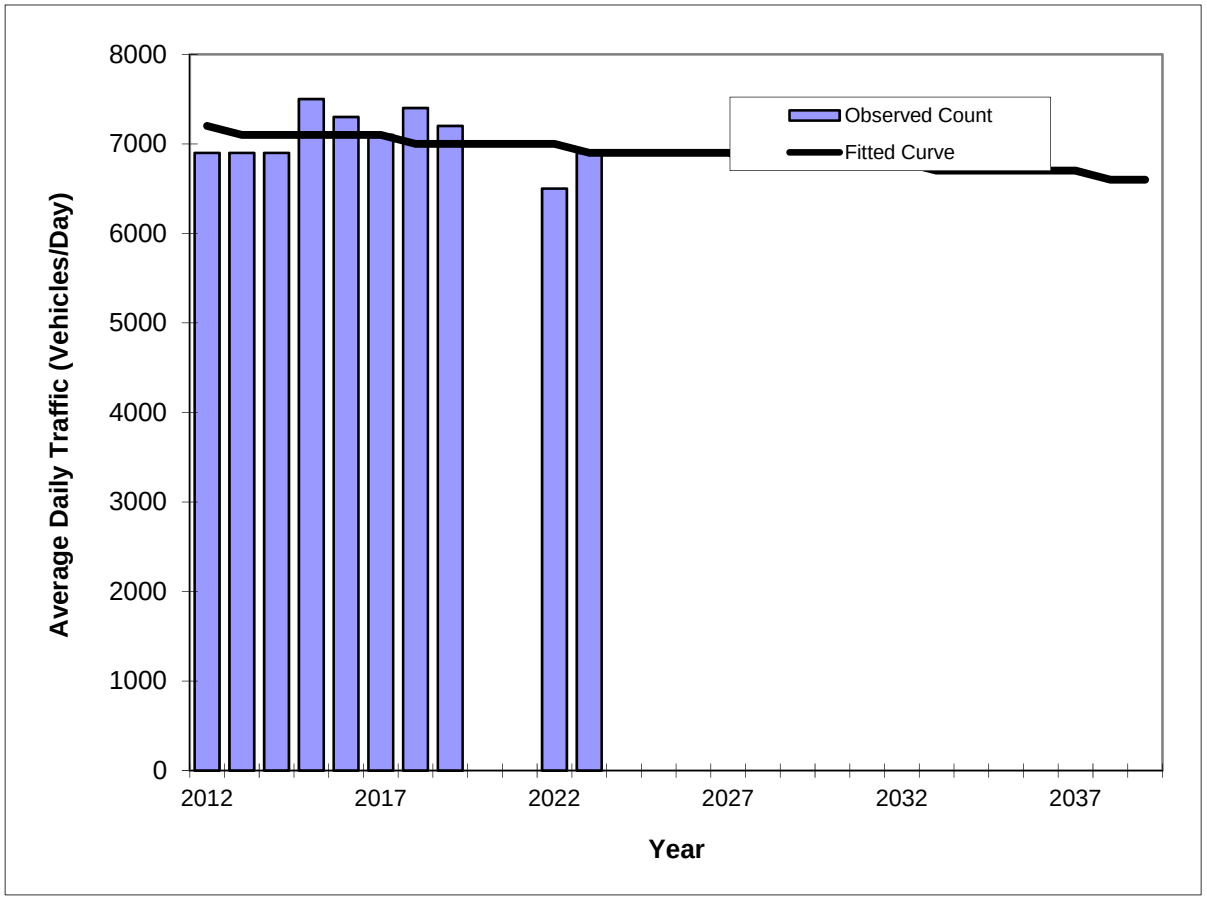
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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

HAMMOCKS BLVD, 200' SOUTH OF KENDALL DR -- 87000469

FIN#	**1234**
Location	**9**

County:	Miami-Dade (87)
Station #:	878215
Highway:	HAMMOCKS BLVD, 200' SOUTH OF KENDALL DR



Year	Traffic (ADT/AADT) Count*	Trend**
2012	6900	7200
2013	6900	7100
2014	6900	7100
2015	7500	7100
2016	7300	7100
2017	7100	7100
2018	7400	7000
2019	7200	7000
2020		
2021		
2022	6500	7000
2023	6900	6900
2036 Opening Year Trend		
2036	N/A	6700
2046 Mid-Year Trend		
2046	N/A	6500
2056 Design Year Trend		
2056	N/A	6300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	6.01%
Compounded Annual Historic Growth Rate:	-0.39%
Compounded Growth Rate (2023 to Design Year):	-0.28%
Printed:	2-Aug-24

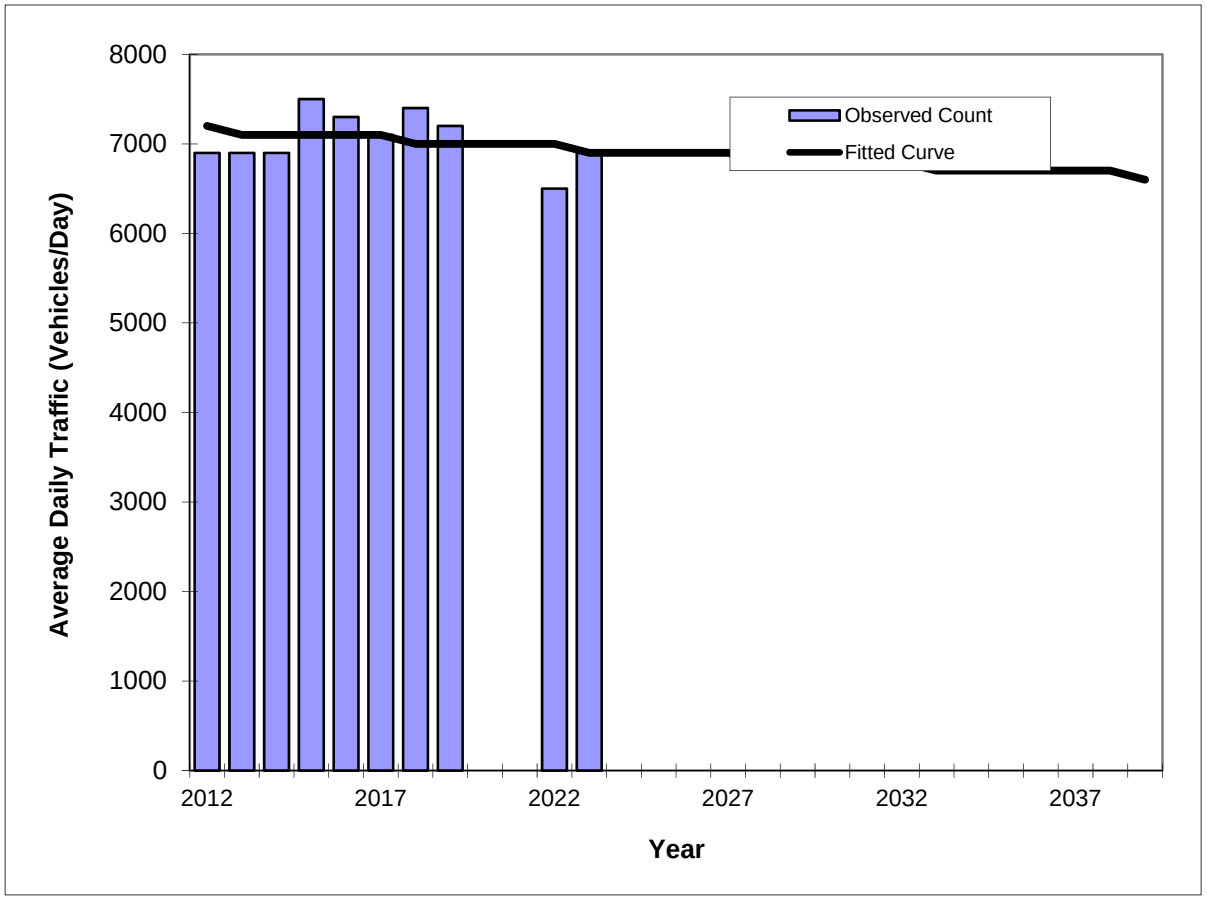
Exponential Growth Option

Traffic Trends - V03.a

HAMMOCKS BLVD, 200' SOUTH OF KENDALL DR -- 87000469

FIN#	**1234**
Location	**9**

County:	Miami-Dade (87)
Station #:	878215
Highway:	HAMMOCKS BLVD, 200' SOUTH OF KENDALL DR



Year	Traffic (ADT/AADT) Count*	Trend**
2012	6900	7200
2013	6900	7100
2014	6900	7100
2015	7500	7100
2016	7300	7100
2017	7100	7100
2018	7400	7000
2019	7200	7000
2020		
2021		
2022	6500	7000
2023	6900	6900
2036 Opening Year Trend		
2036	N/A	6700
2046 Mid-Year Trend		
2046	N/A	6500
2056 Design Year Trend		
2056	N/A	6300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-19
Trend R-squared:	5.63%
Trend Annual Historic Growth Rate:	-0.38%
Trend Growth Rate (2023 to Design Year):	-0.26%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8215 - HAMMOCKS BLVD, 200' SOUTH OF KENDALL DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	6900 F	N 3700	S 3200	9.00	63.10	8.00
2022	6500 C	N 3500	S 3000	9.00	56.50	11.80
2021	6100 T	N 3300	S 2800	9.00	55.00	17.50
2020	6400 S	N 3500	S 2900	9.00	56.00	10.40
2019	7200 F	N 3900	S 3300	9.00	56.00	11.00
2018	7400 C	N 4000	S 3400	9.00	54.30	12.10
2017	7100 S	N 3800	S 3300	9.00	59.30	12.60
2016	7300 F	N 3900	S 3400	9.00	56.10	13.50
2015	7500 C	N 4000	S 3500	9.00	57.40	13.70
2014	6900 S	N 3700	S 3200	9.00	59.30	17.40
2013	6900 F	N 3700	S 3200	9.00	58.90	16.20
2012	6900 C	N 3700	S 3200	9.00	59.70	16.00

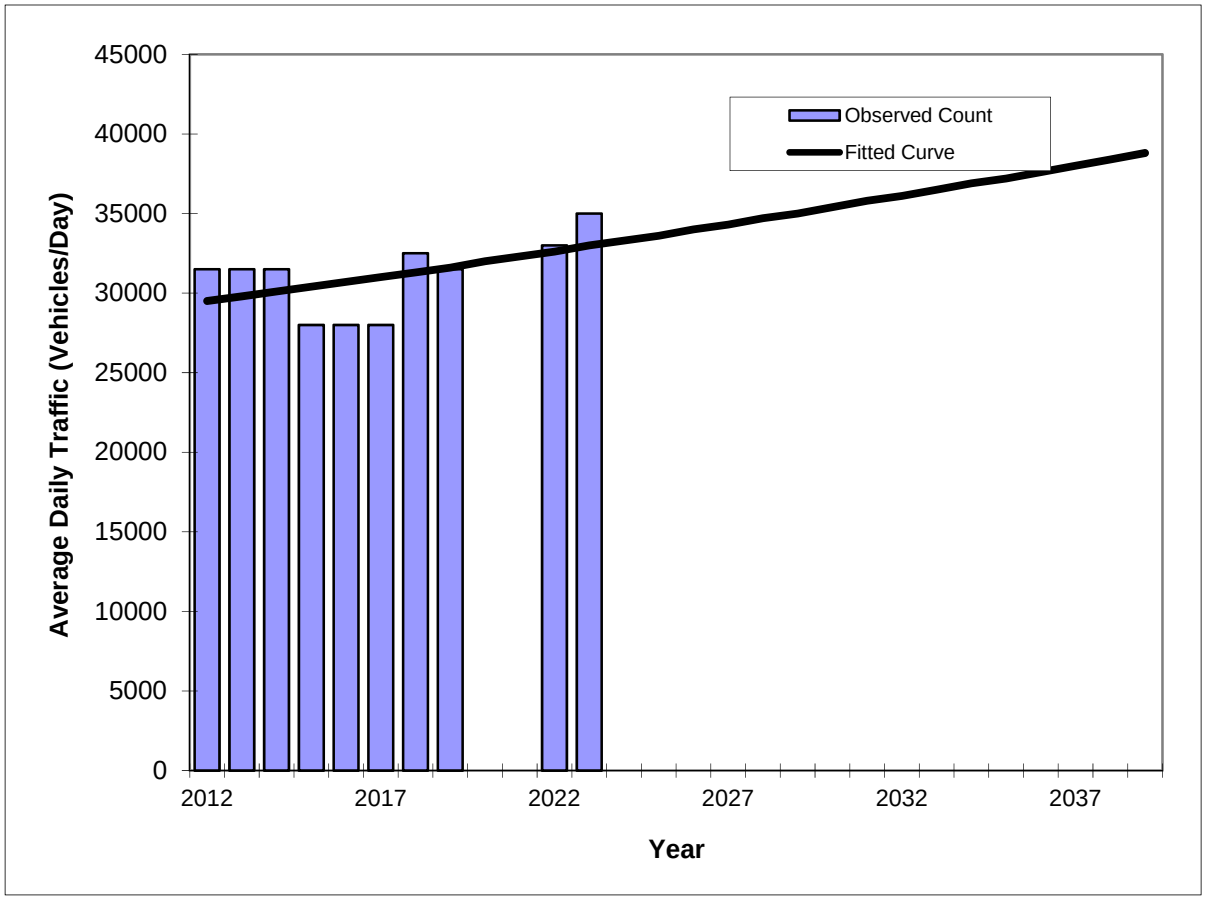
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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 104TH ST, 200' WEST OF SW 137TH AVENUE -- 87000477

FIN#	**1234**
Location	**10**

County:	Miami-Dade (87)
Station #:	8220
Highway:	SW 104TH ST, 200' WEST OF SW 137TH AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	31500	29500
2013	31500	29800
2014	31500	30100
2015	28000	30400
2016	28000	30700
2017	28000	31000
2018	32500	31300
2019	31500	31600
2020		
2021		
2022	33000	32600
2023	35000	33000
2036 Opening Year Trend		
2036	N/A	37600
2046 Mid-Year Trend		
2046	N/A	41700
2056 Design Year Trend		
2056	N/A	46100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	23.72%
Compounded Annual Historic Growth Rate:	1.02%
Compounded Growth Rate (2023 to Design Year):	1.02%
Printed:	2-Aug-24

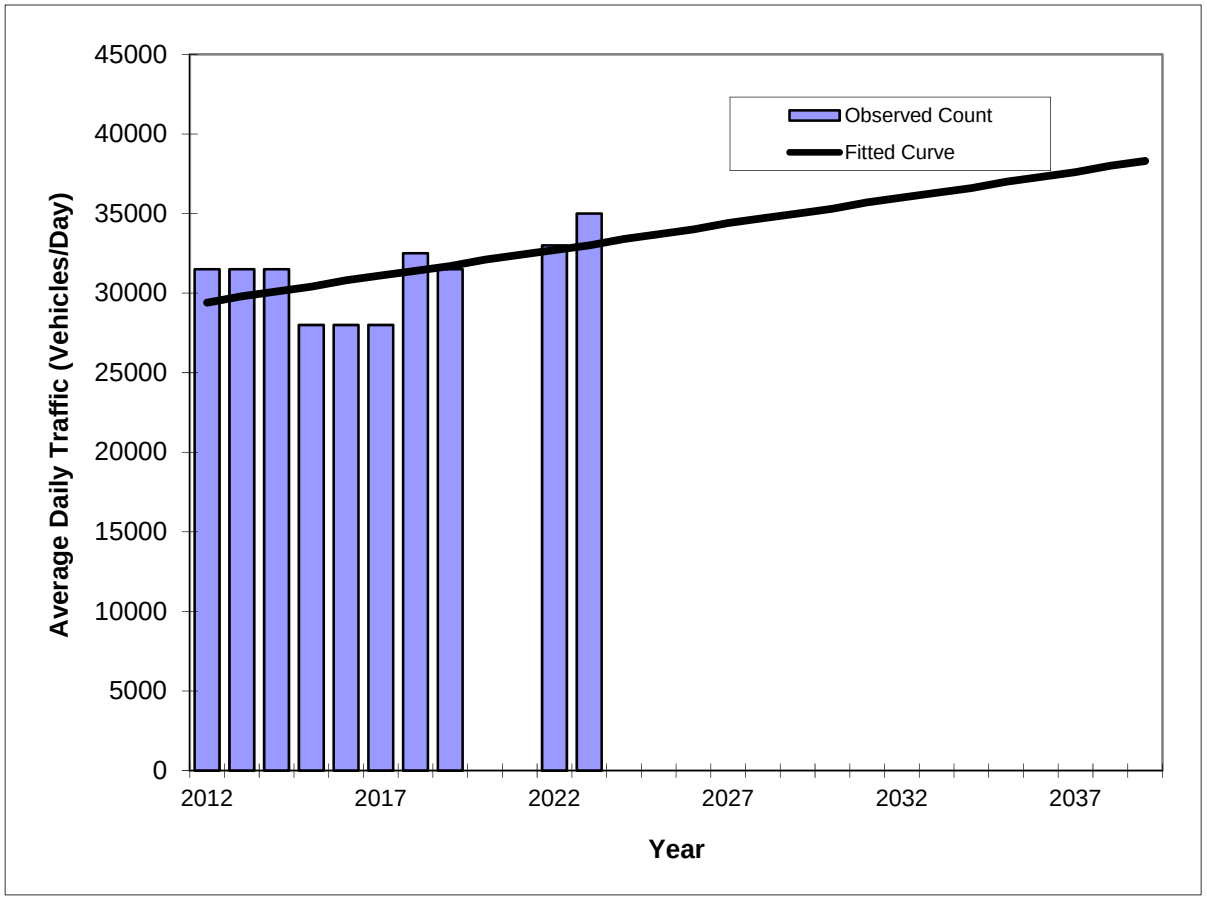
Exponential Growth Option

Traffic Trends - V03.a

SW 104TH ST, 200' WEST OF SW 137TH AVENUE -- 87000477

FIN#	**1234**
Location	**10**

County:	Miami-Dade (87)
Station #:	8220
Highway:	SW 104TH ST, 200' WEST OF SW 137TH AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	31500	29400
2013	31500	29800
2014	31500	30100
2015	28000	30400
2016	28000	30800
2017	28000	31100
2018	32500	31400
2019	31500	31700
2020		
2021		
2022	33000	32700
2023	35000	33000
2036 Opening Year Trend		
2036	N/A	37300
2046 Mid-Year Trend		
2046	N/A	40600
2056 Design Year Trend		
2056	N/A	43800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	327
Trend R-squared:	25.76%
Trend Annual Historic Growth Rate:	1.11%
Trend Growth Rate (2023 to Design Year):	0.99%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8220 - SW 104TH ST, 200' WEST OF SW 137TH AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	35000 F	E 17500	W 17500	9.00	63.10	8.00
2022	33000 C	E 16500	W 16500	9.00	56.50	11.80
2021	27500 T	E 13500	W 14000	9.00	55.00	17.50
2020	28500 S	E 14000	W 14500	9.00	56.00	10.40
2019	31500 F	E 15500	W 16000	9.00	56.00	11.00
2018	32500 C	E 16000	W 16500	9.00	54.30	12.10
2017	28000 S	E 15000	W 13000	9.00	55.70	12.60
2016	28000 F	E 15000	W 13000	9.00	56.10	13.50
2015	28000 C	E 15000	W 13000	9.00	57.40	13.70
2014	31500 S	E 16000	W 15500	9.00	59.30	17.40
2013	31500 F	E 16000	W 15500	9.00	58.90	16.20
2012	31500 C	E 16000	W 15500	9.00	59.70	16.00

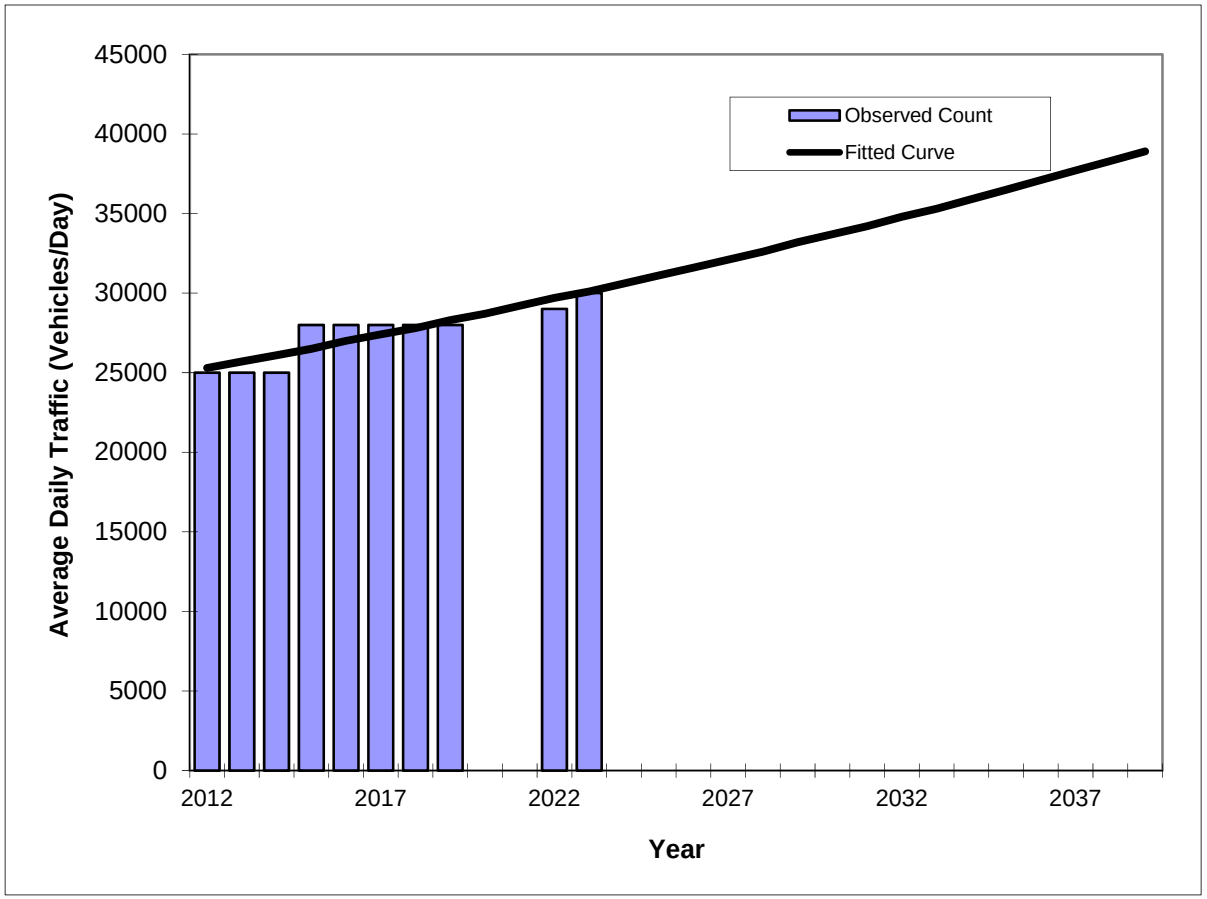
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 120TH ST, 200' WEST OF SW 137TH AVE -- 87000492

FIN#	**1234**
Location	**11**

County:	Miami-Dade (87)
Station #:	8222
Highway:	SW 120TH ST, 200' WEST OF SW 137TH AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	25000	25300
2013	25000	25700
2014	25000	26100
2015	28000	26500
2016	28000	27000
2017	28000	27400
2018	28000	27800
2019	28000	28300
2020		
2021		
2022	29000	29700
2023	30000	30100
2036 Opening Year Trend		
2036	N/A	37100
2046 Mid-Year Trend		
2046	N/A	43500
2056 Design Year Trend		
2056	N/A	51000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	78.74%
Compounded Annual Historic Growth Rate:	1.59%
Compounded Growth Rate (2023 to Design Year):	1.61%
Printed:	2-Aug-24

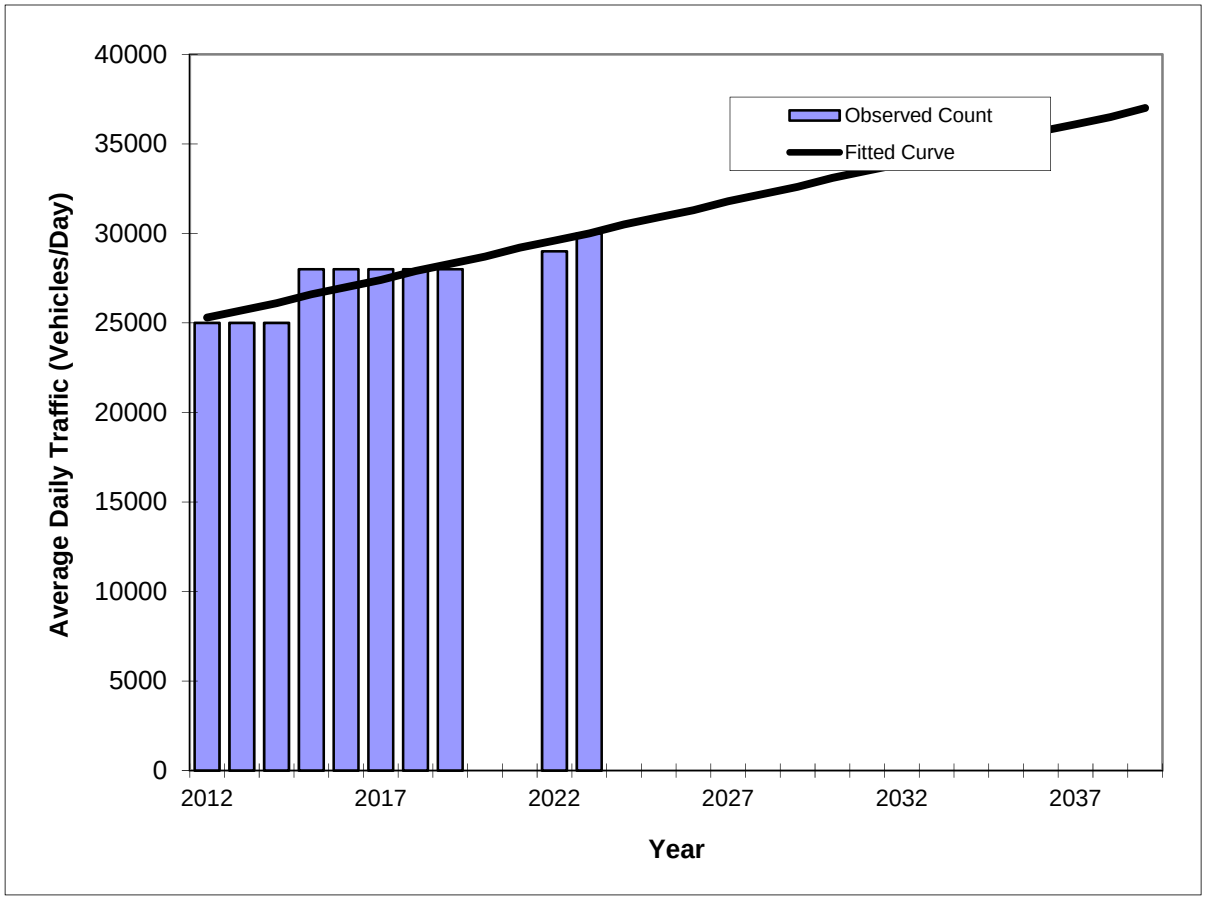
Exponential Growth Option

Traffic Trends - V03.a

SW 120TH ST, 200' WEST OF SW 137TH AVE -- 87000492

FIN#	**1234**
Location	**11**

County:	Miami-Dade (87)
Station #:	8222
Highway:	SW 120TH ST, 200' WEST OF SW 137TH AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	25000	25300
2013	25000	25700
2014	25000	26100
2015	28000	26600
2016	28000	27000
2017	28000	27400
2018	28000	27900
2019	28000	28300
2020		
2021		
2022	29000	29600
2023	30000	30000
2036 Opening Year Trend		
2036	N/A	35700
2046 Mid-Year Trend		
2046	N/A	40000
2056 Design Year Trend		
2056	N/A	44300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	433
Trend R-squared:	79.97%
Trend Annual Historic Growth Rate:	1.69%
Trend Growth Rate (2023 to Design Year):	1.44%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8222 - SW 120TH ST, 200' WEST OF SW 137TH AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	30000 F	E 15000	W 15000	9.00	63.10	8.00
2022	29000 C	E 14500	W 14500	9.00	56.50	11.80
2021	24000 T	E 12500	W 11500	9.00	55.00	17.50
2020	25000 S	E 13000	W 12000	9.00	56.00	10.40
2019	28000 F	E 14500	W 13500	9.00	56.00	11.00
2018	28000 C	E 14500	W 13500	9.00	54.30	12.10
2017	28000 S	E 14500	W 13500	9.00	59.30	12.60
2016	28000 F	E 14500	W 13500	9.00	56.10	13.50
2015	28000 C	E 14500	W 13500	9.00	57.40	13.70
2014	25000 S	E 13000	W 12000	9.00	59.30	17.40
2013	25000 F	E 13000	W 12000	9.00	58.90	16.20
2012	25000 C	E 13000	W 12000	9.00	59.70	16.00

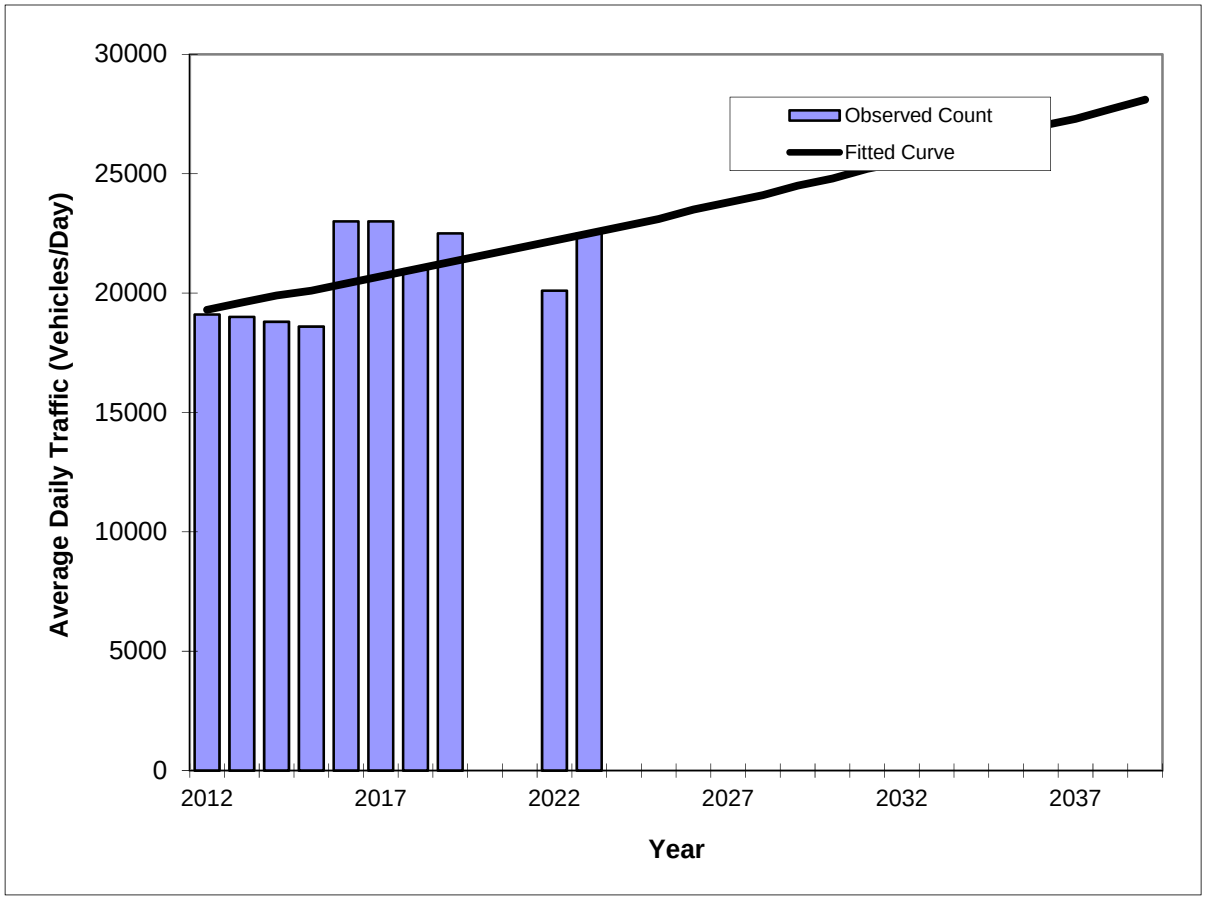
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 147TH AVE, 200' SOUTH OF KENDALL DR -- 87000625

FIN#	**1234**
Location	**12**

County:	Miami-Dade (87)
Station #:	8251
Highway:	SW 147TH AVE, 200' SOUTH OF KENDALL DR



Year	Traffic (ADT/AADT) Count*	Trend**
2012	19100	19300
2013	19000	19600
2014	18800	19900
2015	18600	20100
2016	23000	20400
2017	23000	20700
2018	21000	21000
2019	22500	21300
2020		
2021		
2022	20100	22200
2023	22500	22500
2036 Opening Year Trend		
2036	N/A	27000
2046 Mid-Year Trend		
2046	N/A	31000
2056 Design Year Trend		
2056	N/A	35600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	32.41%
Compounded Annual Historic Growth Rate:	1.40%
Compounded Growth Rate (2023 to Design Year):	1.40%
Printed:	2-Aug-24

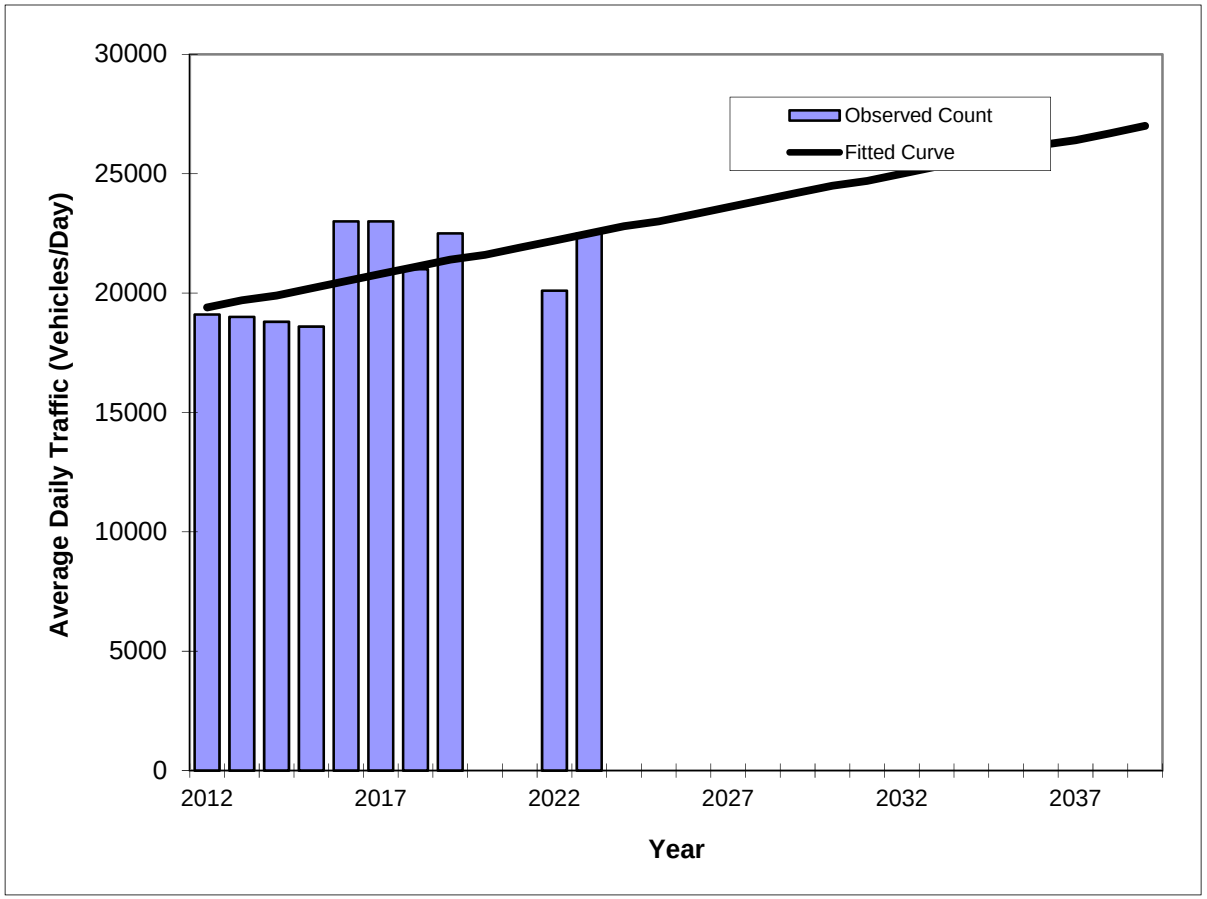
Exponential Growth Option

Traffic Trends - V03.a

SW 147TH AVE, 200' SOUTH OF KENDALL DR -- 87000625

FIN#	**1234**
Location	**12**

County:	Miami-Dade (87)
Station #:	8251
Highway:	SW 147TH AVE, 200' SOUTH OF KENDALL DR



Year	Traffic (ADT/AADT) Count*	Trend**
2012	19100	19400
2013	19000	19700
2014	18800	19900
2015	18600	20200
2016	23000	20500
2017	23000	20800
2018	21000	21100
2019	22500	21400
2020		
2021		
2022	20100	22200
2023	22500	22500
2036 Opening Year Trend		
2036	N/A	26200
2046 Mid-Year Trend		
2046	N/A	29000
2056 Design Year Trend		
2056	N/A	31800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	283
Trend R-squared:	31.19%
Trend Annual Historic Growth Rate:	1.45%
Trend Growth Rate (2023 to Design Year):	1.25%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8251 - SW 147TH AVE, 200' SOUTH OF KENDALL DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	22500 C	N 12000	S 10500	9.00	63.10	8.00
2022	20100 T	N 10500	S 9600	9.00	56.50	11.80
2021	19300 S	N 10000	S 9300	9.00	55.00	17.50
2020	20300 F	N 10500	S 9800	9.00	56.00	10.40
2019	22500 C	N 11500	S 11000	9.00	56.00	11.00
2018	21000 S	N 10500	S 10500	9.00	54.30	12.10
2017	23000 F	N 11500	S 11500	9.00	59.30	12.60
2016	23000 C	N 11500	S 11500	9.00	56.10	13.50
2015	18600 T	N 9000	S 9600	9.00	57.40	13.70
2014	18800 S	N 9100	S 9700	9.00	59.30	17.40
2013	19000 F	N 9200	S 9800	9.00	58.90	16.20
2012	19100 C	N 9200	S 9900	9.00	59.70	16.00

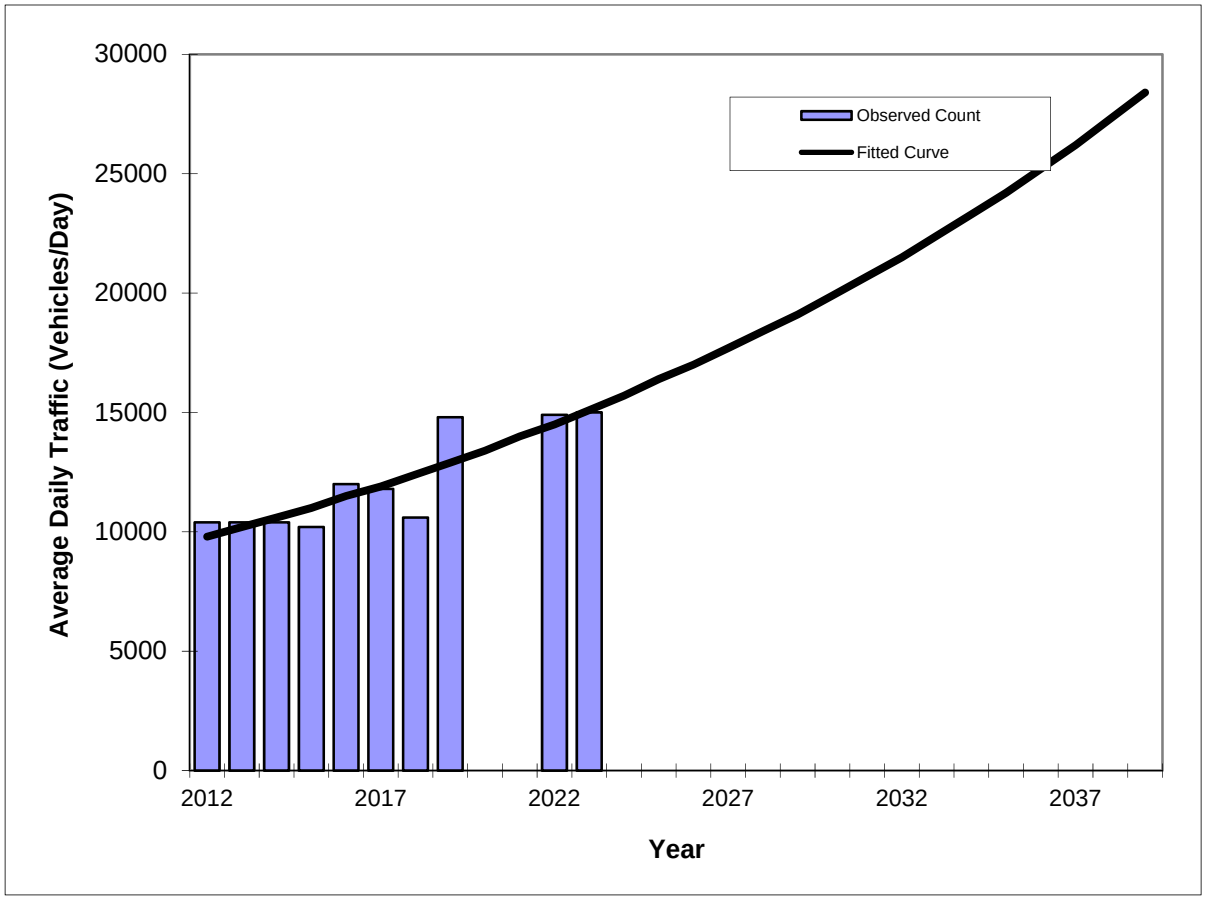
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 137TH AVE, 200' SOUTH OF SW 184TH STREET -- 87103000

FIN#	**1234**
Location	**13**

County:	Miami-Dade (87)
Station #:	8336
Highway:	SW 137TH AVE, 200' SOUTH OF SW 184TH STREET



Year	Traffic (ADT/AADT) Count*	Trend**
2012	10400	9800
2013	10400	10200
2014	10400	10600
2015	10200	11000
2016	12000	11500
2017	11800	11900
2018	10600	12400
2019	14800	12900
2020		
2021		
2022	14900	14500
2023	15000	15100
2036 Opening Year Trend		
2036	N/A	25200
2046 Mid-Year Trend		
2046	N/A	37300
2056 Design Year Trend		
2056	N/A	55300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	76.67%
Compounded Annual Historic Growth Rate:	4.01%
Compounded Growth Rate (2023 to Design Year):	4.01%
Printed:	2-Aug-24

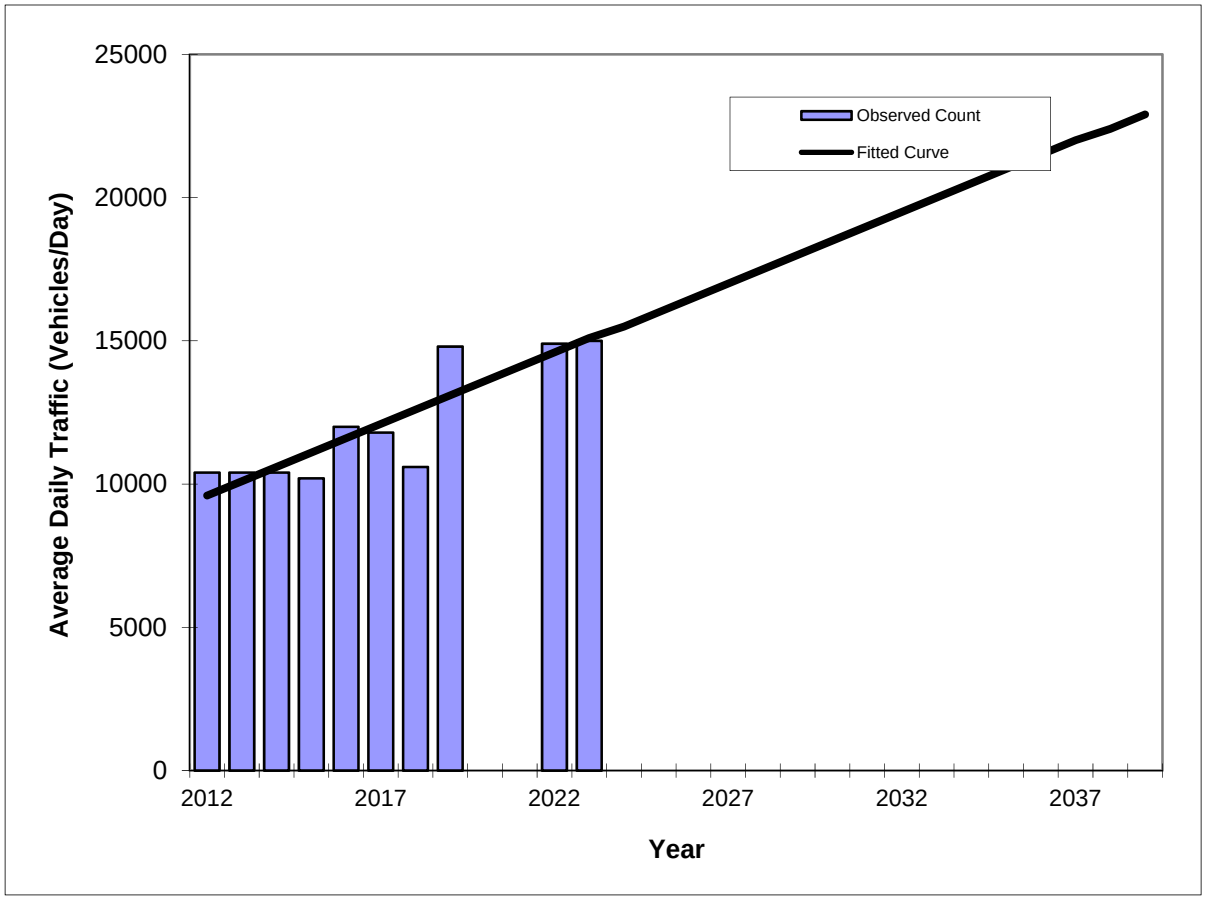
Exponential Growth Option

Traffic Trends - V03.a

SW 137TH AVE, 200' SOUTH OF SW 184TH STREET -- 87103000

FIN#	**1234**
Location	**13**

County:	Miami-Dade (87)
Station #:	8336
Highway:	SW 137TH AVE, 200' SOUTH OF SW 184TH STREET



Year	Traffic (ADT/AADT) Count*	Trend**
2012	10400	9600
2013	10400	10100
2014	10400	10600
2015	10200	11100
2016	12000	11600
2017	11800	12100
2018	10600	12600
2019	14800	13100
2020		
2021		
2022	14900	14600
2023	15000	15100
2036 Opening Year Trend		
2036	N/A	21500
2046 Mid-Year Trend		
2046	N/A	26400
2056 Design Year Trend		
2056	N/A	31300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	493
Trend R-squared:	76.90%
Trend Annual Historic Growth Rate:	5.21%
Trend Growth Rate (2023 to Design Year):	3.25%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8336 - SW 137TH AVE, 200' SOUTH OF SW 184TH STREET

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2023	15000 C	N	7600	S	7400	9.00	63.10	6.20
2022	14900 F	N	7400	S	7500	9.00	56.50	3.90
2021	14500 C	N	7200	S	7300	9.00	55.00	3.90
2020	13200 F	N	6800	S	6400	9.00	56.00	13.40
2019	14800 C	N	7600	S	7200	9.00	56.00	13.40
2018	10600 S	N	5200	S	5400	9.00	54.30	12.10
2017	11800 F	N	5800	S	6000	9.00	55.70	12.60
2016	12000 C	N	5900	S	6100	9.00	56.10	13.50
2015	10200 T	N	5100	S	5100	9.00	57.40	13.70
2014	10400 S	N	5200	S	5200	9.00	59.30	17.40
2013	10400 F	N	5200	S	5200	9.00	58.90	16.20
2012	10400 C	N	5200	S	5200	9.00	59.70	16.00

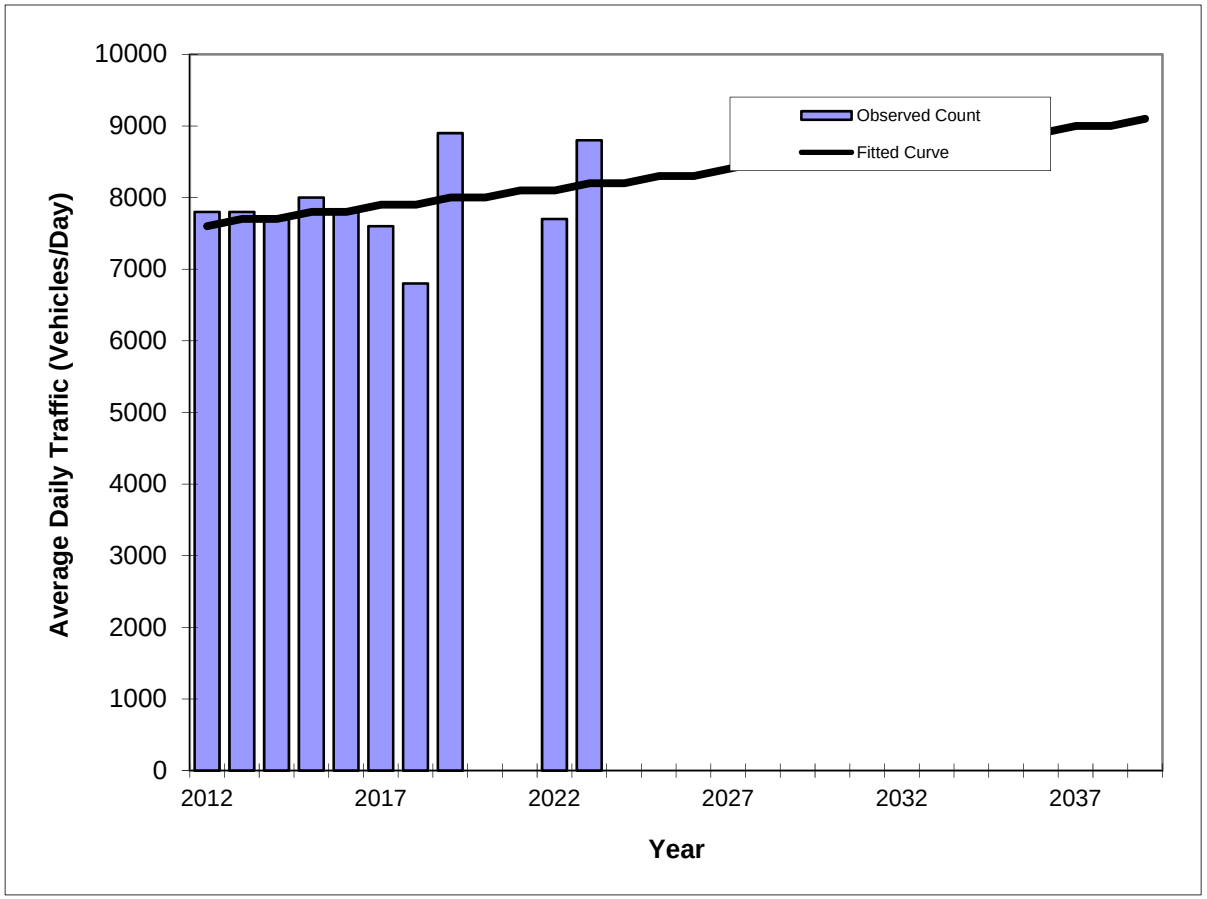
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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 112TH ST, 200' EAST OFSW 134TH AVENUE -- 87000485

FIN#	**1234**
Location	**14**

County:	Miami-Dade (87)
Station #:	8543
Highway:	SW 112TH ST, 200' EAST OFSW 134TH AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	7800	7600
2013	7800	7700
2014	7700	7700
2015	8000	7800
2016	7800	7800
2017	7600	7900
2018	6800	7900
2019	8900	8000
2020		
2021		
2022	7700	8100
2023	8800	8200
2036 Opening Year Trend		
2036	N/A	8900
2046 Mid-Year Trend		
2046	N/A	9500
2056 Design Year Trend		
2056	N/A	10100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	9.82%
Compounded Annual Historic Growth Rate:	0.69%
Compounded Growth Rate (2023 to Design Year):	0.63%
Printed:	2-Aug-24

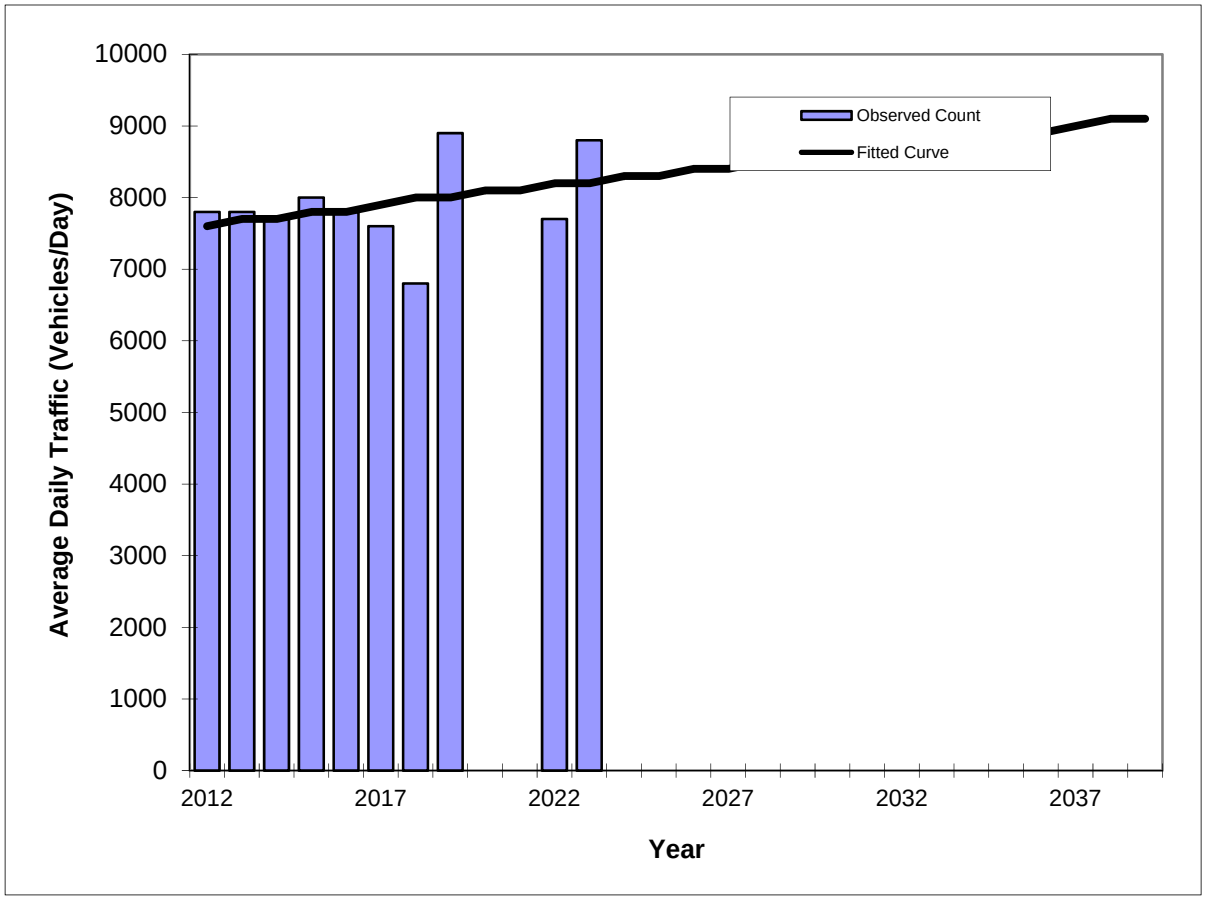
Exponential Growth Option

Traffic Trends - V03.a

SW 112TH ST, 200' EAST OFSW 134TH AVENUE -- 87000485

FIN#	**1234**
Location	**14**

County:	Miami-Dade (87)
Station #:	8543
Highway:	SW 112TH ST, 200' EAST OFSW 134TH AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	7800	7600
2013	7800	7700
2014	7700	7700
2015	8000	7800
2016	7800	7800
2017	7600	7900
2018	6800	8000
2019	8900	8000
2020		
2021		
2022	7700	8200
2023	8800	8200
2036 Opening Year Trend		
2036	N/A	8900
2046 Mid-Year Trend		
2046	N/A	9500
2056 Design Year Trend		
2056	N/A	10100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	55
Trend R-squared:	11.46%
Trend Annual Historic Growth Rate:	0.72%
Trend Growth Rate (2023 to Design Year):	0.70%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8543 - SW 112TH ST, 200' EAST OFSW 134TH AVENUE (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	8800 C	E 4600	W 4200	9.00	63.10	4.30
2022	7700 T	E 3900	W 3800	9.00	56.50	2.50
2021	7500 S	E 3800	W 3700	9.00	55.00	4.70
2020	7900 F	E 4000	W 3900	9.00	56.00	3.50
2019	8900 C	E 4500	W 4400	9.00	56.00	3.30
2018	6800 T	E 4000	W 2800	9.00	54.30	3.00
2017	7600 S	E 4500	W 3100	9.00	59.30	3.30
2016	7800 F	E 4600	W 3200	9.00	56.10	2.50
2015	8000 C	E 4700	W 3300	9.00	57.40	6.60
2014	7700 S			9.00	59.30	3.90
2013	7800 F	0	0	9.00	58.90	16.20
2012	7800 C	E 0	W 0	9.00	59.70	16.00

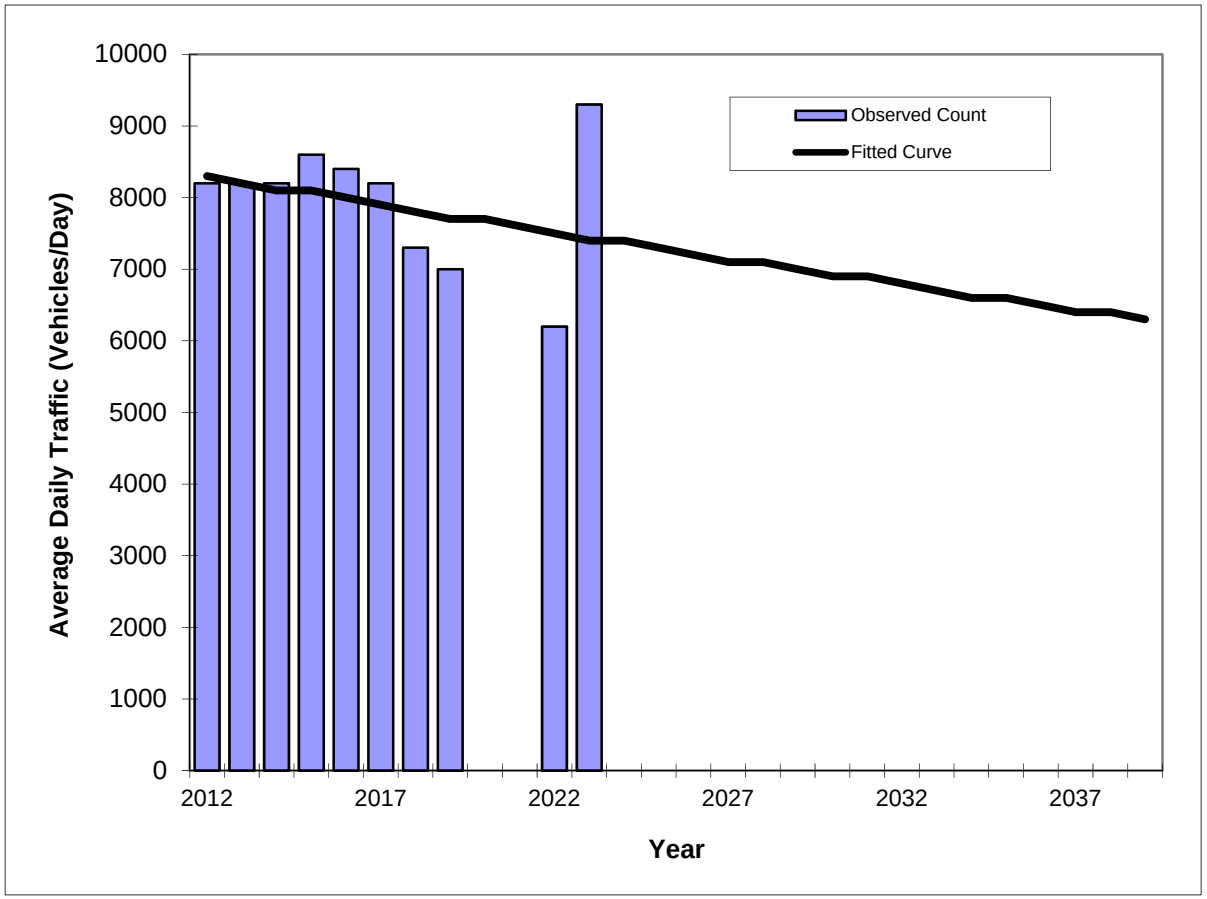
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 132 AVE, 350 FT N OF SW 112TH ST -- 87000487

FIN#	**1234**
Location	**2**

County:	Miami-Dade (87)
Station #:	878544
Highway:	SW 132 AVE, 350 FT N OF SW 112TH ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	8200	8300
2013	8200	8200
2014	8200	8100
2015	8600	8100
2016	8400	8000
2017	8200	7900
2018	7300	7800
2019	7000	7700
2020		
2021		
2022	6200	7500
2023	9300	7400
2036 Opening Year Trend		
2036	N/A	6500
2046 Mid-Year Trend		
2046	N/A	5900
2056 Design Year Trend		
2056	N/A	5300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	10.20%
Compounded Annual Historic Growth Rate:	-1.04%
Compounded Growth Rate (2023 to Design Year):	-1.01%
Printed:	2-Aug-24

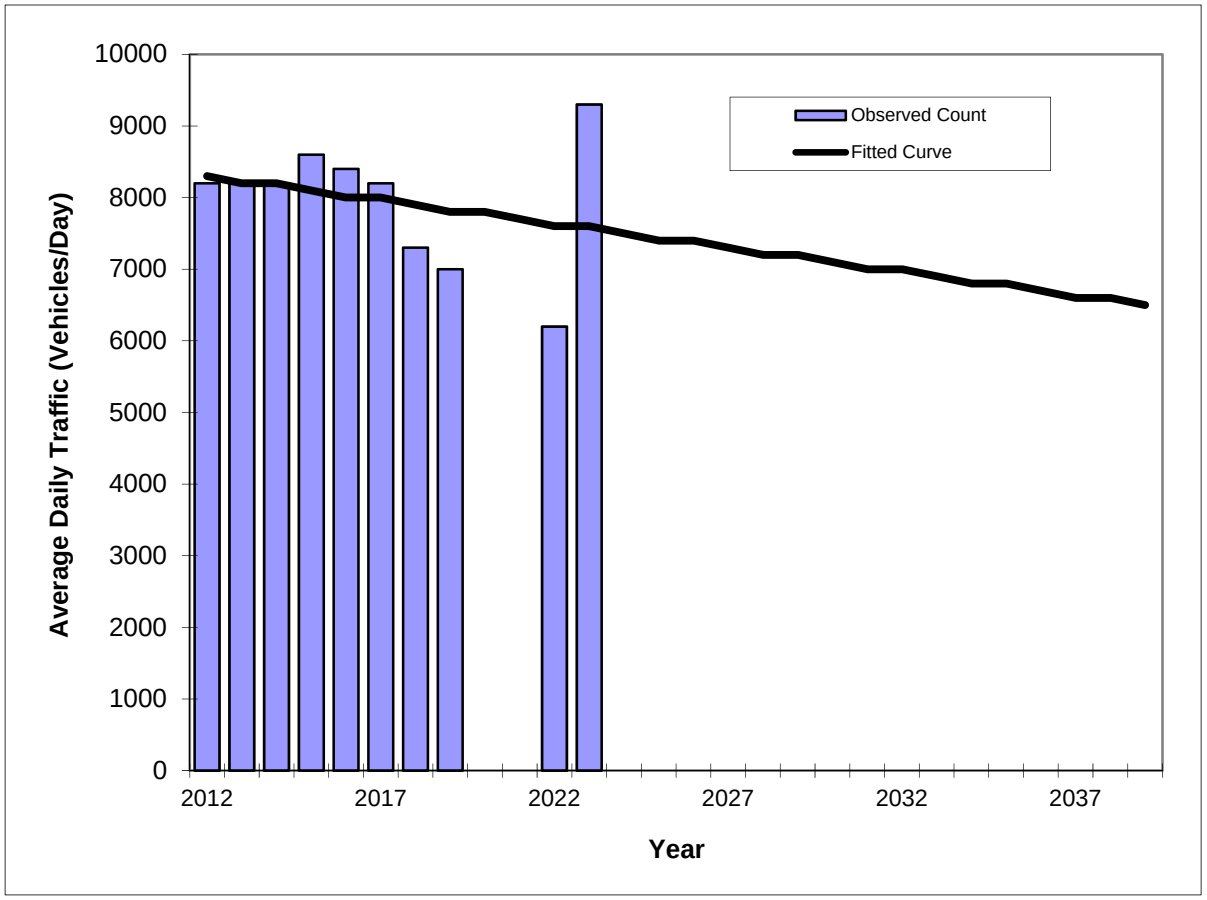
Exponential Growth Option

Traffic Trends - V03.a

SW 132 AVE, 350 FT N OF SW 112TH ST -- 87000487

FIN#	**1234**
Location	**2**

County:	Miami-Dade (87)
Station #:	878544
Highway:	SW 132 AVE, 350 FT N OF SW 112TH ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	8200	8300
2013	8200	8200
2014	8200	8200
2015	8600	8100
2016	8400	8000
2017	8200	8000
2018	7300	7900
2019	7000	7800
2020		
2021		
2022	6200	7600
2023	9300	7600
2036 Opening Year Trend		
2036	N/A	6700
2046 Mid-Year Trend		
2046	N/A	6000
2056 Design Year Trend		
2056	N/A	5400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-66
Trend R-squared:	7.36%
Trend Annual Historic Growth Rate:	-0.77%
Trend Growth Rate (2023 to Design Year):	-0.88%
Printed:	2-Aug-24

Straight Line Growth Option

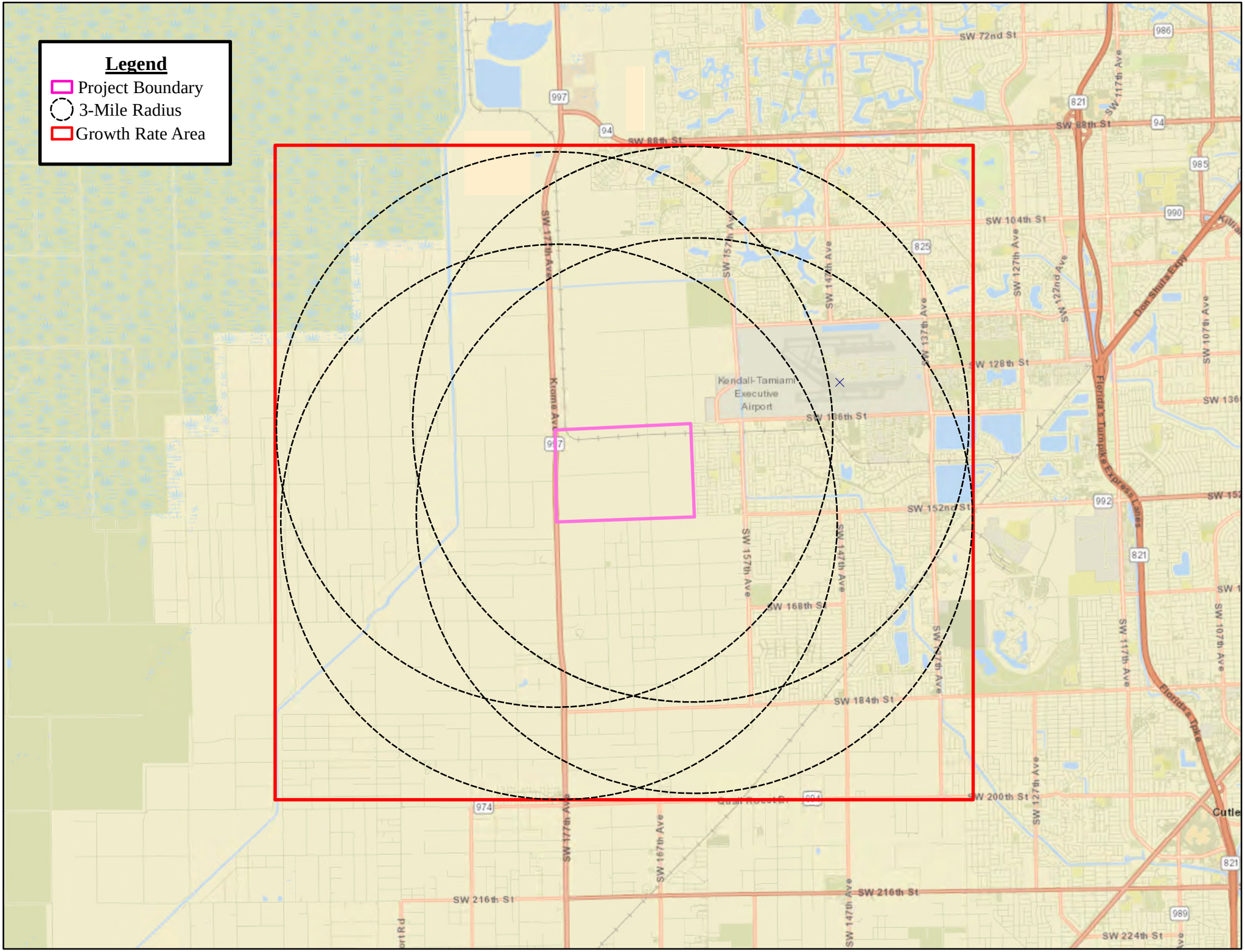
FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8544 - SW 132 AVE, 350 FT N OF SW 112TH ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	9300 C	N 4900	S 4400	9.00	63.10	4.30
2022	6200 T	N 2600	S 3600	9.00	56.50	2.50
2021	6000 S	N 2500	S 3500	9.00	55.00	4.70
2020	6300 F	N 2600	S 3700	9.00	56.00	3.50
2019	7000 C	N 2900	S 4100	9.00	56.00	3.30
2018	7300 T	N 4000	S 3300	9.00	54.30	3.00
2017	8200 S	N 4500	S 3700	9.00	59.30	3.30
2016	8400 F	N 4600	S 3800	9.00	56.10	2.50
2015	8600 C	N 4700	S 3900	9.00	57.40	6.60
2014	8200 S	N 4400	S 3800	9.00	59.30	3.90
2013	8200 F	N 4400	S 3800	9.00	58.90	16.20
2012	8200 C	N 4400	S 3800	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES


Legend
Project Boundary
3-Mile Radius
Growth Rate Area
SW 72nd St
SW 88th St
SW 104th St
SW 128th St
SW 136th St
SW 152nd St
SW 168th St
SW 184th St
SW 200th St
SW 216th St
SW 224th St
Kendall-Tamiami Executive Airport
Florida's Turnpike Express Lanes
Florida's Turnpike
Don Shula Expy
Krome Ave
SW 177th Ave
SW 157th Ave
SW 147th Ave
SW 137th Ave
SW 127th Ave
SW 122nd Ave
SW 117th Ave
SW 107th Ave
SW 167th Ave
997
94
821
986
985
990
825
992
974
989

Legend
XX (Red) = Growth Rate as Percent Per Year
XX (Blue) = 2015 Two-way Daily Traffic
XX (Black) = 2045 Two-way Daily Traffic

City Park DRI
Growth Rates
21135

cube
(Licensed to David Plummer and Associates)

SERPM Node Pairs Within 3-Miles		SERPM AADT Volumes By Year		SERPM Derived 2015-2045 Growth Rate	Average Area-wide Growth Rate
A/B	B/A	2015	2045		
28996	31957	35,256	49,415	1.34%	1.21%
28996	32851	33,677	48,194	1.44%	
29177	30931	3,015	9,631	7.31%	
29177	34458	6,276	13,335	3.75%	
30146	32157	35,383	49,513	1.33%	
30146	32816	35,383	49,513	1.33%	
30147	32853	29,761	42,701	1.45%	
30147	32854	33,677	46,942	1.31%	
30148	32850	15,018	14,510	-0.11%	
30148	32853	22,065	22,614	0.08%	
30149	32905	4,702	3,533	-0.83%	
30149	34480	4,864	3,667	-0.82%	
30150	32850	10,612	10,456	-0.05%	
30150	33714	10,551	10,304	-0.08%	
30151	32719	14,225	25,702	2.69%	
30151	32765	14,225	25,702	2.69%	
30220	33764	23,409	26,002	0.37%	
30220	35302	23,409	26,002	0.37%	
30286	32621	4,909	6,883	1.34%	
30286	33832	4,909	6,883	1.34%	
30287	32620	23,679	37,703	1.97%	
30287	32621	32,151	48,974	1.74%	
30288	32534	23,820	23,367	-0.06%	
30288	32542	21,284	22,017	0.11%	
30929	32775	47,388	62,524	1.06%	
30929	32776	46,685	60,334	0.97%	
30931	33743	3,015	9,244	6.89%	
31937	32062	14,207	16,622	0.57%	
31937	33737	14,062	16,121	0.49%	
31937	34883	150	1,467	29.27%	
31957	32167	35,256	49,415	1.34%	
31967	32813	13,960	25,600	2.78%	
31967	32843	13,960	25,600	2.78%	
31997	32062	14,207	16,622	0.57%	
31997	32846	11,308	13,405	0.62%	
32087	32849	14,504	23,085	1.97%	
32087	33850	14,504	23,085	1.97%	
32157	32731	15,451	16,582	0.24%	
32157	33553	39,726	55,657	1.34%	
32167	32816	35,256	49,415	1.34%	
32523	33707	11,479	18,448	2.02%	
32528	34808	24,777	27,382	0.35%	
32529	33835	5,412	6,491	0.66%	

SERPM Node Pairs Within 3-Miles		SERPM AADT Volumes By Year		SERPM Derived 2015-2045 Growth Rate
A/B	B/A	2015	2045	
32530	33833	14,290	20,971	1.56%
32533	33836	21,148	17,818	-0.52%
32540	32623	33,536	45,044	1.14%
32542	33831	27,733	29,718	0.24%
32542	33832	4,909	6,883	1.34%
32542	33837	1,932	1,300	-1.09%
32611	33709	14,702	26,069	2.58%
32611	33736	14,676	25,953	2.56%
32612	32617	11,131	8,641	-0.75%
32612	33835	3,733	4,573	0.75%
32612	34028	13,918	12,030	-0.45%
32614	33764	22,921	26,347	0.50%
32614	34021	27,573	27,808	0.03%
32614	34031	19,865	26,320	1.08%
32614	34458	6,172	12,768	3.56%
32615	32616	15,875	20,345	0.94%
32615	34027	12,794	11,915	-0.23%
32615	34029	7,148	9,585	1.14%
32615	34031	23,990	28,712	0.66%
32616	34972	18,367	23,605	0.95%
32617	32622	11,077	8,450	-0.79%
32619	32627	2,800	2,288	-0.61%
32619	33834	22,643	26,493	0.57%
32619	33836	19,902	16,551	-0.56%
32619	34973	21,847	28,982	1.09%
32620	32666	17,209	17,981	0.15%
32620	34972	18,158	23,173	0.92%
32620	34973	16,432	24,334	1.60%
32621	33760	29,582	43,935	1.62%
32621	34989	4,412	3,522	-0.67%
32622	33833	12,719	19,113	1.68%
32622	33834	22,044	25,588	0.54%
32623	32624	50,282	59,303	0.60%
32623	33831	31,187	33,375	0.23%
32624	32625	55,980	61,375	0.32%
32624	33760	32,418	46,054	1.40%
32624	33761	42,294	52,061	0.77%
32625	32626	55,519	60,384	0.29%
32626	32629	55,618	60,258	0.28%
32627	33838	1,932	1,300	-1.09%
32661	32719	14,225	25,702	2.69%
32661	33736	14,676	25,953	2.56%
32666	33763	12,667	12,613	-0.01%
32667	34026	7,148	9,341	1.02%

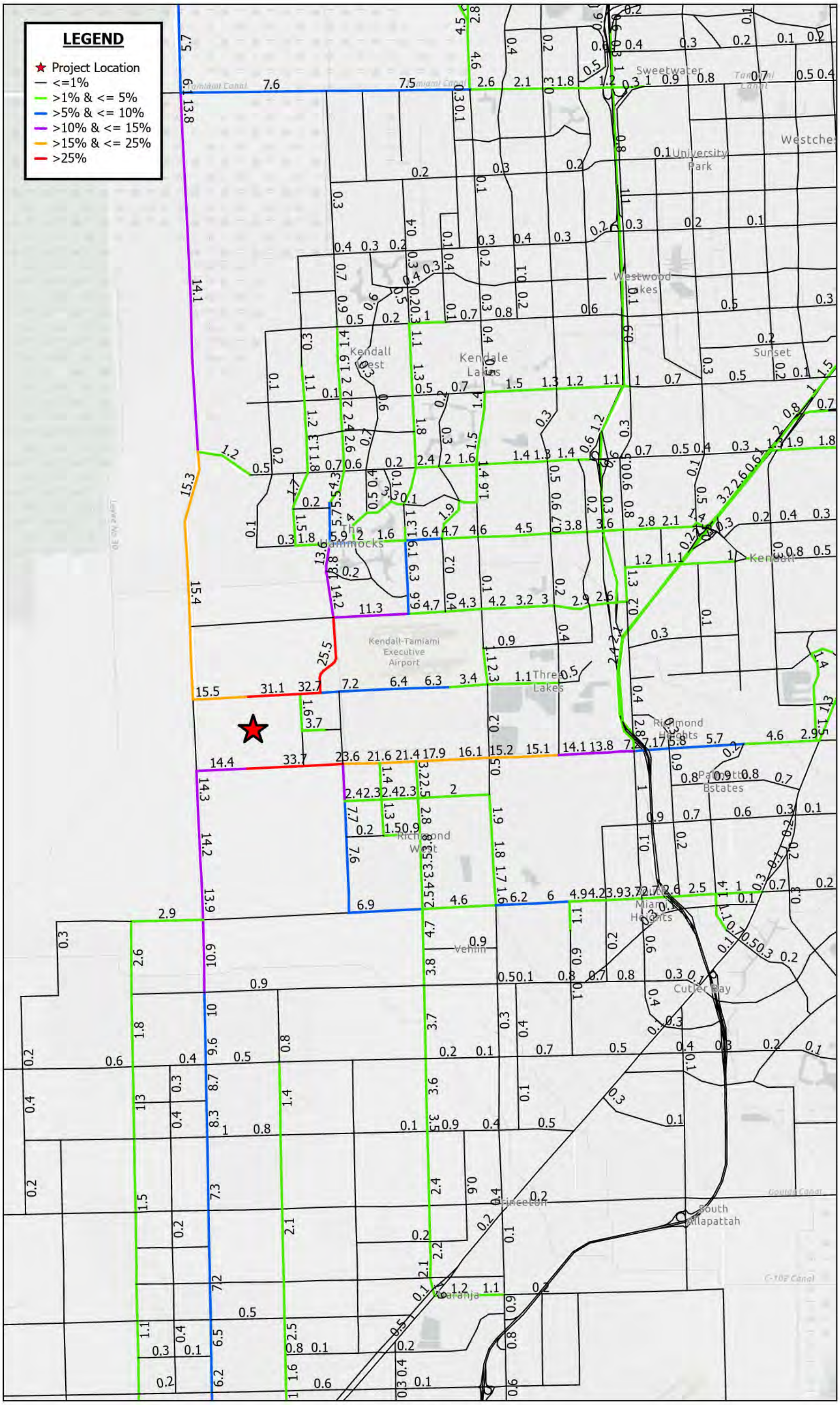
SERPM Node Pairs Within 3-Miles		SERPM AADT Volumes By Year		SERPM Derived 2015-2045 Growth Rate
A/B	B/A	2015	2045	
32667	34035	6,839	10,927	1.99%
32667	34036	5,431	7,050	0.99%
32670	33761	41,507	51,107	0.77%
32670	33762	40,507	49,934	0.78%
32671	32673	28,857	39,034	1.18%
32671	33762	40,453	51,228	0.89%
32671	33820	46,476	54,182	0.55%
32671	34993	21,593	27,952	0.98%
32672	34033	6,839	10,927	1.99%
32672	34035	6,839	10,927	1.99%
32673	33843	38,311	46,812	0.74%
32677	32766	3,000	2,764	-0.26%
32677	34993	16,837	21,805	0.98%
32677	36366	18,657	23,234	0.82%
32721	32723	12,832	16,833	1.04%
32721	32757	8,882	14,070	1.95%
32723	32724	12,763	16,925	1.09%
32724	32726	24,780	37,726	1.74%
32725	33819	49,374	61,617	0.83%
32725	33820	47,090	54,182	0.50%
32725	34817	11,481	20,916	2.74%
32726	33022	8,490	16,810	3.27%
32726	33819	52,957	66,753	0.87%
32726	33823	48,286	64,105	1.09%
32730	32731	14,757	15,925	0.26%
32730	33847	8,969	10,890	0.71%
32757	32766	28,218	27,580	-0.08%
32757	59024	21,047	35,228	2.25%
32765	32813	13,965	25,564	2.77%
32766	34022	25,219	24,816	-0.05%
32769	33739	11,308	12,760	0.43%
32769	33740	15,778	18,751	0.63%
32769	59024	21,047	31,089	1.59%
32770	32773	11,742	11,998	0.07%
32770	34876	11,793	12,154	0.10%
32773	33848	23,360	23,677	0.05%
32773	34276	14,515	17,775	0.75%
32774	32776	27,126	29,144	0.25%
32774	33848	23,985	24,270	0.04%
32775	33823	47,388	62,524	1.06%
32776	33553	47,420	62,049	1.03%
32776	59026	41,207	47,112	0.48%
32778	33924	45,888	49,730	0.28%
32778	59026	41,207	49,730	0.69%

SERPM Node Pairs Within 3-Miles		SERPM AADT Volumes By Year		SERPM Derived 2015-2045 Growth Rate
A/B	B/A	2015	2045	
32814	33737	14,034	16,072	0.48%
32814	33740	15,579	18,751	0.68%
32814	34881	7,090	10,989	1.83%
32843	32844	13,662	25,263	2.83%
32844	33533	14,246	28,901	3.43%
32844	33712	11,592	13,169	0.45%
32844	34916	10,192	8,398	-0.59%
32845	32848	12,492	13,754	0.34%
32845	33712	12,544	13,783	0.33%
32846	32848	11,308	13,405	0.62%
32848	33714	8,080	7,669	-0.17%
32849	32850	12,750	20,933	2.14%
32850	32905	17,358	19,475	0.41%
32851	32854	33,677	46,942	1.31%
32853	34480	10,741	27,180	5.10%
32853	36367	35,131	39,100	0.38%
32855	32856	36,763	40,043	0.30%
32855	36367	36,763	40,043	0.30%
32900	33533	14,246	28,901	3.43%
32905	32906	19,058	18,855	-0.04%
33552	33713	3,671	6,406	2.48%
33552	33738	15,007	24,012	2.00%
33552	33849	17,339	24,666	1.41%
33707	33708	6,359	11,055	2.46%
33708	33743	6,359	11,055	2.46%
33713	34877	4,168	6,748	2.06%
33738	33847	15,069	24,503	2.09%
33739	34876	12,342	13,407	0.29%
33763	34032	11,945	11,319	-0.17%
33765	34809	11,216	9,645	-0.47%
33765	35302	20,137	22,235	0.35%
33837	33838	1,932	1,300	-1.09%
33847	34276	12,316	15,729	0.92%
33847	34882	9,546	12,801	1.14%
33849	33850	15,636	23,226	1.62%
34019	34025	2,779	3,833	1.26%
34019	34036	4,356	6,119	1.35%
34021	34022	28,042	28,300	0.03%
34022	34023	1,929	2,651	1.25%
34023	34024	1,929	2,651	1.25%
34024	34025	1,929	2,651	1.25%
34026	34030	7,148	9,341	1.02%
34027	34028	12,794	11,915	-0.23%
34029	34030	7,148	9,585	1.14%

SERPM Node Pairs Within 3-Miles		SERPM AADT Volumes By Year		SERPM Derived 2015-2045 Growth Rate
A/B	B/A	2015	2045	
34032	34034	6,839	10,927	1.99%
34032	36366	17,674	20,608	0.55%
34033	34034	6,839	10,927	1.99%
34480	34481	8,850	27,628	7.07%
34481	34482	8,613	26,659	6.98%
34808	34809	11,216	9,645	-0.47%
34817	34818	13,403	28,802	3.83%
34876	34878	4,616	4,734	0.09%
34877	34880	5,223	4,204	-0.65%
34877	34883	2,777	4,091	1.58%
34878	34879	3,254	3,221	-0.03%
34879	34880	5,236	4,392	-0.54%
34879	34881	8,221	12,131	1.59%
34879	34882	8,653	12,032	1.30%
34916	34922	8,837	6,859	-0.75%
34916	34969	1,099	1,474	1.14%
34917	34918	1,099	1,474	1.14%
34917	34969	1,099	1,474	1.14%
34989	34990	5,576	5,088	-0.29%
34990	34991	5,576	5,088	-0.29%
34991	34993	5,264	6,859	1.01%
35299	35300	3,272	3,767	0.50%
35300	35301	3,272	3,767	0.50%
35301	35302	3,272	3,767	0.50%

SERPM Distribution

Since 1978



City Park
SERPM 8 - Project Traffic Distribution

Committed Development

Since 1978

CDMP Amendment Application

Portofino

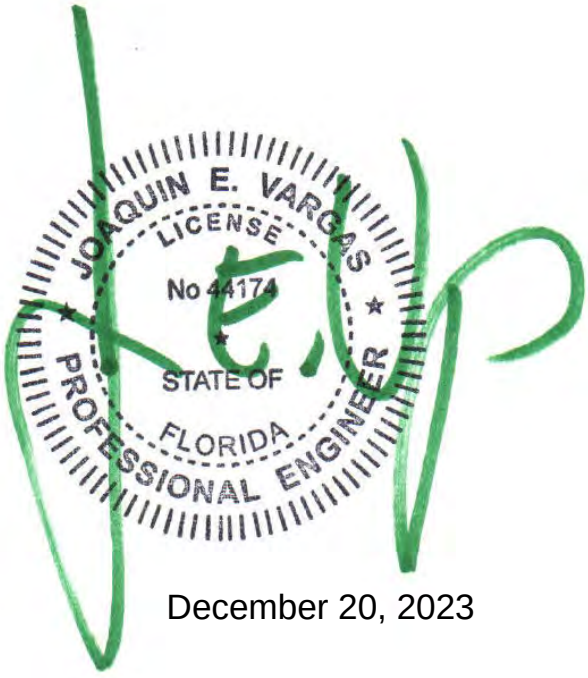
(SW 104th Street, SW 112th Street, SW 162nd Avenue, SW 167th Avenue)

Miami-Dade County, Florida 33196

prepared for:

GUNSTER

traffic evaluation



December 20, 2023

TRAFTECH ENGINEERING, INC.

May 2023

Revised December 2023

TRAFTECH
ENGINEERING, INC.

Miguel Diaz de la Portilla
Equity Shareholder - Gunster
600 Brickell Avenue, Suite 3500
Miami, Florid 33131

December 20, 2023

Re: Portofino - CDMP Traffic Impact Study
163.25 Acres (SW 104 St., SW 112 St., SW 162 Ave. and SW 167 Ave.)
Miami-Dade County, Florida

Dear Miguel:

The results of the traffic study are presented below:

EXECUTIVE SUMMARY

Traf Tech Engineering, Inc. conducted a traffic impact analysis associated with a 163.25-acre parcel located in southwestern Miami-Dade County, Florida. The boundaries of the area are SW 104th Street on the north, SW 112th Street on the south, SW 162nd Avenue on the east, and SW 167th Avenue on the west. The applicant is requesting a Comprehensive Development Master Plan (CDMP) Amendment to assist with the expansion of Miami-Dade County's Urban Development Boundary (UDB). Through the CDMP Application, the applicant is requesting a land use change from "*AG - Agriculture*" to "*Special District*", to be known as the "*Portofino Special District*".

The Current "*AG - Agriculture*" restricts development to 32 residential units which generates approximately 354 daily trips and approximately 34 PM peak hour trips. The proposed "*Portofino Special District*" land uses (1,677 residential units and 200,000 square feet of commercial use) are projected to generate approximately 12,631 daily trips and approximately 1,127 PM peak hour trips.

Finally, the proposed land use change from "*AG - Agriculture*" to "*Special District*", to be known as the "*Portofino Special District*", will not degrade the adopted level of service of the surrounding roadway network. However, the following modifications are recommended to the Planned Roadway Network Map (Figure One) and Roadway Functional Classification Map (Figure Three). SW 162nd Avenue should be widened from 2 to 4 lanes and be designated as a "*Major Collector*" roadway from SW 104th Street to SW 112th Street. Similarly, SW 104th Street should be widened from 2 to 4 lanes from SW 167th Avenue to SW 162nd Avenue.

A traffic concurrency evaluation was undertaken for the short term (2026) and long-term (2045) planning horizons. Based on the traffic analysis, the proposed 1,677 residential units and 200,000 square feet of commercial use will not degrade the adopted level of service of the surrounding roadway network.

TRAFFIC ANALYSIS

As indicated previously, the boundaries of the subject property are SW 104th Street on the north, SW 112th Street on the south, SW 162nd Avenue on the east, and SW 167th Avenue on the west, as illustrated in Figure 1 on the following page.

A trip generation comparison analysis was performed using the trip generation equations/rates published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (11th Edition). The trip generation comparison analysis was undertaken for daily, AM peak hour, and PM peak hour conditions. The analysis was based on the following assumptions and scenarios:

CURRENT CDMP LAND USE DESIGNATION

- AG - Agriculture (32 single-family homes)

PROPOSED CDMP LAND USE DESIGNATIONS

- Portofino Special District (1,677 residential units + 200,000 square feet of commercial use consisting of 102,500 square feet of office use, 65,000 square feet of retail use, and 32,500 square feet of restaurant use)

A trip generation comparison analysis was undertaken between the currently permitted and proposed uses. The results of the trip generation comparison analyses for existing and proposed development scenarios are documented in Tables 1 and 2. As indicated in the tables, the proposed 1,677 residential units and 200,000 square feet of commercial use are projected to generate approximately 12,273 new daily trips and approximately 1,091 new trips during the typical afternoon peak period, when compared against the potential development under the current "*AG - Agriculture*".



TRAFTECH ENGINEERING, INC.

Site Location Map

FIGURE 1
Portofino
Miami-Dade County, Florida

TABLE 1
Trip Generation Summary (Existing Use)
Portofino

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Single Family (LUC 210)	32	354	26	7	19	34	21	13
External Trips		**354**	**26**	**7**	**19**	**34**	**21**	**13**

Source: ITE Trip Generation Manual (11th Edition)

TABLE 2
Trip Generation Summary (Proposed Uses)
Portofino

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
EAST								
Single Family (LUC 210)	146	1,429	105	27	78	142	89	53
Single Family Attached (LUC 215)	108	772	50	16	34	61	35	26
Multifamily Mid Rise (LUC 221)	617	2,897	260	60	200	241	147	94
Subtotal	**871**	**5,098**	**415**	**103**	**312**	**444**	**271**	**173**
WEST								
Single Family (LUC 210)	167	1,617	119	31	88	161	101	60
Single Family Attached (LUC 215)	93	658	43	13	30	52	30	22
Multifamily Mid Rise (LUC 221)	546	2,558	229	53	176	213	130	83
Subtotal	**806**	**4,833**	**391**	**97**	**294**	**426**	**261**	**165**
Commercial	**200,000**	**8,300**	**307**	**231**	**76**	**760**	**364**	**396**
Office (LUC 710)	102,500	1,186	171	150	21	169	29	140
Retail 40-150K (LUC 821)	65,000	4,389	112	69	43	337	165	172
Restaurant (LUC 931)	32,500	2,725	24	12	12	254	170	84
Gross Trips		**18,231**	**1,113**	**431**	**682**	**1,630**	**896**	**734**
Internal		-4,988	-88	-44	-44	-446	-223	-223
Driveway Trips		**13,243**	**1,025**	**387**	**638**	**1,184**	**673**	**511**
Retail Pass-by (40%)		-612	-7	-4	-3	-57	-42	-15
External Trips		**12,631**	**1,018**	**383**	**635**	**1,127**	**631**	**496**

Source: ITE Trip Generation Manual (11th Edition)

Difference	Daily Trips	AM Peak Hour			PM Peak Hour		
		Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Proposed - Existing	**12,277**	**992**	**376**	**616**	**1093**	**610**	**483**

TRAFTECH ENGINEERING, INC.

Additionally, a review of the traffic concurrency stations located within the following roadway segments was undertaken:

- Kendall Drive, east of Krome Avenue
- Kendall Drive, west of SW 167th Avenue
- SW 104th Street, west of SW 147th Avenue
- SW 120th Street, west of SW 137th Avenue
- SW 157th Avenue, north of Kendall Drive
- SW 157th Avenue, south of Kendall Drive
- SW 162nd Avenue, north of SW 104th Street
- SW 112th Street, east of SW 162nd Avenue

The traffic concurrency evaluation was undertaken for the short term (2026) and long-term (2045) planning horizons. The new PM peak hour trip generation documented in the trip generation tables was used. The trip distribution and traffic assignment for the PM peak trips documented in the trip generation tables was based on Miami-Dade County's Cardinal Distribution information for the study area. Table 3 summarizes the County's cardinal distribution data for Traffic Analysis Zone 1272, which is located immediately north[1] of the project site from the latest SERPM data published by Miami-Dade County. Using the trip distribution documented in Table 3, the following traffic assignment was assumed for the proposed 1,677 residential units + 200,000 square feet of commercial use:

- 2% on Kendall Drive, east of Krome Avenue
- 4% on Kendall Drive, west of SW 167th Avenue
- 43% on SW 104th Street, west of SW 147th Avenue
- 19% on SW 120th Street, west of SW 137th Avenue
- 17% on SW 157th Avenue, north of Kendall Drive
- 8% on SW 157th Avenue, south of Kendall Drive
- 9% on SW 162nd Avenue, north of SW 104th Street
- 19% on SW 112th Street, east of SW 162nd Avenue

The above trip distribution is depicted in Figure 2.

[1] The TAZ (1279) for the project site has no cardinal distribution data. Hence, the TAZ located immediately north (1272) was used for trip distribution purposes.

TABLE 3 Project Trip Distribution TAZ #1272* North of Portofino								
Year	Movement							
	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	25.0%	42.4%	19.6%	7.1%	2.5%	0.0%	0.0%	3.4%
2045	26.1%	42.7%	16.3%	8.0%	1.7%	0.0%	0.0%	5.2%
2028**	25.4%	42.5%	18.5%	7.4%	2.2%	0.0%	0.0%	4.0%
*Notes: * Used TAZ 1272 located immediately north since no data is available for TAZ 1279*								
*** Interpotated Values*								
Source: Miami-Dade County (2015 & 2045 SERPM)								

Table 4 presents existing traffic conditions within the impacted area and Tables 5 and 6 document the short-term (2026) and long-term (2045) analyses associated with the proposed 1,677 residential units and 200,000 square feet of commercial use. As indicated in Tables 4 and 5, ample roadway capacity is currently available for existing conditions and is projected for the short-term (year 2026) planning horizon.

Table 6 presents the results of the long-term (year 2045) planning horizons. As shown in Table 6, all adopted levels of services will be met with the proposed 1,677 residential units and 200,000 square feet of commercial use in place with one exception. The exception includes SW 157th Avenue, south of Kendall Drive (projected to operate at level of service "F"). However, the project's traffic impact on SW 157th Avenue is less than 5%.

Transit Service

The subject site is served by Miami-Dade Transit. There is one (1) transit route that travels east and west on SW 104th Street adjacent to the project site. This transit route is illustrated in Figure 3 and is described below:

Route 204: This route travels east-west along SW 104th Street, then north on SW 167th Avenue to access the West Kendall Transit Terminal via Kendall Drive/SW 162nd Avenue.

Maps

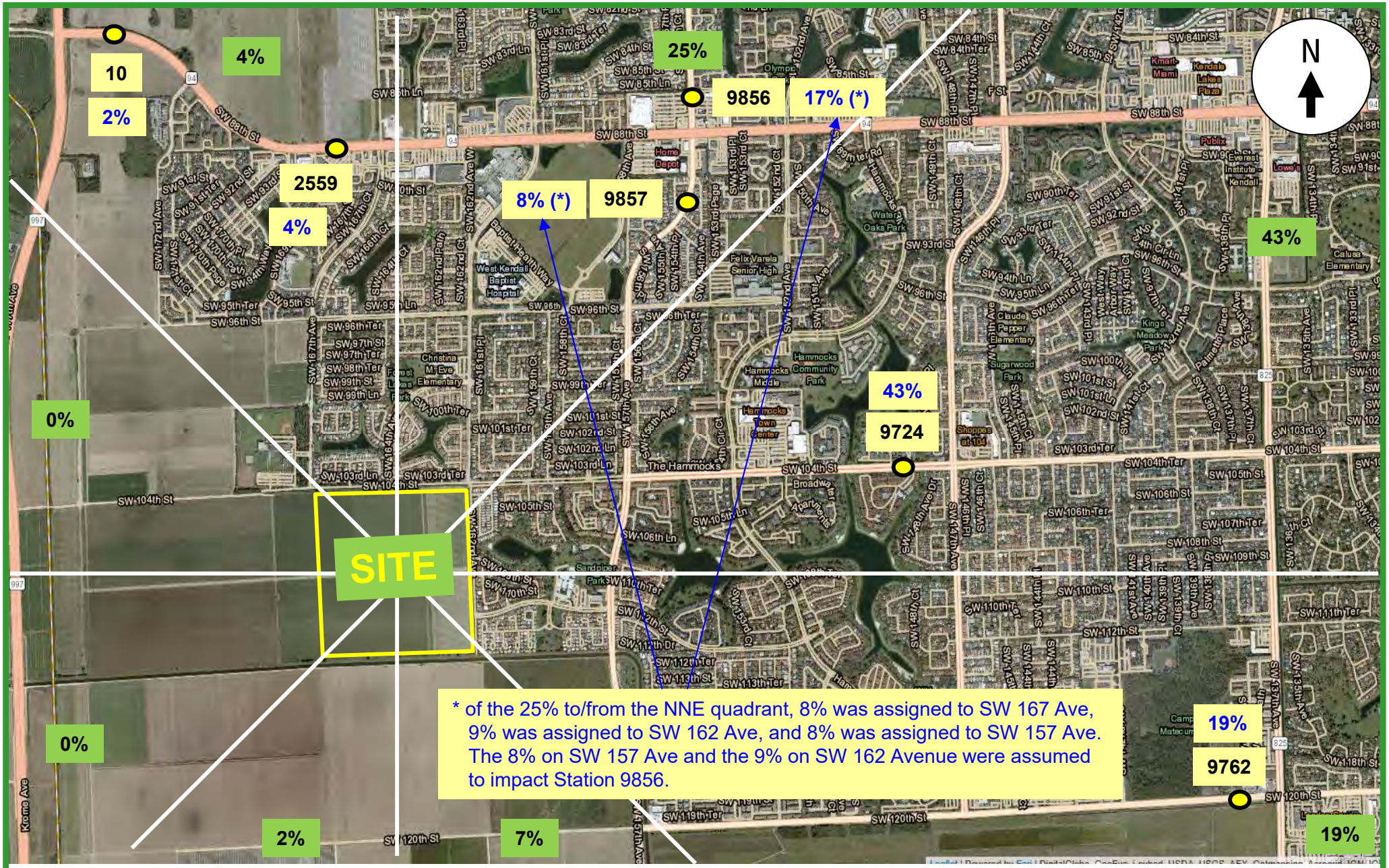
The roadway network map, roadway functional classification map, and the planned non-motorized network map are located in Attachment E. Pursuant to this traffic study, there is no need to amend any of the Traffic Circulation Map Series nor the CIE. However, the following modifications are recommended to the Planned Roadway Network Map (Figure One) and Roadway Functional Classification Map (Figure Three). SW 162nd Avenue should be widened from 2 to 4 lanes and be designated as a "*Major Collector*" roadway from SW 104th Street to SW 112th Street. Similarly, SW 104th Street should be widened from 2 to 4 lanes from SW 167th Avenue to SW 162nd Avenue.

In summary, the proposed land use change from "*AG - Agriculture*" to "*Special District*", to be known as the "*Portofino Special District*", will not degrade the adopted level of service of the surrounding roadway network.

Please give me a call if you have any questions.

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer



Cardinal Distribution: 25% + 43% + 19% + 7% + 2% + 0% + 0% + 4% = 100%

% Assigned to Concurrency Station: 8%

TRAFTECH ENGINEERING, INC.

Cardinal Distribution
TAZ 1279 (Used TAZ 1272)

FIGURE 2
Portofino
Miami-Dade County, Florida

TABLE 4
Existing Conditions (Year 2022) Analysis
Portofino

Sta. No.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.	Peak Hour Capacity (1)	2022/2023 Peak Hour Period (1)	Existing LOS
Request CDMP from "AG - Agriculture" to "Portofino Special District"							
F-10	Kendall Dr	E/O Krome Ave	4	D	3,580	1,682	C
F-2559	Kendall Dr	W/O SW 167 Av	4	SUMA	3,580	1,321	C
9724	SW 104 Street	W/O SW 147 Av	4	EE	3,866	2,129	C
9762	SW 120 Street	W/O SW 137 Av	4	D	3,222	2,399	C
9856	SW 157 Ave	N/O Kendall Dr	4	EE	3,283	1,927	D
9857	SW 157 Ave	S/O Kendall Dr	4	D	2,628	1,592	D
n/a	SW 162 Ave	N/O SW 104 St	4	D	2,628	753	C
n/a	SW 112 St	E/O SW 162 Av	4	D	2,628	621	C

SOURCE: Miami-Dade County and FDOT (August 24, 2023)

(1) Miami-Dade County Concurrency. n/a Stations traffic volume counted in 2023.

TABLE 5
Short-Term (Year 2026) Concurrency Analysis
Portofino

Sta. No.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.	Peak Hour Capacity (1)	Peak Hour Period (1)	Existing LOS	Approved DO Trips (1)	Growth (2)	Year 2026 Peak Hour Trips	Total Trips w/DO Trips	Conc. LOS w/o Amend.	Amend. Peak Hr Trips = 1127			Total Peak Hour Trips	Conc. LOS w/ Amenmt
													%	Trips	% Impct.		
Request CDMP from "AG - Agriculture" to "Portofino Special District"																	
F-10	Kendall Dr	E/O Krome Ave	4	D	3,580	1,682	C	71	2.61%	1,865	1,936	C	2%	23	0.64%	1,959	C
F-2559	Kendall Dr	W/O SW 167 Av	4	SUMA	3,580	1,321	C	0	1.61%	1,408	1,408	C	4%	45	1.26%	1,453	C
9724	SW 104 Street	W/O SW 147 Av	4	EE	3,866	2,129	C	2	0.50%	2,172	2,174	C	43%	485	12.55%	2,659	C
9762	SW 120 Street	W/O SW 137 Av	4	D	3,222	2,399	C	75	1.28%	2,525	2,600	C	19%	214	6.64%	2,814	C
9856	SW 157 Ave	N/O Kendall Dr	4	EE	3,283	1,927	D	60	1.31%	2,030	2,090	D	17%	192	5.85%	2,282	D
9857	SW 157 Ave	S/O Kendall Dr	4	D	2,628	1,592	D	54	1.13%	1,665	1,719	D	8%	90	3.42%	1,809	D
n/a	SW 162 Ave	N/O SW 104 St	4	D	2,628	753	C	0	0.50%	768	768	C	9%	101	3.84%	869	C
n/a	SW 112 St	E/O SW 162 Av	4	D	2,628	621	C	0	0.50%	634	634	C	19%	214	8.14%	848	C

SOURCE: Miami-Dade County and FDOT (August 24, 2023)

(2) Growth Rates based on Miami-Dade County 2015 and 2045 SERMP

Kendall Dr, east of Krome Avenue	2.61%
Kendall Drive, west of SW 167 Avenue	1.61%
SW 104 Street, west of SW 147 Avenue	0.32%
SW 120 Street, west of SW 137 Avenue	1.28%
SW 157 Avenue, north of Kendall Drive	1.31%
SW 157 Avenue, south of Kendall Drive	1.13%
SW 162 Avenue, north of SW 104 Street	n/a
SW 112 Street, east of SW 162 Avenue	n/a

TABLE 6
Long-Term (Year 2045) Analysis
Portofino

Sta. No.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.	Peak Hour Capacity (1)	2045 SRPM Plot	K (2) Factor	Approved DO Trips (1)	Year 2045 Peak Hour Trips	Total Trips w/DO Trips	Conc. LOS w/o Amend.	Amend. Peak Hr Trips = 1093 %	Amend. Peak Hr Trips = 1093 Trips	Amend. Peak Hr Trips = 1093 % Impct.	Total Peak Hour Trips	LOS w/ Amenmt
Request CDMP from "AG - Agriculture" to "Portofino Special District"																
F-10	Kendall Dr	E/O Krome Ave	4	D	3,580	27,300	0.09	77	2,457	2,534	C	2%	22	0.61%	2,556	C
F-2559	Kendall Dr	W/O SW 167 Av	4	SUMA	3,580	19,600	0.09	0	1,764	1,764	C	4%	44	1.23%	1,808	C
9724	SW 104 Street	W/O SW 147 Av	4	EE	3,866	17,600	0.09	2	1,584	1,586	C	43%	470	12.16%	2,056	C
9762	SW 120 Street	W/O SW 137 Av	4	D	3,222	23,300	0.09	70	2,097	2,167	C	19%	208	6.46%	2,375	C
9856	SW 157 Ave	N/O Kendall Dr	4	EE	3,283	26,400	0.09	60	2,376	2,436	D	17%	186	5.67%	2,622	E
9857	SW 157 Ave	S/O Kendall Dr	4	D	2,628	31,700	0.09	54	2,853	2,907	F	8%	87	3.31%	2,994	F
n/a	SW 162 Ave	N/O SW 104 St	4	D	2,628	Note 2		0	840	840	C	9%	98	3.73%	938	C
n/a	SW 112 St	E/O SW 162 Av	4	D	2,628	Note 2		0	693	693	C	19%	208	7.91%	901	C

SOURCE: Miami-Dade County and FDOT (August 24, 2023)

(1) Miami-Dade County

(2) No SERPM 2045 Volumes are available. Used 2023 traffic counts and grew them by 0.5% per year to the year 2045

TRAFTECH ENGINEERING, INC.



TRAFTECH ENGINEERING, INC.

Transit Routes

FIGURE 3
Portofino
Miami-Dade County, Florida

ATTACHMENT A

Miami Dade Concurrency & Traffic Counts at SW 162nd Avenue and SW 112th Street

FDOT Traffic Stations

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	5%	10%	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS
3	SR 90/US-41/TAMIAMI TRL	200' W SR 997/KROME AV	2	1510	502	1008	0	1008	0	0	C	C	C
4	SR 997/KROME AV	2200' S OF SW 12 ST	4	3420	2235	1185	0	1185	0	0	C	C	C
5	SR 90/US-41/SW 8 ST	200' E SW 74 AV	A4	5370	3098	2272	35	2237	0	0	C	E+50	C
7	SR 25/US-27/OKEECHOBEE RD	200' NW SR 821/HEFT	A4	3420	2281	1139	71	1068	0	0	C	C	C
8	SR 5/US-1	100' S SILVER PALM DR/SW 232 ST	A4	4296	2492	1804	1118	686	0	0	C	EE	E+1
9	SR 5/US-1	200' N MIAMI-DADE/MONROE CO LINE	2	1510	2059	-549	0	-549	1	0	F	C	E+28
10	SR 94/KENDALL DR	380' E SR 997/KROME AV	A4	3580	1682	1898	71	1827	0	0	C	D	C
12	SR 907/ALTON RD	200' N OF 20 ST (MIAMI BEACH)	A4	3504	3247	257	0	257	0	1	F	E+20	E+11
14	SR 5/US-1	1600' S SW 120 ST	A6	6468	4119	2349	21	2328	0	0	C	EE	C
15	SR 5/US-1	580' S NE 191 ST	A6	8085	5649	2436	69	2367	0	0	F	E+50	E+6
19	NW 42 AVE/LEJEUNE RD	S/O NW 103 ST TO NW 79 ST	A6	3580	2801	779	0	779	0	0	C	E	C
20	SR 9/SW/NW 27 AV	500' S NW 79 ST/SR 934	A4	4380	2410	1970	197	1773	0	0	D	E+50	D
21	SR 7/NW 2 AV	200' S MIAMI GARDENS DR/NW 183 ST	A6	5390	4091	1299	59	1240	0	0	C	HE	C
22	SR 9/SW/NW 27 AV	100' N NW 138 ST/YORK ST	A6	6885	4061	2824	130	2694	0	0	D	E+50	D
23	SR 9/SW/NW 27 AV	100' N NW 103 ST	A6	8085	2734	5351	226	5125	0	0	C	E+50	C
24	SR 953/LEJEUNE RD	200' S CORAL WAY/SR 972	A4	4296	2225	2071	0	2071	0	0	C	E+20	C
25	SR 953/LEJEUNE RD	200' S SW 8 ST/SR 90	A4	4296	2786	1510	5	1505	0	0	C	E+20	C
27	SR 953/LEJEUNE RD	250' S NW 3 ST	A6	6468	3105	3363	365	2998	0	0	C	E+20	C
28	SR 953/LEJEUNE RD	200' N NW 25 ST	A8	9090	5720	3370	660	2710	0	0	D	E+50	E+5
30	SR 953/LEJEUNE RD	100' N NW 37 AVE. CONNECTOR	A6	8085	1396	6689	8	6681	0	0	C	E+50	C
32	SR 847/NW 47 AV	300' S MIAMI-DADE/BROWARD CO LINE	A2	1600	1048	552	0	552	0	0	C	HE	C
33	S. DIXIE HWY (US 1/SR 5)	N/O SW 152 ST/CORAL REEF TO SW 136 ST	A6	6468	4817	1651	0	1651	0	0	C	EE	C
34	SR 959/RED RD/SW 57 AV	200' N SW 66TH STREET	A2	1130	1791	-661	17	-678	1	0	F	E	E+60
35	SR 959/RED RD/SW 57 AV	200' S CORAL WAY/SW 24 ST	A2	1600	955	645	1	644	0	0	C	E	C
36	SR 959/RED RD/SW 57 AV	200' N SW 8 ST/SR 90	A4	3580	1225	2355	0	2355	0	0	C	E	C
37	SR 959/RED RD/SW 57 AV	200' S SW 8 ST/SR 90	A2	1130	1411	-281	8	-289	1	0	F	E	E+25
38	SR 823/RED RD	700' N NW 142 ST	A6	5390	3970	1420	1	1419	0	0	C	E	C
39	SR 969/MILAM DAIRY RD	110' N NW 68 ST	A4	4500	2210	2290	1	2289	0	0	D	E	D
40	SR 997/KROME AV	630' S SW 282 STREET	A4	3420	2141	1279	30	1249	0	0	C	C	C
41	SR 973/GALLOWAY RD	130' S SW 45 ST	A4	3580	1465	2115	13	2102	0	0	C	SUMA	C
42	SR 973/GALLOWAY RD	200' S SW 24 ST/CORAL WAY/PTMS	A4	3580	1843	1737	8	1729	0	0	C	SUMA	C
43	SR 997/KROME AV	800' S AVOCADO DR/SW 296 ST	4	3580	1710	1870	179	1691	0	0	C	D	C
44	SR 973/GALLOWAY RD	200' S FLAGLER ST/SR 968	A4	3580	2605	975	43	932	0	0	C	SUMA	C
45	SR 985/SW 107 AV	200' S OF SW 80 ST.	A4	3580	2190	1390	9	1381	0	0	C	SUMA	C
46	SR 985/SW 107 AV	100' S OF SW 58 ST.	A4	3580	1551	2029	12	2017	0	0	C	SUMA	C
47	SR 985/SW 107 AV	70' N SW 44 ST	A4	3580	1534	2046	1	2045	0	0	C	SUMA	C
50	SR 989/ALLAPATTAH DR/SW112AVE	1000' N HEFT/SR 821	A4	3580	2338	1242	312	930	0	0	C	SUMA	C
52	SR 997/KROME AV	2400' SW SR 25/US-27	2	3420	1599	1821	1	1820	0	0	C	C	C
54	SR 994/QUAIL ROOST DR	200' W FLA TPK/SR 821	A4	3580	2482	1098	99	999	0	0	C	SUMA	C
56	SR 992/CORAL REEF DR/SW152ST	411' W SW 112 AV	A4	4296	2241	2055	186	1869	0	0	C	EE	C
58	SR 990/KILLIAN DR	200' E SW 92 AV	2	1330	1124	206	35	171	0	0	D	D	D
60	SR 94/KENDALL DR	500' E SW 134 CT	8	8652	4183	4469	0	4469	0	0	C	EE	C
62	SR 94/KENDALL DR	1000' E SW 127 AV	A8	8652	3674	4978	0	4978	0	0	C	EE	C

2208	SR 836/DOLPHIN EXPWY	400' W NW 12 AV	8	13390	9696	3694	0	3694	0	0	C	D	C
2210	SR 836/DOLPHIN EXPWY	300' W NW 27 AV	6	10060	12020	-1960	121	-2081	1	0	F	D	E+9
2232	SR 836/DOLPHIN EXPWY	800' E NW 27 AV	6	10060	11123	-1063	0	-1063	1	0	F	D	E+1
2240	SR 836/DOLPHIN EXPWY	200' W BRIDG NW 10 AV	6	10060	10743	-683	0	-683	1	0	E	D	E
2242	SR 836/DOLPHIN EXPWY	300' W NW 107 AV	6	10060	8685	1375	244	1131	0	0	D	D	D
2243	SR 836/DOLPHIN EXPWY	300' E NW 107 AV	8	15010	11545	3465	0	3465	0	0	D	E	D
2244	SR 836/DOLPHIN EXPWY	1600' E NW 87 AV	6	10060	5867	4193	0	4193	0	0	B	D	B
2246	FLA TNPK. (HEFT/SR 821)	S/O SW 88 ST/KENDALL DR TO SR 874	6	10060	2842	7218	0	7218	0	0	B	D	B
2248	FLA TNPK. (HEFT/SR 821)	N/O OKEECHOBEE RD TO CCOUNTY LINE RD	6	10060	3238	6822	1935	4887	0	0	B	D	B
2250	FLA TNPK. (HEFT/SR 821)	N/O SW 8 ST TO SR 836	6	10060	7197	2863	0	2863	0	0	C	D	C
2252	FLA TNPK. (HEFT/SR 821)	N/O KENDALL DR TO SW 40 ST/BIRD RD	6	10060	4750	5310	0	5310	0	0	B	D	B
2254	FLA TNPK. (HEFT/SR 821)	N/O SW 168 ST BET QUAIL ROOST-CORAL REEF	8	13390	6298	7092	0	7092	0	0	B	D	B
2256	FLA TNPK. (HEFT/SR 821)	S/O SW 186 ST BET SW 216 ST TO QUAIL ROOST DR	4	6700	3779	2921	0	2921	0	0	B	D	B
2258	FLA TNPK. (HEFT/SR 821)	N/O SW 137 AVE TO SW 216 ST	6	10220	2302	7918	0	7918	0	0	B	D	B
2260	FLA TNPK. (HEFT/SR 821)	N/O SW 312 ST TO SW 137 AVE	4	6800	1799	5001	0	5001	0	0	B	D	B
2262	FLA TNPK. (HEFT/SR 821)	N/O SW 320 ST BET US 1-SW 312 ST	4	6700	1022	5678	0	5678	0	0	B	D	B
2264	FLA TNPK. (HEFT/SR 821)	E/O SW 112 AVE BET SW 137 AVE-SW 216 ST	6	10220	1871	8349	0	8349	0	0	B	D	B
2266	FLA TNPK. (HEFT/SR 821)	S/O DON SHULA EXPWY/SR 874 TO SW 152 ST	10	16840	7700	9140	0	9140	0	0	B	D	B
2270	FLA TNPK. (HEFT/SR 821)	N/O BIRD RD/SW 40 ST TO SW 8 ST	6	10060	5074	4986	0	4986	0	0	B	D	B
2272	FLA TNPK. (HEFT/SR 821)	S/O OKEECHOBEE RD TO SR 836	6	10060	3238	6822	17	6805	0	0	B	D	B
2274	SR 874/S DADE EXPWY	2500' N TOLL/S KILLIAN PKWY	4	6700	7744	-1044	0	-1044	1	0	F	D	E+7
2276	SR 874/S DADE EXPWY	300' N KILLAN PKWY	8	18012	8741	9271	44	9227	0	0	C	EE	C
2278	SR 874/S DADE EXPWY	300' NE SW 87 AV	4	6700	6799	-99	30	-129	1	0	E	D	E
2485	SR 9A/I-95	200' S IVES DAIRY RD/SR 852	8	18012	11339	6673	-7	6680	0	0	D	EE	D
2487	SR 9A/I-95	200' S MIAMI-DADE/BROWARD CO LINE	10	16840	14716	2124	0	2124	0	0	D	D	D
2500	SR 93/I-75	1000' W PALMETTO EXPWY/SR 826	8	13390	10261	3129	2524	605	1	0	C	D	D
2501	SR 93/I-75	200' S MIAMI GARDENS DR/SR 860	8	13390	10979	2411	822	1589	0	0	C	D	D
2502	I-75 (SR 93)	S/O HEFT/SR 821 TO BROWARD CO. LINE	8	13390	9321	4069	0	4069	0	0	C	D	C
2503	SR 93/I-75	200' N FLA TPK/HEFT/SR 821	8	13390	11157	2233	684	1549	0	0	D	D	D
2505	I-95/SR 9A	200' S NW 6 ST	8	13390	11676	1714	0	1714	0	0	D	D	D
2506	I-395/SR 836	100' E NW 2 AV	8	13620	8490	5130	0	5130	0	0	C	D	C
2509	SW 137TH AVENUE 500 FT NORTH OF SW 8TH STREET		6	5390	4272	1118	66	1052	0	0	C	D	C
2514	SR 823/NW 57 AV	550' N SR 860/NW 183 ST	A 6	5390	3471	1919	0	1919	0	0	C	D	C
2515	SR 823/NW 57 AV	200' S MIAMI-DADE/BROWARD CO LINE	A 6	5080	3407	1673	0	1673	0	0	B	D	B
2516	SR 860/MIAMI GARDENS DR	200' W SR 823/RED RD	A 4	4296	2475	1821	1	1820	0	0	C	EE	C
2517	SR 860/MIAMI GARDENS DR	200' W NW 67 AV	A 4	4296	2993	1303	0	1303	0	0	C	EE	C
2518	SR 860/MIAMI GARDENS DR	800' W OF NW 87 AV	A 4	3580	3856	-276	1436	-1712	1	0	F	E	E+47
2519	SR 825/SW 137 AV	200' S SW 104 ST	A6	5390	2750	2640	111	2529	0	0	C	E	C
2520	SR 825/SW 137 AV	200' S SR 94/N KENDALL DR	A6	5390	2392	2998	170	2828	0	0	C	E	C
2521	SR 5/US-1	380' N SW 272 ST	4	4296	2974	1322	601	721	0	0	C	EE	D
2523	SR 5/US-1	200' N SR 922/NE 123 ST	6	6885	2933	3952	0	3952	0	0	D	E+50	D
2529	SR 94/KENDALL DR	200' W SW 157 AV	A 6	4296	2539	1757	677	1080	0	0	C	EE	C
2537	SR 25/US-27/OKEECHOBEE RD	1600' SE OF NW 95 ST.	6	5390	4640	750	0	750	0	0	C	D	C
2543	SR 9/NW 27 AVE	200' N OF NW 54 ST	A	4380	2149	2231	74	2157	0	0	D	E+50	D
2549	SR 972/SW 22 ST	100 FT WEST OF SW 17 AV	4	3648	2352	1296	0	1296	0	0	D	E+20	D
2555	SR909/WEST DIXIE HWY	50' S OF NE 140 ST	4	3580	1419	2161	0	2161	0	0	C	E	C
2556	SR5/BISCAYNE BLVD.	200' N OF NE 104 ST	4	4560	3716	844	85	759	0	0	F	E+50	E+25
2557	SR997/KROME AVE/SW177AVE	924' N OF SR94/KENDALL DR	4	3420	2224	1196	0	1196	0	0	C	C	C
2559	SW 88 ST/KENDALL DR		A 4	3580	1321	2259	0	2259	0	0	C	SUMA	C
2561	SR90/SW8ST/TAMIAMI TRAIL	0.25M WEST OF SW122AVE	A 6	5390	3484	1906	5	1901	0	0	C	SUMA	C
2562	SR5/US1 S DIXIE HWY ONE WAY SB 300' S OF SW 174 ST		6	3542	2111	1431	178	1253	0	0	C	EE	C
2563	SR5/US1 S.DIXIE HWY ONE WAY NB 300' S OF SW 174 ST		6	3542	2365	1177	186	991	0	0	D	EE	D
2580	SR 985/SW 107 AVE	200' S OF FLAGLER ST	A 4	3580	2293	1287	24	1263	0	0	C	HE	C

Miami-Dade County Traffic Stations

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	5%	10%	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS
9103	SW 232 ST/SILVER PALM DR	E/O US 1 BET US 1-SW 117 AVE	2	1197	81	1116	207	909	0	0	C	D	C
9104	BIRD AVE (SW 30 St)	W/O SW 27 AVE	2	1522	1055	467	0	467	0	0	D	E+20	D
9106	SW 40 ST/BIRD RD (SR 976)	W/O HEFT/SR 821 TO SW 127 AVE	4	3222	4023	-801	5	-806	1	0	F	HE	E+25
9108	BIRD DR EXT/SW 42 ST	W/O SW 127 AVE TO SW 137 AVE	4	3222	2142	1080	2	1078	0	0	C	D	C
9110	BIRD DR EXT/SW 42 ST	W/O SW 137 AVE TO SW 147 AVE	4	3222	2344	878	90	788	0	0	C	D	C
9112	BIRD DR EXT/SW 42 ST	W/O SW 147 AVE TO SW 157 AVE	4	3222	1747	1475	96	1379	0	0	C	D	C
9114	CARIBBEAN BLVD	E/O HEFT TO FRANJO ROAD	2	1269	2759	-1490	0	-1490	1	0	F	HE	E+117
9116	COLLINS AVE	S/O 95 ST (One-way NB)	3	4131	2485	1646	0	1646	0	0	D	E+50	D
9118	SW 24 ST/CORAL WAY	W/O SEGOVIA	2	1269	1163	106	1	105	0	1	D	E	D
9120	SW 24 ST/CORAL WAY	E/O SW 67 Ave to SW 57 Ave	4	3866	2096	1770	84	1686	0	0	C	E+20	C
9121	SW 24 ST/CORAL WAY	W/O SW 73 AVE BET SW 67 AVE-SR 826	6	5821	3134	2687	102	2585	0	0	C	E+20	C
9122	SW 24 ST/CORAL WAY	W/O SR 826 TO SW 87 AVE	6	5821	3913	1908	0	1908	0	0	C	EE	C
9124	CORAL WAY/SW 24 ST	W/O SW 87 AVE FROM SW 87 AVE TO SW 97 AVE	4	3866	2941	925	53	872	0	0	C	EE	C
9126	CORAL WAY/SW 24 ST	W/O SW 97 AVE TO SW 107 AVE	4	3866	2396	1470	76	1394	0	0	C	EE	C
9128	CORAL WAY/SW 24 ST	W/O SW 107 AVE BET SW 107-SW 117 AVE	4	3866	2874	992	18	974	0	0	C	EE	C
9130	SW 26 ST/CORAL WAY	W/O HEFT/SR 821 BET SW 117 AVE-SW 127 AVE	4	3866	2933	933	3	930	0	0	C	EE	C
9132	SW 26 ST/CORAL WAY	W/O SW 127 AVE TO SW 137 AVE	4	3866	2454	1412	10	1402	0	0	C	EE	C
9134	CORAL WAY/SW 26 ST	W/O SW 137 AVE TO SW 147 AVE	4	3866	1951	1915	261	1654	0	0	C	EE	C
9135	CORAL WAY/ SW 26 ST	W/O SW 147 AVE TO SW 157 AVE	4	3222	1959	1263	16	1247	0	0	C	E	C
9136	CRANDON BLVD-KEY BISCAYNE	N/O HARBOR DR TO BEAR CUT	4	4296	2265	2031	0	2031	0	0	C	E+20	C
9137	CURTISS PKWY	SW/O OKEECHOBEE RD 1 WAY SW FROM OKEE RD TO NW 36 ST	2	3283	1777	1506	0	1506	0	0	D	E+20	D
9138	SOUTH DADELAND BLVD	S/O SW 88 ST TO US-1	4	4104	872	3232	5	3227	0	0	C	E+50	C
9140	E 1 AVE (ONE WAY N'B)	S/O 21 ST/HIALEAH TO OKEECHOBEE RD	2	1269	301	968	0	968	0	0	C	E	C
9142	NW 47 AVE	N/O NW 167 ST TO NW 183 ST	4	3222	1725	1497	0	1497	0	0	C	D	C
9144	NW 47 AVE/E 4 AVE HLH.	S/O 21 ST BET OKEECHOBEE RD-E 25 ST	4	3283	1610	1673	0	1673	0	0	D	E+20	D
9146	EAST DIXIE HWY	S/O NE 215 ST	2	1269	882	387	0	387	0	0	D	E	D
9148	EAST DR	S/O OKEECHOBEE RD TO POINCIANA BLVD	4	1269	1103	166	0	166	0	0	D	E	D
9150	FLAGLER ST	E/O NW 8 AVE	4	3717	1135	2582	0	2582	0	0	D	E+50	D
9152	FLAGLER ST	W/O NW 57 AVE/RED RD	4	5370	2456	2914	0	2914	0	0	C	E+50	C
9154	W FLAGLER ST	W/O NW/SW 87 AVE TO NW 97 AVE	6	6468	3545	2923	37	2886	0	0	C	EE	C
9156	W FLAGLER ST	W/O NW/SW 97 AVE TO NW 107 AVE	6	6468	2927	3541	106	3435	0	0	C	EE	C
9158	FLAGLER ST	W/0 107 AVE FROM NW 107 AVE TO NW 114 AVE	6	6468	2311	4157	13	4144	0	0	C	EE	C
9160	FLAGLER ST	W/O HEFT FROM NW 114 AVE TO NW 118 AVE	6	4296	1830	2466	-1	2467	0	0	C	EE	C
9162	NW 87 AVE/GALLOWAY RD	N/O NW 12 ST TO NW 25 ST	6	5390	3047	2343	0	2343	0	0	C	D	C
9164	NW 87 AVE/GALLOWAY RD	N/O NW 25 ST TO NW 36 ST EXT	6	5390	2852	2538	0	2538	0	0	C	E	C
9166	NW 87 AVE/GALLOWAY RD	N/O NW 36 ST TO NW 58 ST	4	3580	2398	1182	0	1182	0	0	C	D	C
9172	GALLOWAY RD/SW 87 AVE	S/O KENDALL DR/SW 88 ST TO SW 112 ST	2	1600	972	628	144	484	0	0	C	SUMA	C
9174	GALLOWAY RD/SW 87 AVE	S/O SW 184 ST FROM SW 184 ST TO SW 232 ST	2	1692	828	864	0	864	0	0	D	EE	D
9176	GRANADA BLVD	S/O SW 8 ST TO CORAL WAY	2	1269	617	652	0	652	0	0	D	E	D
9178	HAMMOCKS BLVD	S/O SW 88 ST TO SW 104 ST	4	2628	651	1977	23	1954	0	0	C	D	C
9180	HARDING AVE	S/O 95 St (One-way SB)	3	4131	1986	2145	0	2145	0	0	D	E+50	D
9184	HIGHLAND LAKES BLVD	S/O NE 203 ST TO NE 186 ST	2	1269	2560	-1291	37	-1328	1	0	F	E	E+104
9186	HIGHLAND LAKES BLVD	S/O NE 215 ST TO NE 203 ST	2	1269	91	1178	2	1176	0	0	C	E	C
9194	INGRAHAM HWY (SR 936)	E/O LE JEUNE RD BET MCFARLAND-SW 42 AVE	2	1269	1073	196	0	196	0	0	D	E	D
9196	IVES DAIRY RD/NE 203 ST	W/O NE 22 AVE FROM I-95 TO BISCAYNE BLVD	6	7276	3878	3398	207	3191	0	0	C	E+50	C
9198	IVES DAIRY RD	W/O I95 FROM I95 TO SAN SIMEON WAY/NE 6 AVE	6	4851	3585	1266	56	1210	0	0	C	D	C
9200	IVES DAIRY RD/NE 203 ST	E/O N MIAMI AVE/NW 2 AVE TO SAN SIMEON WAY	6	4851	2799	2052	252	1800	0	0	C	D	C
9202	KENDALL DR/SW 88 ST	W/O OLD CUTLER RD TO SW 57 AVE	2	1269	740	529	2	527	0	0	D	E	D
9204	KENDALL DR/SW 88 ST	W/O HEFT to SW 127 AVE	6	6468	5469	999	0	999	0	0	F	EE	E+1

9636	SW 57 AVE	S/O SW 88 ST TO SW 116 ST	2	1269	1036	233	1	232	0	0	D	E	D
9638	SW 57 AVE	S/O SW 120 ST FROM SW 116 TO SW 128 ST	2	1269	2174	-905	3	-908	1	0	F	E	E+71
9640	RICKENBACKER CSWY	W/O VIRGINIA KEY	4	5821	3562	2259	29	2230	0	0	C	E+20	C
9642	SAN SIMEON WAY/ NE 6 AVE	S/O NW 215 TO IVES DAIRY RD	4	3283	1020	2263	236	2027	0	0	C	EE	D
9650	SOUTH BAYSHORE DRIVE	NE/O SW 17 AVE ALATKA AVE TO AVIATION AVE	2	1903	2082	-179	0	-179	1	0	F	E+50	E+64
9652	SOUTH BAYSHORE DRIVE	SW/O SW 27 AVE BET AVIATION-MCFARLAND AVE	4	3283	1795	1488	0	1488	0	0	D	E+20	D
9654	SOUTH MIAMI AVE	SW/O SW 15 RD	2	1269	1057	212	0	212	0	0	D	E	D
9656	SW 72 ST	W/O CARTAGENA CIR. COCOPLUM PLAZA TO 57 AV	2	1269	739	530	26	504	0	0	D	E	D
9658	SW 72ND ST	W/O SW 87TH AVE	4	3580	2900	680	115	565	0	0	C	D	C
9659	SW 72 ST	E/O SW 127 AVE TO SW 117 AVE	4	4296	2705	1591	2	1589	0	0	C	EE	C
9660	SW 72 ST	W/O SW 127 AVE TO SW 137 AVE	4	4296	2436	1860	0	1860	0	0	C	EE	C
9662	SW 72 ST/SUNSET DR	W/O SW 137 AVE TO SW 147 AVE	4	4296	1821	2475	0	2475	0	0	C	EE	C
9664	SW 72 ST/SUNSET DR	W/O SW 147 AVE TO SW 152 AVE	4	4296	2009	2287	115	2172	0	0	C	EE	C
9665	SW 72 ST/SUNSET DR	W/O SW 157 AVE TO SW 162 AVE	4	4296	1376	2920	48	2872	0	0	C	EE	C
9666	SW 1 ST ONE WAY EAST	E/O SW 8 AVE	3	2700	623	2077	0	2077	0	0	C	D	C
9672	SW 22 AVE	S/O SW 8 ST	4	3222	1360	1862	0	1862	0	0	C	E	C
9674	SW 27 AVE	S/O US 1 TO SOUTH BAYSHORE DR	2	1269	1310	-41	0	-41	1	0	F	E	E+3
9676	SW 32 AVE	S/O SW 8 ST TO SW 24 ST	2	1522	740	782	0	782	0	0	D	E+20	D
9678	SW 37 AVE	S/O SW 8 ST TO US-1	4	3866	2642	1224	160	1064	0	0	C	E+20	C
9680	SW 37 AVE	S/O US 1 TO INGRAHAM HWY	2	2736	814	1922	0	1922	0	0	C	E	C
9684	SW 72 AVE	S/O BIRD DR/SW 40 ST TO SW 56 ST	4	3866	1150	2716	70	2646	0	0	C	E+20	C
9686	SW 72 AVE	S/O SW 56 ST TO SW 72 ST	2	1903	800	1103	3	1100	0	0	D	E+50	D
9688	SW 72 AVE	S/O SW 72 ST TO SW 80 ST	1	1903	1008	895	147	748	0	0	D	E+50	D
9690	SW 74 AVE	S/O SW 8 ST TO SW 16 ST	2	1903	934	969	26	943	0	0	D	E+50	D
9692	SW 77 AVE	S/O SW 136 ST FROM SW 104 TO SW 152 ST	2	1269	1802	-533	0	-533	1	0	F	E	E+42
9694	SW 82 AVE	S/O SW 8 ST	2	1197	764	433	10	423	0	0	D	D	D
9696	SW 85 AVE	SE/O OLD CUTLER RD TO SW 212 ST	4	3283	396	2887	0	2887	0	0	C	EE	C
9698	SW 97 AVE	S/O SW 8 ST TO SW 40 ST	2	1269	1473	-204	53	-257	1	0	F	E	E+20
9699	SW 97 AVE	S/O SW 24 ST TO SW 40 ST	2	1269	1242	27	7	20	1	0	E	E	E
9700	SW 97 AVE	S/O SW 40 ST TO SW 56 ST	2	1197	877	320	5	315	0	0	D	D	D
9702	SW 97 AVE	S/O SW 56 ST TO SW 72 ST	2	1197	772	425	28	397	0	0	D	D	D
9704	SW 97 AVE	S/O SW 88 ST TO SW 112 ST	2	1197	948	249	74	175	0	0	D	D	D
9706	SW 97 AVE	N/O SW 136 ST TO SW 112 ST	2	1197	877	320	86	234	0	0	D	D	D
9708	SW 97 AVE	S/O SW 184 ST BET US 1-OLD CUTLER RD	2	1197	1046	151	4	147	0	0	D	D	D
9710	SW 102 AVE	S/O SW 136 ST TO SW 144 ST	2	1197	180	1017	0	1017	0	0	C	D	C
9712	SW 104 ST	E/O SW 77 AVE BET SW 67 AVE-US1	2	1269	757	512	12	500	0	0	D	E	D
9714	SW 104 ST	W/O US1 TO SW 87 AVE	2	1197	1534	-337	25	-362	1	0	F	D	E+22
9716	SW 104 ST	W/O SW 107 AVE TO SW 117 AVE	6	5821	3989	1832	75	1757	0	0	C	EE	C
9718	SW 104 ST	W/O HEFT SW 117 AVE TO SW 127 AVE	6	5821	2953	2868	2	2866	0	0	C	EE	C
9720	SW 104 ST	W/O SW 127 AVE TO SW 137 AVE	6	5821	3503	2318	37	2281	0	0	C	EE	C
9722	SW 104 ST	W/O SW 137 AVE TO SW 147 AVE	4	3866	2629	1237	43	1194	0	0	C	EE	C
9724	SW 104 ST	W/O SW 147 AVE TO SW 157 AVE	4	3866	2129	1737	2	1735	0	0	C	EE	C
9726	SW 107 AVE	S/O SW 88 ST TO SW 104 ST	4	2736	2037	699	13	686	0	0	D	SUMA	D
9728	SW 107 AVE	S/O SW 160 ST BET SW 152-186 STS	2	1197	756	441	232	209	0	0	D	D	D
9730	SW 107 AVE	S/O SW 184 ST	4	2736	1254	1482	38	1444	0	0	D	E	D
9736	SW 112 AVE/ALLAPATTAH DR	N/O SW 232 ST FROM US-1 TO HEFT	4	3580	790	2790	600	2190	0	0	C	D	C
9738	SW 112 AVE/ALLAPATTAH DR	N/O SW 268 ST TO HEFT	4	3420	1762	1658	52	1606	0	0	C	C	C
9740	SW 112 ST	E/O US 1 TO SW 57 AVE	2	1330	708	622	7	615	0	0	D	D	D
9742	SW 112 ST	E/O SW 112 AVE BET SW 99 -117 AVES	2	1197	1507	-310	0	-310	1	0	F	D	E+18
9743	SW 117 AVE	S/O TAMIAMI TRAIL TO CORAL WAY	2	1197	957	240	0	240	0	0	D	D	D
9744	SW 117 AVE	S/O SW 56 ST BET SW 40 ST-SW 72 ST	4	3222	1906	1316	1	1315	0	0	C	D	C
9746	SW 117 AVE	S/O SW 72 ST TO SW 88 ST	4	3222	2872	350	10	340	0	0	C	D	C
9748	SW 117 AVE	S/O SW 88 ST TO SW 104 ST	4	3222	2011	1211	11	1200	0	0	C	D	C
9750	SW 117 AVE	S/O SW 112 ST BET SW 103 ST-SW 136 ST	4	3222	2449	773	6	767	0	0	C	D	C
9752	SW 117 AVE	S/O SW 136 ST TO SW 152 ST	4	3222	1944	1278	155	1123	0	0	C	D	C
9754	SW 117 AVE	S/O SW 152 ST TO SW 184 ST	2	3222	1866	1356	37	1319	0	0	C	D	C
9756	SW 117 AVE	S/O SW 184 ST TO QUAIL ROOST DR	2	1197	1437	-240	17	-257	1	0	F	D	E+14
9758	SW 117 AVE	NW/O US 1 TO QUAIL ROOST DR	2	1197	1734	-537	50	-587	1	0	F	D	E+40
9760	SW 120 ST	W/O SW 122 AVE BET SW 117 AVE-SW 137 AVE	4	3222	2603	619	284	335	0	0	C	D	C
9762	SW 120 ST	W/O SW 137 AVE TO SW 157 AVE	4	3222	2399	823	75	748	0	0	C	D	C
9763	SW 120 ST	W/O SW 147 Ave	4	3222	1316	1906	26	1880	0	0	C	D	C
9764	SW 122 AVE	N/O SW 8 ST BET NW 6 - SW 8 STREETS	4	1197	2286	-1089	7	-1096	1	0	F	D	E+80
9766	SW 122 AVE	S/O SW 8 ST TO SW 24 ST	4	3283	2044	1239	2	1237	0	0	D	EE	D
9768	SW 122 AVE	S/O SW 104 ST TO SW 123 ST	4	2628	1125	1503	0	1503	0	0	C	D	C

9770	SW 127 AVE	N/O SW 8 ST FROM NW 6 ST TO SW 7 ST	4	2628	2072	556	44	512	0	0	D	D	D
9772	SW 127 AVE	S/O SW 8 ST TO SW 26 ST	4	2628	1405	1223	0	1223	0	0	D	D	D
9774	SW 127 AVE	S/O SW 26 ST TO SW 42 ST	2	1197	1759	-562	0	-562	1	0	F	D	E+38
9776	SW 127 AVE	S/O BIRD DR/SW 42 ST TO 56 ST	4	3222	997	2225	0	2225	0	0	C	D	C
9778	SW 127 AVE	S/O MILLER DR/SW 56 ST TO 72 ST	4	3222	1768	1454	0	1454	0	0	C	D	C
9780	SW 127 AVE	S/O SUNSET DR /SW 72 ST TO SW 88 ST	4	2628	1552	1076	2	1074	0	0	D	D	D
9782	SW 127 AVE	S/O SW 88 ST TO SW 104 ST	4	3222	1680	1542	0	1542	0	0	C	D	C
9784	SW 127 AVE	S/O SW 104 ST TO SW 120 ST	4	3222	1947	1275	115	1160	0	0	C	D	C
9788	SW 127 AVE	S/O SW 184 ST TO SW 200 ST	2	1440	866	574	168	406	0	0	C	D	C
9790	SW 127 AVE	S/O SW 216 ST TO SW 232 ST	2	1197	561	636	260	376	0	0	C	D	D
9791	SW 132 AVE	N/O SW 8 ST TO NW 6 ST	2	1197	1073	124	6	118	0	1	D	D	D
9792	SW 136 ST	E/O SW 67 AVE TO SW 128 ST	2	1269	1290	-21	0	-21	1	0	F	E	E+1
9794	SW 136 ST/HOWARD DR	E/O US1 TO SW 67 AVE	2	1197	1120	77	0	77	0	1	D	D	D
9796	SW 136 ST	W/O US1 TO SW 97 AVE	4	2628	1539	1089	8	1081	0	0	D	D	D
9798	SW 137 AVE	N/O TAMIAMI TRAIL/SW 8 ST TO NW 6 ST	6	5390	3567	1823	85	1738	0	0	C	D	C
9800	SW 137 AVE	S/O SW 8 ST TO SW 26 ST	4	3648	2643	1005	18	987	0	0	D	EE	D
9802	SW 137 AVE	S/O SW 26 ST TO SW 42 ST	6	5390	2689	2701	19	2682	0	0	C	D	C
9804	SW 137 AVE	S/O 42 ST TO SW 56 ST	6	6468	2364	4104	-1	4105	0	0	C	EE	C
9806	SW 137 AVE/LINDGREN RD	S/O SW 56 ST/MILLER RD TO SW 72 ST	4	3580	2337	1243	0	1243	0	0	C	D	C
9808	SW 137 AVE/LINDGREN RD	S/O SW 72 ST TO SW 88 ST	4	3580	2516	1064	0	1064	0	0	C	D	C
9810	SW 137 AVE	S/O SW 88 ST TO SW 104 ST	6	5390	2569	2821	0	2821	0	0	C	D	C
9812	SW 137 AVE	S/O SW 104 ST TO SW 120 ST	6	5390	2774	2616	43	2573	0	0	C	D	C
9814	SW 137 AVE	S/O SW 120 ST TO SW 136 ST	6	5390	4238	1152	353	799	0	0	C	D	C
9816	SW 137 AVE	S/O SW 136 ST TO SW 152 ST	6	4851	4191	660	280	380	0	1	C	D	C
9818	SW 137 AVE	S/O 152 ST TO SW 184 ST	6	4851	3523	1328	192	1136	0	0	C	D	C
9820	SW 137 AVE	S/O SW 184 ST TO SW 200 ST	2	1440	1144	296	71	225	0	0	C	D	C
9822	SW 137 AVE/TALLAHASSEE RD	S/O US 1 TO HEFT	2	3222	638	2584	557	2027	0	0	C	D	C
9824	SW 137 AVE/TALLAHASSEE RD	N/O SW 288 ST TO SW 268 ST	4	3222	2377	845	200	645	0	0	C	D	C
9825	SW 147 AVE	S/O SW 24 ST to SW 42 ST/BIRD RD	4	3222	1712	1510	78	1432	0	0	C	D	C
9826	SW 147 AVE	S/O BIRD DR EXT/SW 42 ST TO SW 56 ST	4	3866	1862	2004	163	1841	0	0	C	EE	C
9827	SW 147 AVE	S/O SW 56 ST TO SW 72 ST	4	3222	1810	1412	0	1412	0	0	C	D	C
9828	SW 147 AVE	N/O KENDALL DR/SW 88 ST TO SW 72 ST	4	3222	1784	1438	31	1407	0	0	C	D	C
9830	SW 147 AVE	S/O KENDALL DR/SW 88 ST TO SW 104 ST	4	3222	1737	1485	31	1454	0	0	C	D	C
9832	SW 147 AVE	S/O SW 104 ST TO SW 120 ST	4	3222	1810	1412	72	1340	0	0	C	D	C
9834	SW 147 AVE	S/O SW 152 ST TO SW 184 ST	2	1470	751	719	164	555	0	0	B	D	B
9836	SW 147 AVE	S/O SW 184 ST TO SW 200 ST	2	1359	1669	-310	42	-352	1	0	F	C	E+18
9838	SW 147 AVE/NARANJA RD	S/O SW 200 ST TO SW 216 ST	2	1359	1094	265	6	259	0	0	C	C	C
9840	SW 147 AVE/NARANJA RD	S/O SW 216 ST TO SW 232 ST	2	1359	800	559	1	558	0	0	C	C	C
9842	SW 147 AVE/NARANJA RD	S/O SW 232 ST TO SW 264 ST	2	1359	929	430	97	333	0	0	C	C	C
9844	SW 152 AVE	S/O KENDAL DR SW/SW 88 ST TO SW 96 ST	4	2628	875	1753	16	1737	0	0	C	D	C
9846	SW 152 AVE/KINGMAN RD	N/O 288 ST BET SW 280 ST-HEFT	2	1197	974	223	107	116	0	1	D	D	D
9848	SW 152 ST/CORAL REEF	E/O US-1 TO OLD CUTLER RD	2	1197	1344	-147	0	-147	1	0	F	D	E+5
9850	SW 152 ST/CORAL REEF	W/O SW 117 AVE TO SW 124 AVE	6	6468	4298	2170	642	1528	0	0	C	EE	C
9851	SW 157 AVE	S/O SW 8 ST TO SW 26 ST	2	1197	803	394	15	379	0	0	D	D	D
9852	SW 152 ST/CORAL REEF	W/O SW 127 AVE BET SW 124-137 AVE	6	6468	3537	2931	1075	1856	0	0	C	EE	C
9853	SW 157 AVE	S/O SW 26 ST TO SW 42 ST	2	1197	1653	-456	0	-456	1	0	F	D	E+30
9854	SW 152 ST/CORAL REEF	W/O SW 137 AVE TO SW 142 AVE	4	3866	2520	1346	25	1321	0	0	C	EE	C
9855	SW 157 AVE	S/O SW 42 ST TO SW 56 ST	4	3222	1247	1975	0	1975	0	0	C	D	C
9856	SW 157 AVE	N/O KENDALL DR/SW 88 ST TO SW 72 ST	4	3283	1927	1356	60	1296	0	0	D	EE	D
9857	SW 157 AVE	S/O KENDAL DR, FROM KENDALL DR TO SW 112 ST	4	2628	1592	1036	54	982	0	0	D	D	D
9858	SW 157 AVE/NEWTON RD	S/O SW 216 ST TO SW 272 ST	2	1359	179	1180	0	1180	0	0	C	C	C
9859	SW 157 AVE	S/O SW 152 ST TO SW 184 ST	4	3222	2210	1012	128	884	0	0	C	D	C
9860	SW 157 AVE/NEWTON RD	S/O SW 272 ST TO US-1	2	1440	448	992	103	889	0	0	C	D	C
9862	SW 167 AVE/TENNESSEE RD	S/O SW 216 ST TO SW 232 ST	2	1359	461	898	5	893	0	0	C	C	C
9864	SW 167 AVE/TENNESSEE RD	N/O 288 ST FROM SW 270 ST TO SW 304 ST	2	1197	447	750	107	643	0	0	C	D	C
9865	SW 168 ST/RICHMOND DR	E/O SW 82 AVE BET SW 87 AVE-OLD CUTLER RD	2	1197	684	513	0	513	0	0	D	D	D
9866	SW 168 ST/RICHMOND DR	W/O SW 87 AVE TO US 1	2	1522	612	910	4	906	0	0	D	EE	D
9868	SW 168 ST/RICHMOND DR	W/O US 1 TO SW 117 AVE	2	1440	809	631	425	206	0	0	C	D	C
9869	SW 182 AVE/NW 6 AVE	S/O SW 344 ST	2	1197	470	727	34	693	0	0	C	D	C
9870	SW 184 ST/EUREKA DR	W/O OLD CUTLER RD TO SW 87 AVE	2	1440	372	1068	0	1068	0	0	C	D	C

Traf Tech Engineering Inc.

Date Start: 12/13/2023
SW 162nd Ave N of SW 104th St

Start Time	12/13/2023 Wed	Northbound	Southbound	Combined Total
12:00 AM		30	32	62
01:00		18	7	25
02:00		14	13	27
03:00		14	10	24
04:00		7	26	33
05:00		55	61	116
06:00		177	319	496
07:00		360	273	633
08:00		406	353	759
09:00		284	212	496
10:00		208	174	382
11:00		220	200	420
12:00 PM		224	221	445
01:00		272	284	556
02:00		421	299	720
03:00		356	279	635
04:00		345	331	676
05:00		350	390	740
06:00		364	384	748
07:00		348	236	584
08:00		208	214	422
09:00		166	147	313
10:00		85	112	197
11:00		74	54	128
Total		5006	4631	9637
Percent		51.9%	48.1%	



Average of 740, 748, 781 and 743 = **753 veh/hr**

Traf Tech Engineering Inc.

Date Start: 12/13/2023
SW 162nd Ave N of SW 104th St

Start Time	12/14/2023 Thu	Northbound	Southbound	Combined Total
12:00 AM		39	26	65
01:00		18	11	29
02:00		15	14	29
03:00		9	9	18
04:00		14	30	44
05:00		61	73	134
06:00		177	348	525
07:00		389	292	681
08:00		441	325	766
09:00		264	210	474
10:00		207	173	380
11:00		206	195	401
12:00 PM		272	203	475
01:00		262	262	524
02:00		380	289	669
03:00		380	285	665
04:00		374	334	708
05:00		402	379	781
06:00		344	399	743
07:00		323	257	580
08:00		239	224	463
09:00		161	160	321
10:00		104	122	226
11:00		74	69	143
Total		5155	4689	9844
Percent		52.4%	47.6%	
Grand Total		10161	9320	
Percentage		52.2%	47.8%	
ADT		ADT 9,740		AADT 9,740



Average of 740, 748, 781 and 743 = **753 veh/hr**

Traf Tech Engineering Inc.

Date Start: 12/13/2023
SW 112th St E of SW 162nd Ave

Start Time	12/13/2023 Wed	Eastboud	Westbound	Combined Total
12:00 AM		31	21	52
01:00		9	15	24
02:00		9	11	20
03:00		5	7	12
04:00		20	10	30
05:00		41	53	94
06:00		226	167	393
07:00		213	330	543
08:00		175	350	525
09:00		124	244	368
10:00		118	184	302
11:00		138	200	338
12:00 PM		153	196	349
01:00		192	226	418
02:00		182	358	540
03:00		186	308	494
04:00		272	313	585
05:00		310	340	650
06:00		238	307	545
07:00		182	302	484
08:00		155	152	307
09:00		102	107	209
10:00		86	68	154
11:00		35	65	100
Total		3202	4334	7536
Percent		42.5%	57.5%	



Average of 585, 650, 579 and 668 = **621 veh/hr**

Traf Tech Engineering Inc.

Date Start: 12/13/2023
SW 112th St E of SW 162nd Ave

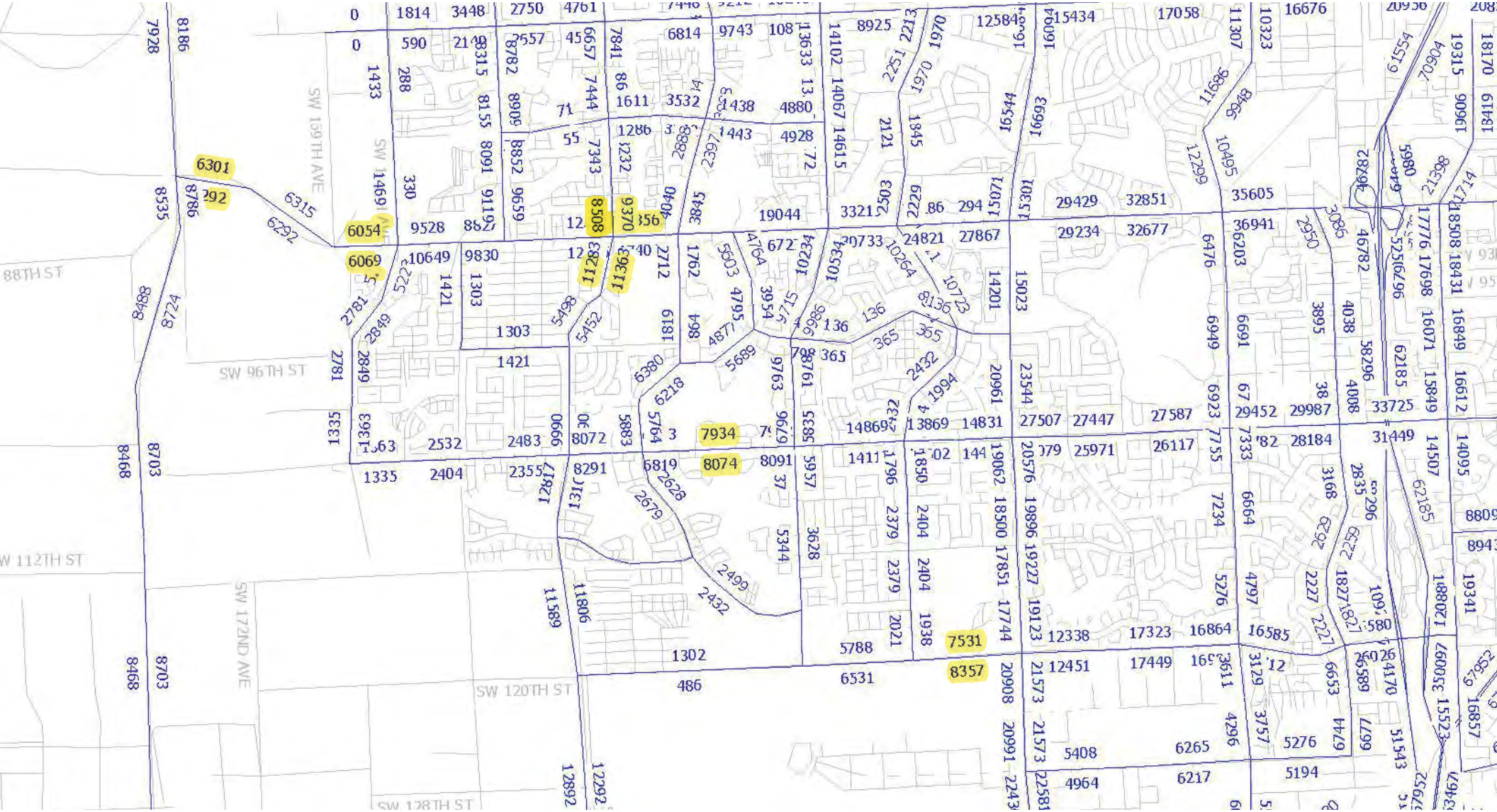
Start Time	12/14/2023 Thu	Eastboud	Westbound	Combined Total
12:00 AM		20	21	41
01:00		12	16	28
02:00		6	8	14
03:00		5	7	12
04:00		16	15	31
05:00		41	65	106
06:00		249	173	422
07:00		221	357	578
08:00		190	366	556
09:00		124	253	377
10:00		107	163	270
11:00		133	176	309
12:00 PM		162	195	357
01:00		179	216	395
02:00		158	315	473
03:00		214	313	527
04:00		247	332	579
05:00		301	367	668
06:00		236	341	577
07:00		177	288	465
08:00		149	170	319
09:00		94	116	210
10:00		75	72	147
11:00		44	45	89
Total		3160	4390	7550
Percent		41.9%	58.1%	
Grand Total		6362	8724	
Percentage		42.2%	57.8%	
ADT		ADT 7,511		AADT 7,511



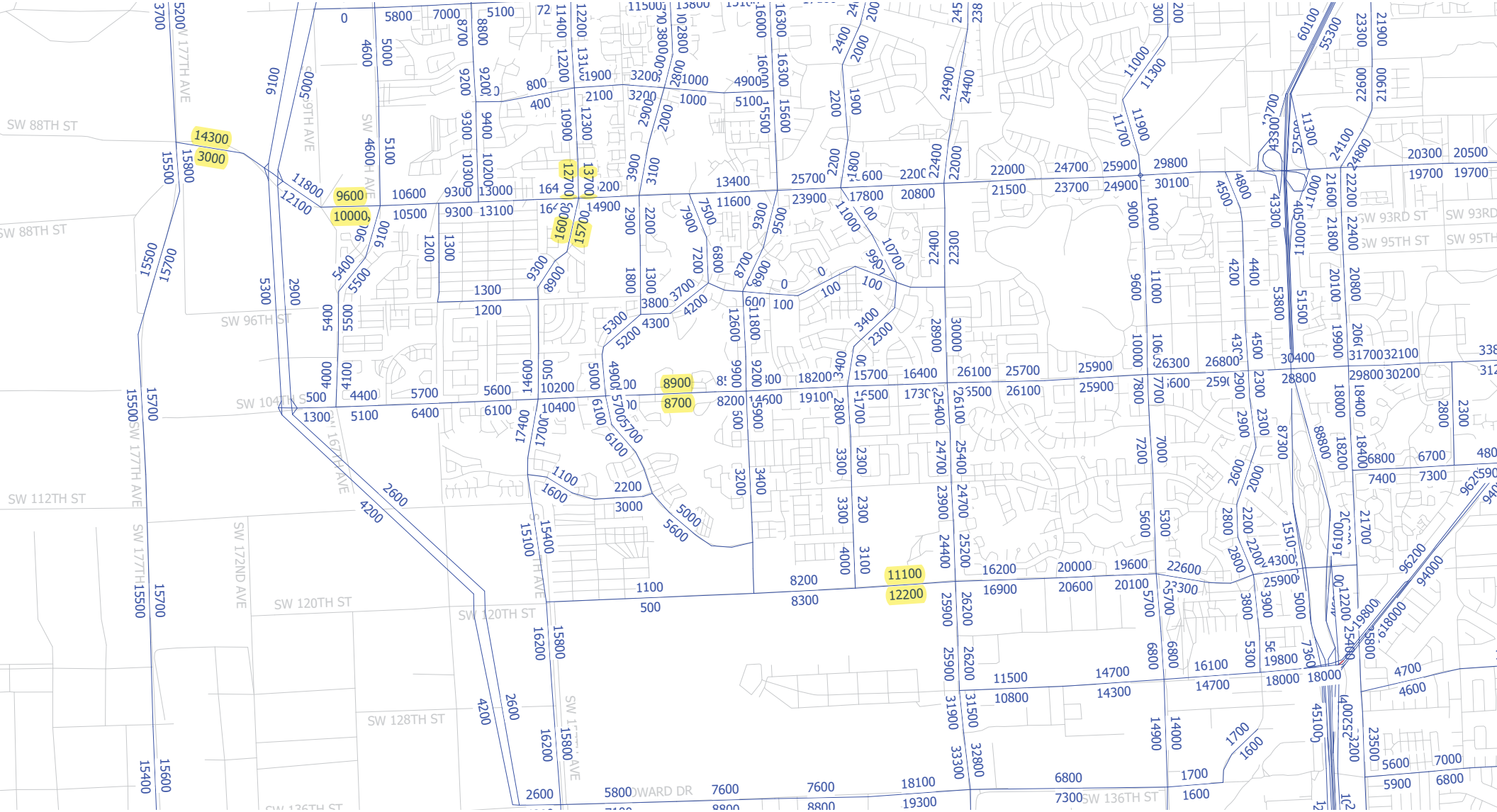
Average of 585, 650, 579 and 668 = **621 veh/hr**

ATTACHMENT B

Miami-Dade County 2015 & 2045
SERPM Plots for Area New Site


SW 159TH AVE
SW 146TH AVE
SW 96TH ST
SW 112TH ST
SW 172ND AVE
SW 120TH ST
SW 128TH ST
88TH ST
6301
6054
6069
8074
7934
8357
7531

2015 Plot


SW 88TH ST
SW 96TH ST
SW 104TH ST
SW 112TH ST
SW 120TH ST
SW 128TH ST
SW 136TH ST
SW 93RD ST
SW 95TH ST
SW 177TH AVE
SW 172ND AVE
SW 167TH AVE
SW 4600H AVE
SW 9TH AVE
14300
3000
9600
10000
8900
8700
11100
12200

2045 Plot

ATTACHMENT C

Cardinal Distribution Data



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045 LRTP SUPPORTING DOCUMENTS

DIRECTIONAL TRIP DISTRIBUTION REPORT

SEPTEMBER 2019

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1249	4149	Trips	724	874	233	494	165	29	198	411	3,175
1249	4149	Percent	23.2	28.0	7.5	15.8	5.3	0.9	6.3	13.2	
1250	4150	Trips	227	268	46	85	42	53	77	85	899
1250	4150	Percent	25.7	30.3	5.2	9.7	4.8	6.0	8.7	9.6	
1251	4151	Trips	586	545	171	292	319	95	224	307	2,617
1251	4151	Percent	23.1	21.5	6.7	11.5	12.6	3.7	8.8	12.1	
1252	4152	Trips	388	340	63	160	139	66	80	138	1,382
1252	4152	Percent	28.3	24.7	4.6	11.7	10.1	4.8	5.8	10.1	
1253	4153	Trips	195	242	109	88	76	72	107	112	1,009
1253	4153	Percent	19.5	24.2	10.9	8.8	7.6	7.2	10.7	11.2	
1254	4154	Trips	1,185	1,434	514	461	571	336	497	515	5,764
1254	4154	Percent	21.5	26.0	9.3	8.4	10.4	6.1	9.0	9.4	
1255	4155	Trips	645	704	367	267	347	315	277	359	3,346
1255	4155	Percent	19.7	21.5	11.2	8.1	10.6	9.6	8.4	11.0	
1256	4156	Trips	400	34	-	26	21	6	35	69	591
1256	4156	Percent	67.7	5.7	-	4.4	3.6	1.0	6.0	11.7	
1257	4157	Trips	657	801	314	373	130	184	376	189	3,067
1257	4157	Percent	21.7	26.5	10.4	12.3	4.3	6.1	12.5	6.3	
1258	4158	Trips	952	1,179	446	562	472	697	587	439	5,552
1258	4158	Percent	17.9	22.1	8.4	10.5	8.9	13.1	11.0	8.2	
1259	4159	Trips	1,517	2,262	598	954	778	650	830	893	8,857
1259	4159	Percent	17.9	26.7	7.1	11.2	9.2	7.7	9.8	10.5	
1260	4160	Trips	653	975	250	251	254	229	198	332	3,215
1260	4160	Percent	20.8	31.0	7.9	8.0	8.1	7.3	6.3	10.6	
1261	4161	Trips	1,399	1,621	607	664	433	317	498	733	6,651
1261	4161	Percent	22.3	25.9	9.7	10.6	6.9	5.1	8.0	11.7	
1262	4162	Trips	809	1,268	310	338	276	261	182	238	3,740
1262	4162	Percent	22.0	34.4	8.4	9.2	7.5	7.1	4.9	6.5	
1263	4163	Trips	323	469	177	255	181	93	56	196	1,766
1263	4163	Percent	18.5	26.8	10.1	14.6	10.4	5.3	3.2	11.2	
1264	4164	Trips	216	433	90	141	89	57	61	130	1,227
1264	4164	Percent	17.7	35.6	7.4	11.6	7.3	4.7	5.0	10.7	
1265	4165	Trips	477	624	162	188	137	128	128	177	2,063
1265	4165	Percent	23.6	30.9	8.0	9.3	6.8	6.3	6.3	8.8	
1266	4166	Trips	327	488	115	104	47	58	82	110	1,331
1266	4166	Percent	24.6	36.7	8.6	7.8	3.5	4.3	6.2	8.3	
1267	4167	Trips	852	1,254	750	440	296	61	314	503	4,870
1267	4167	Percent	19.1	28.1	16.8	9.9	6.6	1.4	7.0	11.3	
1268	4168	Trips	963	1,096	694	256	105	49	42	231	3,520
1268	4168	Percent	28.0	31.9	20.2	7.5	3.1	1.4	1.2	6.7	
1269	4169	Trips	2,215	2,428	1,338	1,491	690	304	286	853	10,186
1269	4169	Percent	23.1	25.3	13.9	15.5	7.2	3.2	3.0	8.9	
1270	4170	Trips	289	492	343	300	81	52	65	54	1,714
1270	4170	Percent	17.2	29.4	20.5	17.9	4.9	3.1	3.9	3.2	
1271	4171	Trips	412	986	400	172	103	-	39	85	2,236
1271	4171	Percent	18.8	44.9	18.2	7.8	4.7	-	1.8	3.9	
1272	4172	Trips	872	1,483	685	249	89	-	0	117	3,730
1272	4172	Percent	25.0	42.4	19.6	7.1	2.5	-	-	3.4	
1273	4173	Trips	446	891	377	184	92	-	65	15	2,222
1273	4173	Percent	21.6	43.0	18.2	8.9	4.5	-	3.1	0.7	
1274	4174	Trips	671	1,456	870	397	85	6	4	18	4,056
1274	4174	Percent	19.1	41.5	24.8	11.3	2.4	0.2	0.1	0.5	

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1275	4175	Trips	23	36	14	14	6	-	-	0	93
1275	4175	Percent	25.1	38.2	15.5	14.6	6.3	-	-	0.4	
1276	4176	Trips	1	12	6	0	0	-	-	0	19
1276	4176	Percent	5.8	60.1	31.3	2.0	0.2	-	-	0.7	
1277	4177	Trips	43	76	30	36	13	-	-	1	200
1277	4177	Percent	21.8	38.3	14.9	18.2	6.5	-	-	0.4	
1278	4178	Trips	110	86	29	35	11	0	-	1	284
1278	4178	Percent	40.5	31.5	10.8	12.9	4.1	0.0	-	0.2	
1279	4179	Trips	-	-	-	-	-	-	-	-	-
1279	4179	Percent	-	-	-	-	-	-	-	-	
1280	4180	Trips	889	1,090	536	262	71	-	2	151	3,140
1280	4180	Percent	29.6	36.3	17.9	8.7	2.4	-	0.1	5.0	
1281	4181	Trips	1,051	1,466	494	264	117	-	153	343	3,944
1281	4181	Percent	27.0	37.7	12.7	6.8	3.0	-	3.9	8.8	
1282	4182	Trips	1,368	1,502	616	267	235	67	294	516	5,032
1282	4182	Percent	28.1	30.9	12.7	5.5	4.8	1.4	6.0	10.6	
1283	4183	Trips	706	968	339	275	161	65	235	379	3,164
1283	4183	Percent	22.6	30.9	10.9	8.8	5.2	2.1	7.5	12.1	
1284	4184	Trips	566	533	178	261	128	108	139	198	2,127
1284	4184	Percent	26.8	25.3	8.4	12.4	6.1	5.1	6.6	9.4	
1285	4185	Trips	330	319	191	147	175	29	158	193	1,609
1285	4185	Percent	21.4	20.7	12.4	9.6	11.3	1.9	10.2	12.5	
1286	4186	Trips	915	899	556	427	271	113	351	713	4,493
1286	4186	Percent	21.6	21.2	13.1	10.1	6.4	2.7	8.3	16.8	
1287	4187	Trips	808	924	374	286	115	0	97	379	3,175
1287	4187	Percent	27.1	31.0	12.5	9.6	3.9	0.0	3.3	12.7	
1288	4188	Trips	288	451	136	100	76	4	31	160	1,263
1288	4188	Percent	23.1	36.2	10.9	8.0	6.1	0.3	2.5	12.9	
1289	4189	Trips	-	-	-	-	-	-	-	-	-
1289	4189	Percent	-	-	-	-	-	-	-	-	
1290	4190	Trips	-	-	-	-	-	-	-	-	-
1290	4190	Percent	-	-	-	-	-	-	-	-	
1291	4191	Trips	1,899	2,194	1,071	576	326	17	0	307	7,038
1291	4191	Percent	29.7	34.3	16.8	9.0	5.1	0.3	-	4.8	
1292	4192	Trips	226	156	77	101	112	13	17	63	765
1292	4192	Percent	29.6	20.4	10.0	13.2	14.7	1.6	2.2	8.3	
1293	4193	Trips	2,316	1,415	834	962	852	488	0	1,033	8,255
1293	4193	Percent	29.3	17.9	10.6	12.2	10.8	6.2	-	13.1	
1294	4194	Trips	987	1,313	364	229	171	180	-	301	3,606
1294	4194	Percent	27.8	37.0	10.3	6.5	4.8	5.1	-	8.5	
1295	4195	Trips	648	512	177	231	123	9	50	259	2,124
1295	4195	Percent	32.3	25.5	8.8	11.5	6.2	0.4	2.5	12.9	
1296	4196	Trips	1,194	865	430	628	483	98	158	321	4,452
1296	4196	Percent	28.6	20.7	10.3	15.0	11.6	2.4	3.8	7.7	
1297	4197	Trips	285	286	227	155	87	24	59	79	1,218
1297	4197	Percent	23.7	23.8	18.9	12.9	7.2	2.0	4.9	6.6	
1298	4198	Trips	462	499	242	104	60	12	84	70	1,558
1298	4198	Percent	30.1	32.6	15.8	6.8	3.9	0.8	5.5	4.6	
1299	4199	Trips	290	436	181	86	46	2	-	129	1,170
1299	4199	Percent	24.8	37.3	15.5	7.3	4.0	0.2	-	11.0	
1300	4200	Trips	223	283	92	100	36	8	0	69	820
1300	4200	Percent	27.5	34.9	11.3	12.4	4.4	1.0	-	8.5	

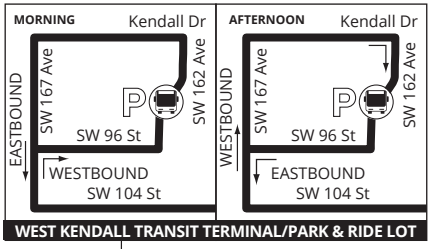
Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1249	4149	Trips	974	1,036	249	566	260	35	264	375	3,810
1249	4149	Percent	25.9	27.6	6.6	15.1	6.9	0.9	7.0	10.0	
1250	4150	Trips	258	267	91	103	63	17	45	131	983
1250	4150	Percent	26.5	27.3	9.4	10.6	6.5	1.7	4.6	13.4	
1251	4151	Trips	716	669	200	303	328	84	261	328	2,963
1251	4151	Percent	24.8	23.1	6.9	10.5	11.4	2.9	9.0	11.4	
1252	4152	Trips	450	395	100	170	160	60	125	99	1,567
1252	4152	Percent	28.9	25.3	6.4	10.9	10.3	3.9	8.0	6.4	
1253	4153	Trips	394	293	107	172	138	86	142	195	1,567
1253	4153	Percent	25.8	19.2	7.0	11.3	9.0	5.6	9.3	12.8	
1254	4154	Trips	1,390	1,500	380	580	556	323	392	429	5,856
1254	4154	Percent	25.0	27.0	6.9	10.5	10.0	5.8	7.1	7.7	
1255	4155	Trips	699	827	306	406	396	226	252	295	3,475
1255	4155	Percent	20.5	24.3	9.0	11.9	11.6	6.6	7.4	8.7	
1256	4156	Trips	1,677	163	-	97	19	19	37	282	2,535
1256	4156	Percent	73.1	7.1	-	4.2	0.8	0.8	1.6	12.3	
1257	4157	Trips	740	800	285	426	226	120	247	195	3,116
1257	4157	Percent	24.4	26.3	9.4	14.0	7.4	4.0	8.1	6.4	
1258	4158	Trips	1,309	1,481	556	856	649	660	596	545	6,997
1258	4158	Percent	19.7	22.3	8.4	12.9	9.8	9.9	9.0	8.2	
1259	4159	Trips	1,528	2,233	637	1,273	916	588	610	696	8,766
1259	4159	Percent	18.0	26.3	7.5	15.0	10.8	6.9	7.2	8.2	
1260	4160	Trips	925	1,009	312	407	197	114	183	338	3,557
1260	4160	Percent	26.6	29.0	9.0	11.7	5.7	3.3	5.2	9.7	
1261	4161	Trips	1,631	2,034	869	870	423	250	472	750	7,735
1261	4161	Percent	22.3	27.9	11.9	11.9	5.8	3.4	6.5	10.3	
1262	4162	Trips	883	1,089	298	447	196	151	138	269	3,593
1262	4162	Percent	25.4	31.4	8.6	12.9	5.6	4.3	4.0	7.7	
1263	4163	Trips	387	633	262	264	155	140	48	175	2,116
1263	4163	Percent	18.8	30.7	12.7	12.8	7.5	6.8	2.3	8.5	
1264	4164	Trips	218	293	86	114	84	24	52	61	956
1264	4164	Percent	23.4	31.4	9.3	12.2	9.0	2.6	5.6	6.6	
1265	4165	Trips	517	701	249	214	221	142	115	226	2,473
1265	4165	Percent	21.7	29.4	10.4	9.0	9.3	5.9	4.8	9.5	
1266	4166	Trips	299	492	151	174	30	35	75	87	1,368
1266	4166	Percent	22.3	36.6	11.3	13.0	2.2	2.6	5.6	6.5	
1267	4167	Trips	985	1,559	889	723	389	46	361	728	6,334
1267	4167	Percent	17.4	27.5	15.7	12.7	6.9	0.8	6.4	12.8	
1268	4168	Trips	904	1,102	570	341	92	25	65	202	3,353
1268	4168	Percent	27.4	33.4	17.3	10.3	2.8	0.7	2.0	6.1	
1269	4169	Trips	2,515	3,035	1,677	1,978	827	222	524	1,024	12,492
1269	4169	Percent	21.3	25.7	14.2	16.8	7.0	1.9	4.4	8.7	
1270	4170	Trips	735	962	595	470	88	21	144	133	3,306
1270	4170	Percent	23.4	30.6	18.9	14.9	2.8	0.7	4.6	4.2	
1271	4171	Trips	618	1,083	373	176	60	-	55	75	2,504
1271	4171	Percent	25.3	44.4	15.3	7.2	2.5	-	2.3	3.1	
1272	4172	Trips	812	1,328	507	249	54	-	0	160	3,388
1272	4172	Percent	26.1	42.7	16.3	8.0	1.7	-	-	5.2	
1273	4173	Trips	713	1,076	467	375	176	0	183	43	3,234
1273	4173	Percent	23.5	35.5	15.4	12.4	5.8	-	6.0	1.4	
1274	4174	Trips	2,170	3,574	2,210	1,203	267	4	16	124	12,255
1274	4174	Percent	22.7	37.4	23.1	12.6	2.8	0.0	0.2	1.3	

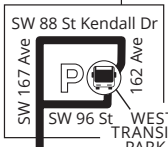
Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1275	4175	Trips	30	42	4	20	2	-	-	0	98
1275	4175	Percent	30.3	42.9	4.5	20.0	2.0	-	-	0.3	
1276	4176	Trips	7	43	8	4	0	-	-	0	62
1276	4176	Percent	11.4	68.4	12.9	7.0	0.1	-	-	0.2	
1277	4177	Trips	93	135	35	34	1	-	-	1	298
1277	4177	Percent	31.2	45.1	11.6	11.5	0.3	-	-	0.2	
1278	4178	Trips	149	118	60	62	7	0	-	1	409
1278	4178	Percent	37.5	29.7	15.1	15.7	1.8	0.0	-	0.2	
1279	4179	Trips	-	-	-	-	-	-	-	-	-
1279	4179	Percent	-	-	-	-	-	-	-	-	
1280	4180	Trips	896	940	486	326	60	-	0	142	3,070
1280	4180	Percent	31.4	33.0	17.1	11.4	2.1	-	-	5.0	
1281	4181	Trips	1,061	1,445	547	413	139	-	97	373	4,127
1281	4181	Percent	26.0	35.5	13.4	10.1	3.4	-	2.4	9.2	
1282	4182	Trips	1,356	1,988	722	464	187	52	286	609	5,989
1282	4182	Percent	23.9	35.1	12.8	8.2	3.3	0.9	5.0	10.8	
1283	4183	Trips	782	930	323	319	133	36	169	240	2,985
1283	4183	Percent	26.7	31.7	11.0	10.9	4.5	1.2	5.8	8.2	
1284	4184	Trips	651	751	256	340	140	50	163	236	2,609
1284	4184	Percent	25.2	29.0	9.9	13.1	5.4	1.9	6.3	9.1	
1285	4185	Trips	493	457	340	276	187	42	195	297	2,380
1285	4185	Percent	21.5	20.0	14.9	12.1	8.2	1.9	8.5	13.0	
1286	4186	Trips	1,157	1,096	541	586	351	44	235	497	4,842
1286	4186	Percent	25.7	24.3	12.0	13.0	7.8	1.0	5.2	11.0	
1287	4187	Trips	1,029	1,029	509	351	193	0	53	484	3,948
1287	4187	Percent	28.2	28.2	14.0	9.6	5.3	0.0	1.5	13.3	
1288	4188	Trips	333	438	190	84	32	2	21	94	1,225
1288	4188	Percent	27.9	36.7	15.9	7.0	2.7	0.2	1.8	7.9	
1289	4189	Trips	-	-	-	-	-	-	-	-	-
1289	4189	Percent	-	-	-	-	-	-	-	-	
1290	4190	Trips	-	-	-	-	-	-	-	-	-
1290	4190	Percent	-	-	-	-	-	-	-	-	
1291	4191	Trips	1,970	2,190	1,140	696	242	19	-	436	7,259
1291	4191	Percent	29.4	32.7	17.0	10.4	3.6	0.3	-	6.5	
1292	4192	Trips	227	205	107	162	106	8	3	104	922
1292	4192	Percent	24.6	22.2	11.6	17.6	11.5	0.9	0.3	11.3	
1293	4193	Trips	4,154	2,570	1,488	1,888	1,439	484	0	2,016	15,611
1293	4193	Percent	29.6	18.3	10.6	13.5	10.3	3.5	-	14.4	
1294	4194	Trips	1,419	1,293	495	201	180	206	-	425	4,301
1294	4194	Percent	33.6	30.6	11.7	4.8	4.3	4.9	-	10.1	
1295	4195	Trips	789	546	250	292	188	13	32	283	2,457
1295	4195	Percent	33.0	22.8	10.4	12.2	7.9	0.5	1.4	11.8	
1296	4196	Trips	1,507	1,079	481	605	584	83	132	452	5,272
1296	4196	Percent	30.6	21.9	9.8	12.3	11.9	1.7	2.7	9.2	
1297	4197	Trips	476	530	302	142	80	8	46	169	1,769
1297	4197	Percent	27.1	30.2	17.2	8.1	4.6	0.5	2.6	9.6	
1298	4198	Trips	427	472	216	151	89	0	31	115	1,544
1298	4198	Percent	28.5	31.4	14.4	10.0	6.0	0.0	2.1	7.6	
1299	4199	Trips	600	580	160	152	87	4	-	182	1,826
1299	4199	Percent	34.0	32.9	9.1	8.6	4.9	0.3	-	10.3	
1300	4200	Trips	322	239	99	53	59	0	0	93	884
1300	4200	Percent	37.2	27.7	11.4	6.1	6.8	0.0	-	10.7	

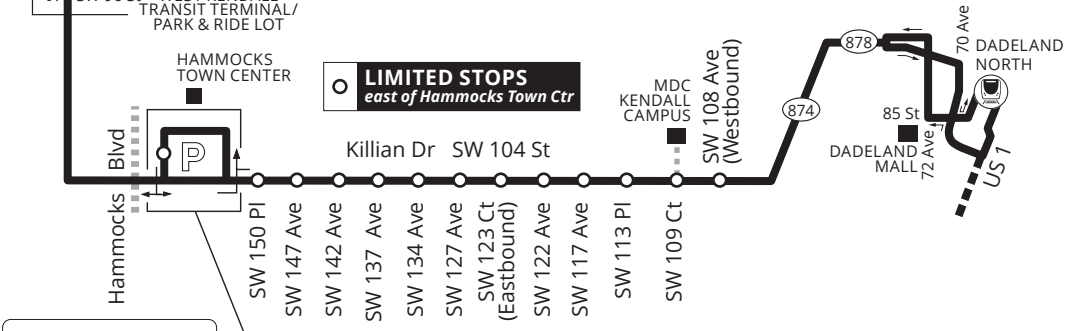
ATTACHMENT D

Transit Route Data

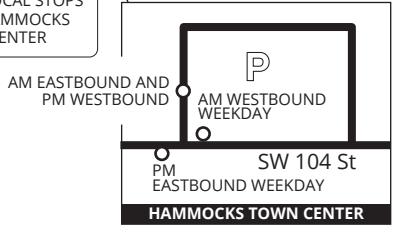
204
KILLIAN KAT



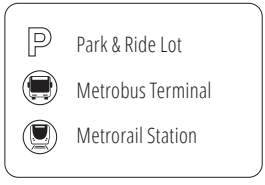




MAKES ALL LOCAL STOPS WEST OF HAMMOCKS TOWN CENTER



WEEKDAY AM WESTBOUND TRIPS AND PM EASTBOUND TRIPS DO NOT ENTER HAMMOCKS TOWN CENTER AND WILL SERVE THE BUS STOP ON SW 104 ST



NORTH
06/2022

WEEKDAYS / DIAS LABORABLES / JOU LASEMÈN

EASTBOUND
RUMBO ESTE / DIREKSYON IS

	MORNING MAÑANA / MATEN														AFTERNOON TARDE / APREMIDI											
	AM													PM												
West Kendall Transit Terminal	5:26	6:10	6:25	6:33	6:48	6:55	7:18	7:45	8:03	8:13	8:23	8:33	8:55	9:32	3:40	3:54	4:26	4:41	5:11	5:26	5:56	6:11	6:26	6:42	6:57	7:42	8:15
SW 88 St & 167 Ave	5:28	6:12	6:27	6:35	6:50	6:57	7:20	7:47	8:05	8:15	8:25	8:35	8:57	9:34	-	-	-	-	-	-	-	-	-	-	-	-	-
SW 104 St & Hammocks Blvd	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3:47	4:01	4:33	4:48	5:18	5:33	6:03	6:18	6:33	6:49	7:04	7:49	8:22
Hammocks Town Center	5:36	6:20	6:36	6:44	6:59	7:06	7:29	7:56	8:14	8:24	8:34	8:44	9:06	9:43	-	-	-	-	-	-	-	-	-	-	-	-	-
SW 104 St & 113 Pl	5:49	6:35	6:51	6:59	7:17	7:24	7:47	8:14	8:32	8:42	8:52	9:02	9:24	10:01	3:59	4:12	4:44	4:59	5:29	5:44	6:14	6:29	6:44	7:00	7:15	8:00	8:33
Dadeland North Metrorail Station	6:02	6:52	7:11	7:19	7:37	7:44	8:07	8:34	8:52	9:02	9:12	9:22	9:44	10:14	4:12	4:25	4:57	5:12	5:42	5:57	6:27	6:42	6:57	7:12	7:27	8:12	8:45

WESTBOUND
RUMBO OESTE / DIREKSYON WÈS

	MORNING MAÑANA / MATEN								AFTERNOON TARDE / APREMIDI																	
	AM								PM																	
Dadeland North Metrorail Station	6:10	7:04	7:23	7:31	7:44	7:54	8:18	8:49	2:55	3:10	3:40	3:52	4:22	4:32	5:04	5:19	5:34	5:49	5:57	6:04	6:34	6:50	7:06	7:20	7:35	8:25	8:50
SW 104 St & 113 Pl	6:21	7:16	7:35	7:43	7:56	8:06	8:30	9:01	3:07	3:22	3:52	4:07	4:37	4:47	5:19	5:34	5:49	6:04	6:12	6:19	6:49	7:05	7:18	7:32	7:47	8:37	9:02
SW 104 St & Hammocks Town Center	6:33	7:28	7:47	7:55	8:08	8:18	8:42	9:13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hammocks Town Center	-	-	-	-	-	-	-	-	3:19	3:34	4:04	4:19	4:49	4:59	5:31	5:46	6:01	6:16	6:24	6:31	7:01	7:17	7:30	7:44	7:59	8:49	9:14
SW 88 St & 167 Ave	-	-	-	-	-	-	-	-	3:28	3:43	4:13	4:28	4:58	5:08	5:40	5:55	6:10	6:25	6:33	6:40	7:09	7:25	7:38	7:52	8:07	8:57	9:22
West Kendall Transit Terminal	6:40	7:35	7:54	8:02	8:15	8:25	8:49	9:20	3:29	3:44	4:14	4:29	4:59	5:09	5:41	5:56	6:11	6:26	6:34	6:41	7:10	7:26	7:39	7:53	8:08	8:58	9:23

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions.
Las horas publicadas son aproximadas, pues dependen del trafico y otras condiciones de las vias. | Ore yo apwoksimatif. Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.

06.2022

204 KILLIAN KAT

@GoMiamiDade GO Miami-Dade Transit
miamidade.gov/transit 311 or 305.468.5900 TTY/Fla Relay: 711
MIAMI-DADE COUNTY

ATTACHMENT E

Maps
Roadway Network
Functional Classification
and Non-Motorized Network

Recommendations:

- Widen SW 104th Street (2 to 4 lanes) (SW 167th Ave to SW 162nd Ave)
- Widen SW 162nd Avenue (2 to 4 lanes) (SW 104th Street to SW 112th Street)

N

Kendall Drive

SW 96 Street

SW 104 Street

SW 112 Street

SW 120 Street

Krome Avenue

SW 167th Avenue

SW 162nd Avenue

SW 157th Avenue

SW 152nd Avenue

SW 147th Avenue

SW 137th Avenue

Hammocks Blvd

Black Creek Canal

4L

6L

2L to 4L

Portofino Site

LOS C or Better

LOS D

LOS E

LOS F

TRAFTECH ENGINEERING, INC.

Planned Roadway Network Map (LOS)

FIGURE ONE
Portofino
Miami-Dade County, Florida

Recommendations:

- Re-classify SW 162nd Avenue from "local" to County Major Collector (SW 104th Street to SW 112th Street)

N

Kendall Drive

SW 96 Street

SW 104 Street

SW 112 Street

SW 120 Street

Krome Avenue

SW 167th Avenue

SW 162nd Avenue

SW 157th Avenue

SW 152nd Avenue

SW 147th Avenue

SW 137th Avenue

Hammocks Blvd

Portofino Site

Black Creek Canal

Principal Arterial

Minor Arterial

Major Collector

Local

TRAFTECH ENGINEERING, INC.

Roadway Functional Classification Map

FIGURE THREE
Portofino
Miami-Dade County, Florida

N

Kendall Drive

Krome Avenue

SW 167th Avenue

SW 162nd Avenue

SW 157th Avenue

SW 152nd Avenue

SW 147th Avenue

SW 137th Avenue

SW 96 Street

SW 104 Street

SW 120 Street

Portofino Site

Hammocks Blvd

Black Creek Canal

Greenways Network

Existing Multi Use Lane

Existing Bike Lane

TRAFTECH ENGINEERING, INC.

Planned Non-Motorized Network Map

FIGURE SIX
Portofino
Miami-Dade County, Florida

Appendix 21-6

SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	6:00 a.m.	9:00 a.m.	30 min
	9:00 a.m.	4:00 p.m.	40 min
	4:00 p.m.	8:00 p.m.	30 min
SATURDAY SÁBADO SAMDI	5:30 a.m.	8:00 p.m.	45 min
SUNDAY DOMINGO DIMANCH	6:00 a.m.	8:00 p.m.	40 min

Frequencies are approximate and may vary depending on traffic and road conditions / Frecuencias son aproximadas, pues dependen del trafico y otras condiciones de las vias / Asosye yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo



Language Assistance: Miami-Dade Transit (MDT) is committed to providing information about its transit services to passengers with limited English as part of its non-discrimination program. MDT publishes route information in Spanish and Haitian Creole and offers assistance in both languages at our Call Center at 3-1-1 or 305- 468-5900. For more information, call MDT's Office of Civil Rights & Labor Relations at 786-469-5486.

Miami-Dade County provides equal access and equal opportunity in employment and does not discriminate on the basis of disability in its programs or services. Auxiliary aids and services for communication are available with five days' advance notice. For material in alternate format (audiotape, Braille or computer disk), a signlanguage interpreter or other accommodations, please contact: Miami-Dade Transit, Office of Civil Rights and Labor Relations, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Attention: ADA Coordinator. Telephone: 786-469-5225, Fax: 786-469-5589. E-mail: DTPW-ADA@miamidade.gov.

Español: El Departamento de Transporte Público de Miami-Dade (MDT, su sigla en inglés) está dedicado a proveer información sobre sus servicios a los pasajeros que no hablan inglés. MDT publica información sobre sus rutas de autobús en español y creole haitiano y ofrece asistencia en ambos idiomas en nuestro Centro de Llamadas en el 3-1-1 o 305-468-5900. Para más informacion, llame la Oficina de Derechos Humanos y Relaciones Laborales de MDT al 786-469-5486.

El Condado de Miami-Dade ofrece igualdad de acceso y de oportunidades en el empleo y no practica la discriminación por discapacidad, en sus programas o servicios. Los dispositivos y servicios de ayuda auditiva para la comunicación están disponibles previa solicitud, con cinco días de anticipación. Para obtener materiales en formato alternativo (cinta de audio, Braille o disco de computadora), para solicitar un intérprete del lenguaje de las señas u otros servicios similares sírvase llamar a: Transporte de Miami-Dade, Oficina de Derechos Civiles y Relaciones Laborales, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atención: ADA Coordinator. Teléfono: 786-469-5225, Fax: 786-469-5589. Correo electrónico: DTPW-ADA@miamidade.gov.

Kreyòl Ayisyen: Miami-Dade Transit (MDT) angaje li a bay pasaje ak konesans limite an Anglè yo tout enfòmasyon sou sèvis transpò piblik nan lang pa yo. MDT pibliye enfòmasyon sou trajè otobis yo an Espanyòl ak an Kreyòl Ayisyen epi li bay asistans nan toude lang yo nan Sant Repons nou an 3-1-1 oswa 305-468-5900. Pou plis enfòmasyon, rele Biwo Dwa Sivik ak Relasyon Travay MDT la nan 786-469-5486.

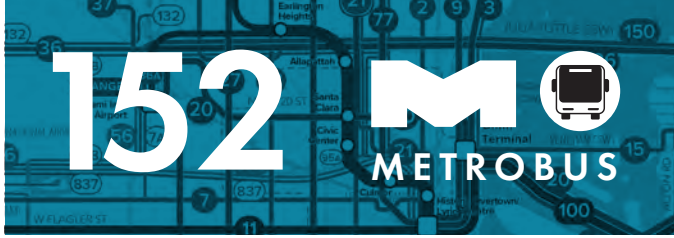
Konte Miami-Dade bay aksè ak opòtinite egal ego nan anplwa epi li pa fè diskriminasyon baze sou enfi mite nan pwogram li yo ak sèvis li yo. Aparèy ak sèvis kominikasyon pou moun ki pa tande/wè byen yo disponib ak yon preyavi senk jou. Pou jwenn dokiman nan lòt fòma (tep odyo, Bray oswa disk konpit), sèvis yon entèprèt ki pale lang siy oswa lòt akomodasyon, tanpri kontakte: Miami-Dade Transit, Biwo Dwa Civil ak Relasyon Travay, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atansyon: ADA Coordinator. Telefòn: 786-469-5225, Faks: 786-469-5589. Imel: DTPW-ADA@miamidade.gov.

miamidade.gov/transportation

Information • Información • Enfòmasyon

311 (305.468.5900) TTY/Florida Relay: **711**

@GoMiamiDade **GO Miami-Dade Transit**



APRIL 2024 ABRIL 2024 | AVRIL 2024

- Local service seven days a week.
- Travels from Country Walk to the TransitWay SW 152 Street Park & Ride lot along SW 152 St (Coral Reef Dr).
- Stops include the Park & Ride at Coral Reef Dr and the Florida Turnpike.
- Stops at ZooMiami on weekends during zoo hours.

- Servicio local los siete días de la semana.
- Va desde Country Walk hasta el estacionamiento Park & Ride de TransitWay en SW 152 Street, pasando por SW 152 St (Coral Reef Dr).
- Con paradas en el estacionamiento Park & Ride de Coral Reef Dr y Florida Turnpike.
- Con paradas en ZooMiami los fines de semana durante el horario de apertura del zoológico.

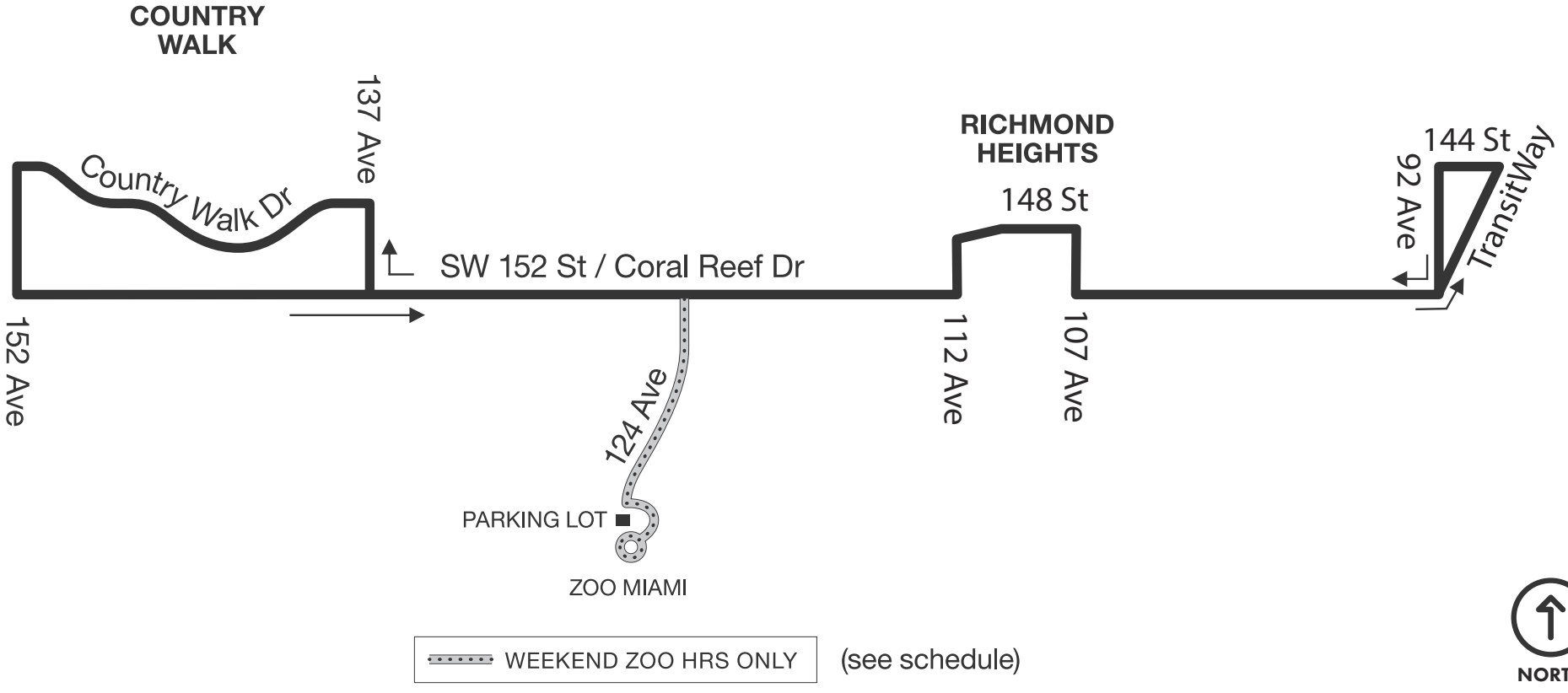
- Sèvis lokal sèt jou psou sèt.
- Vwayaje soti nan Country Walk rive nan TransitWay SW 152 Street Park & Ride sou SW 152 St (Coral Reef Dr).
- Arè yo ge ladan Park & Ride nan Coral Reef Dr ak Florida Turnpike.
- Arè nan ZooMiami nan wikenn pandan lè pak zowolojik la ouvè.

MORE INFORMATION
MÁS INFORMACIÓN | PLIS ENFÒMASYON

MIAMI-DADE COUNTY

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

152


COUNTRY WALK
137 Ave
Country Walk Dr
SW 152 St / Coral Reef Dr
RICHMOND HEIGHTS
148 St
144 St
92 Ave
TransitWay
152 Ave
124 Ave
112 Ave
107 Ave
PARKING LOT
ZOO MIAMI
WEEKEND ZOO HRS ONLY
(see schedule)
NORTH

11/2023

Metrobus Routes Schedule

Miami-Dade METROBUS

152 (Eastbound) WEEKDAY				
SW 152 AV & SW 152 ST	SW 152 ST & SW 137 AV	ZOO MIAMI MAIN ENTRANCE	SW 152 ST & SW 117 AV	TRANSITWAY & 152 ST
05:29AM	05:35AM	-	05:43AM	05:55AM
05:48AM	05:54AM	-	06:07AM	06:25AM
06:15AM	06:23AM	-	06:36AM	06:54AM
06:50AM	06:58AM	-	07:07AM	07:24AM
07:19AM	07:27AM	-	07:36AM	07:53AM
07:51AM	07:59AM	-	08:08AM	08:23AM
08:20AM	08:28AM	-	08:37AM	08:52AM
09:01AM	09:09AM	-	09:18AM	09:32AM
09:41AM	09:49AM	-	09:58AM	10:12AM
10:21AM	10:29AM	-	10:38AM	10:52AM
11:01AM	11:09AM	-	11:18AM	11:32AM

11:42AM	11:50AM	-	11:59AM	12:13PM
12:22PM	12:30PM	-	12:39PM	12:53PM
01:02PM	01:09PM	-	01:18PM	01:33PM
01:43PM	01:50PM	-	01:59PM	02:14PM
02:20PM	02:27PM	-	02:36PM	02:50PM
03:02PM	03:09PM	-	03:19PM	03:32PM
03:32PM	03:39PM	-	03:49PM	04:02PM
04:01PM	04:08PM	-	04:18PM	04:31PM
04:31PM	04:38PM	-	04:48PM	05:01PM
05:01PM	05:08PM	-	05:18PM	05:31PM
05:33PM	05:40PM	-	05:50PM	06:03PM
06:05PM	06:12PM	-	06:20PM	06:33PM
06:34PM	06:41PM	-	06:49PM	07:02PM
07:06PM	07:13PM	-	07:20PM	07:32PM
07:38PM	07:45PM	-	07:52PM	08:04PM
08:09PM	08:16PM	-	08:23PM	08:35PM

Back to previous page

MIAMI-DADE COUNTY

METROBUS SYSTEM

SISTEMA DEL METROBÚS • SISTÈM METROBUS

JULY 2025 • JULIO 2025 • JIYÈ 2025

Metrobus routes • Rutas de Metrobús • Wout Metrobus

During weekdays at midday, the bus comes every...
Los días laborables durante el horario del mediodía, el autobús pasa cada...
Pandan lasemèn, nan mitan jounen, otobis la vini chak....

- **10 minutes or less** • minutos o menos • *minit oswa mwens*
- **15 minutes** • minutos • minit
- **20 minutes** • minutos • minit
- **30 minutes** • minutos • minit
- **60 minutes** • minutos • minit
- **Peak-Only or Limited Service**
  Servicio limitado o solamente en horas pico
  Èdepwent sèlman oswa sèvis limite

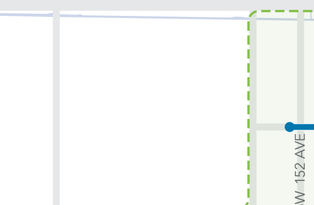
Other transit services

Otros servicios de transporte público • Lòt sèvis transpò piblik

- **MetroConnect Zone**
  Zona de servicio de MetroConnect
  Zòn MetroConnect
- **Metrorail and Station**
  Metrorail y estación
  Metrorail ak estasyon
- **Metromover and Station**
  Metromover y estación
  Metromover ak estasyon
- **South Dade TransitWay Stations**
  Estaciones de transporte rápido de South Dade TransitWay
  Estasyon TransitWay South Dade
- **Tri-Rail**
- **Brightline**

This is a general reference map. Consult individual route maps for details.
Use este mapa como referencia general. Para más detalles, consulte el mapa específico de cada ruta.
Sa se yon kat referans jeneral. Konsilte kat jewografik wout an patikilye pou plis detay.

Some routes combine to provide higher frequency on a single route.
Algunas rutas se unen para proveer servicio más frecuente en una sola ruta.
Genyen kèk wout ki konbine pou ofri plis frekans sou yon sèl wout.



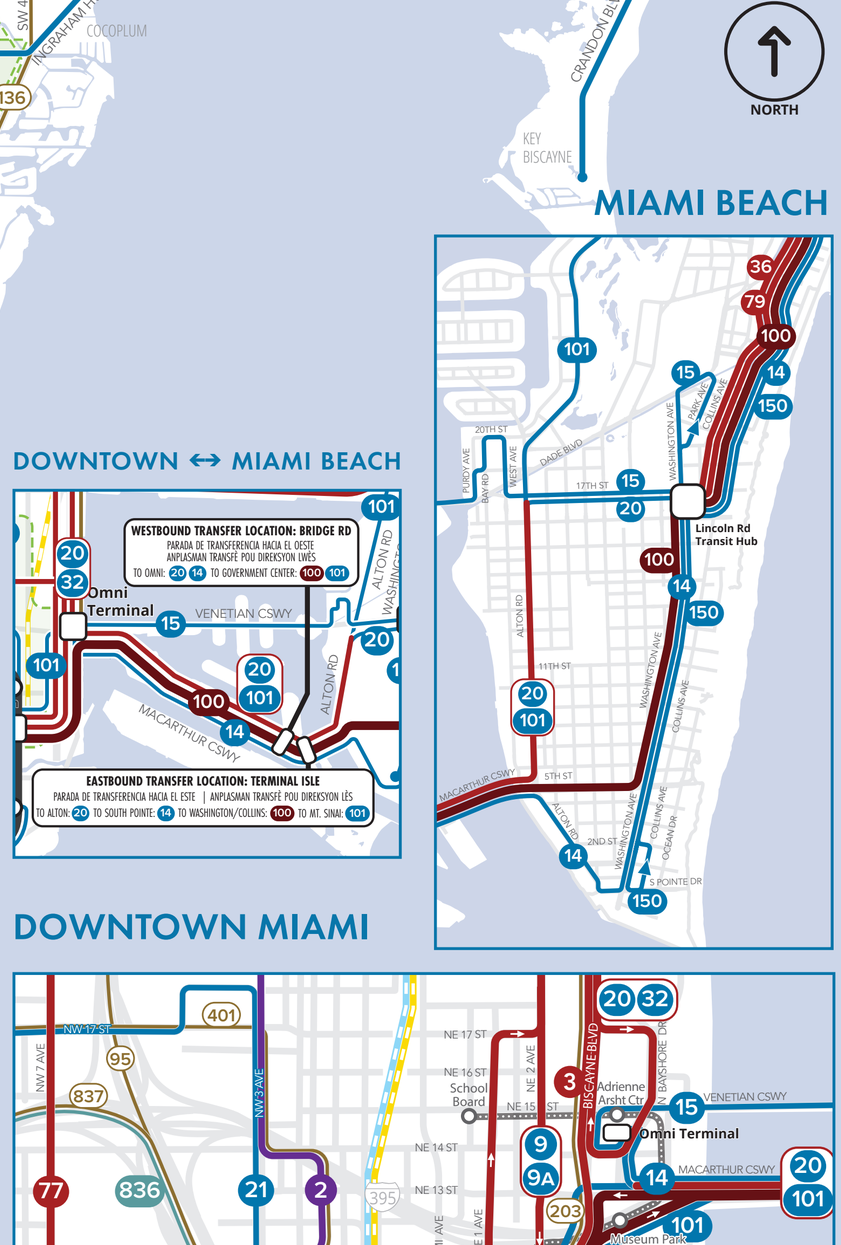
Route branches
Rutas ramales
Anbranchman pakou

Combined on a single route
Combinado en una sola ruta
Konbine sou yon sèl wout

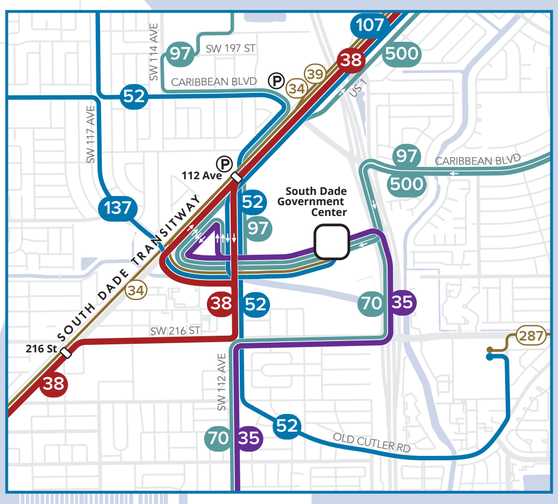
MIAMI BEACH

DOWNTOWN ↔ MIAMI BEACH

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MIAMI-DADE COUNTY

Appendix 21-7

Roadway Segments	Direction	Existing Number of Lanes	Q/LOS REFERENCE CLASSIFICATION / REFERENCE SPEED	Count Station[1]	Adopted LOS Standard[2]	AADT Volume	K-Factor	Existing PM peak Hour Two-Way Volume	D-Factor	Primary Direction	Existing PM Peak Hour Directional Volume[3]	Adjustment Factors	Calculations	Maximum Service Volume[3]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
SW 8 Street / US-41 / Tamiami Trail																
SW 187 Avenue to SW 177 Avenue	EB	1LU	C2	870003	C			567	52.7%	EB	299	LT	430*1.05	452	Yes	No
	WB	1LU			C						268	LT	430*1.05	452	Yes	No
SW 177 Avenue to SW 157 Avenue	EB	2LD	C2	870377	C			2,099	52.7%	WB	993	-	2390	2,390	Yes	No
	WB	2LD			C						1,106	LT	2390*1.05	2,510	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	3LD	C3R	870089	E+20			5,032	52.7%	WB	2,380	E+20 & RT	2840*1.2*1.05	3,578	Yes	No
	WB	3LD			E+20						2,652	E+20	2840*1.2	3,408	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	C3C	870088	E+20			3,091	52.7%	WB	1,462	E+20 & RT	3000*1.2*1.05	3,780	Yes	No
	WB	3LD			E+20						1,629	E+20 & RT	3000*1.2*1.05	3,780	Yes	No
SW 127 Avenue to HEFT	EB	3LD	C3C	872561	E			3,955	52.7%	WB	1,871	RT	3000*1.05	3,150	Yes	No
	WB	3LD			E						2,084	RT	3000*1.05	3,150	Yes	No
HEFT to SW 107 Avenue	EB	3LD	C4	870090	D			3,751	52.7%	WB	1,774	RT	2810*1.05	2,951	Yes	No
	WB	3LD			D						1,977	-	2810	2,810	Yes	No
SW 88 Street / SR 94 / Kendall Drive																
SW 177 Avenue to SW 167 Avenue	EB	2LD	C3R	870010	D			2,073	52.7%	WB	981	LT	1850*1.05	1,943	Yes	No
	WB	2LD			D						1,092	LT	1850*1.05	1,943	Yes	No
SW 167 Avenue to SW 157 Avenue	EB	3LD	C3C	872529	E+20			2,689	52.7%	WB	1,272	E+20	3000*1.2	3,600	Yes	No
	WB	3LD			E+20						1,417	E+20	3000*1.2	3,600	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	3LD	C3C	871080	E+20			3,943	52.7%	WB	1,865	E+20	3000*1.2	3,600	Yes	No
	WB	3LD			E+20						2,078	E+20	3000*1.2	3,600	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	3LD	C3C	9206	D			3,580	52.7%	WB	1,693	RT	2680*1.05	2,814	Yes	No
	WB	3LD			D						1,887	-	2680	2,680	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	C3C	870060	E+20			4,827	52.7%	WB	2,283	E+20	3000*1.2	3,600	Yes	No
	WB	3LD			E+20						2,544	E+20 & RT	3000*1.2*1.05	3,780	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	C4	870062	E+20			5,981	52.7%	WB	2,829	E+20	2990*1.2	3,588	Yes	No
	WB	4LD			E+20						3,152	E+20 & RT	3510*1.2*1.05	4,423	Yes	No
SW 104 Street																
SW 157 Avenue to SW 147 Avenue	EB	2LD	40 MPH	9724	E+20			2,141	52.7%	WB	1,013	E + 20 & NSSR	2090*1.2*0.9	2,257	Yes	No
	WB	2LD			E+20						1,128	E + 20 & NSSR	2090*1.2*0.9	2,257	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	40 MPH	9722	E+20			2,487	52.7%	WB	1,176	E + 20 & NSSR	2090*1.2*0.9	2,257	Yes	No
	WB	2LD			E+20						1,311	E + 20 & NSSR	2090*1.2*0.9	2,257	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	40 MPH	9720	E+20			3,179	52.7%	WB	1,504	E + 20 & NSSR	3100*1.2*0.9	3,348	Yes	No
	WB	3LD			E+20						1,675	E + 20 & NSSR	3100*1.2*0.9	3,348	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	40 MPH	9718	E+20			4,123	52.7%	WB	1,950	E + 20 & NSSR	3100*1.2*0.9	3,348	Yes	No
	WB	3LD			E+20						2,173	E + 20 & NSSR	3100*1.2*0.9	3,348	Yes	No
SW 117 Avenue to SR 874	EB	3LD	40 MPH	9716	E+20			3,817	52.7%	WB	1,805	E + 20 & NSSR	3100*1.2*0.9	3,348	Yes	No
	WB	3LD			E+20						2,012	E + 20 & NSSR	3100*1.2*0.9	3,348	Yes	No
SW 120 Street																
SW 157 Avenue to SW 147 Avenue	EB	2LD	40 MPH	9763	D			1,360	52.7%	WB	643	NSSR	2000*0.9	1,800	Yes	No
	WB	2LD			D						717	NSSR	2000*0.9	1,800	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	40 MPH	9762	D			2,226	52.7%	WB	1,053	NSSR & RT	2000*0.9*1.05	1,890	Yes	No
	WB	2LD			D						1,173	NSSR	2000*0.9	1,800	Yes	No
SW 137 Avenue to SW 122 Avenue	EB	2LD	35 MPH	9760	D			2,252	52.7%	WB	1,065	NSSR	1630*0.9	1,467	Yes	No
	WB	2LD			D						1,187	NSSR	1630*0.9	1,467	Yes	No
SW 122 Avenue to SW 117 Avenue	EB	2LD	35 MPH	878249	D	31,000	9.00%	2,790	52.7%	WB	1,320	NSSR	1630*0.9	1,467	Yes	No
	WB	2LD			D						1,470	NSSR	1630*0.9	1,467	No	Yes
SW 136 Street																
SW 162 Avenue to SW 157 Avenue	EB	2LD	35 MPH	NDS	D						1,340	NSSR	1630*0.9	1,467	Yes	No
	WB	2LD			D						988	NSSR	1630*0.9	1,467	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	2LD	35 MPH	NDS	D						587	NSSR	1630*0.9	1,467	Yes	No
	WB	2LD			D						741	NSSR	1630*0.9	1,467	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	2LD	35 MPH	878771	D					WB	394	NSSR	1630*0.9	1,467	Yes	No
	WB	2LD			D						460	NSSR	1630*0.9	1,467	Yes	No
SW 144 Street																
SW 162 Avenue to SW 157 Avenue	EB	1LU	30 MPH	NDS	D						101	NSSR & RT	750*0.9*1.05	709	Yes	No
	WB	1LU			D						219	NSSR	750*0.9	675	Yes	No
SW 152 Street																
SW 162 Avenue to SW 157 Avenue	EB	1LU	40 MPH	NDS	D						157	NSSR	880*0.9	792	Yes	No
	WB	1LU			D						177	NSSR	880*0.9	792	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	2LD	40 MPH	NDS	D						571	NSSR	2000*0.9	1,800	Yes	No
	WB	2LD			D						632	NSSR & RT	2000*0.9*1.05	1,890	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	40 MPH	9854	E+20			1,885	52.70%	WB	892	E+20 & NSSR	2090*1.2*0.9	2,257	Yes	No
	WB	2LD			E+20						993	E+20 & NSSR	2090*1.2*0.9	2,257	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	40 MPH	9852	D			3,530	52.70%	WB	1,670	NSSR & RT	3020*0.9*1.05	2,854	Yes	No
	WB	3LD			D						1,860	NSSR	3020*0.9	2,718	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	40 MPH	9850	E+20			4,113	52.70%	WB	1,945	E+20 & NSSR	3100*1.2*0.9	3,348	Yes	No
	WB	3LD			E+20						2,168	E+20 & NSSR	3100*1.2*0.9	3,348	Yes	No
SW 117 Avenue to SW 112 Avenue	EB	2LD	C3R	870056	E+20			2,649	52.70%	WB	1,253	E+20 & LT	2000*1.2*1.05	2,520	Yes	No
	WB	2LD			E+20						1,396	E+20 & LT & RT	2000*1.2*1.05*1.05	2,646	Yes	No
SW 112 Avenue to US-1	EB	2LD	C3R	871106	E+20			2,274	52.70%	WB	1,076	E+20 & LT & RT	2000*1.2*1.05*1.05	2,646	Yes	No
	WB	2LD			E+20						1,198	E+20 & LT	2000*1.2*1.05	2,520	Yes	No
SW 160 Street																
SW 157 Avenue to SW 147 Avenue	EB	1LU	35 MPH	NDS	D						224	NSSR	750*0.9	675	Yes	No
	WB	1LU			D						157	NSSR & RT	750*0.9*1.05	709	Yes	No
SW 184 Street																
SW 177 Avenue to SW 157 Avenue	EB	1LU	40 MPH	9880	C			1,332	52.70%	WB	630	NSSR	830*0.9	747	Yes	No
	WB	1LU			C						702	NSSR & RT	830*0.9*1.05	784	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	1LU	40 MPH	9879	D			1,456	52.70%	WB	689	NSSR	880*0.9	792	Yes	No
	WB	1LU			D						767	NSSR & No LT/RT	880*0.9*0.8	634	No	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LU	40 MPH	9878	D			1,929	52.70%	WB	912	NSSR & LT	2000*0.9*0.95	1,710	Yes	No
	WB	2LU			D						1,017	NSSR & LT	2000*0.9*0.95	1,710	Yes	No
SW 137 Avenue to SW 117 Avenue	EB	2LU	40 MPH	9876	D			2,477	52.70%	WB	1,172	NSSR & LT	2000*0.9*0.95	1,710	Yes	No
	WB	2LU			D						1,305	NSSR & LT	2000*0.9*0.95	1,710	Yes	No
SW 117 Avenue to US-1	EB	2LD	40 MPH	9874	D			1,572	52.70%	WB	744	NSSR	2000*0.9	1,800	Yes	No
	WB	2LD			D						828	NSSR	2000*0.9	1,800	Yes	No

Roadway Segments	Direction	Existing Number of Lanes	Q/LOS REFERENCE CLASSIFICATION / REFERENCE SPEED	Count Station[1]	Adopted LOS Standard[2]	AADT Volume	K-Factor	Existing PM peak Hour Two-Way Volume	D-Factor	Primary Direction	Existing PM Peak Hour Directional Volume[3]	Adjustment Factors	Calculations	Maximum Service Volume[3]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
SW 200 Street / SR 994 / Quail Roost Drive																
SW 177 Avenue to SW 147 Avenue	EB	1LU	C2	871117	D			725	52.7%	WB	343	-	730	730	Yes	No
	WB	1LU			D						382	-	730	730	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	1LU	C2	9892	C			780	52.7%	WB	369	-	430	430	Yes	No
	WB	1LU			C						411	-	430	430	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	1LU	C3R	871116	E			1,512	52.7%	WB	715	-	1250	1,250	Yes	No
	WB	1LU			E						797	RT	1250*1.05	1,313	Yes	No
SW 127 Avenue to SR 821/HEFT	EB	2LD	C3C	870054	E			1,823	52.7%	WB	862	LT	2100*1.05	2,205	Yes	No
	WB	2LD			E						961	LT & RT	2100*1.05*1.05	2,315	Yes	No
SW 177 Avenue / SR 997 / Krome Avenue																
US 27 to SW 2 Street	NB	2LD	C2	870052	C			2,182	54.9%	SB	984	-	2390	2,390	Yes	No
	SB	2LD			C						1,198	-	2390	2,390	Yes	No
SW 2 Street to SW 8 Street	NB	2LD	C2	870582	C			2,621	52.7%	SB	1,240	LT	2390*1.05	2,510	Yes	No
	SB	2LD			C						1,381	LT	2390*1.05	2,510	Yes	No
SW 8 Street to SW 12 Street	NB	2LD	C2	870004	C			2,955	52.7%	SB	1,398	LT	2390*1.05	2,510	Yes	No
	SB	2LD			C						1,557	-	2390	2,390	Yes	No
SW 12 Street to SW 88 Street	NB	2LD	C2	872557	C			2,667	52.7%	SB	1,261	LT	2390*1.05	2,510	Yes	No
	SB	2LD			C						1,406	LT	2390*1.05	2,510	Yes	No
SW 88 Street to SW 136 Street	NB	2LD	C2	870682	C			2,831	52.7%	SB	1,339	LT	2390*1.05	2,510	Yes	No
	SB	2LD			C						1,492	LT	2390*1.05	2,510	Yes	No
SW 136 Street to SW 200 Street	NB	2LD	C2	9208	C			3,274	52.7%	SB	1,549	LT	2390*1.05	2,510	Yes	No
	SB	2LD			C						1,725	LT	2390*1.05	2,510	Yes	No
SW 200 Street to SW 232 Street	NB	2LD	C2	870361	C			2,363	52.7%	SB	1,118	LT	2390*1.05	2,510	Yes	No
	SB	2LD			C						1,245	LT	2390*1.05	2,510	Yes	No
SW 232 Street to SW 288 Street	NB	2LD	C2	870040	C			2,279	52.7%	SB	1,078	LT	2390*1.05	2,510	Yes	No
	SB	2LD			C						1,201	LT	2390*1.05	2,510	Yes	No
SW 288 Street to SW 312 Street	NB	2LD	C4	870043	D			1,773	52.7%	SB	839	LT	1790*1.05	1,880	Yes	No
	SB	2LD			D						934	LT	1790*1.05	1,880	Yes	No
SW 312 Street to SW 328 Street	NB	1LD	C4	875017	E			1,426	52.7%	SB	674	RT	1190*1.05	1,250	Yes	No
	SB	1LD			E						752	-	1190	1,190	Yes	No
SW 162 Avenue																
SW 88 Street to SW 104 Street	NB	2LD	30 MPH	NDS	D						383	NSSR	1630*0.9	1,467	Yes	No
	SB	2LD			D						461	NSSR	1630*0.9	1,467	Yes	No
SW 136 Street to SW 144 Street	NB	1LU	30 MPH	NDS	D						13	NSSR & No LT/RT	750*0.9*0.8	540	Yes	No
	SB	1LU			D						10	NSSR & No LT/RT	750*0.9*0.8	540	Yes	No
SW 144 Street to SW 152 Street	NB	1LU	30 MPH	NDS	D						14	NSSR & No LT/RT	750*0.9*0.8	540	Yes	No
	SB	1LU			D						14	NSSR & No LT/RT	750*0.9*0.8	540	Yes	No
SW 157 Avenue / Newton Road																
SW 72 Street to SW 88 Street	NB	3LD	35 MPH	9856	E+20			1,585	52.7%	SB	750	E+20 & NSSR	2560*1.2*0.9	2,765	Yes	No
	SB	2LD			E+20						835	E+20 & NSSR	1700*1.2*0.9	1,836	Yes	No
SW 88 Street to to SW 104 Street	NB	2LD	35 MPH	9857	D			1,465	52.7%	SB	693	NSSR	1630*0.9	1,467	Yes	No
	SB	2LD			D						772	NSSR	1630*0.9	1,467	Yes	No
SW 104 Street to to SW 120 Street	NB	2LD	35 MPH	NDS	D						1,018	NSSR	1630*0.9	1,467	Yes	No
	SB	2LD			D						1,141	NSSR	1630*0.9	1,467	Yes	No
SW 120 Street to SW 136 Street	NB	2LD	40 MPH	NDS	D						967	NSSR	2000*0.9	1,800	Yes	No
	SB	2LD			D						1,351	NSSR	2000*0.9	1,800	Yes	No
SW 136 Street to SW 152 Street	NB	2LD	35 MPH	NDS	D						743	NSSR	1630*0.9	1,467	Yes	No
	SB	2LD			D						1,259	NSSR	1630*0.9	1,467	Yes	No
SW 152 Street to SW 184 Street	NB	2LD	35 MPH	9859	D			1,862	52.7%	SB	881	NSSR	1630*0.9	1,467	Yes	No
	SB	2LD			D						981	NSSR	1630*0.9	1,467	Yes	No
SW 152 Avenue																
SW 88 Street to Hammocks Blvd	NB	2LD	35 MPH	9844	D			806	54.9%	SB	364	NSSR & RT	1630*0.9*1.05	1,540	Yes	No
	SB	2LD			D						442	NSSR	1630*0.9	1,467	Yes	No
Hammocks Boulevard																
SW 88 Street to SW 104 Street	NB	2LD	30 MPH	9178	D			493	52.7%	SB	233	NSSR	1630*0.9	1,467	Yes	No
	SB	2LD			D						260	NSSR	1630*0.9	1,467	Yes	No
SW 104 Street to SW 147 Avenue	NB	2LD	30 MPH	878715	D	13,300	9.00%	1,197	52.7%	SB	566	NSSR	1630*0.9	1,467	Yes	No
	SB	2LD			D						631	NSSR	1630*0.9	1,467	Yes	No
SW 147 Avenue																
SW 72 Street to SW 88 Street	NB	2LD	40 MPH	9828	D			1,740	52.7%	NB	917	NSSR & RT	2000*0.9*1.05	1,890	Yes	No
	SB	2LD			D						823	NSSR & RT	2000*0.9*1.05	1,890	Yes	No
SW 88 Street to SW 104 Street	NB	2LD	40 MPH	9830	D			1,661	52.7%	NB	875	NSSR & RT	2000*0.9*1.05	1,890	Yes	No
	SB	2LD			D						786	NSSR	2000*0.9	1,800	Yes	No
SW 104 Street to SW 120 Street	NB	2LD	40 MPH	9832	D			1,415	52.7%	NB	746	NSSR	2000*0.9	1,800	Yes	No
	SB	2LD			D						669	NSSR	2000*0.9	1,800	Yes	No
SW 152 Street to SW 184 Street	NB	1LU	35 MPH	9834	D			844	52.7%	NB	445	NSSR & RT	750*0.9*1.05	709	Yes	No
	SB	1LU			D						399	NSSR & RT	750*0.9*1.05	709	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	40 MPH	9836	C			1,214	52.7%	NB	640	NSSR & RT	830*0.9*1.05	784	Yes	No
	SB	1LU			C						574	NSSR & No LT/RT	830*0.9*0.8	598	Yes	No
SW 200 Street to SW 216 Street	NB	1LU	40 MPH	9838	C			845	52.7%	NB	445	NSSR & No LT/RT	830*0.9*0.8	598	Yes	No
	SB	1LU			C						400	NSSR & No LT/RT	830*0.9*0.8	598	Yes	No
SW 216 Street to SW 232 Street	NB	1LU	40 MPH	9840	C			685	52.7%	NB	361	NSSR & No LT/RT	830*0.9*0.8	598	Yes	No
	SB	1LU			C						324	NSSR & No LT/RT	830*0.9*0.8	598	Yes	No
SW 232 Street to SW 248 Street	NB	1LU	40 MPH	9842	C			610	52.7%	NB	321	NSSR & No LT/RT	830*0.9*0.8	598	Yes	No
	SB	1LU			C						289	NSSR & No LT/RT	830*0.9*0.8	598	Yes	No
SW 248 Street to SW 264 Street	NB	1LU	40 MPH	878223	C	9,700	9.50%	922	52.7%	SB	436	NSSR & No LT/RT	830*0.9*0.8	598	Yes	No
	SB	1LU			C						486	NSSR & No LT/RT	830*0.9*0.8	598	Yes	No

Roadway Segments	Direction	Existing Number of Lanes	Q/LOS REFERENCE CLASSIFICATION / REFERENCE SPEED	Count Station[1]	Adopted LOS Standard[2]	AADT Volume	K-Factor	Existing PM peak Hour Two-Way Volume	D-Factor	Primary Direction	Existing PM Peak Hour Directional Volume[3]	Adjustment Factors	Calculations	Maximum Service Volume[4]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
NW/SW 137 Avenue / SR 825 / Lindgren Road																
SR 836 to SW 8 Street	NB	3LD	C3C	872509	E+20			4,241	52.70%	SB	2,006	E+20 & RT	3000*1.2*1.05	3,780	Yes	No
	SB	3LD			E+20						2,235	E+20 & RT	3000*1.2*1.05	3,780	Yes	No
SW 88 Street to SW 104 Street	NB	3LD	C3R	872520	E			2,541	52.70%	SB	1,202	-	2840	2,840	Yes	No
	SB	3LD			E						1,339	-	2840	2,840	Yes	No
SW 104 Street to SW 120 Street	NB	3LD	C3R	872519	E			2,572	52.70%	NB	1,355	-	2840	2,840	Yes	No
	SB	3LD			E						1,217	-	2840	2,840	Yes	No
SW 120 Street to SW 136 Street	NB	3LD	C3C	9814	D			3,836	52.70%	NB	2,022	RT	2680*1.05	2,814	Yes	No
	SB	3LD			D						1,814	-	2680	2,680	Yes	No
SW 136 Street to SW 152 Street	NB	3LD	40 MPH	9816	D			3,013	52.70%	NB	1,588	NSSR	3020*0.9	2,718	Yes	No
	SB	3LD			D						1,425	NSSR	3020*0.9	2,718	Yes	No
SW 152 Street to SW 184 Street	NB	3LD	45 MPH	9818	D			3,166	52.70%	NB	1,668	NSSR	3020*0.9	2,718	Yes	No
	SB	3LD			D						1,498	NSSR	3020*0.9	2,718	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	40 MPH	9820	D			1,344	52.70%	NB	708	NSSR	880*0.9	792	Yes	No
	SB	1LU			D						636	NSSR	880*0.9	792	Yes	No
SW 127 Avenue																
SW 88 Street to SW 104 Street	NB	2LD	40 MPH	9782	D			1,471	52.7%	SB	696	NSSR	2000*0.9	1,800	Yes	No
	SB	2LD			D						775	NSSR & RT	2000*0.9*1.05	1,890	Yes	No
SW 104 Street to SW 128 Street	NB	2LD	40 MPH	9784	D			1,101	52.7%	SB	521	NSSR	2000*0.9	1,800	Yes	No
	SB	2LD			D						580	NSSR	2000*0.9	1,800	Yes	No
SW 117 Avenue																
SW 88 Street to SW 112 Street	NB	2LD	40 MPH	9748	D			1,902	52.70%	NB	1,002	NSSR & RT	2000*0.9*1.05	1,890	Yes	No
	SB	2LD			D						900	NSSR	2000*0.9	1,800	Yes	No
SW 112 Street to SW 136 Street	NB	2LD	40 MPH	9750	D			2,090	52.70%	NB	1,101	NSSR & RT	2000*0.9*1.05	1,890	Yes	No
	SB	2LD			D						989	NSSR	2000*0.9	1,800	Yes	No
SW 136 Street to SW 152 Street	NB	2LD	40 MPH	9752	D			1,833	52.70%	NB	966	NSSR	2000*0.9	1,800	Yes	No
	SB	2LD			D						867	NSSR & RT	2000*0.9*1.05	1,890	Yes	No
SW 152 Street to SW 184 Street	NB	2LD	40 MPH	9754	D			1,754	52.70%	NB	924	NSSR & RT	2000*0.9*1.05	1,890	Yes	No
	SB	2LD			D						830	NSSR	2000*0.9	1,800	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	35 MPH	9756	D			1,019	52.70%	NB	537	NSSR	750*0.9	675	Yes	No
	SB	1LU			D						482	NSSR	750*0.9	675	Yes	No
SR 821 / HEFT / Florida's Turnpike																
SW 88 Street to SW 120 Street	NB	5LD	LA	972246	D			2,842	56.30%	NB	1,600	Auxiliary Lane	9680+1000	10,680	Yes	No
	SB	5LD			D						1,242	Auxiliary Lane	9680+1000	10,680	Yes	No
SW 120 Street to SR 874	NB	4LD	LA	972290	D	131,400	9.00%	11,826	56.30%	NB	6,658	Auxiliary Lane	7700+1000	8,700	Yes	No
	SB	4LD			D						5,168	Auxiliary Lane	7700+1000	8,700	Yes	No
SR 874 to SW 152 Street	NB	6LD	LA	972266	D			7,700	56.30%	NB	4,335	Auxiliary Lane	11520+1000	12,520	Yes	No
	SB	6LD			D						3,365	Auxiliary Lane	11520+1000	12,520	Yes	No
SW 152 Street to SW 184 Street	NB	6LD	LA	972254	D	210,200	8.00%	16,816	56.30%	NB	9,467	Auxiliary Lane	11520+1000	12,520	Yes	No
	SB	6LD			D						7,349	Auxiliary Lane	11520+1000	12,520	Yes	No
SW 184 Street to SW 200 Street	NB	5LD	LA	970501	D	181,000	8.00%	14,480	51.70%	NB	7,486	Auxiliary Lane	9680+1000	10,680	Yes	No
	SB	5LD			D						6,994	Auxiliary Lane	9680+1000	10,680	Yes	No
SR 874 / Don Shula Expressway																
HEFT to SW 104 Street	NB	3LD	LA	872274	D			6,959	62.7%	SB	2,596	-	6080	6,080	Yes	No
	SB	3LD			D						4,363	-	6080	6,080	Yes	No
SW 104 Street to SR 878	NB	3LD	LA	872276	D			7,188	62.7%	SB	2,681	-	6,080	6,080	Yes	No
	SB	3LD			D						4,507	-	6,080	6,080	Yes	No

Notes:

[1]Station numbers obtained from 2024 FDOT and MDC Concurrency Data and FDOT Florida Traffic Online website.

[2]Obtained from 2024 FDOT and MDC Concurrency Data.

[3]Two-way volume obtained from 2024 FDOT and MDC Concurrency Data and D Factor obtained from FDOT Florida Traffic Online website.

[4]The directional peak hour roadway capacities are obtained from the 2023 FDOT Quality/LOS Handbook. For non-state roadways, the roadway capacities are obtained from the 2020 FDOT Quality/LOS Handbook.

PM peak hour volume exceeds the adopted PM peak hour maximum service volume

Roadway Segments	Direction	Number of Lanes in 2036	Count Station[1]	Adopted LOS Standard[1]	Existing PM peak Hour Directional Volume[2]	Growth Rate[3]	Future without Project 2036 PM Peak Hour Directional Volume	Com Dev Inbound 610	Com Dev Outbound 483	Committted Development Total 1,093	Total Future without Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume[4]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
SW 8 Street / US-41 / Tamiami Trail														
SW 187 Avenue to SW 177 Avenue	EB	1LU	870003	C	299	1.40%	353	0%	0%	0	353	452	Yes	No
	WB	1LU		C	268	1.40%	317	0%	0%	0	317	452	Yes	No
SW 177 Avenue to SW 157 Avenue	EB	2LD	870377	C	993	1.40%	1,173	0%	0%	0	1,173	2,390	Yes	No
	WB	2LD		C	1,106	1.40%	1,307	0%	0%	0	1,307	2,510	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	3LD	870089	E+20	2,380	1.40%	2,812	0%	0%	0	2,812	3,578	Yes	No
	WB	3LD		E+20	2,652	1.40%	3,133	0%	0%	0	3,133	3,408	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	870088	E+20	1,462	1.40%	1,727	0%	0%	0	1,727	3,780	Yes	No
	WB	3LD		E+20	1,629	1.40%	1,925	0%	0%	0	1,925	3,780	Yes	No
SW 127 Avenue to HEFT	EB	3LD	872561	E	1,871	1.40%	2,210	0%	0%	0	2,210	3,150	Yes	No
	WB	3LD		E	2,084	1.40%	2,463	0%	0%	0	2,463	3,150	Yes	No
HEFT to SW 107 Avenue	EB	3LD	870090	D	1,774	1.40%	2,096	0%	0%	0	2,096	2,951	Yes	No
	WB	3LD		D	1,977	1.40%	2,336	0%	0%	0	2,336	2,810	Yes	No
SW 88 Street / SR 94 / Kendall Drive														
SW 177 Avenue to SW 167 Avenue	EB	2LD	870010	D	981	1.40%	1,159	4%	0%	24	1,183	1,943	Yes	No
	WB	2LD		D	1,092	1.40%	1,291	0%	4%	19	1,310	1,943	Yes	No
SW 167 Avenue to SW 157 Avenue	EB	3LD	872529	E+20	1,272	1.40%	1,503	17%	0%	104	1,607	3,600	Yes	No
	WB	3LD		E+20	1,417	1.40%	1,674	0%	17%	82	1,756	3,600	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	3LD	871080	E+20	1,865	1.40%	2,204	0%	0%	0	2,204	3,600	Yes	No
	WB	3LD		E+20	2,078	1.40%	2,455	0%	0%	0	2,455	3,600	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	3LD	9206	D	1,693	1.40%	2,001	0%	0%	0	2,001	2,814	Yes	No
	WB	3LD		D	1,887	1.40%	2,229	0%	0%	0	2,229	2,680	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	870060	E+20	2,283	1.40%	2,698	0%	0%	0	2,698	3,600	Yes	No
	WB	3LD		E+20	2,544	1.40%	3,006	0%	0%	0	3,006	3,780	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	870062	E+20	2,829	1.40%	3,343	0%	0%	0	3,343	3,588	Yes	No
	WB	4LD		E+20	3,152	1.40%	3,724	0%	0%	0	3,724	4,423	Yes	No
SW 104 Street														
SW 157 Avenue to SW 147 Avenue	EB	2LD	9724	E+20	1,013	0.70%	1,101	0%	43%	208	1,309	2,257	Yes	No
	WB	2LD		E+20	1,128	0.70%	1,227	43%	0%	262	1,489	2,257	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	9722	E+20	1,176	1.40%	1,390	0%	43%	208	1,598	2,257	Yes	No
	WB	2LD		E+20	1,311	1.40%	1,549	43%	0%	262	1,811	2,257	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	9720	E+20	1,504	1.40%	1,777	0%	43%	208	1,985	3,348	Yes	No
	WB	3LD		E+20	1,675	1.40%	1,980	43%	0%	262	2,242	3,348	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	9718	E+20	1,950	1.40%	2,304	0%	43%	208	2,512	3,348	Yes	No
	WB	3LD		E+20	2,173	1.40%	2,567	43%	0%	262	2,829	3,348	Yes	No
SW 117 Avenue to SR 874	EB	3LD	9716	E+20	1,805	1.40%	2,133	0%	43%	208	2,341	3,348	Yes	No
	WB	3LD		E+20	2,012	1.40%	2,377	43%	0%	262	2,639	3,348	Yes	No
SW 120 Street														
SW 157 Avenue to SW 147 Avenue	EB	2LD	9763	D	643	0.70%	699	0%	19%	92	791	1,800	Yes	No
	WB	2LD		D	717	0.70%	779	19%	0%	116	895	1,800	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	9762	D	1,053	1.40%	1,244	0%	19%	92	1,336	1,890	Yes	No
	WB	2LD		D	1,173	1.40%	1,386	19%	0%	116	1,502	1,800	Yes	No
SW 137 Avenue to SW 122 Avenue	EB	2LD	9760	D	1,065	1.40%	1,259	0%	19%	92	1,351	1,467	Yes	No
	WB	2LD		D	1,187	1.40%	1,402	19%	0%	116	1,518	1,467	No	Yes
SW 122 Avenue to SW 117 Avenue	EB	2LD	878249	D	1,320	1.40%	1,559	0%	19%	92	1,651	1,467	No	Yes
	WB	2LD		D	1,470	1.40%	1,737	19%	0%	116	1,853	1,467	No	Yes
SW 136 Street														
SW 162 Avenue to SW 157 Avenue	EB	2LD	NDS	D	1,340	0.70%	1,437	0%	0%	0	1,437	1,467	Yes	No
	WB	2LD		D	988	0.70%	1,059	0%	0%	0	1,059	1,467	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	2LD	NDS	D	587	1.40%	675	0%	0%	0	675	1,467	Yes	No
	WB	2LD		D	741	1.40%	852	0%	0%	0	852	1,467	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	2LD	878771	D	394	1.40%	466	0%	0%	0	466	1,467	Yes	No
	WB	2LD		D	460	1.40%	544	0%	0%	0	544	1,467	Yes	No
SW 144 Street														No
SW 162 Avenue to SW 157 Avenue	EB	1LU	NDS	D	101	0.70%	108	0%	0%	0	108	709	Yes	No
	WB	1LU		D	219	0.70%	235	0%	0%	0	235	675	Yes	No
SW 152 Street														
SW 162 Avenue to SW 157 Avenue	EB	1LU	NDS	D	157	0.70%	168	0%	0%	0	168	792	Yes	No
	WB	1LU		D	177	0.70%	190	0%	0%	0	190	792	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	2LD	NDS	D	571	0.70%	612	0%	0%	0	612	1,800	Yes	No
	WB	2LD		D	632	0.70%	678	0%	0%	0	678	1,890	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	9854	E+20	892	1.40%	1,053	0%	0%	0	1,053	2,257	Yes	No
	WB	2LD		E+20	993	1.40%	1,174	0%	0%	0	1,174	2,257	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	9852	D	1,670	1.40%	1,973	0%	0%	0	1,973	2,854	Yes	No
	WB	3LD		D	1,860	1.40%	2,198	0%	0%	0	2,198	2,718	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	9850	E+20	1,945	1.40%	2,299	0%	0%	0	2,299	3,348	Yes	No
	WB	3LD		E+20	2,168	1.40%	2,561	0%	0%	0	2,561	3,348	Yes	No
SW 117 Avenue to SW 112 Avenue	EB	2LD	870056	E+20	1,253	1.40%	1,480	0%	0%	0	1,480	2,520	Yes	No
	WB	2LD		E+20	1,396	1.40%	1,649	0%	0%	0	1,649	2,646	Yes	No
SW 112 Avenue to US-1	EB	2LD	871106	E+20	1,076	1.40%	1,271	0%	0%	0	1,271	2,646	Yes	No
	WB	2LD		E+20	1,198	1.40%	1,416	0%	0%	0	1,416	2,520	Yes	No
SW 160 Street														
SW 157 Avenue to SW 147 Avenue	EB	1LU	NDS	D	224	0.70%	240	0%	0%	0	240	675	Yes	No
	WB	1LU		D	157	0.70%	168	0%	0%	0	168	709	Yes	No
SW 184 Street														
SW 177 Avenue to SW 157 Avenue	EB	1LU	9880	C	630	0.70%	685	0%	0%	0	685	747	Yes	No
	WB	1LU		C	702	0.70%	763	0%	0%	0	763	784	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	1LU	9879	D	689	0.70%	749	0%	0%	0	749	792	Yes	No
	WB	1LU		D	767	0.70%	834	0%	0%	0	834	634	No	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LU	9878	D	912	1.40%	1,078	0%	0%	0	1,078	1,710	Yes	No
	WB	2LU		D	1,017	1.40%	1,201	0%	0%	0	1,201	1,710	Yes	No
SW 137 Avenue to SW 117 Avenue	EB	2LU	9876	D	1,172	1.40%	1,384	0%	0%	0	1,384	1,710	Yes	No
	WB	2LU		D	1,305	1.40%	1,542	0%	0%	0	1,542	1,710	Yes	No
SW 117 Avenue to US-1	EB	2LD	9874	D	744	1.40%	879	0%	0%	0	879	1,800	Yes	No
	WB	2LD		D	828	1.40%	979	0%	0%	0	979	1,800	Yes	No

Roadway Segments	Direction	Number of Lanes in 2036	Count Station[1]	Adopted LOS Standard[1]	Existing PM peak Hour Directional Volume[2]	Growth Rate[3]	Future without Project 2036 PM Peak Hour Directional Volume	Com Dev Inbound 610	Com Dev Outbound 483	Committted Development Total 1,093	Total Future without Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume[4]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
SW 200 Street / SR 994 / Quail Roost Drive														
SW 177 Avenue to SW 147 Avenue	EB	1LU	871117	D	343	1.40%	405	0%	0%	0	405	730	Yes	No
	WB	1LU		D	382	1.40%	451	0%	0%	0	451	730	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	1LU	9892	C	369	1.40%	436	0%	0%	0	436	430	No	Yes
	WB	1LU		C	411	1.40%	486	0%	0%	0	486	430	No	Yes
SW 137 Avenue to SW 127 Avenue	EB	1LU	871116	E	715	1.40%	845	0%	0%	0	845	1,250	Yes	No
	WB	1LU		E	797	1.40%	941	0%	0%	0	941	1,313	Yes	No
SW 127 Avenue to SR 821/HEFT	EB	2LD	870054	E	862	1.40%	1,019	0%	0%	0	1,019	2,205	Yes	No
	WB	2LD		E	961	1.40%	1,135	0%	0%	0	1,135	2,315	Yes	No
SW 177 Avenue / SR 997 / Krome Avenue														
US 27 to SW 2 Street	NB	2LD	870052	C	984	1.94%	1,239	0%	2%	10	1,249	2,390	Yes	No
	SB	2LD		C	1,198	1.94%	1,509	2%	0%	12	1,521	2,390	Yes	No
SW 2 Street to SW 8 Street	NB	2LD	870582	C	1,240	1.94%	1,561	0%	2%	10	1,571	2,510	Yes	No
	SB	2LD		C	1,381	1.94%	1,739	2%	0%	12	1,751	2,510	Yes	No
SW 8 Street to SW 12 Street	NB	2LD	870004	C	1,398	1.94%	1,760	0%	2%	10	1,770	2,510	Yes	No
	SB	2LD		C	1,557	1.94%	1,961	2%	0%	12	1,973	2,390	Yes	No
SW 12 Street to SW 88 Street	NB	2LD	872557	C	1,261	1.94%	1,589	0%	2%	10	1,599	2,510	Yes	No
	SB	2LD		C	1,406	1.94%	1,770	2%	0%	12	1,782	2,510	Yes	No
SW 88 Street to SW 136 Street	NB	2LD	870682	C	1,339	1.94%	1,686	2%	0%	12	1,698	2,510	Yes	No
	SB	2LD		C	1,492	1.94%	1,879	0%	2%	10	1,889	2,510	Yes	No
SW 136 Street to SW 200 Street	NB	2LD	9208	C	1,549	1.35%	1,819	2%	0%	12	1,831	2,510	Yes	No
	SB	2LD		C	1,725	1.35%	2,027	0%	2%	10	2,037	2,510	Yes	No
SW 200 Street to SW 232 Street	NB	2LD	870361	C	1,118	1.35%	1,313	2%	0%	12	1,325	2,510	Yes	No
	SB	2LD		C	1,245	1.35%	1,463	0%	2%	10	1,473	2,510	Yes	No
SW 232 Street to SW 288 Street	NB	2LD	870040	C	1,078	1.35%	1,266	2%	0%	12	1,278	2,510	Yes	No
	SB	2LD		C	1,201	1.35%	1,411	0%	2%	10	1,421	2,510	Yes	No
SW 288 Street to SW 312 Street	NB	2LD	870043	D	839	1.35%	985	2%	0%	12	997	1,880	Yes	No
	SB	2LD		D	934	1.35%	1,097	0%	2%	10	1,107	1,880	Yes	No
SW 312 Street to SW 328 Street	NB	1LD	875017	E	674	1.35%	792	2%	0%	12	804	1,250	Yes	No
	SB	1LD		E	752	1.35%	883	0%	2%	10	893	1,190	Yes	No
SW 162 Avenue														
SW 88 Street to SW 104 Street	NB	2LD	NDS	D	383	1.40%	440	0%	9%	43	483	1,467	Yes	No
	SB	2LD		D	461	1.40%	530	9%	0%	55	585	1,467	Yes	No
SW 136 Street to SW 144 Street	NB	1LU	NDS	D	13	0.70%	14	0%	0%	0	14	540	Yes	No
	SB	1LU		D	10	0.70%	11	0%	0%	0	11	540	Yes	No
SW 144 Street to SW 152 Street	NB	1LU	NDS	D	14	0.70%	15	0%	0%	0	15	540	Yes	No
	SB	1LU		D	14	0.70%	15	0%	0%	0	15	540	Yes	No
SW 157 Avenue / Newton Road														
SW 72 Street to SW 88 Street	NB	3LD	9856	E+20	750	1.40%	886	0%	17%	82	968	2,765	Yes	No
	SB	2LD		E+20	835	1.40%	987	17%	0%	104	1,091	1,836	Yes	No
SW 88 Street to to SW 104 Street	NB	2LD	9857	D	693	1.40%	819	0%	8%	39	858	1,467	Yes	No
	SB	2LD		D	772	1.40%	912	8%	0%	49	961	1,467	Yes	No
SW 104 Street to to SW 120 Street	NB	2LD	NDS	D	1,018	0.70%	1,092	26%	0%	159	1,251	1,467	Yes	No
	SB	2LD		D	1,141	0.70%	1,223	0%	26%	126	1,349	1,467	Yes	No
SW 120 Street to SW 136 Street	NB	2LD	NDS	D	967	0.70%	1,051	7%	0%	43	1,094	1,800	Yes	No
	SB	2LD		D	1,351	0.70%	1,469	0%	7%	34	1,503	1,800	Yes	No
SW 136 Street to SW 152 Street	NB	2LD	NDS	D	743	0.70%	797	7%	0%	43	840	1,467	Yes	No
	SB	2LD		D	1,259	0.70%	1,350	0%	7%	34	1,384	1,467	Yes	No
SW 152 Street to SW 184 Street	NB	2LD	9859	D	881	0.70%	958	7%	0%	43	1,001	1,467	Yes	No
	SB	2LD		D	981	0.70%	1,067	0%	7%	34	1,101	1,467	Yes	No
SW 152 Avenue														
SW 88 Street to Hammocks Blvd	NB	2LD	9844	D	364	1.40%	430	0%	0%	0	430	1,540	Yes	No
	SB	2LD		D	442	1.40%	523	0%	0%	0	523	1,467	Yes	No
Hammocks Boulevard														
SW 88 Street to SW 104 Street	NB	2LD	9178	D	233	1.40%	276	0%	0%	0	276	1,467	Yes	No
	SB	2LD		D	260	1.40%	307	0%	0%	0	307	1,467	Yes	No
SW 104 Street to SW 147 Avenue	NB	2LD	878715	D	566	1.40%	669	0%	0%	0	669	1,467	Yes	No
	SB	2LD		D	631	1.40%	745	0%	0%	0	745	1,467	Yes	No
SW 147 Avenue														
SW 72 Street to SW 88 Street	NB	2LD	9828	D	917	1.40%	1,083	0%	0%	0	1,083	1,890	Yes	No
	SB	2LD		D	823	1.40%	972	0%	0%	0	972	1,890	Yes	No
SW 88 Street to SW 104 Street	NB	2LD	9830	D	875	1.40%	1,034	0%	0%	0	1,034	1,890	Yes	No
	SB	2LD		D	786	1.40%	928	0%	0%	0	928	1,800	Yes	No
SW 104 Street to SW 120 Street	NB	2LD	9832	D	746	0.70%	811	0%	0%	0	811	1,800	Yes	No
	SB	2LD		D	669	0.70%	728	0%	0%	0	728	1,800	Yes	No
SW 152 Street to SW 184 Street	NB	1LU	9834	D	445	0.70%	484	0%	0%	0	484	709	Yes	No
	SB	1LU		D	399	0.70%	434	0%	0%	0	434	709	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	9836	C	640	1.40%	756	0%	0%	0	756	784	Yes	No
	SB	1LU		C	574	1.40%	678	0%	0%	0	678	598	No	Yes
SW 200 Street to SW 216 Street	NB	1LU	9838	C	445	1.40%	526	0%	0%	0	526	598	Yes	No
	SB	1LU		C	400	1.40%	472	0%	0%	0	472	598	Yes	No
SW 216 Street to SW 232 Street	NB	1LU	9840	C	361	1.40%	427	0%	0%	0	427	598	Yes	No
	SB	1LU		C	324	1.40%	383	0%	0%	0	383	598	Yes	No
SW 232 Street to SW 248 Street	NB	1LU	9842	C	321	1.40%	380	0%	0%	0	380	598	Yes	No
	SB	1LU		C	289	1.40%	341	0%	0%	0	341	598	Yes	No
SW 248 Street to SW 264 Street	NB	1LU	878223	C	436	1.40%	515	0%	0%	0	515	598	Yes	No
	SB	1LU		C	486	1.40%	574	0%	0%	0	574	598	Yes	No

Roadway Segments	Direction	Number of Lanes in 2036	Count Station[1]	Adopted LOS Standard[1]	Existing PM peak Hour Directional Volume[2]	Growth Rate[3]	Future without Project 2036 PM Peak Hour Directional Volume	Com Dev Inbound 610	Com Dev Outbound 483	Committted Development Total 1,093	Total Future without Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume[4]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
NW/SW 137 Avenue / SR 825 / Lindgren Road														
SR 836 to SW 8 Street	NB	3LD	872509	E+20	2,006	1.40%	2,370	0%	0%	0	2,370	3,780	Yes	No
	SB	3LD		E+20	2,235	1.40%	2,641	0%	0%	0	2,641	3,780	Yes	No
SW 88 Street to SW 104 Street	NB	3LD	872520	E	1,202	1.40%	1,420	0%	0%	0	1,420	2,840	Yes	No
	SB	3LD		E	1,339	1.40%	1,582	0%	0%	0	1,582	2,840	Yes	No
SW 104 Street to SW 120 Street	NB	3LD	872519	E	1,355	1.40%	1,602	0%	0%	0	1,602	2,840	Yes	No
	SB	3LD		E	1,217	1.40%	1,437	0%	0%	0	1,437	2,840	Yes	No
SW 120 Street to SW 136 Street	NB	3LD	9814	D	2,022	1.40%	2,389	0%	0%	0	2,389	2,814	Yes	No
	SB	3LD		D	1,814	1.40%	2,144	0%	0%	0	2,144	2,680	Yes	No
SW 136 Street to SW 152 Street	NB	3LD	9816	D	1,588	1.40%	1,876	0%	0%	0	1,876	2,718	Yes	No
	SB	3LD		D	1,425	1.40%	1,684	0%	0%	0	1,684	2,718	Yes	No
SW 152 Street to SW 184 Street	NB	3LD	9818	D	1,668	1.40%	1,971	0%	0%	0	1,971	2,718	Yes	No
	SB	3LD		D	1,498	1.40%	1,769	0%	0%	0	1,769	2,718	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	9820	D	708	1.40%	837	0%	0%	0	837	792	No	Yes
	SB	1LU		D	636	1.40%	751	0%	0%	0	751	792	Yes	No
SW 127 Avenue														
SW 88 Street to SW 104 Street	NB	2LD	9782	D	696	1.40%	822	0%	0%	0	822	1,800	Yes	No
	SB	2LD		D	775	1.40%	916	0%	0%	0	916	1,890	Yes	No
SW 104 Street to SW 128 Street	NB	2LD	9784	D	521	1.40%	615	0%	0%	0	615	1,800	Yes	No
	SB	2LD		D	580	1.40%	686	0%	0%	0	686	1,800	Yes	No
SW 117 Avenue														
SW 88 Street to SW 112 Street	NB	2LD	9748	D	1,002	1.40%	1,184	0%	0%	0	1,184	1,890	Yes	No
	SB	2LD		D	900	1.40%	1,063	0%	0%	0	1,063	1,800	Yes	No
SW 112 Street to SW 136 Street	NB	2LD	9750	D	1,101	1.40%	1,301	0%	0%	0	1,301	1,890	Yes	No
	SB	2LD		D	989	1.40%	1,168	0%	0%	0	1,168	1,800	Yes	No
SW 136 Street to SW 152 Street	NB	2LD	9752	D	966	1.40%	1,141	0%	0%	0	1,141	1,800	Yes	No
	SB	2LD		D	867	1.40%	1,024	0%	0%	0	1,024	1,890	Yes	No
SW 152 Street to SW 184 Street	NB	2LD	9754	D	924	1.40%	1,092	0%	0%	0	1,092	1,890	Yes	No
	SB	2LD		D	830	1.40%	980	0%	0%	0	980	1,800	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	9756	D	537	1.40%	635	0%	0%	0	635	675	Yes	No
	SB	1LU		D	482	1.40%	569	0%	0%	0	569	675	Yes	No
SR 821 / HEFT / Florida's Turnpike														
SW 88 Street to SW 120 Street	NB	5LD	972246	D	1,600	2.00%	2,029	0%	0%	0	2,029	10,680	Yes	No
	SB	5LD		D	1,242	2.00%	1,575	0%	0%	0	1,575	10,680	Yes	No
SW 120 Street to SR 874	NB	4LD	972290	D	6,658	2.00%	8,444	0%	0%	0	8,444	8,700	Yes	No
	SB	4LD		D	5,168	2.00%	6,554	0%	0%	0	6,554	8,700	Yes	No
SR 874 to SW 152 Street	NB	6LD	972266	D	4,335	2.00%	5,498	0%	0%	0	5,498	12,520	Yes	No
	SB	6LD		D	3,365	2.00%	4,268	0%	0%	0	4,268	12,520	Yes	No
SW 152 Street to SW 184 Street	NB	6LD	972254	D	9,467	2.00%	12,007	0%	0%	0	12,007	12,520	Yes	No
	SB	6LD		D	7,349	2.00%	9,320	0%	0%	0	9,320	12,520	Yes	No
SW 184 Street to SW 200 Street	NB	5LD	970501	D	7,486	2.00%	9,494	0%	0%	0	9,494	10,680	Yes	No
	SB	5LD		D	6,994	2.00%	8,870	0%	0%	0	8,870	10,680	Yes	No
SR 874 / Don Shula Expressway														
HEFT to SW 104 Street	NB	3LD	872274	D	2,596	1.40%	3,067	21.5%	0%	131	3,198	6,080	Yes	No
	SB	3LD		D	4,363	1.40%	5,155	0%	21.5%	104	5,259	6,080	Yes	No
SW 104 Street to SR 878	NB	3LD	872276	D	2,681	1.40%	3,168	0%	21.5%	104	3,272	6,080	Yes	No
	SB	3LD		D	4,507	1.40%	5,325	21.5%	0%	131	5,456	6,080	Yes	No

Notes:

[1]Obtained from 2024 FDOT and MDC Concurrency Data.

[2]Obtained from Table 21.A.3.

[3]Based on the appoved methodology.

[4]The directional peak hour roadway capacities are obtained from the 2023 FDOT Quality/LOS Handbook. For non-state roadways, the roadway capacities are obtained from the 2020 FDOT Quality/LOS Handbook.

PM peak hour volume exceeds the adopted PM peak hour maximum service volume

Roadway Segments	Direction	Number of Lanes in 2036	Count Station[1]	Adopted LOS Standard[1]	Future without Project 2036 PM Peak Hour Directional Volume [2]	Project Two-Way Distribution Percent[3]	Total PM Peak Hour Project Trips[4] 5,316	Primary Direction	Directional Split Percentage[4]	Total PM Peak Hour Project Trips[5] 5,316	Future with Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume [6] (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)	Project Trips ≥ 5% and Roadway Exceeds LOS Standard (Yes / No)
SW 8 Street / US-41 / Tamiami Trail															
SW 187 Avenue to SW 177 Avenue	EB	1LU	870003	C	353	0.25%	13	EB	0.14%	6	359	452	1.33%	No	No
	WB	1LU		C	317				0.11%	7	324	452	1.55%	No	No
SW 177 Avenue to SW 157 Avenue	EB	2LD	870377	C	1,173	7.75%	412	WB	3.49%	185	1,358	2,390	7.74%	Yes	No
	WB	2LD		C	1,307				4.26%	227	1,534	2,510	9.05%	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	3LD	870089	E+20	2,812	8.00%	425	WB	3.60%	191	3,003	3,578	5.34%	Yes	No
	WB	3LD		E+20	3,133				4.40%	234	3,367	3,408	6.87%	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	870088	E+20	1,727	3.00%	159	WB	1.35%	72	1,799	3,780	1.90%	No	No
	WB	3LD		E+20	1,925				1.65%	87	2,012	3,780	2.30%	No	No
SW 127 Avenue to HEFT	EB	3LD	872561	E	2,210	2.00%	106	WB	0.90%	48	2,258	3,150	1.52%	No	No
	WB	3LD		E	2,463				1.10%	58	2,521	3,150	1.84%	No	No
HEFT to SW 107 Avenue	EB	3LD	870090	D	2,096	1.00%	53	WB	0.45%	24	2,120	2,951	0.81%	No	No
	WB	3LD		D	2,336				0.55%	29	2,365	2,810	1.03%	No	No
SW 88 Street / SR 94 / Kendall Drive															
SW 177 Avenue to SW 167 Avenue	EB	2LD	870010	D	1,183	1.50%	80	WB	0.68%	36	1,219	1,943	1.85%	No	No
	WB	2LD		D	1,310				0.83%	44	1,354	1,943	2.27%	No	No
SW 167 Avenue to SW 157 Avenue	EB	3LD	872529	E+20	1,607	1.00%	53	WB	0.45%	24	1,631	3,600	0.67%	No	No
	WB	3LD		E+20	1,756				0.55%	29	1,785	3,600	0.81%	No	No
SW 157 Avenue to SW 147 Avenue	EB	3LD	871080	E+20	2,204	1.00%	53	WB	0.45%	24	2,228	3,600	0.67%	No	No
	WB	3LD		E+20	2,455				0.55%	29	2,484	3,600	0.81%	No	No
SW 147 Avenue to SW 137 Avenue	EB	3LD	9206	D	2,001	2.00%	106	WB	0.90%	48	2,049	2,814	1.71%	No	No
	WB	3LD		D	2,229				1.10%	58	2,287	2,680	2.16%	No	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	870060	E+20	2,698	1.50%	80	WB	0.68%	36	2,734	3,600	1.00%	No	No
	WB	3LD		E+20	3,006				0.83%	44	3,050	3,780	1.16%	No	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	870062	E+20	3,343	1.50%	80	WB	0.68%	36	3,379	3,588	1.00%	No	No
	WB	4LD		E+20	3,724				0.83%	44	3,768	4,423	0.99%	No	No
SW 104 Street															
SW 157 Avenue to SW 147 Avenue	EB	2LD	9724	E+20	1,309	6.00%	319	WB	2.70%	144	1,453	2,257	6.38%	Yes	No
	WB	2LD		E+20	1,489				3.30%	175	1,664	2,257	7.75%	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	9722	E+20	1,598	6.00%	319	WB	2.70%	144	1,742	2,257	6.38%	Yes	No
	WB	2LD		E+20	1,811				3.30%	175	1,986	2,257	7.75%	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	9720	E+20	1,985	4.50%	239	WB	2.03%	108	2,093	3,348	3.23%	No	No
	WB	3LD		E+20	2,242				2.48%	131	2,373	3,348	3.91%	No	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	9718	E+20	2,512	4.00%	213	WB	1.80%	96	2,608	3,348	2.87%	No	No
	WB	3LD		E+20	2,829				2.20%	117	2,946	3,348	3.49%	No	No
SW 117 Avenue to SR 874	EB	3LD	9716	E+20	2,341	3.00%	159	WB	1.35%	72	2,413	3,348	2.15%	No	No
	WB	3LD		E+20	2,639				1.65%	87	2,726	3,348	2.60%	No	No
SW 120 Street															
SW 157 Avenue to SW 147 Avenue	EB	2LD	9763	D	791	11.00%	585	WB	4.95%	263	1,054	1,800	14.61%	Yes	No
	WB	2LD		D	895				6.05%	322	1,217	1,800	17.89%	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	9762	D	1,336	4.50%	239	WB	2.03%	108	1,444	1,890	5.71%	Yes	No
	WB	2LD		D	1,502				2.48%	131	1,633	1,800	7.28%	Yes	No
SW 137 Avenue to SW 122 Avenue	EB	2LD	9760	D	1,351	3.00%	159	WB	1.35%	72	1,423	1,467	4.91%	No	No
	WB	2LD		D	1,518				1.65%	87	1,605	1,467	5.93%	Yes	Yes
SW 122 Avenue to SW 117 Avenue	EB	2LD	878249	D	1,651	2.00%	106	WB	0.90%	48	1,699	1,467	3.27%	No	No
	WB	2LD		D	1,853				1.10%	58	1,911	1,467	3.95%	No	No
SW 136 Street															
SW 177 Avenue to SW 167 Avenue	EB	1LU	N/A	D	0	10.00%	532	WB	4.50%	239	239	675	35.41%	Yes	No
	WB	1LU		D	0				5.50%	293	293	675	43.41%	Yes	No
SW 167 Avenue to SW 162 Avenue	EB	1LU	N/A	D	0	31.00%	1,648	WB	13.95%	742	742	675	109.93%	Yes	Yes
	WB	1LU		D	0				17.05%	906	906	675	134.22%	Yes	Yes
SW 162 Avenue to SW 157 Avenue	EB	2LD	NDS	D	1,437	8.00%	425	WB	3.60%	191	1,628	1,467	13.02%	Yes	Yes
	WB	2LD		D	1,059				4.40%	234	1,293	1,467	15.95%	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	2LD	NDS	D	675	7.00%	372	WB	3.15%	167	842	1,467	11.38%	Yes	No
	WB	2LD		D	852				3.85%	205	1,057	1,467	13.97%	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	2LD	878771	D	466	1.00%	53	WB	0.45%	24	490	1,467	1.64%	No	No
	WB	2LD		D	544				0.55%	29	573	1,467	1.98%	No	No
SW 144 Street															
SW 162 Avenue to SW 157 Avenue	EB	1LU		D	108	3.50%	186	WB	1.58%	84	192	709	11.85%	Yes	No
	WB	1LU		D	235				1.93%	102	337	675	15.11%	Yes	No
SW 152 Street															
SW 177 Avenue to SW 167 Avenue	EB	1LU	N/A	D	0	10.00%	532	WB	4.50%	239	239	792	30.18%	Yes	No
	WB	1LU		D	0				5.50%	293	293	792	36.99%	Yes	No
SW 167 Avenue to SW 162 Avenue	EB	1LU	N/A	D	0	34.00%	1,807	WB	15.30%	813	813	792	102.65%	Yes	Yes
	WB	1LU		D	0				18.70%	994	994	792	125.51%	Yes	Yes
SW 162 Avenue to SW 157 Avenue	EB	1LU	NDS	D	168	34.00%	1,807	WB	15.30%	813	981	792	102.65%	Yes	Yes
	WB	1LU		D	190				18.70%	994	1,184	792	125.51%	Yes	Yes
SW 157 Avenue to SW 147 Avenue	EB	2LD	NDS	D	612	20.00%	1,063	WB	9.00%	478	1,090	1,800	26.56%	Yes	No
	WB	2LD		D	678				11.00%	585	1,263	1,890	30.95%	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	9854	E+20	1,053	20.00%	1,063	WB	9.00%	478	1,531	2,257	21.18%	Yes	No
	WB	2LD		E+20	1,174				11.00%	585	1,759	2,257	25.92%	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	9852	D	1,973	15.00%	797	WB	6.75%	359	2,332	2,854	12.58%	Yes	No
	WB	3LD		D	2,198				8.25%	438	2,636	2,718	16.11%	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	9850	E+20	2,299	14.00%	744	WB	6.30%	335	2,634	3,348	10.01%	Yes	No
	WB	3LD		E+20	2,561				7.70%	409	2,970	3,348	12.22%	Yes	No
SW 117 Avenue to SW 112 Avenue	EB	2LD	870056	E+20	1,480	7.00%	372	WB	3.15%	167	1,647	2,520	6.63%	Yes	No
	WB	2LD		E+20	1,649				3.85%	205	1,854	2,646	7.75%	Yes	No
SW 112 Avenue to US-1	EB	2LD	871106	E+20	1,271	5.00%	266	WB	2.25%	120	1,391	2,646	4.54%	No	No
	WB	2LD		E+20	1,416				2.75%	146	1,562	2,520	5.79%	Yes	No
SW 160 Street															
SW 157 Avenue to SW 147 Avenue	EB	1LU	NDS	D	240	2.00%	106	WB	0.90%	48	288	675	7.11%	Yes	No
	WB	1LU		D	168				1.10%	58	226	709	8.18%	Yes	No
SW 184 Street															
SW 177 Avenue to SW 157 Avenue	EB	1LU	9880	C	685	0.50%	27	WB	0.23%	12	697	747	1.61%	No	No
	WB	1LU		C	763				0.28%	15	778	784	1.91%	No	No
SW 157 Avenue to SW 147 Avenue	EB	1LU	9879	D	749	7.00%	372	WB	3.15%	167	916	792	21.09%	Yes	Yes
	WB	1LU		D	834				3.85%	205	1,039	634	32.35%	Yes	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LU	9878	D	1,078	5.00%	266	WB	2.25%	120	1,198	1,710	7.02%	Yes	No
	WB	2LU		D	1,201				2.75%	146	1,347	1,710	8.54%	Yes	No
SW 137 Avenue to SW 117 Avenue	EB	2LU	9876	D	1,384	5.00%	266	WB	2.25%	120	1,504	1,710	7.02%	Yes	No
	WB	2LU		D	1,542				2.75%	146	1,688	1,710	8.54%	Yes	No
SW 117 Avenue to US-1	EB	2LD	9874	D	879	3.00%	159	WB	1.35%	72	951	1,800	4.00%	No	No
	WB	2LD		D	979				1.65%	87	1,066	1,800	4.83%	No	No
SW 200 Street/Quail Roost Drive															
SW 177 Avenue to SW 147 Avenue	EB	1LU	871117	D	405	1.00%	53	WB	0.45%	24	429	730	3.29%	No	No
	WB	1LU		D	451				0.55%	29	480	730	3.97%	No	No
SW 147 Avenue to SW 137 Avenue	EB	1LU	9892	C	436	1.00%	53	WB	0.45%	24	460	430	5.58%	Yes	Yes
	WB	1LU		C	486				0.55%	29	515	430	6.74%	Yes	Yes
SW 137 Avenue to SW 127 Avenue	EB	1LU	871116	E	845	1.00%	53	WB	0.45%	24	869	1,250	1.92%	No	No
	WB	1LU		E	941				0.55%	29	970	1,313	2.21%	No	No
SW 127 Avenue to SR 821/HEFT	EB	2LD	870054	E	1,019	1.00%	53	WB	0.45%	24	1,043	2,205	1.09%	No	No
	WB	2LD		E	1,135				0.55%	29	1,164	2,315	1.25%	No	No

Roadway Segments	Direction	Number of Lanes in 2036	Count Station[1]	Adopted LOS Standard[1]	Future without Project 2036 PM Peak Hour Directional Volume [2]	Project Two-Way Distribution Percent[3]	Total PM Peak Hour Project Trips[5] 5,316	Primary Direction	Directional Split Percentage[4]	Total PM Peak Hour Project Trips[5] 5,316	Future with Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume [1] (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)	Project Trips ≥ 5% and Roadway Exceeds LOS Standard (Yes / No)
SW 177 Avenue / SR 997 / Krome Avenue															
US 27 to SW 2 Street	NB	2LD	870052	C	1,249	5.50%	292	SB	2.48%	131	1,380	2,390	5.48%	Yes	No
	SB	2LD		C	1,521				3.03%	161	1,682	2,390	6.74%	Yes	No
SW 2 Street to SW 8 Street	NB	2LD	870582	C	1,571	6.00%	319	SB	2.70%	144	1,715	2,510	5.74%	Yes	No
	SB	2LD		C	1,751				3.30%	175	1,926	2,510	6.97%	Yes	No
SW 8 Street to SW 12 Street	NB	2LD	870004	C	1,770	14.00%	744	SB	6.30%	335	2,105	2,510	13.35%	Yes	No
	SB	2LD		C	1,973				7.70%	409	2,382	2,390	17.11%	Yes	No
SW 12 Street to SW 88 Street	NB	2LD	872557	C	1,599	14.00%	744	SB	6.30%	335	1,934	2,510	13.35%	Yes	No
	SB	2LD		C	1,782				7.70%	409	2,191	2,510	16.30%	Yes	No
SW 88 Street to SW 136 Street	NB	2LD	870682	C	1,698	16.00%	851	SB	7.20%	383	2,081	2,510	15.26%	Yes	No
	SB	2LD		C	1,889				8.80%	468	2,357	2,510	18.65%	Yes	No
SW 136 Street to SW 200 Street	NB	2LD	9208	C	1,831	14.00%	744	NB	7.70%	409	2,240	2,510	16.30%	Yes	No
	SB	2LD		C	2,037				6.30%	335	2,372	2,510	13.35%	Yes	No
SW 200 Street to SW 232 Street	NB	2LD	870361	C	1,325	12.00%	638	NB	6.60%	351	1,676	2,510	13.99%	Yes	No
	SB	2LD		C	1,473				5.40%	287	1,760	2,510	11.44%	Yes	No
SW 232 Street to SW 288 Street	NB	2LD	870040	C	1,278	7.00%	372	NB	3.85%	205	1,483	2,510	8.17%	Yes	No
	SB	2LD		C	1,421				3.15%	167	1,588	2,510	6.65%	Yes	No
SW 288 Street to SW 312 Street	NB	2LD	870043	D	997	5.00%	266	NB	2.75%	146	1,143	1,880	7.77%	Yes	No
	SB	2LD		D	1,107				2.25%	120	1,227	1,880	6.38%	Yes	No
SW 312 Street to SW 328 Street	NB	1LD	875017	E	804	2.00%	106	NB	1.10%	58	862	1,250	4.64%	No	No
	SB	1LD		E	893				0.90%	48	941	1,190	4.03%	No	No
SW 162 Avenue															
SW 88 Street to SW 104 Street	NB	2LD	NDS	D	483	1.50%	80	SB	0.68%	36	519	1,467	2.45%	No	No
	SB	2LD		D	585				0.83%	44	629	1,467	3.00%	No	No
SW 136 Street to SW 144 Street	NB	1LU	NDS	D	14	1.00%	53	SB	0.45%	24	38	540	4.44%	No	No
	SB	1LU		D	11				0.55%	29	40	540	5.37%	Yes	No
SW 144 Street to SW 152 Street	NB	1LU	NDS	D	15	0.50%	27	NB	0.28%	15	30	540	2.78%	No	No
	SB	1LU		D	15				0.23%	12	27	540	2.22%	No	No
SW 157 Avenue / Newton Road															
SW 72 Street to SW 88 Street	NB	3LD	9856	E+20	968	2.50%	133	SB	1.13%	60	1,028	2,765	2.17%	No	No
	SB	2LD		E+20	1,091				1.38%	73	1,164	1,836	3.98%	No	No
SW 88 Street to SW 104 Street	NB	2LD	9857	D	858	6.50%	346	SB	2.93%	156	1,014	1,467	10.63%	Yes	No
	SB	2LD		D	961				3.58%	190	1,151	1,467	12.95%	Yes	No
SW 104 Street to SW 120 Street	NB	2LD	NDS	D	1,251	14.00%	744	SB	6.30%	335	1,586	1,467	22.84%	Yes	Yes
	SB	2LD		D	1,349				7.70%	409	1,758	1,467	27.88%	Yes	Yes
SW 120 Street to SW 136 Street	NB	2LD	NDS	D	1,094	25.00%	1,329	SB	11.25%	598	1,692	1,800	33.22%	Yes	No
	SB	2LD		D	1,503				13.75%	731	2,234	1,800	40.61%	Yes	Yes
SW 136 Street to SW 152 Street	NB	2LD	NDS	D	840	10.00%	532	NB	5.50%	293	1,133	1,467	19.97%	Yes	No
	SB	2LD		D	1,384				4.50%	239	1,623	1,467	16.29%	Yes	Yes
SW 152 Street to SW 184 Street	NB	2LD	9859	D	1,001	10.00%	532	NB	5.50%	293	1,294	1,467	19.97%	Yes	No
	SB	2LD		D	1,101				4.50%	239	1,340	1,467	16.29%	Yes	No
SW 152 Avenue															
SW 88 Street to Hammocks Blvd	NB	2LD	9844	D	430	1.00%	53	SB	0.45%	24	454	1,540	1.56%	No	No
	SB	2LD		D	523				0.55%	29	552	1,467	1.98%	No	No
Hammocks Boulevard															
SW 88 Street to SW 104 Avenue	NB	2LD	9178	D	276	4.00%	213	SB	1.80%	96	372	1,467	6.54%	Yes	No
	SB	2LD		D	307				2.20%	117	424	1,467	7.98%	Yes	No
SW 104 Street to SW 147 Street	NB	2LD	878715	D	669	1.00%	53	SB	0.45%	24	693	1,467	1.64%	No	No
	SB	2LD		D	745				0.55%	29	774	1,467	1.98%	No	No
SW 147 Avenue															
SW 72 Street to SW 88 Street	NB	2LD	9828	D	1,083	2.00%	106	SB	0.90%	48	1,131	1,890	2.54%	No	No
	SB	2LD		D	972				1.10%	58	1,030	1,890	3.07%	No	No
SW 88 Street to SW 104 Street	NB	2LD	9830	D	1,034	4.00%	213	SB	1.80%	96	1,130	1,890	5.08%	Yes	No
	SB	2LD		D	928				2.20%	117	1,045	1,800	6.50%	Yes	No
SW 104 Street to SW 120 Street	NB	2LD	9832	D	811	6.50%	346	SB	2.93%	156	967	1,800	8.67%	Yes	No
	SB	2LD		D	728				3.58%	190	918	1,800	10.56%	Yes	No
SW 152 Street to SW 184 Street	NB	1LU	9834	D	484	3.00%	159	NB	1.65%	87	571	709	12.28%	Yes	No
	SB	1LU		D	434				1.35%	72	506	709	10.16%	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	9836	C	756	5.00%	266	NB	2.75%	146	902	784	18.61%	Yes	Yes
	SB	1LU		C	678				2.25%	120	798	598	20.08%	Yes	Yes
SW 200 Street to SW 216 Street	NB	1LU	9838	C	526	4.00%	213	NB	2.20%	117	643	598	19.58%	Yes	Yes
	SB	1LU		C	472				1.80%	96	568	598	16.06%	Yes	No
SW 216 Street to SW 232 Street	NB	1LU	9840	C	427	3.50%	186	NB	1.93%	102	529	598	17.07%	Yes	No
	SB	1LU		C	383				1.58%	84	467	598	14.06%	Yes	No
SW 232 Street to SW 248 Street	NB	1LU	9842	C	380	2.50%	133	NB	1.38%	73	453	598	12.22%	Yes	No
	SB	1LU		C	341				1.13%	60	401	598	10.04%	Yes	No
SW 248 Street to SW 264 Street	NB	1LU	878223	C	515	2.00%	106	NB	1.10%	58	573	598	9.71%	Yes	No
	SB	1LU		C	574				0.90%	48	622	598	8.03%	Yes	Yes
NW/SW 137 Avenue / SR 825 / Lindgren Road															
SR 836 to SW 8 Street	NB	3LD	872509	E+20	2,370	5.00%	266	SB	2.25%	120	2,490	3,780	3.17%	No	No
	SB	3LD		E+20	2,641				2.75%	146	2,787	3,780	3.86%	No	No
SW 88 Street to SW 104 Street	NB	3LD	872520	E	1,420	2.00%	106	SB	0.90%	48	1,468	2,840	1.69%	No	No
	SB	3LD		E	1,582				1.10%	58	1,640	2,840	2.04%	No	No
SW 104 Street to SW 120 Street	NB	3LD	872519	E	1,602	1.00%	53	SB	0.45%	24	1,626	2,840	0.85%	No	No
	SB	3LD		E	1,437				0.55%	29	1,466	2,840	1.02%	No	No
SW 120 Street to SW 136 Street	NB	3LD	9814	D	2,389	1.00%	53	SB	0.45%	24	2,413	2,814	0.85%	No	No
	SB	3LD		D	2,144				0.55%	29	2,173	2,680	1.08%	No	No
SW 136 Street to SW 152 Street	NB	3LD	9816	D	1,876	1.00%	53	SB	0.45%	24	1,900	2,718	0.88%	No	No
	SB	3LD		D	1,684				0.55%	29	1,713	2,718	1.07%	No	No
SW 152 Street to SW 184 Street	NB	3LD	9818	D	1,971	2.00%	106	NB	1.10%	58	2,029	2,718	2.13%	No	No
	SB	3LD		D	1,769				0.90%	48	1,817	2,718	1.77%	No	No
SW 184 Street to SW 200 Street	NB	1LU	9820	D	837	1.00%	53	NB	0.55%	29	866	792	3.66%	No	No
	SB	1LU		D	751				0.45%	24	775	792	3.03%	No	No
SW 127 Avenue															
SW 88 Street to SW 104 Street	NB	2LD	9782	D	822	1.00%	53	SB	0.45%	24	846	1,800	1.33%	No	No
	SB	2LD		D	916				0.55%	29	945	1,890	1.53%	No	No
SW 104 Street to SW 128 Street	NB	2LD	9784	D	615	0.50%	27	SB	0.23%	12	627	1,800	0.67%	No	No
	SB	2LD		D	686				0.28%	15	701	1,800	0.83%	No	No

Roadway Segments	Direction	Number of Lanes in 2036	Count Station[1]	Adopted LOS Standard[1]	Future without Project 2036 PM Peak Hour Directional Volume [2]	Project Two-Way Distribution Percent[3]	Total PM Peak Hour Project Trips[5] 5,316	Primary Direction	Directional Split Percentage[4]	Total PM Peak Hour Project Trips[5] 5,316	Future with Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume (MSV)[5]	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)	Project Trips ≥ 5% and Roadway Exceeds LOS Standard (Yes / No)
SW 117 Avenue															
SW 88 Street to SW 112 Street	NB	2LD	9748	D	1,184	1.00%	53	SB	0.45%	24	1,208	1,890	1.27%	No	No
	SB	2LD		D	1,063				0.55%	29	1,092	1,800	1.61%	No	No
SW 112 Street to SW 136 Street	NB	2LD	9750	D	1,301	1.00%	53	SB	0.45%	24	1,325	1,890	1.27%	No	No
	SB	2LD		D	1,168				0.55%	29	1,197	1,800	1.61%	No	No
SW 136 Street to SW 152 Street	NB	2LD	9752	D	1,141	1.00%	53	SB	0.45%	24	1,165	1,800	1.33%	No	No
	SB	2LD		D	1,024				0.55%	29	1,053	1,890	1.53%	No	No
SW 152 Street to SW 184 Street	NB	2LD	9754	D	1,092	1.00%	53	NB	0.55%	29	1,121	1,890	1.53%	No	No
	SB	2LD		D	980				0.45%	24	1,004	1,800	1.33%	No	No
SW 184 Street to SW 200 Street	NB	1LU	9756	D	635	1.00%	53	NB	0.55%	29	664	675	4.30%	No	No
	SB	1LU		D	569				0.45%	24	593	675	3.56%	No	No
SR 821 / HEFT / Florida's Turnpike															
SW 88 Street to SW 120 Street	NB	5LD	972246	D	2,029	2.00%	106	SB	0.90%	48	2,077	10,680	0.45%	No	No
	SB	5LD		D	1,575				1.10%	58	1,633	10,680	0.54%	No	No
SW 120 Street to SR 874	NB	4LD	972290	D	8,444	2.00%	106	SB	0.90%	48	8,492	8,700	0.55%	No	No
	SB	4LD		D	6,554				1.10%	58	6,612	8,700	0.67%	No	No
SR 874 to SW 152 Street	NB	6LD	972266	D	5,498	5.00%	266	SB	2.25%	120	5,618	12,520	0.96%	No	No
	SB	6LD		D	4,268				2.75%	146	4,414	12,520	1.17%	No	No
SW 152 Street to SW 184 Street	NB	6LD	972254	D	12,007	0.50%	27	NB	0.28%	15	12,022	12,520	0.12%	No	No
	SB	6LD		D	9,320				0.23%	12	9,332	12,520	0.10%	No	No
SW 184 Street to SW 200 Street	NB	5LD	970501	D	9,494	0.50%	27	NB	0.28%	15	9,509	10,680	0.14%	No	No
	SB	5LD		D	8,870				0.23%	12	8,882	10,680	0.11%	No	No
SR 874 / Don Shula Expressway															
HEFT to SW 104 Street	NB	3LD	872274	D	3,198	5.00%	266	SB	2.25%	120	3,318	6,080	1.97%	No	No
	SB	3LD		D	5,259				2.75%	146	5,405	6,080	2.40%	No	No
SW 104 Street to SR 878	NB	3LD	872276	D	3,272	6.00%	319	SB	2.70%	144	3,416	6,080	2.37%	No	No
	SB	3LD		D	5,456				3.30%	175	5,631	6,080	2.88%	No	No

Notes:

[1]LOS obtained from 2024 FDOT and MDC Concurrency Data.

[2]Obtained from Table 21.D.1.

[3]Distribution obtained from SERPM model runs.

[4]Directional splits are based on the net new trip generation inbound / outbound ratio.

[5]Refer to Section 21B for project trip generation.

[6] [illegible]

Project trips are equal to or exceed 5.0% of the adopted PM peak hour maximum service volume and PM peak hour volume exceeds the adopted PM peak hour maximum service volume

Appendix 21-8

City Park - PM Intersection Assignment

INTERSECTION	MOVEMENT	Raw Traffic Volumes 2026	adjusted to PSCF 1/14 1.01	adjusted to PSCF 5/19 1.00	Existing (2026)	BACKGROUND Growth rate: 0.70% 1.40% No. of years: 10 10	Portofino In 610	Portofino Out 483	Portofino Total 1093	COMMITTED DEVELOPMENTS	FUTURE W/O PROJ (2036)	City Park IN 2,804	City Park OUT 2,512	City Park Total 5,316	FUTURE WITH PROJECT (2036)
	NBU	12	12		12	14	0%	0%	0	0	14	0%	0%	0	14
	NBL	437	441		441	507	0%	0%	0	0	507	1%	0%	28	535
	NBT	1235	1247		1,247	1433	0%	0%	0	0	1433	0%	0%	0	1433
	NBR	142	143		143	164	0%	0%	0	0	164	0%	0%	0	164
1) SW 137th	SBU	36	36		36	41	0%	0%	0	0	41	0%	0%	0	41
Avenue / SW 120th	SBL	202	204		204	234	0%	0%	0	0	234	0%	0%	0	234
Street (S)	SBT	898	907		907	1042	0%	0%	0	0	1042	0%	0%	0	1042
	SBR	128	129		129	148	0%	0%	0	0	148	1%	0%	28	176
	EBU	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	EBL	73	74		74	85	0%	0%	0	0	85	0%	1%	25	110
	EBT	492	497		497	571	0%	19%	92	92	663	0%	3%	75	738
	EBR	333	336		336	386	0%	0%	0	0	386	0%	1%	25	411
	WBU	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	WBL	133	134		134	154	0%	0%	0	0	154	0%	0%	0	154
PHF =	WBT	773	781		781	897	19%	0%	116	116	1013	3%	0%	84	1098
0.96	WBR	140	141		141	162	0%	0%	0	0	162	0%	0%	0	162
TOTAL		5,034	5082		5,082	5840	19%	19%	208	208	6048	5%	5%	266	6313
	NBL	1	1		1	1	0%	0%	0	0	1	0%	0%	0	1
	NBT	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	NBR	7	7		7	8	0%	0%	0	0	8	0%	0%	0	8
2) SW 132nd	SBL	88	89		89	102	0%	0%	0	0	102	0%	0%	0	102
Avenue / SW 120th	SBT	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
Street (S)	SBR	129	130		130	149	0%	0%	0	0	149	1%	0%	28	177
	EBL	162	164		164	188	0%	0%	0	0	188	0%	1%	25	214
	EBT	906	915		915	1051	0%	19%	92	92	1143	0%	2%	50	1193
	EBR	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	WBL	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
PHF =	WBT	1024	1034		1,034	1188	19%	0%	116	116	1304	2%	0%	56	1360
0.95	WBR	204	206		206	237	0%	0%	0	0	237	0%	0%	0	237
TOTAL		2,521	2,546		2,546	2926	19%	19%	208	208	3133	3%	3%	159	3293
	NBU	17	17		17	20	0%	0%	0	0	20	0%	0%	0	20
	NBL	121	122		122	140	0%	0%	0	0	140	0%	0%	0	140
	NBT	399	403		403	463	0%	0%	0	0	463	0%	0%	0	463
	NBR	131	132		132	152	0%	0%	0	0	152	0%	0%	0	152
	SBU	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
3) SW 127th	SBL	111	112		112	129	0%	0%	0	0	129	0%	0%	0	129
Avenue / SW 120th	SBT	324	327		327	376	0%	0%	0	0	376	0%	0%	0	376
Street (S)	SBR	124	125		125	144	0%	0%	0	0	144	0%	0%	0	144
	EBU	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	EBL	217	219		219	252	0%	0%	0	0	252	0%	0%	0	252
	EBT	911	920		920	1057	0%	19%	92	92	1149	0%	2%	50	1199
	EBR	97	98		98	113	0%	0%	0	0	113	0%	0%	0	113
	WBU	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	WBL	234	236		236	271	0%	0%	0	0	271	0%	0%	0	271
PHF =	WBT	986	996		996	1145	19%	0%	116	116	1260	2%	0%	56	1317
0.96	WBR	109	110		110	126	0%	0%	0	0	126	0%	0%	0	126
TOTAL		3781	3817		3,817	4386	19%	19%	208	208	4594	2%	2%	106	4700
	NBL	34	34		34	39	0%	0%	0	0	39	0%	0%	0	39
	NBT	129	130		130	149	0%	0%	0	0	149	0%	0%	0	149
	NBR	545	550		550	632	0%	0%	0	0	632	0%	0%	0	632
	SBL	208	210		210	241	0%	0%	0	0	241	0%	0%	0	241
	SBT	161	163		163	187	0%	0%	0	0	187	0%	0%	0	187
4) SW 122nd	SBR	63	64		64	74	0%	0%	0	0	74	0%	0%	0	74
Avenue / Sw 120th	EBU	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
Street (S)	EBL	43	43		43	49	0%	0%	0	0	49	0%	0%	0	49
	EBT	889	898		898	1032	0%	19%	92	92	1124	0%	2%	50	1174
	EBR	60	61		61	70	0%	0%	0	0	70	0%	0%	0	70
	WBU	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	WBL	401	405		405	465	0%	0%	0	0	465	0%	0%	0	465
PHF =	WBT	1236	1248		1,248	1434	19%	0%	116	116	1550	2%	0%	56	1606
0.95	WBR	339	342		342	393	0%	0%	0	0	393	0%	0%	0	393
TOTAL		4108	4148		4148	4767	19%	19%	208	208	4974	2%	2%	106	5081
	NBL	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	NBT	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	NBR	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	SBL	1348	1361		1,361	1459	0%	7%	34	34	1493	0%	0%	0	1493
5) SW 162nd	SBT	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
Avenue / SW 136th	SBR	0	0		0	0	0%	0%	0	0	0	25%	0%	701	701
Street (U)	EBU	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	EBL	8	8		8	9	0%	0%	0	0	9	0%	25%	628	637
	EBT	7	7		7	8	0%	0%	0	0	8	0%	7%	176	183
	EBR	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	WBL	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
PHF =	WBT	0	0		0	0	0%	0%	0	0	0	7%	0%	196	196
0.94	WBR	1013	1023		1,023	1097	7%	0%	43	43	1140	0%	0%	0	1140
TOTAL		2376	2399		2399	2572	7%	7%	77	77	2649	32%	32%	1701	4350

City Park - PM Intersection Assignment

INTERSECTION	MOVEMENT	Raw Traffic Volumes 2026	adjusted to PSCF 1/14 1.01	adjusted to PSCF 5/19 1.00	Existing (2026)	BACKGROUND Growth rate: 0.70% 1.40% No. of years: 10 10	Portofino In 610	Portofino Out 483	Portofino Total 1093	COMMITTED DEVELOPMENTS	FUTURE W/O PROJ (2036)	City Park IN 2,804	City Park OUT 2,512	City Park Total 5,316	FUTURE WITH PROJECT (2036)
6) SW 157th Avenue / SW 136th Street (S) PHF = 0.95	NBL	575	581		581	623	7%	0%	43	43	666	0%	0%	0	666
	NBT	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	NBR	215	217		217	233	0%	0%	0	0	233	0%	0%	0	233
	SBL	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	SBT	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	SBR	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	EBL	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	EBT	288	291		291	312	0%	0%	0	0	312	0%	7%	176	488
	EBR	1081	1092		1,092	1171	0%	7%	34	34	1205	0%	0%	0	1205
	WBL	427	431		431	462	0%	0%	0	0	462	0%	0%	0	462
	WBT	426	430		430	461	0%	0%	0	0	461	7%	0%	196	657
	WBR	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
TOTAL		3012	3042		3,042	3262	7%	7%	77	77	3338	7%	7%	372	3710
7) SW 157th Avenue / SW 152nd Street (S)	NBL	73	74		74	79	0%	0%	0	0	79	10%	0%	280	360
	NBT	416	420		420	450	7%	0%	43	43	493	0%	0%	0	493
	NBR	188	190		190	204	0%	0%	0	0	204	0%	0%	0	204
	SBL	300	303		303	325	0%	0%	0	0	325	0%	0%	0	325
	SBT	896	905		905	970	0%	7%	34	34	1004	0%	0%	0	1004
	SBR	17	17		17	18	0%	0%	0	0	18	0%	0%	0	18
	EBU	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	EBL	29	29		29	31	0%	0%	0	0	31	0%	0%	0	31
	EBT	197	199		199	213	0%	0%	0	0	213	0%	20%	502	716
	EBR	130	131		131	140	0%	0%	0	0	140	0%	10%	251	392
	WBU	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	WBL	197	199		199	213	0%	0%	0	0	213	0%	0%	0	213
	WBT	178	180		180	193	0%	0%	0	0	193	20%	0%	561	754
	WBR	236	238		238	255	0%	0%	0	0	255	0%	0%	0	255
TOTAL		2857	2885		2,885	3093	7%	7%	77	77	3170	30%	30%	1595	4765
8) SW 157th Avenue / SW 184th Street (S)	NBL	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	NBT	1	1		1	1	0%	0%	0	0	1	0%	0%	0	1
	NBR	3	3		3	3	0%	0%	0	0	3	0%	0%	0	3
	SBL	320	323		323	346	0%	3%	14	14	361	0%	7%	176	537
	SBT	1	1		1	1	0%	0%	0	0	1	0%	0%	0	1
	SBR	429	433		433	464	0%	0%	0	0	464	0%	0%	0	464
	EBL	337	340		340	365	0%	0%	0	0	365	0%	0%	0	365
	EBT	401	405		405	434	0%	0%	0	0	434	0%	0%	0	434
	EBR	3	3		3	3	0%	0%	0	0	3	0%	0%	0	3
	WBL	1	1		1	1	0%	0%	0	0	1	0%	0%	0	1
	WBT	229	231		231	248	0%	0%	0	0	248	0%	0%	0	248
	WBR	166	168		168	180	3%	0%	18	18	198	7%	0%	196	395
TOTAL		1891	1909		1909	2047	3%	3%	33	33	2080	7%	7%	372	2452
9) SW 152nd Avenue / SW 184th Street (S)	NBL	4	4		4	4	0%	0%	0	0	4	0%	0%	0	4
	NBT	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	NBR	2	2		2	2	0%	0%	0	0	2	0%	0%	0	2
	SBL	107	108		108	116	0%	0%	0	0	116	0%	0%	0	116
	SBT	1	1		1	1	0%	0%	0	0	1	0%	0%	0	1
	SBR	17	17		17	18	0%	0%	0	0	18	0%	0%	0	18
	EBL	24	24		24	26	0%	0%	0	0	26	0%	0%	0	26
	EBT	718	725		725	777	0%	3%	14	14	792	0%	7%	176	968
	EBR	1	1		1	1	0%	0%	0	0	1	0%	0%	0	1
	WBL	1	1		1	1	0%	0%	0	0	1	0%	0%	0	1
	WBT	464	469		469	503	3%	0%	18	18	521	7%	0%	196	717
	WBR	106	107		107	115	0%	0%	0	0	115	0%	0%	0	115
TOTAL		1445	1459		1,459	1564	3%	3%	33	33	1597	7%	7%	372	1969
10) SW 147th Avenue / SW 184th Street (S)	NBL	128	129		129	138	0%	0%	0	0	138	3%	0%	84	222
	NBT	188	190		190	204	0%	0%	0	0	204	2%	0%	56	260
	NBR	207	209		209	224	0%	0%	0	0	224	0%	0%	0	224
	SBL	185	187		187	201	0%	0%	0	0	201	0%	1%	25	226
	SBT	302	305		305	327	0%	0%	0	0	327	0%	2%	50	377
	SBR	30	30		30	32	0%	0%	0	0	32	0%	0%	0	32
	EBL	27	27		27	29	0%	0%	0	0	29	0%	0%	0	29
	EBT	493	498		498	534	0%	3%	14	14	548	0%	4%	100	649
	EBR	253	256		256	274	0%	0%	0	0	274	0%	3%	75	350
	WBL	190	192		192	206	0%	0%	0	0	206	0%	0%	0	206
	WBT	411	415		415	445	3%	0%	18	18	463	4%	0%	112	575
	WBR	296	299		299	321	0%	0%	0	0	321	1%	0%	28	349
TOTAL		2710	2737		2,737	2935	3%	3%	33	33	2968	10%	10%	532	3499

City Park - PM Intersection Assignment

INTERSECTION	MOVEMENT	Raw Traffic Volumes 2026	adjusted to PSCF 1/14	adjusted to PSCF 5/19	Existing (2026)	BACKGROUND	Portofino			COMMITTED DEVELOPMENTS	FUTURE W/O PROJ (2036)	City Park			FUTURE WITH PROJECT (2036)
						Growth rate: 0.70% 1.40%	In	Out	Total			IN	OUT	Total	
			1.01	1.00		No. of years: 10 10	610	483	1093			2,804	2,512	5,316	
	NBL	17	17		17	20	0%	0%	0	0	20	0%	0%	0	20
	NBT	337	340		340	391	0%	0%	0	0	391	4%	0%	112	503
	NBR	54	55		55	63	0%	0%	0	0	63	0%	0%	0	63
	SBL	37	37		37	43	0%	0%	0	0	43	0%	1%	25	68
11) SW 147th Avenue / SW 200th Street (S)	SBT	448	452		452	519	0%	0%	0	0	519	0%	4%	100	620
	SBR	164	166		166	191	0%	0%	0	0	191	0%	0%	0	191
	EBU	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	EBL	139	140		140	161	0%	0%	0	0	161	0%	0%	0	161
	EBT	273	276		276	317	0%	0%	0	0	317	0%	0%	0	317
	EBR	23	23		23	26	0%	0%	0	0	26	0%	0%	0	26
	WBL	24	24		24	28	0%	0%	0	0	28	0%	0%	0	28
PHF =	WBT	296	299		299	344	0%	0%	0	0	344	0%	0%	0	344
0.97	WBR	44	44		44	51	0%	0%	0	0	51	1%	0%	28	79
TOTAL		1856	1873		1873	2152	0%	0%	0	0	2152	5%	5%	266	2418
	NBL	50	51		51	59	0%	0%	0	0	59	0%	0%	0	59
	NBT	294	297		297	341	0%	0%	0	0	341	0%	0%	0	341
	NBR	58	59		59	68	0%	0%	0	0	68	0%	0%	0	68
	SBL	141	142		142	163	0%	0%	0	0	163	0%	0%	0	163
12) SW 137th Avenue / SW 200th Street (S)	SBT	506	511		511	587	0%	0%	0	0	587	0%	0%	0	587
	SBR	24	24		24	28	0%	0%	0	0	28	0%	0%	0	28
	EBL	22	22		22	25	0%	0%	0	0	25	0%	0%	0	25
	EBT	303	306		306	352	0%	0%	0	0	352	0%	1%	25	377
	EBR	48	48		48	55	0%	0%	0	0	55	0%	0%	0	55
	WBL	52	53		53	61	0%	0%	0	0	61	0%	0%	0	61
PHF =	WBT	234	236		236	271	0%	0%	0	0	271	1%	0%	28	299
0.97	WBR	95	96		96	110	0%	0%	0	0	110	0%	0%	0	110
TOTAL		1827	1845		1,845	2120	0%	0%	0	0	2120	1%	1%	53	2173
	NBU	1	1		1	1	0%	0%	0	0	1	0%	0%	0	1
	NBT	767	775		775	831	7%	0%	43	43	874	0%	14%	352	1225
	NBR	266	269		269	288	0%	0%	0	0	288	0%	11%	276	565
	SBL	212	214		214	229	0%	0%	0	0	229	0%	0%	0	229
	SBT	967	977		977	1048	0%	7%	34	34	1081	14%	0%	393	1474
13) SW 157th Avenue / SW 120th Street (S)	SBR	1	1		1	1	0%	0%	0	0	1	0%	0%	0	1
	EBU	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	EBL	1	1		1	1	0%	0%	0	0	1	0%	0%	0	1
	EBT	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	EBR	3	3		3	3	0%	0%	0	0	3	0%	0%	0	3
	WBU	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	WBL	482	487		487	522	0%	0%	0	0	522	11%	0%	308	831
PHF =	WBT	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
0.97	WBR	295	298		298	320	0%	0%	0	0	320	0%	0%	0	320
TOTAL		2995	3026		3,026	3245	7%	7%	77	77	3321	25%	25%	1329	4650
	NBL	5	5		5	6	0%	0%	0	0	6	0%	0%	0	6
	NBT	267	270		270	310	0%	0%	0	0	310	4%	0%	98	408
	NBR	32	32		32	37	0%	0%	0	0	37	0%	0%	0	37
	SBL	43	43		43	49	0%	0%	0	0	49	0%	0%	0	49
14) SW 147th Avenue / SW 216th Street (S)	SBT	364	368		368	423	0%	0%	0	0	423	0%	4%	88	511
	SBR	71	72		72	83	0%	0%	0	0	83	0%	0%	0	83
	EBL	91	92		92	106	0%	0%	0	0	106	0%	0%	0	106
	EBT	279	282		282	324	0%	0%	0	0	324	0%	0%	0	324
	EBR	19	19		19	22	0%	0%	0	0	22	0%	0%	0	22
	WBL	62	63		63	72	0%	0%	0	0	72	0%	0%	0	72
PHF =	WBT	314	317		317	364	0%	0%	0	0	364	0%	0%	0	364
0.97	WBR	28	28		28	32	0%	0%	0	0	32	0%	0%	0	32
TOTAL		1575	1591		1591	1828	0%	0%	0	0	1828	4%	4%	186	2014
	NBL	11	11		11	13	0%	0%	0	0	13	0%	0%	0	13
	NBT	204	206		206	237	0%	0%	0	0	237	2%	0%	56	293
	NBR	22	22		22	25	0%	0%	0	0	25	0%	0%	0	25
	SBL	33	33		33	38	0%	0%	0	0	38	0%	0%	0	38
15) SW 147th Avenue / SW 248th Street (U)	SBT	366	370		370	425	0%	0%	0	0	425	0%	2%	50	475
	SBR	20	20		20	23	0%	0%	0	0	23	0%	0%	0	23
	EBL	26	26		26	30	0%	0%	0	0	30	0%	0%	0	30
	EBT	172	174		174	200	0%	0%	0	0	200	0%	0%	0	200
	EBR	21	21		21	24	0%	0%	0	0	24	0%	0%	0	24
	WBL	34	34		34	39	0%	0%	0	0	39	0%	0%	0	39
PHF =	WBT	101	102		102	117	0%	0%	0	0	117	0%	0%	0	117
0.93	WBR	20	20		20	23	0%	0%	0	0	23	0%	0%	0	23
TOTAL		1030	1039		1,039	1194	0%	0%	0	0	1194	2%	2%	106	1300

City Park - PM Intersection Assignment

INTERSECTION	MOVEMENT	Raw Traffic Volumes 2026	adjusted to PSCF 1/14 1.01	adjusted to PSCF 5/19 1.00	Existing (2026)	BACKGROUND Growth rate: 0.70% 1.40% No. of years: 10 10	Portofino In 610	Portofino Out 483	Portofino Total 1093	COMMITTED DEVELOPMENTS	FUTURE W/O PROJ (2036)	City Park IN 2,804	City Park OUT 2,512	City Park Total 5,316	FUTURE WITH PROJECT (2036)
	NBL	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	NBT	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	NBR	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	SBL	262	265		265	305	0%	0%	0	0	305	0%	2%	50	355
16) SW 147th Avenue / SW 264th Street (U)	SBT	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	SBR	61	62		62	71	0%	0%	0	0	71	0%	0%	0	71
	EBL	77	78		78	90	0%	0%	0	0	90	0%	0%	0	90
	EBT	322	325		325	373	0%	0%	0	0	373	0%	0%	0	373
	EBR	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
	WBL	0	0		0	0	0%	0%	0	0	0	0%	0%	0	0
PHF =	WBT	140	141		141	162	0%	0%	0	0	162	0%	0%	0	162
0.92	WBR	198	200		200	230	0%	0%	0	0	230	2%	0%	56	286
TOTAL		1060	1071		1,071	1231	0%	0%	0	0	1231	2%	2%	106	1337
	NBL	102		102	102	109	0%	0%	0	0	109	0%	0%	0	109
	NBT	586		586	586	628	0%	0%	0	0	628	0%	7%	176	804
	NBR	177		177	177	190	0%	0%	0	0	190	0%	6%	151	341
	SBL	220		220	220	236	0%	0%	0	0	236	0%	0%	0	236
17) SW 157th Avenue / SW 104th Street (S)	SBT	645		645	645	692	0%	0%	0	0	692	7%	0%	196	888
	SBR	25		25	25	27	8%	0%	49	49	76	0%	0%	0	76
	EBL	15		15	15	16	0%	8%	39	39	55	0%	0%	0	55
	EBT	350		350	350	375	0%	0%	0	0	375	0%	0%	0	375
	EBR	80		80	80	86	0%	0%	0	0	86	0%	0%	0	86
	WBL	261		261	261	280	0%	0%	0	0	280	6%	0%	168	448
PHF =	WBT	485		485	485	520	0%	0%	0	0	520	0%	0%	0	520
0.98	WBR	286		286	286	307	0%	0%	0	0	307	0%	0%	0	307
TOTAL		3232		3232	3,232	3466	8%	8%	87	87	3553	13%	13%	691	4244
	NBL	197		197	197	211	7%	0%	43	43	254	0%	0%	0	254
	NBT	733		733	733	786	0%	0%	0	0	786	0%	14%	352	1138
	NBR	42		42	42	45	0%	0%	0	0	45	0%	0%	0	45
	SBL	47		47	47	50	0%	0%	0	0	50	0%	0%	0	50
18) SW 157th Avenue / SW 112th Street (S)	SBT	787		787	787	844	0%	0%	0	0	844	14%	0%	393	1236
	SBR	78		78	78	84	0%	0%	0	0	84	0%	0%	0	84
	EBL	51		51	51	55	0%	0%	0	0	55	0%	0%	0	55
	EBT	63		63	63	68	0%	0%	0	0	68	0%	0%	0	68
	EBR	318		318	318	341	0%	7%	34	34	375	0%	0%	0	375
	WBL	64		64	64	69	0%	0%	0	0	69	0%	0%	0	69
PHF =	WBT	88		88	88	94	0%	0%	0	0	94	0%	0%	0	94
0.93	WBR	47		47	47	50	0%	0%	0	0	50	0%	0%	0	50
TOTAL		2515		2515	2,515	2697	7%	7%	77	77	2773	14%	14%	744	3517
	NBL	34		34	34	36	0%	0%	0	0	36	1.5%	0%	42	79
	NBT	641		641	641	687	7%	0%	43	43	730	0%	0%	0	730
	NBR	0		0	0	0	0%	0%	0	0	0	0%	0%	0	0
	SBL	0		0	0	0	0%	0%	0	0	0	0%	0%	0	0
19) SW 157th Avenue / SW 144th Street (S)	SBT	1239		1239	1,239	1329	0%	7%	34	34	1362	0%	0%	0	1362
	SBR	119		119	119	128	0%	0%	0	0	128	1.5%	0%	42	170
	EBL	77		77	77	83	0%	0%	0	0	83	0%	1.5%	38	120
	EBT	0		0	0	0	0%	0%	0	0	0	0%	0%	0	0
	EBR	66		66	66	71	0%	0%	0	0	71	0%	1.5%	38	108
	WBL	0		0	0	0	0%	0%	0	0	0	0%	0%	0	0
PHF =	WBT	0		0	0	0	0%	0%	0	0	0	0%	0%	0	0
0.94	WBR	0		0	0	0	0%	0%	0	0	0	0%	0%	0	0
TOTAL		2176		2176	2,176	2333	7%	7%	77	77	2410	3%	3%	159	2569

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	74	497	336	134	781	141	12	441	1247	143	36	204
Future Volume (vph)	74	497	336	134	781	141	12	441	1247	143	36	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.1	6.6	7.1	7.1			6.6	6.6	6.6		6.6
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95			0.97	0.91	1.00		0.97
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	0.99		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00	1.00		0.95
Satd. Flow (prot)	1787	3610	1599	3433	3492			3468	5136	1549		3472
Flt Permitted	0.07	1.00	1.00	0.95	1.00			0.95	1.00	1.00		0.95
Satd. Flow (perm)	132	3610	1599	3433	3492			3468	5136	1549		3472
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	77	518	350	140	814	147	12	459	1299	149	38	213
RTOR Reduction (vph)	0	0	34	0	7	0	0	0	0	72	0	0
Lane Group Flow (vph)	77	518	316	140	954	0	0	472	1299	77	0	251
Confl. Peds. (#/hr)								4				
Confl. Bikes (#/hr)										8		
Heavy Vehicles (%)	1%	0%	1%	2%	1%	1%	0%	1%	1%	3%	0%	1%
Turn Type	pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	3	8	1!	7	4		1!	1	6		5	5
Permitted Phases	8		8							6		
Actuated Green, G (s)	67.3	57.2	83.7	12.5	59.6			26.5	84.6	84.6		18.3
Effective Green, g (s)	67.3	57.2	83.7	12.5	59.6			26.5	84.6	84.6		18.3
Actuated g/C Ratio	0.34	0.29	0.42	0.06	0.30			0.13	0.42	0.42		0.09
Clearance Time (s)	7.1	7.1	6.6	7.1	7.1			6.6	6.6	6.6		6.6
Vehicle Extension (s)	2.0	2.5	4.0	2.0	2.5			4.0	1.0	1.0		2.5
Lane Grp Cap (vph)	127	1032	669	214	1040			459	2172	655		317
v/s Ratio Prot	0.03	0.14	0.06	c0.04	c0.27			c0.14	c0.25			0.07
v/s Ratio Perm	0.17		0.14							0.05		
v/c Ratio	0.61	0.50	0.47	0.65	0.92			1.03	0.60	0.12		0.79
Uniform Delay, d1	51.9	59.5	42.2	91.6	67.8			86.8	44.6	35.0		89.0
Progression Factor	1.00	1.00	1.00	0.85	1.06			1.00	1.00	1.00		1.00
Incremental Delay, d2	5.5	0.3	0.7	4.2	9.9			49.4	1.2	0.4		12.3
Delay (s)	57.4	59.8	42.9	82.1	81.7			136.2	45.8	35.4		101.3
Level of Service	E	E	D	F	F			F	D	D		F
Approach Delay (s/veh)		53.3			81.8				67.2			
Approach LOS		D			F				E			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	65.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	27.4
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	907	129
Future Volume (vph)	907	129
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.6	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.98	
Flt Protected	1.00	
Satd. Flow (prot)	4984	
Flt Permitted	1.00	
Satd. Flow (perm)	4984	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	945	134
RTOR Reduction (vph)	9	0
Lane Group Flow (vph)	1070	0
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		4
Heavy Vehicles (%)	2%	1%
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	76.4	
Effective Green, g (s)	76.4	
Actuated g/C Ratio	0.38	
Clearance Time (s)	6.6	
Vehicle Extension (s)	1.0	
Lane Grp Cap (vph)	1903	
v/s Ratio Prot	0.21	
v/s Ratio Perm		
v/c Ratio	0.56	
Uniform Delay, d1	48.6	
Progression Factor	1.00	
Incremental Delay, d2	1.2	
Delay (s)	49.8	
Level of Service	D	
Approach Delay (s/veh)	59.5	
Approach LOS	E	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	74	497	336	134	781	141	12	441	1247	143	36	204
Future Volume (vph)	74	497	336	134	781	141	12	441	1247	143	36	204
Confl. Peds. (#/hr)								4				
Confl. Bikes (#/hr)										8		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	1%	2%	1%	1%	0%	1%	1%	3%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	518	350	140	961	0	0	472	1299	149	0	251
Turn Type	pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	3	8	1!	7	4		1!	1	6		5	5
Permitted Phases	8		8							6		
Detector Phase	3	8	1	7	4		1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	5.0	7.0	7.0	5.0	5.0
Minimum Split (s)	12.1	25.1	11.6	12.1	38.1		11.6	11.6	32.6	32.6	11.6	11.6
Total Split (s)	23.0	61.0	32.0	24.0	62.0		32.0	32.0	88.0	88.0	27.0	27.0
Total Split (%)	11.5%	30.5%	16.0%	12.0%	31.0%		16.0%	16.0%	44.0%	44.0%	13.5%	13.5%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.7	2.7	2.2	2.7	2.7		2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	7.1	7.1	6.6	7.1	7.1			6.6	6.6	6.6		6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	None	None
Act Effct Green (s)	67.3	57.2	90.8	12.5	59.6			26.5	84.6	84.6		18.3
Actuated g/C Ratio	0.34	0.29	0.45	0.06	0.30			0.13	0.42	0.42		0.09
v/c Ratio	0.60	0.50	0.46	0.65	0.92			1.03	0.60	0.20		0.79
Control Delay (s/veh)	61.4	61.7	33.6	88.9	81.6			129.7	46.4	8.8		106.7
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay (s/veh)	61.4	61.7	33.6	88.9	81.6			129.7	46.4	8.8		106.7
LOS	E	E	C	F	F			F	D	A		F
Approach Delay (s/veh)		51.3			82.5				64.0			
Approach LOS		D			F				E			
Queue Length 50th (ft)	65	300	267	95	562			~356	496	19		170
Queue Length 95th (ft)	113	373	382	139	#791			#483	553	74		225
Internal Link Dist (ft)		10782			2592				21729			
Turn Bay Length (ft)	270		245	170				335		305		300
Base Capacity (vph)	179	1031	757	290	1047			460	2172	727		354
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.43	0.50	0.46	0.48	0.92			1.03	0.60	0.20		0.71

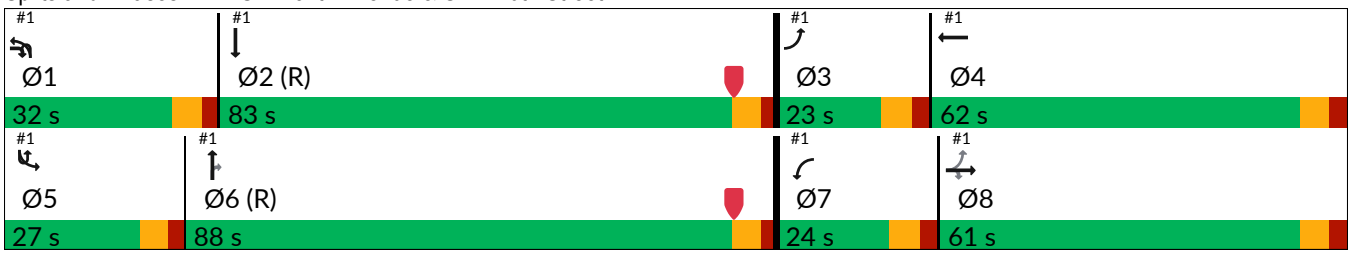
Intersection Summary
Cycle Length: 200
Actuated Cycle Length: 200
Offset: 70 (35%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 95

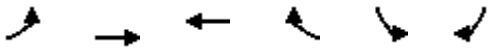
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	907	129
Future Volume (vph)	907	129
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		4
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	1%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1079	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	32.6	
Total Split (s)	83.0	
Total Split (%)	41.5%	
Yellow Time (s)	4.4	
All-Red Time (s)	2.2	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.6	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Max	
Act Effct Green (s)	76.4	
Actuated g/C Ratio	0.38	
v/c Ratio	0.56	
Control Delay (s/veh)	49.3	
Queue Delay	0.0	
Total Delay (s/veh)	49.3	
LOS	D	
Approach Delay (s/veh)	60.2	
Approach LOS	E	
Queue Length 50th (ft)	412	
Queue Length 95th (ft)	462	
Internal Link Dist (ft)	5176	
Turn Bay Length (ft)		
Base Capacity (vph)	1912	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.56	

Intersection Summary

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay (s/veh): 64.6 Intersection LOS: E
Intersection Capacity Utilization 87.7% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
! Phase conflict between lane groups.

Splits and Phases: 1: SW 137th Avenue & SW 120th Street





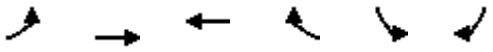
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	164	915	1034	206	89	130
Future Volume (veh/h)	164	915	1034	206	89	130
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1885	1870	1900	1885	1900
Adj Flow Rate, veh/h	173	963	1088	217	77	155
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	1	2	0	1	0
Cap, veh/h	306	2436	1651	328	359	644
Arrive On Green	0.12	1.00	0.56	0.56	0.20	0.20
Sat Flow, veh/h	1767	3676	3048	587	1795	3220
Grp Volume(v), veh/h	173	963	653	652	77	155
Grp Sat Flow(s),veh/h/ln	1767	1791	1777	1765	1795	1610
Q Serve(g_s), s	4.1	0.0	25.6	25.9	3.6	4.0
Cycle Q Clear(g_c), s	4.1	0.0	25.6	25.9	3.6	4.0
Prop In Lane	1.00			0.33	1.00	1.00
Lane Grp Cap(c), veh/h	306	2436	993	986	359	644
V/C Ratio(X)	0.57	0.40	0.66	0.66	0.21	0.24
Avail Cap(c_a), veh/h	374	2436	993	986	359	644
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.80	0.80	1.00	1.00
Uniform Delay (d), s/veh	12.7	0.0	15.4	15.4	33.4	33.6
Incr Delay (d2), s/veh	0.5	0.4	2.7	2.8	1.4	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	0.2	14.6	14.7	3.0	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.2	0.4	18.1	18.3	34.8	34.5
LnGrp LOS	B	A	B	B	C	C
Approach Vol, veh/h		1136	1305		232	
Approach Delay, s/veh		2.3	18.2		34.6	
Approach LOS		A	B		C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.1	61.9				74.0	26.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	10.0	52.0				68.0	20.0
Max Q Clear Time (g_c+I1), s	6.1	27.9				2.0	6.0
Green Ext Time (p_c), s	0.1	2.9				2.4	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	12.9
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



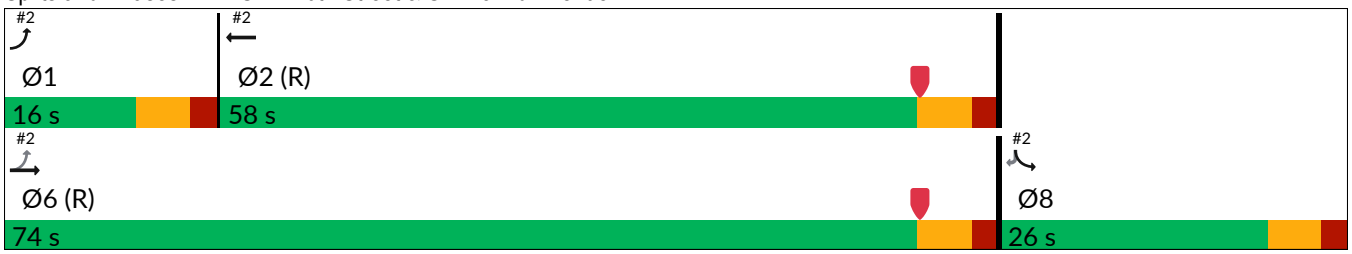
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	164	915	1034	206	89	130
Future Volume (vph)	164	915	1034	206	89	130
Confl. Peds. (#/hr)						2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	1%	2%	0%	1%	0%
Shared Lane Traffic (%)						46%
Lane Group Flow (vph)	173	963	1305	0	157	74
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Detector Phase	1	6	2		8	8
Switch Phase						
Minimum Initial (s)	5.0	16.0	16.0		5.0	5.0
Minimum Split (s)	11.0	24.0	24.0		26.0	26.0
Total Split (s)	16.0	74.0	58.0		26.0	26.0
Total Split (%)	16.0%	74.0%	58.0%		26.0%	26.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max		Max	Max
Act Effct Green (s)	68.0	68.0	53.9		20.0	20.0
Actuated g/C Ratio	0.68	0.68	0.54		0.20	0.20
v/c Ratio	0.65	0.40	0.69		0.22	0.21
Control Delay (s/veh)	32.6	14.1	19.2		20.8	9.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	32.6	14.1	19.2		20.8	9.7
LOS	C	B	B		C	A
Approach Delay (s/veh)		16.9	19.2		17.2	
Approach LOS		B	B		B	
Queue Length 50th (ft)	111	319	301		25	0
Queue Length 95th (ft)	163	407	400		53	40
Internal Link Dist (ft)		2592	2576		1597	
Turn Bay Length (ft)	65				105	
Base Capacity (vph)	294	2430	1880		718	352
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.59	0.40	0.69		0.22	0.21

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 47 (47%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 18.1	Intersection LOS: B
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: SW 120th Street & SW 132nd Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	219	920	98	236	996	110	17	122	403	132	112	327
Future Volume (vph)	219	920	98	236	996	110	17	122	403	132	112	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	0.95		1.00	0.95
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.99		1.00	0.99			1.00	0.96		1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.95	1.00
Satd. Flow (prot)	1787	3518		1752	3493			1789	3442		1805	3539
Flt Permitted	0.15	1.00		0.19	1.00			0.34	1.00		0.13	1.00
Satd. Flow (perm)	290	3518		350	3493			643	3442		255	3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	228	958	102	246	1038	115	18	127	420	138	117	341
RTOR Reduction (vph)	0	4	0	0	5	0	0	0	17	0	0	0
Lane Group Flow (vph)	228	1056	0	246	1148	0	0	145	541	0	117	341
Confl. Peds. (#/hr)			1	1			1					
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	1%	1%	1%	3%	2%	0%	0%	1%	1%	1%	0%	2%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	pm+pt	NA		pm+pt	NA
Protected Phases	1	6		5	2		7	7	4		3	8
Permitted Phases	6			2			4	4			8	
Actuated Green, G (s)	114.2	99.1		111.8	97.9			43.9	30.7		42.1	29.8
Effective Green, g (s)	114.2	99.1		111.8	97.9			43.9	30.7		42.1	29.8
Actuated g/C Ratio	0.63	0.55		0.62	0.54			0.24	0.17		0.23	0.17
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	6.0
Vehicle Extension (s)	5.0	1.0		2.0	1.0			2.0	2.5		2.0	4.0
Lane Grp Cap (vph)	309	1936		325	1899			240	587		165	585
v/s Ratio Prot	c0.06	0.30		0.06	0.33			0.04	c0.16		c0.05	0.10
v/s Ratio Perm	0.41			c0.41				0.10			0.12	
v/c Ratio	0.74	0.55		0.76	0.60			0.60	0.92		0.71	0.58
Uniform Delay, d1	21.3	26.0		19.7	27.9			56.4	73.5		58.0	69.4
Progression Factor	1.00	1.00		2.77	1.84			1.00	1.00		1.00	1.00
Incremental Delay, d2	10.7	1.1		4.2	0.7			2.9	22.0		10.8	4.2
Delay (s)	31.9	27.1		58.8	52.1			59.4	95.5		68.8	73.6
Level of Service	C	C		E	D			E	F		E	E
Approach Delay (s/veh)		27.9			53.3				88.0			67.9
Approach LOS		C			D				F			E

Intersection Summary			
HCM 2000 Control Delay (s/veh)	53.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	125
Future Volume (vph)	125
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1615
Flt Permitted	1.00
Satd. Flow (perm)	1615
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	130
RTOR Reduction (vph)	86
Lane Group Flow (vph)	44
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	pm+ov
Protected Phases	1
Permitted Phases	8
Actuated Green, G (s)	44.9
Effective Green, g (s)	44.9
Actuated g/C Ratio	0.25
Clearance Time (s)	6.0
Vehicle Extension (s)	5.0
Lane Grp Cap (vph)	456
v/s Ratio Prot	0.01
v/s Ratio Perm	0.02
v/c Ratio	0.10
Uniform Delay, d1	52.0
Progression Factor	1.00
Incremental Delay, d2	0.2
Delay (s)	52.2
Level of Service	D
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	219	920	98	236	996	110	17	122	403	132	112	327
Future Volume (vph)	219	920	98	236	996	110	17	122	403	132	112	327
Confl. Peds. (#/hr)			1	1			1					
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	3%	2%	0%	0%	1%	1%	1%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	228	1060	0	246	1153	0	0	145	558	0	117	341
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	pm+pt	NA		pm+pt	NA
Protected Phases	1	6		5	2		7	7	4		3	8
Permitted Phases	6			2			4	4			8	
Detector Phase	1	6		5	2		7	7	4		3	8
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0	10.0		7.0	10.0
Minimum Split (s)	13.0	31.0		13.0	31.0		13.0	13.0	31.0		13.0	31.0
Total Split (s)	22.0	103.0		22.0	103.0		20.0	20.0	35.0		20.0	35.0
Total Split (%)	12.2%	57.2%		12.2%	57.2%		11.1%	11.1%	19.4%		11.1%	19.4%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max		None	C-Max		None	None	Max		None	Max
Act Effct Green (s)	114.2	99.1		111.8	97.9			43.9	30.7		42.1	29.8
Actuated g/C Ratio	0.63	0.55		0.62	0.54			0.24	0.17		0.23	0.17
v/c Ratio	0.74	0.55		0.76	0.61			0.60	0.92		0.71	0.58
Control Delay (s/veh)	29.9	27.3		44.6	52.3			63.9	91.7		74.4	74.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)	29.9	27.3		44.6	52.3			63.9	91.7		74.4	74.1
LOS	C	C		D	D			E	F		E	E
Approach Delay (s/veh)		27.7			51.0				86.0			60.3
Approach LOS		C			D				F			E
Queue Length 50th (ft)	101	416		245	634			138	341		109	203
Queue Length 95th (ft)	169	492		m283	706			209	#473		170	263
Internal Link Dist (ft)		2576			2598				269			2571
Turn Bay Length (ft)	150			95							245	
Base Capacity (vph)	318	1941		346	1904			248	604		182	586
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	0.72	0.55		0.71	0.61			0.58	0.92		0.64	0.58

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 23 (13%), Referenced to phase 2:WBTL, Start of Yellow
Natural Cycle: 90



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	125
Future Volume (vph)	125
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	130
Turn Type	pm+ov
Protected Phases	1
Permitted Phases	8
Detector Phase	1
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	13.0
Total Split (s)	22.0
Total Split (%)	12.2%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	50.9
Actuated g/C Ratio	0.28
v/c Ratio	0.24
Control Delay (s/veh)	11.4
Queue Delay	0.0
Total Delay (s/veh)	11.4
LOS	B
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	14
Queue Length 95th (ft)	71
Internal Link Dist (ft)	
Turn Bay Length (ft)	175
Base Capacity (vph)	546
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.24

Intersection Summary

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 51.0 Intersection LOS: D

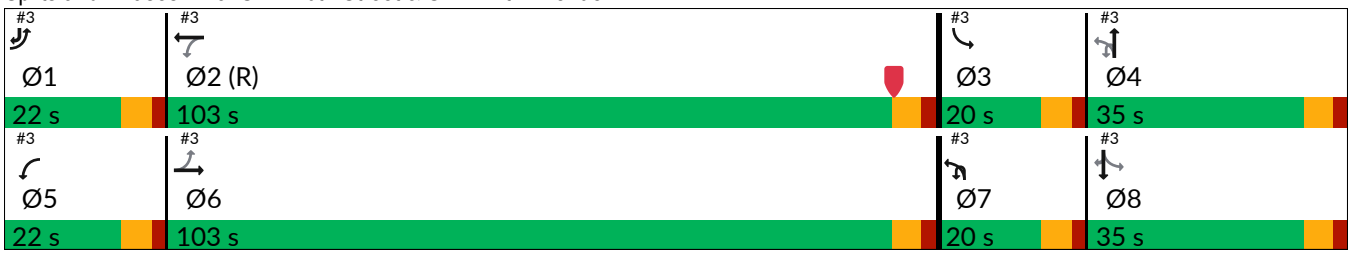
Intersection Capacity Utilization 84.7% ICU Level of Service E

Analysis Period (min) 15

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

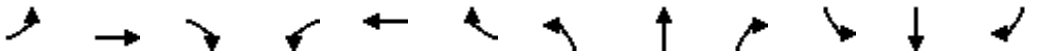
Splits and Phases: 3: SW 120th Street & SW 127th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	898	61	405	1248	342	34	130	550	210	163	64
Future Volume (vph)	43	898	61	405	1248	342	34	130	550	210	163	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.2	6.0		6.5	6.5	6.5	6.5	6.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	0.95	0.91	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.97		1.00	0.91	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.99	
Satd. Flow (prot)	1770	3542		1736	3423		1805	1609	1504	1595	3247	
Flt Permitted	0.07	1.00		0.07	1.00		0.95	1.00	1.00	0.95	0.99	
Satd. Flow (perm)	122	3542		133	3423		1805	1609	1504	1595	3247	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	45	945	64	426	1314	360	36	137	579	221	172	67
RTOR Reduction (vph)	0	3	0	0	14	0	0	31	283	0	14	0
Lane Group Flow (vph)	45	1006	0	426	1660	0	36	338	64	152	294	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	1%	0%	4%	2%	1%	0%	1%	2%	3%	1%	3%
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Prot	Split	NA	
Protected Phases	1	6		5	2		4	4	4	3	3	
Permitted Phases	6			2								
Actuated Green, G (s)	65.0	61.0		105.0	95.0		33.3	33.3	33.3	22.7	22.7	
Effective Green, g (s)	65.0	61.0		105.0	95.0		33.3	33.3	33.3	22.7	22.7	
Actuated g/C Ratio	0.36	0.34		0.58	0.53		0.19	0.19	0.19	0.13	0.13	
Clearance Time (s)	6.0	6.0		6.2	6.0		6.5	6.5	6.5	6.5	6.5	
Vehicle Extension (s)	2.0	2.7		2.0	2.7		2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	80	1200		414	1806		333	297	278	201	409	
v/s Ratio Prot	0.01	0.28		c0.22	0.48		0.02	c0.21	0.04	c0.10	0.09	
v/s Ratio Perm	0.19			c0.38								
v/c Ratio	0.56	0.84		1.03	0.92		0.11	1.14	0.23	0.76	0.72	
Uniform Delay, d1	43.1	55.0		58.8	39.0		61.0	73.4	62.4	76.0	75.6	
Progression Factor	0.99	0.76		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.3	5.8		51.9	9.1		0.1	94.9	0.3	14.3	5.6	
Delay (s)	47.0	47.5		110.7	48.1		61.1	168.2	62.8	90.2	81.1	
Level of Service	D	D		F	D		E	F	E	F	F	
Approach Delay (s/veh)		47.5			60.8			114.4			84.1	
Approach LOS		D			E			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	69.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.2
Intersection Capacity Utilization	96.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	898	61	405	1248	342	34	130	550	210	163	64
Future Volume (vph)	43	898	61	405	1248	342	34	130	550	210	163	64
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	4%	2%	1%	0%	1%	2%	3%	1%	3%
Shared Lane Traffic (%)									40%	31%		
Lane Group Flow (vph)	45	1009	0	426	1674	0	36	369	347	152	308	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Prot	Split	NA	
Protected Phases	1	6		5	2		4	4	4	3	3	
Permitted Phases	6			2								
Detector Phase	1	6		5	2		4	4	4	3	3	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	11.0	34.0		11.2	34.0		24.5	24.5	24.5	37.5	37.5	
Total Split (s)	11.0	67.0		44.0	100.0		27.0	27.0	27.0	42.0	42.0	
Total Split (%)	6.1%	37.2%		24.4%	55.6%		15.0%	15.0%	15.0%	23.3%	23.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.2	2.0		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.2	6.0		6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	66.0	61.0		104.8	96.2		33.3	33.3	33.3	22.7	22.7	
Actuated g/C Ratio	0.37	0.34		0.58	0.53		0.19	0.19	0.19	0.13	0.13	
v/c Ratio	0.50	0.84		1.03	0.91		0.11	1.13	0.62	0.76	0.73	
Control Delay (s/veh)	41.6	47.7		104.6	46.1		65.1	142.6	11.2	98.5	81.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	41.6	47.7		104.6	46.1		65.1	142.6	11.2	98.5	81.5	
LOS	D	D		F	D		E	F	B	F	F	
Approach Delay (s/veh)		47.4			57.9			78.3			87.1	
Approach LOS		D			E			E			F	
Queue Length 50th (ft)	16	607		~489	955		36	~483	0	200	188	
Queue Length 95th (ft)	m42	m694		#729	1080		78	#818	116	284	235	
Internal Link Dist (ft)		2598			1922			2684			1905	
Turn Bay Length (ft)	190			495			120			145		
Base Capacity (vph)	90	1202		414	1843		334	328	561	314	653	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.50	0.84		1.03	0.91		0.11	1.13	0.62	0.48	0.47	

Intersection Summary
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 49 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.13

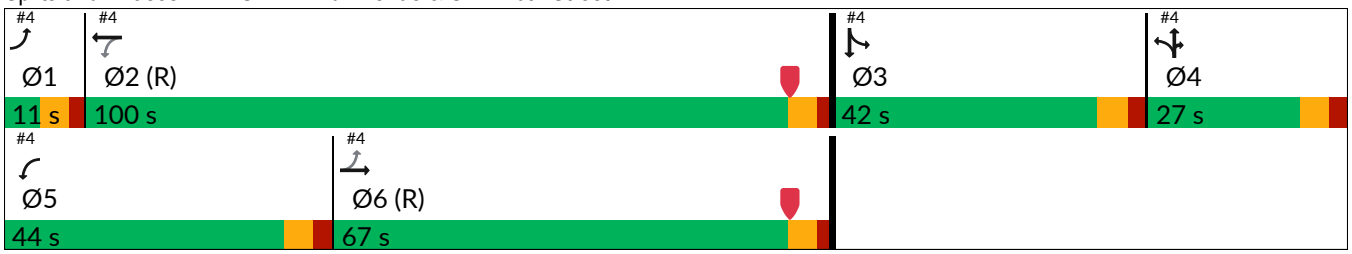
Intersection Signal Delay (s/veh): 62.0	Intersection LOS: E
Intersection Capacity Utilization 96.9%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: SW 122nd Avenue & SW 120th Street



Intersection	
Intersection Delay, s/veh	124.1
Intersection LOS	F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	7	0	1023	1361	0
Future Vol, veh/h	8	7	0	1023	1361	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	5	0	2	2	0
Mvmt Flow	9	7	0	1088	1448	0
Number of Lanes	0	2	0	2	2	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay, s/veh	12.6	41.5	187.5
HCM LOS	B	E	F

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	77%	0%	0%	0%	100%	100%
Vol Thru, %	23%	100%	0%	0%	0%	0%
Vol Right, %	0%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	5	512	512	681	681
LT Vol	8	0	0	0	681	681
Through Vol	2	5	0	0	0	0
RT Vol	0	0	512	512	0	0
Lane Flow Rate	11	5	544	544	724	724
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.028	0.012	0.985	0.724	1.516	1.165
Departure Headway (Hd)	9.749	9.436	7.046	5.282	7.54	5.793
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	369	382	517	691	485	630
Service Time	7.449	7.136	4.746	2.982	5.241	3.493
HCM Lane V/C Ratio	0.03	0.013	1.052	0.787	1.493	1.149
HCM Control Delay, s/veh	12.7	12.3	62.4	20.6	262.8	112.1
HCM Lane LOS	B	B	F	C	F	F
HCM 95th-tile Q	0.1	0	13.3	6.2	37.9	24.1



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	291	1092	431	430	581	217
Future Volume (veh/h)	291	1092	431	430	581	217
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1885	1870	1870
Adj Flow Rate, veh/h	306	0	454	453	612	228
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	3	1	2	2
Cap, veh/h	801		665	2251	1018	702
Arrive On Green	0.43	0.00	0.16	0.63	0.29	0.29
Sat Flow, veh/h	1870	1585	1767	3676	3563	1585
Grp Volume(v), veh/h	306	0	454	453	612	228
Grp Sat Flow(s),veh/h/ln	1870	1585	1767	1791	1781	1585
Q Serve(g_s), s	15.7	0.0	19.4	7.5	20.7	13.1
Cycle Q Clear(g_c), s	15.7	0.0	19.4	7.5	20.7	13.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	801		665	2251	1018	702
V/C Ratio(X)	0.38		0.68	0.20	0.60	0.32
Avail Cap(c_a), veh/h	801		943	2251	1018	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.97	0.97
Uniform Delay (d), s/veh	27.3	0.0	17.0	11.1	43.1	25.4
Incr Delay (d2), s/veh	1.4	0.0	0.5	0.2	2.6	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.7	0.0	12.2	5.4	14.4	20.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.7	0.0	17.5	11.3	45.7	26.6
LnGrp LOS	C		B	B	D	C
Approach Vol, veh/h	306			907	840	
Approach Delay, s/veh	28.7			14.4	40.5	
Approach LOS	C			B	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		94.0		46.0	28.0	66.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		88.0		40.0	44.0	38.0
Max Q Clear Time (g_c+I1), s		9.5		22.7	21.4	17.7
Green Ext Time (p_c), s		1.1		4.6	0.7	0.5

Intersection Summary		
HCM 7th Control Delay, s/veh	27.2	
HCM 7th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	291	1092	431	430	581	217
Future Volume (vph)	291	1092	431	430	581	217
Confl. Peds. (#/hr)		5	5			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	3%	1%	2%	2%
Shared Lane Traffic (%)						10%
Lane Group Flow (vph)	306	1149	454	453	635	205
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	6	4	5	2	4	5
Permitted Phases		6	2			4
Detector Phase	6	4	5	2	4	5
Switch Phase						
Minimum Initial (s)	16.0	7.0	5.0	16.0	7.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	11.0
Total Split (s)	44.0	46.0	50.0	94.0	46.0	50.0
Total Split (%)	31.4%	32.9%	35.7%	67.1%	32.9%	35.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Max	Max	None	C-Max	Max	None
Act Effct Green (s)	58.6	98.6	88.0	88.0	40.0	69.4
Actuated g/C Ratio	0.42	0.70	0.63	0.63	0.29	0.50
v/c Ratio	0.39	0.96	0.69	0.20	0.65	0.25
Control Delay (s/veh)	31.6	30.6	19.3	11.3	48.5	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.6	30.6	19.3	11.3	48.5	8.0
LOS	C	C	B	B	D	A
Approach Delay (s/veh)	30.8			15.3	38.6	
Approach LOS	C			B	D	
Queue Length 50th (ft)	193	582	200	87	272	0
Queue Length 95th (ft)	312	#867	276	114	340	79
Internal Link Dist (ft)	1262			6561	2601	
Turn Bay Length (ft)			525		120	
Base Capacity (vph)	779	1201	797	2246	982	999
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.96	0.57	0.20	0.65	0.21

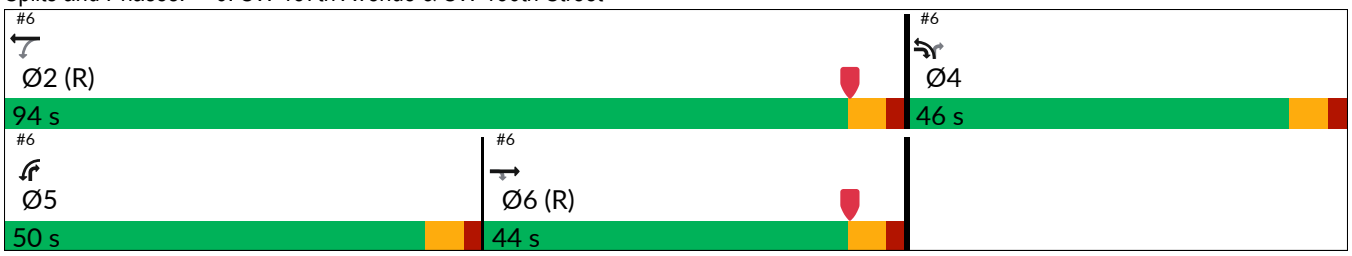
Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 87 (62%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

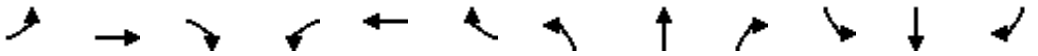
Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 28.5	Intersection LOS: C
Intersection Capacity Utilization 102.0%	ICU Level of Service G
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 157th Avenue & SW 136th Street





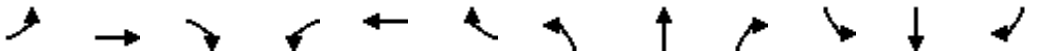
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	199	131	199	180	238	74	420	190	303	905	17
Future Volume (veh/h)	29	199	131	199	180	238	74	420	190	303	905	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1900	1885	1870	1885	1885	1900	1870	1856	1885	1841	1811
Adj Flow Rate, veh/h	31	214	141	214	194	256	80	452	0	326	973	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	0	1	2	1	1	0	2	3	1	4	6
Cap, veh/h	288	242	160	254	569	630	272	1459		533	1657	31
Arrive On Green	0.02	0.23	0.23	0.10	0.30	0.30	0.04	0.41	0.00	0.10	0.47	0.47
Sat Flow, veh/h	1711	1057	697	1781	1885	1561	1810	3647	0	1795	3512	65
Grp Volume(v), veh/h	31	0	355	214	194	256	80	452	0	326	484	507
Grp Sat Flow(s),veh/h/ln	1711	0	1754	1781	1885	1561	1810	1777	0	1795	1749	1829
Q Serve(g_s), s	2.1	0.0	29.5	13.6	12.1	17.7	3.9	13.0	0.0	15.0	30.6	30.6
Cycle Q Clear(g_c), s	2.1	0.0	29.5	13.6	12.1	17.7	3.9	13.0	0.0	15.0	30.6	30.6
Prop In Lane	1.00		0.40	1.00		1.00	1.00		0.00	1.00		0.04
Lane Grp Cap(c), veh/h	288	0	402	254	569	630	272	1459		533	825	863
V/C Ratio(X)	0.11	0.00	0.88	0.84	0.34	0.41	0.29	0.31		0.61	0.59	0.59
Avail Cap(c_a), veh/h	344	0	402	254	569	630	383	1459		533	825	863
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	0.0	56.2	41.5	41.0	32.4	25.8	30.1	0.0	22.8	29.1	29.1
Incr Delay (d2), s/veh	0.2	0.0	23.4	22.1	1.6	1.9	0.7	0.6	0.0	2.4	3.1	2.9
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(95%),veh/ln	1.6	0.0	22.0	12.0	9.8	11.4	3.1	9.5	0.0	11.4	19.5	20.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.1	0.0	79.7	63.6	42.7	34.3	26.5	30.6	0.0	25.2	32.2	32.1
LnGrp LOS	D		E	E	D	C	C	C		C	C	C
Approach Vol, veh/h		386			664			532			1317	
Approach Delay, s/veh		76.7			46.2			30.0			30.4	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	52.0	21.0	68.0	21.0	41.0	11.8	77.2
Change Period (Y+Rc), s	6.4	6.4	6.0	6.0	6.4	6.4	6.0	6.0
Max Green Setting (Gmax), s	8.6	40.6	15.0	62.0	14.6	34.6	15.0	62.0
Max Q Clear Time (g_c+I1), s	4.1	19.7	17.0	15.0	15.6	31.5	5.9	32.6
Green Ext Time (p_c), s	0.0	0.4	0.0	4.5	0.0	0.3	0.1	10.3

Intersection Summary	
HCM 7th Control Delay, s/veh	40.1
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	199	131	199	180	238	74	420	190	303	905	17
Future Volume (vph)	29	199	131	199	180	238	74	420	190	303	905	17
Confl. Peds. (#/hr)	9					9			3	3		
Confl. Bikes (#/hr)			1			3						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	0%	1%	2%	1%	1%	0%	2%	3%	1%	4%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	355	0	214	194	256	80	656	0	326	991	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6			2		2	4			8		
Detector Phase	1	6		5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0	5.0	5.0	7.0		5.0	7.0	
Minimum Split (s)	11.4	24.4		11.4	33.4	11.0	11.0	38.0		11.0	24.0	
Total Split (s)	15.0	41.0		21.0	47.0	21.0	21.0	68.0		21.0	68.0	
Total Split (%)	9.9%	27.2%		13.9%	31.1%	13.9%	13.9%	45.0%		13.9%	45.0%	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Max		None	Max	None	None	Max		None	Max	
Act Effct Green (s)	42.2	34.6		55.4	46.8	62.2	71.2	62.0		82.3	67.8	
Actuated g/C Ratio	0.28	0.23		0.37	0.31	0.41	0.47	0.41		0.55	0.45	
v/c Ratio	0.09	0.85		0.80	0.33	0.32	0.32	0.46		0.80	0.64	
Control Delay (s/veh)	32.1	71.2		58.3	43.9	4.2	20.1	30.5		36.2	34.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	32.1	71.2		58.3	43.9	4.2	20.1	30.5		36.2	34.6	
LOS	C	E		E	D	A	C	C		D	C	
Approach Delay (s/veh)		68.0			33.2			29.4			35.0	
Approach LOS		E			C			C			D	
Queue Length 50th (ft)	21	320		154	157	0	36	227		173	403	
Queue Length 95th (ft)	47	#484		#242	236	56	64	285		#269	496	
Internal Link Dist (ft)		2796			2409			10899			2595	
Turn Bay Length (ft)	250					190	150			85		
Base Capacity (vph)	352	420		266	582	795	320	1413		407	1555	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.85		0.80	0.33	0.32	0.25	0.46		0.80	0.64	

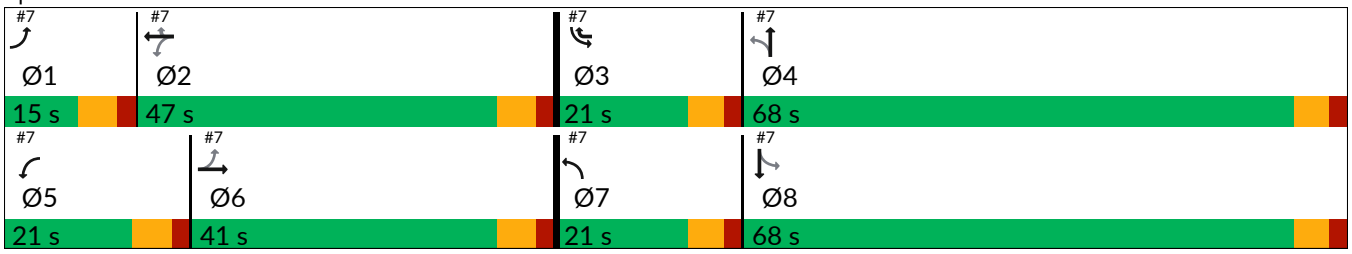
Intersection Summary
Cycle Length: 151
Actuated Cycle Length: 151
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

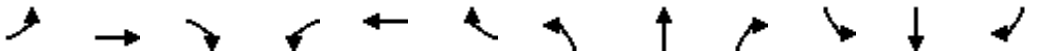
Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 37.4	Intersection LOS: D
Intersection Capacity Utilization 93.6%	ICU Level of Service F
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

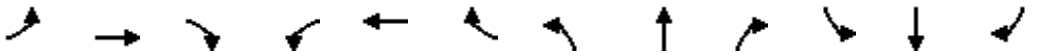
Splits and Phases: 7: SW 157th Avenue & SW 152nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	405	3	1	231	168	0	1	3	323	1	433
Future Volume (vph)	340	405	3	1	231	168	0	1	3	323	1	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.5			6.5			6.0			6.4	6.4
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	1.00
Frt	1.00	1.00			0.94			0.90			1.00	0.85
Flt Protected	0.95	1.00			1.00			1.00			0.95	1.00
Satd. Flow (prot)	1770	1775			1699			1708			1708	1509
Flt Permitted	0.40	1.00			1.00			1.00			0.95	1.00
Satd. Flow (perm)	747	1775			1699			1708			1708	1509
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	362	431	3	1	246	179	0	1	3	344	1	461
RTOR Reduction (vph)	0	0	0	0	14	0	0	3	0	0	0	303
Lane Group Flow (vph)	362	434	0	0	412	0	0	1	0	0	345	158
Heavy Vehicles (%)	2%	7%	0%	0%	8%	2%	0%	0%	0%	6%	0%	7%
Turn Type	pm+pt	NA		Perm	NA			NA		Split	NA	pm+ov
Protected Phases	1	6			2		4	4		3	3	1
Permitted Phases	6			2								3
Actuated Green, G (s)	105.6	105.6			78.3			1.3			33.6	54.5
Effective Green, g (s)	105.6	105.6			78.3			1.3			33.6	54.5
Actuated g/C Ratio	0.66	0.66			0.49			0.01			0.21	0.34
Clearance Time (s)	6.4	6.5			6.5			6.0			6.4	6.4
Vehicle Extension (s)	4.0	1.0			1.0			3.0			4.0	4.0
Lane Grp Cap (vph)	629	1175			834			13			360	515
v/s Ratio Prot	c0.08	0.24						c0.00			c0.20	0.04
v/s Ratio Perm	c0.31				0.24							0.06
v/c Ratio	0.58	0.37			0.49			0.08			0.96	0.31
Uniform Delay, d1	13.9	12.0			27.2			78.5			62.2	38.6
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	1.5	0.9			2.1			2.6			36.4	0.5
Delay (s)	15.4	12.9			29.3			81.0			98.6	39.0
Level of Service	B	B			C			F			F	D
Approach Delay (s/veh)		14.1			29.3			81.0			64.5	
Approach LOS		B			C			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	159.4	Sum of lost time (s)	25.3
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	405	3	1	231	168	0	1	3	323	1	433
Future Volume (vph)	340	405	3	1	231	168	0	1	3	323	1	433
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	7%	0%	0%	8%	2%	0%	0%	0%	6%	0%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	362	434	0	0	426	0	0	4	0	0	345	461
Turn Type	pm+pt	NA		Perm	NA			NA		Split	NA	pm+ov
Protected Phases	1	6			2		4	4		3	3	1
Permitted Phases	6			2								3
Detector Phase	1	6		2	2		4	4		3	3	1
Switch Phase												
Minimum Initial (s)	5.0	16.0		16.0	16.0		7.0	7.0		7.0	7.0	5.0
Minimum Split (s)	11.4	24.5		24.5	24.5		13.0	13.0		13.4	13.4	11.4
Total Split (s)	36.0	112.0		76.0	76.0		13.0	13.0		40.0	40.0	36.0
Total Split (%)	21.8%	67.9%		46.1%	46.1%		7.9%	7.9%		24.2%	24.2%	21.8%
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.4	4.4	4.4
All-Red Time (s)	2.0	2.1		2.1	2.1		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.4	6.5			6.5			6.0			6.4	6.4
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		Max	Max		None	None		None	None	None
Act Effct Green (s)	105.7	105.6			78.3			7.0			33.6	59.7
Actuated g/C Ratio	0.68	0.68			0.51			0.05			0.22	0.39
v/c Ratio	0.56	0.36			0.49			0.05			0.93	0.53
Control Delay (s/veh)	13.8	11.8			27.3			52.0			90.9	4.4
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	13.8	11.8			27.3			52.0			90.9	4.4
LOS	B	B			C			D			F	A
Approach Delay (s/veh)		12.7			27.3			52.0			41.4	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)	130	171			264			1			337	0
Queue Length 95th (ft)	232	300			478			15			#593	61
Internal Link Dist (ft)		3881			2659			363			10899	
Turn Bay Length (ft)	470											
Base Capacity (vph)	707	1212			873			80			371	924
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.51	0.36			0.49			0.05			0.93	0.50

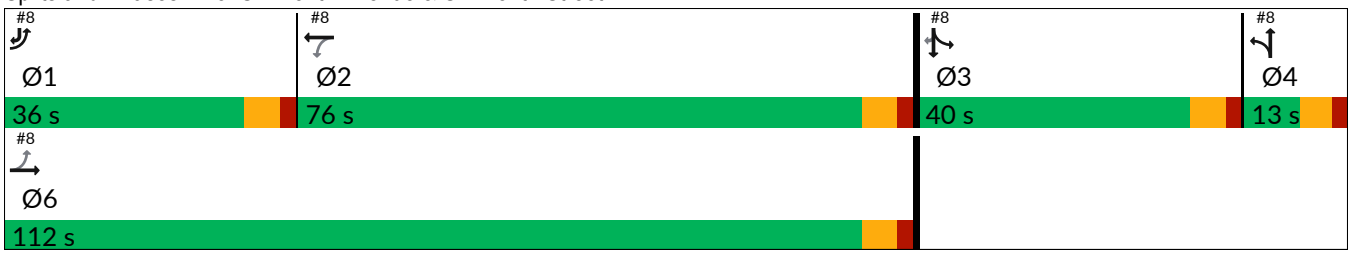
Intersection Summary	
Cycle Length: 165	
Actuated Cycle Length: 154.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 27.2	Intersection LOS: C

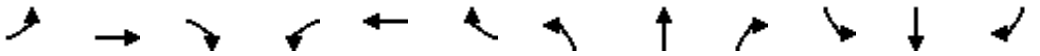
Intersection Capacity Utilization 84.7% ICU Level of Service E

Analysis Period (min) 15

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

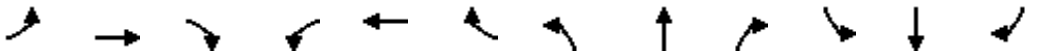
Splits and Phases: 8: SW 157th Avenue & SW 184th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	725	1	1	469	107	4	0	2	108	1	17
Future Volume (vph)	24	725	1	1	469	107	4	0	2	108	1	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4			6.0			6.0	6.4
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.97			0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.95	1.00
Satd. Flow (prot)	1805	1809		903	1772			1317			1775	1615
Flt Permitted	0.32	1.00		0.27	1.00			0.97			0.95	1.00
Satd. Flow (perm)	615	1809		253	1772			1317			1775	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	25	755	1	1	489	111	4	0	2	113	1	18
RTOR Reduction (vph)	0	0	0	0	4	0	0	6	0	0	0	15
Lane Group Flow (vph)	25	756	0	1	596	0	0	0	0	0	114	3
Heavy Vehicles (%)	0%	5%	0%	100%	5%	1%	25%	0%	50%	2%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2		4	4		3	3	1
Permitted Phases	6			2								3
Actuated Green, G (s)	72.4	68.6		66.6	65.7			1.1			13.0	16.8
Effective Green, g (s)	72.4	68.6		66.6	65.7			1.1			13.0	16.8
Actuated g/C Ratio	0.67	0.63		0.61	0.61			0.01			0.12	0.15
Clearance Time (s)	6.4	6.4		6.4	6.4			6.0			6.0	6.4
Vehicle Extension (s)	3.5	1.0		2.5	1.0			3.5			4.0	3.5
Lane Grp Cap (vph)	452	1144		160	1073			13			212	250
v/s Ratio Prot	c0.00	c0.42		0.00	0.34			c0.00			c0.06	0.00
v/s Ratio Perm	0.03			0.00								0.00
v/c Ratio	0.06	0.66		0.01	0.56			0.00			0.54	0.01
Uniform Delay, d1	7.6	12.6		9.8	12.7			53.1			44.9	38.8
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	3.0		0.0	2.1			0.2			3.3	0.0
Delay (s)	7.6	15.6		9.8	14.8			53.3			48.2	38.8
Level of Service	A	B		A	B			D			D	D
Approach Delay (s/veh)		15.3			14.8			53.3			46.9	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	108.4	Sum of lost time (s)	24.8
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



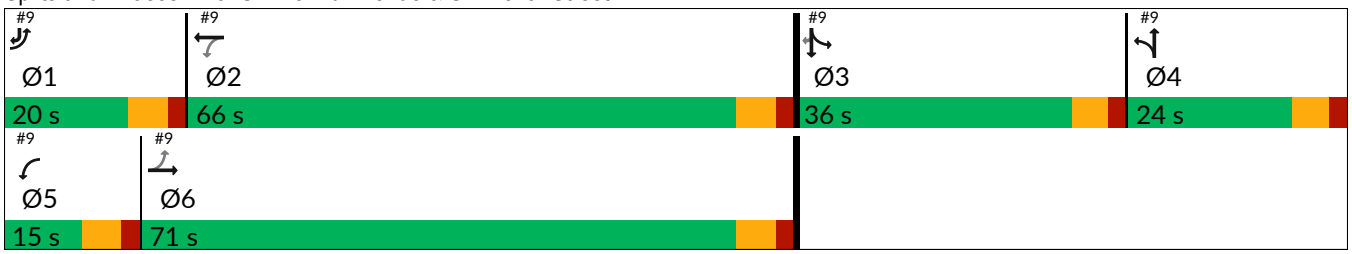
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	725	1	1	469	107	4	0	2	108	1	17
Future Volume (vph)	24	725	1	1	469	107	4	0	2	108	1	17
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	0%	100%	5%	1%	25%	0%	50%	2%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	756	0	1	600	0	0	6	0	0	114	18
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2		4	4		3	3	1
Permitted Phases	6			2								3
Detector Phase	1	6		5	2		4	4		3	3	1
Switch Phase												
Minimum Initial (s)	5.0	16.0		5.0	16.0		7.0	7.0		10.0	10.0	5.0
Minimum Split (s)	11.4	24.4		11.4	29.4		24.0	24.0		16.0	16.0	11.4
Total Split (s)	20.0	71.0		15.0	66.0		24.0	24.0		36.0	36.0	20.0
Total Split (%)	13.7%	48.6%		10.3%	45.2%		16.4%	16.4%		24.7%	24.7%	13.7%
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4			6.0			6.0	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	Max		None	None		None	None	None
Act Effct Green (s)	69.9	68.6		66.0	63.2			7.1			13.0	24.6
Actuated g/C Ratio	0.71	0.70		0.67	0.64			0.07			0.13	0.25
v/c Ratio	0.05	0.60		0.00	0.53			0.03			0.49	0.04
Control Delay (s/veh)	5.8	13.0		7.0	14.3			0.3			48.7	0.2
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	5.8	13.0		7.0	14.3			0.3			48.7	0.2
LOS	A	B		A	B			A			D	A
Approach Delay (s/veh)		12.7			14.3			0.3			42.1	
Approach LOS		B			B			A			D	
Queue Length 50th (ft)	3	178		0	204			0			67	0
Queue Length 95th (ft)	17	645		4	466			0			141	0
Internal Link Dist (ft)		2659			2181			507			2582	
Turn Bay Length (ft)	80			80								
Base Capacity (vph)	608	1263		232	1140			340			549	570
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	0.04	0.60		0.00	0.53			0.02			0.21	0.03

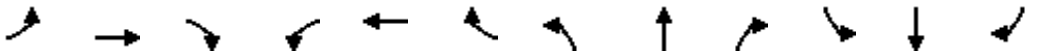
Intersection Summary	
Cycle Length: 146	
Actuated Cycle Length: 98.3	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 15.8	Intersection LOS: B

Intersection Capacity Utilization 56.9% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 9: SW 152nd Avenue & SW 184th Street





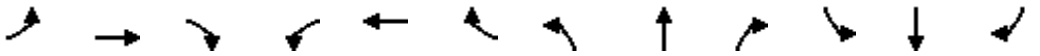
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	498	256	192	415	299	129	190	209	187	305	30
Future Volume (veh/h)	27	498	256	192	415	299	129	190	209	187	305	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1826	1781	1781	1826	1900	1856	1885	1781	1870	1870	1796
Adj Flow Rate, veh/h	28	508	261	196	423	305	132	194	213	191	311	31
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	5	8	8	5	0	3	1	8	2	2	7
Cap, veh/h	250	713	365	287	711	614	371	573	453	433	611	534
Arrive On Green	0.02	0.32	0.32	0.09	0.39	0.39	0.07	0.30	0.30	0.09	0.33	0.33
Sat Flow, veh/h	1810	2202	1127	1697	1826	1576	1767	1885	1490	1781	1870	1522
Grp Volume(v), veh/h	28	400	369	196	423	305	132	194	213	191	311	31
Grp Sat Flow(s),veh/h/ln	1810	1735	1594	1697	1826	1576	1767	1885	1490	1781	1870	1522
Q Serve(g_s), s	1.3	26.6	26.8	9.8	24.2	19.3	6.7	10.5	15.3	9.6	17.7	1.8
Cycle Q Clear(g_c), s	1.3	26.6	26.8	9.8	24.2	19.3	6.7	10.5	15.3	9.6	17.7	1.8
Prop In Lane	1.00		0.71	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	561	516	287	711	614	371	573	453	433	611	534
V/C Ratio(X)	0.11	0.71	0.72	0.68	0.59	0.50	0.36	0.34	0.47	0.44	0.51	0.06
Avail Cap(c_a), veh/h	418	561	516	294	711	614	449	573	453	472	611	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	39.1	39.2	28.7	31.9	30.4	29.1	35.5	37.2	27.7	35.8	28.3
Incr Delay (d2), s/veh	0.2	7.5	8.2	6.5	3.6	2.9	0.7	1.6	3.5	0.9	3.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	18.0	17.0	7.8	16.6	12.3	5.2	8.7	10.0	7.5	13.3	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.6	46.6	47.4	35.3	35.6	33.3	29.8	37.1	40.7	28.5	38.8	28.5
LnGrp LOS	C	D	D	D	D	C	C	D	D	C	D	C
Approach Vol, veh/h		797			924			539			533	
Approach Delay, s/veh		46.4			34.8			36.7			34.5	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	57.6	18.2	46.0	18.4	49.0	15.2	49.0
Change Period (Y+Rc), s	6.6	6.4	6.4	6.0	6.6	6.4	6.4	6.0
Max Green Setting (Gmax), s	15.4	39.6	14.6	40.0	12.4	42.6	14.6	40.0
Max Q Clear Time (g_c+I1), s	3.3	26.2	11.6	17.3	11.8	28.8	8.7	19.7
Green Ext Time (p_c), s	0.0	0.8	0.2	2.1	0.0	1.4	0.2	2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	38.4
HCM 7th LOS	D

Notes

User approved changes to right turn type.



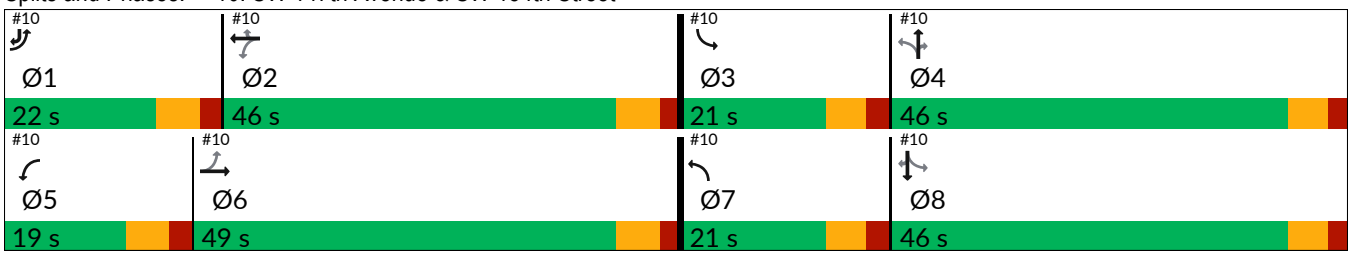
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	498	256	192	415	299	129	190	209	187	305	30
Future Volume (vph)	27	498	256	192	415	299	129	190	209	187	305	30
Confl. Bikes (#/hr)			1			1			1			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	5%	8%	8%	5%	0%	3%	1%	8%	2%	2%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	769	0	196	423	305	132	194	213	191	311	31
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases	6			2		2	4		4	8		8
Detector Phase	1	6		5	2	2	7	4	4	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	5.0
Minimum Split (s)	11.6	24.4		11.6	39.4	39.4	11.4	24.0	24.0	11.4	24.0	11.6
Total Split (s)	22.0	49.0		19.0	46.0	46.0	21.0	46.0	46.0	21.0	46.0	22.0
Total Split (%)	16.3%	36.3%		14.1%	34.1%	34.1%	15.6%	34.1%	34.1%	15.6%	34.1%	16.3%
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.0	4.0	4.0	4.0	4.0	4.4
All-Red Time (s)	2.2	2.0		2.2	2.0	2.0	2.4	2.0	2.0	2.4	2.0	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.4		6.6	6.4	6.4	6.4	6.0	6.0	6.4	6.0	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max		None	Max	Max	None	Max	Max	None	Max	None
Act Effct Green (s)	49.6	42.6		60.1	50.4	50.4	51.4	40.0	40.0	54.6	41.6	54.8
Actuated g/C Ratio	0.37	0.32		0.45	0.38	0.38	0.38	0.30	0.30	0.41	0.31	0.41
v/c Ratio	0.09	0.72		0.75	0.62	0.39	0.35	0.35	0.37	0.40	0.54	0.05
Control Delay (s/veh)	21.6	41.1		42.2	40.3	5.2	25.5	39.1	9.6	26.0	42.7	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.6	41.1		42.2	40.3	5.2	25.5	39.1	9.6	26.0	42.7	0.1
LOS	C	D		D	D	A	C	D	A	C	D	A
Approach Delay (s/veh)		40.4			29.1			24.1			34.3	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	13	299		111	323	3	69	135	20	103	228	0
Queue Length 95th (ft)	32	379		#200	457	68	114	206	89	159	335	0
Internal Link Dist (ft)		313			5264			5542			3213	
Turn Bay Length (ft)	120			105			125		85	120		150
Base Capacity (vph)	425	1070		261	682	782	410	562	569	495	579	752
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.72		0.75	0.62	0.39	0.32	0.35	0.37	0.39	0.54	0.04

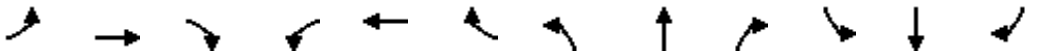
Intersection Summary
Cycle Length: 135
Actuated Cycle Length: 133.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 32.3	Intersection LOS: C
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: SW 147th Avenue & SW 184th Street

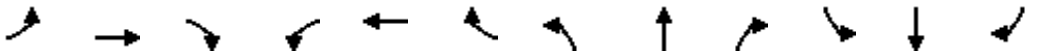




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	276	23	24	299	44	17	340	55	37	452	166
Future Volume (vph)	140	276	23	24	299	44	17	340	55	37	452	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8			6.8			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.99			0.98			0.98			0.97	
Flt Protected		0.98			1.00			1.00			1.00	
Satd. Flow (prot)		1791			1781			1820			1772	
Flt Permitted		0.66			0.95			0.96			0.95	
Satd. Flow (perm)		1197			1697			1751			1696	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	144	285	24	25	308	45	18	351	57	38	466	171
RTOR Reduction (vph)	0	1	0	0	3	0	0	3	0	0	9	0
Lane Group Flow (vph)	0	452	0	0	375	0	0	423	0	0	666	0
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	0%	5%	8%	8%	5%	0%	3%	1%	8%	2%	2%	7%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)		60.2			60.2			71.0			71.0	
Effective Green, g (s)		60.2			60.2			71.0			71.0	
Actuated g/C Ratio		0.42			0.42			0.49			0.49	
Clearance Time (s)		6.8			6.8			6.0			6.0	
Vehicle Extension (s)		1.0			1.0			4.5			2.5	
Lane Grp Cap (vph)		500			709			863			836	
v/s Ratio Prot												
v/s Ratio Perm		c0.38			0.22			0.24			c0.39	
v/c Ratio		0.90			0.53			0.49			0.80	
Uniform Delay, d1		39.2			31.3			24.4			30.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		22.3			2.8			2.0			5.0	
Delay (s)		61.5			34.1			26.4			35.5	
Level of Service		E			C			C			D	
Approach Delay (s/veh)		61.5			34.1			26.4			35.5	
Approach LOS		E			C			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	39.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	108.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

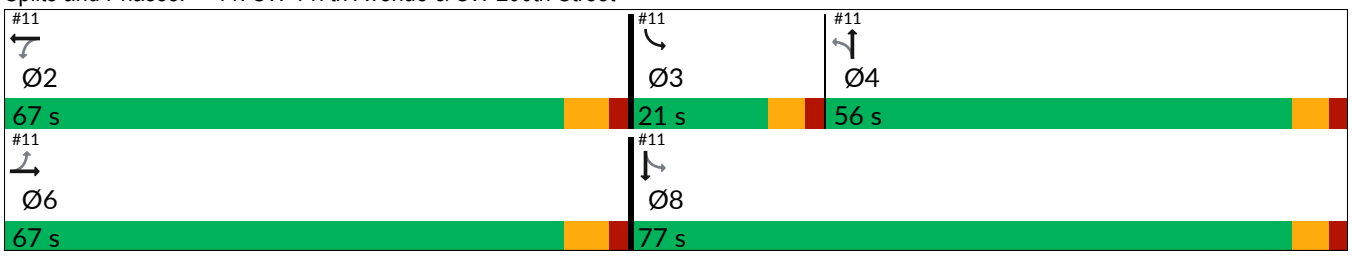


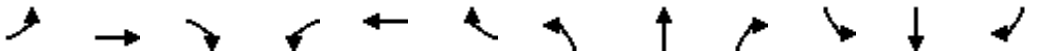
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	276	23	24	299	44	17	340	55	37	452	166
Future Volume (vph)	140	276	23	24	299	44	17	340	55	37	452	166
Confl. Bikes (#/hr)			1						1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	8%	8%	5%	0%	3%	1%	8%	2%	2%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	453	0	0	378	0	0	426	0	0	675	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	18.0	18.0		18.0	18.0		7.0	7.0		5.0	7.0	
Minimum Split (s)	24.8	24.8		24.8	24.8		24.0	24.0		11.0	24.0	
Total Split (s)	67.0	67.0		67.0	67.0		56.0	56.0		21.0	77.0	
Total Split (%)	46.5%	46.5%		46.5%	46.5%		38.9%	38.9%		14.6%	53.5%	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.8			6.8			6.0			6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max		Max	Max		Max	Max		None	Max	
Act Effct Green (s)		60.2			60.2			71.0			71.0	
Actuated g/C Ratio		0.42			0.42			0.49			0.49	
v/c Ratio		0.90			0.53			0.49			0.80	
Control Delay (s/veh)		62.1			34.2			26.5			38.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		62.1			34.2			26.5			38.5	
LOS		E			C			C			D	
Approach Delay (s/veh)		62.1			34.2			26.5			38.5	
Approach LOS		E			C			C			D	
Queue Length 50th (ft)		408			269			260			516	
Queue Length 95th (ft)		#636			375			358			699	
Internal Link Dist (ft)		4089			5267			5302			5542	
Turn Bay Length (ft)												
Base Capacity (vph)		501			712			866			844	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.90			0.53			0.49			0.80	

Intersection Summary
Cycle Length: 144
Actuated Cycle Length: 144
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90

Intersection Signal Delay (s/veh): 40.5 Intersection LOS: D
Intersection Capacity Utilization 108.1% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SW 147th Avenue & SW 200th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	306	48	53	236	96	51	297	59	142	511	24
Future Volume (vph)	22	306	48	53	236	96	51	297	59	142	511	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4			6.4	6.4	6.4	6.4		6.4	6.4	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.98			1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected		1.00			0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1781			1789	1615	1736	1828		1787	1835	
Flt Permitted		0.96			0.79	1.00	0.28	1.00		0.37	1.00	
Satd. Flow (perm)		1723			1420	1615	514	1828		704	1835	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	23	315	49	55	243	99	53	306	61	146	527	25
RTOR Reduction (vph)	0	2	0	0	0	60	0	3	0	0	1	0
Lane Group Flow (vph)	0	385	0	0	298	39	53	364	0	146	551	0
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	9%	4%	4%	2%	6%	0%	4%	1%	3%	1%	3%	0%
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases	6			2		2	4			8		
Actuated Green, G (s)		75.7			75.7	75.7	90.6	83.4		103.6	90.0	
Effective Green, g (s)		75.7			75.7	75.7	90.6	83.4		103.6	90.0	
Actuated g/C Ratio		0.39			0.39	0.39	0.47	0.43		0.54	0.47	
Clearance Time (s)		6.4			6.4	6.4	6.4	6.4		6.4	6.4	
Vehicle Extension (s)		1.0			1.0	1.0	3.5	6.0		3.5	6.0	
Lane Grp Cap (vph)		678			559	636	288	793		457	859	
v/s Ratio Prot							0.01	0.20		c0.02	c0.30	
v/s Ratio Perm		c0.22			0.21	0.02	0.08			0.15		
v/c Ratio		0.57			0.53	0.06	0.18	0.46		0.32	0.64	
Uniform Delay, d1		45.4			44.6	36.1	30.5	38.4		24.6	38.8	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.2			3.6	0.2	0.4	1.9		0.5	3.7	
Delay (s)		46.6			48.3	36.3	30.9	40.3		25.0	42.5	
Level of Service		D			D	D	C	D		C	D	
Approach Delay (s/veh)		46.6			45.3			39.1			38.8	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	41.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	192.1	Sum of lost time (s)	25.6
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	306	48	53	236	96	51	297	59	142	511	24
Future Volume (vph)	22	306	48	53	236	96	51	297	59	142	511	24
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	9%	4%	4%	2%	6%	0%	4%	1%	3%	1%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	387	0	0	298	99	53	367	0	146	552	0
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases	6			2		2	4			8		
Detector Phase	1	6		2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	18.0		18.0	18.0	18.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.4	24.4		24.4	24.4	24.4	11.4	24.4		11.4	24.4	
Total Split (s)	21.0	82.0		61.0	61.0	61.0	16.0	81.0		31.0	96.0	
Total Split (%)	10.8%	42.3%		31.4%	31.4%	31.4%	8.2%	41.8%		16.0%	49.5%	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.4			6.4	6.4	6.4	6.4		6.4	6.4	
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Max		Max	Max	Max	None	Max		None	Max	
Act Effct Green (s)		75.7			75.7	75.7	90.5	82.0		101.3	90.0	
Actuated g/C Ratio		0.40			0.40	0.40	0.47	0.43		0.53	0.47	
v/c Ratio		0.56			0.53	0.14	0.18	0.47		0.32	0.64	
Control Delay (s/veh)		48.7			48.8	2.4	22.8	40.7		24.2	42.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		48.7			48.8	2.4	22.8	40.7		24.2	42.8	
LOS		D			D	A	C	D		C	D	
Approach Delay (s/veh)		48.7			37.2			38.4			38.9	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)		396			307	0	32	324		92	547	
Queue Length 95th (ft)		520			422	21	59	443		137	696	
Internal Link Dist (ft)		5267			2213			1387			5217	
Turn Bay Length (ft)						130	230			220		
Base Capacity (vph)		686			563	717	308	789		517	866	
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		0.56			0.53	0.14	0.17	0.47		0.28	0.64	

Intersection Summary
Cycle Length: 194
Actuated Cycle Length: 190.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 40.4 Intersection LOS: D
Intersection Capacity Utilization 85.9% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 12: SW 137th Avenue & SW 200th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	487	0	298	1	0	775	269	214	977
Future Volume (vph)	0	0	0	487	0	298	1	0	775	269	214	977
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0		6.0			6.0		6.0	6.0
Lane Util. Factor				1.00		1.00			0.95		1.00	0.95
Frpb, ped/bikes				1.00		1.00			1.00		1.00	1.00
Flpb, ped/bikes				1.00		1.00			1.00		1.00	1.00
Frt				1.00		0.85			0.96		1.00	1.00
Flt Protected				0.95		1.00			1.00		0.95	1.00
Satd. Flow (prot)				1770		1613			3428		1787	3504
Flt Permitted				0.95		1.00			0.95		0.14	1.00
Satd. Flow (perm)				1770		1613			3272		262	3504
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	502	0	307	1	0	799	277	221	1007
RTOR Reduction (vph)	0	0	0	0	0	220	0	0	30	0	0	0
Lane Group Flow (vph)	0	0	0	502	0	87	0	0	1048	0	221	1008
Confl. Peds. (#/hr)						1						
Heavy Vehicles (%)	0%	0%	33%	2%	0%	0%	0%	0%	1%	2%	1%	3%
Turn Type				Prot		Perm	Perm		NA		pm+pt	NA
Protected Phases				4					6		5	2
Permitted Phases						4	6	6			2	
Actuated Green, G (s)				30.0		30.0			51.0		68.0	68.0
Effective Green, g (s)				30.0		30.0			51.0		68.0	68.0
Actuated g/C Ratio				0.27		0.27			0.46		0.62	0.62
Clearance Time (s)				6.0		6.0			6.0		6.0	6.0
Vehicle Extension (s)				2.5		2.5			1.0		2.0	1.0
Lane Grp Cap (vph)				482		439			1517		314	2166
v/s Ratio Prot				c0.28							c0.07	0.29
v/s Ratio Perm						0.05			0.32		c0.36	
v/c Ratio				1.04		0.20			0.69		0.70	0.47
Uniform Delay, d1				40.0		30.7			23.3		15.1	11.3
Progression Factor				1.00		1.00			1.00		1.00	1.00
Incremental Delay, d2				52.2		0.2			2.6		5.7	0.7
Delay (s)				92.2		30.9			25.9		20.9	12.0
Level of Service				F		C			C		C	B
Approach Delay (s/veh)		0.0			68.9				25.9			13.6
Approach LOS		A			E				C			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	97.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	1
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	487	0	298	1	0	775	269	214	977
Future Volume (vph)	0	0	0	487	0	298	1	0	775	269	214	977
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	33%	2%	0%	0%	0%	0%	1%	2%	1%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	502	0	307	0	0	1077	0	221	1008
Turn Type				Prot		Perm	Perm		NA		pm+pt	NA
Protected Phases				4					6		5	2
Permitted Phases						4	6	6			2	
Detector Phase				4		4	6	6	6		5	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	16.0	16.0	16.0		5.0	16.0
Minimum Split (s)				28.0		28.0	24.0	24.0	24.0		11.0	24.0
Total Split (s)				36.0		36.0	53.0	53.0	53.0		21.0	74.0
Total Split (%)				32.7%		32.7%	48.2%	48.2%	48.2%		19.1%	67.3%
Yellow Time (s)				4.0		4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)				2.0		2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)				0.0		0.0			0.0		0.0	0.0
Total Lost Time (s)				6.0		6.0			6.0		6.0	6.0
Lead/Lag							Lag	Lag	Lag		Lead	
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	
Recall Mode				None		None	C-Max	C-Max	C-Max		None	C-Max
Act Effct Green (s)				30.0		30.0			51.0		68.0	68.0
Actuated g/C Ratio				0.27		0.27			0.46		0.62	0.62
v/c Ratio				1.04		0.47			0.70		0.71	0.47
Control Delay (s/veh)				92.0		6.4			25.6		24.4	12.1
Queue Delay				0.0		0.0			0.0		0.0	0.0
Total Delay (s/veh)				92.0		6.4			25.6		24.4	12.1
LOS				F		A			C		C	B
Approach Delay (s/veh)					59.5				25.6			14.3
Approach LOS					E				C			B
Queue Length 50th (ft)				~390		2			292		64	190
Queue Length 95th (ft)				#600		68			402		129	238
Internal Link Dist (ft)		2720			10782				2608			3400
Turn Bay Length (ft)											190	
Base Capacity (vph)				482		660			1545		369	2166
Starvation Cap Reductn				0		0			0		0	0
Spillback Cap Reductn				0		0			0		0	0
Storage Cap Reductn				0		0			0		0	0
Reduced v/c Ratio				1.04		0.47			0.70		0.60	0.47

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 3 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
Confl. Peds. (#/hr)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

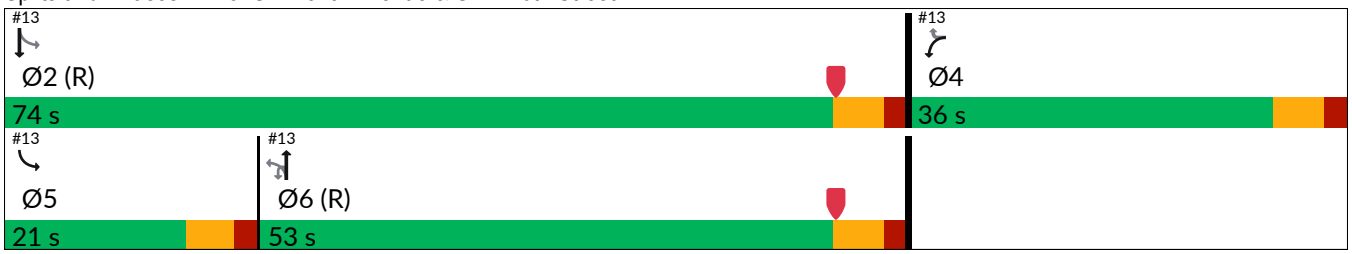
Maximum v/c Ratio: 1.04

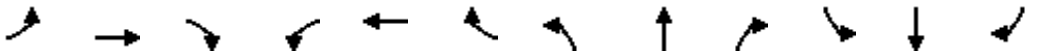
Intersection Signal Delay (s/veh): 30.0	Intersection LOS: C
Intersection Capacity Utilization 97.4%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: SW 157th Avenue & SW 120th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	282	19	63	317	28	5	270	32	43	368	72
Future Volume (veh/h)	92	282	19	63	317	28	5	270	32	43	368	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1826	1752	1796	1900	1900	1841	1811	1870	1826	1885
Adj Flow Rate, veh/h	95	291	20	65	327	29	5	278	33	44	379	74
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, %	4	4	5	10	7	0	0	4	6	2	5	1
Cap, veh/h	198	582	38	138	663	56	41	600	70	78	508	95
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	305	1173	77	192	1338	113	8	1600	187	99	1356	255
Grp Volume(v), veh/h	406	0	0	421	0	0	316	0	0	497	0	0
Grp Sat Flow(s),veh/h/ln	1555	0	0	1643	0	0	1795	0	0	1709	0	0
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.5	0.0	0.0
Cycle Q Clear(g_c), s	16.5	0.0	0.0	15.4	0.0	0.0	12.8	0.0	0.0	24.2	0.0	0.0
Prop In Lane	0.23		0.05	0.15		0.07	0.02		0.10	0.09		0.15
Lane Grp Cap(c), veh/h	817	0	0	858	0	0	711	0	0	682	0	0
V/C Ratio(X)	0.50	0.00	0.00	0.49	0.00	0.00	0.44	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	817	0	0	858	0	0	711	0	0	682	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	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	16.1	0.0	0.0	16.0	0.0	0.0	22.7	0.0	0.0	26.2	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	6.7	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(95%),veh/ln	9.9	0.0	0.0	10.1	0.0	0.0	9.3	0.0	0.0	15.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.2	0.0	0.0	18.0	0.0	0.0	24.7	0.0	0.0	32.9	0.0	0.0
LnGrp LOS	B			B			C			C		
Approach Vol, veh/h		406			421			316			497	
Approach Delay, s/veh		18.2			18.0			24.7			32.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	54.0	42.0	54.0	42.0
Change Period (Y+Rc), s	6.4	6.0	6.4	6.0
Max Green Setting (Gmax), s	47.6	36.0	47.6	36.0
Max Q Clear Time (g_c+I1), s	17.4	14.8	18.5	26.2
Green Ext Time (p_c), s	0.9	2.4	0.9	2.9

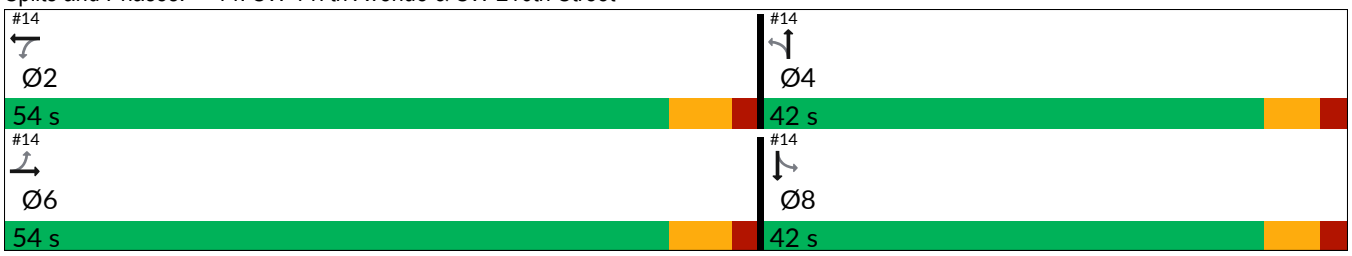
Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	282	19	63	317	28	5	270	32	43	368	72
Future Volume (vph)	92	282	19	63	317	28	5	270	32	43	368	72
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	5%	10%	7%	0%	0%	4%	6%	2%	5%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	406	0	0	421	0	0	316	0	0	497	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	16.0	16.0		16.0	16.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	24.4	24.4		24.4	24.4		24.0	24.0		24.0	24.0	
Total Split (s)	54.0	54.0		54.0	54.0		42.0	42.0		42.0	42.0	
Total Split (%)	56.3%	56.3%		56.3%	56.3%		43.8%	43.8%		43.8%	43.8%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.4			6.4			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effct Green (s)		47.6			47.6			36.0			36.0	
Actuated g/C Ratio		0.50			0.50			0.38			0.38	
v/c Ratio		0.56			0.55			0.47			0.78	
Control Delay (s/veh)		20.4			19.8			25.1			35.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		20.4			19.8			25.1			35.9	
LOS		C			B			C			D	
Approach Delay (s/veh)		20.4			19.8			25.1			35.9	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)		169			177			145			269	
Queue Length 95th (ft)		264			273			226			#416	
Internal Link Dist (ft)		1900			2271			10690			5302	
Turn Bay Length (ft)												
Base Capacity (vph)		727			772			672			640	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.56			0.55			0.47			0.78	

Intersection Summary
Cycle Length: 96
Actuated Cycle Length: 96
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 25.8 Intersection LOS: C
Intersection Capacity Utilization 91.0% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: SW 147th Avenue & SW 216th Street



Intersection	
Intersection Delay, s/veh	18
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	174	21	34	102	20	11	206	22	33	370	20
Future Vol, veh/h	26	174	21	34	102	20	11	206	22	33	370	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	8	7	5	0	10	0	9	3	18	3	2	0
Mvmt Flow	28	187	23	37	110	22	12	222	24	35	398	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.6	12.7	14.3	23.8
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	12%	22%	8%
Vol Thru, %	86%	79%	65%	87%
Vol Right, %	9%	10%	13%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	239	221	156	423
LT Vol	11	26	34	33
Through Vol	206	174	102	370
RT Vol	22	21	20	20
Lane Flow Rate	257	238	168	455
Geometry Grp	1	1	1	1
Degree of Util (X)	0.447	0.433	0.309	0.742
Departure Headway (Hd)	6.267	6.562	6.625	5.875
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	573	547	540	619
Service Time	4.325	4.622	4.69	3.875
HCM Lane V/C Ratio	0.449	0.435	0.311	0.735
HCM Control Delay, s/veh	14.3	14.6	12.7	23.8
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	2.3	2.2	1.3	6.5

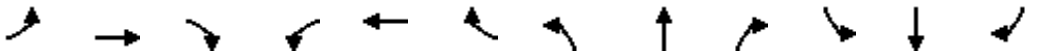
Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	78	325	141	200	265	62
Future Vol, veh/h	78	325	141	200	265	62
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	2	4	4	2	2
Mvmt Flow	85	353	153	217	288	67

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	371	0	-	0	786	262
Stage 1	-	-	-	-	262	-
Stage 2	-	-	-	-	524	-
Critical Hdwy	4.18	-	-	-	4.4	4.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.272	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1156	-	-	-	561	900
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	594	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1156	-	-	-	519	900
Mov Cap-2 Maneuver	-	-	-	-	519	-
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.62	0	21.58
HCM LOS			C

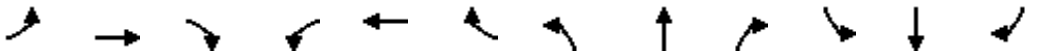
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1156	-	-	-	565
HCM Lane V/C Ratio	0.073	-	-	-	0.629
HCM Ctrl Dly (s/v)	8.4	-	-	-	21.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	4.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	350	80	261	485	286	102	586	177	220	645	25
Future Volume (veh/h)	15	350	80	261	485	286	102	586	177	220	645	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	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	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1900	1870	1870	1885	1885	1885	1885	1885	1885	1900
Adj Flow Rate, veh/h	15	357	82	266	495	292	104	598	181	224	658	26
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	3	0	2	2	1	1	1	1	1	1	0
Cap, veh/h	212	918	208	402	823	484	330	962	291	327	1394	55
Arrive On Green	0.02	0.32	0.32	0.08	0.38	0.38	0.05	0.36	0.36	0.09	0.40	0.40
Sat Flow, veh/h	1711	2846	645	1781	2152	1265	1795	2701	816	1795	3510	139
Grp Volume(v), veh/h	15	219	220	266	408	379	104	396	383	224	336	348
Grp Sat Flow(s),veh/h/ln	1711	1763	1728	1781	1777	1640	1795	1791	1725	1795	1791	1858
Q Serve(g_s), s	0.9	15.4	15.8	13.0	29.5	29.7	5.9	29.2	29.4	12.3	22.2	22.3
Cycle Q Clear(g_c), s	0.9	15.4	15.8	13.0	29.5	29.7	5.9	29.2	29.4	12.3	22.2	22.3
Prop In Lane	1.00		0.37	1.00		0.77	1.00		0.47	1.00		0.07
Lane Grp Cap(c), veh/h	212	568	557	402	680	627	330	638	615	327	711	738
V/C Ratio(X)	0.07	0.39	0.39	0.66	0.60	0.60	0.32	0.62	0.62	0.68	0.47	0.47
Avail Cap(c_a), veh/h	314	568	557	402	680	627	422	638	615	345	711	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	41.9	42.1	36.7	39.6	39.7	30.9	42.6	42.6	31.3	35.8	35.8
Incr Delay (d2), s/veh	0.1	2.0	2.1	3.2	3.9	4.3	0.2	4.0	4.2	4.1	2.2	2.2
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(95%),veh/ln	0.7	11.4	11.4	5.3	19.6	18.4	4.7	19.4	18.9	9.6	15.5	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.1	43.9	44.2	39.9	43.5	43.9	31.1	46.6	46.8	35.4	38.0	37.9
LnGrp LOS	D	D	D	D	D	D	C	D	D	D	D	D
Approach Vol, veh/h		454			1053			883			908	
Approach Delay, s/veh		43.8			42.7			44.9			37.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	67.2	20.4	63.0	19.0	57.6	13.8	69.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	50.0	16.0	57.0	13.0	50.0	16.0	57.0
Max Q Clear Time (g_c+I1), s	2.9	31.7	14.3	31.4	15.0	17.8	7.9	24.3
Green Ext Time (p_c), s	0.0	1.5	0.1	8.6	0.0	0.8	0.1	7.8

Intersection Summary	
HCM 7th Control Delay, s/veh	42.0
HCM 7th LOS	D



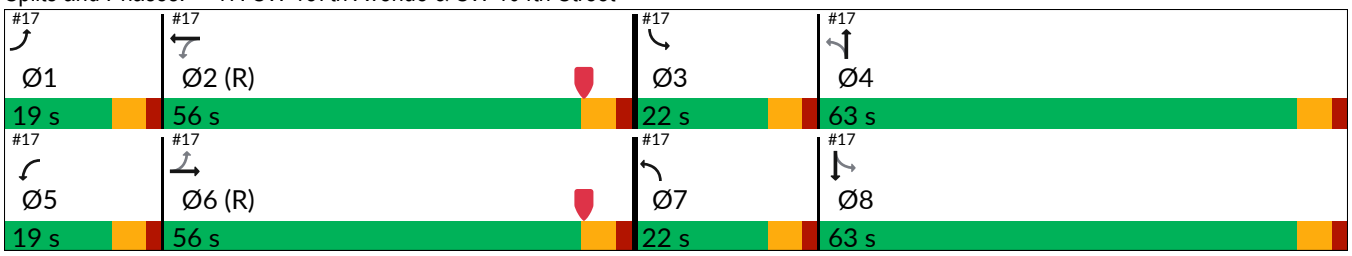
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	350	80	261	485	286	102	586	177	220	645	25
Future Volume (vph)	15	350	80	261	485	286	102	586	177	220	645	25
Confl. Peds. (#/hr)	1		2	2		1						
Confl. Bikes (#/hr)			1						2			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	7%	3%	0%	2%	2%	1%	1%	1%	1%	1%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	439	0	266	787	0	104	779	0	224	684	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	16.0		7.0	16.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	13.0	24.0		13.0	24.0		11.0	41.0		11.0	41.0	
Total Split (s)	19.0	56.0		19.0	56.0		22.0	63.0		22.0	63.0	
Total Split (%)	11.9%	35.0%		11.9%	35.0%		13.8%	39.4%		13.8%	39.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	
Act Effct Green (s)	57.0	50.0		69.0	63.8		67.9	58.4		78.0	63.5	
Actuated g/C Ratio	0.36	0.31		0.43	0.40		0.42	0.37		0.49	0.40	
v/c Ratio	0.07	0.41		0.71	0.57		0.33	0.61		0.73	0.48	
Control Delay (s/veh)	27.4	42.8		43.8	36.2		25.3	42.7		38.6	37.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	27.4	42.8		43.8	36.2		25.3	42.7		38.6	37.7	
LOS	C	D		D	D		C	D		D	D	
Approach Delay (s/veh)		42.3			38.1			40.6			37.9	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	9	187		188	290		58	346		134	281	
Queue Length 95th (ft)	26	242		265	410		96	418		195	354	
Internal Link Dist (ft)		2659			1647			1983			2520	
Turn Bay Length (ft)	180			130			150			195		
Base Capacity (vph)	279	1079		373	1383		387	1273		319	1411	
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	0.05	0.41		0.71	0.57		0.27	0.61		0.70	0.48	

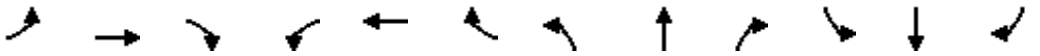
Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 131 (82%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 39.3	Intersection LOS: D
Intersection Capacity Utilization 82.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 17: SW 157th Avenue & SW 104th Street

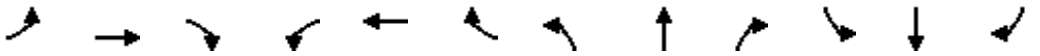




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	63	318	64	88	47	197	733	42	47	787	78
Future Volume (veh/h)	51	63	318	64	88	47	197	733	42	47	787	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1900	1900	1900	1900	1885	1870	1900	1885	1885
Adj Flow Rate, veh/h	55	68	342	69	95	51	212	788	45	51	846	84
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	2	0	0	0	0	1	2	0	1	1
Cap, veh/h	417	430	384	195	563	284	314	1326	76	288	1080	107
Arrive On Green	0.04	0.24	0.24	0.05	0.24	0.24	0.10	0.39	0.39	0.04	0.33	0.33
Sat Flow, veh/h	1810	1805	1610	1810	2324	1170	1810	3441	196	1810	3290	327
Grp Volume(v), veh/h	55	68	342	69	72	74	212	410	423	51	461	469
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1689	1810	1791	1847	1810	1791	1826
Q Serve(g_s), s	2.0	2.7	18.5	2.6	2.9	3.1	6.8	16.5	16.5	1.7	21.0	21.0
Cycle Q Clear(g_c), s	2.0	2.7	18.5	2.6	2.9	3.1	6.8	16.5	16.5	1.7	21.0	21.0
Prop In Lane	1.00		1.00	1.00		0.69	1.00		0.11	1.00		0.18
Lane Grp Cap(c), veh/h	417	430	384	195	438	410	314	690	712	288	588	599
V/C Ratio(X)	0.13	0.16	0.89	0.35	0.17	0.18	0.67	0.59	0.59	0.18	0.78	0.78
Avail Cap(c_a), veh/h	750	507	452	520	507	474	331	690	712	408	588	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	27.2	33.2	26.1	27.0	27.0	20.3	22.1	22.1	19.3	27.4	27.4
Incr Delay (d2), s/veh	0.1	0.1	16.9	0.4	0.1	0.2	3.9	3.7	3.6	0.1	10.0	9.9
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(95%),veh/ln	1.6	2.1	13.7	2.0	2.2	2.3	5.4	11.7	11.9	1.2	15.4	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.2	27.3	50.1	26.5	27.1	27.2	24.2	25.8	25.7	19.4	37.4	37.2
LnGrp LOS	C	C	D	C	C	C	C	C	C	B	D	D
Approach Vol, veh/h		465			215			1045			981	
Approach Delay, s/veh		43.7			26.9			25.4			36.4	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	36.0	10.4	28.6	10.0	41.2	10.8	28.2
Change Period (Y+Rc), s	6.4	6.4	6.7	6.7	6.4	6.4	6.7	6.7
Max Green Setting (Gmax), s	9.6	29.6	20.3	25.3	9.6	29.6	20.3	25.3
Max Q Clear Time (g_c+I1), s	8.8	23.0	4.0	5.1	3.7	18.5	4.6	20.5
Green Ext Time (p_c), s	0.0	1.4	0.0	0.6	0.0	1.5	0.1	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	32.7
HCM 7th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	63	318	64	88	47	197	733	42	47	787	78
Future Volume (vph)	51	63	318	64	88	47	197	733	42	47	787	78
Confl. Peds. (#/hr)									2	2		
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	1%	2%	0%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	410	0	69	146	0	212	833	0	51	930	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.7	31.7		11.7	31.7		11.4	31.4		11.4	31.4	
Total Split (s)	27.0	32.0		27.0	32.0		16.0	36.0		16.0	36.0	
Total Split (%)	24.3%	28.8%		24.3%	28.8%		14.4%	32.4%		14.4%	32.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.7	6.7		6.7	6.7		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	13.5	8.4		15.9	11.4		44.3	38.9		35.5	29.9	
Actuated g/C Ratio	0.17	0.11		0.20	0.15		0.56	0.50		0.45	0.38	
v/c Ratio	0.21	0.64		0.29	0.27		0.60	0.47		0.14	0.69	
Control Delay (s/veh)	23.9	12.5		25.3	22.7		19.2	17.2		10.4	24.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	23.9	12.5		25.3	22.7		19.2	17.2		10.4	24.8	
LOS	C	B		C	C		B	B		B	C	
Approach Delay (s/veh)		13.9			23.5			17.6			24.0	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)	21	16		26	23		46	156		10	201	
Queue Length 95th (ft)	47	59		56	51		#136	259		30	313	
Internal Link Dist (ft)		2266			3468			3400			1983	
Turn Bay Length (ft)	140			190			205			210		
Base Capacity (vph)	503	1241		488	1147		354	1755		452	1346	
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	0.11	0.33		0.14	0.13		0.60	0.47		0.11	0.69	

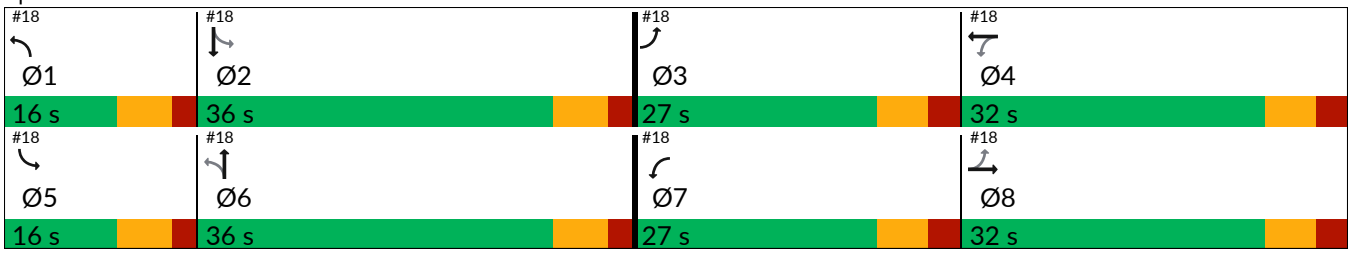
Intersection Summary
Cycle Length: 111
Actuated Cycle Length: 78.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

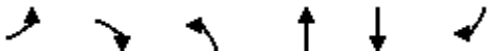
Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 19.8	Intersection LOS: B
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: SW 157th Avenue & SW 112th Street

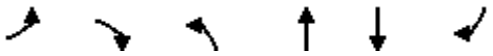




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	66	34	641	1239	119
Future Volume (veh/h)	77	66	34	641	1239	119
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1870	1870	1885
Adj Flow Rate, veh/h	82	70	36	682	1318	127
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	0	0	2	2	1
Cap, veh/h	116	147	333	3010	2537	243
Arrive On Green	0.06	0.06	0.03	0.85	0.77	0.77
Sat Flow, veh/h	1795	1610	1810	3647	3369	314
Grp Volume(v), veh/h	82	70	36	682	713	732
Grp Sat Flow(s),veh/h/ln	1795	1610	1810	1777	1777	1814
Q Serve(g_s), s	6.3	5.8	0.5	5.1	21.1	21.4
Cycle Q Clear(g_c), s	6.3	5.8	0.5	5.1	21.1	21.4
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	116	147	333	3010	1376	1404
V/C Ratio(X)	0.71	0.48	0.11	0.23	0.52	0.52
Avail Cap(c_a), veh/h	667	641	408	3010	1376	1404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.91	0.91	0.35	0.35
Uniform Delay (d), s/veh	64.2	60.4	4.6	2.0	5.9	6.0
Incr Delay (d2), s/veh	10.8	3.4	0.1	0.2	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	9.1	0.3	2.3	9.5	9.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	75.0	63.8	4.7	2.2	6.4	6.5
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	152			718	1445	
Approach Delay, s/veh	69.8			2.3	6.5	
Approach LOS	E			A	A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.2	114.8		15.0		125.0
Change Period (Y+Rc), s	6.4	6.4		6.0		6.4
Max Green Setting (Gmax), s	9.6	59.6		52.0		75.6
Max Q Clear Time (g_c+I1), s	2.5	23.4		8.3		7.1
Green Ext Time (p_c), s	0.0	3.7		0.8		1.8

Intersection Summary			
HCM 7th Control Delay, s/veh		9.3	
HCM 7th LOS		A	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	77	66	34	641	1239	119
Future Volume (vph)	77	66	34	641	1239	119
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	0%	2%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	70	36	682	1445	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	1	1	6	2	
Permitted Phases		4	6			
Detector Phase	4	1	1	6	2	
Switch Phase						
Minimum Initial (s)	7.0	5.0	5.0	7.0	7.0	
Minimum Split (s)	24.0	11.4	11.4	34.4	34.4	
Total Split (s)	58.0	16.0	16.0	82.0	66.0	
Total Split (%)	41.4%	11.4%	11.4%	58.6%	47.1%	
Yellow Time (s)	4.0	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.4	6.4	6.4	6.4	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	12.8	24.3	114.8	114.8	105.1	
Actuated g/C Ratio	0.09	0.17	0.82	0.82	0.75	
v/c Ratio	0.50	0.24	0.13	0.24	0.55	
Control Delay (s/veh)	70.5	39.0	3.7	3.2	11.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	70.5	39.0	3.7	3.2	11.0	
LOS	E	D	A	A	B	
Approach Delay (s/veh)	56.0			3.2	11.0	
Approach LOS	E			A	B	
Queue Length 50th (ft)	73	43	5	60	327	
Queue Length 95th (ft)	126	86	13	93	m436	
Internal Link Dist (ft)	2738			2595	2601	
Turn Bay Length (ft)		35	155			
Base Capacity (vph)	663	340	322	2901	2627	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.12	0.21	0.11	0.24	0.55	

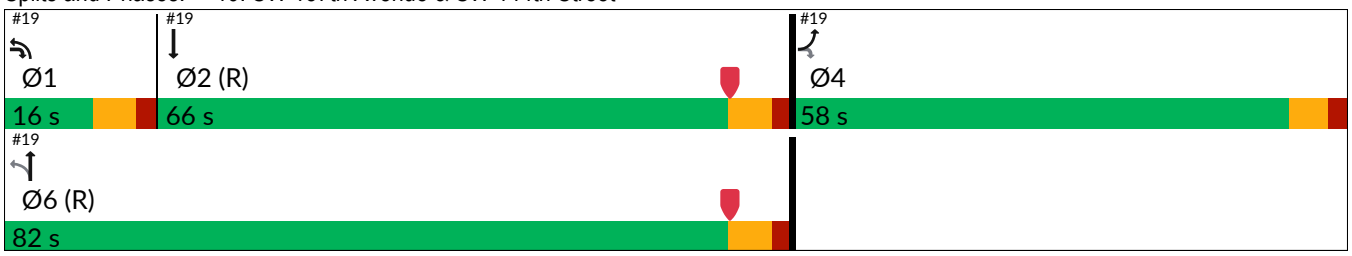
Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 102 (73%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 11.5	Intersection LOS: B
Intersection Capacity Utilization 54.2%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: SW 157th Avenue & SW 144th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	85	663	386	154	1013	162	14	507	1433	164	41	234
Future Volume (vph)	85	663	386	154	1013	162	14	507	1433	164	41	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.1	6.6	7.1	7.1			6.6	6.6	6.6		6.6
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91			0.97	0.91	1.00		0.97
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	0.99		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00	1.00		0.95
Satd. Flow (prot)	1787	5187	1599	3433	5029			3468	5136	1549		3472
Flt Permitted	0.15	1.00	1.00	0.95	1.00			0.95	1.00	1.00		0.95
Satd. Flow (perm)	291	5187	1599	3433	5029			3468	5136	1549		3472
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	89	691	402	160	1055	169	15	528	1493	171	43	244
RTOR Reduction (vph)	0	0	65	0	21	0	0	0	0	120	0	0
Lane Group Flow (vph)	89	691	337	160	1203	0	0	543	1493	51	0	287
Confl. Peds. (#/hr)								4				
Confl. Bikes (#/hr)										8		
Heavy Vehicles (%)	1%	0%	1%	2%	1%	1%	0%	1%	1%	3%	0%	1%
Turn Type	pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	3	8	1!	7	4		1!	1	6		5	5
Permitted Phases	8		8							6		
Actuated Green, G (s)	32.3	25.9	43.7	8.6	28.1			17.8	31.3	31.3		11.8
Effective Green, g (s)	32.3	25.9	43.7	8.6	28.1			17.8	31.3	31.3		11.8
Actuated g/C Ratio	0.31	0.25	0.42	0.08	0.27			0.17	0.30	0.30		0.11
Clearance Time (s)	7.1	7.1	6.6	7.1	7.1			6.6	6.6	6.6		6.6
Vehicle Extension (s)	2.0	2.5	4.0	2.0	2.5			4.0	1.0	1.0		2.5
Lane Grp Cap (vph)	180	1279	665	281	1345			587	1531	461		390
v/s Ratio Prot	0.03	0.13	0.09	c0.05	c0.24			c0.16	c0.29			0.08
v/s Ratio Perm	0.12		0.12							0.03		
v/c Ratio	0.49	0.54	0.51	0.57	0.89			0.93	0.98	0.11		0.74
Uniform Delay, d1	27.9	34.4	22.7	46.4	37.0			42.9	36.5	26.7		45.1
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	0.8	0.4	0.8	1.6	8.0			20.8	17.8	0.5		6.7
Delay (s)	28.7	34.7	23.5	48.0	45.0			63.7	54.3	27.2		51.8
Level of Service	C	C	C	D	D			E	D	C		D
Approach Delay (s/veh)		30.5			45.4				54.5			
Approach LOS		C			D				D			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	50.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	27.4
Intersection Capacity Utilization	89.1%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1042	148
Future Volume (vph)	1042	148
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.6	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.98	
Flt Protected	1.00	
Satd. Flow (prot)	4986	
Flt Permitted	1.00	
Satd. Flow (perm)	4986	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1085	154
RTOR Reduction (vph)	17	0
Lane Group Flow (vph)	1222	0
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		4
Heavy Vehicles (%)	2%	1%
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	25.3	
Effective Green, g (s)	25.3	
Actuated g/C Ratio	0.24	
Clearance Time (s)	6.6	
Vehicle Extension (s)	1.0	
Lane Grp Cap (vph)	1201	
v/s Ratio Prot	0.24	
v/s Ratio Perm		
v/c Ratio	1.02	
Uniform Delay, d1	39.9	
Progression Factor	1.00	
Incremental Delay, d2	30.3	
Delay (s)	70.2	
Level of Service	E	
Approach Delay (s/veh)	66.7	
Approach LOS	E	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	85	663	386	154	1013	162	14	507	1433	164	41	234
Future Volume (vph)	85	663	386	154	1013	162	14	507	1433	164	41	234
Confl. Peds. (#/hr)								4				
Confl. Bikes (#/hr)										8		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	1%	2%	1%	1%	0%	1%	1%	3%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	691	402	160	1224	0	0	543	1493	171	0	287
Turn Type	pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	3	8	1!	7	4		1!	1	6		5	5
Permitted Phases	8		8							6		
Detector Phase	3	8	1	7	4		1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	5.0	7.0	7.0	5.0	5.0
Minimum Split (s)	12.1	25.1	11.6	12.1	36.0		11.6	11.6	32.6	32.6	11.6	11.6
Total Split (s)	16.0	33.5	22.0	16.7	34.2		22.0	22.0	35.8	35.8	19.0	19.0
Total Split (%)	15.2%	31.9%	21.0%	15.9%	32.6%		21.0%	21.0%	34.1%	34.1%	18.1%	18.1%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.7	2.7	2.2	2.7	2.7		2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	7.1	7.1	6.6	7.1	7.1			6.6	6.6	6.6		6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	None	None
Act Effct Green (s)	31.9	24.4	49.3	8.6	28.1			17.8	32.8	32.8		11.8
Actuated g/C Ratio	0.30	0.23	0.47	0.08	0.27			0.17	0.31	0.31		0.11
v/c Ratio	0.46	0.57	0.50	0.57	0.90			0.93	0.93	0.28		0.74
Control Delay (s/veh)	28.1	37.3	16.0	54.5	46.4			67.5	47.9	4.9		57.2
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay (s/veh)	28.1	37.3	16.0	54.5	46.4			67.5	47.9	4.9		57.2
LOS	C	D	B	D	D			E	D	A		E
Approach Delay (s/veh)		29.4			47.3				49.4			
Approach LOS		C			D				D			
Queue Length 50th (ft)	37	146	129	54	286			~210	~403	0		97
Queue Length 95th (ft)	70	187	217	89	#381			#317	#500	43		143
Internal Link Dist (ft)		2488			1279				21729			
Turn Bay Length (ft)	270		245	170				335		305		300
Base Capacity (vph)	219	1322	810	313	1364			587	1604	611		410
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.41	0.52	0.50	0.51	0.90			0.93	0.93	0.28		0.70

Intersection Summary

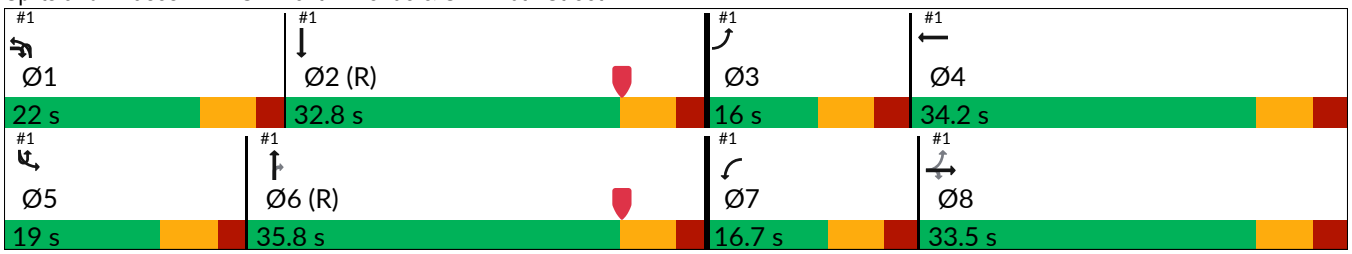
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 105

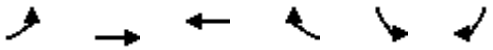
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1042	148
Future Volume (vph)	1042	148
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		4
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	1%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1239	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	32.6	
Total Split (s)	32.8	
Total Split (%)	31.2%	
Yellow Time (s)	4.4	
All-Red Time (s)	2.2	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.6	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Max	
Act Effct Green (s)	26.8	
Actuated g/C Ratio	0.26	
v/c Ratio	0.96	
Control Delay (s/veh)	56.3	
Queue Delay	0.0	
Total Delay (s/veh)	56.3	
LOS	E	
Approach Delay (s/veh)	56.5	
Approach LOS	E	
Queue Length 50th (ft)	304	
Queue Length 95th (ft)	#409	
Internal Link Dist (ft)	5176	
Turn Bay Length (ft)		
Base Capacity (vph)	1287	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.96	

Intersection Summary

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay (s/veh): 46.9 Intersection LOS: D
Intersection Capacity Utilization 89.1% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
! Phase conflict between lane groups.

Splits and Phases: 1: SW 137th Avenue & SW 120th Street





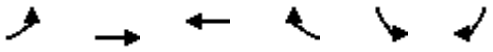
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	188	1143	1304	237	102	149
Future Volume (veh/h)	188	1143	1304	237	102	149
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1885	1870	1900	1885	1900
Adj Flow Rate, veh/h	198	1203	1373	249	88	177
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	1	2	0	1	0
Cap, veh/h	241	2436	1668	298	359	644
Arrive On Green	0.07	0.68	0.55	0.55	0.20	0.20
Sat Flow, veh/h	1767	3676	3105	539	1795	3220
Grp Volume(v), veh/h	198	1203	802	820	88	177
Grp Sat Flow(s),veh/h/ln	1767	1791	1777	1773	1795	1610
Q Serve(g_s), s	4.5	16.2	36.7	38.3	4.1	4.7
Cycle Q Clear(g_c), s	4.5	16.2	36.7	38.3	4.1	4.7
Prop In Lane	1.00			0.30	1.00	1.00
Lane Grp Cap(c), veh/h	241	2436	984	982	359	644
V/C Ratio(X)	0.82	0.49	0.82	0.83	0.25	0.27
Avail Cap(c_a), veh/h	301	2436	984	982	359	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.55	0.55	1.00	1.00
Uniform Delay (d), s/veh	21.5	7.7	18.1	18.5	33.6	33.9
Incr Delay (d2), s/veh	11.1	0.7	4.2	4.8	1.6	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	9.0	19.1	19.9	3.5	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	32.6	8.4	22.4	23.3	35.3	34.9
LnGrp LOS	C	A	C	C	D	C
Approach Vol, veh/h		1401	1622		265	
Approach Delay, s/veh		11.8	22.8		35.0	
Approach LOS		B	C		D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.6	61.4				74.0	26.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	10.0	52.0				68.0	20.0
Max Q Clear Time (g_c+I1), s	6.5	40.3				18.2	6.7
Green Ext Time (p_c), s	0.1	3.4				3.3	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	19.1
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	188	1143	1304	237	102	149
Future Volume (vph)	188	1143	1304	237	102	149
Confl. Peds. (#/hr)						2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	1%	2%	0%	1%	0%
Shared Lane Traffic (%)						46%
Lane Group Flow (vph)	198	1203	1622	0	179	85
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Detector Phase	1	6	2		8	8
Switch Phase						
Minimum Initial (s)	5.0	16.0	16.0		5.0	5.0
Minimum Split (s)	11.0	24.0	24.0		26.0	26.0
Total Split (s)	16.0	74.0	58.0		26.0	26.0
Total Split (%)	16.0%	74.0%	58.0%		26.0%	26.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max		Max	Max
Act Effct Green (s)	68.0	68.0	52.6		20.0	20.0
Actuated g/C Ratio	0.68	0.68	0.53		0.20	0.20
v/c Ratio	0.84	0.50	0.88		0.25	0.24
Control Delay (s/veh)	50.7	8.6	27.8		20.9	9.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	50.7	8.6	27.8		20.9	9.4
LOS	D	A	C		C	A
Approach Delay (s/veh)		14.5	27.8		17.2	
Approach LOS		B	C		B	
Queue Length 50th (ft)	75	174	465		29	0
Queue Length 95th (ft)	#195	217	584		59	42
Internal Link Dist (ft)		1233	2576		1597	
Turn Bay Length (ft)	65				105	
Base Capacity (vph)	247	2430	1840		725	361
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.80	0.50	0.88		0.25	0.24

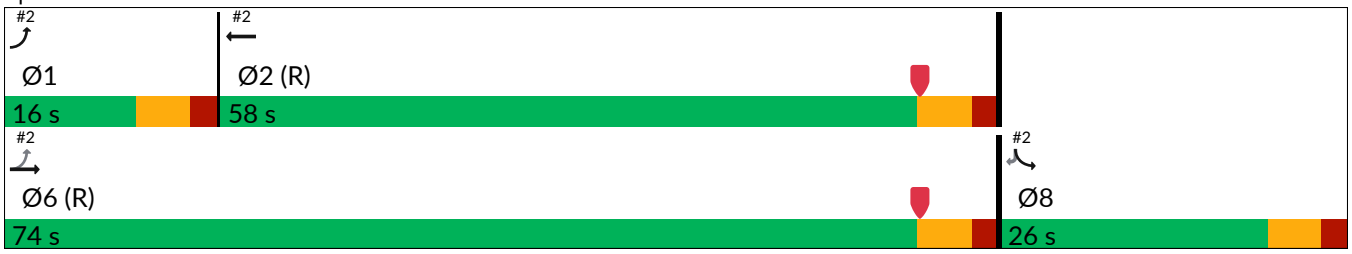
Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 47 (47%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay (s/veh): 21.3	Intersection LOS: C
Intersection Capacity Utilization 85.7%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: SW 120th Street & SW 132nd Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	252	1149	113	271	1260	126	20	140	463	152	129	376
Future Volume (vph)	252	1149	113	271	1260	126	20	140	463	152	129	376
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.95		0.97	0.95	1.00		1.00	0.95		1.00	0.95
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.96		1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	3467	3522		3400	3539	1615		1789	3442		1805	3539
Flt Permitted	0.05	1.00		0.06	1.00	1.00		0.36	1.00		0.27	1.00
Satd. Flow (perm)	186	3522		208	3539	1615		684	3442		522	3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	262	1197	118	282	1312	131	21	146	482	158	134	392
RTOR Reduction (vph)	0	4	0	0	0	48	0	0	18	0	0	0
Lane Group Flow (vph)	263	1311	0	282	1313	83	0	167	622	0	134	392
Confl. Peds. (#/hr)			1	1			1					
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	1%	1%	1%	3%	2%	0%	0%	1%	1%	1%	0%	2%
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	pm+pt	NA		pm+pt	NA
Protected Phases	1	6		5	2	3	7	7	4		3	8
Permitted Phases	6			2		2	4	4			8	
Actuated Green, G (s)	94.5	78.7		91.5	77.2	84.2		69.0	56.0		56.8	49.8
Effective Green, g (s)	94.5	78.7		91.5	77.2	84.2		69.0	56.0		56.8	49.8
Actuated g/C Ratio	0.53	0.44		0.51	0.43	0.47		0.38	0.31		0.32	0.28
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		6.0	6.0		6.0	6.0
Vehicle Extension (s)	5.0	1.0		2.0	1.0	2.0		2.0	2.5		2.0	4.0
Lane Grp Cap (vph)	385	1539		359	1517	809		343	1070		214	979
v/s Ratio Prot	0.06	c0.37		c0.06	0.37	0.00		c0.04	c0.18		0.02	0.11
v/s Ratio Perm	0.30			0.34		0.05		0.15			c0.17	
v/c Ratio	0.68	0.85		0.79	0.87	0.10		0.49	0.58		0.63	0.40
Uniform Delay, d1	48.2	45.4		47.9	46.7	26.8		38.7	52.1		50.8	53.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	6.3	6.2		10.0	6.9	0.0		0.4	2.3		4.1	1.2
Delay (s)	54.5	51.6		57.9	53.5	26.8		39.1	54.5		54.9	54.2
Level of Service	D	D		E	D	C		D	D		D	D
Approach Delay (s/veh)		52.1			52.2				51.3			50.9
Approach LOS		D			D				D			D

Intersection Summary			
HCM 2000 Control Delay (s/veh)	51.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	144
Future Volume (vph)	144
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1615
Flt Permitted	1.00
Satd. Flow (perm)	1615
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	150
RTOR Reduction (vph)	58
Lane Group Flow (vph)	92
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	pm+ov
Protected Phases	1
Permitted Phases	8
Actuated Green, G (s)	65.6
Effective Green, g (s)	65.6
Actuated g/C Ratio	0.36
Clearance Time (s)	6.0
Vehicle Extension (s)	5.0
Lane Grp Cap (vph)	642
v/s Ratio Prot	0.01
v/s Ratio Perm	0.04
v/c Ratio	0.14
Uniform Delay, d1	38.4
Progression Factor	1.00
Incremental Delay, d2	0.2
Delay (s)	38.6
Level of Service	D
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	252	1149	113	271	1260	126	20	140	463	152	129	376
Future Volume (vph)	252	1149	113	271	1260	126	20	140	463	152	129	376
Confl. Peds. (#/hr)			1	1			1					
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	3%	2%	0%	0%	1%	1%	1%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	263	1315	0	282	1313	131	0	167	640	0	134	392
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	pm+pt	NA		pm+pt	NA
Protected Phases	1	6		5	2	3	7	7	4		3	8
Permitted Phases	6			2		2	4	4			8	
Detector Phase	1	6		5	2	3	7	7	4		3	8
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	10.0		7.0	10.0
Minimum Split (s)	13.0	31.0		13.0	31.0	13.0	13.0	13.0	31.0		13.0	31.0
Total Split (s)	24.0	82.0		23.0	81.0	13.0	20.0	20.0	62.0		13.0	55.0
Total Split (%)	13.3%	45.6%		12.8%	45.0%	7.2%	11.1%	11.1%	34.4%		7.2%	30.6%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max		None	C-Max	None	None	None	Max		None	Max
Act Effct Green (s)	94.5	78.7		91.5	77.2	90.2		68.5	56.0		56.8	49.8
Actuated g/C Ratio	0.53	0.44		0.51	0.43	0.50		0.38	0.31		0.32	0.28
v/c Ratio	0.68	0.85		0.79	0.86	0.15		0.49	0.59		0.63	0.40
Control Delay (s/veh)	50.0	52.1		57.1	54.1	8.8		43.3	52.6		56.0	54.7
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	50.0	52.1		57.1	54.1	8.8		43.3	52.6		56.0	54.7
LOS	D	D		E	D	A		D	D		E	D
Approach Delay (s/veh)		51.7			51.2				50.7			46.1
Approach LOS		D			D				D			D
Queue Length 50th (ft)	105	738		115	755	24		135	327		106	204
Queue Length 95th (ft)	158	858		171	874	66		200	396		161	260
Internal Link Dist (ft)		2576			2598				269			2571
Turn Bay Length (ft)	150			95							245	
Base Capacity (vph)	427	1544		410	1518	854		347	1088		214	978
Starvation Cap Reductn	0	0		0	0	0		0	0		0	0
Spillback Cap Reductn	0	0		0	0	0		0	0		0	0
Storage Cap Reductn	0	0		0	0	0		0	0		0	0
Reduced v/c Ratio	0.62	0.85		0.69	0.86	0.15		0.48	0.59		0.63	0.40

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Yellow
Natural Cycle: 90

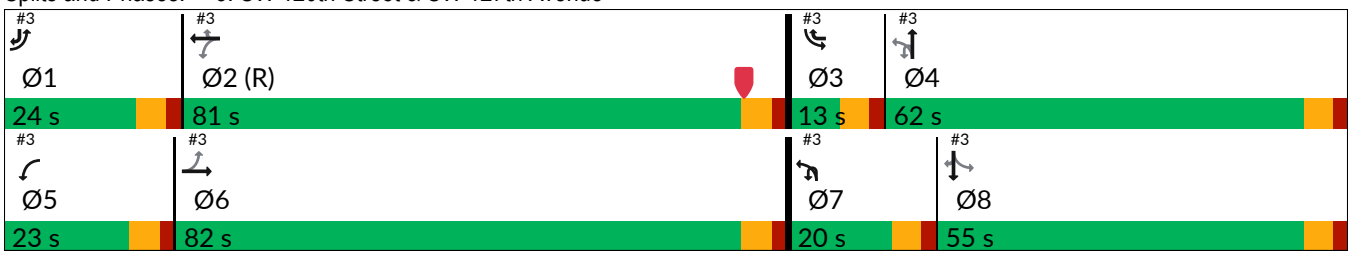


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	144
Future Volume (vph)	144
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	150
Turn Type	pm+ov
Protected Phases	1
Permitted Phases	8
Detector Phase	1
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	13.0
Total Split (s)	24.0
Total Split (%)	13.3%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	71.5
Actuated g/C Ratio	0.40
v/c Ratio	0.22
Control Delay (s/veh)	14.7
Queue Delay	0.0
Total Delay (s/veh)	14.7
LOS	B
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	44
Queue Length 95th (ft)	97
Internal Link Dist (ft)	
Turn Bay Length (ft)	175
Base Capacity (vph)	715
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.21

Intersection Summary

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay (s/veh): 50.6 Intersection LOS: D
Intersection Capacity Utilization 87.9% ICU Level of Service E
Analysis Period (min) 15

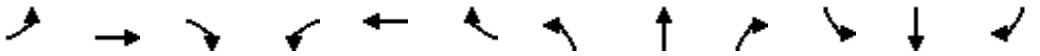
Splits and Phases: 3: SW 120th Street & SW 127th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	1124	70	465	1550	393	39	149	632	241	187	74
Future Volume (vph)	49	1124	70	465	1550	393	39	149	632	241	187	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.2	6.0	6.0	6.5	6.5	6.5	6.5	6.5	
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	1.00	0.91	0.91	0.91	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.93	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	
Satd. Flow (prot)	1770	5093		3367	5085	1580	1805	1587	2882	1595	3246	
Flt Permitted	0.13	1.00		0.10	1.00	1.00	0.95	1.00	1.00	0.95	0.99	
Satd. Flow (perm)	233	5093		371	5085	1580	1805	1587	2882	1595	3246	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	52	1183	74	489	1632	414	41	157	665	254	197	78
RTOR Reduction (vph)	0	6	0	0	0	223	0	23	372	0	23	0
Lane Group Flow (vph)	52	1251	0	489	1632	191	41	267	160	175	331	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	1%	0%	4%	2%	1%	0%	1%	2%	3%	1%	3%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA	Prot	Split	NA	
Protected Phases	1	6		5	2		4	4	4	3	3	
Permitted Phases	6			2		2						
Actuated Green, G (s)	36.1	32.0		53.0	42.9	42.9	29.1	29.1	29.1	18.9	18.9	
Effective Green, g (s)	36.1	32.0		53.0	42.9	42.9	29.1	29.1	29.1	18.9	18.9	
Actuated g/C Ratio	0.30	0.27		0.44	0.36	0.36	0.24	0.24	0.24	0.16	0.16	
Clearance Time (s)	6.0	6.0		6.2	6.0	6.0	6.5	6.5	6.5	6.5	6.5	
Vehicle Extension (s)	2.0	2.7		2.0	2.7	2.7	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	122	1358		533	1817	564	437	384	698	251	511	
v/s Ratio Prot	0.01	0.25		c0.11	c0.32		0.02	c0.17	0.06	c0.11	0.10	
v/s Ratio Perm	0.11			c0.29		0.12						
v/c Ratio	0.43	0.92		0.92	0.90	0.34	0.09	0.70	0.23	0.70	0.65	
Uniform Delay, d1	32.3	42.8		33.1	36.5	28.2	35.2	41.4	36.5	47.8	47.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.9	11.7		20.3	7.5	1.6	0.1	5.0	0.1	7.5	2.5	
Delay (s)	33.2	54.4		53.4	44.0	29.8	35.3	46.4	36.6	55.4	49.9	
Level of Service	C	D		D	D	C	D	D	D	E	D	
Approach Delay (s/veh)		53.6			43.5			39.8			51.7	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.2
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	1124	70	465	1550	393	39	149	632	241	187	74
Future Volume (vph)	49	1124	70	465	1550	393	39	149	632	241	187	74
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	4%	2%	1%	0%	1%	2%	3%	1%	3%
Shared Lane Traffic (%)									20%	31%		
Lane Group Flow (vph)	52	1257	0	489	1632	414	41	290	532	175	354	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA	Prot	Split	NA	
Protected Phases	1	6		5	2		4	4	4	3	3	
Permitted Phases	6			2		2						
Detector Phase	1	6		5	2	2	4	4	4	3	3	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	11.0	34.0		11.2	34.0	34.0	24.5	24.5	24.5	37.5	37.5	
Total Split (s)	11.0	37.0		21.0	47.0	47.0	24.5	24.5	24.5	37.5	37.5	
Total Split (%)	9.2%	30.8%		17.5%	39.2%	39.2%	20.4%	20.4%	20.4%	31.3%	31.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.2	2.0	2.0	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.2	6.0	6.0	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	37.1	32.0		52.8	44.1	44.1	29.1	29.1	29.1	18.9	18.9	
Actuated g/C Ratio	0.31	0.27		0.44	0.37	0.37	0.24	0.24	0.24	0.16	0.16	
v/c Ratio	0.38	0.92		0.92	0.87	0.52	0.09	0.71	0.50	0.70	0.66	
Control Delay (s/veh)	29.5	54.8		53.5	42.5	8.3	38.4	49.1	7.0	61.8	49.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	29.5	54.8		53.5	42.5	8.3	38.4	49.1	7.0	61.8	49.4	
LOS	C	D		D	D	A	D	D	A	E	D	
Approach Delay (s/veh)		53.7			39.0			22.6			53.5	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	23	352		150	453	36	24	203	13	146	133	
Queue Length 95th (ft)	49	#449		#254	#556	125	60	#405	65	217	174	
Internal Link Dist (ft)		2598			1922			2684			1905	
Turn Bay Length (ft)	190			495			120			145		
Base Capacity (vph)	137	1363		540	1867	800	437	407	1070	412	858	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.38	0.92		0.91	0.87	0.52	0.09	0.71	0.50	0.42	0.41	

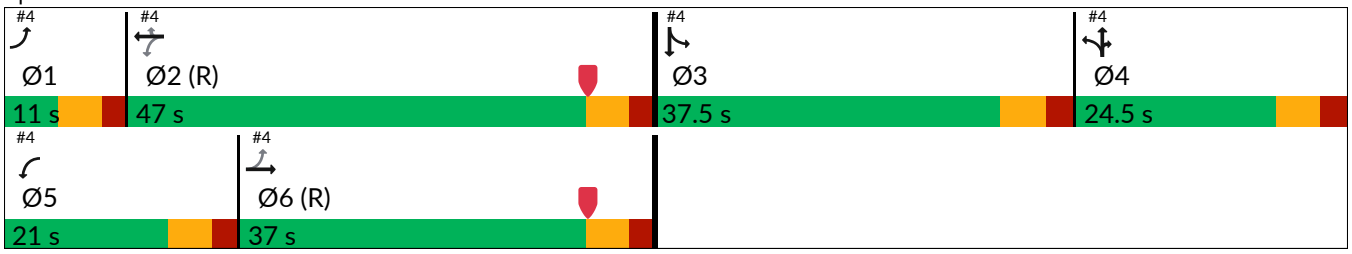
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

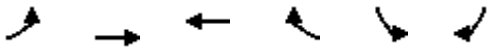
Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 41.5	Intersection LOS: D
Intersection Capacity Utilization 82.8%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SW 122nd Avenue & SW 120th Street

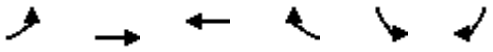




Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	8	0	1140	1493	0
Future Volume (vph)	9	8	0	1140	1493	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	
Lane Util. Factor		0.95		0.88	0.97	
Frpb, ped/bikes		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	
Frt		1.00		0.85	1.00	
Flt Protected		0.97		1.00	0.95	
Satd. Flow (prot)		3436		2787	3433	
Flt Permitted		0.97		1.00	0.95	
Satd. Flow (perm)		3436		2787	3433	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	10	9	0	1213	1588	0
RTOR Reduction (vph)	0	0	0	1053	0	0
Lane Group Flow (vph)	0	19	0	160	1588	0
Confl. Bikes (#/hr)				2		
Heavy Vehicles (%)	0%	5%	0%	2%	2%	0%
Turn Type	Perm	NA		Prot	Prot	
Protected Phases		4		8	6	
Permitted Phases	4					
Actuated Green, G (s)		7.9		7.9	43.1	
Effective Green, g (s)		7.9		7.9	43.1	
Actuated g/C Ratio		0.13		0.13	0.72	
Clearance Time (s)		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	
Lane Grp Cap (vph)		452		366	2466	
v/s Ratio Prot				c0.06	c0.46	
v/s Ratio Perm		0.01				
v/c Ratio		0.04		0.44	0.64	
Uniform Delay, d1		22.7		24.0	4.4	
Progression Factor		1.00		1.00	1.00	
Incremental Delay, d2		0.0		0.8	1.3	
Delay (s)		22.8		24.8	5.7	
Level of Service		C		C	A	
Approach Delay (s/veh)		22.8	24.8		5.7	
Approach LOS		C	C		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



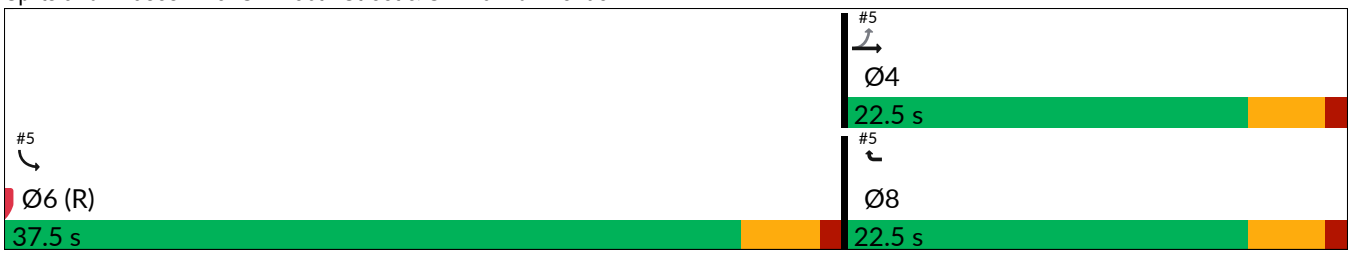
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	8	0	1140	1493	0
Future Volume (vph)	9	8	0	1140	1493	0
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	5%	0%	2%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	19	0	1213	1588	0
Turn Type	Perm	NA		Prot	Prot	
Protected Phases		4		8	6	
Permitted Phases	4					
Detector Phase	4	4		8	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	37.5	
Total Split (%)	37.5%	37.5%		37.5%	62.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5	
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)		4.5		4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None		None	C-Max	
Act Effct Green (s)		7.9		7.9	43.1	
Actuated g/C Ratio		0.13		0.13	0.72	
v/c Ratio		0.04		0.60	0.64	
Control Delay (s/veh)		22.3		1.3	6.1	
Queue Delay		0.0		0.0	0.0	
Total Delay (s/veh)		22.3		1.3	6.1	
LOS		C		A	A	
Approach Delay (s/veh)		22.3	1.3		6.1	
Approach LOS		C	A		A	
Queue Length 50th (ft)		3		0	113	
Queue Length 95th (ft)		11		0	191	
Internal Link Dist (ft)		1368	1262		3251	
Turn Bay Length (ft)						
Base Capacity (vph)		1030		2180	2465	
Starvation Cap Reductn		0		0	0	
Spillback Cap Reductn		0		0	0	
Storage Cap Reductn		0		0	0	
Reduced v/c Ratio		0.02		0.56	0.64	

Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 4.2	Intersection LOS: A
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: SW 136th Street & SW 162nd Avenue





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	312	1205	462	461	666	233
Future Volume (veh/h)	312	1205	462	461	666	233
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1885	1870	1870
Adj Flow Rate, veh/h	328	0	486	485	701	245
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	3	1	2	2
Cap, veh/h	775		656	2251	1018	724
Arrive On Green	0.41	0.00	0.17	0.63	0.29	0.29
Sat Flow, veh/h	1870	1585	1767	3676	3563	1585
Grp Volume(v), veh/h	328	0	486	485	701	245
Grp Sat Flow(s),veh/h/ln	1870	1585	1767	1791	1781	1585
Q Serve(g_s), s	17.4	0.0	21.2	8.1	24.5	13.9
Cycle Q Clear(g_c), s	17.4	0.0	21.2	8.1	24.5	13.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	775		656	2251	1018	724
V/C Ratio(X)	0.42		0.74	0.22	0.69	0.34
Avail Cap(c_a), veh/h	775		909	2251	1018	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.00	1.00	1.00	0.96	0.96
Uniform Delay (d), s/veh	29.1	0.0	18.0	11.2	44.5	24.4
Incr Delay (d2), s/veh	1.2	0.0	1.1	0.2	3.7	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.1	0.0	13.3	5.8	16.7	21.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.3	0.0	19.1	11.4	48.1	25.6
LnGrp LOS	C		B	B	D	C
Approach Vol, veh/h	328			971	946	
Approach Delay, s/veh	30.3			15.2	42.3	
Approach LOS	C			B	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		94.0		46.0	30.0	64.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		88.0		40.0	44.0	38.0
Max Q Clear Time (g_c+I1), s		10.1		26.5	23.2	19.4
Green Ext Time (p_c), s		1.2		4.7	0.7	0.6

Intersection Summary		
HCM 7th Control Delay, s/veh	28.9	
HCM 7th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	312	1205	462	461	666	233
Future Volume (vph)	312	1205	462	461	666	233
Confl. Peds. (#/hr)		5	5			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	3%	1%	2%	2%
Shared Lane Traffic (%)						10%
Lane Group Flow (vph)	328	1268	486	485	726	220
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	6	4	5	2	4	5
Permitted Phases		6	2			4
Detector Phase	6	4	5	2	4	5
Switch Phase						
Minimum Initial (s)	16.0	7.0	5.0	16.0	7.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	11.0
Total Split (s)	44.0	46.0	50.0	94.0	46.0	50.0
Total Split (%)	31.4%	32.9%	35.7%	67.1%	32.9%	35.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Max	Max	None	C-Max	Max	None
Act Effct Green (s)	55.5	95.5	88.0	88.0	40.0	72.5
Actuated g/C Ratio	0.40	0.68	0.63	0.63	0.29	0.52
v/c Ratio	0.44	1.09	0.75	0.22	0.74	0.26
Control Delay (s/veh)	35.3	72.4	21.5	11.5	50.5	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.3	72.4	21.5	11.5	50.5	2.5
LOS	D	E	C	B	D	A
Approach Delay (s/veh)	64.8			16.5	39.3	
Approach LOS	E			B	D	
Queue Length 50th (ft)	215	~778	220	95	313	2
Queue Length 95th (ft)	362	#1707	301	122	388	38
Internal Link Dist (ft)	1262			6561	2601	
Turn Bay Length (ft)			525		120	
Base Capacity (vph)	739	1161	776	2246	982	1003
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	1.09	0.63	0.22	0.74	0.22

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 87 (62%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

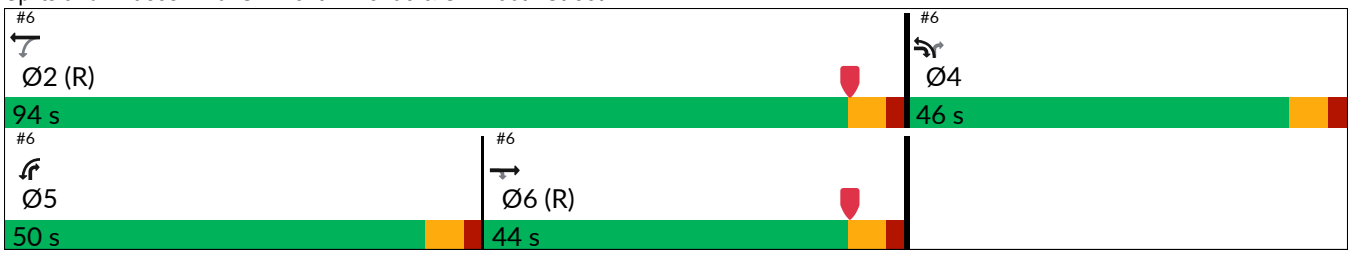
Maximum v/c Ratio: 1.09

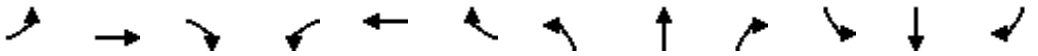
Intersection Signal Delay (s/veh): 44.6	Intersection LOS: D
Intersection Capacity Utilization 110.7%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 157th Avenue & SW 136th Street





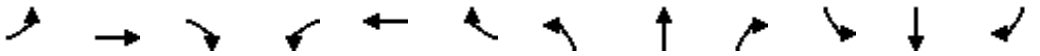
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	213	140	213	193	255	79	493	204	325	1004	18
Future Volume (veh/h)	31	213	140	213	193	255	79	493	204	325	1004	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1900	1885	1870	1885	1885	1900	1870	1856	1885	1841	1811
Adj Flow Rate, veh/h	33	229	151	229	208	274	85	530	0	349	1080	19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	0	1	2	1	1	0	2	3	1	4	6
Cap, veh/h	346	329	217	319	698	823	195	1018		464	1385	24
Arrive On Green	0.02	0.31	0.31	0.08	0.37	0.37	0.05	0.29	0.00	0.15	0.39	0.39
Sat Flow, veh/h	1711	1059	698	1781	1885	1564	1810	3647	0	1795	3516	62
Grp Volume(v), veh/h	33	0	380	229	208	274	85	530	0	349	537	562
Grp Sat Flow(s),veh/h/ln	1711	0	1757	1781	1885	1564	1810	1777	0	1795	1749	1829
Q Serve(g_s), s	2.0	0.0	28.5	12.6	11.7	15.2	4.9	18.7	0.0	19.8	40.2	40.2
Cycle Q Clear(g_c), s	2.0	0.0	28.5	12.6	11.7	15.2	4.9	18.7	0.0	19.8	40.2	40.2
Prop In Lane	1.00		0.40	1.00		1.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	346	0	547	319	698	823	195	1018		464	689	721
V/C Ratio(X)	0.10	0.00	0.70	0.72	0.30	0.33	0.44	0.52		0.75	0.78	0.78
Avail Cap(c_a), veh/h	363	0	547	319	698	823	210	1018		550	689	721
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	0.0	45.3	34.9	33.4	20.6	37.4	44.8	0.0	30.2	39.7	39.7
Incr Delay (d2), s/veh	0.1	0.0	7.1	7.9	1.1	1.1	1.8	1.9	0.0	5.5	8.5	8.2
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(95%),veh/ln	1.5	0.0	19.3	10.4	9.4	9.7	4.1	13.2	0.0	14.2	25.9	26.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.8	0.0	52.5	42.8	34.5	21.7	39.3	46.7	0.0	35.8	48.2	47.9
LnGrp LOS	C		D	D	C	C	D	D		D	D	D
Approach Vol, veh/h		413			711			615			1448	
Approach Delay, s/veh		51.0			32.2			45.7			45.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	61.9	28.9	48.9	19.0	53.0	12.8	65.0
Change Period (Y+Rc), s	6.4	6.4	6.0	6.0	6.4	6.4	6.0	6.0
Max Green Setting (Gmax), s	5.2	54.0	30.0	37.0	12.6	46.6	8.0	59.0
Max Q Clear Time (g_c+I1), s	4.0	17.2	21.8	20.7	14.6	30.5	6.9	42.2
Green Ext Time (p_c), s	0.0	0.5	1.1	4.1	0.0	0.7	0.0	8.8

Intersection Summary	
HCM 7th Control Delay, s/veh	43.1
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	213	140	213	193	255	79	493	204	325	1004	18
Future Volume (vph)	31	213	140	213	193	255	79	493	204	325	1004	18
Confl. Peds. (#/hr)	9					9			3	3		
Confl. Bikes (#/hr)			1			3						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	0%	1%	2%	1%	1%	0%	2%	3%	1%	4%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	380	0	229	208	274	85	749	0	349	1099	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6			2		2	4			8		
Detector Phase	1	6		5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0	5.0	5.0	7.0		5.0	7.0	
Minimum Split (s)	11.4	24.4		11.4	33.4	11.0	11.0	38.0		11.0	24.0	
Total Split (s)	11.6	53.0		19.0	60.4	36.0	14.0	43.0		36.0	65.0	
Total Split (%)	7.7%	35.1%		12.6%	40.0%	23.8%	9.3%	28.5%		23.8%	43.0%	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Max		None	Max	None	None	Max		None	Max	
Act Effct Green (s)	51.8	46.6		65.6	56.3	84.6	46.7	38.9		72.8	59.0	
Actuated g/C Ratio	0.34	0.31		0.44	0.37	0.56	0.31	0.26		0.48	0.39	
v/c Ratio	0.08	0.67		0.72	0.30	0.29	0.52	0.83		0.89	0.81	
Control Delay (s/veh)	26.0	49.7		42.7	35.6	6.4	37.3	59.6		65.2	46.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	26.0	49.7		42.7	35.6	6.4	37.3	59.6		65.2	46.8	
LOS	C	D		D	D	A	D	E		E	D	
Approach Delay (s/veh)		47.8			26.6			57.3			51.3	
Approach LOS		D			C			E			D	
Queue Length 50th (ft)	20	310		147	149	45	45	364		273	521	
Queue Length 95th (ft)	43	431		215	220	92	78	#468		#439	618	
Internal Link Dist (ft)		2796			2409			10899			2595	
Turn Bay Length (ft)	250					190	150			85		
Base Capacity (vph)	398	563		318	702	972	164	898		412	1353	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.67		0.72	0.30	0.28	0.52	0.83		0.85	0.81	

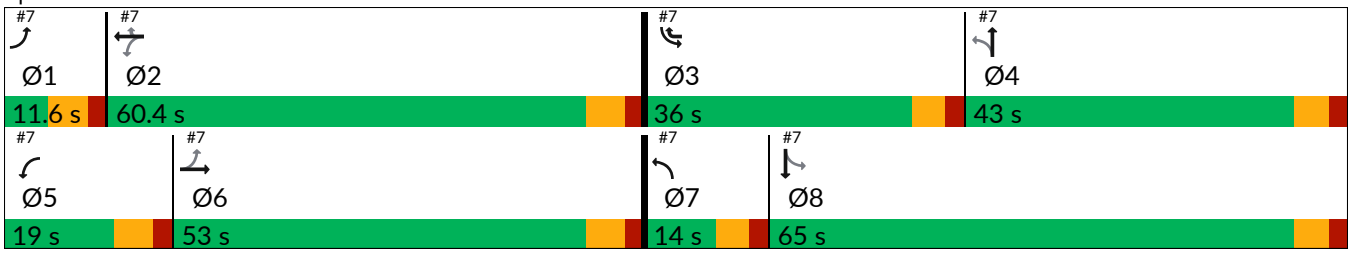
Intersection Summary
Cycle Length: 151
Actuated Cycle Length: 150.8
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

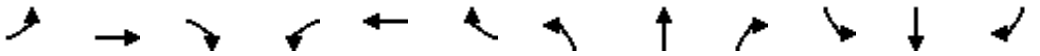
Maximum v/c Ratio: 0.89

Intersection Signal Delay (s/veh): 47.2	Intersection LOS: D
Intersection Capacity Utilization 96.9%	ICU Level of Service F
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

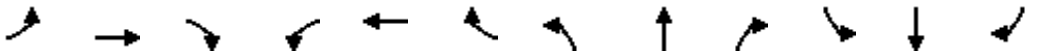
Splits and Phases: 7: SW 157th Avenue & SW 152nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	434	3	1	248	198	0	1	3	361	1	464
Future Volume (vph)	365	434	3	1	248	198	0	1	3	361	1	464
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.5			6.5			6.0		6.4	6.4	6.4
Lane Util. Factor	1.00	1.00			1.00			1.00		0.95	0.95	1.00
Frt	1.00	1.00			0.94			0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00			1.00		0.95	0.95	1.00
Satd. Flow (prot)	1770	1775			1696			1708		1618	1623	1509
Flt Permitted	0.30	1.00			1.00			1.00		0.95	0.95	1.00
Satd. Flow (perm)	560	1775			1695			1708		1618	1623	1509
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	388	462	3	1	264	211	0	1	3	384	1	494
RTOR Reduction (vph)	0	0	0	0	30	0	0	3	0	0	0	340
Lane Group Flow (vph)	388	465	0	0	446	0	0	1	0	192	193	154
Heavy Vehicles (%)	2%	7%	0%	0%	8%	2%	0%	0%	0%	6%	0%	7%
Turn Type	pm+pt	NA		Perm	NA			NA		Split	NA	pm+ov
Protected Phases	1	6			2		4	4		3	3	1
Permitted Phases	6			2								3
Actuated Green, G (s)	51.7	51.7			31.5			1.2		12.5	12.5	26.3
Effective Green, g (s)	51.7	51.7			31.5			1.2		12.5	12.5	26.3
Actuated g/C Ratio	0.61	0.61			0.37			0.01		0.15	0.15	0.31
Clearance Time (s)	6.4	6.5			6.5			6.0		6.4	6.4	6.4
Vehicle Extension (s)	4.0	1.0			1.0			3.0		4.0	4.0	4.0
Lane Grp Cap (vph)	541	1088			633			24		239	240	470
v/s Ratio Prot	c0.12	0.26						c0.00		0.12	c0.12	0.05
v/s Ratio Perm	c0.32				0.26							0.05
v/c Ratio	0.72	0.43			0.70			0.04		0.80	0.80	0.33
Uniform Delay, d1	11.3	8.5			22.4			41.0		34.7	34.7	22.2
Progression Factor	1.00	1.00			1.00			1.00		1.00	1.00	1.00
Incremental Delay, d2	4.8	1.2			6.5			0.7		18.3	18.4	0.6
Delay (s)	16.1	9.8			28.9			41.7		53.1	53.1	22.8
Level of Service	B	A			C			D		D	D	C
Approach Delay (s/veh)		12.7			28.9			41.7			36.0	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	84.3	Sum of lost time (s)	25.3
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	434	3	1	248	198	0	1	3	361	1	464
Future Volume (vph)	365	434	3	1	248	198	0	1	3	361	1	464
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	7%	0%	0%	8%	2%	0%	0%	0%	6%	0%	7%
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	388	465	0	0	476	0	0	4	0	192	193	494
Turn Type	pm+pt	NA		Perm	NA			NA		Split	NA	pm+ov
Protected Phases	1	6			2		4	4		3	3	1
Permitted Phases	6			2								3
Detector Phase	1	6		2	2		4	4		3	3	1
Switch Phase												
Minimum Initial (s)	5.0	16.0		16.0	16.0		7.0	7.0		7.0	7.0	5.0
Minimum Split (s)	11.4	24.5		24.5	24.5		13.0	13.0		13.4	13.4	11.4
Total Split (s)	21.0	58.0		37.0	37.0		13.0	13.0		19.0	19.0	21.0
Total Split (%)	23.3%	64.4%		41.1%	41.1%		14.4%	14.4%		21.1%	21.1%	23.3%
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.4	4.4	4.4
All-Red Time (s)	2.0	2.1		2.1	2.1		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.5			6.5			6.0		6.4	6.4	6.4
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		Max	Max		None	None		None	None	None
Act Effct Green (s)	51.8	51.7			31.5			7.0		12.5	12.5	31.5
Actuated g/C Ratio	0.65	0.65			0.40			0.09		0.16	0.16	0.40
v/c Ratio	0.67	0.40			0.68			0.03		0.76	0.76	0.55
Control Delay (s/veh)	14.2	8.6			25.2			27.3		53.9	53.9	4.0
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Delay (s/veh)	14.2	8.6			25.2			27.3		53.9	53.9	4.0
LOS	B	A			C			C		D	D	A
Approach Delay (s/veh)		11.2			25.2			27.3			25.8	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	68	90			175			0		97	93	0
Queue Length 95th (ft)	#188	227			#399			11		#248	#240	49
Internal Link Dist (ft)		3881			2659			363			10899	
Turn Bay Length (ft)	470											
Base Capacity (vph)	589	1156			700			154		257	258	908
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	0.66	0.40			0.68			0.03		0.75	0.75	0.54

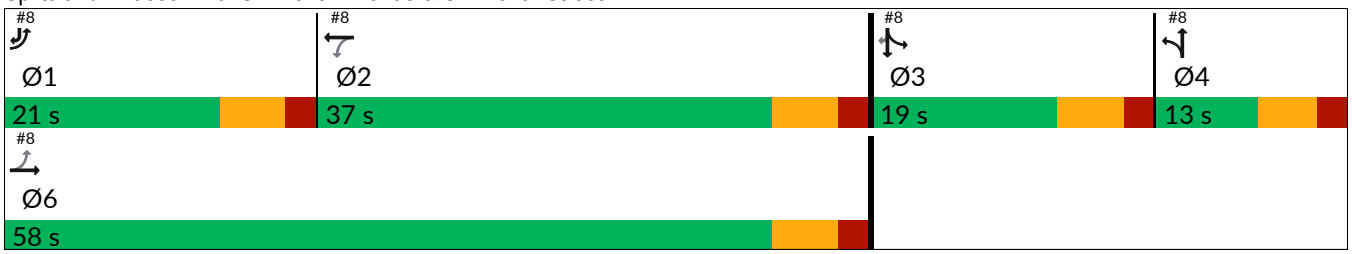
Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 79.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 20.0	Intersection LOS: C

Intersection Capacity Utilization 81.1% ICU Level of Service D

Analysis Period (min) 15

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: SW 157th Avenue & SW 184th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	792	1	1	521	115	4	0	2	116	1	18
Future Volume (vph)	26	792	1	1	521	115	4	0	2	116	1	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4			6.0			6.0	6.4
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.97			0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.95	1.00
Satd. Flow (prot)	1805	1809		903	1773			1317			1775	1615
Flt Permitted	0.28	1.00		0.22	1.00			0.97			0.95	1.00
Satd. Flow (perm)	537	1809		210	1773			1317			1775	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	27	825	1	1	543	120	4	0	2	121	1	19
RTOR Reduction (vph)	0	0	0	0	4	0	0	6	0	0	0	16
Lane Group Flow (vph)	27	826	0	1	659	0	0	0	0	0	122	3
Heavy Vehicles (%)	0%	5%	0%	100%	5%	1%	25%	0%	50%	2%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2		4	4		3	3	1
Permitted Phases	6			2								3
Actuated Green, G (s)	72.5	68.7		66.7	65.8			1.1			13.4	17.2
Effective Green, g (s)	72.5	68.7		66.7	65.8			1.1			13.4	17.2
Actuated g/C Ratio	0.67	0.63		0.61	0.60			0.01			0.12	0.16
Clearance Time (s)	6.4	6.4		6.4	6.4			6.0			6.0	6.4
Vehicle Extension (s)	3.5	1.0		2.5	1.0			3.5			4.0	3.5
Lane Grp Cap (vph)	401	1141		134	1071			13			218	255
v/s Ratio Prot	c0.00	c0.46		0.00	0.37			c0.00			c0.07	0.00
v/s Ratio Perm	0.04			0.00								0.00
v/c Ratio	0.07	0.72		0.01	0.62			0.00			0.56	0.01
Uniform Delay, d1	8.4	13.7		11.0	13.6			53.4			45.0	38.7
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	4.0		0.0	2.7			0.2			3.8	0.0
Delay (s)	8.5	17.7		11.0	16.2			53.5			48.8	38.7
Level of Service	A	B		B	B			D			D	D
Approach Delay (s/veh)		17.4			16.2			53.5			47.4	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	108.9	Sum of lost time (s)	24.8
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	792	1	1	521	115	4	0	2	116	1	18
Future Volume (vph)	26	792	1	1	521	115	4	0	2	116	1	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	0%	100%	5%	1%	25%	0%	50%	2%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	826	0	1	663	0	0	6	0	0	122	19
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2		4	4		3	3	1
Permitted Phases	6			2								3
Detector Phase	1	6		5	2		4	4		3	3	1
Switch Phase												
Minimum Initial (s)	5.0	16.0		5.0	16.0		7.0	7.0		10.0	10.0	5.0
Minimum Split (s)	11.4	24.4		11.4	29.4		24.0	24.0		16.0	16.0	11.4
Total Split (s)	20.0	71.0		15.0	66.0		24.0	24.0		36.0	36.0	20.0
Total Split (%)	13.7%	48.6%		10.3%	45.2%		16.4%	16.4%		24.7%	24.7%	13.7%
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4			6.0			6.0	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	Max		None	None		None	None	None
Act Effct Green (s)	69.9	68.7		66.0	63.1			7.1			13.4	25.0
Actuated g/C Ratio	0.71	0.70		0.67	0.64			0.07			0.14	0.25
v/c Ratio	0.06	0.66		0.01	0.58			0.03			0.51	0.04
Control Delay (s/veh)	6.0	14.7		7.0	15.8			0.3			49.0	0.2
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	6.0	14.7		7.0	15.8			0.3			49.0	0.2
LOS	A	B		A	B			A			D	A
Approach Delay (s/veh)		14.4			15.8			0.3			42.4	
Approach LOS		B			B			A			D	
Queue Length 50th (ft)	4	212		0	242			0			72	0
Queue Length 95th (ft)	19	#783		4	551			0			149	0
Internal Link Dist (ft)		2659			2181			507			2582	
Turn Bay Length (ft)	80			80								
Base Capacity (vph)	561	1259		205	1137			339			547	574
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	0.05	0.66		0.00	0.58			0.02			0.22	0.03

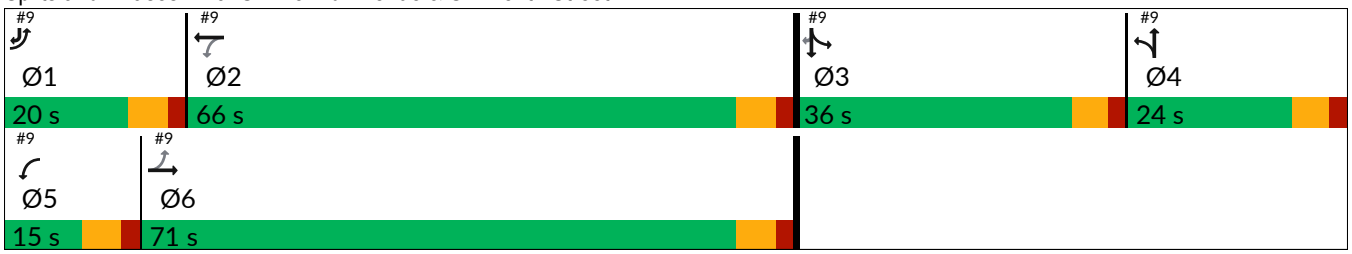
Intersection Summary	
Cycle Length: 146	
Actuated Cycle Length: 98.7	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 17.3	Intersection LOS: B

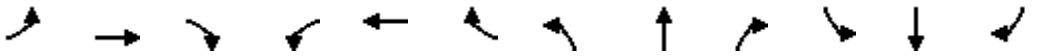
Intersection Capacity Utilization 60.9% ICU Level of Service B

Analysis Period (min) 15

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: SW 152nd Avenue & SW 184th Street





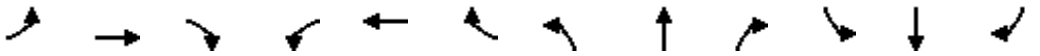
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	548	274	206	463	321	138	204	224	201	327	32
Future Volume (veh/h)	29	548	274	206	463	321	138	204	224	201	327	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1826	1781	1781	1826	1900	1856	1885	1781	1870	1870	1796
Adj Flow Rate, veh/h	30	559	280	210	472	328	141	208	229	205	334	33
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	5	8	8	5	0	3	1	8	2	2	7
Cap, veh/h	221	712	356	269	709	612	358	567	448	427	608	533
Arrive On Green	0.03	0.32	0.32	0.09	0.39	0.39	0.07	0.30	0.30	0.09	0.32	0.32
Sat Flow, veh/h	1810	2222	1111	1697	1826	1576	1767	1885	1490	1781	1870	1522
Grp Volume(v), veh/h	30	436	403	210	472	328	141	208	229	205	334	33
Grp Sat Flow(s),veh/h/ln	1810	1735	1598	1697	1826	1576	1767	1885	1490	1781	1870	1522
Q Serve(g_s), s	1.5	30.4	30.5	10.7	28.4	21.4	7.2	11.5	16.9	10.5	19.5	1.9
Cycle Q Clear(g_c), s	1.5	30.4	30.5	10.7	28.4	21.4	7.2	11.5	16.9	10.5	19.5	1.9
Prop In Lane	1.00		0.70	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	221	556	512	269	709	612	358	567	448	427	608	533
V/C Ratio(X)	0.14	0.79	0.79	0.78	0.67	0.54	0.39	0.37	0.51	0.48	0.55	0.06
Avail Cap(c_a), veh/h	385	556	512	269	709	612	428	567	448	453	608	533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	41.0	41.1	30.6	33.6	31.4	29.7	36.5	38.4	28.1	36.9	28.7
Incr Delay (d2), s/veh	0.3	10.7	11.6	14.0	4.9	3.3	0.8	1.8	4.1	1.0	3.6	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	20.5	19.4	9.1	19.2	13.5	5.6	9.4	10.9	8.1	14.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.8	51.7	52.7	44.6	38.4	34.8	30.6	38.4	42.5	29.1	40.4	28.9
LnGrp LOS	C	D	D	D	D	C	C	D	D	C	D	C
Approach Vol, veh/h		869			1010			578			572	
Approach Delay, s/veh		51.4			38.5			38.1			35.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	58.1	19.0	46.0	19.0	49.0	15.8	49.2
Change Period (Y+Rc), s	6.6	6.4	6.4	6.0	6.6	6.4	6.4	6.0
Max Green Setting (Gmax), s	15.4	39.6	14.6	40.0	12.4	42.6	14.6	40.0
Max Q Clear Time (g_c+I1), s	3.5	30.4	12.5	18.9	12.7	32.5	9.2	21.5
Green Ext Time (p_c), s	0.0	0.9	0.1	2.3	0.0	1.5	0.2	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	41.6
HCM 7th LOS	D

Notes

User approved changes to right turn type.



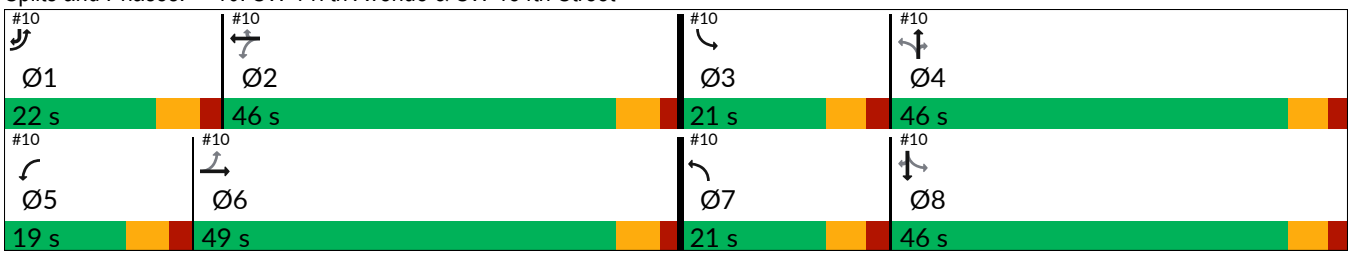
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	548	274	206	463	321	138	204	224	201	327	32
Future Volume (vph)	29	548	274	206	463	321	138	204	224	201	327	32
Confl. Bikes (#/hr)			1			1			1			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	5%	8%	8%	5%	0%	3%	1%	8%	2%	2%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	839	0	210	472	328	141	208	229	205	334	33
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases	6			2		2	4		4	8		8
Detector Phase	1	6		5	2	2	7	4	4	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	5.0
Minimum Split (s)	11.6	24.4		11.6	39.4	39.4	11.4	24.0	24.0	11.4	24.0	11.6
Total Split (s)	22.0	49.0		19.0	46.0	46.0	21.0	46.0	46.0	21.0	46.0	22.0
Total Split (%)	16.3%	36.3%		14.1%	34.1%	34.1%	15.6%	34.1%	34.1%	15.6%	34.1%	16.3%
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.0	4.0	4.0	4.0	4.0	4.4
All-Red Time (s)	2.2	2.0		2.2	2.0	2.0	2.4	2.0	2.0	2.4	2.0	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.4		6.6	6.4	6.4	6.4	6.0	6.0	6.4	6.0	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max		None	Max	Max	None	Max	Max	None	Max	None
Act Effct Green (s)	49.7	42.6		60.0	50.3	50.3	51.8	40.0	40.0	54.8	41.5	54.8
Actuated g/C Ratio	0.37	0.32		0.45	0.38	0.38	0.39	0.30	0.30	0.41	0.31	0.41
v/c Ratio	0.11	0.79		0.87	0.70	0.42	0.39	0.37	0.40	0.44	0.58	0.05
Control Delay (s/veh)	21.8	44.5		58.8	43.4	7.3	26.2	39.7	11.1	26.8	44.2	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.8	44.5		58.8	43.4	7.3	26.2	39.7	11.1	26.8	44.2	0.2
LOS	C	D		E	D	A	C	D	B	C	D	A
Approach Delay (s/veh)		43.7			34.9			25.1			35.4	
Approach LOS		D			C			C			D	
Queue Length 50th (ft)	14	341		120	375	23	75	146	31	112	249	0
Queue Length 95th (ft)	34	427		#271	524	99	121	221	106	170	362	0
Internal Link Dist (ft)		313			5264			5542			3213	
Turn Bay Length (ft)	120			105			125		85	120		150
Base Capacity (vph)	385	1067		241	679	774	389	561	569	482	576	750
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.79		0.87	0.70	0.42	0.36	0.37	0.40	0.43	0.58	0.04

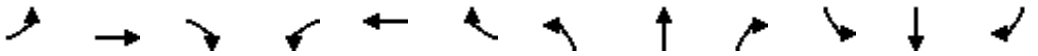
Intersection Summary
Cycle Length: 135
Actuated Cycle Length: 134.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87

Intersection Signal Delay (s/veh): 35.6	Intersection LOS: D
Intersection Capacity Utilization 81.4%	ICU Level of Service D
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: SW 147th Avenue & SW 184th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	317	26	28	344	51	20	391	63	43	519	191
Future Volume (vph)	161	317	26	28	344	51	20	391	63	43	519	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8			6.8			6.0			6.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	
Flpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.99			0.98			0.98			0.97	
Flt Protected	0.95	1.00			1.00			1.00			1.00	
Satd. Flow (prot)	1805	1782			1781			1820			1772	
Flt Permitted	0.40	1.00			0.96			0.95			0.95	
Satd. Flow (perm)	761	1782			1707			1742			1690	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	166	327	27	29	355	53	21	403	65	44	535	197
RTOR Reduction (vph)	0	4	0	0	7	0	0	5	0	0	16	0
Lane Group Flow (vph)	166	350	0	0	430	0	0	484	0	0	760	0
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	0%	5%	8%	8%	5%	0%	3%	1%	8%	2%	2%	7%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	26.2	26.2			26.2			36.0			36.0	
Effective Green, g (s)	26.2	26.2			26.2			36.0			36.0	
Actuated g/C Ratio	0.35	0.35			0.35			0.48			0.48	
Clearance Time (s)	6.8	6.8			6.8			6.0			6.0	
Vehicle Extension (s)	1.0	1.0			1.0			4.5			2.5	
Lane Grp Cap (vph)	265	622			596			836			811	
v/s Ratio Prot		0.20										
v/s Ratio Perm	0.22				c0.25			0.28			c0.45	
v/c Ratio	0.63	0.56			0.72			0.58			0.94	
Uniform Delay, d1	20.3	19.8			21.2			14.0			18.4	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	10.7	3.7			7.4			2.9			17.7	
Delay (s)	31.0	23.4			28.6			17.0			36.2	
Level of Service	C	C			C			B			D	
Approach Delay (s/veh)		25.8			28.6			17.0			36.2	
Approach LOS		C			C			B			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	112.9%	ICU Level of Service	H
Analysis Period (min)	15		

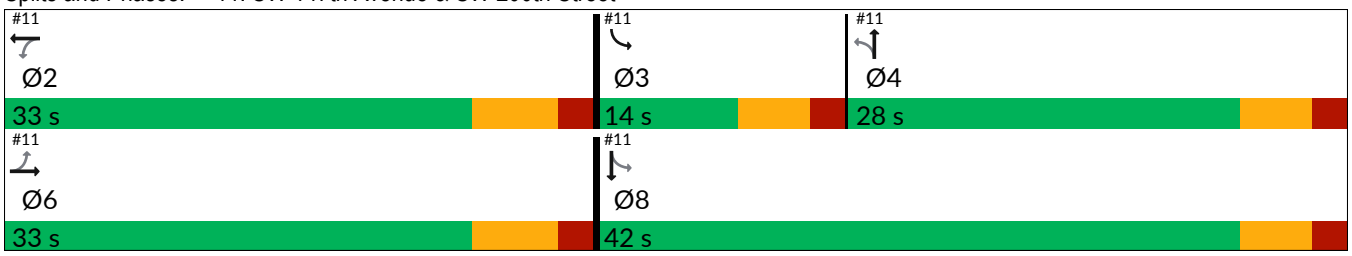
c Critical Lane Group

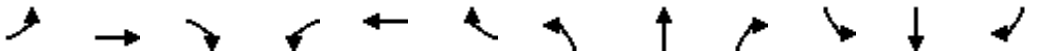
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	317	26	28	344	51	20	391	63	43	519	191
Future Volume (vph)	161	317	26	28	344	51	20	391	63	43	519	191
Confl. Bikes (#/hr)			1						1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	8%	8%	5%	0%	3%	1%	8%	2%	2%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	354	0	0	437	0	0	489	0	0	776	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	18.0	18.0		18.0	18.0		7.0	7.0		5.0	7.0	
Minimum Split (s)	24.8	24.8		24.8	24.8		24.0	24.0		11.0	24.0	
Total Split (s)	33.0	33.0		33.0	33.0		28.0	28.0		14.0	42.0	
Total Split (%)	44.0%	44.0%		44.0%	44.0%		37.3%	37.3%		18.7%	56.0%	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	6.8	6.8			6.8			6.0			6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max		Max	Max		Max	Max		None	Max	
Act Effct Green (s)	26.2	26.2			26.2			36.0			36.0	
Actuated g/C Ratio	0.35	0.35			0.35			0.48			0.48	
v/c Ratio	0.62	0.57			0.73			0.58			0.94	
Control Delay (s/veh)	32.9	23.7			29.2			17.2			39.4	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay (s/veh)	32.9	23.7			29.2			17.2			39.4	
LOS	C	C			C			B			D	
Approach Delay (s/veh)		26.6			29.2			17.2			39.4	
Approach LOS		C			C			B			D	
Queue Length 50th (ft)	63	134			177			154			319	
Queue Length 95th (ft)	#147	218			#291			245			#568	
Internal Link Dist (ft)		4089			5267			5302			5542	
Turn Bay Length (ft)												
Base Capacity (vph)	266	626			602			841			827	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.62	0.57			0.73			0.58			0.94	

Intersection Summary
Cycle Length: 75
Actuated Cycle Length: 75
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 29.5 Intersection LOS: C
Intersection Capacity Utilization 112.9% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SW 147th Avenue & SW 200th Street

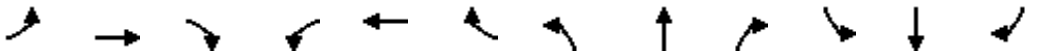




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	352	55	61	271	110	59	341	68	163	587	28
Future Volume (vph)	25	352	55	61	271	110	59	341	68	163	587	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4			6.4	6.4	6.4	6.4		6.4	6.4	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.98			1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected		1.00			0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1781			1789	1615	1736	1828		1787	1834	
Flt Permitted		0.95			0.73	1.00	0.20	1.00		0.32	1.00	
Satd. Flow (perm)		1694			1321	1615	370	1828		600	1834	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	26	363	57	63	279	113	61	352	70	168	605	29
RTOR Reduction (vph)	0	2	0	0	0	68	0	3	0	0	1	0
Lane Group Flow (vph)	0	444	0	0	342	45	61	419	0	168	633	0
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	9%	4%	4%	2%	6%	0%	4%	1%	3%	1%	3%	0%
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases	6			2		2	4			8		
Actuated Green, G (s)		76.6			76.6	76.6	90.9	82.6		104.3	89.6	
Effective Green, g (s)		76.6			76.6	76.6	90.9	82.6		104.3	89.6	
Actuated g/C Ratio		0.40			0.40	0.40	0.47	0.43		0.54	0.46	
Clearance Time (s)		6.4			6.4	6.4	6.4	6.4		6.4	6.4	
Vehicle Extension (s)		1.0			1.0	1.0	3.5	6.0		3.5	6.0	
Lane Grp Cap (vph)		669			522	638	232	779		416	848	
v/s Ratio Prot							0.01	0.23		c0.03	c0.35	
v/s Ratio Perm		c0.26			0.26	0.03	0.11			0.19		
v/c Ratio		0.66			0.66	0.07	0.26	0.54		0.40	0.75	
Uniform Delay, d1		48.0			47.8	36.4	33.5	41.3		26.4	42.7	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.6			6.3	0.2	0.7	2.6		0.8	5.9	
Delay (s)		50.6			54.1	36.6	34.2	44.0		27.1	48.7	
Level of Service		D			D	D	C	D		C	D	
Approach Delay (s/veh)		50.6			49.7			42.7			44.2	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	193.7	Sum of lost time (s)	25.6
Intersection Capacity Utilization	95.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	352	55	61	271	110	59	341	68	163	587	28
Future Volume (vph)	25	352	55	61	271	110	59	341	68	163	587	28
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	9%	4%	4%	2%	6%	0%	4%	1%	3%	1%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	446	0	0	342	113	61	422	0	168	634	0
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases	6			2		2	4			8		
Detector Phase	1	6		2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	18.0		18.0	18.0	18.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.4	24.4		24.4	24.4	24.4	11.4	24.4		11.4	24.4	
Total Split (s)	21.0	83.0		62.0	62.0	62.0	15.0	81.0		30.0	96.0	
Total Split (%)	10.8%	42.8%		32.0%	32.0%	32.0%	7.7%	41.8%		15.5%	49.5%	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.4			6.4	6.4	6.4	6.4		6.4	6.4	
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Max		Max	Max	Max	None	Max		None	Max	
Act Effct Green (s)		76.6			76.6	76.6	90.8	82.6		103.5	89.6	
Actuated g/C Ratio		0.40			0.40	0.40	0.47	0.43		0.53	0.46	
v/c Ratio		0.66			0.66	0.16	0.26	0.54		0.41	0.75	
Control Delay (s/veh)		53.4			55.0	4.0	25.0	44.4		25.9	49.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		53.4			55.0	4.0	25.0	44.4		25.9	49.3	
LOS		D			E	A	C	D		C	D	
Approach Delay (s/veh)		53.4			42.4			42.0			44.4	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)		479			374	0	38	397		108	675	
Queue Length 95th (ft)		621			510	33	66	538		157	848	
Internal Link Dist (ft)		5267			2213			1387			5217	
Turn Bay Length (ft)						130	230			220		
Base Capacity (vph)		672			522	715	234	782		467	849	
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		0.66			0.66	0.16	0.26	0.54		0.36	0.75	

Intersection Summary
Cycle Length: 194
Actuated Cycle Length: 193.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 45.3
Intersection LOS: D
Intersection Capacity Utilization 95.5%
ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 12: SW 137th Avenue & SW 200th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	522	0	320	1	0	874	288	229	1081
Future Volume (vph)	0	0	0	522	0	320	1	0	874	288	229	1081
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0		6.0			6.0		6.0	6.0
Lane Util. Factor				1.00		1.00			0.95		1.00	0.95
Frpb, ped/bikes				1.00		1.00			1.00		1.00	1.00
Flpb, ped/bikes				1.00		1.00			1.00		1.00	1.00
Frt				1.00		0.85			0.96		1.00	1.00
Flt Protected				0.95		1.00			1.00		0.95	1.00
Satd. Flow (prot)				1770		1613			3433		1787	3504
Flt Permitted				0.95		1.00			0.95		0.10	1.00
Satd. Flow (perm)				1770		1613			3276		192	3504
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	538	0	330	1	0	901	297	236	1114
RTOR Reduction (vph)	0	0	0	0	0	194	0	0	35	0	0	0
Lane Group Flow (vph)	0	0	0	538	0	136	0	0	1164	0	236	1115
Confl. Peds. (#/hr)						1						
Heavy Vehicles (%)	0%	0%	33%	2%	0%	0%	0%	0%	1%	2%	1%	3%
Turn Type				Prot		Perm	Perm		NA		pm+pt	NA
Protected Phases				4					6		5	2
Permitted Phases						4	6	6			2	
Actuated Green, G (s)				29.1		29.1			33.2		48.9	48.9
Effective Green, g (s)				29.1		29.1			33.2		48.9	48.9
Actuated g/C Ratio				0.32		0.32			0.37		0.54	0.54
Clearance Time (s)				6.0		6.0			6.0		6.0	6.0
Vehicle Extension (s)				2.5		2.5			1.0		2.0	1.0
Lane Grp Cap (vph)				572		521			1208		276	1903
v/s Ratio Prot				c0.30							c0.09	0.32
v/s Ratio Perm						0.08			c0.36		0.37	
v/c Ratio				0.94		0.26			0.96		0.86	0.59
Uniform Delay, d1				29.6		22.5			27.8		21.7	13.8
Progression Factor				1.00		1.00			1.00		1.00	1.00
Incremental Delay, d2				23.8		0.2			18.6		21.2	1.3
Delay (s)				53.4		22.7			46.4		42.9	15.1
Level of Service				D		C			D		D	B
Approach Delay (s/veh)		0.0			41.7				46.4			20.0
Approach LOS		A			D				D			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	105.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	1
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	522	0	320	1	0	874	288	229	1081
Future Volume (vph)	0	0	0	522	0	320	1	0	874	288	229	1081
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	33%	2%	0%	0%	0%	0%	1%	2%	1%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	538	0	330	0	0	1199	0	236	1115
Turn Type				Prot		Perm	Perm		NA		pm+pt	NA
Protected Phases				4					6		5	2
Permitted Phases						4	6	6			2	
Detector Phase				4		4	6	6	6		5	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	16.0	16.0	16.0		5.0	16.0
Minimum Split (s)				28.0		28.0	24.0	24.0	24.0		11.0	24.0
Total Split (s)				36.0		36.0	38.0	38.0	38.0		16.0	54.0
Total Split (%)				40.0%		40.0%	42.2%	42.2%	42.2%		17.8%	60.0%
Yellow Time (s)				4.0		4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)				2.0		2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)				0.0		0.0			0.0		0.0	0.0
Total Lost Time (s)				6.0		6.0			6.0		6.0	6.0
Lead/Lag							Lag	Lag	Lag		Lead	
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	
Recall Mode				None		None	C-Max	C-Max	C-Max		None	C-Max
Act Effct Green (s)				29.1		29.1			33.3		48.9	48.9
Actuated g/C Ratio				0.32		0.32			0.37		0.54	0.54
v/c Ratio				0.94		0.46			0.96		0.86	0.58
Control Delay (s/veh)				56.6		6.7			46.2		47.7	15.5
Queue Delay				0.0		0.0			0.0		0.0	0.0
Total Delay (s/veh)				56.6		6.7			46.2		47.7	15.5
LOS				E		A			D		D	B
Approach Delay (s/veh)					37.6				46.2			21.2
Approach LOS					D				D			C
Queue Length 50th (ft)				295		17			344		82	220
Queue Length 95th (ft)				#493		78			#500		#212	284
Internal Link Dist (ft)		2720			8214				2608			3400
Turn Bay Length (ft)											190	
Base Capacity (vph)				590		729			1245		281	1906
Starvation Cap Reductn				0		0			0		0	0
Spillback Cap Reductn				0		0			0		0	0
Storage Cap Reductn				0		0			0		0	0
Reduced v/c Ratio				0.91		0.45			0.96		0.84	0.58

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
Confl. Peds. (#/hr)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

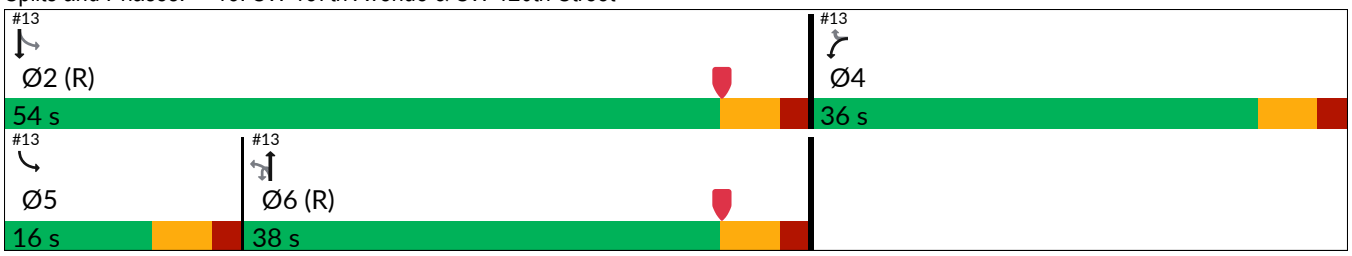
Intersection Summary

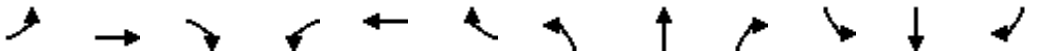
Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 34.1	Intersection LOS: C
Intersection Capacity Utilization 105.6%	ICU Level of Service G
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: SW 157th Avenue & SW 120th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	324	22	72	364	32	6	310	37	49	423	83
Future Volume (veh/h)	106	324	22	72	364	32	6	310	37	49	423	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1826	1752	1796	1900	1900	1841	1811	1870	1826	1885
Adj Flow Rate, veh/h	109	334	23	74	375	33	6	320	38	51	436	86
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, %	4	4	5	10	7	0	0	4	6	2	5	1
Cap, veh/h	188	551	36	134	642	54	41	601	70	80	506	96
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	285	1111	72	182	1295	109	9	1604	188	105	1348	257
Grp Volume(v), veh/h	466	0	0	482	0	0	364	0	0	573	0	0
Grp Sat Flow(s),veh/h/ln	1469	0	0	1586	0	0	1801	0	0	1710	0	0
Q Serve(g_s), s	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.8	0.0	0.0
Cycle Q Clear(g_c), s	23.4	0.0	0.0	20.6	0.0	0.0	15.2	0.0	0.0	30.0	0.0	0.0
Prop In Lane	0.23		0.05	0.15		0.07	0.02		0.10	0.09		0.15
Lane Grp Cap(c), veh/h	774	0	0	829	0	0	713	0	0	682	0	0
V/C Ratio(X)	0.60	0.00	0.00	0.58	0.00	0.00	0.51	0.00	0.00	0.84	0.00	0.00
Avail Cap(c_a), veh/h	774	0	0	829	0	0	713	0	0	682	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	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	17.5	0.0	0.0	17.0	0.0	0.0	23.5	0.0	0.0	27.9	0.0	0.0
Incr Delay (d2), s/veh	3.4	0.0	0.0	3.0	0.0	0.0	2.6	0.0	0.0	11.9	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(95%),veh/ln	12.2	0.0	0.0	12.0	0.0	0.0	10.8	0.0	0.0	19.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.0	0.0	0.0	20.0	0.0	0.0	26.1	0.0	0.0	39.8	0.0	0.0
LnGrp LOS	C			B			C			D		
Approach Vol, veh/h		466			482			364			573	
Approach Delay, s/veh		21.0			20.0			26.1			39.8	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	54.0	42.0	54.0	42.0
Change Period (Y+Rc), s	6.4	6.0	6.4	6.0
Max Green Setting (Gmax), s	47.6	36.0	47.6	36.0
Max Q Clear Time (g_c+I1), s	22.6	17.2	25.4	32.0
Green Ext Time (p_c), s	1.0	2.8	1.0	1.7

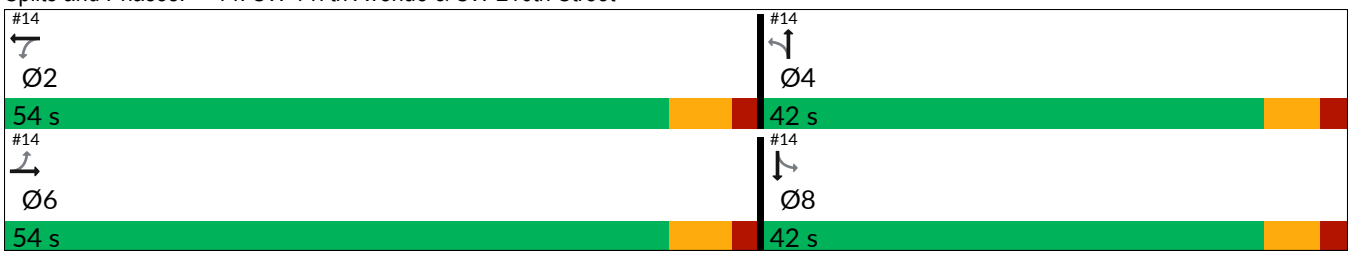
Intersection Summary	
HCM 7th Control Delay, s/veh	27.4
HCM 7th LOS	C

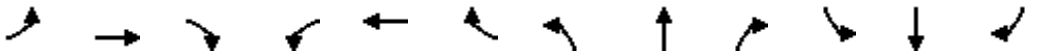
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	324	22	72	364	32	6	310	37	49	423	83
Future Volume (vph)	106	324	22	72	364	32	6	310	37	49	423	83
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	5%	10%	7%	0%	0%	4%	6%	2%	5%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	466	0	0	482	0	0	364	0	0	573	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	16.0	16.0		16.0	16.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	24.4	24.4		24.4	24.4		24.0	24.0		24.0	24.0	
Total Split (s)	54.0	54.0		54.0	54.0		42.0	42.0		42.0	42.0	
Total Split (%)	56.3%	56.3%		56.3%	56.3%		43.8%	43.8%		43.8%	43.8%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.4			6.4			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effct Green (s)		47.6			47.6			36.0			36.0	
Actuated g/C Ratio		0.50			0.50			0.38			0.38	
v/c Ratio		0.67			0.63			0.54			0.91	
Control Delay (s/veh)		24.2			22.3			26.8			48.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		24.2			22.3			26.8			48.3	
LOS		C			C			C			D	
Approach Delay (s/veh)		24.2			22.3			26.8			48.3	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)		211			217			173			334	
Queue Length 95th (ft)		333			333			265			#553	
Internal Link Dist (ft)		1900			2271			10690			5302	
Turn Bay Length (ft)												
Base Capacity (vph)		691			760			670			632	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.67			0.63			0.54			0.91	

Intersection Summary
Cycle Length: 96
Actuated Cycle Length: 96
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91

Intersection Signal Delay (s/veh): 31.5 Intersection LOS: C
Intersection Capacity Utilization 102.4% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: SW 147th Avenue & SW 216th Street

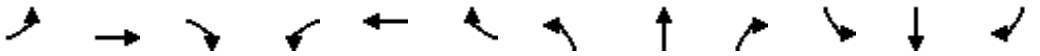




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	200	24	39	117	23	13	237	25	38	425	23
Future Volume (veh/h)	30	200	24	39	117	23	13	237	25	38	425	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1796	1826	1900	1752	1900	1767	1856	1633	1856	1870	1900
Adj Flow Rate, veh/h	32	215	26	42	126	25	14	255	27	41	457	25
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	8	7	5	0	10	0	9	3	18	3	2	0
Cap, veh/h	180	356	41	219	298	53	154	661	68	175	680	36
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	116	1429	163	219	1196	211	30	1600	164	71	1647	86
Grp Volume(v), veh/h	273	0	0	193	0	0	296	0	0	523	0	0
Grp Sat Flow(s),veh/h/ln	1707	0	0	1626	0	0	1794	0	0	1805	0	0
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	0.0	2.5	0.0	0.0	3.0	0.0	0.0	6.2	0.0	0.0
Prop In Lane	0.12		0.10	0.22		0.13	0.05		0.09	0.08		0.05
Lane Grp Cap(c), veh/h	577	0	0	570	0	0	882	0	0	891	0	0
V/C Ratio(X)	0.47	0.00	0.00	0.34	0.00	0.00	0.34	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	1293	0	0	1217	0	0	1659	0	0	1676	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	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	8.9	0.0	0.0	8.5	0.0	0.0	5.5	0.0	0.0	6.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.3	0.0	0.0	0.2	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(95%),veh/ln	1.4	0.0	0.0	1.0	0.0	0.0	0.7	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.5	0.0	0.0	8.8	0.0	0.0	5.7	0.0	0.0	7.0	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h		273			193			296			523	
Approach Delay, s/veh		9.5			8.8			5.7			7.0	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.5		11.1		15.5		11.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		22.9		18.1		22.9		18.1				
Max Q Clear Time (g_c+I1), s		5.0		5.7		8.2		4.5				
Green Ext Time (p_c), s		1.5		1.1		2.8		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			7.5									
HCM 7th LOS			A									

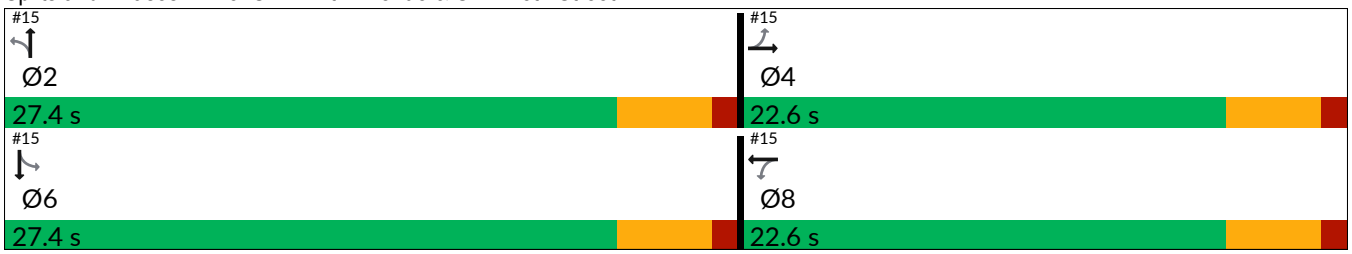


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	200	24	39	117	23	13	237	25	38	425	23
Future Volume (vph)	30	200	24	39	117	23	13	237	25	38	425	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	8%	7%	5%	0%	10%	0%	9%	3%	18%	3%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	273	0	0	193	0	0	296	0	0	523	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.6	22.6		22.6	22.6		27.4	27.4		27.4	27.4	
Total Split (%)	45.2%	45.2%		45.2%	45.2%		54.8%	54.8%		54.8%	54.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
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)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		11.5			11.5			17.2			17.2	
Actuated g/C Ratio		0.30			0.30			0.45			0.45	
v/c Ratio		0.54			0.40			0.37			0.65	
Control Delay (s/veh)		15.3			12.6			8.8			13.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		15.3			12.6			8.8			13.2	
LOS		B			B			A			B	
Approach Delay (s/veh)		15.3			12.6			8.8			13.2	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		41			27			33			72	
Queue Length 95th (ft)		115			82			96			194	
Internal Link Dist (ft)		1287			1274			5270			10690	
Turn Bay Length (ft)												
Base Capacity (vph)		825			784			1094			1112	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.33			0.25			0.27			0.47	

Intersection Summary	
Cycle Length: 50	
Actuated Cycle Length: 38	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 12.5	Intersection LOS: B

Intersection Capacity Utilization 61.4%
ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 15: SW 147th Avenue & SW 248th Street



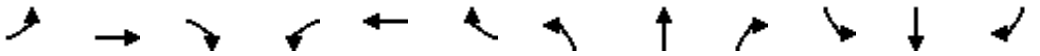
Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	373	162	230	305	71
Future Vol, veh/h	90	373	162	230	305	71
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	2	4	4	2	2
Mvmt Flow	98	405	176	250	332	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	426	0	-	0	903	301
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	602	-
Critical Hdwy	4.18	-	-	-	4.4	4.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.272	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1102	-	-	-	511	874
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1102	-	-	-	465	874
Mov Cap-2 Maneuver	-	-	-	-	465	-
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	546	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.67	0	25.92
HCM LOS			D

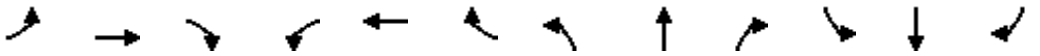
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1102	-	-	-	465	874
HCM Lane V/C Ratio	0.089	-	-	-	0.713	0.088
HCM Ctrl Dly (s/v)	8.6	-	-	-	29.7	9.5
HCM Lane LOS	A	-	-	-	D	A
HCM 95th %tile Q(veh)	0.3	-	-	-	5.6	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	375	86	280	520	307	109	628	190	236	692	76
Future Volume (veh/h)	55	375	86	280	520	307	109	628	190	236	692	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	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	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1900	1870	1870	1885	1885	1885	1885	1885	1885	1900
Adj Flow Rate, veh/h	56	383	88	286	531	313	111	641	194	241	706	78
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	3	0	2	2	1	1	1	1	1	1	0
Cap, veh/h	206	901	205	382	770	453	300	962	291	320	1300	144
Arrive On Green	0.04	0.32	0.32	0.08	0.36	0.36	0.05	0.36	0.36	0.10	0.40	0.40
Sat Flow, veh/h	1711	2845	646	1781	2151	1266	1795	2700	816	1795	3247	358
Grp Volume(v), veh/h	56	236	235	286	438	406	111	425	410	241	389	395
Grp Sat Flow(s),veh/h/ln	1711	1763	1728	1781	1777	1640	1795	1791	1725	1795	1791	1815
Q Serve(g_s), s	3.5	16.9	17.2	13.0	33.7	33.8	6.2	32.0	32.1	13.3	26.6	26.7
Cycle Q Clear(g_c), s	3.5	16.9	17.2	13.0	33.7	33.8	6.2	32.0	32.1	13.3	26.6	26.7
Prop In Lane	1.00		0.37	1.00		0.77	1.00		0.47	1.00		0.20
Lane Grp Cap(c), veh/h	206	558	547	382	636	587	300	638	615	320	717	727
V/C Ratio(X)	0.27	0.42	0.43	0.75	0.69	0.69	0.37	0.67	0.67	0.75	0.54	0.54
Avail Cap(c_a), veh/h	276	558	547	382	636	587	387	638	615	328	717	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	43.1	43.2	39.9	43.8	43.8	31.3	43.5	43.5	32.2	36.7	36.8
Incr Delay (d2), s/veh	0.3	2.3	2.5	7.0	6.0	6.5	0.2	4.7	4.9	8.2	2.9	2.9
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(95%),veh/ln	2.7	12.3	12.3	8.1	22.2	20.9	5.0	20.9	20.4	10.6	18.0	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.0	45.4	45.7	47.0	49.8	50.4	31.6	48.2	48.4	40.4	39.7	39.7
LnGrp LOS	D	D	D	D	D	D	C	D	D	D	D	D
Approach Vol, veh/h		527			1130			946			1025	
Approach Delay, s/veh		44.7			49.3			46.3			39.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	63.3	21.3	63.0	19.0	56.7	14.3	70.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	50.0	16.0	57.0	13.0	50.0	16.0	57.0
Max Q Clear Time (g_c+I1), s	5.5	35.8	15.3	34.1	15.0	19.2	8.2	28.7
Green Ext Time (p_c), s	0.0	1.6	0.0	8.8	0.0	0.9	0.1	8.8

Intersection Summary	
HCM 7th Control Delay, s/veh	45.2
HCM 7th LOS	D



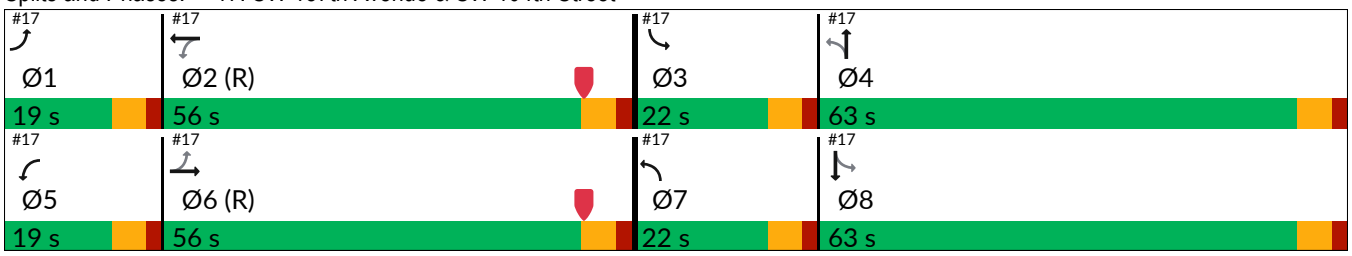
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	375	86	280	520	307	109	628	190	236	692	76
Future Volume (vph)	55	375	86	280	520	307	109	628	190	236	692	76
Confl. Peds. (#/hr)	1		2	2		1						
Confl. Bikes (#/hr)			1						2			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	7%	3%	0%	2%	2%	1%	1%	1%	1%	1%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	471	0	286	844	0	111	835	0	241	784	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	16.0		7.0	16.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	13.0	24.0		13.0	24.0		11.0	41.0		11.0	41.0	
Total Split (s)	19.0	56.0		19.0	56.0		22.0	63.0		22.0	63.0	
Total Split (%)	11.9%	35.0%		11.9%	35.0%		13.8%	39.4%		13.8%	39.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	
Act Effct Green (s)	58.1	50.0		67.9	57.5		67.6	57.7		78.1	63.1	
Actuated g/C Ratio	0.36	0.31		0.42	0.36		0.42	0.36		0.49	0.39	
v/c Ratio	0.29	0.44		0.81	0.67		0.40	0.66		0.83	0.56	
Control Delay (s/veh)	31.4	43.5		52.2	43.1		26.8	44.7		47.9	39.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	31.4	43.5		52.2	43.1		26.8	44.7		47.9	39.5	
LOS	C	D		D	D		C	D		D	D	
Approach Delay (s/veh)		42.2			45.4			42.6			41.5	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	36	204		205	372		62	380		146	333	
Queue Length 95th (ft)	68	261		#326	465		101	456		#262	417	
Internal Link Dist (ft)		2659			1647			1983			2520	
Turn Bay Length (ft)	180			130			150			195		
Base Capacity (vph)	242	1079		355	1254		347	1258		298	1393	
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	0.23	0.44		0.81	0.67		0.32	0.66		0.81	0.56	

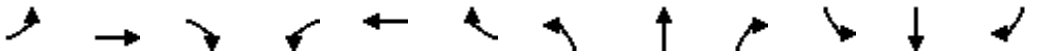
Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 131 (82%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay (s/veh): 43.1 Intersection LOS: D
Intersection Capacity Utilization 86.6% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 17: SW 157th Avenue & SW 104th Street

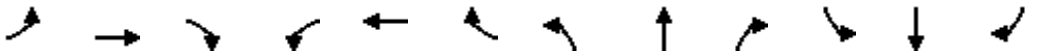




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	68	375	69	94	50	254	786	45	50	844	84
Future Volume (veh/h)	55	68	375	69	94	50	254	786	45	50	844	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1900	1900	1900	1900	1885	1870	1900	1885	1885
Adj Flow Rate, veh/h	59	73	403	74	101	54	273	845	48	54	908	90
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	2	0	0	0	0	1	2	0	1	1
Cap, veh/h	444	480	429	177	628	315	298	1283	73	255	991	98
Arrive On Green	0.04	0.27	0.27	0.05	0.27	0.27	0.11	0.37	0.37	0.04	0.30	0.30
Sat Flow, veh/h	1810	1805	1610	1810	2326	1168	1810	3442	196	1810	3290	326
Grp Volume(v), veh/h	59	73	403	74	77	78	273	440	453	54	494	504
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1690	1810	1791	1847	1810	1791	1826
Q Serve(g_s), s	2.2	2.9	23.3	2.8	3.1	3.4	9.6	19.4	19.4	1.9	25.3	25.3
Cycle Q Clear(g_c), s	2.2	2.9	23.3	2.8	3.1	3.4	9.6	19.4	19.4	1.9	25.3	25.3
Prop In Lane	1.00		1.00	1.00		0.69	1.00		0.11	1.00		0.18
Lane Grp Cap(c), veh/h	444	480	429	177	487	456	298	668	688	255	539	550
V/C Ratio(X)	0.13	0.15	0.94	0.42	0.16	0.17	0.92	0.66	0.66	0.21	0.92	0.92
Avail Cap(c_a), veh/h	756	481	429	482	487	456	298	668	688	365	539	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	26.6	34.1	26.6	26.4	26.5	22.7	24.8	24.8	22.2	32.0	32.0
Incr Delay (d2), s/veh	0.0	0.1	28.7	0.6	0.1	0.1	30.9	5.0	4.9	0.2	22.8	22.5
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(95%),veh/ln	1.7	2.3	18.0	2.2	2.4	2.4	10.5	13.6	13.9	1.4	20.0	20.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.6	26.8	62.8	27.2	26.6	26.7	53.7	29.8	29.6	22.3	54.8	54.5
LnGrp LOS	C	C	E	C	C	C	D	C	C	C	D	D
Approach Vol, veh/h		535			229			1166			1052	
Approach Delay, s/veh		53.6			26.8			35.3			53.0	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	35.0	10.6	32.3	10.2	41.8	11.0	32.0
Change Period (Y+Rc), s	6.4	6.4	6.7	6.7	6.4	6.4	6.7	6.7
Max Green Setting (Gmax), s	10.6	28.6	20.3	25.3	9.6	29.6	20.3	25.3
Max Q Clear Time (g_c+I1), s	11.6	27.3	4.2	5.4	3.9	21.4	4.8	25.3
Green Ext Time (p_c), s	0.0	0.4	0.0	0.6	0.0	1.4	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	44.2
HCM 7th LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	68	375	69	94	50	254	786	45	50	844	84
Future Volume (vph)	55	68	375	69	94	50	254	786	45	50	844	84
Confl. Peds. (#/hr)									2	2		
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	1%	2%	0%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	476	0	74	155	0	273	893	0	54	998	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.7	31.7		11.7	31.7		11.4	31.4		11.4	31.4	
Total Split (s)	27.0	32.0		27.0	32.0		17.0	36.0		16.0	35.0	
Total Split (%)	24.3%	28.8%		24.3%	28.8%		15.3%	32.4%		14.4%	31.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.7	6.7		6.7	6.7		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	14.0	8.8		15.3	9.4		44.9	38.9		34.6	28.9	
Actuated g/C Ratio	0.18	0.11		0.19	0.12		0.57	0.49		0.44	0.37	
v/c Ratio	0.22	0.68		0.30	0.34		0.78	0.51		0.16	0.77	
Control Delay (s/veh)	23.9	12.2		25.2	24.0		34.3	18.2		11.1	28.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	23.9	12.2		25.2	24.0		34.3	18.2		11.1	28.6	
LOS	C	B		C	C		C	B		B	C	
Approach Delay (s/veh)		13.5			24.4			21.9			27.7	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	22	18		28	25		74	173		11	227	
Queue Length 95th (ft)	50	63		59	53		#242	288		32	#386	
Internal Link Dist (ft)		2266			3468			3400			1983	
Turn Bay Length (ft)	140			190			205			210		
Base Capacity (vph)	508	1274		494	1142		348	1743		428	1292	
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	0.12	0.37		0.15	0.14		0.78	0.51		0.13	0.77	

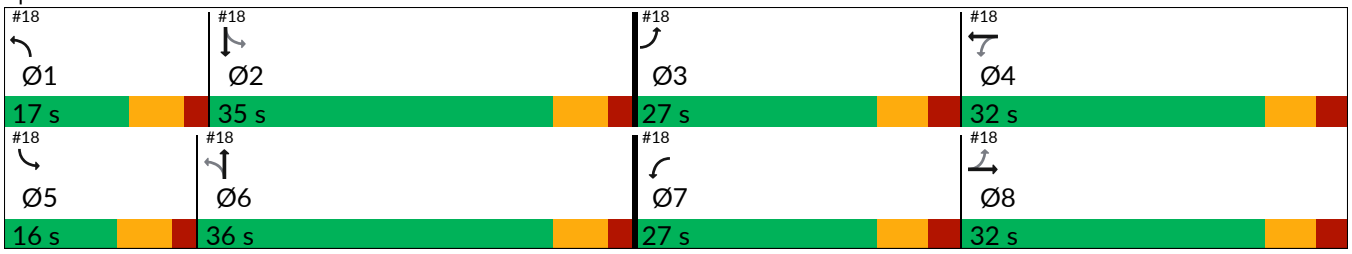
Intersection Summary
Cycle Length: 111
Actuated Cycle Length: 79.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

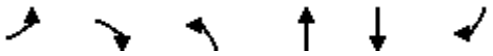
Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 22.7	Intersection LOS: C
Intersection Capacity Utilization 80.1%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: SW 157th Avenue & SW 112th Street

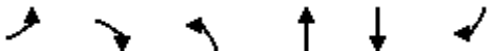




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	83	71	36	730	1362	128
Future Volume (veh/h)	83	71	36	730	1362	128
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1870	1870	1885
Adj Flow Rate, veh/h	88	76	38	777	1449	136
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	0	0	2	2	1
Cap, veh/h	153	195	272	2700	2116	197
Arrive On Green	0.09	0.09	0.04	0.76	0.64	0.64
Sat Flow, veh/h	1795	1610	1810	3647	3379	306
Grp Volume(v), veh/h	88	76	38	777	779	806
Grp Sat Flow(s),veh/h/ln	1795	1610	1810	1777	1777	1815
Q Serve(g_s), s	3.8	3.5	0.5	5.4	22.2	22.7
Cycle Q Clear(g_c), s	3.8	3.5	0.5	5.4	22.2	22.7
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	153	195	272	2700	1145	1169
V/C Ratio(X)	0.58	0.39	0.14	0.29	0.68	0.69
Avail Cap(c_a), veh/h	404	420	326	2700	1145	1169
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.69	0.69	0.09	0.09
Uniform Delay (d), s/veh	35.2	32.4	7.9	3.0	9.0	9.1
Incr Delay (d2), s/veh	4.8	1.8	0.1	0.2	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	5.9	0.3	2.1	8.0	8.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	40.0	34.3	8.0	3.1	9.3	9.4
LnGrp LOS	D	C	A	A	A	A
Approach Vol, veh/h	164			815	1585	
Approach Delay, s/veh	37.3			3.4	9.4	
Approach LOS	D			A	A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.3	57.9		12.8		67.2
Change Period (Y+Rc), s	6.4	6.4		6.0		6.4
Max Green Setting (Gmax), s	5.2	38.0		18.0		49.6
Max Q Clear Time (g_c+I1), s	2.5	24.7		5.8		7.4
Green Ext Time (p_c), s	0.0	3.6		0.5		2.0

Intersection Summary			
HCM 7th Control Delay, s/veh		9.3	
HCM 7th LOS		A	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	83	71	36	730	1362	128
Future Volume (vph)	83	71	36	730	1362	128
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	0%	2%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	76	38	777	1585	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	1	1	6	2	
Permitted Phases		4	6			
Detector Phase	4	1	1	6	2	
Switch Phase						
Minimum Initial (s)	7.0	5.0	5.0	7.0	7.0	
Minimum Split (s)	24.0	11.4	11.4	34.4	34.4	
Total Split (s)	24.0	11.6	11.6	56.0	44.4	
Total Split (%)	30.0%	14.5%	14.5%	70.0%	55.5%	
Yellow Time (s)	4.0	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.4	6.4	6.4	6.4	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	10.3	19.2	59.9	61.2	51.6	
Actuated g/C Ratio	0.13	0.24	0.75	0.77	0.65	
v/c Ratio	0.38	0.19	0.17	0.29	0.70	
Control Delay (s/veh)	36.1	18.2	5.5	4.3	15.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	36.1	18.2	5.5	4.3	15.3	
LOS	D	B	A	A	B	
Approach Delay (s/veh)	27.8			4.4	15.3	
Approach LOS	C			A	B	
Queue Length 50th (ft)	41	22	5	61	302	
Queue Length 95th (ft)	81	50	14	100	#467	
Internal Link Dist (ft)	2738			2595	2601	
Turn Bay Length (ft)		35	155			
Base Capacity (vph)	402	401	225	2708	2260	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.22	0.19	0.17	0.29	0.70	

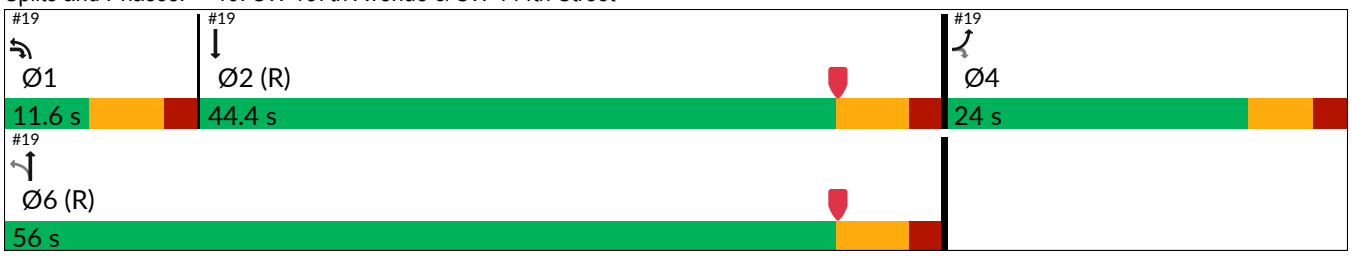
Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 12.6	Intersection LOS: B
Intersection Capacity Utilization 57.9%	ICU Level of Service B
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 19: SW 157th Avenue & SW 144th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	110	738	411	154	1098	162	14	535	1433	164	41	234
Future Volume (vph)	110	738	411	154	1098	162	14	535	1433	164	41	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.1	6.6	7.1	7.1			6.6	6.6	6.6		6.6
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91			0.97	0.91	1.00		0.97
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	0.99		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00	1.00		0.95
Satd. Flow (prot)	1787	5187	1599	3433	5036			3468	5136	1549		3472
Flt Permitted	0.15	1.00	1.00	0.95	1.00			0.95	1.00	1.00		0.95
Satd. Flow (perm)	275	5187	1599	3433	5036			3468	5136	1549		3472
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	115	769	428	160	1144	169	15	557	1493	171	43	244
RTOR Reduction (vph)	0	0	66	0	18	0	0	0	0	122	0	0
Lane Group Flow (vph)	115	769	362	160	1295	0	0	572	1493	49	0	287
Confl. Peds. (#/hr)								4				
Confl. Bikes (#/hr)										8		
Heavy Vehicles (%)	1%	0%	1%	2%	1%	1%	0%	1%	1%	3%	0%	1%
Turn Type	pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	3	8	1!	7	4		1!	1	6		5	5
Permitted Phases	8		8							6		
Actuated Green, G (s)	35.3	27.4	42.8	8.6	28.1			15.4	29.8	29.8		11.8
Effective Green, g (s)	35.3	27.4	42.8	8.6	28.1			15.4	29.8	29.8		11.8
Actuated g/C Ratio	0.34	0.26	0.41	0.08	0.27			0.15	0.28	0.28		0.11
Clearance Time (s)	7.1	7.1	6.6	7.1	7.1			6.6	6.6	6.6		6.6
Vehicle Extension (s)	2.0	2.5	4.0	2.0	2.5			4.0	1.0	1.0		2.5
Lane Grp Cap (vph)	206	1353	651	281	1347			508	1457	439		390
v/s Ratio Prot	0.04	0.15	0.08	c0.05	c0.26			c0.16	c0.29			0.08
v/s Ratio Perm	0.15		0.15							0.03		
v/c Ratio	0.56	0.57	0.56	0.57	0.96			1.13	1.02	0.11		0.74
Uniform Delay, d1	26.9	33.7	23.8	46.4	37.9			44.8	37.6	27.8		45.1
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	1.9	0.4	1.3	1.6	16.1			79.3	30.1	0.5		6.7
Delay (s)	28.8	34.1	25.1	48.0	54.0			124.1	67.7	28.3		51.8
Level of Service	C	C	C	D	D			F	E	C		D
Approach Delay (s/veh)		30.7			53.4				79.1			
Approach LOS		C			D				E			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	60.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	27.4
Intersection Capacity Utilization	93.5%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1042	176
Future Volume (vph)	1042	176
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.6	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.98	
Flt Protected	1.00	
Satd. Flow (prot)	4970	
Flt Permitted	1.00	
Satd. Flow (perm)	4970	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1085	183
RTOR Reduction (vph)	23	0
Lane Group Flow (vph)	1245	0
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		4
Heavy Vehicles (%)	2%	1%
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	26.2	
Effective Green, g (s)	26.2	
Actuated g/C Ratio	0.25	
Clearance Time (s)	6.6	
Vehicle Extension (s)	1.0	
Lane Grp Cap (vph)	1240	
v/s Ratio Prot	0.25	
v/s Ratio Perm		
v/c Ratio	1.00	
Uniform Delay, d1	39.4	
Progression Factor	1.00	
Incremental Delay, d2	26.6	
Delay (s)	66.0	
Level of Service	E	
Approach Delay (s/veh)	63.4	
Approach LOS	E	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	110	738	411	154	1098	162	14	535	1433	164	41	234
Future Volume (vph)	110	738	411	154	1098	162	14	535	1433	164	41	234
Confl. Peds. (#/hr)								4				
Confl. Bikes (#/hr)										8		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	1%	2%	1%	1%	0%	1%	1%	3%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	769	428	160	1313	0	0	572	1493	171	0	287
Turn Type	pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	3	8	1!	7	4		1!	1	6		5	5
Permitted Phases	8		8							6		
Detector Phase	3	8	1	7	4		1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	5.0	7.0	7.0	5.0	5.0
Minimum Split (s)	12.1	25.1	11.6	12.1	33.1		11.6	11.6	32.6	32.6	11.6	11.6
Total Split (s)	16.0	33.5	22.0	16.7	34.2		22.0	22.0	35.8	35.8	19.0	19.0
Total Split (%)	15.2%	31.9%	21.0%	15.9%	32.6%		21.0%	21.0%	34.1%	34.1%	18.1%	18.1%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.7	2.7	2.2	2.7	2.7		2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	7.1	7.1	6.6	7.1	7.1			6.6	6.6	6.6		6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	None	None
Act Effct Green (s)	35.3	27.4	49.9	8.6	28.1			15.4	29.8	29.8		11.8
Actuated g/C Ratio	0.34	0.26	0.48	0.08	0.27			0.15	0.28	0.28		0.11
v/c Ratio	0.56	0.57	0.52	0.57	0.96			1.13	1.02	0.30		0.74
Control Delay (s/veh)	31.0	35.8	16.8	54.5	54.8			121.0	67.5	5.0		57.2
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay (s/veh)	31.0	35.8	16.8	54.5	54.8			121.0	67.5	5.0		57.2
LOS	C	D	B	D	D			F	E	A		E
Approach Delay (s/veh)		29.2			54.8				76.4			
Approach LOS		C			D				E			
Queue Length 50th (ft)	48	166	145	54	319			~231	~403	0		97
Queue Length 95th (ft)	86	209	238	89	#430			#341	#500	43		143
Internal Link Dist (ft)		2488			1279				21729			
Turn Bay Length (ft)	270		245	170				335		305		300
Base Capacity (vph)	223	1353	818	313	1365			508	1459	572		410
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.52	0.57	0.52	0.51	0.96			1.13	1.02	0.30		0.70

Intersection Summary

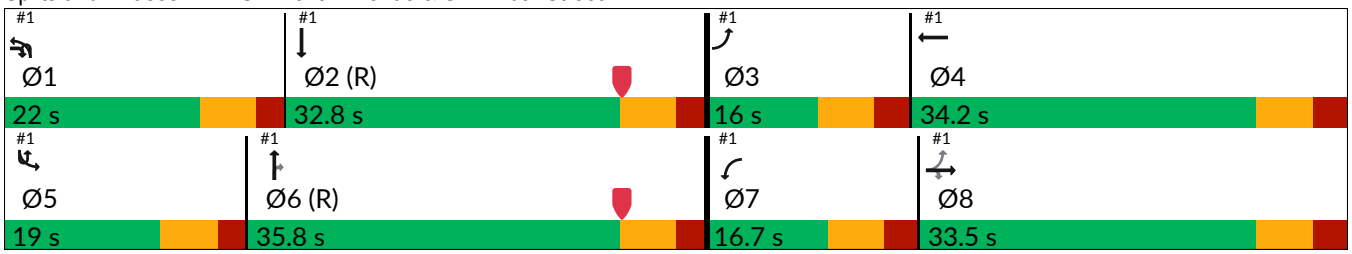
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 100

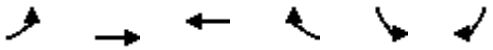
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1042	176
Future Volume (vph)	1042	176
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		4
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	1%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1268	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	32.6	
Total Split (s)	32.8	
Total Split (%)	31.2%	
Yellow Time (s)	4.4	
All-Red Time (s)	2.2	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.6	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Max	
Act Effct Green (s)	26.2	
Actuated g/C Ratio	0.25	
v/c Ratio	1.00	
Control Delay (s/veh)	65.4	
Queue Delay	0.0	
Total Delay (s/veh)	65.4	
LOS	E	
Approach Delay (s/veh)	63.9	
Approach LOS	E	
Queue Length 50th (ft)	~314	
Queue Length 95th (ft)	#423	
Internal Link Dist (ft)	5176	
Turn Bay Length (ft)		
Base Capacity (vph)	1262	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	1.00	

Intersection Summary

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay (s/veh): 59.2 Intersection LOS: E
Intersection Capacity Utilization 93.5% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
! Phase conflict between lane groups.

Splits and Phases: 1: SW 137th Avenue & SW 120th Street





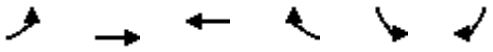
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	214	1193	1360	237	102	177
Future Volume (veh/h)	214	1193	1360	237	102	177
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1885	1870	1900	1885	1900
Adj Flow Rate, veh/h	225	1256	1432	249	98	196
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	1	2	0	1	0
Cap, veh/h	256	2436	1616	277	359	644
Arrive On Green	0.09	0.68	0.53	0.53	0.20	0.20
Sat Flow, veh/h	1767	3676	3128	519	1795	3220
Grp Volume(v), veh/h	225	1256	829	852	98	196
Grp Sat Flow(s),veh/h/ln	1767	1791	1777	1777	1795	1610
Q Serve(g_s), s	6.7	17.3	40.9	43.0	4.6	5.2
Cycle Q Clear(g_c), s	6.7	17.3	40.9	43.0	4.6	5.2
Prop In Lane	1.00			0.29	1.00	1.00
Lane Grp Cap(c), veh/h	256	2436	946	946	359	644
V/C Ratio(X)	0.88	0.52	0.88	0.90	0.27	0.30
Avail Cap(c_a), veh/h	279	2436	946	946	359	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.50	0.50	1.00	1.00
Uniform Delay (d), s/veh	26.2	7.9	20.5	21.0	33.8	34.1
Incr Delay (d2), s/veh	23.0	0.8	6.1	7.4	1.9	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	9.5	21.3	22.6	3.9	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	49.2	8.7	26.6	28.3	35.7	35.3
LnGrp LOS	D	A	C	C	D	D
Approach Vol, veh/h		1481	1681		294	
Approach Delay, s/veh		14.8	27.5		35.4	
Approach LOS		B	C		D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.7	59.3				74.0	26.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	10.0	52.0				68.0	20.0
Max Q Clear Time (g_c+I1), s	8.7	45.0				19.3	7.2
Green Ext Time (p_c), s	0.0	2.8				3.5	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	22.7
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	214	1193	1360	237	102	177
Future Volume (vph)	214	1193	1360	237	102	177
Confl. Peds. (#/hr)						2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	1%	2%	0%	1%	0%
Shared Lane Traffic (%)						50%
Lane Group Flow (vph)	225	1256	1681	0	200	93
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Detector Phase	1	6	2		8	8
Switch Phase						
Minimum Initial (s)	5.0	16.0	16.0		5.0	5.0
Minimum Split (s)	11.0	24.0	24.0		26.0	26.0
Total Split (s)	16.0	74.0	58.0		26.0	26.0
Total Split (%)	16.0%	74.0%	58.0%		26.0%	26.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max		Max	Max
Act Effct Green (s)	68.0	68.0	52.1		20.0	20.0
Actuated g/C Ratio	0.68	0.68	0.52		0.20	0.20
v/c Ratio	0.91	0.52	0.92		0.27	0.25
Control Delay (s/veh)	63.9	8.8	31.7		19.0	9.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	63.9	8.8	31.7		19.0	9.1
LOS	E	A	C		B	A
Approach Delay (s/veh)		17.2	31.7		15.9	
Approach LOS		B	C		B	
Queue Length 50th (ft)	94	185	498		29	0
Queue Length 95th (ft)	#239	233	#685		60	45
Internal Link Dist (ft)		1233	2576		1597	
Turn Bay Length (ft)	65				105	
Base Capacity (vph)	248	2430	1822		737	367
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.91	0.52	0.92		0.27	0.25

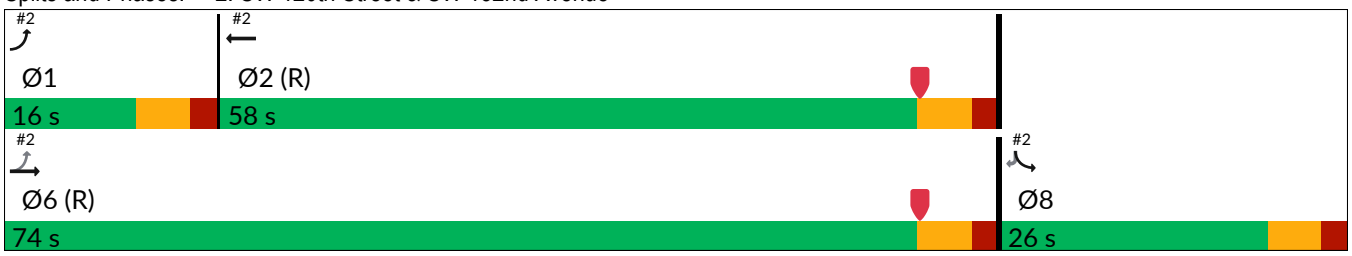
Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 47 (47%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 24.2	Intersection LOS: C
Intersection Capacity Utilization 88.7%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: SW 120th Street & SW 132nd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	252	1199	113	271	1317	126	20	140	463	152	129	376
Future Volume (vph)	252	1199	113	271	1317	126	20	140	463	152	129	376
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.95		0.97	0.95	1.00		1.00	0.95		1.00	0.95
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.96		1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	3467	3524		3400	3539	1615		1789	3442		1805	3539
Flt Permitted	0.05	1.00		0.05	1.00	1.00		0.36	1.00		0.27	1.00
Satd. Flow (perm)	185	3524		185	3539	1615		684	3442		522	3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	262	1249	118	282	1372	131	21	146	482	158	134	392
RTOR Reduction (vph)	0	4	0	0	0	48	0	0	18	0	0	0
Lane Group Flow (vph)	263	1363	0	282	1372	83	0	167	622	0	134	392
Confl. Peds. (#/hr)			1	1			1					
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	1%	1%	1%	3%	2%	0%	0%	1%	1%	1%	0%	2%
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	pm+pt	NA		pm+pt	NA
Protected Phases	1	6		5	2	3	7	7	4		3	8
Permitted Phases	6			2		2	4	4			8	
Actuated Green, G (s)	94.5	78.7		91.5	77.2	84.2		69.0	56.0		56.8	49.8
Effective Green, g (s)	94.5	78.7		91.5	77.2	84.2		69.0	56.0		56.8	49.8
Actuated g/C Ratio	0.53	0.44		0.51	0.43	0.47		0.38	0.31		0.32	0.28
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		6.0	6.0		6.0	6.0
Vehicle Extension (s)	5.0	1.0		2.0	1.0	2.0		2.0	2.5		2.0	4.0
Lane Grp Cap (vph)	385	1540		349	1517	809		343	1070		214	979
v/s Ratio Prot	0.06	0.39		c0.06	c0.39	0.00		c0.04	c0.18		0.02	0.11
v/s Ratio Perm	0.30			0.35		0.05		0.15			c0.17	
v/c Ratio	0.68	0.89		0.81	0.90	0.10		0.49	0.58		0.63	0.40
Uniform Delay, d1	49.0	46.5		52.2	48.0	26.8		38.7	52.1		50.8	53.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	6.3	7.8		12.2	9.2	0.0		0.4	2.3		4.1	1.2
Delay (s)	55.3	54.3		64.4	57.2	26.8		39.1	54.5		54.9	54.2
Level of Service	E	D		E	E	C		D	D		D	D
Approach Delay (s/veh)		54.5			56.1				51.3			50.9
Approach LOS		D			E				D			D

Intersection Summary			
HCM 2000 Control Delay (s/veh)	54.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	89.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	144
Future Volume (vph)	144
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1615
Flt Permitted	1.00
Satd. Flow (perm)	1615
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	150
RTOR Reduction (vph)	58
Lane Group Flow (vph)	92
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	pm+ov
Protected Phases	1
Permitted Phases	8
Actuated Green, G (s)	65.6
Effective Green, g (s)	65.6
Actuated g/C Ratio	0.36
Clearance Time (s)	6.0
Vehicle Extension (s)	5.0
Lane Grp Cap (vph)	642
v/s Ratio Prot	0.01
v/s Ratio Perm	0.04
v/c Ratio	0.14
Uniform Delay, d1	38.4
Progression Factor	1.00
Incremental Delay, d2	0.2
Delay (s)	38.6
Level of Service	D
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	252	1199	113	271	1317	126	20	140	463	152	129	376
Future Volume (vph)	252	1199	113	271	1317	126	20	140	463	152	129	376
Confl. Peds. (#/hr)			1	1			1					
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	3%	2%	0%	0%	1%	1%	1%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	263	1367	0	282	1372	131	0	167	640	0	134	392
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	pm+pt	NA		pm+pt	NA
Protected Phases	1	6		5	2	3	7	7	4		3	8
Permitted Phases	6			2		2	4	4			8	
Detector Phase	1	6		5	2	3	7	7	4		3	8
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	10.0		7.0	10.0
Minimum Split (s)	13.0	31.0		13.0	31.0	13.0	13.0	13.0	31.0		13.0	31.0
Total Split (s)	24.0	82.0		23.0	81.0	13.0	20.0	20.0	62.0		13.0	55.0
Total Split (%)	13.3%	45.6%		12.8%	45.0%	7.2%	11.1%	11.1%	34.4%		7.2%	30.6%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max		None	C-Max	None	None	None	Max		None	Max
Act Effct Green (s)	94.5	78.7		91.5	77.2	90.2		68.5	56.0		56.8	49.8
Actuated g/C Ratio	0.53	0.44		0.51	0.43	0.50		0.38	0.31		0.32	0.28
v/c Ratio	0.68	0.89		0.81	0.90	0.15		0.49	0.59		0.63	0.40
Control Delay (s/veh)	50.0	54.6		63.4	57.5	8.8		43.3	52.6		56.0	54.7
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	50.0	54.6		63.4	57.5	8.8		43.3	52.6		56.0	54.7
LOS	D	D		E	E	A		D	D		E	D
Approach Delay (s/veh)		53.9			54.8				50.7			46.1
Approach LOS		D			D				D			D
Queue Length 50th (ft)	105	786		122	812	24		135	327		106	204
Queue Length 95th (ft)	158	911		178	#942	66		200	396		161	260
Internal Link Dist (ft)		2576			2598				269			2571
Turn Bay Length (ft)	150			95							245	
Base Capacity (vph)	427	1544		401	1518	854		347	1088		214	978
Starvation Cap Reductn	0	0		0	0	0		0	0		0	0
Spillback Cap Reductn	0	0		0	0	0		0	0		0	0
Storage Cap Reductn	0	0		0	0	0		0	0		0	0
Reduced v/c Ratio	0.62	0.89		0.70	0.90	0.15		0.48	0.59		0.63	0.40

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Yellow
Natural Cycle: 100

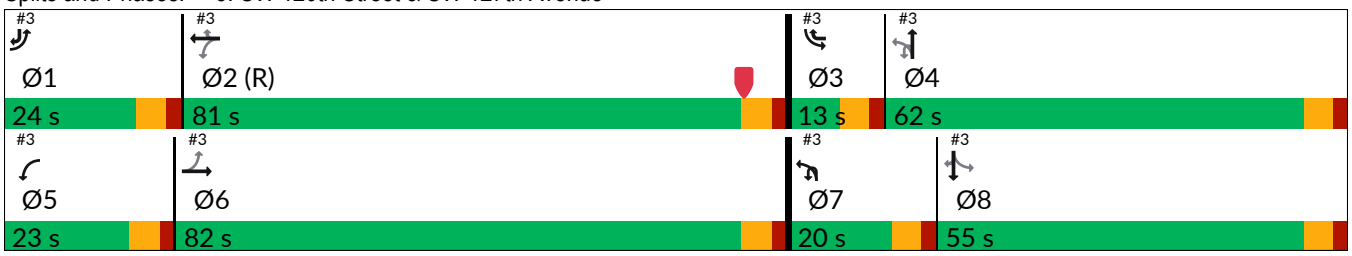


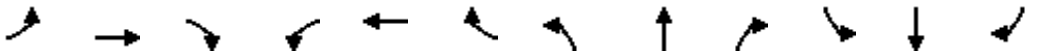
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	144
Future Volume (vph)	144
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	150
Turn Type	pm+ov
Protected Phases	1
Permitted Phases	8
Detector Phase	1
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	13.0
Total Split (s)	24.0
Total Split (%)	13.3%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	71.5
Actuated g/C Ratio	0.40
v/c Ratio	0.22
Control Delay (s/veh)	14.7
Queue Delay	0.0
Total Delay (s/veh)	14.7
LOS	B
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	44
Queue Length 95th (ft)	97
Internal Link Dist (ft)	
Turn Bay Length (ft)	175
Base Capacity (vph)	715
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.21

Intersection Summary

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay (s/veh): 52.6 Intersection LOS: D
Intersection Capacity Utilization 89.3% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: SW 120th Street & SW 127th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	1174	70	465	1606	393	39	149	632	241	187	74
Future Volume (vph)	49	1174	70	465	1606	393	39	149	632	241	187	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.2	6.0	6.0	6.5	6.5	6.5	6.5	6.5	
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	1.00	0.91	0.91	0.91	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.93	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	
Satd. Flow (prot)	1770	5095		3367	5085	1580	1805	1587	2882	1595	3246	
Flt Permitted	0.13	1.00		0.10	1.00	1.00	0.95	1.00	1.00	0.95	0.99	
Satd. Flow (perm)	233	5095		371	5085	1580	1805	1587	2882	1595	3246	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	52	1236	74	489	1691	414	41	157	665	254	197	78
RTOR Reduction (vph)	0	5	0	0	0	215	0	23	371	0	23	0
Lane Group Flow (vph)	52	1305	0	489	1691	199	41	267	161	175	331	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	1%	0%	4%	2%	1%	0%	1%	2%	3%	1%	3%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA	Prot	Split	NA	
Protected Phases	1	6		5	2		4	4	4	3	3	
Permitted Phases	6			2		2						
Actuated Green, G (s)	36.1	32.0		53.0	42.9	42.9	29.1	29.1	29.1	18.9	18.9	
Effective Green, g (s)	36.1	32.0		53.0	42.9	42.9	29.1	29.1	29.1	18.9	18.9	
Actuated g/C Ratio	0.30	0.27		0.44	0.36	0.36	0.24	0.24	0.24	0.16	0.16	
Clearance Time (s)	6.0	6.0		6.2	6.0	6.0	6.5	6.5	6.5	6.5	6.5	
Vehicle Extension (s)	2.0	2.7		2.0	2.7	2.7	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	122	1358		533	1817	564	437	384	698	251	511	
v/s Ratio Prot	0.01	0.26		c0.11	c0.33		0.02	c0.17	0.06	c0.11	0.10	
v/s Ratio Perm	0.11			0.29		0.13						
v/c Ratio	0.43	0.96		0.92	0.93	0.35	0.09	0.70	0.23	0.70	0.65	
Uniform Delay, d1	32.7	43.4		33.3	37.1	28.3	35.2	41.4	36.5	47.8	47.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.9	16.7		20.3	10.1	1.7	0.1	5.0	0.1	7.5	2.5	
Delay (s)	33.5	60.1		53.6	47.2	30.1	35.3	46.4	36.6	55.4	49.9	
Level of Service	C	E		D	D	C	D	D	D	E	D	
Approach Delay (s/veh)		59.1			45.7			39.8			51.7	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	48.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.2
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	1174	70	465	1606	393	39	149	632	241	187	74
Future Volume (vph)	49	1174	70	465	1606	393	39	149	632	241	187	74
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	4%	2%	1%	0%	1%	2%	3%	1%	3%
Shared Lane Traffic (%)									20%	31%		
Lane Group Flow (vph)	52	1310	0	489	1691	414	41	290	532	175	354	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA	Prot	Split	NA	
Protected Phases	1	6		5	2		4	4	4	3	3	
Permitted Phases	6			2		2						
Detector Phase	1	6		5	2	2	4	4	4	3	3	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	11.0	34.0		11.2	34.0	34.0	24.5	24.5	24.5	37.5	37.5	
Total Split (s)	11.0	37.0		21.0	47.0	47.0	24.5	24.5	24.5	37.5	37.5	
Total Split (%)	9.2%	30.8%		17.5%	39.2%	39.2%	20.4%	20.4%	20.4%	31.3%	31.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.2	2.0	2.0	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.2	6.0	6.0	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	37.1	32.0		52.8	44.1	44.1	29.1	29.1	29.1	18.9	18.9	
Actuated g/C Ratio	0.31	0.27		0.44	0.37	0.37	0.24	0.24	0.24	0.16	0.16	
v/c Ratio	0.38	0.96		0.92	0.91	0.52	0.09	0.71	0.50	0.70	0.66	
Control Delay (s/veh)	29.5	60.3		53.5	44.8	9.1	38.4	49.1	7.0	61.8	49.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	29.5	60.3		53.5	44.8	9.1	38.4	49.1	7.0	61.8	49.4	
LOS	C	E		D	D	A	D	D	A	E	D	
Approach Delay (s/veh)		59.1			40.8			22.7			53.5	
Approach LOS		E			D			C			D	
Queue Length 50th (ft)	23	373		150	478	43	24	203	13	146	133	
Queue Length 95th (ft)	49	#482		#254	#592	135	60	#405	66	217	174	
Internal Link Dist (ft)		2598			1922			2684			1905	
Turn Bay Length (ft)	190			495			120			145		
Base Capacity (vph)	137	1363		540	1867	792	437	407	1069	412	858	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.38	0.96		0.91	0.91	0.52	0.09	0.71	0.50	0.42	0.41	

Intersection Summary

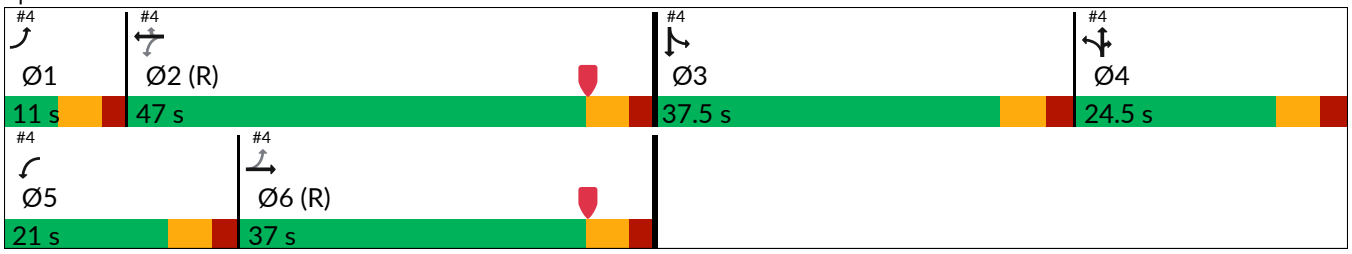
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

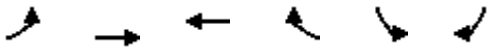
Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 43.8	Intersection LOS: D
Intersection Capacity Utilization 83.8%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SW 122nd Avenue & SW 120th Street





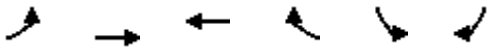
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	637	183	196	1140	1493	701
Future Volume (veh/h)	637	183	196	1140	1493	701
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1826	1900	1870	1870	1900
Adj Flow Rate, veh/h	678	195	0	1352	1588	746
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	5	0	2	2	0
Cap, veh/h	765	740	285	2111	1795	1188
Arrive On Green	0.22	0.41	0.00	0.15	0.52	0.52
Sat Flow, veh/h	3510	1826	1900	3091	3456	1610
Grp Volume(v), veh/h	678	195	0	1352	1588	746
Grp Sat Flow(s),veh/h/ln	1755	1826	1900	1546	1728	1610
Q Serve(g_s), s	22.5	8.5	0.0	18.0	49.0	27.2
Cycle Q Clear(g_c), s	22.5	8.5	0.0	18.0	49.0	27.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	765	740	285	2111	1795	1188
V/C Ratio(X)	0.89	0.26	0.00	0.64	0.88	0.63
Avail Cap(c_a), veh/h	936	829	285	2111	1795	1188
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.83	1.00	1.00
Uniform Delay (d), s/veh	45.5	23.7	0.0	9.5	25.6	7.7
Incr Delay (d2), s/veh	8.9	0.2	0.0	0.5	6.8	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.0	6.7	0.0	27.4	27.7	41.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.3	23.9	0.0	10.1	32.4	10.2
LnGrp LOS	D	C		B	C	B
Approach Vol, veh/h		873	1352		2334	
Approach Delay, s/veh		47.5	10.1		25.3	
Approach LOS		D	B		C	

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				53.2		66.8	30.7	22.5
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				54.5		56.5	32.0	18.0
Max Q Clear Time (g_c+I1), s				10.5		51.0	24.5	20.0
Green Ext Time (p_c), s				1.2		4.2	1.7	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.1
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	637	183	196	1140	1493	701
Future Volume (vph)	637	183	196	1140	1493	701
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	5%	0%	2%	2%	0%
Shared Lane Traffic (%)				43%		
Lane Group Flow (vph)	678	195	731	691	1588	746
Turn Type	Prot	NA	NA	pm+ov	Prot	pm+ov
Protected Phases	7	4	8	6	6	7
Permitted Phases				8		6
Detector Phase	7	4	8	6	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	9.5
Total Split (s)	36.5	59.0	22.5	61.0	61.0	36.5
Total Split (%)	30.4%	49.2%	18.8%	50.8%	50.8%	30.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	29.5	54.5	20.5	77.0	56.5	90.5
Actuated g/C Ratio	0.25	0.45	0.17	0.64	0.47	0.75
v/c Ratio	0.79	0.24	2.14	0.71	0.98	0.59
Control Delay (s/veh)	49.4	21.0	545.6	17.7	50.3	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.4	21.0	545.6	17.7	50.3	6.6
LOS	D	C	F	B	D	A
Approach Delay (s/veh)		43.0	289.1		36.3	
Approach LOS		D	F		D	
Queue Length 50th (ft)	248	94	~916	307	618	146
Queue Length 95th (ft)	315	148	#1176	464	#796	219
Internal Link Dist (ft)		1368	1262		3251	
Turn Bay Length (ft)	200				400	
Base Capacity (vph)	933	822	342	974	1616	1291
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.24	2.14	0.71	0.98	0.58

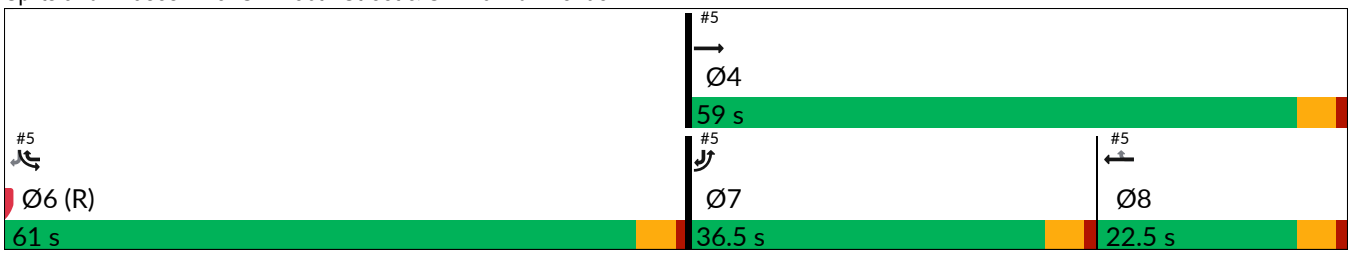
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 2.14

Intersection Signal Delay (s/veh): 115.2	Intersection LOS: F
Intersection Capacity Utilization 105.7%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: SW 136th Street & SW 162nd Avenue





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	488	1205	462	657	666	233
Future Volume (veh/h)	488	1205	462	657	666	233
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1885	1870	1870
Adj Flow Rate, veh/h	514	0	486	692	701	245
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	3	1	2	2
Cap, veh/h	775		523	2251	1018	724
Arrive On Green	0.41	0.00	0.17	0.63	0.29	0.29
Sat Flow, veh/h	1870	1585	1767	3676	3563	1585
Grp Volume(v), veh/h	514	0	486	692	701	245
Grp Sat Flow(s),veh/h/ln	1870	1585	1767	1791	1781	1585
Q Serve(g_s), s	31.1	0.0	21.2	12.5	24.5	13.9
Cycle Q Clear(g_c), s	31.1	0.0	21.2	12.5	24.5	13.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	775		523	2251	1018	724
V/C Ratio(X)	0.66		0.93	0.31	0.69	0.34
Avail Cap(c_a), veh/h	775		776	2251	1018	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.00	1.00	1.00	0.96	0.96
Uniform Delay (d), s/veh	33.1	0.0	23.6	12.0	44.5	24.4
Incr Delay (d2), s/veh	1.4	0.0	10.6	0.4	3.7	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.7	0.0	15.0	8.6	16.7	21.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	34.5	0.0	34.2	12.3	48.1	25.6
LnGrp LOS	C		C	B	D	C
Approach Vol, veh/h	514			1178	946	
Approach Delay, s/veh	34.5			21.4	42.3	
Approach LOS	C			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		94.0		46.0	30.0	64.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		88.0		40.0	44.0	38.0
Max Q Clear Time (g_c+I1), s		14.5		26.5	23.2	33.1
Green Ext Time (p_c), s		1.8		4.7	0.7	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	31.4
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	488	1205	462	657	666	233
Future Volume (vph)	488	1205	462	657	666	233
Confl. Peds. (#/hr)		5	5			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	3%	1%	2%	2%
Shared Lane Traffic (%)						10%
Lane Group Flow (vph)	514	1268	486	692	726	220
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	6	4	5	2	4	5
Permitted Phases		6	2			4
Detector Phase	6	4	5	2	4	5
Switch Phase						
Minimum Initial (s)	16.0	7.0	5.0	16.0	7.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	11.0
Total Split (s)	44.0	46.0	50.0	94.0	46.0	50.0
Total Split (%)	31.4%	32.9%	35.7%	67.1%	32.9%	35.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Max	Max	None	C-Max	Max	None
Act Effct Green (s)	44.9	84.9	88.0	88.0	40.0	83.1
Actuated g/C Ratio	0.32	0.61	0.63	0.63	0.29	0.59
v/c Ratio	0.86	1.23	0.89	0.31	0.74	0.25
Control Delay (s/veh)	61.0	135.6	52.8	12.4	50.5	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.0	135.6	52.8	12.4	50.5	8.0
LOS	E	F	D	B	D	A
Approach Delay (s/veh)	114.1			29.1	40.6	
Approach LOS	F			C	D	
Queue Length 50th (ft)	454	~1224	349	145	313	57
Queue Length 95th (ft)	#730	#1724	483	180	388	93
Internal Link Dist (ft)	1262			6561	2601	
Turn Bay Length (ft)			525		120	
Base Capacity (vph)	596	1029	620	2246	982	956
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.86	1.23	0.78	0.31	0.74	0.23

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 87 (62%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

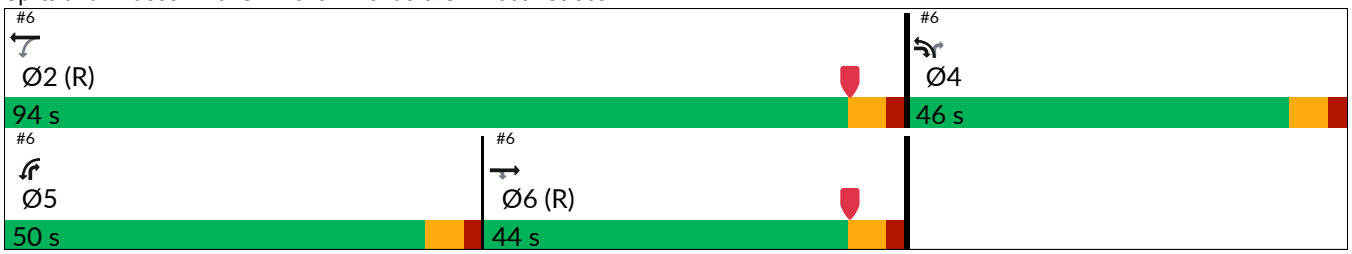
Maximum v/c Ratio: 1.23

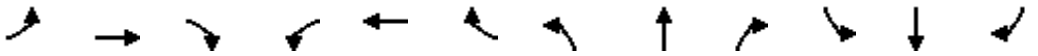
Intersection Signal Delay (s/veh): 70.7	Intersection LOS: E
Intersection Capacity Utilization 110.7%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 157th Avenue & SW 136th Street





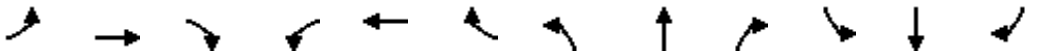
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	716	392	213	754	255	360	493	204	325	1004	18
Future Volume (veh/h)	31	716	392	213	754	255	360	493	204	325	1004	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1900	1885	1870	1885	1885	1900	1870	1856	1885	1841	1811
Adj Flow Rate, veh/h	33	770	422	229	811	274	387	530	0	349	1080	19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	0	1	2	1	1	0	2	3	1	4	6
Cap, veh/h	90	353	193	196	692	816	206	1039		468	1374	24
Arrive On Green	0.02	0.31	0.31	0.08	0.37	0.37	0.05	0.29	0.00	0.15	0.39	0.39
Sat Flow, veh/h	1711	1144	627	1781	1885	1564	1810	3647	0	1795	3516	62
Grp Volume(v), veh/h	33	0	1192	229	811	274	387	530	0	349	537	562
Grp Sat Flow(s),veh/h/ln	1711	0	1771	1781	1885	1564	1810	1777	0	1795	1749	1829
Q Serve(g_s), s	2.0	0.0	46.6	12.6	55.5	15.4	8.0	18.7	0.0	19.8	40.8	40.8
Cycle Q Clear(g_c), s	2.0	0.0	46.6	12.6	55.5	15.4	8.0	18.7	0.0	19.8	40.8	40.8
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	90	0	547	196	692	816	206	1039		468	683	715
V/C Ratio(X)	0.37	0.00	2.18	1.17	1.17	0.34	1.88	0.51		0.75	0.79	0.79
Avail Cap(c_a), veh/h	107	0	547	196	692	816	206	1039		552	683	715
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	0.0	52.2	45.9	47.8	21.2	50.4	44.4	0.0	30.0	40.5	40.5
Incr Delay (d2), s/veh	3.0	0.0	537.4	116.3	92.0	1.1	411.8	1.8	0.0	5.3	8.9	8.5
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(95%),veh/ln	1.6	0.0	160.7	21.1	59.9	9.9	42.0	13.2	0.0	14.2	26.2	27.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.4	0.0	589.6	162.2	139.8	22.3	462.2	46.2	0.0	35.3	49.3	49.0
LnGrp LOS	D		F	F	F	C	F	D		D	D	D
Approach Vol, veh/h		1225			1314			917			1448	
Approach Delay, s/veh		574.9			119.2			221.8			45.8	
Approach LOS		F			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	61.9	28.9	50.1	19.0	53.0	14.0	65.0
Change Period (Y+Rc), s	6.4	6.4	6.0	6.0	6.4	6.4	6.0	6.0
Max Green Setting (Gmax), s	5.2	54.0	30.0	37.0	12.6	46.6	8.0	59.0
Max Q Clear Time (g_c+I1), s	4.0	57.5	21.8	20.7	14.6	48.6	10.0	42.8
Green Ext Time (p_c), s	0.0	0.0	1.1	4.1	0.0	0.0	0.0	8.6

Intersection Summary	
HCM 7th Control Delay, s/veh	230.5
HCM 7th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	716	392	213	754	255	360	493	204	325	1004	18
Future Volume (vph)	31	716	392	213	754	255	360	493	204	325	1004	18
Confl. Peds. (#/hr)	9					9			3	3		
Confl. Bikes (#/hr)			1			3						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	0%	1%	2%	1%	1%	0%	2%	3%	1%	4%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	1192	0	229	811	274	387	749	0	349	1099	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6			2		2	4			8		
Detector Phase	1	6		5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0	5.0	5.0	7.0		5.0	7.0	
Minimum Split (s)	11.4	24.4		11.4	33.4	11.0	11.0	38.0		11.0	24.0	
Total Split (s)	11.6	53.0		19.0	60.4	36.0	14.0	43.0		36.0	65.0	
Total Split (%)	7.7%	35.1%		12.6%	40.0%	23.8%	9.3%	28.5%		23.8%	43.0%	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Max		None	Max	None	None	Max		None	Max	
Act Effct Green (s)	51.8	46.6		65.6	56.3	84.7	47.1	39.1		73.0	59.0	
Actuated g/C Ratio	0.34	0.31		0.43	0.37	0.56	0.31	0.26		0.48	0.39	
v/c Ratio	0.32	2.11		1.17	1.16	0.29	2.37	0.83		0.89	0.81	
Control Delay (s/veh)	33.7	533.3		153.2	128.2	8.8	658.1	59.4		64.8	46.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	33.7	533.3		153.2	128.2	8.8	658.1	59.4		64.8	46.9	
LOS	C	F		F	F	A	F	E		E	D	
Approach Delay (s/veh)		519.8			107.7			263.4			51.2	
Approach LOS		F			F			F			D	
Queue Length 50th (ft)	20	~1862		~221	~977	66	~566	364		273	521	
Queue Length 95th (ft)	43	#2131		#404	#1235	116	#781	#468		#438	618	
Internal Link Dist (ft)		2796			2409			10899			2595	
Turn Bay Length (ft)	250					190	150			85		
Base Capacity (vph)	104	564		196	701	952	163	901		413	1352	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.32	2.11		1.17	1.16	0.29	2.37	0.83		0.85	0.81	

Intersection Summary

Cycle Length: 151
Actuated Cycle Length: 151
Natural Cycle: 145
Control Type: Actuated-Uncoordinated

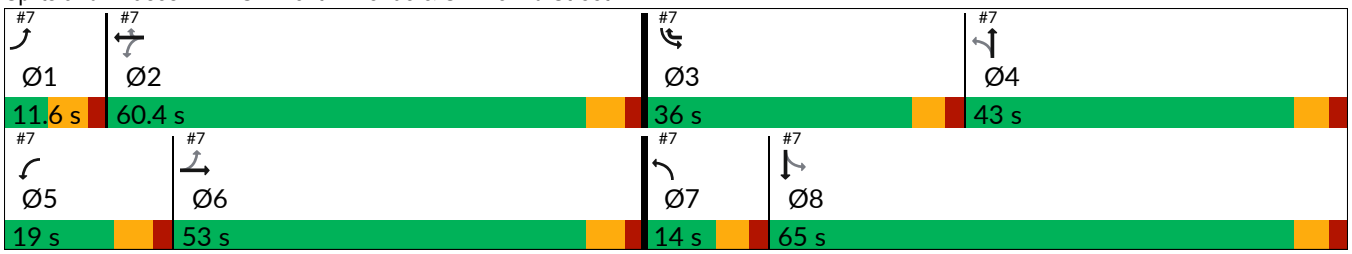
Maximum v/c Ratio: 2.37

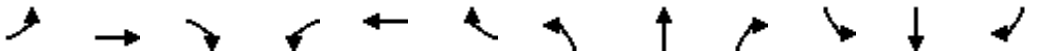
Intersection Signal Delay (s/veh): 224.8	Intersection LOS: F
Intersection Capacity Utilization 142.3%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

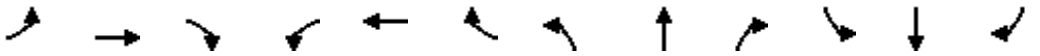
Splits and Phases: 7: SW 157th Avenue & SW 152nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	434	3	1	248	395	0	1	3	537	1	464
Future Volume (vph)	365	434	3	1	248	395	0	1	3	537	1	464
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.5			6.5			6.0		6.4	6.4	6.4
Lane Util. Factor	1.00	1.00			1.00			1.00		0.95	0.95	1.00
Frt	1.00	1.00			0.92			0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00			1.00		0.95	0.95	1.00
Satd. Flow (prot)	1770	1775			1671			1708		1618	1622	1509
Flt Permitted	0.18	1.00			1.00			1.00		0.95	0.95	1.00
Satd. Flow (perm)	339	1775			1670			1708		1618	1622	1509
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	388	462	3	1	264	420	0	1	3	571	1	494
RTOR Reduction (vph)	0	0	0	0	61	0	0	3	0	0	0	334
Lane Group Flow (vph)	388	465	0	0	624	0	0	1	0	285	287	160
Heavy Vehicles (%)	2%	7%	0%	0%	8%	2%	0%	0%	0%	6%	0%	7%
Turn Type	pm+pt	NA		Perm	NA			NA		Split	NA	pm+ov
Protected Phases	1	6			2		4	4		3	3	1
Permitted Phases	6			2								3
Actuated Green, G (s)	51.7	51.7			30.6			1.2		12.6	12.6	27.3
Effective Green, g (s)	51.7	51.7			30.6			1.2		12.6	12.6	27.3
Actuated g/C Ratio	0.61	0.61			0.36			0.01		0.15	0.15	0.32
Clearance Time (s)	6.4	6.5			6.5			6.0		6.4	6.4	6.4
Vehicle Extension (s)	4.0	1.0			1.0			3.0		4.0	4.0	4.0
Lane Grp Cap (vph)	456	1087			605			24		241	242	488
v/s Ratio Prot	c0.15	0.26						c0.00		0.18	c0.18	0.06
v/s Ratio Perm	0.37				c0.37							0.05
v/c Ratio	0.85	0.43			1.03			0.04		1.18	1.19	0.33
Uniform Delay, d1	16.3	8.6			26.9			41.0		35.9	35.9	21.6
Progression Factor	1.00	1.00			1.00			1.00		1.00	1.00	1.00
Incremental Delay, d2	14.6	1.2			44.8			0.7		116.3	117.5	0.5
Delay (s)	30.9	9.8			71.7			41.8		152.2	153.4	22.1
Level of Service	C	A			E			D		F	F	C
Approach Delay (s/veh)		19.4			71.7			41.8			92.3	
Approach LOS		B			E			D			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	63.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	84.4	Sum of lost time (s)	25.3
Intersection Capacity Utilization	98.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	434	3	1	248	395	0	1	3	537	1	464
Future Volume (vph)	365	434	3	1	248	395	0	1	3	537	1	464
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	7%	0%	0%	8%	2%	0%	0%	0%	6%	0%	7%
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	388	465	0	0	685	0	0	4	0	285	287	494
Turn Type	pm+pt	NA		Perm	NA			NA		Split	NA	pm+ov
Protected Phases	1	6			2		4	4		3	3	1
Permitted Phases	6			2								3
Detector Phase	1	6		2	2		4	4		3	3	1
Switch Phase												
Minimum Initial (s)	5.0	16.0		16.0	16.0		7.0	7.0		7.0	7.0	5.0
Minimum Split (s)	11.4	24.5		24.5	24.5		13.0	13.0		13.4	13.4	11.4
Total Split (s)	21.0	58.0		37.0	37.0		13.0	13.0		19.0	19.0	21.0
Total Split (%)	23.3%	64.4%		41.1%	41.1%		14.4%	14.4%		21.1%	21.1%	23.3%
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.4	4.4	4.4
All-Red Time (s)	2.0	2.1		2.1	2.1		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.5			6.5			6.0		6.4	6.4	6.4
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		Max	Max		None	None		None	None	None
Act Effct Green (s)	51.8	51.7			30.6			7.0		12.6	12.6	32.6
Actuated g/C Ratio	0.65	0.65			0.38			0.09		0.16	0.16	0.41
v/c Ratio	0.80	0.40			0.98			0.03		1.11	1.12	0.54
Control Delay (s/veh)	26.7	8.7			52.3			27.3		124.2	125.2	3.9
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Delay (s/veh)	26.7	8.7			52.3			27.3		124.2	125.2	3.9
LOS	C	A			D			C		F	F	A
Approach Delay (s/veh)		16.9			52.3			27.3			68.7	
Approach LOS		B			D			C			E	
Queue Length 50th (ft)	84	90			292			0		~170	~165	0
Queue Length 95th (ft)	#304	227			#659			11		#397	#382	49
Internal Link Dist (ft)		3881			2659			363			10899	
Turn Bay Length (ft)	470											
Base Capacity (vph)	484	1153			701			153		256	257	909
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	0.80	0.40			0.98			0.03		1.11	1.12	0.54

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 79.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay (s/veh): 47.4	Intersection LOS: D

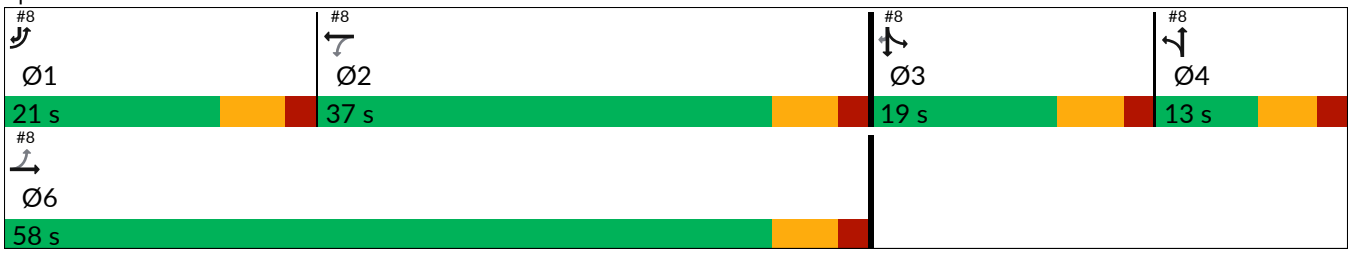
Intersection Capacity Utilization 98.1% ICU Level of Service F

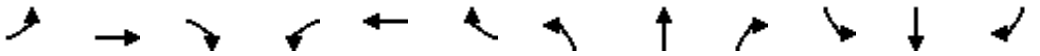
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

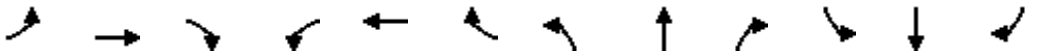
Splits and Phases: 8: SW 157th Avenue & SW 184th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	968	1	1	717	115	4	0	2	116	1	18
Future Volume (vph)	26	968	1	1	717	115	4	0	2	116	1	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4			6.0			6.0	6.4
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.98			0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.95	1.00
Satd. Flow (prot)	1805	1809		903	1781			1317			1775	1615
Flt Permitted	0.16	1.00		0.11	1.00			0.97			0.95	1.00
Satd. Flow (perm)	303	1809		103	1781			1317			1775	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	27	1008	1	1	747	120	4	0	2	121	1	19
RTOR Reduction (vph)	0	0	0	0	3	0	0	6	0	0	0	16
Lane Group Flow (vph)	27	1009	0	1	864	0	0	0	0	0	122	3
Heavy Vehicles (%)	0%	5%	0%	100%	5%	1%	25%	0%	50%	2%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2		4	4		3	3	1
Permitted Phases	6			2								3
Actuated Green, G (s)	72.5	68.7		66.7	65.8			1.1			13.4	17.2
Effective Green, g (s)	72.5	68.7		66.7	65.8			1.1			13.4	17.2
Actuated g/C Ratio	0.67	0.63		0.61	0.60			0.01			0.12	0.16
Clearance Time (s)	6.4	6.4		6.4	6.4			6.0			6.0	6.4
Vehicle Extension (s)	3.5	1.0		2.5	1.0			3.5			4.0	3.5
Lane Grp Cap (vph)	254	1141		69	1076			13			218	255
v/s Ratio Prot	c0.00	c0.56		0.00	0.49			c0.00			c0.07	0.00
v/s Ratio Perm	0.07			0.01								0.00
v/c Ratio	0.11	0.88		0.01	0.80			0.00			0.56	0.01
Uniform Delay, d1	12.6	16.8		16.3	16.6			53.4			45.0	38.7
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.2	10.1		0.1	6.4			0.2			3.8	0.0
Delay (s)	12.8	26.9		16.4	22.9			53.5			48.8	38.7
Level of Service	B	C		B	C			D			D	D
Approach Delay (s/veh)		26.5			22.9			53.5			47.4	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	108.9	Sum of lost time (s)	24.8
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	968	1	1	717	115	4	0	2	116	1	18
Future Volume (vph)	26	968	1	1	717	115	4	0	2	116	1	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	0%	100%	5%	1%	25%	0%	50%	2%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	1009	0	1	867	0	0	6	0	0	122	19
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2		4	4		3	3	1
Permitted Phases	6			2								3
Detector Phase	1	6		5	2		4	4		3	3	1
Switch Phase												
Minimum Initial (s)	5.0	16.0		5.0	16.0		7.0	7.0		10.0	10.0	5.0
Minimum Split (s)	11.4	24.4		11.4	29.4		24.0	24.0		16.0	16.0	11.4
Total Split (s)	20.0	71.0		15.0	66.0		24.0	24.0		36.0	36.0	20.0
Total Split (%)	13.7%	48.6%		10.3%	45.2%		16.4%	16.4%		24.7%	24.7%	13.7%
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4			6.0			6.0	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	Max		None	None		None	None	None
Act Effct Green (s)	69.9	68.7		66.0	63.1			7.1			13.4	25.0
Actuated g/C Ratio	0.71	0.70		0.67	0.64			0.07			0.14	0.25
v/c Ratio	0.09	0.80		0.01	0.76			0.03			0.51	0.04
Control Delay (s/veh)	6.3	19.5		7.0	21.5			0.3			49.0	0.2
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	6.3	19.5		7.0	21.5			0.3			49.0	0.2
LOS	A	B		A	C			A			D	A
Approach Delay (s/veh)		19.2			21.5			0.3			42.4	
Approach LOS		B			C			A			D	
Queue Length 50th (ft)	4	318		0	389			0			72	0
Queue Length 95th (ft)	19	#1149		4	#939			0			149	0
Internal Link Dist (ft)		2659			2181			507			2582	
Turn Bay Length (ft)	80			80								
Base Capacity (vph)	427	1259		141	1141			339			547	574
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	0.06	0.80		0.01	0.76			0.02			0.22	0.03

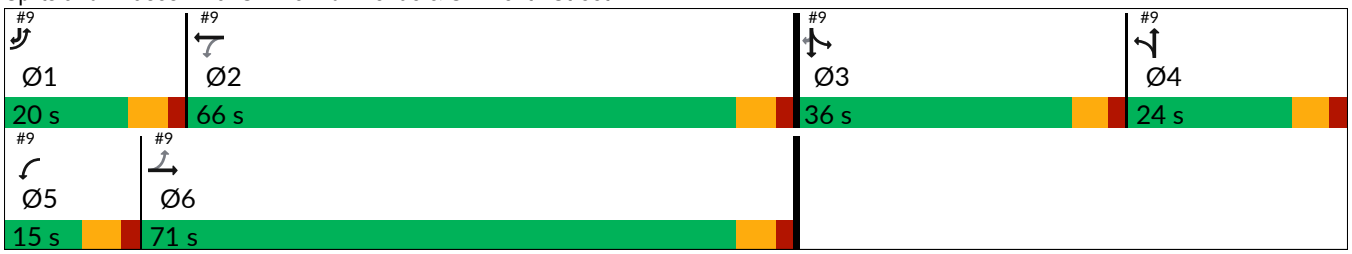
Intersection Summary	
Cycle Length: 146	
Actuated Cycle Length: 98.7	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 21.7	Intersection LOS: C

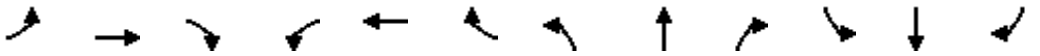
Intersection Capacity Utilization 70.4% ICU Level of Service C

Analysis Period (min) 15

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: SW 152nd Avenue & SW 184th Street





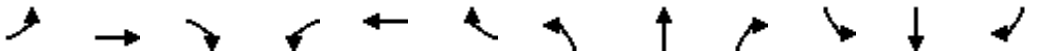
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	649	350	206	575	349	222	260	224	226	377	32
Future Volume (veh/h)	29	649	350	206	575	349	222	260	224	226	377	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1826	1781	1781	1826	1900	1856	1885	1781	1870	1870	1796
Adj Flow Rate, veh/h	30	662	357	210	587	356	227	265	229	231	385	33
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	5	8	8	5	0	3	1	8	2	2	7
Cap, veh/h	155	684	369	218	701	605	349	561	443	404	558	492
Arrive On Green	0.03	0.32	0.32	0.09	0.38	0.38	0.10	0.30	0.30	0.10	0.30	0.30
Sat Flow, veh/h	1810	2158	1163	1697	1826	1576	1767	1885	1490	1781	1870	1522
Grp Volume(v), veh/h	30	532	487	210	587	356	227	265	229	231	385	33
Grp Sat Flow(s),veh/h/ln	1810	1735	1587	1697	1826	1576	1767	1885	1490	1781	1870	1522
Q Serve(g_s), s	1.5	40.6	40.7	11.7	39.2	24.2	11.9	15.4	17.1	12.0	24.4	2.0
Cycle Q Clear(g_c), s	1.5	40.6	40.7	11.7	39.2	24.2	11.9	15.4	17.1	12.0	24.4	2.0
Prop In Lane	1.00		0.73	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	550	503	218	701	605	349	561	443	404	558	492
V/C Ratio(X)	0.19	0.97	0.97	0.96	0.84	0.59	0.65	0.47	0.52	0.57	0.69	0.07
Avail Cap(c_a), veh/h	317	550	503	218	701	605	357	561	443	412	558	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	45.2	45.3	36.4	37.6	32.9	30.5	38.6	39.2	28.8	41.7	31.5
Incr Delay (d2), s/veh	0.7	31.3	33.0	50.9	11.4	4.2	4.3	2.8	4.3	2.1	6.8	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	29.4	27.5	12.4	26.4	15.0	9.2	12.0	11.0	9.1	18.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.9	76.5	78.3	87.3	49.0	37.1	34.9	41.4	43.4	30.9	48.5	31.7
LnGrp LOS	C	E	E	F	D	D	C	D	D	C	D	C
Approach Vol, veh/h		1049			1153			721			649	
Approach Delay, s/veh		76.1			52.3			40.0			41.4	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.0	20.4	46.0	19.0	49.0	20.3	46.1
Change Period (Y+Rc), s	6.6	6.4	6.4	6.0	6.6	6.4	6.4	6.0
Max Green Setting (Gmax), s	15.4	39.6	14.6	40.0	12.4	42.6	14.6	40.0
Max Q Clear Time (g_c+I1), s	3.5	41.2	14.0	19.1	13.7	42.7	13.9	26.4
Green Ext Time (p_c), s	0.0	0.0	0.1	2.7	0.0	0.0	0.1	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	54.8
HCM 7th LOS	D

Notes

User approved changes to right turn type.

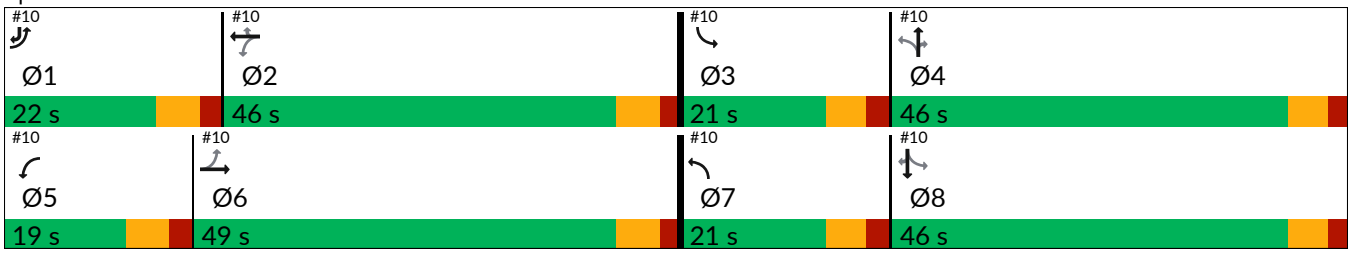


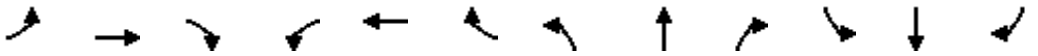
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	649	350	206	575	349	222	260	224	226	377	32
Future Volume (vph)	29	649	350	206	575	349	222	260	224	226	377	32
Confl. Bikes (#/hr)			1			1			1			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	5%	8%	8%	5%	0%	3%	1%	8%	2%	2%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	1019	0	210	587	356	227	265	229	231	385	33
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases	6			2		2	4		4	8		8
Detector Phase	1	6		5	2	2	7	4	4	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	5.0
Minimum Split (s)	11.6	24.4		11.6	39.4	39.4	11.4	24.0	24.0	11.4	24.0	11.6
Total Split (s)	22.0	49.0		19.0	46.0	46.0	21.0	46.0	46.0	21.0	46.0	22.0
Total Split (%)	16.3%	36.3%		14.1%	34.1%	34.1%	15.6%	34.1%	34.1%	15.6%	34.1%	16.3%
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.0	4.0	4.0	4.0	4.0	4.4
All-Red Time (s)	2.2	2.0		2.2	2.0	2.0	2.4	2.0	2.0	2.4	2.0	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.4		6.6	6.4	6.4	6.4	6.0	6.0	6.4	6.0	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max		None	Max	Max	None	Max	Max	None	Max	None
Act Effct Green (s)	49.6	42.6		60.0	50.3	50.3	53.6	40.0	40.0	53.6	40.0	53.2
Actuated g/C Ratio	0.37	0.32		0.45	0.37	0.37	0.40	0.30	0.30	0.40	0.30	0.40
v/c Ratio	0.16	0.96		1.03	0.87	0.47	0.69	0.47	0.42	0.54	0.69	0.05
Control Delay (s/veh)	22.9	60.2		107.7	54.8	12.1	36.5	42.2	16.8	29.4	49.7	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.9	60.2		107.7	54.8	12.1	36.5	42.2	16.8	29.4	49.7	0.2
LOS	C	E		F	D	B	D	D	B	C	D	A
Approach Delay (s/veh)		59.2			51.3			32.3			40.0	
Approach LOS		E			D			C			D	
Queue Length 50th (ft)	14	451		~161	510	63	127	192	59	128	305	0
Queue Length 95th (ft)	34	#601		#341	#764	157	191	280	142	192	426	0
Internal Link Dist (ft)		313			5264			5542			3213	
Turn Bay Length (ft)	120			105			125		85	120		150
Base Capacity (vph)	299	1067		203	677	750	334	559	540	433	554	732
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.96		1.03	0.87	0.47	0.68	0.47	0.42	0.53	0.69	0.05

Intersection Summary
Cycle Length: 135
Actuated Cycle Length: 134.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.03

Intersection Signal Delay (s/veh): 47.7 Intersection LOS: D
Intersection Capacity Utilization 93.9% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: SW 147th Avenue & SW 184th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	317	26	28	344	79	20	503	63	68	620	191
Future Volume (vph)	161	317	26	28	344	79	20	503	63	68	620	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8			6.8			6.0			6.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	
Flpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.99			0.98			0.99			0.97	
Flt Protected	0.95	1.00			1.00			1.00			1.00	
Satd. Flow (prot)	1805	1782			1773			1832			1782	
Flt Permitted	0.38	1.00			0.96			0.96			0.91	
Satd. Flow (perm)	717	1782			1704			1761			1632	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	166	327	27	29	355	81	21	519	65	70	639	197
RTOR Reduction (vph)	0	4	0	0	10	0	0	4	0	0	14	0
Lane Group Flow (vph)	166	350	0	0	455	0	0	601	0	0	892	0
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	0%	5%	8%	8%	5%	0%	3%	1%	8%	2%	2%	7%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	26.2	26.2			26.2			36.0			36.0	
Effective Green, g (s)	26.2	26.2			26.2			36.0			36.0	
Actuated g/C Ratio	0.35	0.35			0.35			0.48			0.48	
Clearance Time (s)	6.8	6.8			6.8			6.0			6.0	
Vehicle Extension (s)	1.0	1.0			1.0			4.5			2.5	
Lane Grp Cap (vph)	250	622			595			845			783	
v/s Ratio Prot		0.20										
v/s Ratio Perm	0.23				c0.27			0.34			c0.55	
v/c Ratio	0.66	0.56			0.76			0.71			1.14	
Uniform Delay, d1	20.7	19.8			21.7			15.4			19.5	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	13.1	3.7			9.0			5.0			78.0	
Delay (s)	33.8	23.4			30.7			20.4			97.5	
Level of Service	C	C			C			C			F	
Approach Delay (s/veh)		26.7			30.7			20.4			97.5	
Approach LOS		C			C			C			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	51.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	133.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	317	26	28	344	79	20	503	63	68	620	191
Future Volume (vph)	161	317	26	28	344	79	20	503	63	68	620	191
Confl. Bikes (#/hr)			1						1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	8%	8%	5%	0%	3%	1%	8%	2%	2%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	354	0	0	465	0	0	605	0	0	906	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	18.0	18.0		18.0	18.0		7.0	7.0		5.0	7.0	
Minimum Split (s)	24.8	24.8		24.8	24.8		24.0	24.0		11.0	24.0	
Total Split (s)	33.0	33.0		33.0	33.0		28.0	28.0		14.0	42.0	
Total Split (%)	44.0%	44.0%		44.0%	44.0%		37.3%	37.3%		18.7%	56.0%	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	6.8	6.8			6.8			6.0			6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max		Max	Max		Max	Max		None	Max	
Act Effct Green (s)	26.2	26.2			26.2			36.0			36.0	
Actuated g/C Ratio	0.35	0.35			0.35			0.48			0.48	
v/c Ratio	0.66	0.57			0.77			0.71			1.14	
Control Delay (s/veh)	36.3	23.7			31.3			21.0			99.0	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay (s/veh)	36.3	23.7			31.3			21.0			99.0	
LOS	D	C			C			C			F	
Approach Delay (s/veh)		27.7			31.3			21.0			99.0	
Approach LOS		C			C			C			F	
Queue Length 50th (ft)	64	134			190			210			~505	
Queue Length 95th (ft)	#155	218			#342			333			#729	
Internal Link Dist (ft)		4089			5267			5302			5542	
Turn Bay Length (ft)												
Base Capacity (vph)	250	626			605			849			796	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.66	0.57			0.77			0.71			1.14	

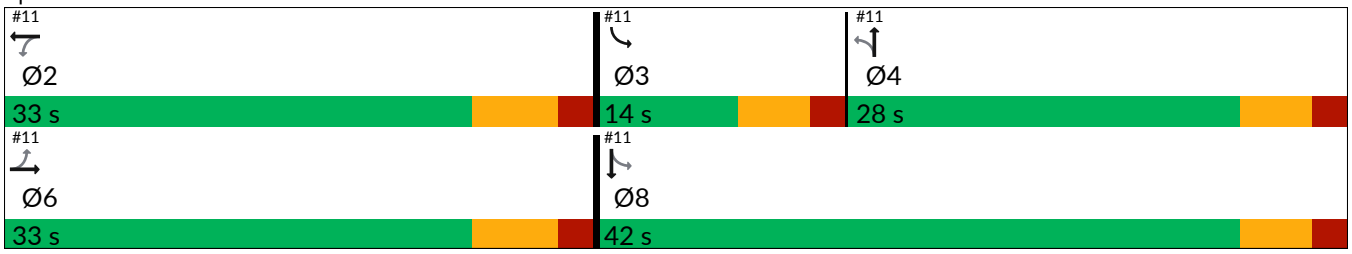
Intersection Summary
Cycle Length: 75
Actuated Cycle Length: 75
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.14

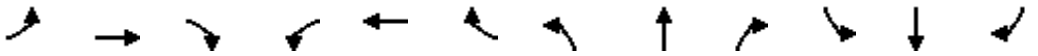
Intersection Signal Delay (s/veh): 52.6	Intersection LOS: D
Intersection Capacity Utilization 133.0%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SW 147th Avenue & SW 200th Street

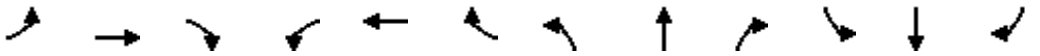




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	377	55	61	299	110	59	341	68	163	587	28
Future Volume (vph)	25	377	55	61	299	110	59	341	68	163	587	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4			6.4	6.4	6.4	6.4		6.4	6.4	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.98			1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected		1.00			0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1783			1789	1615	1736	1828		1787	1834	
Flt Permitted		0.91			0.73	1.00	0.20	1.00		0.32	1.00	
Satd. Flow (perm)		1631			1314	1615	370	1828		600	1834	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	26	389	57	63	308	113	61	352	70	168	605	29
RTOR Reduction (vph)	0	2	0	0	0	68	0	3	0	0	1	0
Lane Group Flow (vph)	0	470	0	0	371	45	61	419	0	168	633	0
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	9%	4%	4%	2%	6%	0%	4%	1%	3%	1%	3%	0%
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases	6			2		2	4			8		
Actuated Green, G (s)		76.6			76.6	76.6	90.9	82.6		104.3	89.6	
Effective Green, g (s)		76.6			76.6	76.6	90.9	82.6		104.3	89.6	
Actuated g/C Ratio		0.40			0.40	0.40	0.47	0.43		0.54	0.46	
Clearance Time (s)		6.4			6.4	6.4	6.4	6.4		6.4	6.4	
Vehicle Extension (s)		1.0			1.0	1.0	3.5	6.0		3.5	6.0	
Lane Grp Cap (vph)		644			519	638	232	779		416	848	
v/s Ratio Prot							0.01	0.23		c0.03	c0.35	
v/s Ratio Perm		c0.29			0.28	0.03	0.11			0.19		
v/c Ratio		0.73			0.71	0.07	0.26	0.54		0.40	0.75	
Uniform Delay, d1		49.7			49.3	36.4	33.5	41.3		26.4	42.7	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		4.3			8.2	0.2	0.7	2.6		0.8	5.9	
Delay (s)		54.0			57.5	36.6	34.2	44.0		27.1	48.7	
Level of Service		D			E	D	C	D		C	D	
Approach Delay (s/veh)		54.0			52.6			42.7			44.2	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	47.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	193.7	Sum of lost time (s)	25.6
Intersection Capacity Utilization	96.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	377	55	61	299	110	59	341	68	163	587	28
Future Volume (vph)	25	377	55	61	299	110	59	341	68	163	587	28
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	9%	4%	4%	2%	6%	0%	4%	1%	3%	1%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	472	0	0	371	113	61	422	0	168	634	0
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases	6			2		2	4			8		
Detector Phase	1	6		2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	18.0		18.0	18.0	18.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.4	24.4		24.4	24.4	24.4	11.4	24.4		11.4	24.4	
Total Split (s)	21.0	83.0		62.0	62.0	62.0	15.0	81.0		30.0	96.0	
Total Split (%)	10.8%	42.8%		32.0%	32.0%	32.0%	7.7%	41.8%		15.5%	49.5%	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.4			6.4	6.4	6.4	6.4		6.4	6.4	
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Max		Max	Max	Max	None	Max		None	Max	
Act Effct Green (s)		76.6			76.6	76.6	90.8	82.6		103.5	89.6	
Actuated g/C Ratio		0.40			0.40	0.40	0.47	0.43		0.53	0.46	
v/c Ratio		0.73			0.71	0.16	0.26	0.54		0.41	0.75	
Control Delay (s/veh)		57.3			58.6	4.0	25.0	44.4		25.9	49.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		57.3			58.6	4.0	25.0	44.4		25.9	49.3	
LOS		E			E	A	C	D		C	D	
Approach Delay (s/veh)		57.3			45.9			42.0			44.4	
Approach LOS		E			D			D			D	
Queue Length 50th (ft)		526			419	0	38	397		108	675	
Queue Length 95th (ft)		682			566	33	66	538		157	848	
Internal Link Dist (ft)		5267			2213			1387			5217	
Turn Bay Length (ft)						130	230			220		
Base Capacity (vph)		647			519	715	234	782		467	849	
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		0.73			0.71	0.16	0.26	0.54		0.36	0.75	

Intersection Summary
Cycle Length: 194
Actuated Cycle Length: 193.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 46.9
Intersection LOS: D
Intersection Capacity Utilization 96.7%
ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 12: SW 137th Avenue & SW 200th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	831	0	320	1	0	1225	565	229	1474
Future Volume (vph)	0	0	0	831	0	320	1	0	1225	565	229	1474
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0		6.0			6.0		6.0	6.0
Lane Util. Factor				1.00		1.00			0.95		1.00	0.95
Frpb, ped/bikes				1.00		1.00			1.00		1.00	1.00
Flpb, ped/bikes				1.00		1.00			1.00		1.00	1.00
Frt				1.00		0.85			0.95		1.00	1.00
Flt Protected				0.95		1.00			1.00		0.95	1.00
Satd. Flow (prot)				1770		1613			3395		1787	3505
Flt Permitted				0.95		1.00			0.95		0.10	1.00
Satd. Flow (perm)				1770		1613			3239		196	3505
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	857	0	330	1	0	1263	582	236	1520
RTOR Reduction (vph)	0	0	0	0	0	169	0	0	60	0	0	0
Lane Group Flow (vph)	0	0	0	857	0	161	0	0	1786	0	236	1521
Confl. Peds. (#/hr)						1						
Heavy Vehicles (%)	0%	0%	33%	2%	0%	0%	0%	0%	1%	2%	1%	3%
Turn Type				Prot		Perm	Perm		NA		pm+pt	NA
Protected Phases				4					6		5	2
Permitted Phases						4	6	6			2	
Actuated Green, G (s)				30.0		30.0			32.3		48.0	48.0
Effective Green, g (s)				30.0		30.0			32.3		48.0	48.0
Actuated g/C Ratio				0.33		0.33			0.36		0.53	0.53
Clearance Time (s)				6.0		6.0			6.0		6.0	6.0
Vehicle Extension (s)				2.5		2.5			1.0		2.0	1.0
Lane Grp Cap (vph)				590		537			1162		276	1869
v/s Ratio Prot				c0.48							0.09	c0.43
v/s Ratio Perm						0.10			c0.55		0.36	
v/c Ratio				1.45		0.30			1.54		0.86	0.81
Uniform Delay, d1				30.0		22.2			28.9		22.2	17.3
Progression Factor				1.00		1.00			1.00		1.00	1.00
Incremental Delay, d2				213.0		0.2			246.2		21.2	4.0
Delay (s)				243.0		22.4			275.0		43.4	21.3
Level of Service				F		C			F		D	C
Approach Delay (s/veh)		0.0			181.7				275.0			24.3
Approach LOS		A			F				F			C

Intersection Summary			
HCM 2000 Control Delay (s/veh)	159.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	152.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	1
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	831	0	320	1	0	1225	565	229	1474
Future Volume (vph)	0	0	0	831	0	320	1	0	1225	565	229	1474
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	33%	2%	0%	0%	0%	0%	1%	2%	1%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	857	0	330	0	0	1846	0	236	1521
Turn Type				Prot		Perm	Perm		NA		pm+pt	NA
Protected Phases				4					6		5	2
Permitted Phases						4	6	6			2	
Detector Phase				4		4	6	6	6		5	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	16.0	16.0	16.0		5.0	16.0
Minimum Split (s)				28.0		28.0	24.0	24.0	24.0		11.0	24.0
Total Split (s)				36.0		36.0	38.0	38.0	38.0		16.0	54.0
Total Split (%)				40.0%		40.0%	42.2%	42.2%	42.2%		17.8%	60.0%
Yellow Time (s)				4.0		4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)				2.0		2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)				0.0		0.0			0.0		0.0	0.0
Total Lost Time (s)				6.0		6.0			6.0		6.0	6.0
Lead/Lag							Lag	Lag	Lag		Lead	
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	
Recall Mode				None		None	C-Max	C-Max	C-Max		None	C-Max
Act Effct Green (s)				30.0		30.0			32.3		48.0	48.0
Actuated g/C Ratio				0.33		0.33			0.36		0.53	0.53
v/c Ratio				1.45		0.47			1.51		0.86	0.81
Control Delay (s/veh)				240.1		8.4			260.1		47.0	21.8
Queue Delay				0.0		0.0			0.0		0.0	0.0
Total Delay (s/veh)				240.1		8.4			260.1		47.0	21.8
LOS				F		A			F		D	C
Approach Delay (s/veh)					175.7				260.1			25.2
Approach LOS					F				F			C
Queue Length 50th (ft)				~682		30			~775		81	361
Queue Length 95th (ft)				#912		98			#917		#209	463
Internal Link Dist (ft)		2720			8214				2608			3400
Turn Bay Length (ft)											190	
Base Capacity (vph)				590		707			1220		281	1869
Starvation Cap Reductn				0		0			0		0	0
Spillback Cap Reductn				0		0			0		0	0
Storage Cap Reductn				0		0			0		0	0
Reduced v/c Ratio				1.45		0.47			1.51		0.84	0.81

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
Confl. Peds. (#/hr)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

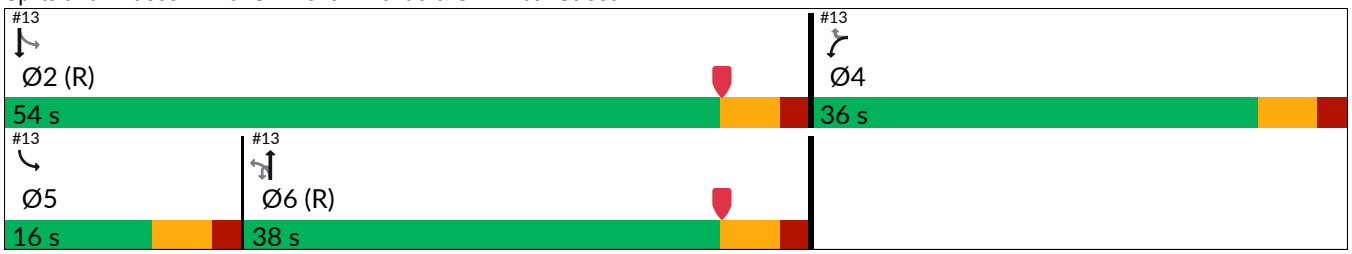
Intersection Summary

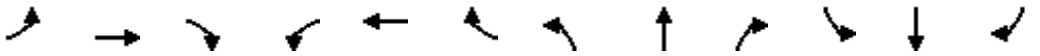
Maximum v/c Ratio: 1.51

Intersection Signal Delay (s/veh): 153.0	Intersection LOS: F
Intersection Capacity Utilization 152.1%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: SW 157th Avenue & SW 120th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	324	22	72	364	32	6	408	37	49	511	83
Future Volume (veh/h)	106	324	22	72	364	32	6	408	37	49	511	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1826	1752	1796	1900	1900	1841	1811	1870	1826	1885
Adj Flow Rate, veh/h	109	334	23	74	375	33	6	421	38	51	527	86
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, %	4	4	5	10	7	0	0	4	6	2	5	1
Cap, veh/h	188	551	36	134	642	54	41	620	55	74	516	82
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	285	1111	72	182	1295	109	7	1653	148	89	1376	218
Grp Volume(v), veh/h	466	0	0	482	0	0	465	0	0	664	0	0
Grp Sat Flow(s),veh/h/ln	1469	0	0	1586	0	0	1808	0	0	1682	0	0
Q Serve(g_s), s	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.3	0.0	0.0
Cycle Q Clear(g_c), s	23.4	0.0	0.0	20.6	0.0	0.0	20.7	0.0	0.0	36.0	0.0	0.0
Prop In Lane	0.23		0.05	0.15		0.07	0.01		0.08	0.08		0.13
Lane Grp Cap(c), veh/h	774	0	0	829	0	0	716	0	0	671	0	0
V/C Ratio(X)	0.60	0.00	0.00	0.58	0.00	0.00	0.65	0.00	0.00	0.99	0.00	0.00
Avail Cap(c_a), veh/h	774	0	0	829	0	0	716	0	0	671	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	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	17.5	0.0	0.0	17.0	0.0	0.0	25.2	0.0	0.0	30.7	0.0	0.0
Incr Delay (d2), s/veh	3.4	0.0	0.0	3.0	0.0	0.0	4.5	0.0	0.0	32.2	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(95%),veh/ln	12.2	0.0	0.0	12.0	0.0	0.0	14.2	0.0	0.0	28.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.0	0.0	0.0	20.0	0.0	0.0	29.8	0.0	0.0	62.9	0.0	0.0
LnGrp LOS	C			B			C			E		
Approach Vol, veh/h		466			482			465			664	
Approach Delay, s/veh		21.0			20.0			29.8			62.9	
Approach LOS		C			B			C			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.0		42.0		54.0		42.0				
Change Period (Y+Rc), s		6.4		6.0		6.4		6.0				
Max Green Setting (Gmax), s		47.6		36.0		47.6		36.0				
Max Q Clear Time (g_c+I1), s		22.6		22.7		25.4		38.0				
Green Ext Time (p_c), s		1.0		3.1		1.0		0.0				

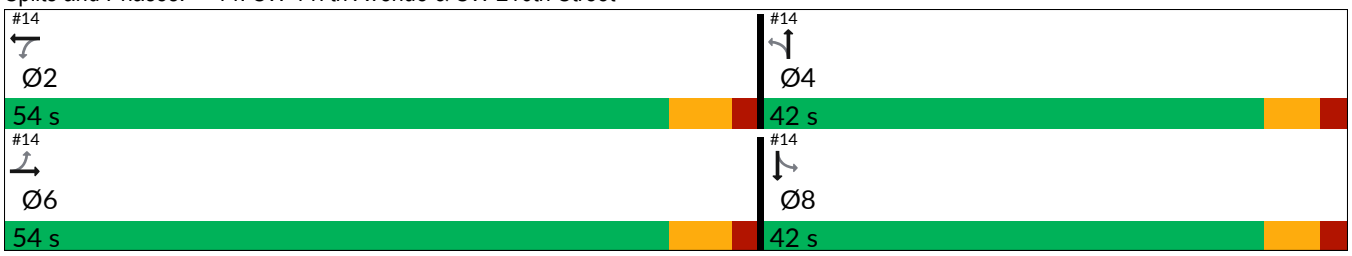
Intersection Summary												
HCM 7th Control Delay, s/veh			36.1									
HCM 7th LOS			D									

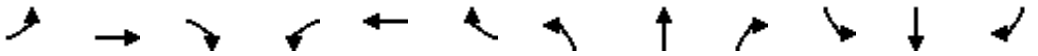
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	324	22	72	364	32	6	408	37	49	511	83
Future Volume (vph)	106	324	22	72	364	32	6	408	37	49	511	83
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	5%	10%	7%	0%	0%	4%	6%	2%	5%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	466	0	0	482	0	0	465	0	0	664	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	16.0	16.0		16.0	16.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	24.4	24.4		24.4	24.4		24.0	24.0		24.0	24.0	
Total Split (s)	54.0	54.0		54.0	54.0		42.0	42.0		42.0	42.0	
Total Split (%)	56.3%	56.3%		56.3%	56.3%		43.8%	43.8%		43.8%	43.8%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.4			6.4			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effct Green (s)		47.6			47.6			36.0			36.0	
Actuated g/C Ratio		0.50			0.50			0.38			0.38	
v/c Ratio		0.67			0.63			0.69			1.08	
Control Delay (s/veh)		24.2			22.3			31.5			89.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		24.2			22.3			31.5			89.4	
LOS		C			C			C			F	
Approach Delay (s/veh)		24.2			22.3			31.5			89.4	
Approach LOS		C			C			C			F	
Queue Length 50th (ft)		211			217			240			~470	
Queue Length 95th (ft)		333			333			359			#698	
Internal Link Dist (ft)		1900			2271			10690			5302	
Turn Bay Length (ft)												
Base Capacity (vph)		691			760			672			616	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.67			0.63			0.69			1.08	

Intersection Summary
Cycle Length: 96
Actuated Cycle Length: 96
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.08

Intersection Signal Delay (s/veh): 46.3 Intersection LOS: D
Intersection Capacity Utilization 110.5% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: SW 147th Avenue & SW 216th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	200	24	39	117	23	13	293	25	38	475	23
Future Volume (veh/h)	30	200	24	39	117	23	13	293	25	38	475	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1796	1826	1900	1752	1900	1767	1856	1633	1856	1870	1900
Adj Flow Rate, veh/h	32	215	26	42	126	25	14	315	27	41	511	25
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	8	7	5	0	10	0	9	3	18	3	2	0
Cap, veh/h	171	350	40	209	294	52	143	717	60	164	726	34
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	116	1429	163	219	1199	211	24	1642	137	63	1664	78
Grp Volume(v), veh/h	273	0	0	193	0	0	356	0	0	577	0	0
Grp Sat Flow(s),veh/h/ln	1708	0	0	1629	0	0	1803	0	0	1806	0	0
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	0.0	2.7	0.0	0.0	3.8	0.0	0.0	7.3	0.0	0.0
Prop In Lane	0.12		0.10	0.22		0.13	0.04		0.08	0.07		0.04
Lane Grp Cap(c), veh/h	561	0	0	554	0	0	919	0	0	925	0	0
V/C Ratio(X)	0.49	0.00	0.00	0.35	0.00	0.00	0.39	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	1220	0	0	1150	0	0	1574	0	0	1581	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	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	9.5	0.0	0.0	9.1	0.0	0.0	5.6	0.0	0.0	6.5	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.0	0.0	0.3	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(95%),veh/ln	1.7	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.2	0.0	0.0	9.5	0.0	0.0	5.8	0.0	0.0	7.2	0.0	0.0
LnGrp LOS	B			A			A			A		
Approach Vol, veh/h		273			193			356			577	
Approach Delay, s/veh		10.2			9.5			5.8			7.2	
Approach LOS		B			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	16.8	11.4	16.8	11.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	22.9	18.1	22.9	18.1
Max Q Clear Time (g_c+I1), s	5.8	6.0	9.3	4.7
Green Ext Time (p_c), s	1.8	1.1	3.1	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	7.8
HCM 7th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	200	24	39	117	23	13	293	25	38	475	23
Future Volume (vph)	30	200	24	39	117	23	13	293	25	38	475	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	8%	7%	5%	0%	10%	0%	9%	3%	18%	3%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	273	0	0	193	0	0	356	0	0	577	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.6	22.6		22.6	22.6		27.4	27.4		27.4	27.4	
Total Split (%)	45.2%	45.2%		45.2%	45.2%		54.8%	54.8%		54.8%	54.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
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)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		11.6			11.6			18.7			18.7	
Actuated g/C Ratio		0.29			0.29			0.47			0.47	
v/c Ratio		0.55			0.41			0.43			0.69	
Control Delay (s/veh)		16.3			13.4			9.4			14.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		16.3			13.4			9.4			14.3	
LOS		B			B			A			B	
Approach Delay (s/veh)		16.3			13.4			9.4			14.3	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		48			31			44			87	
Queue Length 95th (ft)		115			81			119			#226	
Internal Link Dist (ft)		1287			1274			5270			10690	
Turn Bay Length (ft)												
Base Capacity (vph)		787			754			1052			1061	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.35			0.26			0.34			0.54	

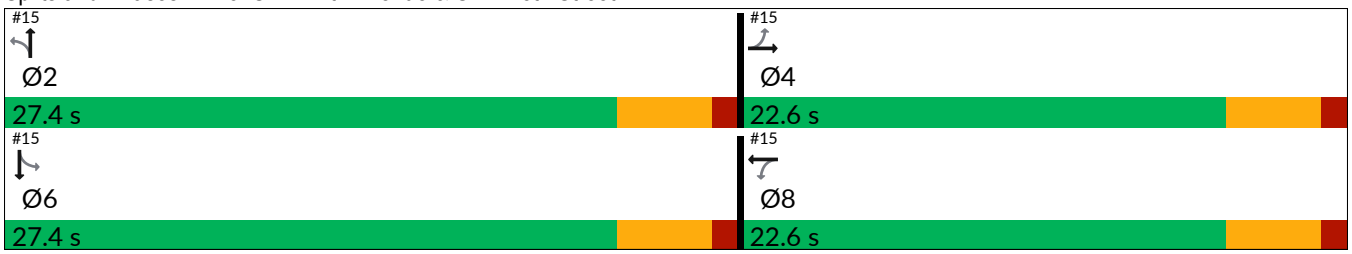
Intersection Summary	
Cycle Length: 50	
Actuated Cycle Length: 39.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 13.3	Intersection LOS: B

Intersection Capacity Utilization 65.3% ICU Level of Service C

Analysis Period (min) 15

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: SW 147th Avenue & SW 248th Street



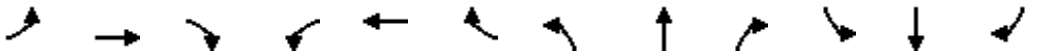
Intersection	
Int Delay, s/veh	13

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	373	162	286	355	71
Future Vol, veh/h	90	373	162	286	355	71
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	2	4	4	2	2
Mvmt Flow	98	405	176	311	386	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	487	0	-	0	934	332
Stage 1	-	-	-	-	332	-
Stage 2	-	-	-	-	602	-
Critical Hdwy	4.18	-	-	-	4.4	4.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.272	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1046	-	-	-	498	855
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1046	-	-	-	451	855
Mov Cap-2 Maneuver	-	-	-	-	451	-
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	546	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.71	0	38.79
HCM LOS			E

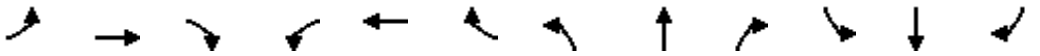
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1046	-	-	-	451	855
HCM Lane V/C Ratio	0.094	-	-	-	0.855	0.09
HCM Ctrl Dly (s/v)	8.8	-	-	-	44.6	9.6
HCM Lane LOS	A	-	-	-	E	A
HCM 95th %tile Q(veh)	0.3	-	-	-	8.6	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	375	86	448	520	307	109	804	341	236	888	76
Future Volume (veh/h)	55	375	86	448	520	307	109	804	341	236	888	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	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	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1900	1870	1870	1885	1885	1885	1885	1885	1885	1900
Adj Flow Rate, veh/h	56	383	88	457	531	313	111	820	348	241	906	78
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	3	0	2	2	1	1	1	1	1	1	0
Cap, veh/h	202	889	202	378	761	448	243	870	368	239	1349	116
Arrive On Green	0.04	0.31	0.31	0.08	0.35	0.35	0.05	0.36	0.36	0.10	0.40	0.40
Sat Flow, veh/h	1711	2845	646	1781	2151	1266	1795	2441	1033	1795	3333	287
Grp Volume(v), veh/h	56	236	235	457	438	406	111	601	567	241	487	497
Grp Sat Flow(s),veh/h/ln	1711	1763	1728	1781	1777	1640	1795	1791	1683	1795	1791	1829
Q Serve(g_s), s	3.5	17.0	17.3	13.0	33.9	34.0	6.2	52.0	52.3	16.0	35.6	35.6
Cycle Q Clear(g_c), s	3.5	17.0	17.3	13.0	33.9	34.0	6.2	52.0	52.3	16.0	35.6	35.6
Prop In Lane	1.00		0.37	1.00		0.77	1.00		0.61	1.00		0.16
Lane Grp Cap(c), veh/h	202	551	540	378	628	580	243	638	600	239	725	740
V/C Ratio(X)	0.28	0.43	0.44	1.21	0.70	0.70	0.46	0.94	0.95	1.01	0.67	0.67
Avail Cap(c_a), veh/h	272	551	540	378	628	580	330	638	600	239	725	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	43.6	43.8	49.5	44.4	44.4	32.9	49.9	50.0	48.8	38.9	38.9
Incr Delay (d2), s/veh	0.3	2.4	2.5	116.5	6.3	6.9	0.3	17.5	18.9	60.8	4.9	4.8
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(95%),veh/ln	2.7	12.3	12.4	31.1	22.4	21.1	4.9	32.9	31.5	14.8	23.3	23.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.5	46.1	46.3	166.0	50.7	51.3	33.2	67.4	68.9	109.7	43.9	43.8
LnGrp LOS	D	D	D	F	D	D	C	E	E	F	D	D
Approach Vol, veh/h		527			1301			1279			1225	
Approach Delay, s/veh		45.3			91.4			65.1			56.8	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	62.6	22.0	63.0	19.0	56.0	14.3	70.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	50.0	16.0	57.0	13.0	50.0	16.0	57.0
Max Q Clear Time (g_c+I1), s	5.5	36.0	18.0	54.3	15.0	19.3	8.2	37.6
Green Ext Time (p_c), s	0.0	1.6	0.0	2.1	0.0	0.9	0.1	9.6

Intersection Summary	
HCM 7th Control Delay, s/veh	68.2
HCM 7th LOS	E



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	375	86	448	520	307	109	804	341	236	888	76
Future Volume (vph)	55	375	86	448	520	307	109	804	341	236	888	76
Confl. Peds. (#/hr)	1		2	2		1						
Confl. Bikes (#/hr)			1						2			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	7%	3%	0%	2%	2%	1%	1%	1%	1%	1%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	471	0	457	844	0	111	1168	0	241	984	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	16.0		7.0	16.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	13.0	24.0		13.0	24.0		11.0	41.0		11.0	41.0	
Total Split (s)	19.0	56.0		19.0	56.0		22.0	63.0		22.0	63.0	
Total Split (%)	11.9%	35.0%		11.9%	35.0%		13.8%	39.4%		13.8%	39.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	
Act Effct Green (s)	58.1	50.0		67.9	57.5		66.9	57.0		78.1	63.1	
Actuated g/C Ratio	0.36	0.31		0.42	0.36		0.42	0.36		0.49	0.39	
v/c Ratio	0.29	0.44		1.29	0.67		0.52	0.94		1.08	0.70	
Control Delay (s/veh)	31.4	43.5		183.0	43.1		31.7	62.6		124.6	44.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	31.4	43.5		183.0	43.1		31.7	62.6		124.6	44.1	
LOS	C	D		F	D		C	E		F	D	
Approach Delay (s/veh)		42.2			92.2			60.0			60.0	
Approach LOS		D			F			E			E	
Queue Length 50th (ft)	36	204		~512	372		62	609		~228	453	
Queue Length 95th (ft)	68	261		#832	465		101	#755		#422	556	
Internal Link Dist (ft)		2659			1647			1983			2520	
Turn Bay Length (ft)	180			130			150			195		
Base Capacity (vph)	242	1079		355	1254		281	1241		224	1396	
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	0.23	0.44		1.29	0.67		0.40	0.94		1.08	0.70	

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 131 (82%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 110

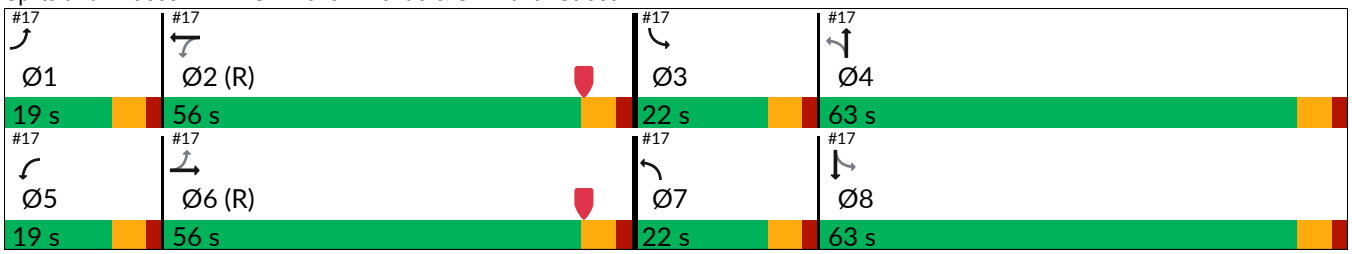
Control Type: Actuated-Coordinated

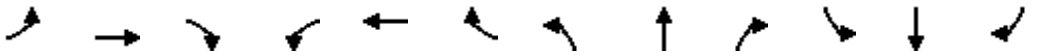
Maximum v/c Ratio: 1.29	
Intersection Signal Delay (s/veh): 67.5	Intersection LOS: E
Intersection Capacity Utilization 104.4%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 17: SW 157th Avenue & SW 104th Street

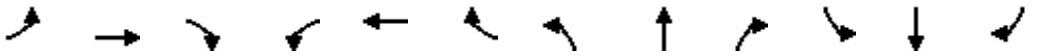




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	68	375	69	94	50	254	1138	45	50	1236	84
Future Volume (veh/h)	55	68	375	69	94	50	254	1138	45	50	1236	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1900	1900	1900	1900	1885	1870	1900	1885	1885
Adj Flow Rate, veh/h	59	73	403	74	101	54	273	1224	48	54	1329	90
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	2	0	0	0	0	1	2	0	1	1
Cap, veh/h	444	480	429	177	628	315	278	1309	51	164	1025	69
Arrive On Green	0.04	0.27	0.27	0.05	0.27	0.27	0.11	0.37	0.37	0.04	0.30	0.30
Sat Flow, veh/h	1810	1805	1610	1810	2326	1168	1810	3511	138	1810	3404	230
Grp Volume(v), veh/h	59	73	403	74	77	78	273	624	648	54	698	721
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1690	1810	1791	1858	1810	1791	1843
Q Serve(g_s), s	2.2	2.9	23.3	2.8	3.1	3.4	10.3	31.8	31.9	1.9	28.6	28.6
Cycle Q Clear(g_c), s	2.2	2.9	23.3	2.8	3.1	3.4	10.3	31.8	31.9	1.9	28.6	28.6
Prop In Lane	1.00		1.00	1.00		0.69	1.00		0.07	1.00		0.12
Lane Grp Cap(c), veh/h	444	480	429	177	487	456	278	668	693	164	539	555
V/C Ratio(X)	0.13	0.15	0.94	0.42	0.16	0.17	0.98	0.93	0.94	0.33	1.29	1.30
Avail Cap(c_a), veh/h	756	481	429	482	487	456	278	668	693	275	539	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	26.6	34.1	26.6	26.4	26.5	25.7	28.7	28.7	25.0	33.2	33.2
Incr Delay (d2), s/veh	0.0	0.1	28.7	0.6	0.1	0.1	48.9	22.0	21.6	0.4	145.4	147.6
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(95%),veh/ln	1.7	2.3	18.0	2.2	2.4	2.4	12.6	23.7	24.4	1.5	49.9	51.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.6	26.8	62.8	27.2	26.6	26.7	74.6	50.7	50.3	25.5	178.6	180.8
LnGrp LOS	C	C	E	C	C	C	E	D	D	C	F	F
Approach Vol, veh/h		535			229			1545			1473	
Approach Delay, s/veh		53.6			26.8			54.8			174.1	
Approach LOS		D			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	35.0	10.6	32.3	10.2	41.8	11.0	32.0
Change Period (Y+Rc), s	6.4	6.4	6.7	6.7	6.4	6.4	6.7	6.7
Max Green Setting (Gmax), s	10.6	28.6	20.3	25.3	9.6	29.6	20.3	25.3
Max Q Clear Time (g_c+I1), s	12.3	30.6	4.2	5.4	3.9	33.9	4.8	25.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	99.4
HCM 7th LOS	F



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	68	375	69	94	50	254	1138	45	50	1236	84
Future Volume (vph)	55	68	375	69	94	50	254	1138	45	50	1236	84
Confl. Peds. (#/hr)									2	2		
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	1%	2%	0%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	476	0	74	155	0	273	1272	0	54	1419	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.7	31.7		11.7	31.7		11.4	31.4		11.4	31.4	
Total Split (s)	27.0	32.0		27.0	32.0		17.0	36.0		16.0	35.0	
Total Split (%)	24.3%	28.8%		24.3%	28.8%		15.3%	32.4%		14.4%	31.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.7	6.7		6.7	6.7		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	14.0	8.8		15.3	9.4		44.9	38.9		34.6	28.9	
Actuated g/C Ratio	0.18	0.11		0.19	0.12		0.57	0.49		0.44	0.37	
v/c Ratio	0.22	0.68		0.30	0.34		0.83	0.73		0.24	1.09	
Control Delay (s/veh)	23.9	12.2		25.2	24.0		41.7	23.1		12.9	82.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	23.9	12.2		25.2	24.0		41.7	23.1		12.9	82.4	
LOS	C	B		C	C		D	C		B	F	
Approach Delay (s/veh)		13.5			24.4			26.4			79.8	
Approach LOS		B			C			C			E	
Queue Length 50th (ft)	22	18		28	25		85	289		11	~434	
Queue Length 95th (ft)	50	63		59	53		#260	#523		32	#663	
Internal Link Dist (ft)		2266			3468			3400			1983	
Turn Bay Length (ft)	140			190			205			210		
Base Capacity (vph)	508	1274		494	1142		330	1746		312	1296	
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	0.12	0.37		0.15	0.14		0.83	0.73		0.17	1.09	

Intersection Summary
Cycle Length: 111
Actuated Cycle Length: 79.1
Natural Cycle: 120
Control Type: Actuated-Uncoordinated

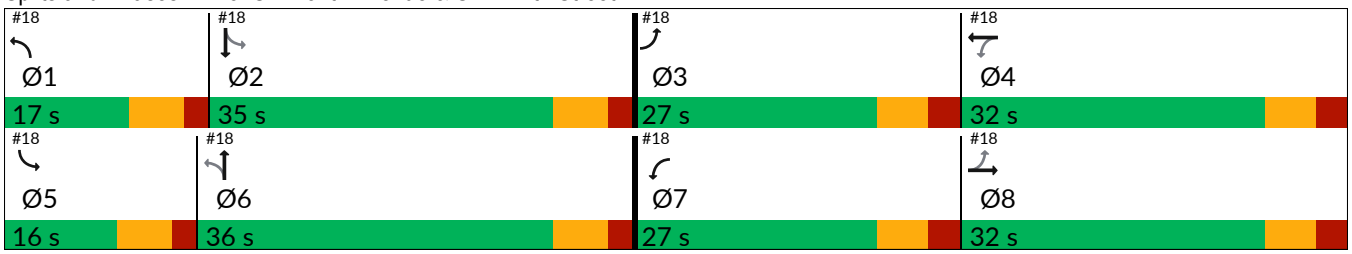
Maximum v/c Ratio: 1.09

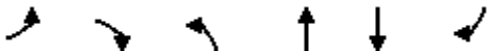
Intersection Signal Delay (s/veh): 45.3	Intersection LOS: D
Intersection Capacity Utilization 90.9%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: SW 157th Avenue & SW 112th Street

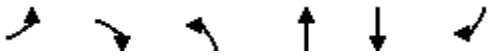




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	108	79	730	1362	170
Future Volume (veh/h)	120	108	79	730	1362	170
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1870	1870	1885
Adj Flow Rate, veh/h	128	115	84	777	1449	181
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	0	0	2	2	1
Cap, veh/h	186	252	272	2635	1937	240
Arrive On Green	0.10	0.10	0.05	0.74	0.61	0.61
Sat Flow, veh/h	1795	1610	1810	3647	3276	394
Grp Volume(v), veh/h	128	115	84	777	803	827
Grp Sat Flow(s),veh/h/ln	1795	1610	1810	1777	1777	1799
Q Serve(g_s), s	5.5	5.2	1.2	5.8	25.8	26.6
Cycle Q Clear(g_c), s	5.5	5.2	1.2	5.8	25.8	26.6
Prop In Lane	1.00	1.00	1.00			0.22
Lane Grp Cap(c), veh/h	186	252	272	2635	1082	1095
V/C Ratio(X)	0.69	0.46	0.31	0.29	0.74	0.76
Avail Cap(c_a), veh/h	404	447	294	2635	1082	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.68	0.68	0.09	0.09
Uniform Delay (d), s/veh	34.6	30.7	11.1	3.4	11.2	11.3
Incr Delay (d2), s/veh	6.3	1.8	0.3	0.2	0.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	8.4	1.0	2.5	9.8	10.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	40.9	32.5	11.4	3.6	11.6	11.8
LnGrp LOS	D	C	B	A	B	B
Approach Vol, veh/h	243			861	1630	
Approach Delay, s/veh	36.9			4.4	11.7	
Approach LOS	D			A	B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.6	55.1		14.3		65.7
Change Period (Y+Rc), s	6.4	6.4		6.0		6.4
Max Green Setting (Gmax), s	5.2	38.0		18.0		49.6
Max Q Clear Time (g_c+I1), s	3.2	28.6		7.5		7.8
Green Ext Time (p_c), s	0.0	3.3		0.8		2.0

Intersection Summary			
HCM 7th Control Delay, s/veh		11.6	
HCM 7th LOS		B	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	120	108	79	730	1362	170
Future Volume (vph)	120	108	79	730	1362	170
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	0%	2%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	115	84	777	1630	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	1	1	6	2	
Permitted Phases		4	6			
Detector Phase	4	1	1	6	2	
Switch Phase						
Minimum Initial (s)	7.0	5.0	5.0	7.0	7.0	
Minimum Split (s)	24.0	11.4	11.4	34.4	34.4	
Total Split (s)	24.0	11.6	11.6	56.0	44.4	
Total Split (%)	30.0%	14.5%	14.5%	70.0%	55.5%	
Yellow Time (s)	4.0	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.4	6.4	6.4	6.4	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	11.9	21.3	58.4	59.7	49.5	
Actuated g/C Ratio	0.15	0.27	0.73	0.75	0.62	
v/c Ratio	0.48	0.26	0.36	0.29	0.75	
Control Delay (s/veh)	36.6	18.3	10.1	5.0	18.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	36.6	18.3	10.1	5.0	18.6	
LOS	D	B	B	A	B	
Approach Delay (s/veh)	27.9			5.5	18.6	
Approach LOS	C			A	B	
Queue Length 50th (ft)	60	36	11	67	345	
Queue Length 95th (ft)	106	68	36	112	#584	
Internal Link Dist (ft)	2738			2595	2601	
Turn Bay Length (ft)		35	155			
Base Capacity (vph)	402	442	234	2641	2162	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.32	0.26	0.36	0.29	0.75	

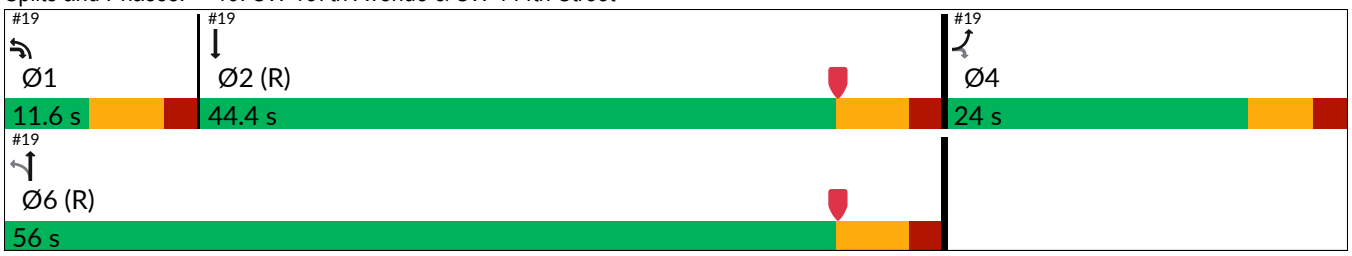
Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 15.3	Intersection LOS: B
Intersection Capacity Utilization 69.8%	ICU Level of Service C
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 19: SW 157th Avenue & SW 144th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	110	738	411	154	1098	162	14	535	1433	164	41	234
Future Volume (vph)	110	738	411	154	1098	162	14	535	1433	164	41	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.1	6.6	7.1	7.1			6.6	6.6	6.6		6.6
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91			0.97	0.91	1.00		0.97
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	0.99		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00	1.00		0.95
Satd. Flow (prot)	1787	5187	1599	3433	5036			3468	5136	1549		3472
Flt Permitted	0.16	1.00	1.00	0.95	1.00			0.95	1.00	1.00		0.95
Satd. Flow (perm)	297	5187	1599	3433	5036			3468	5136	1549		3472
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	115	769	428	160	1144	169	15	557	1493	171	43	244
RTOR Reduction (vph)	0	0	66	0	19	0	0	0	0	116	0	0
Lane Group Flow (vph)	115	769	362	160	1294	0	0	572	1493	55	0	287
Confl. Peds. (#/hr)								4				
Confl. Bikes (#/hr)										8		
Heavy Vehicles (%)	1%	0%	1%	2%	1%	1%	0%	1%	1%	3%	0%	1%
Turn Type	pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	3	8	1!	7	4		1!	1	6		5	5
Permitted Phases	8		8							6		
Actuated Green, G (s)	30.3	25.3	42.8	8.6	28.9			17.5	34.0	34.0		9.7
Effective Green, g (s)	30.3	25.3	42.8	8.6	28.9			17.5	34.0	34.0		9.7
Actuated g/C Ratio	0.29	0.24	0.41	0.08	0.28			0.17	0.32	0.32		0.09
Clearance Time (s)	7.1	7.1	6.6	7.1	7.1			6.6	6.6	6.6		6.6
Vehicle Extension (s)	2.0	2.5	4.0	2.0	2.5			4.0	1.0	1.0		2.5
Lane Grp Cap (vph)	156	1249	651	281	1386			578	1663	501		320
v/s Ratio Prot	0.03	0.15	0.09	c0.05	c0.26			c0.16	c0.29			0.08
v/s Ratio Perm	0.18		0.13							0.04		
v/c Ratio	0.74	0.62	0.56	0.57	0.93			0.99	0.90	0.11		0.90
Uniform Delay, d1	30.4	35.5	23.8	46.4	37.1			43.7	33.8	24.9		47.2
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	14.4	0.8	1.3	1.6	11.7			34.5	8.1	0.4		25.8
Delay (s)	44.8	36.3	25.1	48.0	48.8			78.1	41.9	25.3		73.0
Level of Service	D	D	C	D	D			E	D	C		E
Approach Delay (s/veh)		33.4			48.7				49.9			
Approach LOS		C			D				D			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	50.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	27.4
Intersection Capacity Utilization	93.5%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1042	176
Future Volume (vph)	1042	176
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.6	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.98	
Flt Protected	1.00	
Satd. Flow (prot)	4970	
Flt Permitted	1.00	
Satd. Flow (perm)	4970	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1085	183
RTOR Reduction (vph)	23	0
Lane Group Flow (vph)	1245	0
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		4
Heavy Vehicles (%)	2%	1%
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	26.2	
Effective Green, g (s)	26.2	
Actuated g/C Ratio	0.25	
Clearance Time (s)	6.6	
Vehicle Extension (s)	1.0	
Lane Grp Cap (vph)	1240	
v/s Ratio Prot	c0.25	
v/s Ratio Perm		
v/c Ratio	1.00	
Uniform Delay, d1	39.4	
Progression Factor	1.00	
Incremental Delay, d2	26.6	
Delay (s)	66.0	
Level of Service	E	
Approach Delay (s/veh)	67.3	
Approach LOS	E	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	110	738	411	154	1098	162	14	535	1433	164	41	234
Future Volume (vph)	110	738	411	154	1098	162	14	535	1433	164	41	234
Confl. Peds. (#/hr)								4				
Confl. Bikes (#/hr)										8		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	1%	2%	1%	1%	0%	1%	1%	3%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	769	428	160	1313	0	0	572	1493	171	0	287
Turn Type	pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	3	8	1!	7	4		1!	1	6		5	5
Permitted Phases	8		8							6		
Detector Phase	3	8	1	7	4		1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	5.0	7.0	7.0	5.0	5.0
Minimum Split (s)	12.1	25.1	11.6	12.1	36.0		11.6	11.6	32.6	32.6	11.6	11.6
Total Split (s)	12.1	31.4	24.1	16.7	36.0		24.1	24.1	40.6	40.6	16.3	16.3
Total Split (%)	11.5%	29.9%	23.0%	15.9%	34.3%		23.0%	23.0%	38.7%	38.7%	15.5%	15.5%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.7	2.7	2.2	2.7	2.7		2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	7.1	7.1	6.6	7.1	7.1			6.6	6.6	6.6		6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	None	None
Act Effct Green (s)	30.3	25.3	49.9	8.6	28.9			17.5	34.0	34.0		9.7
Actuated g/C Ratio	0.29	0.24	0.48	0.08	0.28			0.17	0.32	0.32		0.09
v/c Ratio	0.74	0.62	0.52	0.57	0.93			0.99	0.90	0.27		0.90
Control Delay (s/veh)	52.6	38.2	16.8	54.5	49.6			79.5	42.3	4.3		77.8
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay (s/veh)	52.6	38.2	16.8	54.5	49.6			79.5	42.3	4.3		77.8
LOS	D	D	B	D	D			E	D	A		E
Approach Delay (s/veh)		32.5			50.1				48.9			
Approach LOS		C			D				D			
Queue Length 50th (ft)	50	170	145	54	312			201	350	0		101
Queue Length 95th (ft)	#117	215	238	89	#406			#315	#421	40		#178
Internal Link Dist (ft)		2488			1279				21729			
Turn Bay Length (ft)	270		245	170				335		305		300
Base Capacity (vph)	156	1249	818	313	1405			578	1663	626		320
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.74	0.62	0.52	0.51	0.93			0.99	0.90	0.27		0.90

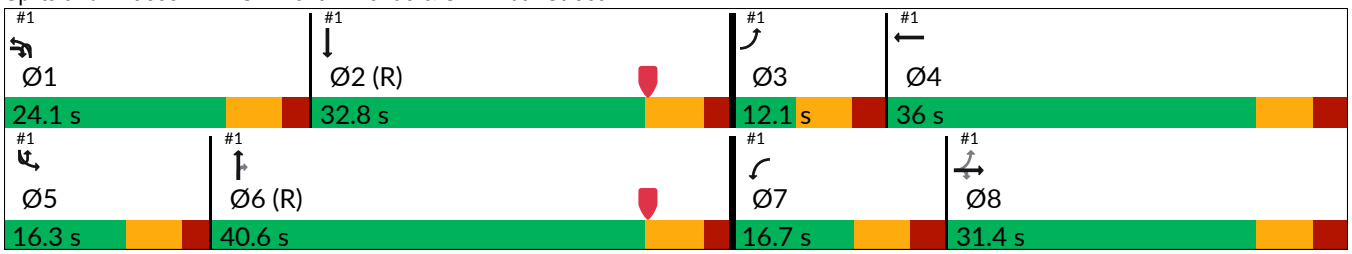
Intersection Summary
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 105

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1042	176
Future Volume (vph)	1042	176
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		4
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	1%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1268	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	32.6	
Total Split (s)	32.8	
Total Split (%)	31.2%	
Yellow Time (s)	4.4	
All-Red Time (s)	2.2	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.6	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Max	
Act Effct Green (s)	26.2	
Actuated g/C Ratio	0.25	
v/c Ratio	1.00	
Control Delay (s/veh)	65.4	
Queue Delay	0.0	
Total Delay (s/veh)	65.4	
LOS	E	
Approach Delay (s/veh)	67.7	
Approach LOS	E	
Queue Length 50th (ft)	~314	
Queue Length 95th (ft)	#423	
Internal Link Dist (ft)	5176	
Turn Bay Length (ft)		
Base Capacity (vph)	1262	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	1.00	

Intersection Summary

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay (s/veh): 50.4 Intersection LOS: D
Intersection Capacity Utilization 93.5% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
! Phase conflict between lane groups.

Splits and Phases: 1: SW 137th Avenue & SW 120th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	252	1199	113	271	1317	126	20	140	463	152	129	376
Future Volume (vph)	252	1199	113	271	1317	126	20	140	463	152	129	376
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.95		0.97	0.95	1.00		1.00	0.95		1.00	0.95
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.96		1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	3467	3524		3400	3539	1615		1789	3442		1805	3539
Flt Permitted	0.09	1.00		0.09	1.00	1.00		0.42	1.00		0.19	1.00
Satd. Flow (perm)	316	3524		305	3539	1615		784	3442		355	3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	262	1249	118	282	1372	131	21	146	482	158	134	392
RTOR Reduction (vph)	0	6	0	0	0	45	0	0	29	0	0	0
Lane Group Flow (vph)	263	1361	0	282	1372	86	0	167	611	0	134	392
Confl. Peds. (#/hr)			1	1			1					
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	1%	1%	1%	3%	2%	0%	0%	1%	1%	1%	0%	2%
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	pm+pt	NA		pm+pt	NA
Protected Phases	1	6		5	2	3	7	7	4		3	8
Permitted Phases	6			2		2	4	4			8	
Actuated Green, G (s)	53.2	46.2		54.8	47.0	54.0		32.0	25.0		32.0	25.0
Effective Green, g (s)	53.2	46.2		54.8	47.0	54.0		32.0	25.0		32.0	25.0
Actuated g/C Ratio	0.48	0.42		0.50	0.43	0.49		0.29	0.23		0.29	0.23
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		6.0	6.0		6.0	6.0
Vehicle Extension (s)	5.0	1.0		2.0	1.0	2.0		2.0	2.5		2.0	4.0
Lane Grp Cap (vph)	353	1480		371	1512	880		292	782		195	804
v/s Ratio Prot	0.05	0.39		c0.05	c0.39	0.01		0.04	c0.18		c0.04	0.11
v/s Ratio Perm	0.31			0.32		0.05		0.13			0.16	
v/c Ratio	0.75	0.92		0.76	0.91	0.10		0.57	0.78		0.69	0.49
Uniform Delay, d1	22.9	30.1		22.9	29.5	15.0		31.2	39.9		30.9	36.9
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	9.9	10.7		8.0	9.5	0.0		1.7	7.7		7.8	2.1
Delay (s)	32.8	40.8		30.9	39.0	15.0		32.9	47.6		38.6	39.0
Level of Service	C	D		C	D	B		C	D		D	D
Approach Delay (s/veh)		39.5			35.9				44.6			36.8
Approach LOS		D			D				D			D

Intersection Summary			
HCM 2000 Control Delay (s/veh)	38.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	89.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	144
Future Volume (vph)	144
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1615
Flt Permitted	1.00
Satd. Flow (perm)	1615
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	150
RTOR Reduction (vph)	63
Lane Group Flow (vph)	87
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	pm+ov
Protected Phases	1
Permitted Phases	8
Actuated Green, G (s)	32.0
Effective Green, g (s)	32.0
Actuated g/C Ratio	0.29
Clearance Time (s)	6.0
Vehicle Extension (s)	5.0
Lane Grp Cap (vph)	557
v/s Ratio Prot	0.01
v/s Ratio Perm	0.04
v/c Ratio	0.16
Uniform Delay, d1	29.0
Progression Factor	1.00
Incremental Delay, d2	0.3
Delay (s)	29.2
Level of Service	C
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	252	1199	113	271	1317	126	20	140	463	152	129	376
Future Volume (vph)	252	1199	113	271	1317	126	20	140	463	152	129	376
Confl. Peds. (#/hr)			1	1			1					
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	3%	2%	0%	0%	1%	1%	1%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	263	1367	0	282	1372	131	0	167	640	0	134	392
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	pm+pt	NA		pm+pt	NA
Protected Phases	1	6		5	2	3	7	7	4		3	8
Permitted Phases	6			2		2	4	4			8	
Detector Phase	1	6		5	2	3	7	7	4		3	8
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	10.0		7.0	10.0
Minimum Split (s)	13.0	31.0		13.0	31.0	13.0	13.0	13.0	31.0		13.0	31.0
Total Split (s)	13.0	52.0		14.0	53.0	13.0	13.0	13.0	31.0		13.0	31.0
Total Split (%)	11.8%	47.3%		12.7%	48.2%	11.8%	11.8%	11.8%	28.2%		11.8%	28.2%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max		None	C-Max	None	None	None	Max		None	Max
Act Effct Green (s)	53.2	46.2		54.8	47.0	60.0		32.0	25.0		32.0	25.0
Actuated g/C Ratio	0.48	0.42		0.50	0.43	0.55		0.29	0.23		0.29	0.23
v/c Ratio	0.74	0.92		0.76	0.91	0.14		0.57	0.79		0.69	0.49
Control Delay (s/veh)	31.2	41.3		32.4	39.5	5.0		36.4	45.8		46.1	39.4
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	31.2	41.3		32.4	39.5	5.0		36.4	45.8		46.1	39.4
LOS	C	D		C	D	A		D	D		D	D
Approach Delay (s/veh)		39.6			35.9				43.8			34.7
Approach LOS		D			D				D			C
Queue Length 50th (ft)	45	473		51	474	13		85	214		66	129
Queue Length 95th (ft)	#98	#626		#109	#624	42		141	283		#117	178
Internal Link Dist (ft)		2576			2598				269			2571
Turn Bay Length (ft)	150			95							245	
Base Capacity (vph)	354	1486		377	1512	921		291	810		195	804
Starvation Cap Reductn	0	0		0	0	0		0	0		0	0
Spillback Cap Reductn	0	0		0	0	0		0	0		0	0
Storage Cap Reductn	0	0		0	0	0		0	0		0	0
Reduced v/c Ratio	0.74	0.92		0.75	0.91	0.14		0.57	0.79		0.69	0.49

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Yellow
Natural Cycle: 100



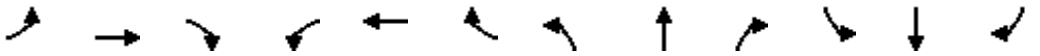
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	144
Future Volume (vph)	144
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	150
Turn Type	pm+ov
Protected Phases	1
Permitted Phases	8
Detector Phase	1
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	13.0
Total Split (s)	13.0
Total Split (%)	11.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	38.0
Actuated g/C Ratio	0.35
v/c Ratio	0.24
Control Delay (s/veh)	12.3
Queue Delay	0.0
Total Delay (s/veh)	12.3
LOS	B
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	29
Queue Length 95th (ft)	76
Internal Link Dist (ft)	
Turn Bay Length (ft)	175
Base Capacity (vph)	616
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.24

Intersection Summary

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay (s/veh): 38.3 Intersection LOS: D
Intersection Capacity Utilization 89.3% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: SW 120th Street & SW 127th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	1174	70	465	1606	393	39	149	632	241	187	74
Future Volume (vph)	49	1174	70	465	1606	393	39	149	632	241	187	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.2	6.0	6.0	6.5	6.5	6.5	6.5	6.5	
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	1.00	0.91	0.91	0.91	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.93	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	
Satd. Flow (prot)	1770	5095		3367	5085	1580	1805	1587	2882	1595	3246	
Flt Permitted	0.12	1.00		0.10	1.00	1.00	0.95	1.00	1.00	0.95	0.99	
Satd. Flow (perm)	226	5095		362	5085	1580	1805	1587	2882	1595	3246	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	52	1236	74	489	1691	414	41	157	665	254	197	78
RTOR Reduction (vph)	0	5	0	0	0	208	0	23	364	0	23	0
Lane Group Flow (vph)	52	1305	0	489	1691	206	41	267	168	175	331	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	1%	0%	4%	2%	1%	0%	1%	2%	3%	1%	3%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA	Prot	Split	NA	
Protected Phases	1	6		5	2		4	4	4	3	3	
Permitted Phases	6			2		2						
Actuated Green, G (s)	37.3	33.0		54.1	43.8	43.8	28.0	28.0	28.0	18.9	18.9	
Effective Green, g (s)	37.3	33.0		54.1	43.8	43.8	28.0	28.0	28.0	18.9	18.9	
Actuated g/C Ratio	0.31	0.28		0.45	0.37	0.37	0.23	0.23	0.23	0.16	0.16	
Clearance Time (s)	6.0	6.0		6.2	6.0	6.0	6.5	6.5	6.5	6.5	6.5	
Vehicle Extension (s)	2.0	2.7		2.0	2.7	2.7	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	125	1401		536	1856	576	421	370	672	251	511	
v/s Ratio Prot	0.01	0.26		c0.11	c0.33		0.02	c0.17	0.06	c0.11	0.10	
v/s Ratio Perm	0.11			c0.30		0.13						
v/c Ratio	0.42	0.93		0.91	0.91	0.36	0.10	0.72	0.25	0.70	0.65	
Uniform Delay, d1	31.8	42.4		33.3	36.2	27.8	36.1	42.4	37.4	47.8	47.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.8	12.4		19.6	8.2	1.7	0.1	6.4	0.1	7.5	2.5	
Delay (s)	32.6	54.8		52.9	44.5	29.6	36.2	48.8	37.6	55.4	49.9	
Level of Service	C	D		D	D	C	D	D	D	E	D	
Approach Delay (s/veh)		54.0			43.7			41.3			51.7	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.2
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	1174	70	465	1606	393	39	149	632	241	187	74
Future Volume (vph)	49	1174	70	465	1606	393	39	149	632	241	187	74
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	4%	2%	1%	0%	1%	2%	3%	1%	3%
Shared Lane Traffic (%)									20%	31%		
Lane Group Flow (vph)	52	1310	0	489	1691	414	41	290	532	175	354	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA	Prot	Split	NA	
Protected Phases	1	6		5	2		4	4	4	3	3	
Permitted Phases	6			2		2						
Detector Phase	1	6		5	2	2	4	4	4	3	3	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	11.0	34.0		11.2	34.0	34.0	24.5	24.5	24.5	37.5	37.5	
Total Split (s)	11.0	36.1		20.0	45.1	45.1	26.4	26.4	26.4	37.5	37.5	
Total Split (%)	9.2%	30.1%		16.7%	37.6%	37.6%	22.0%	22.0%	22.0%	31.3%	31.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.2	2.0	2.0	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.2	6.0	6.0	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	38.3	33.0		53.9	45.0	45.0	28.0	28.0	28.0	18.9	18.9	
Actuated g/C Ratio	0.32	0.28		0.45	0.38	0.38	0.23	0.23	0.23	0.16	0.16	
v/c Ratio	0.37	0.93		0.91	0.89	0.52	0.10	0.74	0.51	0.70	0.66	
Control Delay (s/veh)	29.6	55.3		53.0	43.4	9.9	37.4	50.8	7.7	61.8	49.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	29.6	55.3		53.0	43.4	9.9	37.4	50.8	7.7	61.8	49.4	
LOS	C	E		D	D	A	D	D	A	E	D	
Approach Delay (s/veh)		54.3			39.8			23.6			53.5	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	24	~396		153	~517	48	24	201	18	146	133	
Queue Length 95th (ft)	50	#494		#271	#616	146	58	#383	71	217	174	
Internal Link Dist (ft)		2598			1922			2684			1905	
Turn Bay Length (ft)	190			495			120			145		
Base Capacity (vph)	140	1407		535	1907	797	420	392	1036	412	858	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.37	0.93		0.91	0.89	0.52	0.10	0.74	0.51	0.42	0.41	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

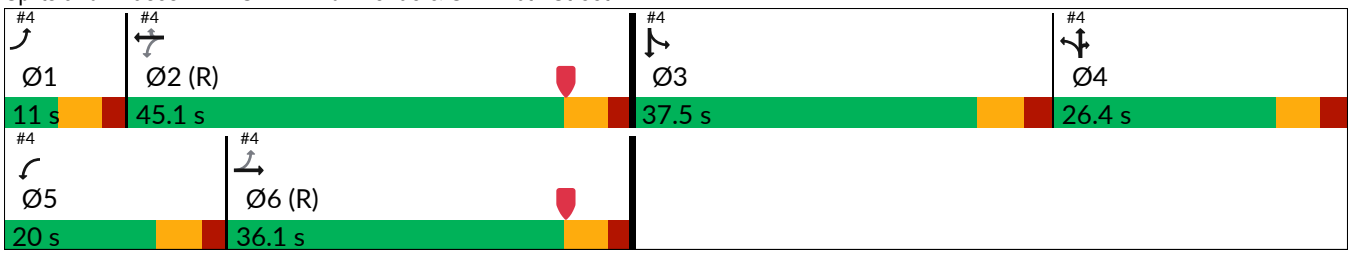
Maximum v/c Ratio: 0.93

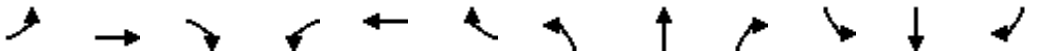
Intersection Signal Delay (s/veh): 42.2	Intersection LOS: D
Intersection Capacity Utilization 83.8%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SW 122nd Avenue & SW 120th Street





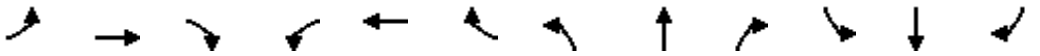
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	716	392	213	754	255	360	493	204	325	1004	18
Future Volume (veh/h)	31	716	392	213	754	255	360	493	204	325	1004	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1900	1885	1870	1885	1885	1900	1870	1856	1885	1841	1811
Adj Flow Rate, veh/h	33	770	422	229	811	274	387	530	0	349	1080	19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	0	1	2	1	1	0	2	3	1	4	6
Cap, veh/h	168	846	555	256	1085	675	418	1083		457	1093	523
Arrive On Green	0.03	0.23	0.23	0.10	0.30	0.30	0.12	0.30	0.00	0.13	0.31	0.31
Sat Flow, veh/h	1711	3610	1559	1781	3582	1561	3510	3647	0	1795	3497	1530
Grp Volume(v), veh/h	33	770	422	229	811	274	387	530	0	349	1080	19
Grp Sat Flow(s),veh/h/ln	1711	1805	1559	1781	1791	1561	1755	1777	0	1795	1749	1530
Q Serve(g_s), s	1.5	21.8	24.6	10.0	21.4	12.8	11.5	12.8	0.0	13.3	32.3	0.9
Cycle Q Clear(g_c), s	1.5	21.8	24.6	10.0	21.4	12.8	11.5	12.8	0.0	13.3	32.3	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	846	555	256	1085	675	418	1083		457	1093	523
V/C Ratio(X)	0.20	0.91	0.76	0.90	0.75	0.41	0.93	0.49		0.76	0.99	0.04
Avail Cap(c_a), veh/h	199	846	555	256	1085	675	418	1083		457	1093	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	39.1	30.1	28.6	33.0	20.7	45.8	29.8	0.0	23.3	35.9	23.0
Incr Delay (d2), s/veh	0.7	15.6	9.4	30.7	4.7	1.8	26.7	1.6	0.0	8.0	24.6	0.1
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(95%),veh/ln	1.2	16.6	15.9	10.4	14.7	8.4	10.6	9.3	0.0	11.1	23.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.7	54.7	39.5	59.4	37.7	22.5	72.5	31.4	0.0	31.3	60.5	23.2
LnGrp LOS	C	D	D	E	D	C	E	C		C	E	C
Approach Vol, veh/h		1225			1314			917			1448	
Approach Delay, s/veh		48.8			38.3			48.7			53.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	38.2	19.3	38.0	16.7	31.0	18.5	38.8
Change Period (Y+Rc), s	6.4	6.4	6.0	6.0	6.4	6.4	6.0	6.0
Max Green Setting (Gmax), s	5.0	29.9	13.3	32.0	10.3	24.6	12.5	32.8
Max Q Clear Time (g_c+I1), s	3.5	23.4	15.3	14.8	12.0	26.6	13.5	34.3
Green Ext Time (p_c), s	0.0	1.4	0.0	4.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	47.2
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	716	392	213	754	255	360	493	204	325	1004	18
Future Volume (vph)	31	716	392	213	754	255	360	493	204	325	1004	18
Confl. Peds. (#/hr)	9					9			3	3		
Confl. Bikes (#/hr)			1			3						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	0%	1%	2%	1%	1%	0%	2%	3%	1%	4%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	770	422	229	811	274	387	749	0	349	1080	19
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4		3	8	1
Permitted Phases	6		6	2		2				8		8
Detector Phase	1	6	7	5	2	3	7	4		3	8	1
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	7.0		5.0	7.0	5.0
Minimum Split (s)	11.4	24.4	11.0	11.4	33.4	11.0	11.0	38.0		11.0	24.0	11.4
Total Split (s)	11.4	31.0	18.5	16.7	36.3	19.3	18.5	38.0		19.3	38.8	11.4
Total Split (%)	10.9%	29.5%	17.6%	15.9%	34.6%	18.4%	17.6%	36.2%		18.4%	37.0%	10.9%
Yellow Time (s)	4.4	4.4	4.0	4.4	4.4	4.0	4.0	4.0		4.0	4.0	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.0	6.4	6.4	6.0	6.0	6.0		6.0	6.0	6.4
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max	None	None	Max	None	None	Max		None	Max	None
Act Effct Green (s)	29.6	24.6	37.5	40.6	34.5	48.2	12.5	32.0		46.1	32.8	43.8
Actuated g/C Ratio	0.28	0.23	0.36	0.39	0.33	0.46	0.12	0.30		0.44	0.31	0.42
v/c Ratio	0.19	0.91	0.67	0.97	0.69	0.33	0.93	0.70		1.04	1.00	0.03
Control Delay (s/veh)	23.1	55.5	24.3	78.4	35.5	6.5	76.3	33.6		83.4	63.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	23.1	55.5	24.3	78.4	35.5	6.5	76.3	33.6		83.4	63.2	0.1
LOS	C	E	C	E	D	A	E	C		F	E	A
Approach Delay (s/veh)		43.9			36.9			48.1			67.3	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	14	266	166	111	267	30	134	217		~174	391	0
Queue Length 95th (ft)	35	#376	269	#269	342	81	#223	288		#358	#544	0
Internal Link Dist (ft)		2796			2409			10899			2595	
Turn Bay Length (ft)	250		250			190	150			85		85
Base Capacity (vph)	176	845	629	237	1172	825	416	1070		336	1084	692
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.19	0.91	0.67	0.97	0.69	0.33	0.93	0.70		1.04	1.00	0.03

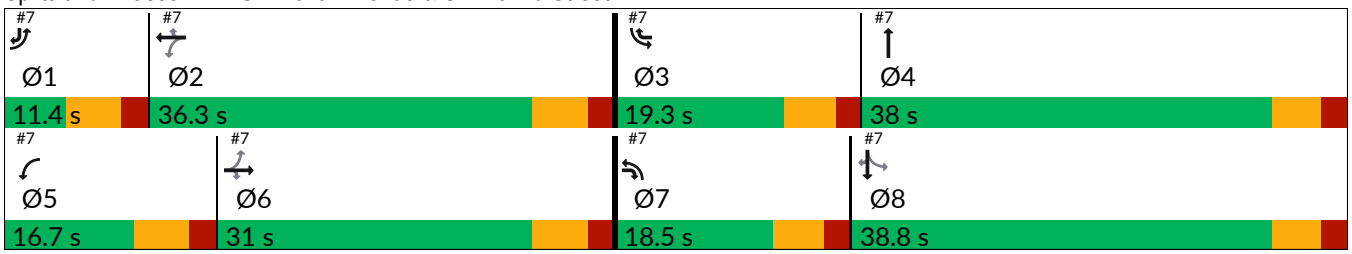
Intersection Summary
Cycle Length: 105
Actuated Cycle Length: 105
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

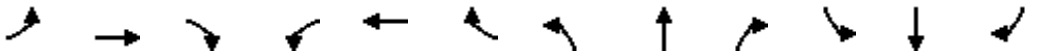
Maximum v/c Ratio: 1.04

Intersection Signal Delay (s/veh): 49.6	Intersection LOS: D
Intersection Capacity Utilization 96.9%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

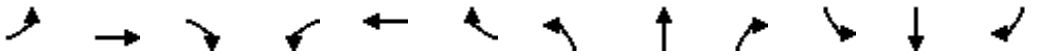
Splits and Phases: 7: SW 157th Avenue & SW 152nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	434	3	1	248	395	0	1	3	537	1	464
Future Volume (vph)	365	434	3	1	248	395	0	1	3	537	1	464
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.5			6.5			6.0		6.4	6.4	6.4
Lane Util. Factor	1.00	1.00			1.00			1.00		0.95	0.95	1.00
Frt	1.00	1.00			0.92			0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00			1.00		0.95	0.95	1.00
Satd. Flow (prot)	1770	1775			1671			1708		1618	1622	1509
Flt Permitted	0.21	1.00			1.00			1.00		0.95	0.95	1.00
Satd. Flow (perm)	394	1775			1670			1708		1618	1622	1509
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	388	462	3	1	264	420	0	1	3	571	1	494
RTOR Reduction (vph)	0	0	0	0	49	0	0	3	0	0	0	326
Lane Group Flow (vph)	388	465	0	0	636	0	0	1	0	285	287	168
Heavy Vehicles (%)	2%	7%	0%	0%	8%	2%	0%	0%	0%	6%	0%	7%
Turn Type	pm+pt	NA		Perm	NA			NA		Split	NA	pm+ov
Protected Phases	1	6			2		4	4		3	3	1
Permitted Phases	6			2								3
Actuated Green, G (s)	59.8	59.8			40.7			1.2		22.0	22.0	34.7
Effective Green, g (s)	59.8	59.8			40.7			1.2		22.0	22.0	34.7
Actuated g/C Ratio	0.59	0.59			0.40			0.01		0.22	0.22	0.34
Clearance Time (s)	6.4	6.5			6.5			6.0		6.4	6.4	6.4
Vehicle Extension (s)	4.0	1.0			1.0			3.0		4.0	4.0	4.0
Lane Grp Cap (vph)	402	1041			667			20		349	350	513
v/s Ratio Prot	c0.12	0.26						c0.00		0.18	c0.18	0.04
v/s Ratio Perm	c0.45				0.38							0.07
v/c Ratio	0.97	0.45			0.95			0.05		0.82	0.82	0.33
Uniform Delay, d1	17.4	11.8			29.7			49.8		38.0	38.1	24.9
Progression Factor	1.00	1.00			1.00			1.00		1.00	1.00	1.00
Incremental Delay, d2	35.7	1.4			25.1			1.1		14.4	14.8	0.5
Delay (s)	53.1	13.2			54.8			50.9		52.4	52.9	25.5
Level of Service	D	B			D			D		D	D	C
Approach Delay (s/veh)		31.4			54.8			50.9			40.0	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	41.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	101.9	Sum of lost time (s)	25.3
Intersection Capacity Utilization	98.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	434	3	1	248	395	0	1	3	537	1	464
Future Volume (vph)	365	434	3	1	248	395	0	1	3	537	1	464
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	7%	0%	0%	8%	2%	0%	0%	0%	6%	0%	7%
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	388	465	0	0	685	0	0	4	0	285	287	494
Turn Type	pm+pt	NA		Perm	NA			NA		Split	NA	pm+ov
Protected Phases	1	6			2		4	4		3	3	1
Permitted Phases	6			2								3
Detector Phase	1	6		2	2		4	4		3	3	1
Switch Phase												
Minimum Initial (s)	5.0	16.0		16.0	16.0		7.0	7.0		7.0	7.0	5.0
Minimum Split (s)	11.4	24.5		24.5	24.5		13.0	13.0		13.4	13.4	11.4
Total Split (s)	19.0	66.0		47.0	47.0		13.0	13.0		31.0	31.0	19.0
Total Split (%)	17.3%	60.0%		42.7%	42.7%		11.8%	11.8%		28.2%	28.2%	17.3%
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.4	4.4	4.4
All-Red Time (s)	2.0	2.1		2.1	2.1		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.5			6.5			6.0		6.4	6.4	6.4
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		Max	Max		None	None		None	None	None
Act Effct Green (s)	59.9	59.8			40.7			7.0		22.0	22.0	40.0
Actuated g/C Ratio	0.62	0.62			0.42			0.07		0.23	0.23	0.41
v/c Ratio	0.92	0.43			0.92			0.03		0.78	0.78	0.54
Control Delay (s/veh)	42.7	12.5			43.5			34.3		51.4	51.6	3.9
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	0.0
Total Delay (s/veh)	42.7	12.5			43.5			34.3		51.4	51.6	3.9
LOS	D	B			D			C		D	D	A
Approach Delay (s/veh)		26.2			43.5			34.3			29.5	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	110	145			375			1		175	169	0
Queue Length 95th (ft)	#368	297			#754			12		#355	#340	53
Internal Link Dist (ft)		3881			2659			363			10899	
Turn Bay Length (ft)	470											
Base Capacity (vph)	422	1093			747			126		411	413	912
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	0.92	0.43			0.92			0.03		0.69	0.69	0.54

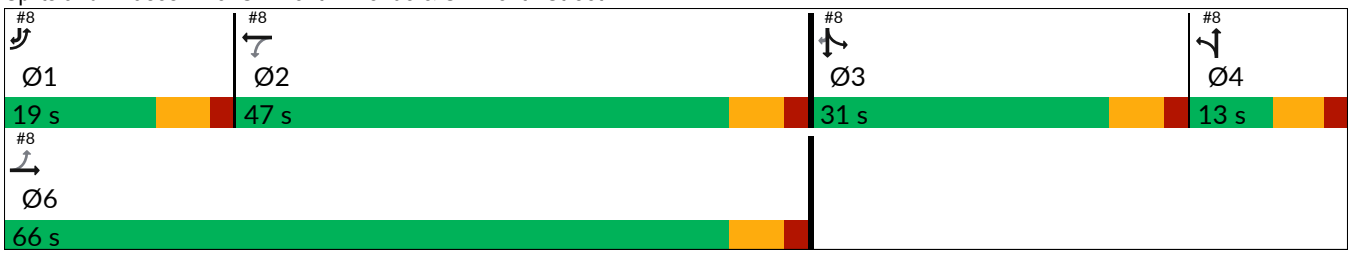
Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 97.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 32.1	Intersection LOS: C

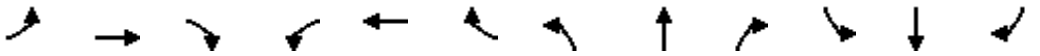
Intersection Capacity Utilization 98.1% ICU Level of Service F

Analysis Period (min) 15

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: SW 157th Avenue & SW 184th Street





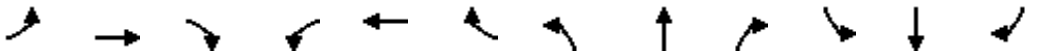
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	649	350	206	575	349	222	260	224	226	377	32
Future Volume (veh/h)	29	649	350	206	575	349	222	260	224	226	377	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1826	1781	1781	1826	1900	1856	1885	1781	1870	1870	1796
Adj Flow Rate, veh/h	30	662	357	210	587	356	227	265	229	231	385	33
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	5	8	8	5	0	3	1	8	2	2	7
Cap, veh/h	159	1120	629	295	712	777	341	559	580	396	554	489
Arrive On Green	0.03	0.32	0.32	0.09	0.39	0.39	0.10	0.30	0.30	0.10	0.30	0.30
Sat Flow, veh/h	1810	3469	1478	1697	1826	1576	1767	1885	1490	1781	1870	1522
Grp Volume(v), veh/h	30	662	357	210	587	356	227	265	229	231	385	33
Grp Sat Flow(s),veh/h/ln	1810	1735	1478	1697	1826	1576	1767	1885	1490	1781	1870	1522
Q Serve(g_s), s	1.5	21.6	24.8	10.9	39.0	20.1	12.0	15.5	15.0	12.1	24.6	2.0
Cycle Q Clear(g_c), s	1.5	21.6	24.8	10.9	39.0	20.1	12.0	15.5	15.0	12.1	24.6	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	1120	629	295	712	777	341	559	580	396	554	489
V/C Ratio(X)	0.19	0.59	0.57	0.71	0.82	0.46	0.67	0.47	0.39	0.58	0.69	0.07
Avail Cap(c_a), veh/h	321	1120	629	295	712	777	341	559	580	396	554	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	38.2	29.6	28.5	37.0	22.6	31.1	38.9	29.9	29.4	42.1	31.8
Incr Delay (d2), s/veh	0.7	2.3	3.7	8.1	10.5	1.9	5.2	2.9	2.0	2.4	7.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	14.4	14.4	8.6	26.1	12.3	9.3	12.0	9.6	9.2	18.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.4	40.5	33.2	36.6	47.5	24.6	36.3	41.8	31.9	31.8	49.1	32.0
LnGrp LOS	C	D	C	D	D	C	D	D	C	C	D	C
Approach Vol, veh/h		1049			1153			721			649	
Approach Delay, s/veh		37.8			38.5			36.9			42.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	59.0	20.0	46.0	19.0	50.0	20.0	46.0
Change Period (Y+Rc), s	6.6	6.4	6.4	6.0	6.6	6.4	6.4	6.0
Max Green Setting (Gmax), s	15.4	40.6	13.6	40.0	12.4	43.6	13.6	40.0
Max Q Clear Time (g_c+I1), s	3.5	41.0	14.1	17.5	12.9	26.8	14.0	26.6
Green Ext Time (p_c), s	0.0	0.0	0.0	2.7	0.0	1.6	0.0	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	38.6
HCM 7th LOS	D

Notes

User approved changes to right turn type.



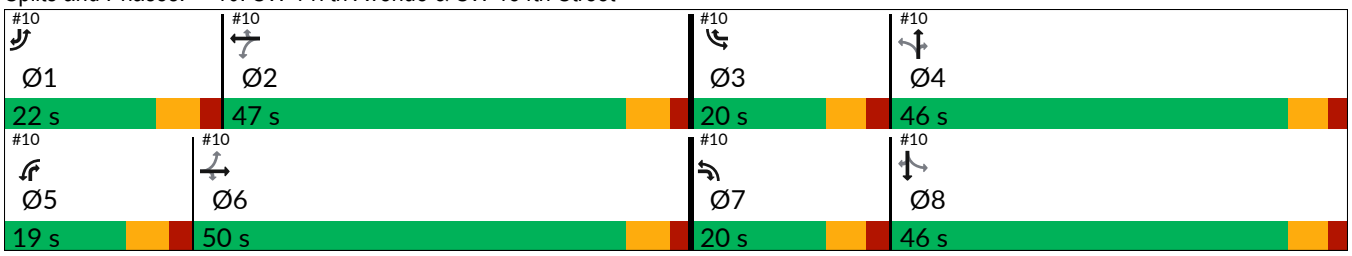
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	649	350	206	575	349	222	260	224	226	377	32
Future Volume (vph)	29	649	350	206	575	349	222	260	224	226	377	32
Confl. Bikes (#/hr)			1			1			1			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	5%	8%	8%	5%	0%	3%	1%	8%	2%	2%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	662	357	210	587	356	227	265	229	231	385	33
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.6	24.4	11.4	11.6	39.4	11.4	11.4	24.0	11.6	11.4	24.0	11.6
Total Split (s)	22.0	50.0	20.0	19.0	47.0	20.0	20.0	46.0	19.0	20.0	46.0	22.0
Total Split (%)	16.3%	37.0%	14.8%	14.1%	34.8%	14.8%	14.8%	34.1%	14.1%	14.8%	34.1%	16.3%
Yellow Time (s)	4.4	4.4	4.0	4.4	4.4	4.0	4.0	4.0	4.4	4.0	4.0	4.4
All-Red Time (s)	2.2	2.0	2.4	2.2	2.0	2.4	2.4	2.0	2.2	2.4	2.0	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.4	6.4	6.6	6.4	6.4	6.4	6.0	6.6	6.4	6.0	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	Max	None	None	Max	None	None	Max	None
Act Effct Green (s)	50.7	43.6	56.9	61.0	51.3	64.6	52.9	40.0	51.8	52.9	40.0	53.3
Actuated g/C Ratio	0.38	0.32	0.42	0.45	0.38	0.48	0.39	0.30	0.38	0.39	0.30	0.40
v/c Ratio	0.15	0.59	0.48	0.70	0.85	0.39	0.72	0.47	0.35	0.56	0.70	0.05
Control Delay (s/veh)	22.2	40.9	12.3	36.7	52.5	5.1	39.3	42.2	12.2	30.7	49.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.2	40.9	12.3	36.7	52.5	5.1	39.3	42.2	12.2	30.7	49.8	0.2
LOS	C	D	B	D	D	A	D	D	B	C	D	A
Approach Delay (s/veh)		30.6			35.0			31.7			40.5	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	14	266	88	118	503	26	129	192	55	130	305	0
Queue Length 95th (ft)	33	334	174	#186	#751	83	#193	280	120	194	426	0
Internal Link Dist (ft)		313			5264			5542			3213	
Turn Bay Length (ft)	120		115	105			125		85	120		150
Base Capacity (vph)	307	1113	740	300	689	919	320	558	649	418	553	731
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.59	0.48	0.70	0.85	0.39	0.71	0.47	0.35	0.55	0.70	0.05

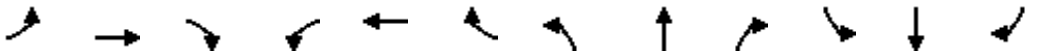
Intersection Summary
Cycle Length: 135
Actuated Cycle Length: 134.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 34.1	Intersection LOS: C
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: SW 147th Avenue & SW 184th Street

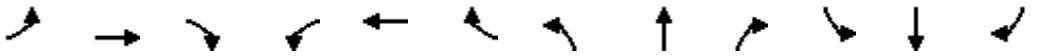




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	317	26	28	344	79	20	503	63	68	620	191
Future Volume (vph)	161	317	26	28	344	79	20	503	63	68	620	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8			6.8			6.0			6.0	6.0
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Frt	1.00	0.99			0.98			0.99			1.00	0.85
Flt Protected	0.95	1.00			1.00			1.00			1.00	1.00
Satd. Flow (prot)	1805	1782			1773			1832			1854	1509
Flt Permitted	0.35	1.00			0.96			0.94			0.90	1.00
Satd. Flow (perm)	666	1782			1702			1720			1669	1509
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	166	327	27	29	355	81	21	519	65	70	639	197
RTOR Reduction (vph)	0	4	0	0	9	0	0	4	0	0	0	62
Lane Group Flow (vph)	166	350	0	0	456	0	0	601	0	0	709	135
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	0%	5%	8%	8%	5%	0%	3%	1%	8%	2%	2%	7%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		8
Actuated Green, G (s)	26.2	26.2			26.2			41.0			41.0	41.0
Effective Green, g (s)	26.2	26.2			26.2			41.0			41.0	41.0
Actuated g/C Ratio	0.33	0.33			0.33			0.51			0.51	0.51
Clearance Time (s)	6.8	6.8			6.8			6.0			6.0	6.0
Vehicle Extension (s)	1.0	1.0			1.0			4.5			2.5	2.5
Lane Grp Cap (vph)	218	583			557			881			855	773
v/s Ratio Prot		0.20										
v/s Ratio Perm	0.25				c0.27			0.35			c0.42	0.09
v/c Ratio	0.76	0.60			0.82			0.68			0.83	0.17
Uniform Delay, d1	24.1	22.5			24.7			14.6			16.5	10.4
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	21.9	4.5			12.6			4.3			6.4	0.5
Delay (s)	46.0	27.0			37.3			18.9			22.9	10.9
Level of Service	D	C			D			B			C	B
Approach Delay (s/veh)		33.1			37.3			18.9			20.3	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	121.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

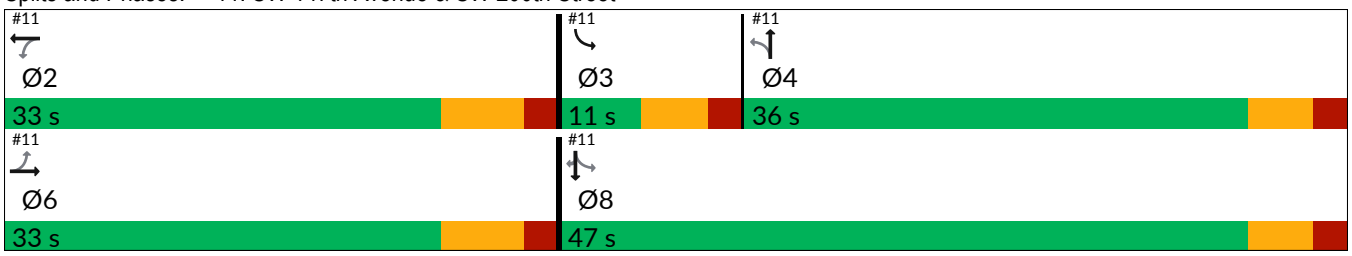


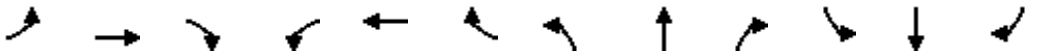
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	317	26	28	344	79	20	503	63	68	620	191
Future Volume (vph)	161	317	26	28	344	79	20	503	63	68	620	191
Confl. Bikes (#/hr)			1						1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	8%	8%	5%	0%	3%	1%	8%	2%	2%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	354	0	0	465	0	0	605	0	0	709	197
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		8
Detector Phase	6	6		2	2		4	4		3	8	8
Switch Phase												
Minimum Initial (s)	18.0	18.0		18.0	18.0		7.0	7.0		5.0	7.0	7.0
Minimum Split (s)	24.8	24.8		24.8	24.8		24.0	24.0		11.0	24.0	24.0
Total Split (s)	33.0	33.0		33.0	33.0		36.0	36.0		11.0	47.0	47.0
Total Split (%)	41.3%	41.3%		41.3%	41.3%		45.0%	45.0%		13.8%	58.8%	58.8%
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.8	6.8			6.8			6.0			6.0	6.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max		Max	Max		Max	Max		None	Max	Max
Act Effct Green (s)	26.2	26.2			26.2			41.0			41.0	41.0
Actuated g/C Ratio	0.33	0.33			0.33			0.51			0.51	0.51
v/c Ratio	0.76	0.60			0.82			0.68			0.83	0.24
Control Delay (s/veh)	49.7	27.3			38.1			19.3			27.1	4.9
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	49.7	27.3			38.1			19.3			27.1	4.9
LOS	D	C			D			B			C	A
Approach Delay (s/veh)		34.5			38.1			19.3			22.3	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	73	150			214			212			287	17
Queue Length 95th (ft)	#178	241			#381			332			#510	52
Internal Link Dist (ft)		4089			5267			5302			5542	
Turn Bay Length (ft)												100
Base Capacity (vph)	217	587			566			885			855	835
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.76	0.60			0.82			0.68			0.83	0.24

Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 80
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 27.1 Intersection LOS: C
Intersection Capacity Utilization 121.1% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SW 147th Avenue & SW 200th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	377	55	61	299	110	59	341	68	163	587	28
Future Volume (vph)	25	377	55	61	299	110	59	341	68	163	587	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4			6.4	6.4	6.4	6.4		6.4	6.4	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.98			1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected		1.00			0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1783			1789	1615	1736	1828		1787	1834	
Flt Permitted		0.93			0.74	1.00	0.21	1.00		0.31	1.00	
Satd. Flow (perm)		1657			1331	1615	377	1828		584	1834	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	26	389	57	63	308	113	61	352	70	168	605	29
RTOR Reduction (vph)	0	2	0	0	0	67	0	4	0	0	1	0
Lane Group Flow (vph)	0	470	0	0	371	46	61	418	0	168	633	0
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	9%	4%	4%	2%	6%	0%	4%	1%	3%	1%	3%	0%
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases	6			2		2	4			8		
Actuated Green, G (s)		78.6			78.6	78.6	87.3	80.7		102.6	89.6	
Effective Green, g (s)		78.6			78.6	78.6	87.3	80.7		102.6	89.6	
Actuated g/C Ratio		0.41			0.41	0.41	0.45	0.42		0.53	0.46	
Clearance Time (s)		6.4			6.4	6.4	6.4	6.4		6.4	6.4	
Vehicle Extension (s)		1.0			1.0	1.0	3.5	6.0		3.5	6.0	
Lane Grp Cap (vph)		671			539	654	215	760		404	847	
v/s Ratio Prot							0.01	0.23		c0.03	c0.35	
v/s Ratio Perm		c0.28			0.28	0.03	0.12			0.19		
v/c Ratio		0.70			0.69	0.07	0.28	0.55		0.42	0.75	
Uniform Delay, d1		47.9			47.6	35.3	35.2	42.9		27.5	42.9	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.3			7.0	0.2	0.9	2.9		0.8	6.0	
Delay (s)		51.2			54.6	35.5	36.1	45.8		28.3	48.9	
Level of Service		D			D	D	D	D		C	D	
Approach Delay (s/veh)		51.2			50.2			44.6			44.6	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	47.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	194.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	96.7%	ICU Level of Service	F
Analysis Period (min)	15		

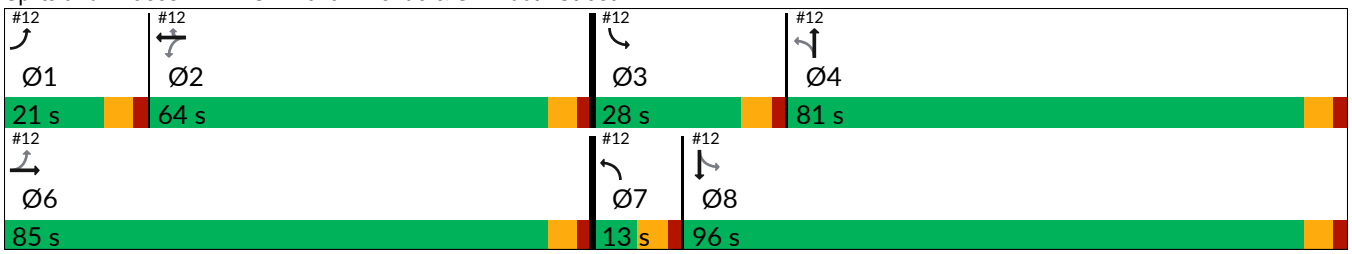
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	377	55	61	299	110	59	341	68	163	587	28
Future Volume (vph)	25	377	55	61	299	110	59	341	68	163	587	28
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	9%	4%	4%	2%	6%	0%	4%	1%	3%	1%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	472	0	0	371	113	61	422	0	168	634	0
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases	6			2		2	4			8		
Detector Phase	1	6		2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	18.0		18.0	18.0	18.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.4	24.4		24.4	24.4	24.4	11.4	24.4		11.4	24.4	
Total Split (s)	21.0	85.0		64.0	64.0	64.0	13.0	81.0		28.0	96.0	
Total Split (%)	10.8%	43.8%		33.0%	33.0%	33.0%	6.7%	41.8%		14.4%	49.5%	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.4			6.4	6.4	6.4	6.4		6.4	6.4	
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Max		Max	Max	Max	None	Max		None	Max	
Act Effct Green (s)		78.6			78.6	78.6	87.3	80.7		102.2	89.6	
Actuated g/C Ratio		0.41			0.41	0.41	0.45	0.42		0.53	0.46	
v/c Ratio		0.70			0.69	0.16	0.28	0.55		0.42	0.75	
Control Delay (s/veh)		54.2			55.6	3.9	26.8	46.3		27.1	49.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		54.2			55.6	3.9	26.8	46.3		27.1	49.5	
LOS		D			E	A	C	D		C	D	
Approach Delay (s/veh)		54.2			43.5			43.8			44.8	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)		513			409	0	39	405		111	675	
Queue Length 95th (ft)		664			552	33	68	549		161	848	
Internal Link Dist (ft)		5267			2213			1387			5217	
Turn Bay Length (ft)						130	230			220		
Base Capacity (vph)		674			539	729	215	763		442	848	
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		0.70			0.69	0.16	0.28	0.55		0.38	0.75	

Intersection Summary
Cycle Length: 194
Actuated Cycle Length: 194
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 46.3
Intersection LOS: D
Intersection Capacity Utilization 96.7%
ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 12: SW 137th Avenue & SW 200th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	831	0	320	1	0	1225	565	229	1474
Future Volume (vph)	0	0	0	831	0	320	1	0	1225	565	229	1474
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0		6.0			6.0	6.0	6.0	6.0
Lane Util. Factor				0.97		1.00			0.95	1.00	1.00	0.95
Frpb, ped/bikes				1.00		1.00			1.00	1.00	1.00	1.00
Flpb, ped/bikes				1.00		1.00			1.00	1.00	1.00	1.00
Frt				1.00		0.85			1.00	0.85	1.00	1.00
Flt Protected				0.95		1.00			1.00	1.00	0.95	1.00
Satd. Flow (prot)				3433		1613			3574	1583	1787	3505
Flt Permitted				0.95		1.00			0.95	1.00	0.10	1.00
Satd. Flow (perm)				3433		1613			3410	1583	184	3505
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	857	0	330	1	0	1263	582	236	1520
RTOR Reduction (vph)	0	0	0	0	0	186	0	0	0	233	0	0
Lane Group Flow (vph)	0	0	0	857	0	144	0	0	1264	349	236	1521
Confl. Peds. (#/hr)						1						
Heavy Vehicles (%)	0%	0%	33%	2%	0%	0%	0%	0%	1%	2%	1%	3%
Turn Type				Prot		Perm	Perm		NA	Perm	pm+pt	NA
Protected Phases				4					6		5	2
Permitted Phases						4	6	6		6	2	
Actuated Green, G (s)				26.9		26.9			34.9	34.9	51.1	51.1
Effective Green, g (s)				26.9		26.9			34.9	34.9	51.1	51.1
Actuated g/C Ratio				0.30		0.30			0.39	0.39	0.57	0.57
Clearance Time (s)				6.0		6.0			6.0	6.0	6.0	6.0
Vehicle Extension (s)				2.5		2.5			1.0	1.0	2.0	1.0
Lane Grp Cap (vph)				1026		482			1322	613	286	1990
v/s Ratio Prot				c0.25							0.09	c0.43
v/s Ratio Perm						0.09			c0.37	0.22	0.37	
v/c Ratio				0.84		0.30			0.96	0.57	0.83	0.76
Uniform Delay, d1				29.5		24.3			26.8	21.7	22.0	14.9
Progression Factor				1.00		1.00			1.00	1.00	1.00	1.00
Incremental Delay, d2				5.9		0.3			16.3	3.8	16.6	2.9
Delay (s)				35.4		24.5			43.1	25.5	38.6	17.7
Level of Service				D		C			D	C	D	B
Approach Delay (s/veh)		0.0			32.4				37.5			20.5
Approach LOS		A			C				D			C

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	111.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	1
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	831	0	320	1	0	1225	565	229	1474
Future Volume (vph)	0	0	0	831	0	320	1	0	1225	565	229	1474
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	33%	2%	0%	0%	0%	0%	1%	2%	1%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	857	0	330	0	0	1264	582	236	1521
Turn Type				Prot		Perm	Perm		NA	Perm	pm+pt	NA
Protected Phases				4					6		5	2
Permitted Phases						4	6	6		6	2	
Detector Phase				4		4	6	6	6	6	5	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	16.0	16.0	16.0	16.0	5.0	16.0
Minimum Split (s)				28.0		28.0	24.0	24.0	24.0	24.0	11.0	24.0
Total Split (s)				36.0		36.0	38.0	38.0	38.0	38.0	16.0	54.0
Total Split (%)				40.0%		40.0%	42.2%	42.2%	42.2%	42.2%	17.8%	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)				2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				0.0		0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)				6.0		6.0			6.0	6.0	6.0	6.0
Lead/Lag							Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode				None		None	C-Max	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)				26.9		26.9			34.9	34.9	51.1	51.1
Actuated g/C Ratio				0.30		0.30			0.39	0.39	0.57	0.57
v/c Ratio				0.84		0.49			0.96	0.69	0.83	0.76
Control Delay (s/veh)				37.3		8.2			45.2	13.1	43.5	18.8
Queue Delay				0.0		0.0			0.0	0.0	0.0	0.0
Total Delay (s/veh)				37.3		8.2			45.2	13.1	43.5	18.8
LOS				D		A			D	B	D	B
Approach Delay (s/veh)					29.2				35.1			22.1
Approach LOS					C				D			C
Queue Length 50th (ft)				233		26			~416	92	80	340
Queue Length 95th (ft)				295		91			#548	228	#216	463
Internal Link Dist (ft)		2720			8214				2608			3400
Turn Bay Length (ft)				150						150	190	
Base Capacity (vph)				1144		715			1323	846	291	1990
Starvation Cap Reductn				0		0			0	0	0	0
Spillback Cap Reductn				0		0			0	0	0	0
Storage Cap Reductn				0		0			0	0	0	0
Reduced v/c Ratio				0.75		0.46			0.96	0.69	0.81	0.76

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
Confl. Peds. (#/hr)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

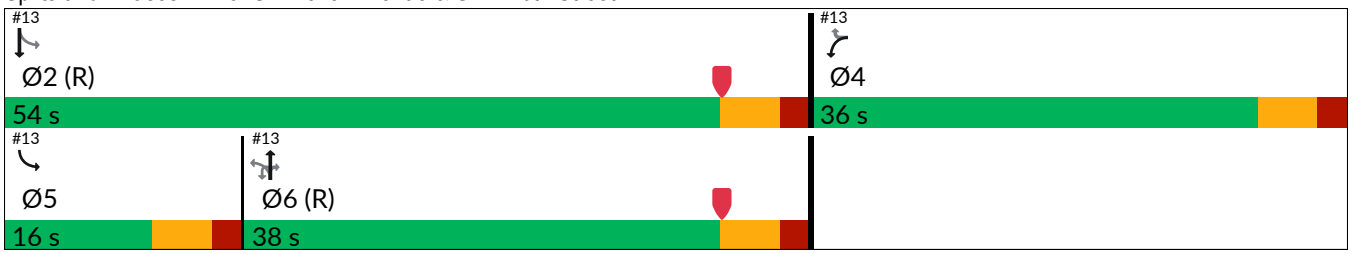
Intersection Summary

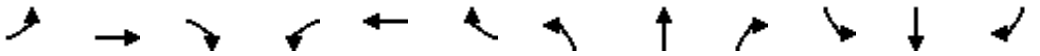
Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 28.9	Intersection LOS: C
Intersection Capacity Utilization 111.7%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: SW 157th Avenue & SW 120th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	324	22	72	364	32	6	408	37	49	511	83
Future Volume (veh/h)	106	324	22	72	364	32	6	408	37	49	511	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1826	1752	1796	1900	1900	1841	1811	1870	1826	1885
Adj Flow Rate, veh/h	109	334	23	74	375	33	6	421	38	51	527	86
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, %	4	4	5	10	7	0	0	4	6	2	5	1
Cap, veh/h	177	518	34	128	604	51	41	654	58	76	549	87
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	275	1090	71	178	1272	107	7	1653	148	89	1386	219
Grp Volume(v), veh/h	466	0	0	482	0	0	465	0	0	664	0	0
Grp Sat Flow(s),veh/h/ln	1436	0	0	1557	0	0	1807	0	0	1695	0	0
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.3	0.0	0.0
Cycle Q Clear(g_c), s	25.6	0.0	0.0	22.5	0.0	0.0	20.0	0.0	0.0	37.3	0.0	0.0
Prop In Lane	0.23		0.05	0.15		0.07	0.01		0.08	0.08		0.13
Lane Grp Cap(c), veh/h	728	0	0	783	0	0	753	0	0	711	0	0
V/C Ratio(X)	0.64	0.00	0.00	0.62	0.00	0.00	0.62	0.00	0.00	0.93	0.00	0.00
Avail Cap(c_a), veh/h	728	0	0	783	0	0	753	0	0	711	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	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	19.3	0.0	0.0	18.6	0.0	0.0	23.6	0.0	0.0	28.5	0.0	0.0
Incr Delay (d2), s/veh	4.3	0.0	0.0	3.6	0.0	0.0	3.8	0.0	0.0	20.9	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(95%),veh/ln	13.0	0.0	0.0	12.7	0.0	0.0	13.6	0.0	0.0	25.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.6	0.0	0.0	22.2	0.0	0.0	27.3	0.0	0.0	49.5	0.0	0.0
LnGrp LOS	C			C			C			D		
Approach Vol, veh/h		466			482			465			664	
Approach Delay, s/veh		23.6			22.2			27.3			49.5	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	52.0	44.0	52.0	44.0
Change Period (Y+Rc), s	6.4	6.0	6.4	6.0
Max Green Setting (Gmax), s	45.6	38.0	45.6	38.0
Max Q Clear Time (g_c+I1), s	24.5	22.0	27.6	39.3
Green Ext Time (p_c), s	1.0	3.5	1.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	32.4
HCM 7th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	324	22	72	364	32	6	408	37	49	511	83
Future Volume (vph)	106	324	22	72	364	32	6	408	37	49	511	83
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	5%	10%	7%	0%	0%	4%	6%	2%	5%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	466	0	0	482	0	0	465	0	0	664	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	16.0	16.0		16.0	16.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	24.4	24.4		24.4	24.4		24.0	24.0		24.0	24.0	
Total Split (s)	52.0	52.0		52.0	52.0		44.0	44.0		44.0	44.0	
Total Split (%)	54.2%	54.2%		54.2%	54.2%		45.8%	45.8%		45.8%	45.8%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.4			6.4			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effct Green (s)		45.6			45.6			38.0			38.0	
Actuated g/C Ratio		0.48			0.48			0.40			0.40	
v/c Ratio		0.71			0.66			0.65			1.01	
Control Delay (s/veh)		27.3			24.7			28.6			67.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		27.3			24.7			28.6			67.1	
LOS		C			C			C			E	
Approach Delay (s/veh)		27.3			24.7			28.6			67.1	
Approach LOS		C			C			C			E	
Queue Length 50th (ft)		223			227			231			~416	
Queue Length 95th (ft)		353			350			345			#669	
Internal Link Dist (ft)		1900			2271			10690			5302	
Turn Bay Length (ft)												
Base Capacity (vph)		653			725			711			659	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.71			0.66			0.65			1.01	

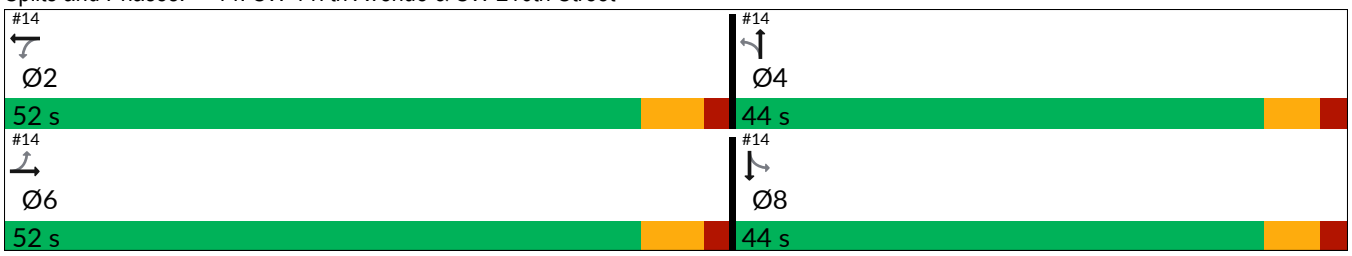
Intersection Summary
Cycle Length: 96
Actuated Cycle Length: 96
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.01

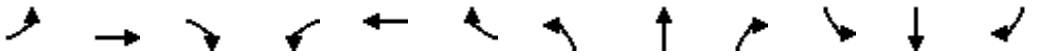
Intersection Signal Delay (s/veh): 39.7	Intersection LOS: D
Intersection Capacity Utilization 110.5%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: SW 147th Avenue & SW 216th Street

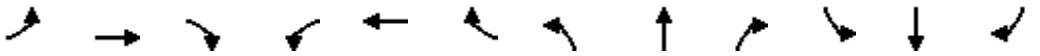




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	375	86	448	520	307	109	804	341	236	888	76
Future Volume (veh/h)	55	375	86	448	520	307	109	804	341	236	888	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	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	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1900	1870	1870	1885	1885	1885	1885	1885	1885	1900
Adj Flow Rate, veh/h	56	383	88	457	531	313	111	820	348	241	906	78
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	3	0	2	2	1	1	1	1	1	1	0
Cap, veh/h	249	636	144	506	1169	656	268	959	406	287	1525	742
Arrive On Green	0.04	0.22	0.22	0.15	0.33	0.33	0.05	0.39	0.39	0.08	0.43	0.43
Sat Flow, veh/h	1711	2844	646	3456	3554	1595	1795	2441	1033	3483	3582	1587
Grp Volume(v), veh/h	56	236	235	457	531	313	111	601	567	241	906	78
Grp Sat Flow(s),veh/h/ln	1711	1763	1727	1728	1777	1595	1795	1791	1683	1742	1791	1587
Q Serve(g_s), s	3.9	18.6	19.0	20.2	18.3	22.3	5.7	47.5	47.8	10.6	30.1	4.3
Cycle Q Clear(g_c), s	3.9	18.6	19.0	20.2	18.3	22.3	5.7	47.5	47.8	10.6	30.1	4.3
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.61	1.00		1.00
Lane Grp Cap(c), veh/h	249	394	386	506	1169	656	268	704	661	287	1525	742
V/C Ratio(X)	0.23	0.60	0.61	0.90	0.45	0.48	0.41	0.85	0.86	0.84	0.59	0.11
Avail Cap(c_a), veh/h	256	394	386	624	1169	656	284	704	661	382	1525	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	53.9	54.1	65.1	41.0	33.4	28.2	43.0	43.1	70.1	34.2	23.2
Incr Delay (d2), s/veh	0.2	6.5	7.0	13.0	1.3	2.5	0.3	10.3	11.2	9.4	1.7	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	13.8	13.8	14.8	12.9	14.1	4.5	29.9	28.6	8.8	19.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.5	60.5	61.1	78.1	42.3	35.9	28.5	53.3	54.3	79.5	35.9	23.4
LnGrp LOS	D	E	E	E	D	D	C	D	D	E	D	C
Approach Vol, veh/h		527			1301			1279			1225	
Approach Delay, s/veh		58.9			53.3			51.6			43.7	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	57.0	18.8	66.9	28.7	40.7	13.6	72.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	49.0	17.0	58.0	28.0	28.0	9.0	66.0
Max Q Clear Time (g_c+I1), s	5.9	24.3	12.6	49.8	22.2	21.0	7.7	32.1
Green Ext Time (p_c), s	0.0	1.3	0.2	5.9	0.5	0.6	0.0	12.8

Intersection Summary	
HCM 7th Control Delay, s/veh	50.8
HCM 7th LOS	D

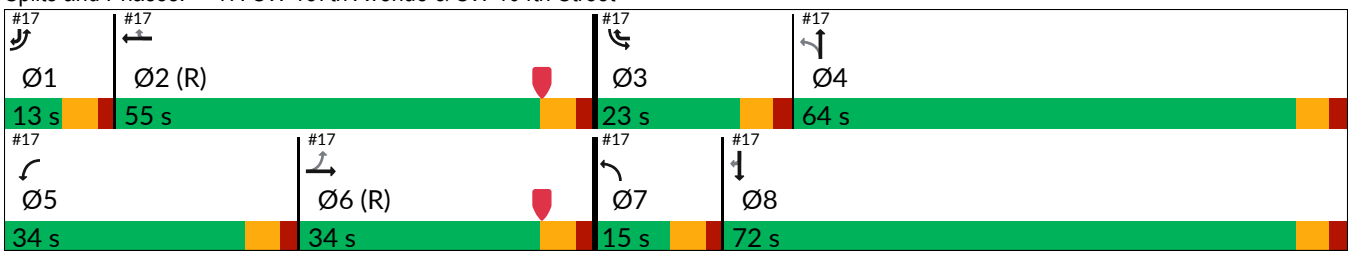


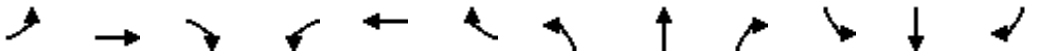
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	375	86	448	520	307	109	804	341	236	888	76
Future Volume (vph)	55	375	86	448	520	307	109	804	341	236	888	76
Confl. Peds. (#/hr)	1		2	2		1						
Confl. Bikes (#/hr)			1						2			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	7%	3%	0%	2%	2%	1%	1%	1%	1%	1%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	471	0	457	531	313	111	1168	0	241	906	78
Turn Type	pm+pt	NA		Prot	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2	3	7	4		3	8	1
Permitted Phases	6					2	4					8
Detector Phase	1	6		5	2	3	7	4		3	8	1
Switch Phase												
Minimum Initial (s)	7.0	16.0		7.0	16.0	5.0	5.0	7.0		5.0	7.0	7.0
Minimum Split (s)	13.0	24.0		13.0	24.0	11.0	11.0	41.0		11.0	41.0	13.0
Total Split (s)	13.0	34.0		34.0	55.0	23.0	15.0	64.0		23.0	72.0	13.0
Total Split (%)	8.4%	21.9%		21.9%	35.5%	14.8%	9.7%	41.3%		14.8%	46.5%	8.4%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max	None	None	Max		None	Max	None
Act Effct Green (s)	38.7	31.7		24.3	49.0	63.6	68.7	60.4		14.6	66.7	73.7
Actuated g/C Ratio	0.25	0.20		0.16	0.32	0.41	0.44	0.39		0.09	0.43	0.48
v/c Ratio	0.23	0.66		0.85	0.47	0.43	0.44	0.86		0.74	0.59	0.10
Control Delay (s/veh)	33.7	60.7		78.6	44.4	18.7	25.4	49.7		81.9	35.8	1.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	33.7	60.7		78.6	44.4	18.7	25.4	49.7		81.9	35.8	1.6
LOS	C	E		E	D	B	C	D		F	D	A
Approach Delay (s/veh)		57.8			50.2			47.6			42.7	
Approach LOS		E			D			D			D	
Queue Length 50th (ft)	37	232		238	232	126	56	558		125	371	0
Queue Length 95th (ft)	71	306		296	292	202	93	674		172	443	13
Internal Link Dist (ft)		2659			1647			1983			2520	
Turn Bay Length (ft)	180			130		50	150			195		195
Base Capacity (vph)	240	710		620	1118	749	259	1353		380	1537	815
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.23	0.66		0.74	0.47	0.42	0.43	0.86		0.63	0.59	0.10

Intersection Summary
Cycle Length: 155
Actuated Cycle Length: 155
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay (s/veh): 48.2 Intersection LOS: D
Intersection Capacity Utilization 86.0% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 17: SW 157th Avenue & SW 104th Street

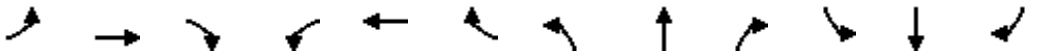




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	68	375	69	94	50	254	1138	45	50	1236	84
Future Volume (veh/h)	55	68	375	69	94	50	254	1138	45	50	1236	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1900	1900	1900	1900	1885	1870	1900	1885	1885
Adj Flow Rate, veh/h	59	73	403	74	101	54	273	1224	48	54	1329	90
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	2	0	0	0	0	1	2	0	1	1
Cap, veh/h	327	375	499	285	470	236	300	1839	72	235	1496	101
Arrive On Green	0.04	0.20	0.20	0.04	0.20	0.20	0.12	0.52	0.52	0.03	0.44	0.44
Sat Flow, veh/h	1810	1900	1585	1810	2326	1168	1810	3510	138	1810	3404	230
Grp Volume(v), veh/h	59	73	403	74	77	78	273	624	648	54	698	721
Grp Sat Flow(s),veh/h/ln	1810	1900	1585	1810	1805	1690	1810	1791	1857	1810	1791	1843
Q Serve(g_s), s	3.3	4.1	25.3	4.2	4.6	5.0	12.9	32.7	32.7	2.1	45.9	46.2
Cycle Q Clear(g_c), s	3.3	4.1	25.3	4.2	4.6	5.0	12.9	32.7	32.7	2.1	45.9	46.2
Prop In Lane	1.00		1.00	1.00		0.69	1.00		0.07	1.00		0.12
Lane Grp Cap(c), veh/h	327	375	499	285	365	342	300	938	973	235	787	810
V/C Ratio(X)	0.18	0.19	0.81	0.26	0.21	0.23	0.91	0.67	0.67	0.23	0.89	0.89
Avail Cap(c_a), veh/h	336	375	499	285	365	342	391	938	973	260	787	810
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	43.0	40.3	38.8	42.6	42.8	35.6	22.3	22.3	20.5	33.0	33.1
Incr Delay (d2), s/veh	0.1	0.2	9.2	0.2	0.2	0.3	18.6	3.7	3.6	0.2	14.0	14.1
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(95%),veh/ln	2.7	3.5	18.8	3.4	3.7	3.8	15.3	20.4	21.1	1.6	30.1	31.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.1	43.2	49.5	39.0	42.8	43.0	54.3	26.0	25.9	20.7	47.1	47.2
LnGrp LOS	D	D	D	D	D	D	D	C	C	C	D	D
Approach Vol, veh/h		535			229			1545			1473	
Approach Delay, s/veh		47.5			41.7			31.0			46.2	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.5	62.7	11.4	32.6	10.7	73.6	12.0	32.0
Change Period (Y+Rc), s	6.4	6.4	6.7	6.7	6.4	6.4	6.7	6.7
Max Green Setting (Gmax), s	21.6	51.6	5.3	25.3	6.0	67.2	5.3	25.3
Max Q Clear Time (g_c+I1), s	14.9	48.2	5.3	7.0	4.1	34.7	6.2	27.3
Green Ext Time (p_c), s	0.2	1.4	0.0	0.6	0.0	3.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	39.9
HCM 7th LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	68	375	69	94	50	254	1138	45	50	1236	84
Future Volume (vph)	55	68	375	69	94	50	254	1138	45	50	1236	84
Confl. Peds. (#/hr)									2	2		
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	1%	2%	0%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	73	403	74	155	0	273	1272	0	54	1419	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.7	31.7	11.4	11.7	31.7		11.4	31.4		11.4	31.4	
Total Split (s)	12.0	32.0	28.0	12.0	32.0		28.0	73.6		12.4	58.0	
Total Split (%)	9.2%	24.6%	21.5%	9.2%	24.6%		21.5%	56.6%		9.5%	44.6%	
Yellow Time (s)	4.0	4.0	4.4	4.0	4.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.7	2.7	2.0	2.7	2.7		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.7	6.7	6.4	6.7	6.7		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Act Effct Green (s)	13.5	9.5	33.0	13.5	9.5		77.2	68.0		59.6	54.0	
Actuated g/C Ratio	0.12	0.09	0.30	0.12	0.09		0.71	0.62		0.55	0.49	
v/c Ratio	0.33	0.45	0.75	0.39	0.45		0.79	0.57		0.20	0.81	
Control Delay (s/veh)	44.2	58.3	36.3	46.2	36.1		43.7	15.1		10.0	29.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	44.2	58.3	36.3	46.2	36.1		43.7	15.1		10.0	29.8	
LOS	D	E	D	D	D		D	B		A	C	
Approach Delay (s/veh)		40.2			39.4			20.1			29.1	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	37	52	215	46	37		136	293		11	462	
Queue Length 95th (ft)	75	100	324	89	71		237	393		26	#675	
Internal Link Dist (ft)		2266			3468			3400			1983	
Turn Bay Length (ft)	140			190			205			210		
Base Capacity (vph)	181	445	608	189	844		426	2213		279	1755	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.33	0.16	0.66	0.39	0.18		0.64	0.57		0.19	0.81	

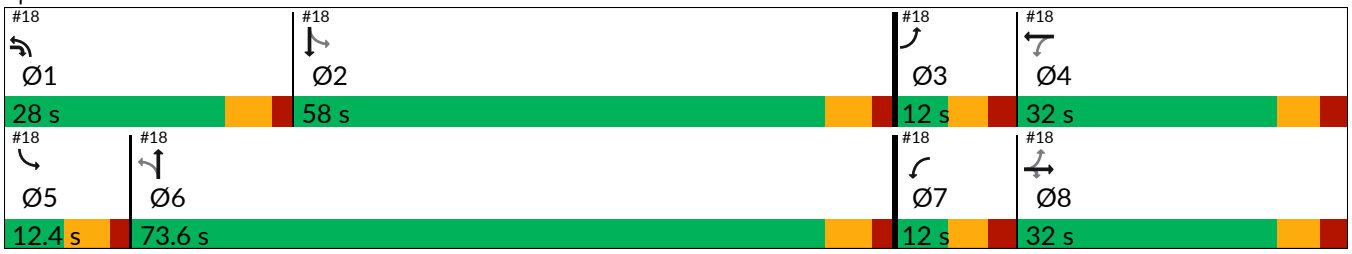
Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 109.1
Natural Cycle: 120
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 27.6	Intersection LOS: C
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: SW 157th Avenue & SW 112th Street



TOD Schedule Report

for 5247: SW 137 Av&SW 120 St

Print Date: 10/12/2021

Print Time: 2:07 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5247	SW 137 Av&SW 120 St	DOW-3		Free	0	0	N/A	2	Max 1

Splits

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



Active Phase Bank: Phase Bank 2

Phase		Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit Phase Bank 1	Max Limit Phase Bank 2	Max Limit Phase Bank 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 3	Yellow	Red
1	NBL	0	0	0	0	0	0	5	5	5	4	4	4	25	7	25	34	17	25	4.4	2.2
2	SBT	7	7	7	19	19	19	7	7	7	1	1	1	50	25	50	105	35	50	4.4	2.2
3	EBL	0	0	0	0	0	0	5	5	5	2	2	2	10	7	10	33	25	10	4.4	2.7
4	WBT	7	7	7	24	24	24	7	7	7	2.5	2.5	2.5	35	15	35	60	45	35	4.4	2.7
5	SBL	0	0	0	0	0	0	5	5	5	2.5	2.5	2.5	25	7	25	34	17	25	4.4	2.2
6	NBT	7	7	7	19	19	19	7	7	7	1	1	1	50	25	50	105	35	50	4.4	2.2
7	WBL	0	0	0	0	0	0	5	5	5	2	2	2	10	7	10	33	25	10	4.4	2.7
8	EBT	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	35	15	35	60	45	35	4.4	2.7

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 5247: SW 137 Av&SW 120 St

Print Date: 10/12/2021

Print Time: 2:07 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 EBL	4 WBT	5 SBL	6 NBT	7 WBL	8 EBT	Ring Offset	Offset
	1	190	14	79	17	52	14	79	17	52	0	47
	2	140	17	61	13	21	17	61	13	21	0	128
	3	140	16	48	13	35	16	48	13	35	0	1
	4	140	16	48	13	35	16	48	13	35	0	79
	5	120	14	46	15	17	14	46	15	17	0	91
	6	100	10	28	6	28	10	28	13	21	0	0
	7	130	17	39	10	36	17	39	10	36	0	88
	8	150	21	54	17	30	21	54	17	30	0	83
	10	200	25	76	16	55	20	81	17	54	0	60
	11	160	22	71	13	21	22	71	18	21	0	41
	12	120	10	48	6	28	10	48	13	21	0	73
	13	150	19	53	17	33	19	53	17	33	0	0
	17	160	22	71	13	21	22	71	18	21	0	44
	18	130	17	41	13	31	17	41	13	31	0	129
	19	160	15	64	15	38	15	64	20	33	0	144
	20	130	17	39	10	36	17	39	10	36	0	4
	21	160	15	51	18	48	15	51	25	41	0	119
	22	120	10	39	6	37	10	39	13	30	0	61

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0500	2	M T W Th F
0530	1	M T W Th F
0530	18	S
0600	19	S
0630	18	Su
0900	7	M T W Th F
1000	20	S
1100	8	M T W Th F
1200	19	Su
1400	21	S
1500	10	M T W Th F
2000	11	M T W Th F
2100	22	Su S
2200	12	M T W Th F
2300	Free	M T W Th F
2300	Free	Su S

Current Time of Day Function

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

Local Time of Day Function

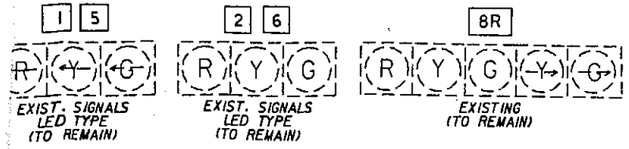
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	M T W ThF
0100	TOD OUTPUTS	-------1	Su S
0530	TOD OUTPUTS	--------	M T W ThF
0600	TOD OUTPUTS	------2-	S
0630	TOD OUTPUTS	------2-	Su
0630	TOD OUTPUTS	--------	S
0800	TOD OUTPUTS	--------	Su

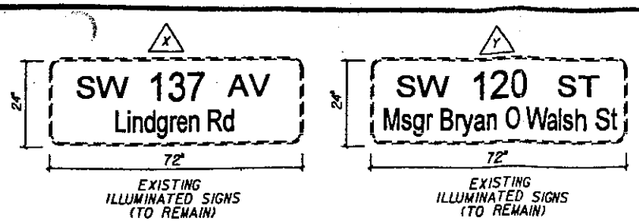
* Settings

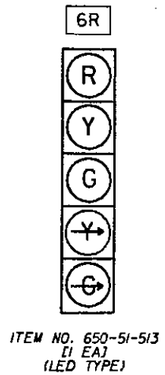
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

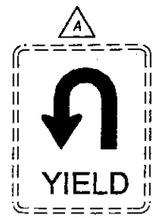
SIGNAL HEAD DETAILS







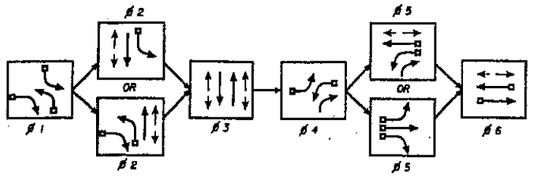
ITEM NO. 650-51-513 [1 EA] (LED TYPE)



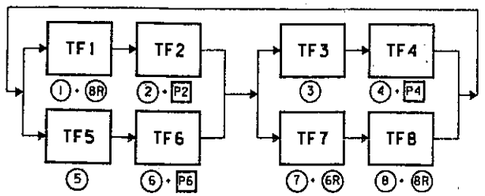
EXISTING (TO REMAIN)

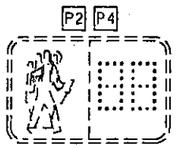
SIGNAL OPERATING PLAN

PHASE MOVEMENT DIAGRAM

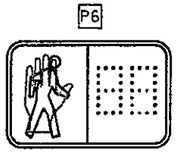


RING DIAGRAM





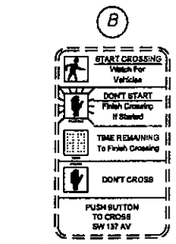
EXISTING PEDESTRIAN SIGNALS (TO REMAIN)



PEDESTRIAN COUNTDOWN SIGNAL ITEM No. 653-191 [2 AS]

EXISTING DETECTORS FOR LOOPS		
LOOPS	NO. OF LOOPS	NO. OF DETS.
L-1	2*	1*
L-3	1*	1*
L-4	2*	1*
L-5	2*	1*
L-7	2*	1*
L-8	2*	1*
L-8R	1*	1*

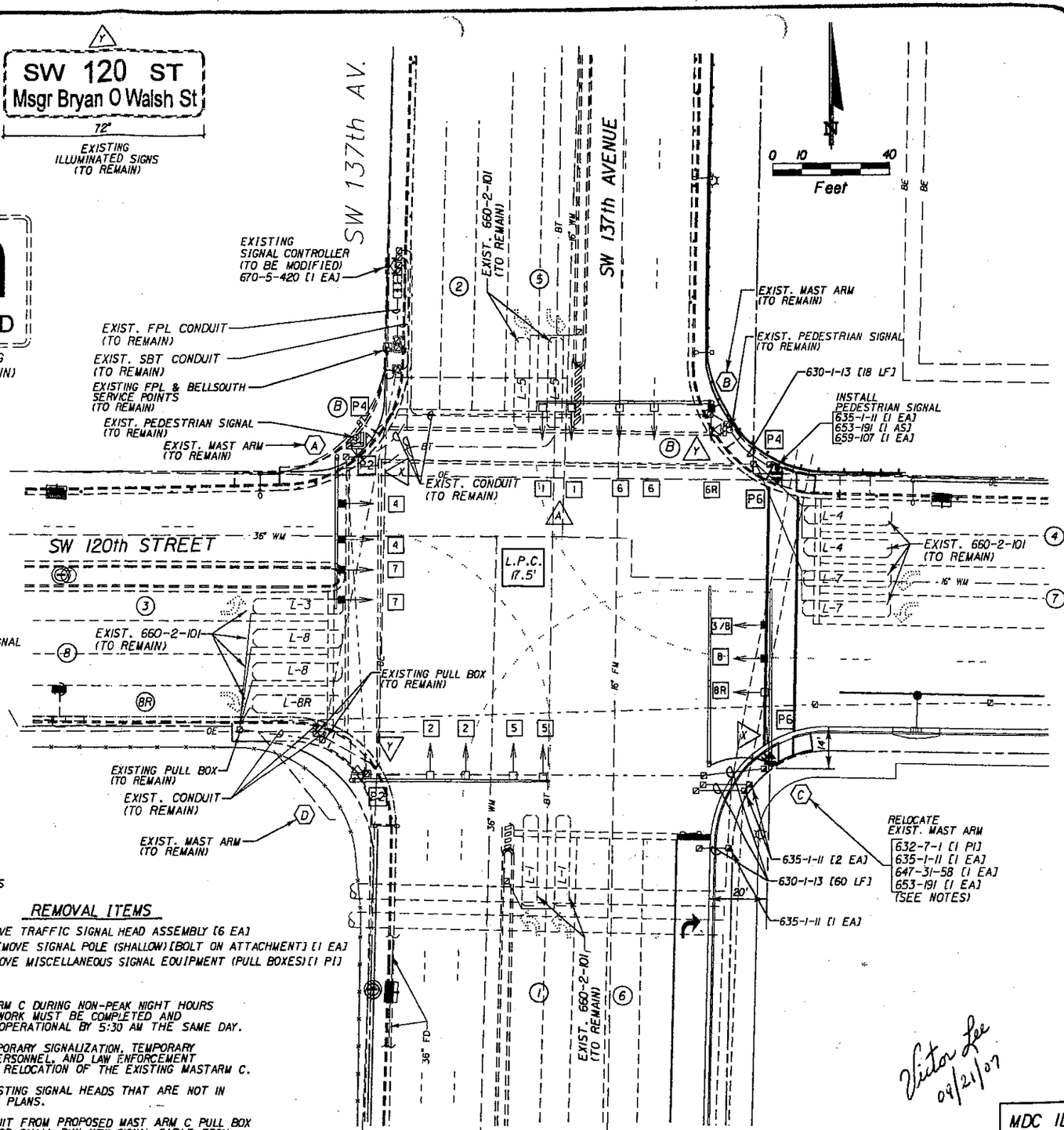
* EXISTING (TO REMAIN)



EXISTING PEDESTRIAN SIGNS (TO REMAIN)

SIGNALIZATION NOTES

1. EXISTING CONTROLLER OPERATIONS (TO BE MODIFIED)
   A. MODEL 660 CONTROLLER ASSEMBLY WITH COORDINATION CAPABILITIES.
   B. MAJOR STREET IS SW 137TH AVENUE MINOR STREET IS SW 120TH STREET.
   C. COORDINATION ON PHASE 3 (MOVEMENTS ② + ⑥) .
   D. FLASHING OPERATION: YELLOW ON SW 137TH AVENUE. (MOVEMENTS ② + ⑥). RED ON SW 120TH STREET. (MOVEMENTS ④ + ⑧).
   E. PEDESTRIAN DISPLAY CONCURRENT WITH PHASE 2 & 3. AND UPON ACTUATION ONLY WITH PHASE 5 & 6.
2. TIMING WILL BE PROVIDED BY MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT SIGNALS AND SIGNS DIVISION, 7100 NW 36 ST, TELEPHONE (305) 592-8925.



REMOVAL ITEMS

690-10 REMOVE TRAFFIC SIGNAL HEAD ASSEMBLY [6 EA]
690-32-2 REMOVE SIGNAL POLE (SHALLOW) [BOLT ON ATTACHMENT] [1 EA]
690-100 REMOVE MISCELLANEOUS SIGNAL EQUIPMENT (PULL BOXES) [1 PI]

NOTES:

1. CONTRACTOR SHALL REMOVE EXISTING SIGNAL HEADS 3 /8 & 8 FROM EXISTING MAST ARM C. CONTRACTOR SHALL INSTALL NEW HEADS 3 /8 & 8 (LED TYPE) AND NEW PEDESTRIAN SIGNAL HEAD P6. EXISTING SIGNAL HEAD 8R AND ILLUMINATED STREET NAME SIGNS ARE TO REMAIN.
2. CONTRACTOR SHALL POUR A NEW CONCRETE FOUNDATION FOR THE MAST ARM POLE TO BE RELOCATED.
   BOLT CIRCLE: 22"
   FOUNDATION DIAMETER: 36"
   FOUNDATION DEPTH: 11'-0"
3. CONTRACTOR SHALL RELOCATE EXISTING MAST ARM C TO NEW FOUNDATION. REMOVE EXISTING BOLT ON ATTACHMENT AND ANY PORTION OF THE EXISTING FOUNDATION THAT MAY CONFLICT WITH THE PROPOSED ASPHALT GRADE.
4. CONTRACTOR SHALL RELOCATE MAST ARM C DURING NON-PEAK NIGHT HOURS BETWEEN 11:00 PM AND 5:30 AM. ALL WORK MUST BE COMPLETED AND INTERSECTION SIGNAL SHALL BE FULLY OPERATIONAL BY 5:30 AM THE SAME DAY.
5. THE CONTRACTOR SHALL PROVIDE TEMPORARY SIGNALIZATION, TEMPORARY TRAFFIC CONTROL DEVICES, FLAGMAN PERSONNEL, AND LAW ENFORCEMENT PERSONNEL AS NECESSARY DURING THE RELOCATION OF THE EXISTING MASTARM C.
6. CONTRACTOR SHALL RELOCATE ANY EXISTING SIGNAL HEADS THAT ARE NOT IN THE SAME LOCATION AS SHOWN ON THE PLANS.
7. CONTRACTOR SHALL INSTALL NEW CONDUIT FROM PROPOSED MAST ARM C PULL BOX TO THE EXISTING PULL BOX. CONTRACTOR SHALL RUN NEW SIGNAL CABLE FROM RELOCATED MAST ARM C TO THE EXISTING SIGNAL CONTROLLER AND WIRE WITHIN FOR PROPER SIGNAL OPERATION.

Victor Lee 09/21/07

SW 137th AVENUE AND SW 120th STREET

MDC ID No. 5247

DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL
CORAL GABLES FORT MYERS FORT LAUDERDALE
1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900 FAX (305) 444-4986
CERTIFICATE OF AUTHORIZATION EB 2690

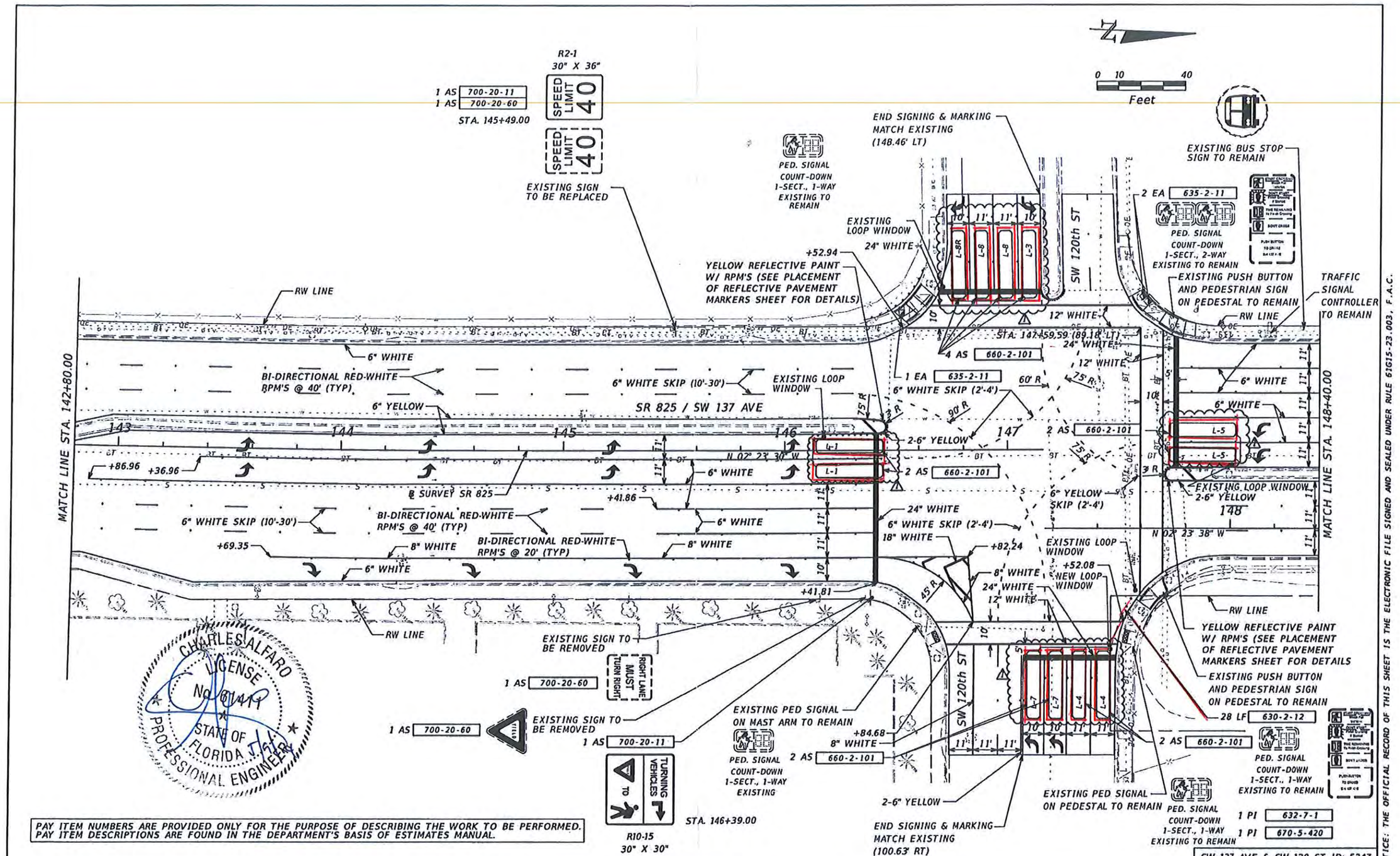
REVISIONS:

CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING

PROJECT: WOOLBRIGHT DEVELOPMENT, INC.

TITLE: SIGNALIZATION PLAN

DATE 01/22/07 | PROJECT NO. 06201
DRAWN | SHEET NO. 4
CHECKED
APPROVED



CHARLES ALFARO LICENSE No. 61411 STATE OF FLORIDA PROFESSIONAL ENGINEER

PAY ITEM NUMBERS ARE PROVIDED ONLY FOR THE PURPOSE OF DESCRIBING THE WORK TO BE PERFORMED. PAY ITEM DESCRIPTIONS ARE FOUND IN THE DEPARTMENT'S BASIS OF ESTIMATES MANUAL.

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
5/8/14	⚠ CHANGE REQUESTED BY FDOT FOR NEW LOOP DETAIL		

CHARLES M. ALFARO, P.E.
P.E. LICENSE NUMBER 61411
METRIC ENGINEERING, INC.
13940 SW 136th STREET - SUITE 200
MIAMI, FLORIDA - 33186
CERTIFICATE OF AUTHORIZATION 00002294

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
825	MIAMI-DADE	429347-1-52-01

$USER$ $DATE$ $TIME$ $FILE$

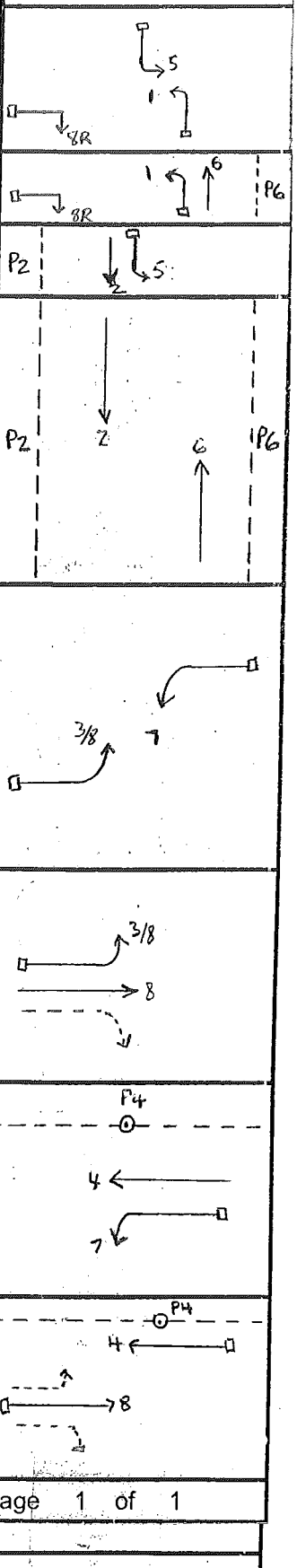
SIGNING AND PAVEMENT MARKING PLANS

SHEET NO. 15-8

ENTERPRISE ELECTRICAL CONTRACTING, INC
AS-BUILT DATE 7/14/15
FOREMAN David Dunn
SUPERVISOR

SIGNAL OPERATING PLAN

	Direction	NB			SB			EB			WB			Ped Heads				N
Timing Phases	Head No.	1	6		5	2		3/8	8	7/R	7	4		P6	P2	P8	P4	Movements/Display/Actuation
(1+5) NL/SL SW 137 AV (Actuated)	Dwell	<G	R		<G	R		R	R	R/→	<R	R		DW	DW		DW	
	Clear (1+6)	<G	R		<Y	R		R	R	R/→	<R	R		DW	DW		DW	
	Clear (2+5)	<Y	R		<G	R		R	R	R/Y→	<R	R		DW	DW		DW	
	Clear (2+6)	<Y	R		<Y	R		R	R	R/Y→	<R	R		DW	DW		DW	
(1+6) NB SW 137 AV ACTUATED	Dwell	<G	G		<R	R		R	R	R/→	<R	R		W/F	DW		DW	
	Clear (2+6)	<Y	G		<R	R		R	R	R/Y→	<R	R		DW	DW		DW	
(2+5) SB SW 137 AV ACTUATED	Dwell	<R	R		<G	G		R	R	R	<R	R		DW	W/F		DW	
	Clear (2+6)	<R	R		<Y	G		R	R	R	<R	R		DW	DW		DW	
(2+6) N/S SW 137 AV (Recall)	Dwell	<R	G		<R	G		R	R	R	<R	R		W/F	W/F		DW	
	Clear to (3+7)	<R	Y		<R	Y		R	R	R	<R	R		DW	DW		DW	
	Clear to (3+8)	<R	Y		<R	Y		R	R	R	<R	R		DW	DW		DW	
	Clear to (4+7)	<R	Y		<R	Y		R	R	R	<R	R		DW	DW		DW	
	Clear to (4+8)	<R	Y		<R	Y		R	R	R	<R	R		DW	DW		DW	
	Clear to (1+5)	<R	Y		<R	Y		R	R	R	<R	R		DW	DW		DW	
	Clear to (1+6)	<R	G		<R	Y		R	R	R	<R	R		DW	DW		DW	
	Clear to (2+5)	<R	Y		<R	G		R	R	R	<R	R		DW	DW		DW	
(3+7) EL/WL SW 120 ST (Actuated)	Dwell	<R	R		<R	R		<G/R	R	R	<G	R		DW	DW		DW	
	Clear to (3+8)	<R	R		<R	R		<G/R	R	R	<Y	R		DW	DW		DW	
	Clear to (4+7)	<R	R		<R	R		<Y/R	R	R	<G	R		DW	DW		DW	
	Clear to (4+8)	<R	R		<R	R		<Y/R	R	R	<Y	R		DW	DW		DW	
	Clear to (1+5)	<R	R		<R	R		<Y/R	R	R	<Y	R		DW	DW		DW	
	Clear to (1+6)	<R	R		<R	R		<Y/R	R	R	<Y	R		DW	DW		DW	
	Clear to (2+5)	<R	R		<R	R		<Y/R	R	R	<Y	R		DW	DW		DW	
	Clear to (2+6)	<R	R		<R	R		<Y/R	R	R	<Y	R		DW	DW		DW	
(3+8) EB SW 120 ST (Actuated)	Dwell	<R	R		<R	R		<G/G	G	G	<R	R		DW	DW		DW	
	Clear to (4+8)	<R	R		<R	R		<Y/G	G	G	<R	R		DW	DW		DW	
	Clear to (1+5)	<R	R		<R	R		<Y/Y	Y	Y	<R	R		DW	DW		DW	
	Clear to (1+6)	<R	R		<R	R		<Y/Y	Y	Y	<R	R		DW	DW		DW	
	Clear to (2+5)	<R	R		<R	R		<Y/Y	Y	Y	<R	R		DW	DW		DW	
	Clear to (2+6)	<R	R		<R	R		<Y/Y	Y	Y	<R	R		DW	DW		DW	
(4+7) WB SW 120 ST (Actuated)	Dwell	<R	R		<R	R		R	R	R	<G	G		DW	DW		W/F	
	Clear to (4+8)	<R	R		<R	R		R	R	R	<Y	G		DW	DW		DW	
	Clear to (1+5)	<R	R		<R	R		R	R	R	<Y	Y		DW	DW		DW	
	Clear to (1+6)	<R	R		<R	R		R	R	R	<Y	Y		DW	DW		DW	
	Clear to (2+5)	<R	R		<R	R		R	R	R	<Y	Y		DW	DW		DW	
	Clear to (2+6)	<R	R		<R	R		R	R	R	<Y	Y		DW	DW		DW	
(4+8) E/W SW 120 ST (ACTUATED)	Dwell	<R	R		<R	R		G	G	G	<R	G		DW	DW		W/F	
	Clear (1+5)	<R	R		<R	R		Y	Y	Y	<R	Y		DW	DW		DW	
	Clear (1+6)	<R	R		<R	R		Y	Y	Y	<R	Y		DW	DW		DW	
	Clear (2+5)	<R	R		<R	R		Y	Y	Y	<R	Y		DW	DW		DW	
	Clear (2+6)	<R	R		<R	R		Y	Y	Y	<R	Y		DW	DW		DW	
Flashing Operation		F<R	FY		F<R	FY		FR	FR	FR	RR	FR						



Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	SW 137 AV & SW 120 ST		
H. FRANCILLON	3/31/08			
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	4/1/08	Date 4/2/08 By STI	2	5247

QuadPOMainPPSideConcPeds

TOD Schedule Report

for 5482: SW 132 Av&SW 120 St

Print Date: 3/13/2024

Print Time: 2:03 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5482	SW 132 Av&SW 120 St	DOW-4	TOD	N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 10 - 7	20 - 20 - 20	4	2
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	25 - 35 - 30	0 - 0 - 0	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	25 - 35 - 30	0 - 0 - 0	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	0 - 7 - 7	0 - 18 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	16 - 30 - 25	50 - 50 - 35	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	123--6-8
External Permit 0	--------
External Permit 1	-2---6-8
External Permit 2	-2---6-8

TOD Schedule Report

for 5482: SW 132 Av&SW 120 St

Print Date: 3/13/2024

Print Time: 2:03 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 -	5 -	6 EBT	7 -	8 SBT	Ring Offset	Offset
	1	170	16	112	0	0	0	134	0	24	0	91
	2	90	9	49	0	0	0	64	0	14	0	84
	3	70	9	24	0	0	0	39	0	19	0	27
	4	70	9	24	0	0	0	39	0	19	0	3
	5	180	16	92	0	0	0	114	0	54	0	119
	6	70	9	24	0	0	0	39	0	19	0	30
	7	100	10	52	0	0	0	68	0	20	0	47
	8	110	20	48	0	0	0	74	0	24	0	23
	9	80	9	29	0	0	0	44	0	24	0	32
	10	80	9	29	0	0	0	44	0	24	0	29
	12	140	15	92	0	0	0	113	0	15	0	85
	16	110	16	52	0	0	0	74	0	24	0	38
	18	130	16	72	0	0	0	94	0	24	0	12
	19	160	16	102	0	0	0	124	0	24	0	91
	20	130	16	72	0	0	0	94	0	24	0	129
	21	160	16	90	0	0	0	112	0	36	0	147
	22	120	16	62	0	0	0	84	0	24	0	83
	23	80	13	21	0	0	0	40	0	28	0	26

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Free	M T W Th F
0500	6	M T W Th F
0530	18	S
0600	23	S
0600	2	M T W Th F
0630	18	Su
0800	5	M T W Th F
0915	3	M T W Th F
1000	20	S
1200	23	Su
1200	4	M T W Th F
1400	12	M T W Th F
1400	21	S
1530	7	M T W Th F
2000	8	M T W Th F
2100	22	Su S
2200	10	M T W Th F
2300	Free	M T W Th F
2300	Free	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7-----1	SuM T W ThF S
0100	TOD OUTPUTS	-7---3--	M T W ThF
0530	TOD OUTPUTS	-7-----1	M T W ThF
0630	TOD OUTPUTS	-7---3--	M T W ThF
0800	TOD OUTPUTS	--------	M T W ThF
0915	TOD OUTPUTS	-7-----1	M T W ThF
1400	TOD OUTPUTS	--------	M T W ThF
1530	TOD OUTPUTS	-7-----1	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7-----1	SuM T W ThF S
0100	TOD OUTPUTS	-7---3--	M T W ThF
0130	TOD OUTPUTS	-7---3--	Su S
0530	TOD OUTPUTS	-7-----1	M T W ThF
0600	TOD OUTPUTS	-7-----1	Su S
0630	TOD OUTPUTS	-7---3--	M T W ThF
0800	TOD OUTPUTS	--------	M T W ThF
0915	TOD OUTPUTS	-7-----1	M T W ThF
1400	TOD OUTPUTS	--------	M T W ThF
1530	TOD OUTPUTS	-7-----1	M T W ThF

* Settings

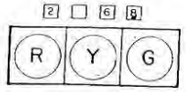
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

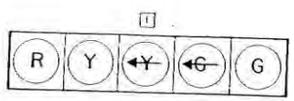
623-1-11A

DADE COUNTY PUBLIC WORKS
HIGHWAY DIVISION
PROJECT NO. 562359

SIGNAL HEAD DETAILS •



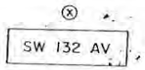
ITEM NO. 650-1-131
6 - REQ'D



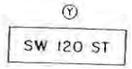
ITEM NO. 650-1-151
1 - REQ'D



ITEM NO. 653-171
4 - REQ'D



D3-1S
ITEM NO. 700-48-11
2 - REQ'D



D3-1S
ITEM NO. 700-48-11
1 - REQ'D



R10-4A
ITEM NO. 700-48-11
4 - REQ'D



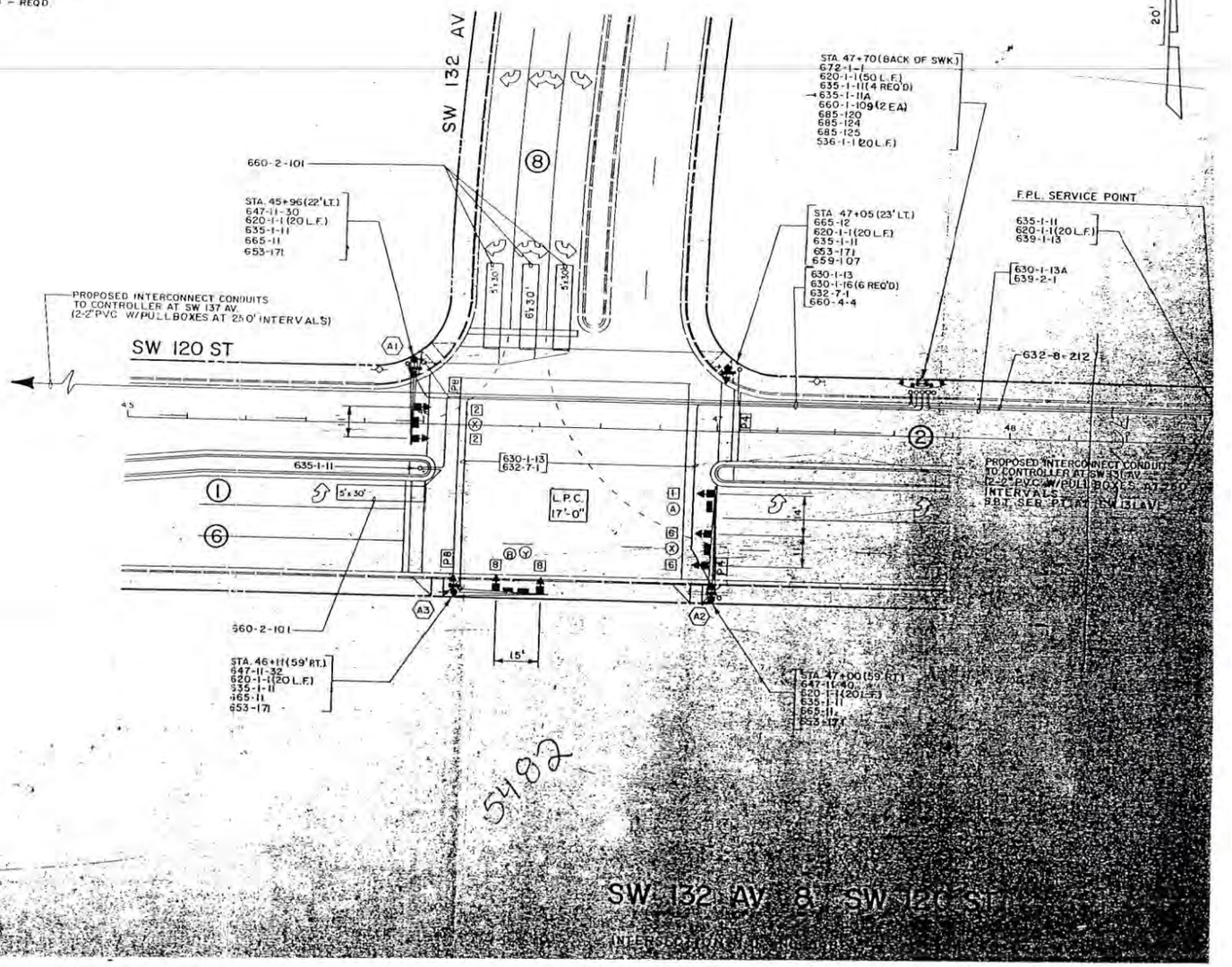
ITEM NO. 700-48-11
1-REQ'D



R10-12
ITEM NO. 700-48-11
1-REQ'D

NOTES:

1. DEMAND WATTAGE-FOR THIS INTERSECTION IS 975 WATTS.
2. S.B.T. REP: MR. ED HANCE, TEL 252-5155
3. CONTROLLER TO BE PROGRAMMED TO SKIP MVMT 1 ON COMMAND FROM T.C.C.



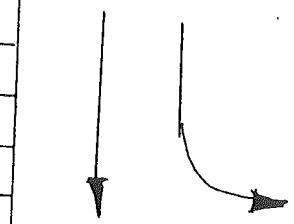
5482

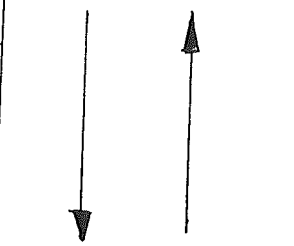
SW 132 AV & SW 120 ST

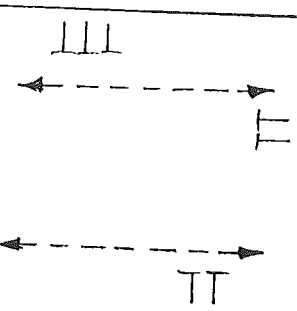
INTERCONNECT

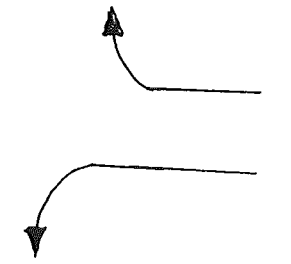
SIGNAL OPERATING PLAN

PHASE	INT	SIGNAL HEAD NUMBER 1	2			6	8	P4	P8
Φ(1+6) EBND (ACTUATED)	R/W	← G	R			G	R	DW	DW
	TO Φ2+6	← Y G	R			G	R	DW	DW
	TO CLEAR								
Φ(2+6) E & W (RECALL)	R/W	G	G			G	R	DW	DW
	TO EXCL. PED.	Y	Y			Y	R	DW	DW
	TO Φ8	Y	Y			Y	R	DW	DW
	TO CLEAR								
EXCLUSIVE PEDESTRIAN (ACTUATED)	R/W	R	R			R	R	W	W
	TO PED CLEAR	R	R			R	R	F DW	F DW
	TO Φ8	R	R			R	R	DW	DW
	TO Φ1+6	R	R			R	R	DW	DW
	TO Φ2+6	R	R			R	R	DW	DW
	TO CLEAR								
Φ8 SBND (ACTUATED)	R/W	R	R			R	G	DW	DW
	TO Φ1+6	R	R			R	Y	DW	DW
	TO Φ2+6	R	R			R	Y	DW	DW
	TO CLEAR								
FLASH OP.		Y	Y			Y	R		









Drawn	Date
F. BADRAMPOUR	5/23/94
Check	Date
Division Engineer	Date

METROPOLITAN DADE COUNTY
DEPARTMENT OF PUBLIC WORKS

ASSET NO: 5482

SW 132 AV. & 120 ST.

Placed in Service			Phasing Number
Date: 6/2/94	By: CONTRACTOR		1

TOD Schedule Report

for 5480: SW 127 Av&SW 120 St

Print Date: 10/4/2021

Print Time: 8:25 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5480	SW 127 Av&SW 120 St	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 EBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 5 - 6	7 - 35 - 45	35 - 35 - 55	4	2
2 WBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	1 - 1 - 1	30 - 30 - 55	0 - 40 - 70	4	2
3 SBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	7 - 8 - 15	25 - 9 - 16	4	2
4 NBT	7 - 7 - 7	18 - 18 - 18	7 - 10 - 12	2.5 - 2.5 - 2.5	15 - 30 - 40	50 - 35 - 60	4	2
5 WBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	7 - 8 - 15	24 - 10 - 18	4	2
6 EBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	1 - 1 - 1	30 - 30 - 55	0 - 40 - 70	4	2
7 NBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	7 - 8 - 15	25 - 9 - 16	4	2
8 SBT	7 - 7 - 7	18 - 18 - 18	7 - 10 - 12	2.5 - 4 - 5	15 - 30 - 40	50 - 35 - 60	4	2

Last In Service Date: 01/05/2010 14:55

Permitted Phases

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

TOD Schedule Report

for 5480: SW 127 Av&SW 120 St

Print Date: 10/4/2021

Print Time: 8:25 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	1	170	21	52	14	59	21	52	14	59	0	153
	2	110	9	42	10	25	9	42	10	25	0	36
	3	140	11	67	9	29	11	67	9	29	0	95
	4	140	11	77	9	19	11	77	9	19	0	72
	5	200	23	112	14	27	23	112	14	27	0	81
	6	180	16	97	14	29	16	97	14	29	0	23
	7	200	19	97	18	42	19	97	18	42	0	108
	8	110	13	37	10	26	13	37	10	26	0	31
	9	80	6	27	9	14	6	27	9	14	0	0
	10	80	8	28	7	13	8	28	7	13	0	29
	12	105	9	37	10	25	9	37	10	25	0	36
	16	110	8	47	11	20	8	47	11	20	0	40
	18	130	13	57	10	26	13	57	10	26	0	31
	19	160	16	77	14	29	16	77	14	29	0	23
	20	130	13	57	10	26	13	57	10	26	0	31
	21	160	16	77	14	29	16	77	14	29	0	137
	22	120	13	47	10	26	13	47	10	26	0	52

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0500	1	M T W Th F
0530	18	S
0600	19	S
0630	18	Su
0910	3	M T W Th F
1000	20	S
1200	19	Su
1200	4	M T W Th F
1400	21	S
1500	6	M T W Th F
2000	8	M T W Th F
2100	22	Su S
2200	10	M T W Th F
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
0100	TOD OUTPUTS	-------1	M T W ThF
0530	TOD OUTPUTS	------2-	M T W ThF
0600	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
0100	TOD OUTPUTS	-------1	M T W ThF
0130	TOD OUTPUTS	-------1	Su S
0530	TOD OUTPUTS	------2-	M T W ThF
0600	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

Job # 210

SIGNAL HEAD & SIGNS DETAILS

PROJECT NO.	SHEET NO.
1704	7 OF 7

2 4 / 6 8

R Y G

ITEM NO. 650-1-131
2 - REQ'D

6 1 3 8 / 2 5 7 4

R Y G G G

ITEM NO. 650-1-151 P4 P8
4 - REQ'D

4R 8R

R Y G G

▷ ITEM NO. 650-1-151
2 - REQ'D

ITEM NO. 653-171
4 - REQ'D
1 - EXIST TO BE REMOVED

PUSH BUTTON WAIT FOR TO CROSS SW 120 ST

R10-4B
ITEM NO. 700-48-11
4 - REQ'D

X

SW 120 ST 18" / 54"

D3-1S
ITEM NO. 700-48-11
2 - REQ'D
SERIES "C"
10" NUMBERS
8" LETTERS
WHITE LETTERS ON GREEN BACKGROUND

Y

SW 127 AV 18" / 54"

D3-1S
ITEM NO. 700-48-41
2 - REQ'D
SERIES "C"
10" NUMBERS
8" LETTERS
WHITE LETTERS ON GREEN BACKGROUND

A

YIELD 36" / 30"

▷ ITEM NO. 700-48-18
SPECIAL SIGN
SERIES "C"
2 - REQ'D

NOTES

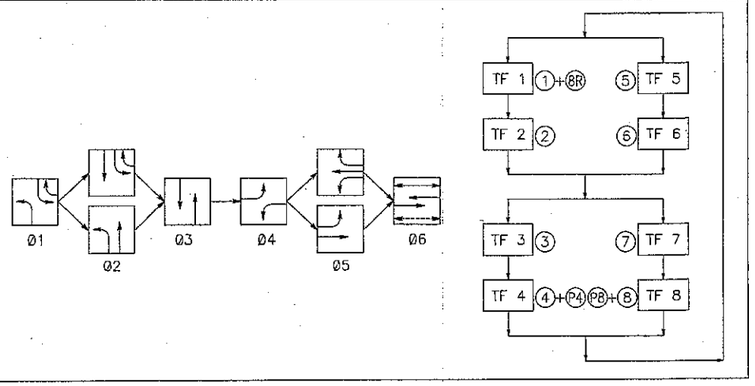
1. DEMAND WATTAGE FOR THIS INTERSECTION IS 1,185 WATTS.
2. F.P.L. REPRESENTATIVE TOM HODGDON TEL. (305) 442-5128
3. B.S.T. REPRESENTATIVE CESAR LAVISTA TEL. (305) 971-0157
4. SIGNAL TIMING TO BE PROVIDED TO CONTRACTOR BY DADE COUNTY SIGNALS & SIGNS DIVISION.
5. CONTRACTOR SHALL USE A MIAMI-DADE COUNTY APPROVED METHOD TO REMOVE ANY SIGNS OR PAVEMENT MARKINGS IN CONFLICT WITH THIS DESIGN.
6. ANY EXISTING PAVEMENT MARKINGS OR SIGNS WHICH ARE TO REMAIN BUT ARE DAMAGED DURING CONSTRUCTION SHALL BE REPLACED WITH THE SAME.
7. CONTRACTOR SHALL INSTALL MAST ARMS AS CLOSE AS POSSIBLE TO THE BACK OF THE ADJACENT SIDEWALK.
8. ANY ITEMS NOT SPECIFIED WITHIN THIS PLAN SHALL BE PERFORMED BY OTHERS PER ROADWAY DESIGN PLANS TO BE SUBMITTED BY OTHERS.
9. PEDESTRIAN PUSH BUTTONS AND SIGNS MUST BE ALIGNED WITH EACH OTHER AND WITH THE APPROPRIATE CROSSWALK.
10. CONTRACTOR SHALL REUSE EXISTING CONDUIT FOR LOOP L-1.
11. [P4] [P8] DENOTES 35 S.Y. OF CONCRETE PEDESTRIAN RAMPS TO BE CONSTRUCTED.

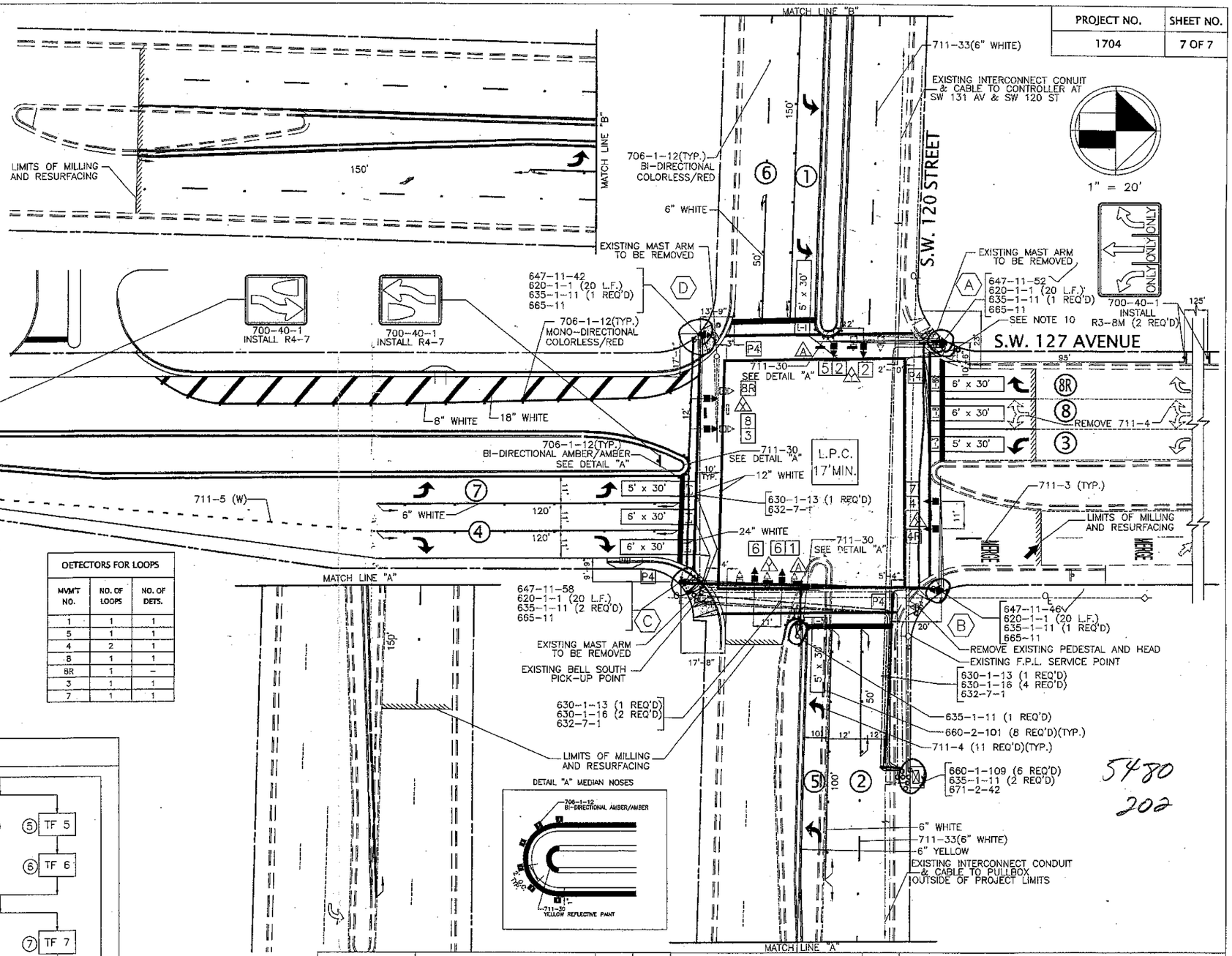
CONTROLLER OPERATIONS

1. MAJOR STREET IS SW 120 ST , MINOR STREET IS SW 127 AV
2. SIGNAL OPERATING PLAN IS AS SHOWN.
3. PHASE(S) 1, 2, 4, 5 & 6 ACTUATED, PHASE 3 RECALL.
4. MOVEMENT(S) 1, 3, 5 & 7 IS (ARE) PROTECTED/PERMISSIVE.
5. SIGNAL COORDINATION PHASE IS 3
6. FLASHING OPERATION: SW 120 ST YELLOW; SW 127 AV RED.
7. WIRE/PROGRAM CONTROLLER TO SKIP MOVEMENT(S) 1, 3, 5 & 7 .

DETECTORS FOR LOOPS		
MVMT NO.	NO. OF LOOPS	NO. OF DETS.
1	1	1
5	1	1
4	2	1
8	1	1
8R	1	–
3	1	1
7	1	1

SIGNAL OPERATING PLAN





5480
202

TRANSPORT ANALYSIS PROFESSIONALS, INC.
State of Florida Engineering Business # 3766
A Transportation Consulting Group
8701 S.W. 137th Avenue • Suite 210
Miami, Florida 33183 • Ph (305) 385-0777

REV.	DATE	DESCRIPTION	BY
1	03/25/02	REVISED TO CONFORM TO COUNTY COMMENTS GENERATED FROM PRE-WORK MEETING	DRM

DRM	DRM	4/01
DESIGN	DRAWN	DATE

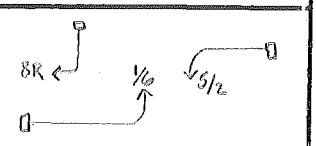
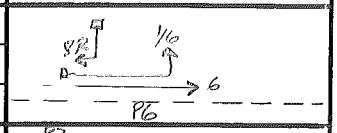
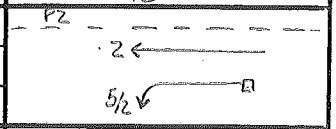
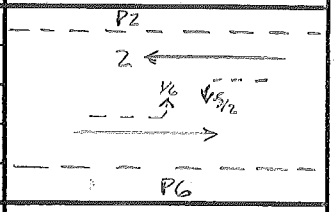
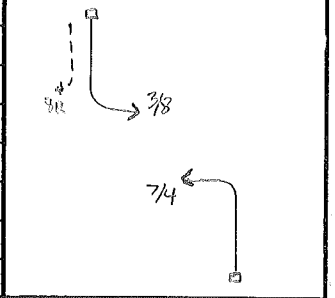
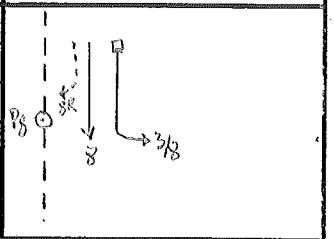
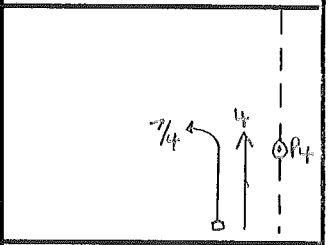
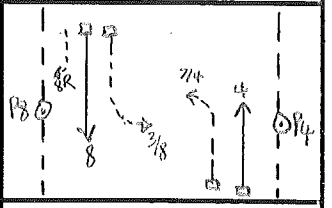
SIGNAL INSTALLATION
SW 127 AV & SW 120 ST

INTERSECTION IDENTIFICATION NO. 5480

JN 1704

Sec. 4/202

SIGNAL OPERATING PLAN

Timing Phases	Direction	Head No.	EB 1/6	EB 6	WB 5/2	WB 2	SB 3/8	SB 8	SB 8R	NB 7/4	NB 4	Ped Heads P6	Ped Heads P2	Ped Heads P8	Ped Heads P4	Movements/Display/Actuation
(1+5) EL/SL SW 120 ST Actuated	Dwell		<G/R	R	<G/R	R	R	R	R/→	R	R	DW	DW	DW	DW	
	Clear to	(1+6)	<G/R	R	<Y/R	R	R	R	R/→	R	R	DW	DW	DW	DW	
		(2+5)	<Y/R	R	<G/R	R	R	R	R/→	R	R	DW	DW	DW	DW	
		(2+6)	<Y/R	R	<Y/R	R	R	R	R/→	R	R	DW	DW	DW	DW	
(1+6) EB SW 120 St (Actuated)	Dwell		<G/G	G	R	R	R	R	R/→	R	R	W/F	DW	DW	DW	
	Clear to	(2+6)	<Y/G	G	R	R	R	R	R/→	R	R	DW	DW	DW	DW	
(2+5) WB SW 120 ST (Actuated)	Dwell		R	R	<G/G	G	R	R	R	R	R	DW	W/F	DW	DW	
	Clear to	(2+6)	R	R	<Y/G	G	R	R	R	R	R	DW	DW	DW	DW	
(2+6) E/W SW 120 ST (Recall)	Dwell		G	G	G	G	R	R	R	R	R	W/F	W/F	DW	DW	
	Clear to	(3+7)	Y	Y	Y	Y	R	R	R	R	R	DW	DW	DW	DW	
		(3+8)	Y	Y	Y	Y	R	R	R	R	R	DW	DW	DW	DW	
		(4+7)	Y	Y	Y	Y	R	R	R	R	R	DW	DW	DW	DW	
		(4+8)	Y	Y	Y	Y	R	R	R	R	R	DW	DW	DW	DW	
(3+7) NL/SL SW 127 AV (Actuated)	Dwell		R	R	R	R	<G/R	R	R	<G/R	R	DW	DW	DW	DW	
	Clear to	(3+8)	R	R	R	R	<G/R	R	R	<Y/R	R	DW	DW	DW	DW	
		(4+7)	R	R	R	R	<Y/R	R	R	<G/R	R	DW	DW	DW	DW	
		(4+8)	R	R	R	R	<Y/R	R	R	<Y/R	R	DW	DW	DW	DW	
		(1+5)	R	R	R	R	<Y/R	R	R	<Y/R	R	DW	DW	DW	DW	
		(1+6)	R	R	R	R	<Y/R	R	R	<Y/R	R	DW	DW	DW	DW	
		(2+5)	R	R	R	R	<Y/R	R	R	<Y/R	R	DW	DW	DW	DW	
		(2+6)	R	R	R	R	<Y/R	R	R	<Y/R	R	DW	DW	DW	DW	
(3+8) SB SW 127 AV (Actuated)	Dwell		R	R	R	R	<G/G	G	G	R	R	DW	DW	W/F	DW	
	Clear to	(4+8)	R	R	R	R	<Y/G	G	G	R	R	DW	DW	DW	DW	
		(1+5)	R	R	R	R	<Y/Y	Y	Y	R	R	DW	DW	DW	DW	
		(1+6)	R	R	R	R	<Y/Y	Y	Y	R	R	DW	DW	DW	DW	
		(2+5)	R	R	R	R	<Y/Y	Y	Y	R	R	DW	DW	DW	DW	
		(2+6)	R	R	R	R	<Y/Y	Y	Y	R	R	DW	DW	DW	DW	
(4+7) NB SW 127 AV (Actuated)	Dwell		R	R	R	R	R	R	R	<G/G	G	DW	DW	DW	W/F	
	Clear to	(4+8)	R	R	R	R	R	R	R	<Y/G	G	DW	DW	DW	DW	
		(1+5)	R	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	DW	
		(1+6)	R	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	DW	
		(2+5)	R	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	DW	
		(2+6)	R	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	DW	
(4+8) N/S SW 127 AV (ACTUATED)	Dwell		R	R	R	R	G	G	G	G	G	DW	DW	W/F	W/F	
	Clear to	(1+5)	R	R	R	R	Y	Y	Y	Y	Y	DW	DW	DW	DW	
		(1+6)	R	R	R	R	Y	Y	Y	Y	Y	DW	DW	DW	DW	
		(2+5)	R	R	R	R	Y	Y	Y	Y	Y	DW	DW	DW	DW	
		(2+6)	R	R	R	R	Y	Y	Y	Y	Y	DW	DW	DW	DW	
Flashing Operation			FY	FY	FY	FY	FR	FR	FR	FR	FR					Page 1 of 1

N

Miami-Dade County Public Works Department

Drawn	Date			
H. FRANCILLON	12/18/09	SW 127 AV & SW 120 ST		
Checked	**Date**	**Placed in Service**	**Phasing No.**	**Asset Number**
H. LEONARDO	12/23/09	Date 1/05/10 By SUU	4	5480

QuadPPConcPeds

TOD Schedule Report

for 4867: SW 122 Av&SW 120 St

Print Date: 3/4/2023

Print Time: 2:03 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4867	SW 122 Av&SW 120 St	DOW-7	TOD	Free	0	0	N/A	2	Max 1

Splits

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



Active Phase Bank: Phase Bank 2

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	30 - 25 - 12	4	2.2
2 WBT	7 - 7 - 7	21 - 21 - 21	7 - 7 - 7	2.7 - 2.7 - 2.7	30 - 30 - 40	0 - 60 - 40	4	2
3 SBT	7 - 7 - 7	24 - 24 - 24	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 10 - 15	45 - 40 - 20	4	2.5
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 10 - 15	65 - 65 - 20	4	2.5
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	70 - 25 - 15	4	2.2
6 EBT	7 - 7 - 7	21 - 21 - 21	7 - 7 - 7	2.7 - 2.7 - 2.7	30 - 30 - 40	0 - 60 - 40	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 4867: SW 122 Av&SW 120 St

Print Date: 3/4/2023

Print Time: 2:03 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBT	4 NBT	5 WBL	6 EBT	7 -	8 -	Ring Offset	Offset
	1	170	11	70	17	48	11	70	0	0	0	129
	2	180	12	60	32	52	25	47	0	0	0	140
	3	140	8	62	22	23	17	54	0	0	0	137
	4	140	8	74	18	15	34	49	0	0	0	92
	5	200	11	102	31	32	46	67	0	0	0	128
	6	180	5	94	36	20	39	61	0	0	0	49
	7	190	9	116	20	20	9	116	0	0	0	180
	8	120	14	46	22	14	14	46	0	0	0	24
	9	190	9	68	35	53	20	58	0	0	0	122
	10	80	5	22	14	14	5	22	0	0	0	35
	12	130	14	57	21	14	24	47	0	0	0	40
	16	110	8	49	14	14	19	39	0	0	0	84
	18	130	14	57	21	14	24	47	0	0	0	72
	19	160	15	60	21	40	15	60	0	0	0	47
	20	130	14	50	13	29	14	50	0	0	0	75
	21	160	11	68	22	35	24	55	0	0	0	81
	22	120	14	46	22	14	14	46	0	0	0	111

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0500	1	M T W Th F
0530	18	S
0600	19	S
0600	2	M T W Th F
0630	18	Su
0930	3	M T W Th F
1000	20	S
1200	19	Su
1200	4	M T W Th F
1400	21	S
1500	6	M T W Th F
1700	5	M T W Th F
2000	8	M T W Th F
2100	22	Su S
2200	10	M T W Th F
2300	Free	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0130	TOD OUTPUTS	-------1	Su S
1000	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
0100	TOD OUTPUTS	-------1	M T W ThF
0130	TOD OUTPUTS	-------1	Su S
0530	TOD OUTPUTS	------2-	M T W ThF
0600	VEH MAX RECALL	----4---	M T W ThF
0800	VEH MAX RECALL	--------	M T W ThF
1000	TOD OUTPUTS	--------	SuM T W ThF S

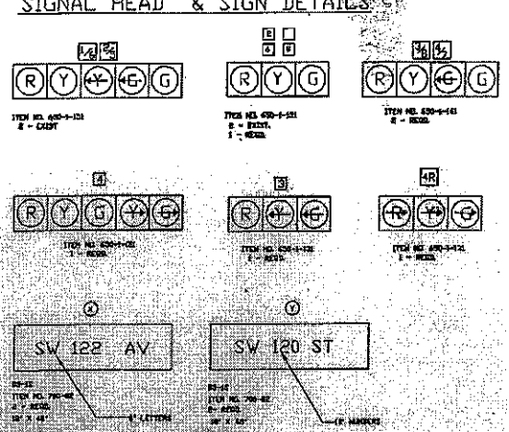
* Settings

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

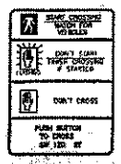
No Calendar Defined/Enabled

MIAMI-DADE COUNTY PUBLIC WORKD DEPT.
TRAFFIC ENGINEERING DIVISION
PROJECT NO. SHEET OF

SIGNAL HEAD & SIGN DETAILS



R10-3e
2 REQD. COST INCLUDED IN ITEM # 665-11



P6 ITEM NO. 653-91 2 REQD
P2 P8

ITEM NO. 653-121
2 REMAIN
2 RELOCATED

NOTES

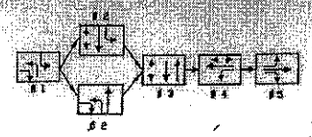
1. DEMAND WATTAGE FOR THIS INTERSECTION IS 965 WATTS.
2. F.P.L. REPRESENTATIVE: TOM HODGSON TEL. 305-442-5128
3. S.B.T. REPRESENTATIVE MARK LYEIN TEL. 305-442-5169
4. REMOVE ALL EXISTING SIGNS AND PAVEMENT MARKINGS CONFLICTING WITH THIS DESIGN.
5. MEET AND MATCH EXISTING PAVEMENT MARKINGS WITH PROPOSED PAVEMENT MARKINGS. INSTALL REFLECTIVE PAVEMENT MARKERS AS PER M.U.C.P.W.D. STANDARDS.
6. INTERCEPT EXIST. INT. CONN. COND. AND CONNECT TO NEW CONTROLLER.
7. LOOPS SHALL BE 6' X 30' IN THE THRU LANES AND 5' X 30' IN THE LEFT TURN LANES.

CONTROLLER OPERATIONS

1. MAJOR STREET IS SW 120 ST MINOR ST IS SW 122 AV.
2. SIGNAL OPERATING PLAN SOP 9 (AS SHOWN)
3. PHASE(S) 01,02,04,05 ACTUATED, PHASE 03 RECALL.
4. MOVEMENT(S) 1,5 IS (ARE) PROTECTED/PERMISSIVE
5. SIGNAL COORDINATION PHASE IS 03
6. FLASHING OPERATION SW 120 ST YELLOW/ SW 122 AV RED
7. LOOP L-4R AND L-9 SHARE THE SAME DETECTOR
8. REMOVE ZEBRA MARKINGS FROM EAST BOUND LEG

MODIFY SIGNAL OPERATING PLAN

SOP 10 TO SOP 9 AS SHOWN



DETECTOR FOR LOOP #		
PHASE NO.	NO. OF LOOPS	NO. OF MOVE.
1	1	1
2	1	1
4	1	1
4R	1	
5	1	1
7	1	1
8	1	1

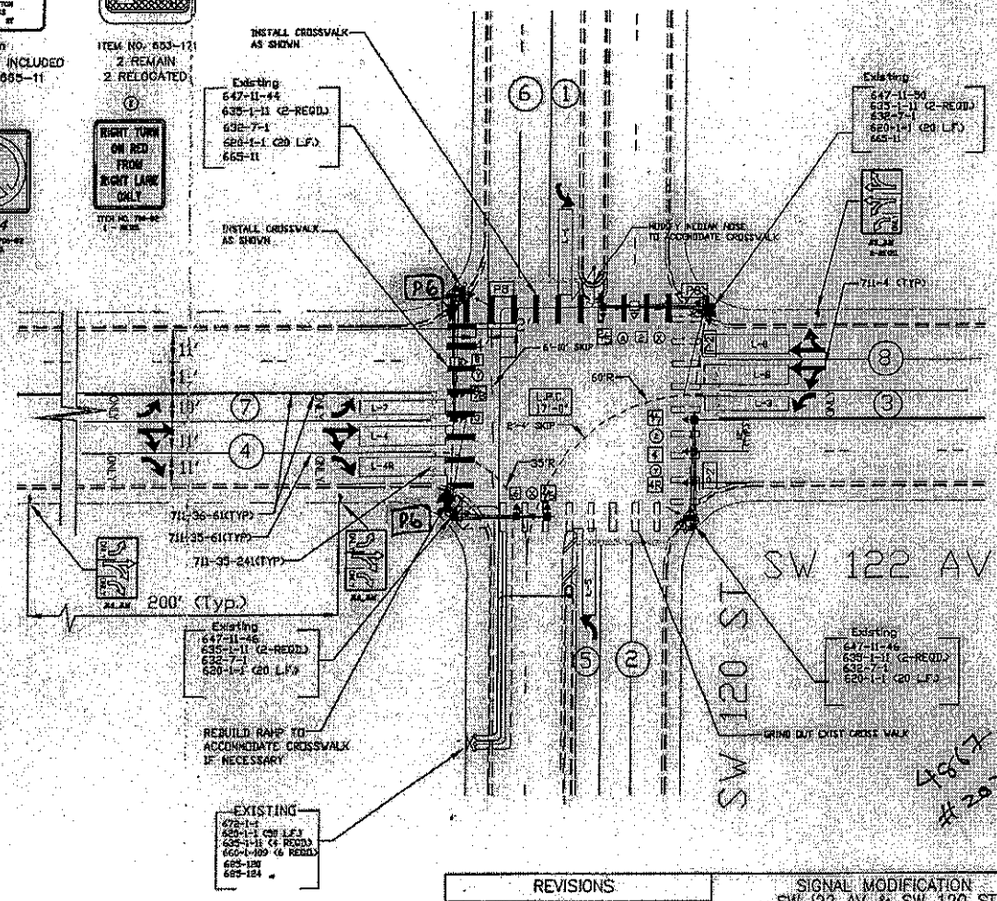
INSTALL CROSSWALK AS SHOWN

Existing
647-11-44
635-1-11 (2-REQD.)
632-7-1
620-1-1 (20 L.F.)
665-11

INSTALL CROSSWALK AS SHOWN

MODIFY RADIUS NOSE TO ACCOMODATE CROSSWALK

Existing
647-11-34
635-1-11 (2-REQD.)
632-7-1
620-1-1 (20 L.F.)
665-11



Existing
647-11-46
635-1-11 (2-REQD.)
632-7-1
620-1-1 (20 L.F.)

GRIND OUT EXIST. CROSS WALK

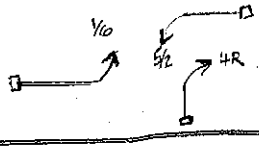
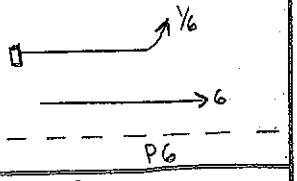
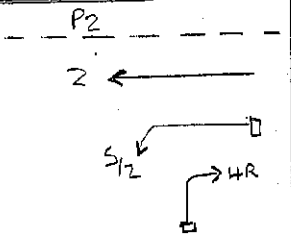
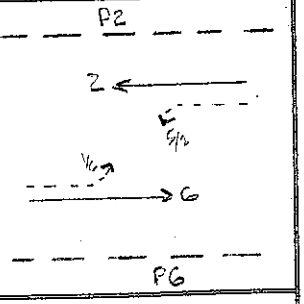
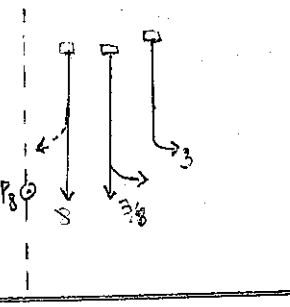
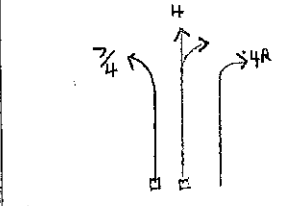
Existing
647-11-46
635-1-11 (2-REQD.)
632-7-1
620-1-1 (20 L.F.)

REBUILD RAMP TO ACCOMMODATE CROSSWALK IF NECESSARY

EXISTING
670-1-1
620-1-1 (20 L.F.)
635-1-11 (4 REQD.)
660-1-109 (6 REQD.)
665-120
665-124

REVISIONS			SIGNAL MODIFICATION SW 122 AV & SW 120 ST				
DATE	DESCRIPTION	BY	DESIGNED BY	DRAWN BY	CHECKED BY	DATE	FILE NO.
05-15-05	MODIFY SIGNAL OPERATION	V.R.	C.S.	C.S.	V.R.	05-15-05	4867
3-21-13	ADD PED SIGNAL HEADS	JH					

SIGNAL OPERATING PLAN

Timing Phases	Direction	Head No.	EB 1/6	EB 6	WB 5/2	WB 2	SB 3	SB 3/8	SB 8	NB 7/4	NB 4	NB 4R	Ped Heads P2	Ped Heads P6	Ped Heads P8	Movements/Display/Actuation
1+5 EL/WL SW 120 ST ACTUATED	Dwell		←/R	R	←/R	R	R	R	R	R	R/→	→	DW	DW	DW	
	Clear to	1+6	←/R	R	←/R	R	R	R	R	R	R/Y	Y	DW	DW	DW	
		2+5	←/R	R	←/R	R	R	R	R	R	R/→	→	DW	DW	DW	
		2+6	←/R	R	←/R	R	R	R	R	R	R/Y	Y	DW	DW	DW	
1+6 EB SW 120 ST ACTUATED	Dwell		←/G	G	R	R	R	R	R	R	R	R	DW	W/F	DW	
	Clear to	2+6	←/G	G	R	R	R	R	R	R	R	R	DW	DW	DW	
2+5 WB SW 120 ST ACTUATED	Dwell		R	R	←/G	G	R	R	R	R	R/→	→	W/F	DW	DW	
	Clear to	2+6	R	R	←/G	G	R	R	R	R	R/Y	Y	DW	DW	DW	
2+6 E/W SW 120 ST RECALL	Dwell		G	G	G	G	R	R	R	R	R	R	W/F	W/F	DW	
	Clear to	3	Y	Y	Y	Y	R	R	R	R	R	R	DW	DW	DW	
		4	Y	Y	Y	Y	R	R	R	R	R	R	DW	DW	DW	
3 SB SW 122 AV ACTUATED	Dwell		R	R	R	R	←	←/G	G	R	R	R	DW	DW	W/F	
	Clear to	4	R	R	R	R	←/Y	Y	Y	R	R	R	DW	DW	DW	
		1+5	R	R	R	R	←/Y	Y	Y	R	R	R	DW	DW	DW	
		1+6	R	R	R	R	←/Y	Y	Y	R	R	R	DW	DW	DW	
		2+5	R	R	R	R	←/Y	Y	Y	R	R	R	DW	DW	DW	
		2+6	R	R	R	R	←/Y	Y	Y	R	R	R	DW	DW	DW	
4 NB SW 122 AV ACTUATED	Dwell		R	R	R	R	R	R	R	←/G	G/→	→	DW	DW	DW	
	Clear to	1+5	R	R	R	R	R	R	R	Y	Y/→	→	DW	DW	DW	
		1+6	R	R	R	R	R	R	R	Y	Y/Y	Y	DW	DW	DW	
		2+5	R	R	R	R	R	R	R	Y	Y/→	→	DW	DW	DW	
		2+6	R	R	R	R	R	R	R	Y	Y/Y	Y	DW	DW	DW	
Flashing Operation			FY	FY	FY	FY	FR	FR	FR	FR	FR	FR				Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	SW 122 AV & SW 120 ST		
H. FRANCILLON	3/22/13			
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	5/9/13	Date 3/28/13 By SHOP	3	4867

Blank16

TOD Schedule Report

for 6702: SW 157 Av-SW 136 St

Print Date: 10/4/2021

Print Time: 9:47 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6702	SW 157 Av-SW 136 St	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	20 - 20 - 17	0 - 20 - 30	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	4 - 4 - 4.5	30 - 40 - 10	65 - 40 - 70	4	2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	15 - 7 - 10	50 - 7 - 15	4	2
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	20 - 20 - 17	0 - 20 - 30	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 6702: SW 157 Av-SW 136 St

Print Date: 10/4/2021

Print Time: 9:47 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 -	8 -	Ring Offset	Offset
	1	85	0	25	0	48	5	14	0	0	0	0
	2	110	0	35	0	63	9	20	0	0	0	0
	3	80	0	29	0	39	6	17	0	0	0	0
	4	60	0	24	0	24	5	13	0	0	0	0
	5	140	0	88	0	40	44	38	0	0	0	87
	6	100	0	29	0	59	6	17	0	0	0	0
	7	100	0	59	0	29	34	19	0	0	0	61

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	Flash	Su S
0500	Free	Su S
0500	Free	M T W Th F
0530	Free	M T W Th F S
0700	6	Su S
0900	1	Su S
0900	Free	M T W Th F
1100	3	Su S
1300	7	M T W Th F
1500	5	M T W Th F
1900	1	M T W Th F
1900	1	Su S
2000	Free	Su S
2000	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
0500	TOD OUTPUTS	--------	SuM T W ThF S
0600	TOD OUTPUTS	----4---	M T W ThF S
0930	TOD OUTPUTS	-------1	M T W ThF
1300	TOD OUTPUTS	--------	M T W ThF
2000	TOD OUTPUTS	-------1	SuM T W ThF S
2100	TOD OUTPUTS	------2-	SuM T W ThF S
2200	TOD OUTPUTS	-----3--	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0500	TOD OUTPUTS	--------	SuM T W ThF S
0600	TOD OUTPUTS	----4---	M T W ThF S
0900	TOD OUTPUTS	--------	Su
0930	TOD OUTPUTS	-------1	M T W ThF
1300	TOD OUTPUTS	--------	M T W ThF
2000	TOD OUTPUTS	-------1	SuM T W ThF S
2100	TOD OUTPUTS	------2-	SuM T W ThF S
2200	TOD OUTPUTS	-----3--	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 HEAD DETAILS

5/2
5-SECT., 1-WAY
12" STD. LENS (LED)
650- 51-513 1 REQD.
659-106 5 REQD.

2 6 8
3-SECT., 1-WAY
12" STD. LENS (LED)
650- 51-313 4 REQD.
659-106 12 REQD.

4R
5-SECT., 1-WAY
12" STD. LENS (LED)
650- 51-511 1 REQD.
659-106 5 REQD.

7
3-SECT., 1-WAY
12" STD. LENS (LED)
650- 51-313 1 REQD.
659-106 3 REQD.

7/4
4-SECT., 1-WAY
12" STD. LENS (LED)
650- 51-413 1 REQD.
659-106 4 REQD.

SIGN DETAILS

X
SW157 AV
Newton Rd
DS 3-1S
699-1-01 2 REQUIRED
ILLUMINATED

Y
SW136 ST
DS 3-1S
699-1-01 1 REQUIRED
ILLUMINATED

A
R3-4
24" X 24"
700-48-18
1 REQUIRED

B
R3-18
24" X 24"
700-48-18
1 REQUIRED

C
RIGHT TURN
ON
RED
FROM
RIGHT LANE
ONLY
30" X 36"
700-48-18
1 REQUIRED

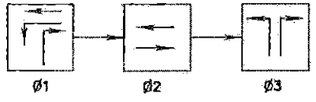
CONTROLLER OPERATION

1. MAJOR STREET: SW 136TH STREET
2. MINOR STREET: SW 157TH AVENUE
3. SOP: SEE DIAGRAM
4. PHASE: 1 & 3 ACTUATED, PHASE 2 RECALL
5. SIGNAL COORDINATION PHASE 2+6.
6. FLASHING OPERATION: SW 136TH ST YELLOW, SW 157TH AVE RED

NOTES:

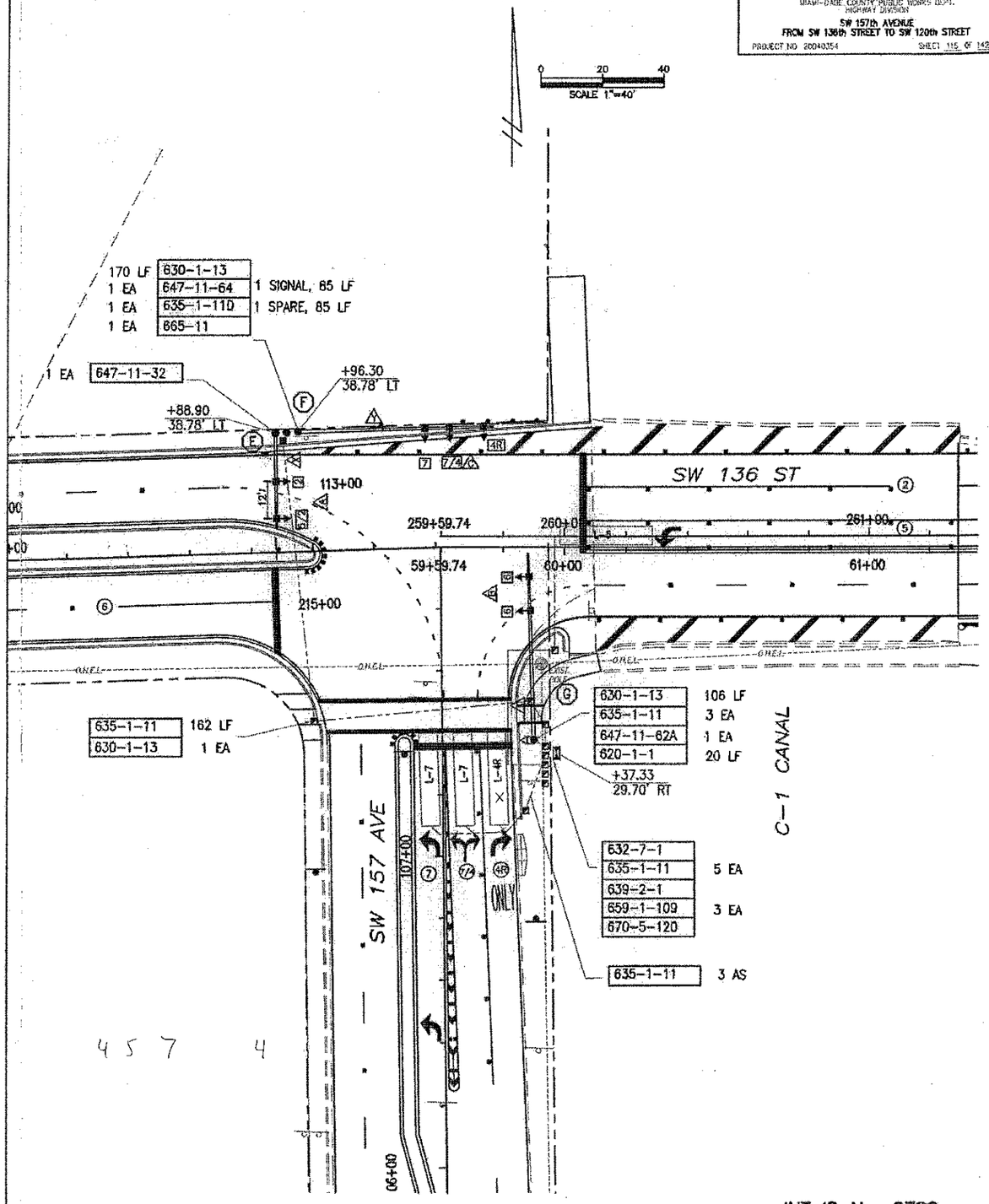
1. FINAL SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNAL DIVISION.
2. MAST ARM POLE LOCATION SHALL BE VERIFIED BY THE CONTRACTOR TO PREVENT DAMAGE TO EXISTING UNDERGROUND UTILITIES. ANY COST FROM DAMAGED UTILITIES SHALL BE BORNE BY THE CONTRACTOR.
3. FPL CONTACT: JOSE GARCIA (305) 442-5154
4. AT&T CONTACT: THOMAS HOUSER (305) 256-3795

SOP



DETECTORS FOR LOOPS		
LOOP	NO. OF LOOPS	NO. OF DETECTORS
L-7	2	1
L-4R	1	1
5	1	1

MIAMI-DADE COUNTY PUBLIC WORKS DEPT.
HIGHWAY DIVISION
SW 157th AVENUE
FROM SW 136th STREET TO SW 120th STREET
PROJECT NO. 20040354 SHEET 115 OF 142



INT ID No. 6702

REVISIONS								
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

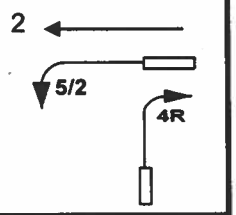
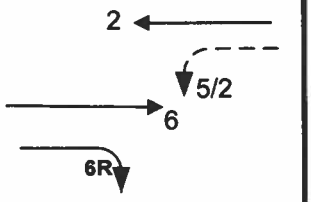
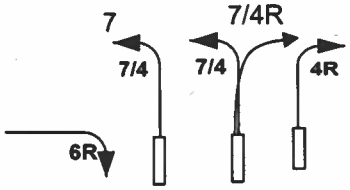
	NAME	DATE		NAME	DATE
DESIGNED BY			DRAWN BY		
CHECKED BY			CHECKED BY		
SUPERVISED BY					

MIAMI-DADE COUNTY
PUBLIC WORKS DEPARTMENT
HIGHWAY DIVISION

SIGNALIZATION PLAN
SW 157th AVENUE & SW 136th STREET

SIGNAL OPERATING PLAN

N

Timing Phases	Direction	EB		WB		NB				Ped Heads			Movements/Display/Actuation
	Head No.	6	6R	2/5	2	7	7/4R	4R		P6	P2	P8	
(2+5)	Dwell	R	R	<G/G	G	R	R	G>					
WB + WBLT	Clear 2+6	R	R	<Y/G	G	R	R	Y>					
(Actuated)	Clear												
(2+6) EB+WB	Dwell	G	G/G>	G	G	R	R	R					
	4	Y	Y/G>	Y	Y	R	R	R					
(Recall)	Clear												
(4) NB	Dwell	R	R/G>	R	R	<G	<G/G>	G>					
	2+5	R	R/Y>	R	R	<Y	<Y/G>	G>					
Actuated	2+6	R	R/Y>	R	R	<Y	<Y/Y>	Y>					
	Clear												
	Dwell												Detectors attributes 7 call ph 4 5 extend ph 5
	Clear to												
	Dwell												
	Clear to												
	Dwell												
	Clear												
Flashing Operation		FY	FY	FY	FY	FR	FR	FR					Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	
R. Fernandez		SW 157 AV & SW 136 ST
Checked	Date	Placed in Service / Phasing No. / Asset Number
Evelin Jayevic E	4/17/18	Date 9/24/18 By — Phasing No. 2 — Asset Number 6702

QuadPPConcPeds

TOD Schedule Report

for 6114: SW 157 Av&SW 152 St

Print Date: 10/4/2021

Print Time: 9:07 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6114	SW 157 Av&SW 152 St	DOW-2	TOD	Free	0	0	N/A	2	Max 2

Splits

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



Active Phase Bank: Phase Bank 2

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk 1	Don't Walk 2	Don't Walk 3	Min Initial 1	Min Initial 2	Min Initial 3	Veh Ext 1	Veh Ext 2	Veh Ext 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2 1	Max 2 2	Max 2 3	Yellow	Red
1 EBL	0	0	0	0	0	0	5	5	5	3.5	3.5	3.5	15	15	11	15	10	10	4.4	2
2 WBT	7	7	7	20	20	20	7	7	7	1	1	1	30	35	44	0	30	37	4.4	2
3 SBL	0	0	0	0	0	0	5	5	5	4	4	4	15	15	20	40	15	28	4	2
4 NBT	7	7	7	25	25	25	7	7	7	4	4	4	30	62	70	80	40	65	4	2
5 WBL	0	0	0	0	0	0	5	5	5	3.5	3.5	3.5	15	15	11	15	15	10	4.4	2
6 EBT	0	0	0	0	0	0	7	7	7	1	1	1	30	35	44	0	30	37	4.4	2
7 NBL	0	0	0	0	0	0	5	5	5	3.5	3.5	3.5	15	15	20	22	10	10	4	2
8 SBT	0	0	0	0	0	0	7	7	7	4	4	4	30	62	70	80	40	65	4	2

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	4	180	11	56	22	67	11	56	22	67	0	49
	5	160	9	37	35	54	9	37	10	80	0	49
	6	120	11	32	31	22	11	32	11	42	0	49
	10	140	11	36	39	30	11	36	11	57	0	85

Local TOD Schedule

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

TOD Schedule Report

for 6114: SW 157 Av&SW 152 St

Print Date: 10/4/2021

Print Time: 9:07 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0545	TOD OUTPUTS	------2-	M T W ThF
0630	TOD OUTPUTS	-----3--	M T W ThF
0825	TOD OUTPUTS	----4---	M T W ThF
0825	VEH MAX RECALL	-----3--	M T W ThF
0845	VEH MAX RECALL	--------	M T W ThF
0915	TOD OUTPUTS	------2-	M T W ThF
1345	PERMIT	-------1	M T W ThF
1900	TOD OUTPUTS	------2-	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0000	TOD OUTPUTS	--------	Su S
0545	TOD OUTPUTS	------2-	M T W ThF
0630	TOD OUTPUTS	-----3--	M T W ThF
0700	TOD OUTPUTS	------2-	Su S
0825	TOD OUTPUTS	----4---	M T W ThF
0825	VEH MAX RECALL	-----3--	M T W ThF
0845	VEH MAX RECALL	--------	M T W ThF
0915	TOD OUTPUTS	------2-	M T W ThF
1345	PERMIT	-------1	M T W ThF
1900	TOD OUTPUTS	------2-	M T W ThF

* Settings

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

No Calendar Defined/Enabled

MIAMI-DADE COUNTY PUBLIC WORKS AND WASTE MANAGEMENT DEPT.
HIGHWAY DIVISION
SW 152 STREET
FROM SW 157 AVENUE TO SW 147 AVENUE
PROJECT NO. 20110065 SHEET 49 OF 114

SIGNAL HEAD & SIGN DETAILS

1/6 5/2 3/8 7/4
R Y Y G G
5-SECT., 1-WAY
650-51-513
4 EXISTING
1 NEW
650-51-513

4 6 8
R Y G
3-SECT., 1-WAY
650-1-313
3 EXISTING
1 NEW
650-1-313

2R
R Y G Y G
5-SECT., 1-WAY
650-51-513
1 EXISTING

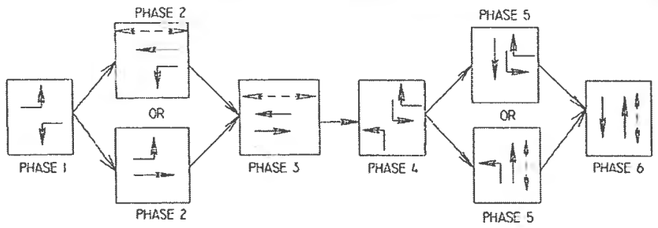
X
SW 152 ST
Coral Reef Dr
699-1-A
ILLUMINATED 72"x24"
2 EXISTING

Y
SW 157 AV
Newton Rd
699-1-A
ILLUMINATED 72"x24"
1 EXISTING
1 RELOCATE 699-1-2A

P2 P4
653-191
2 EXISTING
2-REQUIRED

P4
SCHOOL CROSSING GUARD
SCHOOL ZONE, 15 MPH WHEN FLASHING
SCHOOL CROSSING
PUSH BUTTON TO CROSS SW 152 ST
R10-3n
2-EXISTING
COST INCLUDES ITEM NO. 665-11
1-TO BE REPLACE
2-REQUIRED

SIGNAL OPERATION PLAN



CONTROLLER OPERATIONS

1. MAJOR STREET IS S.W. 152 ST.
   MINOR STREET IS S.W. 157 AV.
2. SOP # 10
3. PHASE 3 IS RECALL
   PHASES 1,2,4,5,& 6 ARE ACTUATED
4. SIGNAL COORDINATION IS PHASE 3
5. FLASHING OPERATION:
   SW 152 ST-FLASHING YELLOW
   SW 157 AV-FLASHING RED

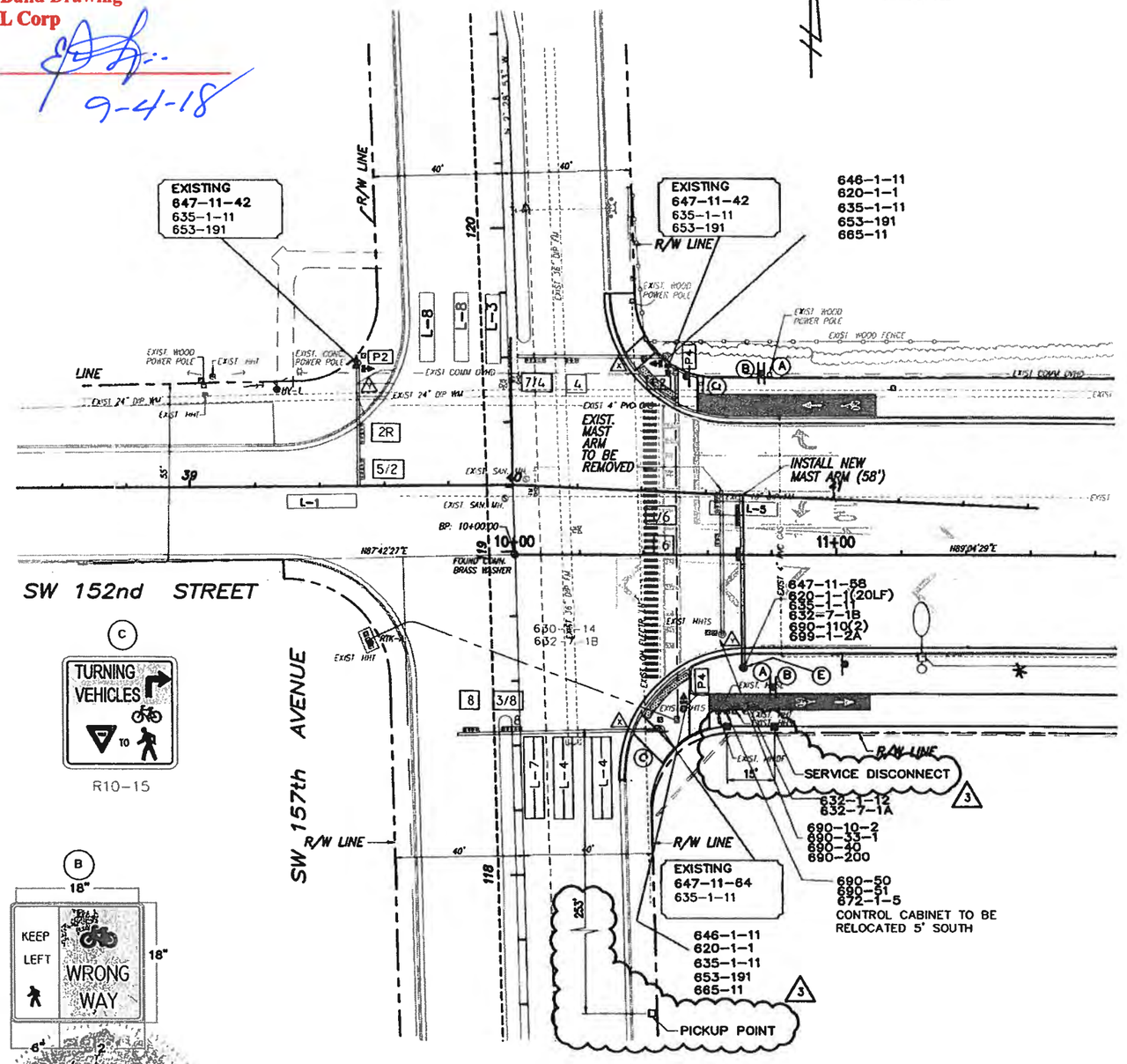
DETECTORS FOR LOOPS		
LOOP	NO. OF LOOPS	NO. OF DETS.
L-1	1	1
L-3	1	1
L-4	2	1
L-5	1	1
L-7	1	1
L-8	2	1

C
TURNING VEHICLES
TO
R10-15

A
KEEP
LEFT RIGHT
18"
12"
R9-7

B
18"
KEEP
LEFT
WRONG
WAY
18"
6" 2"

AS-Build Drawing
S.S.L Corp
By:
9-4-18



REVISIONS								
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
1-26-16	M.P.	REVISION NUMBER 1	08-23-18	J.M.	REV. # 3 SERVICE DISCONNECT / PICKUP POINTS			
03-28-18	J.M	REVISION NUMBER 2						

LEANDRO J. ORA, P.E.
CIVIL ENGINEER
FL. ENG. REG. NO. 25568
8/23/18

	NAME	DATE		NAME	DATE
DESIGNED BY	A.M.		DRAWN BY	J.M.	
CHECKED BY	L.J.O.		CHECKED BY	L.J.O.	
SUPERVISED BY:					

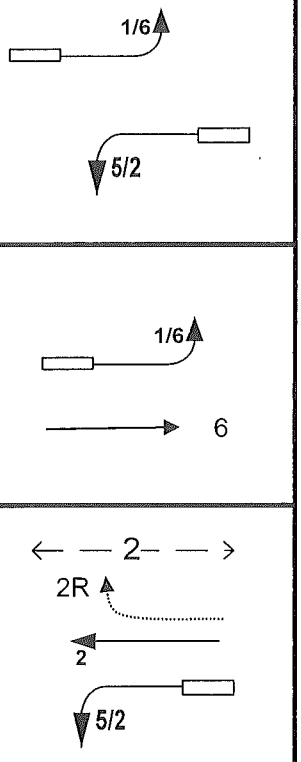
MIAMI-DADE COUNTY
PUBLIC WORKS AND WASTE MANAGEMENT DEPARTMENT
HIGHWAY DIVISION
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FLORIDA 33128

SIGNALIZATION PLAN
SW 152 ST AND SW 157 AVE
ASSET # 6114

Y:\Highway\SW 152 St (SW 157 Ave to SW 147 Ave)\Plans (CAD and pdf files)\CO\SIGNALS\49-50-SIGNAL-PLNS 1-26-16.dwg Aug 23, 2018 - 9:18am JORGEJA

SIGNAL OPERATING PLAN

	Direction	EB			WB			NB			SB			Ped Heads				N
Timing Phases	Head No.	1/6		6	5/2	2	2R	7/4		4	3/8		8		P2		P4	Movements/Display/Actuation
	Dwell	R/G<		R	R/G<	R	R	R		R	R		R		DW		DW	
(1+5)	Clear (1+6)	R/G<		R	R/Y<	R	R	R		R	R		R		DW		DW	
	Clear (2+5)	R/Y<		R	R/G<	R	R	R		R	R		R		DW		DW	
EBLT+WBLT	Clear (2+6)	R/Y<		R	R/Y<	R	R	R		R	R		R		DW		DW	
SW 152 ST	Clear																	
	Clear																	
(ACTUATED)	Clear																	
	Dwell	<G/G		G	R	R	R	R		R	R		R		DW		DW	
(1+6)	Clear 2+6	<Y/G		G	R	R	R	R		R	R		R		DW		DW	
	Clear																	
EBLT+EB	Clear																	
SW 152 ST	Clear																	
	Clear																	
ACTUATED	Clear																	
	Dwell	R		R	<G/G	G	G	R		R	R		R		W/F		DW	
(2+5)	Clear 2+6	R		R	<Y/G	G	G	R		R	R		R		DW		DW	
	Clear																	
WB+WBLT	Clear																	
SW 152 ST	Clear																	
	Clear																	
(ACTUATED)	Clear																	
	Dwell	G		G	G	G	G	R		R	R		R		W/F		DW	
(2+6)	Clear 3+7	Y		Y	Y	Y	Y	R		R	R		R		DW		DW	
	Clear 3+8	Y		Y	Y	Y	Y	R		R	R		R		DW		DW	
WB+EB	Clear 4+7	Y		Y	Y	Y	Y	R		R	R		R		DW		DW	
SW 152 ST	Clear 4+8	Y		Y	Y	Y	Y	R		R	R		R		DW		DW	
	Clear to																	
(Recall)	Clear to																	
	Dwell																	
	Clear																	
	Clear																	
	Clear																	
	Clear																	
Flashing Operation		FY		FY	FY	FY	FY	FR		FR	FR		FR					Page 1 of 2 pages

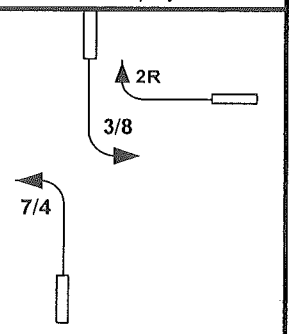
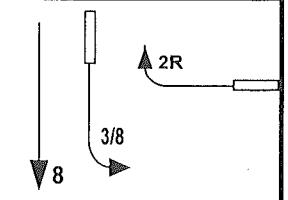
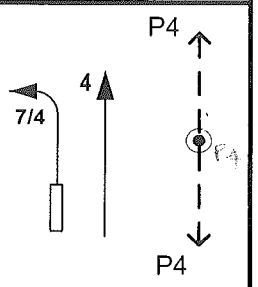
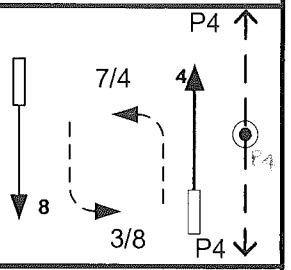


Miami-Dade County Public Works Department

Drawn	Date	Coral Reef Dr & SW 157 AV		
R. Fernandez R.F	3/14/16			
Checked	Date	Placed in Service	Phasing No.	Asset Number
	3/17/16	Date 3/28/16 By: C-IoN	2	6114

QuadPPConcPeds

SIGNAL OPERATING PLAN

Timing Phases	Direction	Head No.	EB 1/6	EB 6	WB 5/2	WB 2	WB 2R	NB 7/4	NB 4	SB 3/8	SB 8	Ped Heads P2	Ped Heads P4	Movements/Display/Actuation
(3+7) NBLT+SBLT SW 157 AV (ACTUATED)		Dwell	R	R	R	R	R/G>	R/G<	R	R/G<	R	DW	DW	
	Clear	3+8	R	R	R	R	R/G>	R/Y<	R	R/G<	R	DW	DW	
		4+7	R	R	R	R	R/Y>	R/G<	R	R/Y<	R	DW	DW	
		4+8	R	R	R	R	R/Y>	R/Y<	R	R/Y<	R	DW	DW	
		1+5	R	R	R	R	R/Y>	R/Y<	R	R/Y<	R	DW	DW	
		1+6	R	R	R	R	R/Y>	R/Y<	R	R/Y<	R	DW	DW	
		2+5	R	R	R	R	R/Y>	R/Y<	R	R/Y<	R	DW	DW	
		2+6	R	R	R	R	R/Y>	R/Y<	R	R/Y<	R	DW	DW	
(3+8) SBLT+SB SW 157 AV (ACTUATED)		Dwell	R	R	R	R	R/G>	R	R	<G/G	G	DW	DW	
	Clear	4+8	R	R	R	R	R/Y>	R	R	<Y/G	G	DW	DW	
		1+5	R	R	R	R	R/Y>	R	R	<Y/Y	Y	DW	DW	
		1+6	R	R	R	R	R/Y>	R	R	<Y/Y	Y	DW	DW	
		2+5	R	R	R	R	R/Y>	R	R	<Y/Y	Y	DW	DW	
		2+6	R	R	R	R	R/Y>	R	R	<Y/Y	Y	DW	DW	
(4+7) NBLT+ NB SW 157 AV (ACTUATED)		Dwell	R	R	R	R	R	<G/G	G	R	R	DW	DW	
	Clear	4+8	R	R	R	R	R	<Y/G	G	R	R	DW	DW	
		1+5	R	R	R	R	R	<Y/Y	Y	R	R	DW	DW	
		1+6	R	R	R	R	R	<Y/Y	Y	R	R	DW	DW	
		2+5	R	R	R	R	R	<Y/Y	Y	R	R	DW	DW	
		2+6	R	R	R	R	R	<Y/Y	Y	R	R	DW	DW	
(4+8) NB+SB SW 157 AV (ACTUATED)		Dwell	R	R	R	R	R	G	G	G	G	DW	W/F	
	Clear to	1+5	R	R	R	R	R	Y	Y	Y	Y	DW	DW	
		1+6	R	R	R	R	R	Y	Y	Y	Y	DW	DW	
		2+5	R	R	R	R	R	Y	Y	Y	Y	DW	DW	
		2+6	R	R	R	R	R	Y	Y	Y	Y	DW	DW	
		Dwell												
	Clear													
		Dwell												
	Clear													
Flashing Operation			FY	FY	FY	FY	FY	FR	FR	FR	FR			Page 2 of 2 Pages

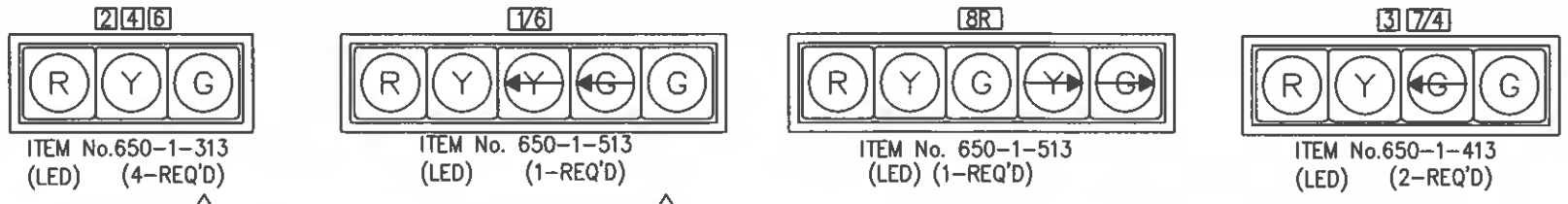
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Miami-Dade County Public Works Department

Drawn	Date	
R. Fernandez FS	3/17/16	Coral Reef Dr & SW 157 AV
Checked	Date	Placed in Service / Phasing No. / Asset Number
	3/17/16	Date 3/28/16 By C-ION / 2 / 6114

QuadPPConcPeds

SIGNAL HEAD & SIGN DETAILS

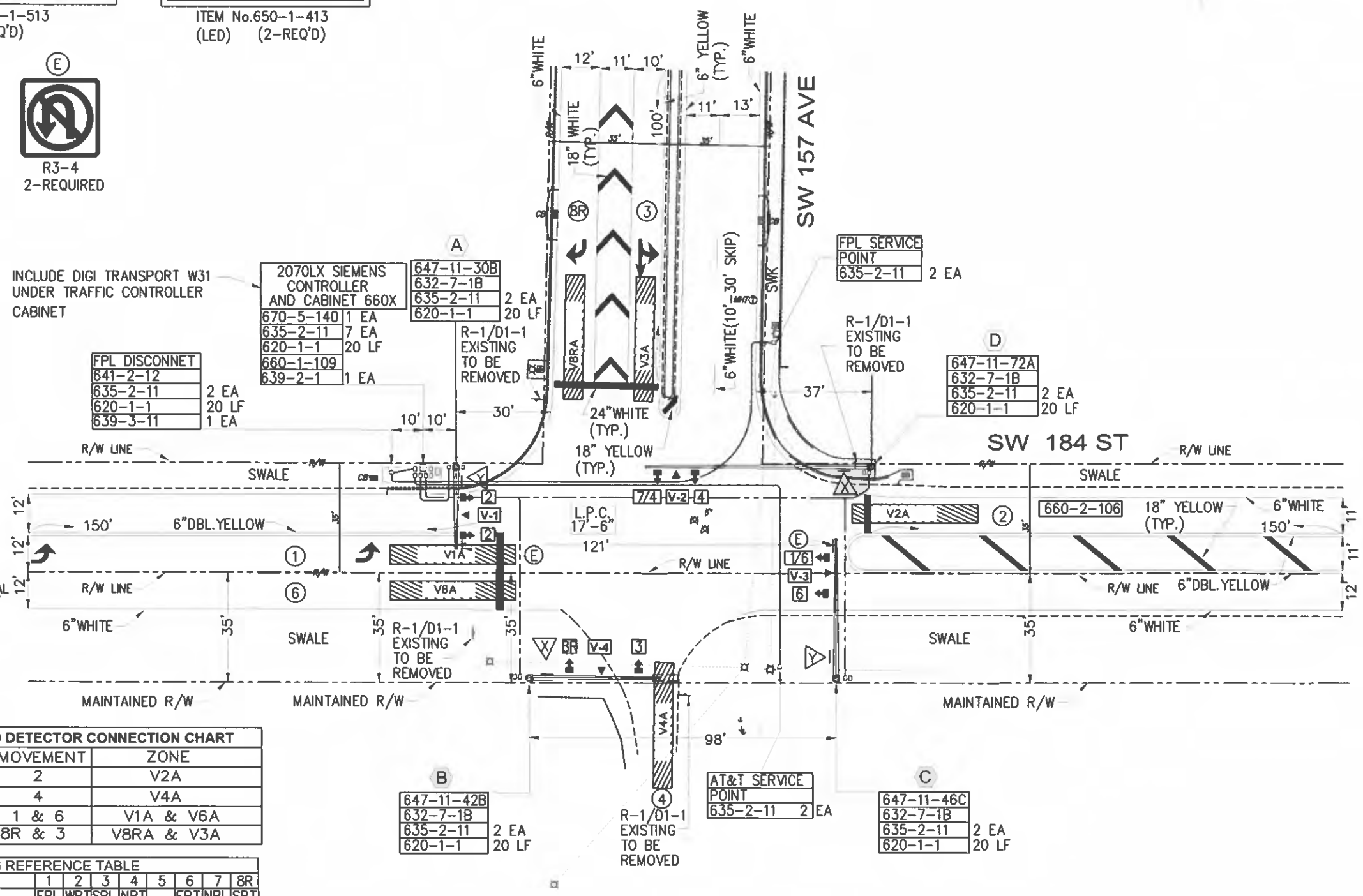


CONTROLLER OPERATIONS

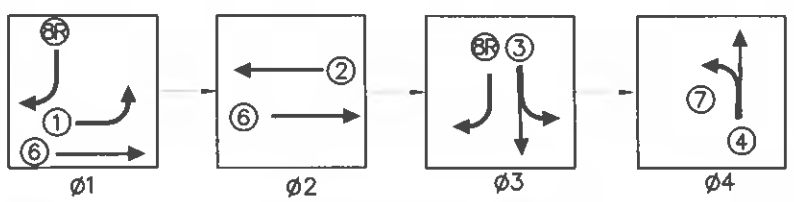
1. MAJOR STREET IS SW 184 ST, MINOR SW 157 AVE.
2. SIGNAL OPERATION PLAN AS SHOWN.
3. SIGNAL FULLY ACTUATED. RECALL PHASE (2).
4. FLASHING OPERATION SW 184 ST YELLOW. SW 157 AVE RED.
5. SIGNAL COORDINATE PHASE 2.
6. MOVEMENT , 1 IS PROTECTED/PERMISSIVE. 3 & 7 ARE PROTECTED

GENERAL NOTES:

1. SPECIFICATIONS AS PER SECTION 6 OF CONTRACT DOCUMENTS (CONTRACT 20210088 PUSH-BUTTON CONTRACT FOR TRAFFIC SIGNAL IMPROVEMENTS – SOUTH)
2. SECTION 600: GENERAL PROVISIONS FOR TRAFFIC CONTROL DEVICES
3. SECTION 639: ELECTRICAL POWER SERVICE ASSEMBLY
4. SECTION 641: PRESTRESSED CONCRETE POLES
5. SECTION 660: VEHICLE DETECTION SYSTEM
6. SECTION 671: TRAFFIC SIGNAL CONTROLLERS
7. FPL REPRESENTATIVE: OSMANI OLIVA (Osmani.oliva@fpl.com) , 305-442-5856/786-375-1542
8. ADD WIRELESS COMMUNICATION EQUIPMENT
9. ANY ASPHALT DAMAGE BY THE CONTRACTOR DURING CONCTRUCTION SHALL BE REPLACED AT NO ADDITIONAL COST TO THE COUNTY, THE LIMITS OF ASPHALT RESTORATION SHALL BE IN ACCORDANCE TO MIAMI DADE COUNTY PUBLIC WORKS DEPARTMENT STANDARD DETAIL R21.1 PAGE 2 OF 3.



SIGNAL OPERATING PLAN



VIDEO DETECTOR CONNECTION CHART		
DETECTOR	MOVEMENT	ZONE
V-1	2	V2A
V-2	4	V4A
V-3	1 & 6	V1A & V6A
V-4	8R & 3	V8RA & V3A

CONTROLLER TIMING REFERENCE TABLE									
	VEHICLE MOVEMENT	1	2	3	4	5	6	7	8R
FUNCTION	APPROACH DIRECTION	EBL	WBT	SBL	NBT		EBT	NBL	SBT
FUNCTION	APPROACH POSTED SPEED (MPH)	40	40	40	25		40	25	40
FUNCTION	ALL RED DISTANCE (FEET)	70	101	74	57		76	62	54
FUNCTION	YELLOW CLEARANCE	4.4	4.4	4.4	4.0		4.4	3.4	4.4
FUNCTION	ALL RED	2.0	2.1	2.0	2.1		2.0	2.3	2.0
	PEDESTRIAN MOVEMENT		P2		P4		P6		P8
FUNCTION	PEDESTRIAN CROSSING DISTANCE (FEET)								
FUNCTION	PEDESTRIAN WALK								
FUNCTION	PEDESTRIAN CLEARANCE INTERVAL								

YAMILET A. SENESPLEDA
LICENSE
No. 74780
3/17/2022
STATE OF FLORIDA
PROFESSIONAL ENGINEER

PAY ITEMS NOT PART OF TED NOTES NOR APPROVAL.

TRAFFIC ENGINEERING CHECK OFF BOX				REV	DATE	
TITLE	NAME		DATE			
TS&S	HUGO LLAMAS	H.L.	3/11/2022			
AFFIC ENGINEER	WILLIAM SALAZAR, EI	W.S.	3/16/2022			

MIAMI-DADE COUNTY DTPW
TRAFFIC ENGINEERING DIVISION
PWS PROJECT # 20180283

DATE 3/16/2022
YAMILET SENESPLEDA, P.E 74780

SW 157 AVE & SW 184 ST (TRAFFIC SIGNAL)

M.CARDELLE	3/16/2022	ASSET#: 8129
DESIGN	DATE	

ecs\s3.miamidade.gov\DTPWW3\PWA\PWWM2\TE-DESIGN\ALL SIGNAL Projects\SW 157 AV & 184 ST\CAD\ SW 157 AVE & SW 184 ST 3-16-2022 tipo.dwg

Miami-Dade Advanced Traffic Management System
Signal Information Report

SW 157 Av and SW 184 St
Intersection Asset Num: 8129: SW 157 Av&SW 184 St-
1/27/2026 From 12:00 AM , To 11:59 PM

Phase Diagram

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

Report generated on: 1/27/2026 1:59:05 PM

Table of Contents

Pattern Summary..... 1
Phase Bank..... 2
TOD Schedule..... 3

Pattern Summary: 8129: SW 157 Av&SW 184 St-

Pattern Summary

Pattern	Cycle	Offset	1-EBL	2-WBT	3-SBT	4-NBT	5	6-EBT	7	8
3	160	102	36.1	72.1	37.9	13.9	0	108.2	0	0
6	120	0	24.1	52.1	29.9	13.9	0	76.2	0	0
11	140	17	28.1	66.1	31.9	13.9	0	94.2	0	0
15	120	90	24.1	52.1	29.9	13.9	0	76.2	0	0
16	100	0	18.1	44.1	23.9	13.9	0	62.2	0	0
19	100	52	20.1	42.1	23.9	13.9	0	62.2	0	0
20	120	0	22.1	54.1	29.9	13.9	0	76.2	0	0
22	100	23	18.1	42.1	25.9	13.9	0	60.2	0	0

Pattern Green Summary

Pattern	Cycle	Offset	1-EBL	2-WBT	3-SBT	4-NBT	5	6-EBT	7	8
3	160	102	29.7	65.6	31.5	7.6	0	101.7	0	0
6	120	0	17.7	45.6	23.5	7.6	0	69.7	0	0
11	140	17	21.7	59.6	25.5	7.6	0	87.7	0	0
15	120	90	17.7	45.6	23.5	7.6	0	69.7	0	0
16	100	0	11.7	37.6	17.5	7.6	0	55.7	0	0
19	100	52	13.7	35.6	17.5	7.6	0	55.7	0	0
20	120	0	15.7	47.6	23.5	7.6	0	69.7	0	0
22	100	23	11.7	35.6	19.5	7.6	0	53.7	0	0

Phase Bank

Phase	Walk			DontWalk			Min Initial			Veh Ext			Max Limit			Max2			Yellow			Red		
Phase Bank	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1-EBL	0	0	0	0	0	0	5	5	5	4.0	4.0	4.0	18	45	30	35	25	22	4.4	4.4	4.4	2.0	2.0	2.0
2-WBT	0	0	0	0	0	0	16	16	16	1.0	1.0	1.0	40	60	70	0	50	48	4.4	4.4	4.4	2.1	2.1	2.1
3-SBT	0	0	0	0	0	0	7	7	7	4.0	4.0	4.0	16	38	34	34	30	26	4.4	4.4	4.4	2.0	2.0	2.0
4-NBT	0	0	0	0	0	0	7	7	7	3.0	3.0	3.0	7	7	7	12	7	7	4.0	4.0	4.0	2.3	2.3	2.3
5	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
6-EBT	0	0	0	0	0	0	16	16	16	1.0	1.0	1.0	40	60	70	0	50	48	4.4	4.4	4.4	2.1	2.1	2.1
7	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
8	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

	Phases
Permit	**1234-6--**
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule

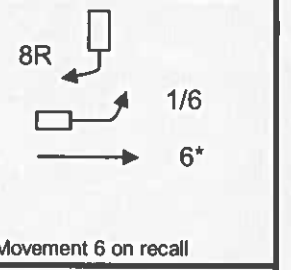
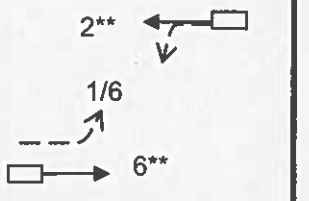
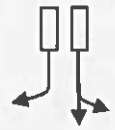
Schedule	Time	Plan	Days of Week						
1	0000	Free	Su	M	T	W	Th	F	S

TOD Function

Schedule	Time	Function	Settings	Days of Week						
1	0000	15 TOD Outputs	--------		M	T	W	Th	F	
12	0000	15 TOD Outputs	--------	Su						S
2	0600	15 TOD Outputs	-------1		M	T	W	Th	F	
13	0630	15 TOD Outputs	----4---	Su						S
14	0800	15 TOD Outputs	------2-	Su						S
3	0900	15 TOD Outputs	------2-		M	T	W	Th	F	
4	1500	15 TOD Outputs	-----3--		M	T	W	Th	F	
5	1900	15 TOD Outputs	----4---		M	T	W	Th	F	
15	2000	15 TOD Outputs	----4---	Su						S
6	2200	15 TOD Outputs	--------		M	T	W	Th	F	
16	2200	15 TOD Outputs	--------	Su						S

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

SIGNAL OPERATING PLAN

Timing Phases	Direction / Head No.	EB 1/6	EB 6	WB 2	SB 3	SB 8R	NB 7/4	NB 4	Ped Heads	Movements/Display/Actuation
(1+6)	Dwell	<G/G	G	R	R	R/G>	R	R		
EBL+EB+SBR	Clear to (2+6)	<Y/G	G	R	R	R/Y>	R	R		
SW 184 ST/ Eureka Dr. (Actuated)										* Movement 6 on recall
(2+6)	Dwell	G	G	G	R	R	R	R		
EB+WB	Clear to (3)	Y	Y	Y	R	R	R	R		
SW 184 ST/ Eureka Dr. (**Recall)	Clear to (4)	Y	Y	Y	R	R	R	R		
(3)	Dwell	R	R	R	<G/G	G/G>	R	R		
SBT/L + SBR	Clear to (4)	R	R	R	Y	Y/Y>	R	R		
SW 157 AV	Clear to (1+6)	R	R	R	Y	Y/G>	R	R		
(Actuated)	Clear to (2+6)	R	R	R	Y	Y/Y>	R	R		
(4)	Dwell	R	R	R	R	R	<G/G	G		
NBT&L	Clear to (1+6)	R	R	R	R	R	Y	Y		
SW 157 AV	Clear to (2+6)	R	R	R	R	R	Y	Y		
(Actuated)										
	Dwell									
	Clear to									
	Dwell									
	Clear to									
Flashing Operation		FY	FY	FY	FR	FR	FR	FR		

Miami-Dade County Public Works Department

Drawn	Date	SW 157 AV & SW 184 ST/EUREKA Dr.		
Yasser O. Rodriguez	6/23/2023			
Approved:	Date	Placed in Service	Phasing No.	Asset Number
Waleed Khan Date: 2023.07.05 17:51:04 -04'00'		Date / By: AUM Const.	1	8129

TOD Schedule Report

for 8012: SW 152 Av&SW 184 St

Print Date: 10/4/2021

Print Time: 10:27 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
8012	SW 152 Av&SW 184 St	DOW-2	TOD	Free	0	0	N/A	1	Max 1

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3.5 - 3.5 - 3.5	12 - 12 - 12	26 - 14 - 14	4.4	2
2 WBT	7 - 7 - 7	16 - 16 - 16	16 - 16 - 16	1 - 1 - 1	35 - 48 - 50	0 - 60 - 60	4.4	2
3 SBT	0 - 0 - 0	0 - 0 - 0	10 - 10 - 10	4 - 4 - 4	18 - 26 - 22	40 - 30 - 34	4	2
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 3.5 - 3.5	12 - 12 - 16	18 - 18 - 18	4	2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2.5 - 2.5 - 2.5	9 - 9 - 9	9 - 9 - 9	4.4	2
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	35 - 48 - 50	0 - 60 - 60	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	123456--
External Permit 0	--------
External Permit 1	-234-6--
External Permit 2	1234-6--

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

Local TOD Schedule

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

TOD Schedule Report

for 8012: SW 152 Av&SW 184 St

Print Date: 10/4/2021

Print Time: 10:27 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0600	TOD OUTPUTS	-------1	M T W ThF
0730	TOD OUTPUTS	------2-	M T W ThF
0930	TOD OUTPUTS	-------1	M T W ThF
1530	TOD OUTPUTS	------2-	M T W ThF
1830	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0000	TOD OUTPUTS	--------	Su S
0600	TOD OUTPUTS	-------1	M T W ThF
0700	TOD OUTPUTS	-------1	Su S
0730	TOD OUTPUTS	------2-	M T W ThF
0930	TOD OUTPUTS	-------1	M T W ThF
1530	TOD OUTPUTS	------2-	M T W ThF
1800	TOD OUTPUTS	--------	Su S
1830	TOD OUTPUTS	--------	M T W ThF

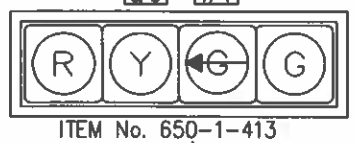
* Settings

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

No Calendar Defined/Enabled

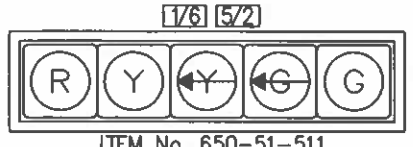
SIGNAL HEAD & SIGN DETAILS

3/8 7/4



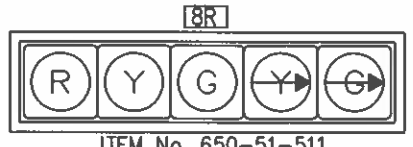
ITEM No. 650-1-413
2-REQ'D.

1/6 5/2



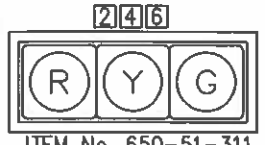
ITEM No. 650-51-511
2-REQ'D.

8R

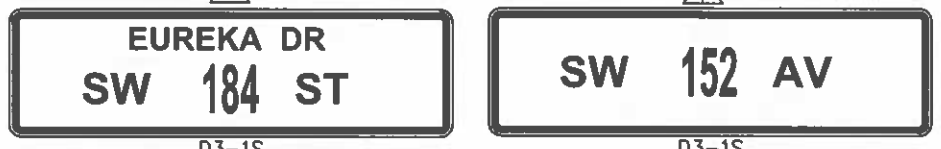


ITEM No. 650-51-511
1-REQ'D.

2 4 6



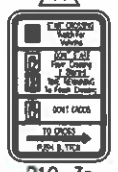
ITEM No. 650-51-311
3-REQ'D.



D3-1S
ITEM No.699-1-1A
2-REQRD.

D3-1S
ITEM No.699-1-1A
2-REQRD.

A



R10-3n
2-REQ'D.

B



R10-3n
1-REQ'D.

C



R10-15
1-REQUIRED
R10-15

D



R10-15
1-REQUIRED
R10-15A

E



R3-4
2-REQUIRED

P2



ITEM No. 653-191
2-REQUIRED
1 SEC 1 WAY

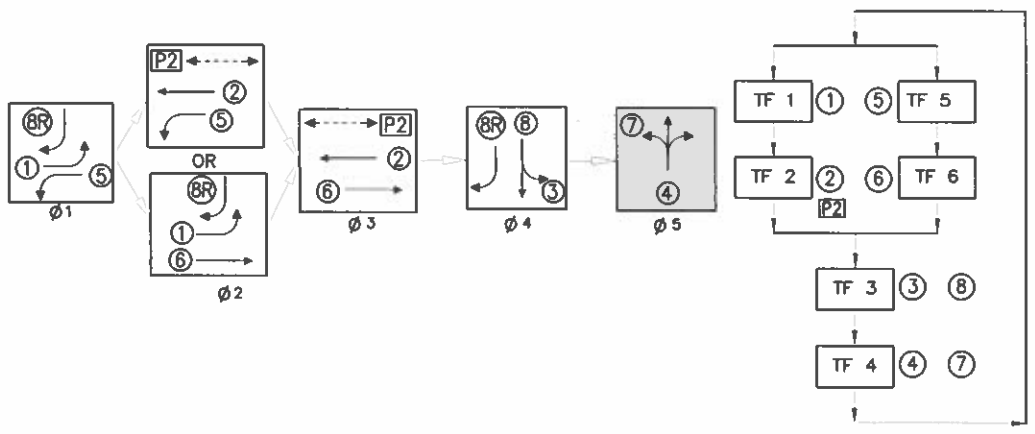
CONTROLLER OPERATIONS

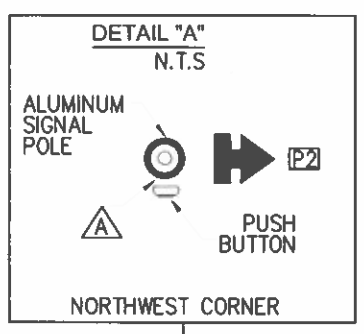
1. MAJOR STREET IS SW 184 ST, MINOR SW 152 AVE.
2. SIGNAL OPERATION PLAN AS SHOWN.
3. PHASE 3 ON RECALL.
4. FLASHING OPERATION SW 184 ST YELLOW, SW 152 AVE RED.
5. SIGNAL COORDINATE PHASE 3.

NOTES:

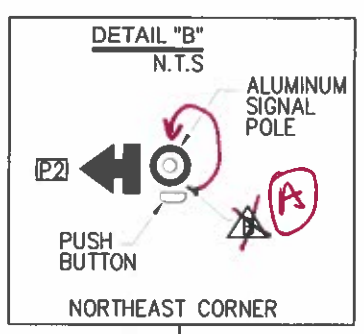
1. FPL REPRESENTATIVE JORGE BOTERO, TEL. (305)442-5198 (jorge.botero@fpl.com).
2. AT&T REPRESENTATIVE JOSE A SUAREZ, TEL. (305)929-2184 (js0425@att.com).
3. LOOPS TO BE PLACED AS PER SECTION 660.
4. ELECTRICAL SERVICE AS PER SECTION 639.
5. ADD WIRELESS COMMUNICATION EQUIPMENT.
6. CONSTRUCT RAMPS, NW, & NE CORNERS, AS PER FDOT STANDARDS INDEX 522-002.
7. ANY ASPHALT DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED AT NO ADDITIONAL COST TO THE COUNTY. THE LIMITS OF ASPHALT RESTORATION SHALL BE IN ACCORDANCE TO MIAMI DADE COUNTY PUBLIC WORKS DEPARTMENT STANDARD DETAIL R21.1 PAGE 2 OF 3.

SIGNAL OPERATING PLAN #9

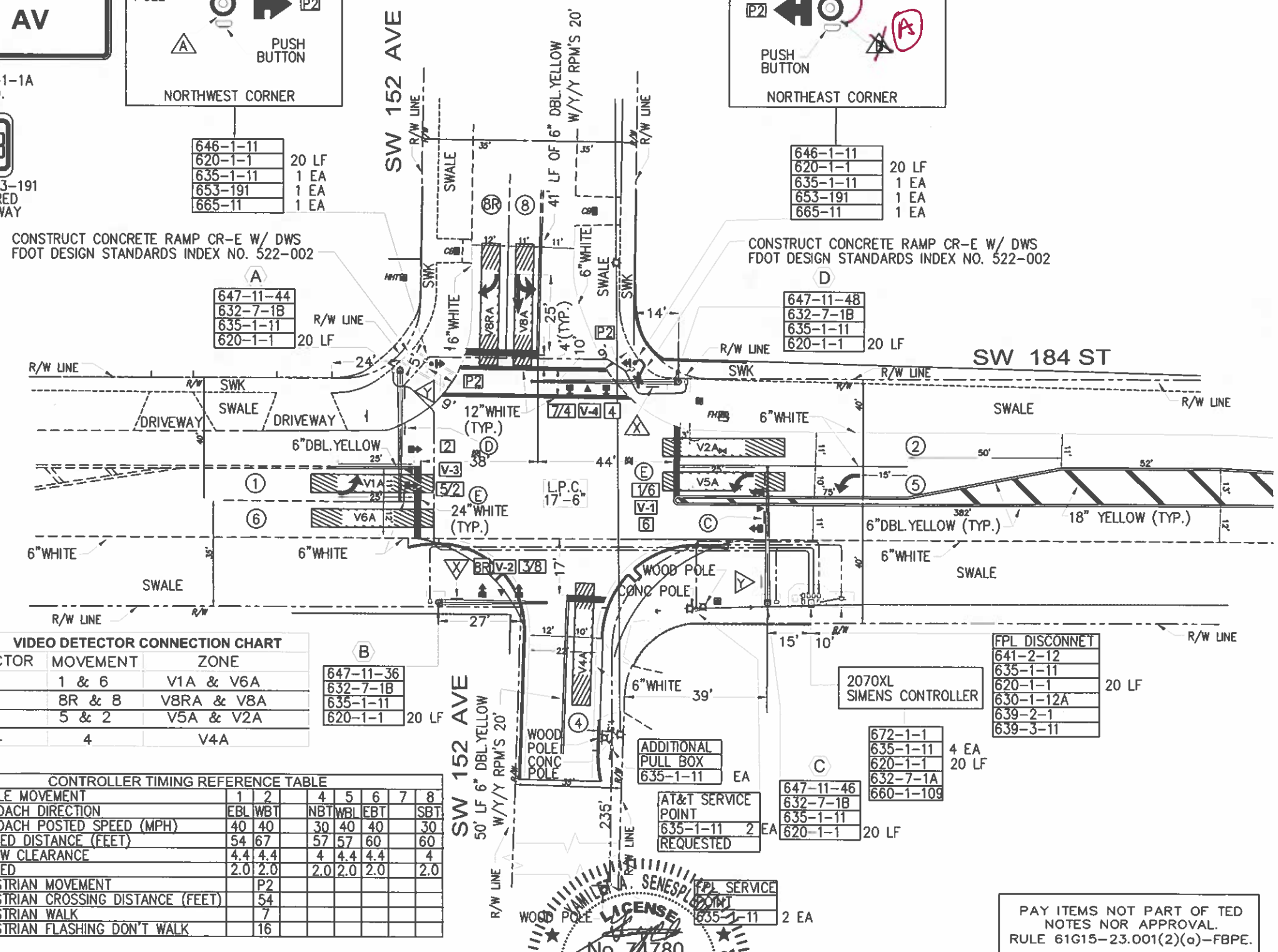




646-1-11	20 LF
620-1-1	1 EA
635-1-11	1 EA
653-191	1 EA
665-11	1 EA



646-1-11	20 LF
620-1-1	1 EA
635-1-11	1 EA
653-191	1 EA
665-11	1 EA



VIDEO DETECTOR CONNECTION CHART

DETECTOR	MOVEMENT	ZONE
V-1	1 & 6	V1A & V6A
V-2	8R & 8	V8RA & V8A
V-3	5 & 2	V5A & V2A
V-4	4	V4A

CONTROLLER TIMING REFERENCE TABLE

	VEHICLE MOVEMENT	1	2		4	5	6	7	8
FUNCTION	APPROACH DIRECTION	EBL	WBT		NBT	WBL	EBT		SBT
FUNCTION	APPROACH POSTED SPEED (MPH)	40	40		30	40	40		30
FUNCTION	ALL RED DISTANCE (FEET)	54	67		57	57	60		60
FUNCTION	YELLOW CLEARANCE	4.4	4.4		4	4.4	4.4		4
FUNCTION	ALL RED	2.0	2.0		2.0	2.0	2.0		2.0
	PEDESTRIAN MOVEMENT		P2						
FUNCTION	PEDESTRIAN CROSSING DISTANCE (FEET)		54						
FUNCTION	PEDESTRIAN WALK		7						
FUNCTION	PEDESTRIAN FLASHING DON'T WALK		16						

PAY ITEMS NOT PART OF TED NOTES NOR APPROVAL.
RULE 61G15-23.001(2)(a)-FBPE.

TRAFFIC ENGINEERING CHECK OFF BOX				REV	DATE
TITLE	NAME		DATE		
TS&S	HUGO LLAMAS		7/30/2020		
TRAFFIC ENGINEER	WILLIAM SALAZAR, EI	W.S.	3/10/2021		

MIAMI-DADE COUNTY DTPW
TRAFFIC ENGINEERING DIVISION

FLORIDA LICENSED PROFESSIONAL ENGINEER
ANNA A. SENESPLEDA
No. 74780
7/29/2021
STATE OF FLORIDA

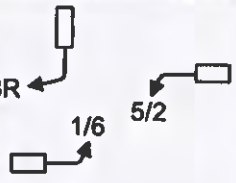
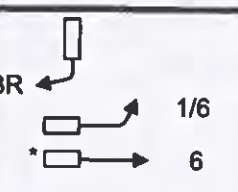
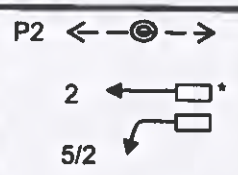
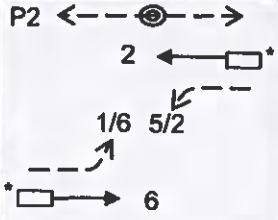
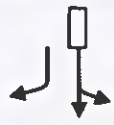
DATE 7/27/2021

SW 152 AVE & SW 184 ST (TRAFFIC SIGNAL)

M.CARDELLE	7/27/2021	ASSET#: 8012
DESIGN	DATE	

\\ecsis3.miamidade.gov\DTPWM3\PW\PWWM2\TE-DESIGN\ALL SIGNAL Projects\SW 152 AVE & SW 184 ST\CAD\ SW 152 AVE & SW 184 ST 3-9-2021.dwg

SIGNAL OPERATING PLAN

Timing Phases	Direction / Head No.	EB 1/6	EB 6	WB 5/2	WB 2	SB 3/8	SB 8R	NB 7/4	NB 4	Ped Heads P2	Movements/Display/Actuation
(1+5) EBL+ WBL+ SBR SW 184 ST/ Eureka Dr. (Actuated)	Dwell	R/<G	R	R/<G	R	R	R/G>	R	R	DW	
	Clear to (1+6)	R/<G	R	R/<Y	R	R	R/G>	R	R	DW	
	Clear to (2+5)	R/<Y	R	R/<G	R	R	R/Y>	R	R	DW	
	Clear to (2+6)	R/<Y	R	R/<Y	R	R	R/Y>	R	R	DW	
(1+6) EBL+EB+SBR SW 184 ST/ Eureka Dr. (Actuated)	Dwell	<G/G	G	R	R	R	R/G>	R	R	DW	
	Clear to (2+6)	<Y/G	G	R	R	R	R/Y>	R	R	DW	
(2+5) WBL+ WB SW 184 ST/ Eureka Dr. (Actuated)	Dwell	R	R	<G/G	G	R	R	R	R	W/F	
	Clear to (2+6)	R	R	<Y/G	G	R	R	R	R	W/F	
(2+6) EB+WB SW 184 ST/ Eureka Dr. (Recall*) *Inters.with capability to be fully actuated	Dwell	G	G	G	G	R	R	R	R	W/F	
	Clear to (3+8)	Y	Y	Y	Y	R	R	R	R	DW	
	Clear to (7+4)	Y	Y	Y	Y	R	R	R	R	DW	
(3) SBT/L + SBR SW 152 AV (Actuated)	Dwell	R	R	R	R	<G/G	G/G>	R	R	DW	
	Clear to (7+4)	R	R	R	R	Y	Y/Y>	R	R	DW	
	Clear to (1+5)	R	R	R	R	Y	Y/G>	R	R	DW	
	Clear to (2+5)	R	R	R	R	Y	Y/Y>	R	R	DW	
	Clear to (1+6)	R	R	R	R	Y	Y/G>	R	R	DW	
	Clear to (2+6)	R	R	R	R	Y	Y/Y>	R	R	DW	
(4) NBT/L/R SW 152 AV (Actuated)	Dwell	R	R	R	R	R	R	<G/G	G	DW	
	Clear to (1+5)	R	R	R	R	R	R	Y	Y	DW	
	Clear to (2+5)	R	R	R	R	R	R	Y	Y	DW	
	Clear to (1+6)	R	R	R	R	R	R	Y	Y	DW	
	Clear to (2+6)	R	R	R	R	R	R	Y	Y	DW	
Flashing Operation		FY	FY	FY	FY	FR	FR	FR	FR	OFF	

Miami-Dade County Public Works Department

Drawn	Date	SW 152 AV & SW 184 ST/EUREKA Dr.		
Yasser Rodriguez	7/23/2021			
Checked	Date	Placed in Service	Phasing No.	Asset Number
Hugo Llamas	7/29/21	Date / By: AUM Const.	1	8012

TOD Schedule Report

for 5964: SW 147 Av&SW 184 St

Print Date: 10/4/2021

Print Time: 8:55 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5964	SW 147 Av&SW 184 St	DOW-2	TOD	Free	0	0	N/A	1	Max 1

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3.5 - 3.5 - 3.5	10 - 10 - 10	20 - 15 - 10	4.4	2.2
2 WBT	7 - 7 - 7	26 - 26 - 26	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 50	4.4	2
3 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3.5 - 3.5 - 3.5	10 - 10 - 10	20 - 15 - 12	4	2.4
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 3.5 - 3.5	30 - 30 - 18	35 - 40 - 30	4	2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3.5 - 3.5 - 3.5	10 - 15 - 10	20 - 12 - 10	4.4	2.2
6 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 50	4.4	2
7 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3.5 - 3.5 - 3.5	10 - 10 - 10	15 - 15 - 12	4	2.4
8 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 3.5 - 3.5	30 - 30 - 18	35 - 40 - 30	4	2

Last In Service Date: unknown

Permitted Phases

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

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

Local TOD Schedule

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

TOD Schedule Report

for 5964: SW 147 Av&SW 184 St

Print Date: 10/4/2021

Print Time: 8:55 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	M T W ThF
0630	TOD OUTPUTS	------2-	M T W ThF
0900	TOD OUTPUTS	--------	M T W ThF
1530	TOD OUTPUTS	------2-	M T W ThF
1900	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

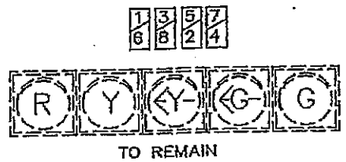
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	M T W ThF
0000	PERMIT	-----3--	Su S
0630	PERMIT	------2-	Su S
0630	TOD OUTPUTS	------2-	M T W ThF
0900	TOD OUTPUTS	--------	M T W ThF
1530	TOD OUTPUTS	------2-	M T W ThF
1900	TOD OUTPUTS	--------	M T W ThF
2300	PERMIT	-----3--	Su S

*** Settings**

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

No Calendar Defined/Enabled

SIGNAL HEAD & SIGN DETAILS

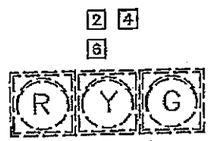


TO REMAIN

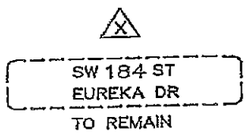


TO REMAIN

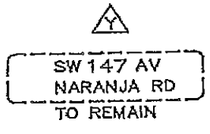
2-REQUIRED



TO REMAIN

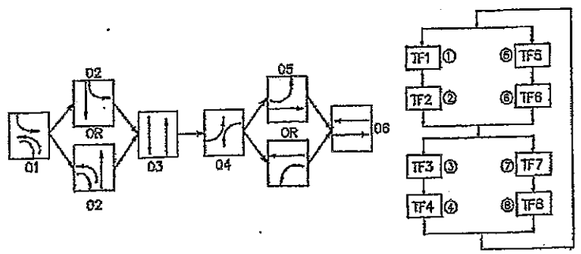


TO REMAIN



TO REMAIN

EXISTING SIGNAL OPERATING PLAN



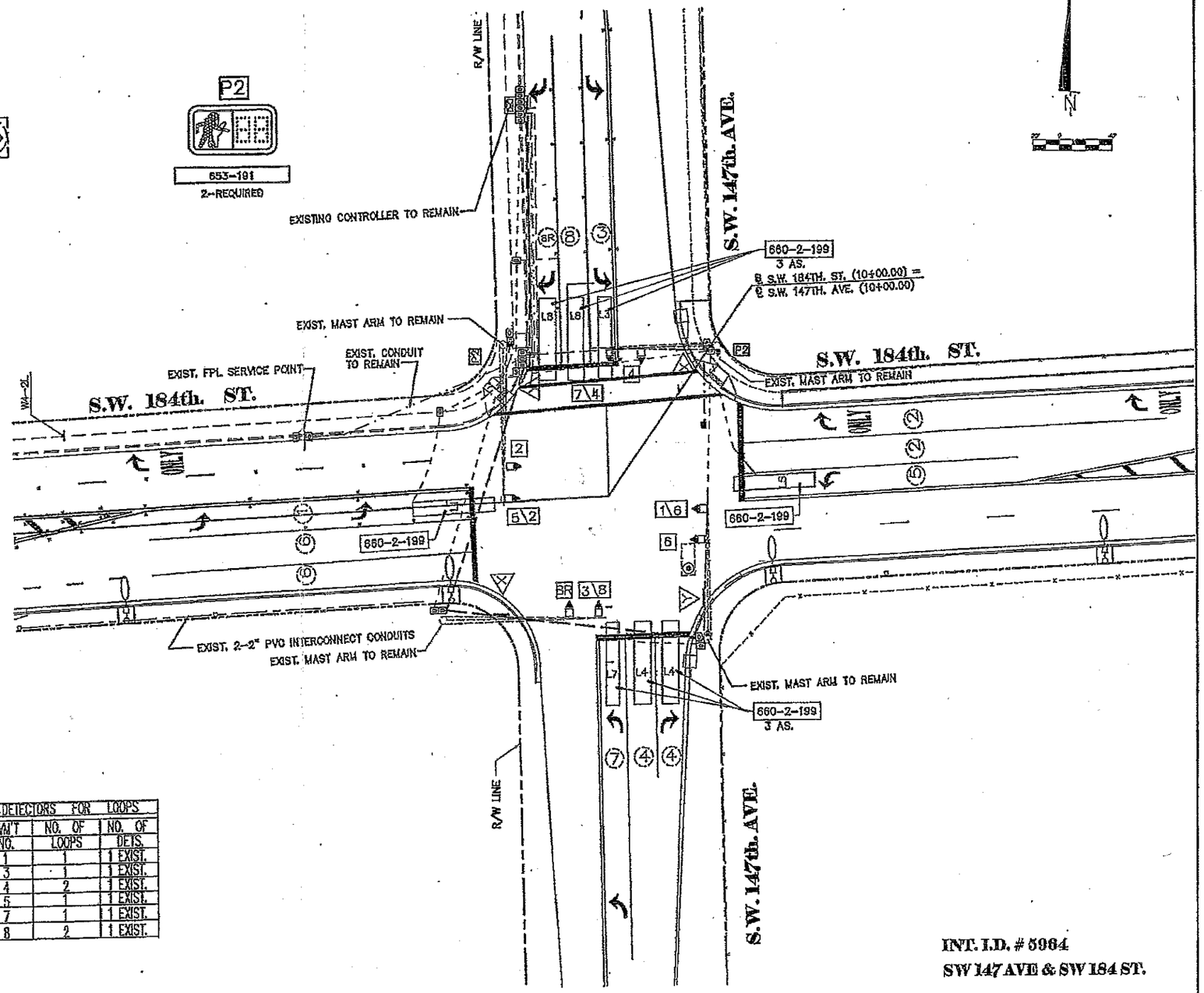
CONTROLLER OPERATIONS

1. Major street is SW 184 Street, Minor street is SW 147 Ave.
2. Signal Operation Plan No. 10
3. Signal Cordination Phase is 3
4. Phase 1,2,4,5,6 Actuated, phase 3 recall
5. Flashing operation SW 184 Street yellow SW 147 Ave. red

NOTES

1. Demand wattage for this intersection is 1103 watts.
2. FPL Representative Jose Garcia
   Tel (305) 442-5154 Cell PH (305) 794-5171 Fax (305) 442-5123
3. AT&T Representative is Steve Massis Tel (305) 222-8745
4. Loops (660-2-191) on Turning Lane are Left 5'x30' and loops on Thru lanes are 6'x30'.
5. Meet and match existing pavement marking without jogs or offset, and remove conflicting signs.
6. Pull box to be relocated and/or adjusted as necessary.

DETECTORS FOR LOOPS		
MVMT NO.	NO. OF LOOPS	NO. OF DETS.
1	1	1 EXIST.
3	1	1 EXIST.
4	2	1 EXIST.
5	1	1 EXIST.
7	1	1 EXIST.
8	2	1 EXIST.



INT. I.D. # 5964
SW 147 AVE & SW 184 ST.

Plotted: Mar 02, 2010 - 11:12am by Jorgeno \\Pw02server\Hwy\Planning\Highway\SW 184 St (SW 147 Ave to SW 137 Ave)\Yandex

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

BND ENGINEERS, INC
4000 NW 87 AVE, SUITE 300 MIAMI FLA 33178
(305) 599-8495 , FAX: (305)-597-9312
CERTIFICATE OF AUTHORIZATION: No 6658

BY _____
KEVIN A. KEANE, P.E.
PE No. 0053177 STATE OF FLORIDA

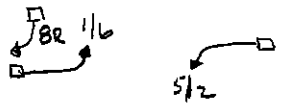
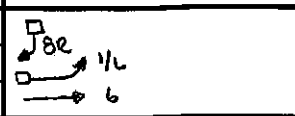
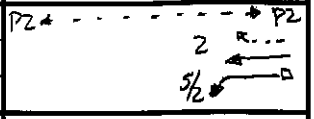
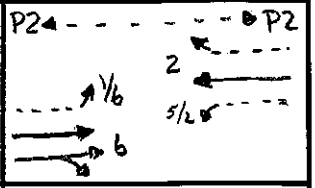
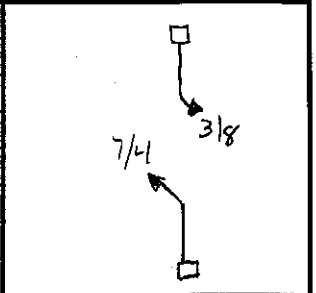
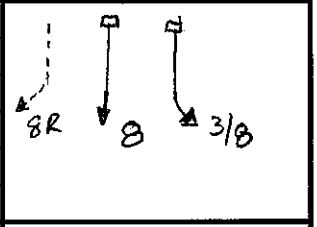
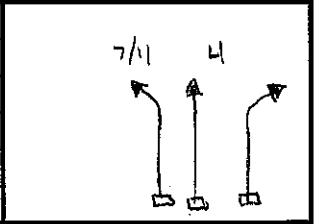
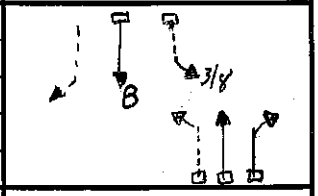
MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT
HIGHWAY DIVISION
PROJECT No. 671572

DATE:	SCALE:	PROJ No.
JULY 2009	1:20	2005-02
DESIGN BY:	DRAWN BY:	CHECKED BY:
WLL	AB	KK

S.W. 184th STREET IMPROVEMENTS
SIGNALIZATION

SIGNAL OPERATING PLAN

N

Timing Phases	Direction / Head No.	EB 1/6	EB 6	WB 5/2	WB 2	SB 3/8	SB 8	SB 8R	NB 7/4	NB 4	Ped Heads P6	P2	P8	P4	Movements/Display/Actuation
(1+5) E/W LT's SW 184 ST (Actuated)	Dwell	<G/R	R	<G/R	R	R	R	R/G>	R	R		DW			
	Clear (1+6)	<G/R	R	<Y/R	R	R	R	R/G>	R	R		DW			
	Clear (2+5)	<Y/R	R	<G/R	R	R	R	R/Y>	R	R		DW			
	Clear (2+6)	<Y/R	R	<Y/R	R	R	R	R/Y>	R	R		DW			
(1+6) EB (Actuated)	Dwell	<G/G	G	R	R	R	R	R/G>	R	R		DW			
	Clear (2+6)	<Y/G	G	R	R	R	R	R/Y>	R	R		DW			
(2+5) WB (Actuated)	Dwell	R	R	<G/G	G	R	R	R	R	R		W/F			
	Clear (2+6)	R	R	<Y/G	G	R	R	R	R	R		DW			
(2+6) E/W SW 184 ST (Recall)	Dwell	G	G	G	G	R	R	R	R	R		W/F			
	Clear (3+7)	Y	Y	Y	Y	R	R	R	R	R		DW			
	Clear (3+8)	Y	Y	Y	Y	R	R	R	R	R		DW			
	Clear (4+7)	Y	Y	Y	Y	R	R	R	R	R		DW			
	Clear (4+8)	Y	Y	Y	Y	R	R	R	R	R		DW			
(3+7) N/S LT's SW 147 AV (Actuated)	Dwell	R	R	R	R	<G/R	R	R	<G/R	R		DW			
	Clear to (3+8)	R	R	R	R	<G/R	R	R	<Y/R	R		DW			
	Clear to (4+7)	R	R	R	R	<Y/R	R	R	<G/R	R		DW			
	Clear to (4+8)	R	R	R	R	<Y/R	R	R	<Y/R	R		DW			
	Clear to (1+5)	R	R	R	R	<Y/R	R	R	<Y/R	R		DW			
	Clear to (1+6)	R	R	R	R	<Y/R	R	R	<Y/R	R		DW			
	Clear to (2+5)	R	R	R	R	<Y/R	R	R	<Y/R	R		DW			
	Clear to (2+6)	R	R	R	R	<Y/R	R	R	<Y/R	R		DW			
(3+8) SB (Actuated)	Dwell	R	R	R	R	<G/G	G	G	R	R		DW			
	Clear to (4+8)	R	R	R	R	<Y/G	G	G	R	R		DW			
	Clear to (1+5)	R	R	R	R	<Y/Y	Y	Y	R	R		DW			
	Clear to (1+6)	R	R	R	R	<Y/Y	Y	Y	R	R		DW			
	Clear to (2+5)	R	R	R	R	<Y/Y	Y	Y	R	R		DW			
	Clear to (2+6)	R	R	R	R	<Y/Y	Y	Y	R	R		DW			
(4+7) NB (Actuated)	Dwell	R	R	R	R	R	R	R	<G/G	G		DW			
	Clear to (4+8)	R	R	R	R	R	R	R	<Y/G	G		DW			
	Clear to (1+5)	R	R	R	R	R	R	R	<Y/Y	Y		DW			
	Clear to (1+6)	R	R	R	R	R	R	R	<Y/Y	Y		DW			
	Clear to (2+5)	R	R	R	R	R	R	R	<Y/Y	Y		DW			
	Clear to (2+6)	R	R	R	R	R	R	R	<Y/Y	Y		DW			
(4+8) N/S SW 147 AV (Actuated)	Dwell	R	R	R	R	G	G	G	G	G		DW			
	Clear (1+5)	R	R	R	R	Y	Y	Y	Y	Y		DW			
	Clear (1+6)	R	R	R	R	Y	Y	Y	Y	Y		DW			
	Clear (2+5)	R	R	R	R	Y	Y	Y	Y	Y		DW			
	Clear (2+6)	R	R	R	R	Y	Y	Y	Y	Y		DW			
Flashing Operation		FY	FY	FY	FY	FR	FR	FR	FR	FR					Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	SW 147 AV & SW 184 ST.		
C. Vasquez	3/9/11			
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. Hernandez	3/10/11	Date 1/7/13 By BPG	3	5964

QuadPPPlus4R8RNoOvlsConcPeds

TOD Schedule Report

for 5437: Quail Roost Dr&SW 147 Av

Print Date: 10/4/2021

Print Time: 8:21 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5437	Quail Roost Dr&SW 147 Av	DOW-2	TOD	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	SBL	NBT	-	EBT	-	SBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit Phase Bank 1	Max Limit Phase Bank 2	Max Limit Phase Bank 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 3	Yellow	Red
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 WBT	0	0	0	0	0	0	18	18	18	1	1	1	34	60	30	0	45	30	4.8	2
3 SBL	0	0	0	0	0	0	5	5	5	2	2	2	10	15	10	20	15	20	4	2
4 NBT	0	0	0	0	0	0	7	7	7	2.5	4.5	2.5	20	50	15	45	40	45	4	2
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 EBT	0	0	0	0	0	0	18	18	18	1	1	1	34	60	30	0	45	30	4.8	2
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 SBT	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	20	50	15	45	40	45	4	2

Last In Service Date: 02/10/2011 11:22

Permitted Phases

	12345678
Default	-234-6-8
External Permit 0	--------
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 SBL	4 NBT	5 -	6 EBT	7 -	8 SBT	Ring Offset	Offset
	2	75	0	27	6	23	0	27	0	35	0	0
	3	90	0	35	6	30	0	35	0	42	0	0
	5	80	0	39	6	16	0	39	0	28	0	0
	6	90	0	44	6	21	0	44	0	33	0	0
	10	75	0	30	6	20	0	30	0	32	0	0
	11	80	0	27	6	28	0	27	0	40	0	0
	15	70	0	36	0	21	0	36	0	21	0	0
	19	60	0	19	6	16	0	19	0	28	0	0
	20	70	0	25	6	20	0	25	0	32	0	0
	21	80	0	36	6	19	0	36	0	31	0	0

Local TOD Schedule

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

TOD Schedule Report

for 5437: Quail Roost Dr&SW 147 Av

Print Date: 10/4/2021

Print Time: 8:21 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0630	TOD OUTPUTS	-------1	M T W ThF
0945	TOD OUTPUTS	------2-	M T W ThF
1530	TOD OUTPUTS	-------1	M T W ThF
2000	TOD OUTPUTS	------2-	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0000	TOD OUTPUTS	--------	Su S
0630	TOD OUTPUTS	------2-	Su S
0630	TOD OUTPUTS	-------1	M T W ThF
0945	TOD OUTPUTS	------2-	M T W ThF
1530	TOD OUTPUTS	-------1	M T W ThF
2000	TOD OUTPUTS	------2-	M T W ThF
2100	TOD OUTPUTS	--------	Su S

* Settings

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

No Calendar Defined/Enabled

SIGNAL HEAD AND SIGN DETAILS

2 4 6 8 — 3-SECT., 1-WAY — 7 AS — 650-1-14

3/8 — 5-SECT., 1-WAY — 1 AS — 650-1-18

⚠4 SW 200 St — Quail Roost Dr — EXIST INTERNALLY ILLUMINATED STREET NAME SIGN (TO BE RELOCATED) — 2 EA — 700-5-50

⚠4 SW 147 Av — Naranja Rd — EXIST. INTERNALLY ILLUMINATED STREET NAME SIGN (TO BE RELOCATED) — 2 EA — 700-5-50

CONTROLLER TIMING REFERENCE TABLE

	VEHICLE MOVEMENT	2	3	4	6	8
FUNCTION	APPROACH DIRECTION	WBT	SBL	NBT	EBT	SBT
FUNCTION	APPROACH POSTED SPEED (MPH)	45	35	30	45	35
FUNCTION	ALL RED DISTANCE (FEET)	61	68	91	70	65
FUNCTION	YELLOW CLEARANCE	4.8	4.0	4.0	4.8	4.0
FUNCTION	ALL RED	2.0	2.0	2.6	2.0	2.6
	PEDESTRIAN MOVEMENT	P2		P4	P6	P8
FUNCTION	PED. CROSSING DISTANCE (FEET)	---		---	---	---
FUNCTION	PEDESTRIAN WALK	---		---	---	---
FUNCTION	PEDESTRIAN FLASHING DON'T WALK	---		---	---	---

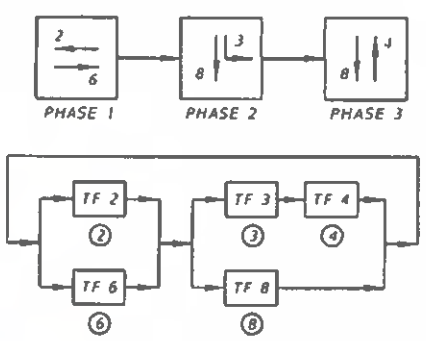
DETECTORS FOR LOOPS

LOOP	NO OF PROP LOOPS	NO OF PROP DETS	NO OF EXIST DETS.
L-2A	1	1	
L-4A	1	1	
L-6A	1	1	
L 8A	1	1	

CONTROLLER OPERATIONS:

1. MAJOR STREET: SR 994 / SW 200 STREET / QUAIL ROOST DRIVE
   MINOR STREET: SW 147 AVENUE / NARANJA ROAD
2. PHASES 1, 2, AND 3 - ACTUATED
   PHASE 1 - RECALL
3. FLASHING OPERATIONS.
   MOVEMENTS 2 AND 6 - YELLOW
   MOVEMENTS 4 AND 8 - RED
4. MOVEMENT 3 PROTECTED/PERMISSIVE
5. FINAL SIGNAL TIMINGS SHALL BE PROVIDED BY MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS. TRAFFIC SIGNAL & SIGN DIVISION.

EXISTING S.O.P



AS-BUILT SET

UNDER POWER CORP.
7900 NW 60 Street
Doral, FL 33166
3/15/2024

NOTES:

1. THE EXISTING CONTROLLER CABINET IS EQUIPPED WITH WIRELESS COMMUNICATION EQUIPMENT
2. PROPOSED SIGNAL HEADS TO BE EQUIPPED WITH RETROREFLECTIVE FLEXIBLE BACKPLATES
3. REMOVE EXISTING LOOP PULL BOXES
4. ESTIMATED TOTAL ELECTRICAL LOAD: 417 W
   ESTIMATED INTERSECTION AMPERAGE: 3.47 A

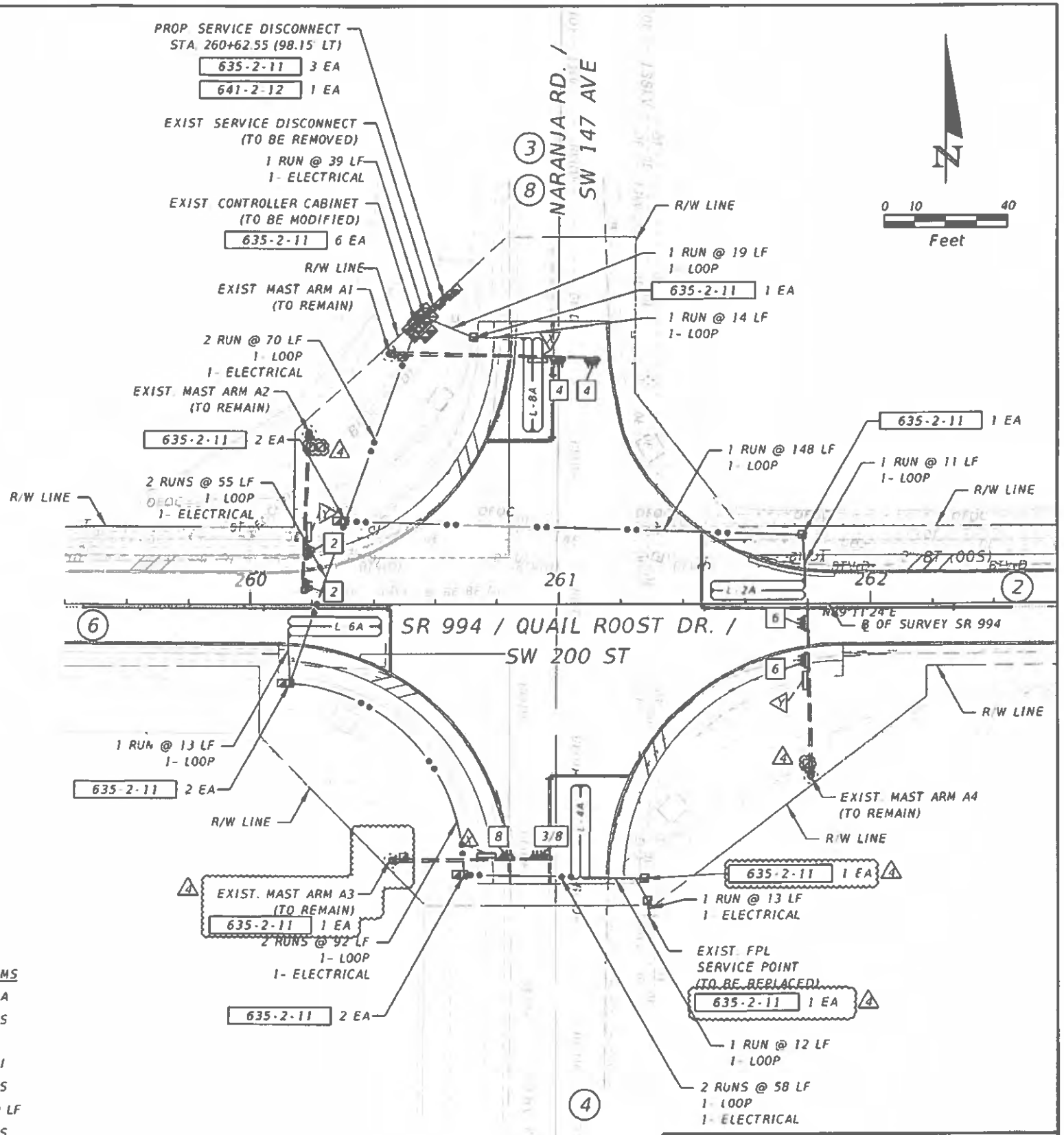
CONDUIT ITEMS
630-2-12 — 544 LF

CABLE ITEMS
632-7-1 — 1 PI

ELECTRICAL SERVICE AND DISCONNECT ASSEMBLY ITEMS
639-1-122 — 1 AS
639-2-1 — 327 LF

LOOP ASSEMBLY ITEMS
660-1-109 — 4 EA
660-2-106 — 4 AS

REMOVAL ITEMS
632-7-6 — 1 PI
639-1-620 — 1 AS
639-2-6 — 270 LF
650-1-60 — 8 AS
660-1-600 — 2 EA



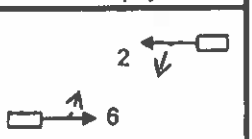
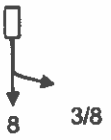
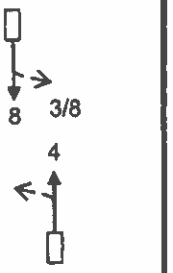
SR 994 (SW 200 STREET / QUAIL ROOST DRIVE) & SW 147 AVENUE
ASSET NO. 5437

REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION				SHEET NO
DATE	DESCRIPTION	DATE	DESCRIPTION	ERIK ALEXANDER ECHEZABAL, P.E. LICENSE NUMBER 82215 CHOICE ENGINEERING CONSULTANTS, INC 12855 SW 132nd STREET, SUITE 200 MIAMI, FLORIDA 33186	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SIGNALIZATION PLAN	T-3
03/12/24	⚠4 AS-BUILT CHANGES BY CONTRACTOR				SR 994	MIAMI-DADE	443907-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

3/12/2024 9:06:47 AM
C:\Users\Erik\Choice Engineering Consultants\Choice Engineering Consultants - Documents\Projects\443907-1-52-01\Signalization\PLANS\01.dgn

SIGNAL OPERATING PLAN

Timing Phases	Direction / Head No.	EB 6	WB 2	SB 3/8	SB 8	NB 4	Ped Heads P6	P2	P8	P4	Movements/Display/Actuation
(2+6)	Dwell	G	G	R	R	R					
	Clear To (3+8)	Y	Y	R	R	R					
WB+ EB	Clear To (4+8)	Y	Y	R	R	R					
	Clear To										
(Recall)	Clear To										
(3+8)	Dwell	R	R	<G/G	G	R					
	Clear To (4+8)	R	R	<Y/G	G	R					
SBL + SB	Clear To (2+6)	R	R	<Y/Y	Y	R					
	Clear To										
(Actuated)	Clear To										
(4+8)	Dwell	R	R	G	G	G					
	Clear To (2+6)	R	R	Y	Y	Y					
	Clear To										
NB + SB	Clear To										
	Clear To										
	Clear To										
	Clear To										
(Actuated)	Clear To										

TOD Schedule Report

for 6507: Quail Roost Dr&SW 137 Av

Print Date: 10/4/2021

Print Time: 9:30 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6507	Quail Roost Dr&SW 137 Av	DOW-2	TOD	Free	0	0	N/A	1	Max 1

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2.5 - 2.5 - 2.5	10 - 10 - 10	15 - 15 - 15	4	2
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	35 - 40 - 40	0 - 55 - 0	4.4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 3.5 - 3.5	20 - 40 - 20	25 - 40 - 0	4.4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	35 - 40 - 40	0 - 55 - 0	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 3.5 - 3.5	20 - 40 - 20	25 - 40 - 0	4.4	2

Last In Service Date: unknown

Permitted Phases

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

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

Local TOD Schedule

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

TOD Schedule Report

for 6507: Quail Roost Dr&SW 137 Av

Print Date: 10/4/2021

Print Time: 9:30 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0500	TOD OUTPUTS	-------1	M T W ThF
0630	TOD OUTPUTS	------2-	M T W ThF
0900	TOD OUTPUTS	-------1	M T W ThF
1600	TOD OUTPUTS	------2-	M T W ThF
1900	TOD OUTPUTS	-------1	M T W ThF
2100	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0500	TOD OUTPUTS	-------1	M T W ThF
0630	TOD OUTPUTS	------2-	M T W ThF
0900	TOD OUTPUTS	-------1	M T W ThF
1600	TOD OUTPUTS	------2-	M T W ThF
1900	TOD OUTPUTS	-------1	M T W ThF
2100	TOD OUTPUTS	--------	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

SEPAC All Data Report

Intersection Name: 6507 Quail Roost Dr & SW 137 Av	Intersection Alias: 6507
IP Address: 10.57.130.243	Report Date/Time: 2026-01-27 15:47:25
Variant Name: Main	
Last Modified: 2025-10-29 02:52:53	

Access Data F-2-6

User Access Code	Admin Access Code	Connection Method	Revision	Address	IP Address	GPS Enabled	GPS Port
9999	0000	Direct IP	5.4.4 (MAR 2023)	001	192.168.1.100/24	False	8

Phase Initialization Data F-3-4

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	4	1	1	0	4	1	1	0	0	0	0	0	0	0	0

Phase Data : Bank 1		Phase #															
Vehicle		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
F-3-1-1	Min Green	5	18	5	10	-	18	5	10	-	-	-	-	-	-	-	-
	Passage	3.5	1.0	3.5	3.5	-	1.0	3.5	3.5	-	-	-	-	-	-	-	-
	Max 1	10	35	10	20	-	35	10	20	-	-	-	-	-	-	-	-
	Max 2	15	-	15	25	-	-	15	25	-	-	-	-	-	-	-	-
	Yellow	4.4	4.4	4.4	4.4	-	4.4	4.4	4.4	-	-	-	-	-	-	-	-
	Red	2.0	2.0	2.0	2.0	-	2.0	2.0	2.0	-	-	-	-	-	-	-	-
F-3-1-2	Dyn Max	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Dyn Step	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-1-3	Veh Recall	-	3	-	-	-	3	-	-	-	-	-	-	-	-	-	-
	Recall Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-1-4	Green Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Yellow Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Bike Green	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Bike Passg	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Density		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
F-3-2	Added Init	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Max Initial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Time B4 Rdctn	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cars B4 Rdctn	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Time to Rdce	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Min Gap	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Pedestrian		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
F-3-3-1	Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ped Clr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Alt Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Alt Ped Clr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-3-2	Ped Recall	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ped Recall Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-3-3	Walk Offset Time	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Walk Offset Mode	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-3-4	Flash Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ext Ped Clr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Act Rest in Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Initial & NA		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
F-3-4	Initial	1	4	1	1	-	4	1	1	-	-	-	-	-	-	-	-
	NA Response	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Update Green	-	True	-	-	-	True	-	-	-	-	-	-	-	-	-	-
Non-Lock & Misc		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
F-3-5	Non-Lock	True	True	True	True	True	True	True	True	-	-	-	-	-	-	-	-

	Mem																
	Dual Entry	-	-	-	True	-	-	-	True	-	-	-	-	-	-	-	-
	Last Car Pass	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cond Service	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	No Simul Gap	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Special Sequence		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
F-3-6	Omit	2	-	4	-	-	-	8	-	-	-	-	-	-	-	-	-
	- Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Omit Call	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Phase Data : Bank 2		**Phase #**															
Vehicle		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
F-3-1-1	Min Green	5	18	5	10	-	18	5	10	-	-	-	-	-	-	-	-
	Passage	3.5	1.0	3.5	6.0	-	1.0	3.5	6.0	-	-	-	-	-	-	-	-
	Max 1	10	40	10	40	-	40	10	40	-	-	-	-	-	-	-	-
	Max 2	15	55	25	75	-	55	10	75	-	-	-	-	-	-	-	-
	Yellow	4.4	4.4	4.4	4.4	-	4.4	4.4	4.4	-	-	-	-	-	-	-	-
	Red	2.0	2.0	2.0	2.0	-	2.0	2.0	2.0	-	-	-	-	-	-	-	-
F-3-1-2	Dyn Max	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Dyn Step	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-1-3	Veh Recall	-	3	-	-	-	3	-	-	-	-	-	-	-	-	-	-
	Recall Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-1-4	Green Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Yellow Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Bike Green	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Bike Passg	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Density		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
F-3-2	Added Init	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Max Initial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Time B4 Rdctn	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cars B4 Rdctn	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Time to Rdce	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Min Gap	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Pedestrian		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
F-3-3-1	Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ped Clr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Alt Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Alt Ped Clr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-3-2	Ped Recall	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ped Recall Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-3-3	Walk Offset Time	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Walk Offset Mode	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-3-4	Flash Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ext Ped Clr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Act Rest in Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Initial & NA		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
F-3-4	Initial	1	3	1	1	1	3	1	1	-	-	-	-	-	-	-	-
	NA Response	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Update Green	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Non-Lock & Misc		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
F-3-5	Non-Lock Mem	True	True	True	True	True	True	True	True	-	-	-	-	-	-	-	-
	Dual Entry	-	-	-	True	-	-	-	True	-	-	-	-	-	-	-	-
	Last Car Pass	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cond Service	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	No Simul Gap	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Special Sequence		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
F-3-6	Omit	2	-	4	-	-	-	8	-	-	-	-	-	-	-	-	-
	- Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Omit Call	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Phase Data : Bank 3		**Phase #**															
Vehicle		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
F-3-1-1	Min Green	5	18	5	10	-	18	5	10	-	-	-	-	-	-	-	-

TBC F-6-2

Cycle Zero	DST Type	TimeZoneDiff
00:00:00	0	-14400

Schedule F-6-3

Schedule	Plan	Day of Week							Month											Day of Mon																			
		Su	M	Tu	W	Th	F	Sa	J	F	M	A	M	J	J	A	S	O	N	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	1
1	1	X							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
2	2		X						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3	3			X					X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
4	4				X				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
5	5					X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
6	6						X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
7	7							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Day Plans F-6-4

Plan		Event #														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	Time	00 : 01	05 : 00	06 : 00	07 : 30	18 : 30	20 : 30	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00
	Action	255	254	253	251	253	254	0	0	0	0	0	0	0	0	0

Plan		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
2	Time	00 : 01	05 : 00	06 : 30	09 : 00	16 : 00	19 : 00	21 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00
	Action	255	253	252	253	252	253	254	0	0	0	0	0	0	0	0

Plan		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3	Time	00 : 01	05 : 00	06 : 30	09 : 00	16 : 00	19 : 00	21 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00
	Action	255	253	252	253	252	253	254	0	0	0	0	0	0	0	0

Plan		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
4	Time	00 : 01	05 : 00	06 : 30	09 : 00	16 : 00	19 : 00	21 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00
	Action	255	253	252	253	252	253	254	0	0	0	0	0	0	0	0

Plan		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5	Time	00 : 01	05 : 00	06 : 30	09 : 00	16 : 00	19 : 00	21 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00
	Action	255	253	252	253	252	253	254	0	0	0	0	0	0	0	0

Plan		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
6	Time	00 : 01	05 : 00	06 : 30	09 : 00	16 : 00	19 : 00	21 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00
	Action	255	253	252	253	252	253	254	0	0	0	0	0	0	0	0

Plan		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
7	Time	00 : 01	05 : 00	06 : 00	07 : 30	18 : 30	20 : 30	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00	00 : 00
	Action	255	254	253	251	253	254	0	0	0	0	0	0	0	0	0

Actions F-6-5

Action	Pattern	Phase Functions																Special Function								Det Ctrl			Aux Out			Dim
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	1	2	3	4	5	6	7	8	D1	D2	D3	A1	A2	A3	
250	254	-	True	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	True	-	-	-	-	-	-	-	-	-	-	-	-
251	254	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	True	-	-	-	-	-	True	True	-	-	-	-	-
252	254	-	True	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	True	-	-	-	-	-	-	True	True	-	-	-	-	-
253	254	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	True	-	-	-	-	-	-	True	True	-	-	-	-	-
254	254	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	True	True	-	-	-	-	-

Phase Function Map- F-6-9

Function	Selector															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase1Max2	-	True	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Phase2Max2	-	True	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Phase3Max2	-	True	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Phase4Max2	-	True	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Phase5Max2	-	True	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Phase6Max2	-	True	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Phase7Max2	-	True	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Phase8Max2	-	True	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Special Function Map F-6-0	(*Global*)								Selector				(*Local*)			
Function	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
SpecialFunction1	True	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SpecialFunction2	-	True	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SpecialFunction3	-	-	True	-	-	-	-	-	-	-	-	-	-	-	-	-
SpecialFunction4	-	-	-	True	-	-	-	-	-	-	-	-	-	-	-	-
SpecialFunction5	-	-	-	-	True	-	-	-	-	-	-	-	-	-	-	-
SpecialFunction6	-	-	-	-	-	True	-	-	-	-	-	-	-	-	-	-
SpecialFunction7	-	-	-	-	-	-	True	-	-	-	-	-	-	-	-	-
SpecialFunction8	-	-	-	-	-	-	-	True	-	-	-	-	-	-	-	-
PhaseBank2	-	True	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PhaseBank3	-	-	True	-	-	-	-	-	-	-	-	-	-	-	-	-
PhaseBank4	-	-	-	True	-	-	-	-	-	-	-	-	-	-	-	-

TBC F-6-A

Entry Number	Begin Month	Begin Occurrences	Begin Day Of Week	Begin Day Of Month	Begin Seconds To Transition	End Month	End Occurrences	End Day Of Week	End Day Of Mont
1	14	1	1	1	0	1	1	1	1
2	14	1	1	1	0	1	1	1	1

Preempt 1

Miscellaneous Data F-7-X-1			(*sec*)								
Det #	**NonLock**	**Link**	**Delay**	**Extend**	**Duration**	**Max Call**	**Lockout**	**Gate Dly**	**Debounce**	**SR Mode**	**R2C**
0	0-Off	0	0	0	0	0	0	0	0.0	0	0-Off

Interval Times F-7-X-2

Global			Selective Interval			Track Interval				Dwell	Return Interval		
Min Green	**Min Walk**	**Ext Ped**	**Ped Cl**	**Yellow**	**Red**	**Green**	**Ped Clr**	**Yellow**	**Red**	**Green**	**Ped Clr**	**Yellow**	**Red**
10	10	0-Default	8	40	20	8	40	20	10	10	8	40	20

Preempt Status		Phase #													
Vehicle Status		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**
F-7-X-1	Exit Ph	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ped Call	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-3	Track	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Dwell	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Cycle	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Defau

Pedestrian Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-4	Track	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Dwell	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Overlap Status		A	B	C	D	E	F	G	H	I	J	K	L	M	N
F-7-X-5	Track	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Dwell	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Trail (*sec*)	-	-	-	-	-	-	-	-	-	-	-	-	-	-

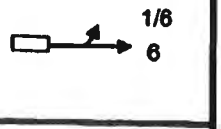
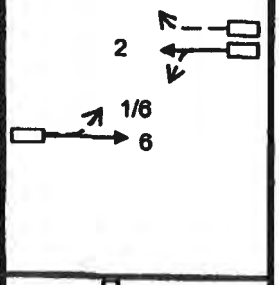
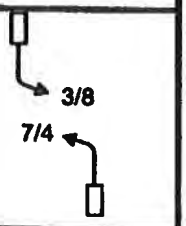
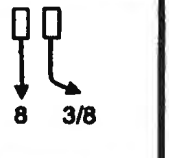
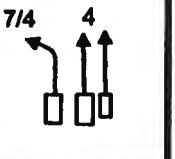
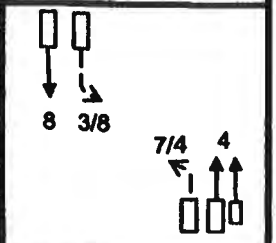
Preempt 2

Miscellaneous Data F-7-X-1			(*sec*)								
Det #	**NonLock**	**Link**	**Delay**	**Extend**	**Duration**	**Max Call**	**Lockout**	**Gate Dly**	**Debounce**	**SR Mode**	**R2C**
0	0-Off	0	0	0	0	0	0	0	0.0	0	0-Off

Interval Times F-7-X-2

Global			Selective Interval			Track Interval				Dwell	Return Interval		
Min Green	**Min Walk**	**Ext Ped**	**Ped Cl**	**Yellow**	**Red**	**Green**	**Ped Clr**	**Yellow**	**Red**	**Green**	**Ped Clr**	**Yellow**	**Red**
10	10	0-Default	8	40	20	8	40	20	10	10	8	40	20

SIGNAL OPERATING PLAN

Timing Phases	Direction	Head No.	EB 1/8	EB 6	WB 2	SB 3/8	SB 8	NB 7/4	NB 4	Ped Heads	Movements/Display/Actuation
(1+6) EBL+EBT		Dwell	<G/G	G	R	R	R	R	R		
	Clear to	(2+6)	<Y/G	G	R	R	R	R	R		
SR 994/ Quail Roost Dr. (Actuated)											
(2+6)		Dwell	G	G	G	R	R	R	R		
	Clear to	(3+7)	Y	Y	Y	R	R	R	R		
EB+WB		(3+8)	Y	Y	Y	R	R	R	R		
		(4+7)	Y	Y	Y	R	R	R	R		
		(4+8)	Y	Y	Y	R	R	R	R		
SR 994/ Quail Roost Dr.											
(Recall)											
(3+7)		Dwell	R	R	R	R/<G	R	R/<G	R		
	Clear to	(3+8)	R	R	R	R/<G	R	R/<Y	R		
SBL+ NBL		(4+7)	R	R	R	R/<Y	R	R/<G	R		
		(4+8)	R	R	R	R/<Y	R	R/<Y	R		
SW 137 AVE		(1+6)	R	R	R	R/<Y	R	R/<Y	R		
		(2+6)	R	R	R	R/<Y	R	R/<Y	R		
(Actuated)											
(3+8)		Dwell	R	R	R	<G/G	G	R	R		
	Clear to	(4+8)	R	R	R	<Y/G	G	R	R		
SBT+SBL		(1+6)	R	R	R	Y/<Y	Y	R	R		
		(2+6)	R	R	R	Y/<Y	Y	R	R		
SW 137 AVE (Actuated)											
(4+7)		Dwell	R	R	R	R	R	<G/G	G		
	Clear to	(4+8)	R	R	R	R	R	<Y/G	G		
NBL+NBT		(1+6)	R	R	R	R	R	Y/<Y	Y		
		(2+6)	R	R	R	R	R	Y/<Y	Y		
SW 137 AVE (Actuated)											
(4+8)		Dwell	R	R	R	G	G	G	G		
	Clear to	(1+6)	R	R	R	Y	Y	Y	Y		
NBT+SBT		(2+6)	R	R	R	Y	Y	Y	Y		
SW 137 AVE											
(Actuated)											
Flashing Operation			FY	FY	FY	FR	FR	FR	FR		Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	
Yasser O. Rodriguez	5/9/2022	SR 994/Quail Roost Dr/SW 200 ST & SW 137 AV
Approved: Wahid Uhn	Date 05/23/22	Placed In Service: Date 5/23/2022 By: FS&L Cont. Inc. / Phasing No. 3 / Asset Number 6507

TOD Schedule Report

for 6639: SW 157 Av&SW 120 St

Print Date: 10/4/2021

Print Time: 9:39 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6639	SW 157 Av&SW 120 St	DOW-2	TOD	[01] EARLY MORNING	80	0	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBT	SBL	NBT	-	-
0	53	0	15	6	41	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	Phase Bank 1 2 3	Phase Bank 1 2 3	Phase Bank 1 2 3	Phase Bank 1 2 3	Phase Bank 1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	20 - 25 - 25	0 - 35 - 35	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 15 - 15	65 - 35 - 35	4	2
5 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 7 - 7	20 - 20 - 20	4	2
6 NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	20 - 25 - 25	0 - 35 - 35	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 6639: SW 157 Av&SW 120 St

Print Date: 10/4/2021

Print Time: 9:39 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	-	WBT	SBL	NBT	-	-		
	1	80	0	53	0	15	6	41	0	0	0	0
	2	120	0	86	0	22	9	71	0	0	0	49
	3	80	0	43	0	25	12	25	0	0	0	57
	4	70	0	33	0	25	6	21	0	0	0	67
	5	110	0	68	0	30	15	47	0	0	0	3
	6	90	0	58	0	20	10	42	0	0	0	0
	7	120	0	48	0	60	9	33	0	0	0	3
	15	160	0	103	0	45	17	80	0	0	0	49
	18	130	0	103	0	15	9	88	0	0	0	30
	19	160	0	103	0	45	17	80	0	0	0	39
	20	130	0	103	0	15	9	88	0	0	0	31
	21	160	0	103	0	45	17	80	0	0	0	110
	22	120	0	93	0	15	9	78	0	0	0	89

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0530	18	S
0530	1	M T W Th F
0600	19	S
0630	18	Su
0630	2	M T W Th F
0900	3	M T W Th F
1000	20	S
1200	19	Su
1200	4	M T W Th F
1400	21	S
1500	5	M T W Th F
1900	3	M T W Th F
2100	1	M T W Th F
2100	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
0500	TOD OUTPUTS	--------	SuM T W ThF S
0530	TOD OUTPUTS	--------	M T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0500	TOD OUTPUTS	--------	SuM T W ThF S
0530	TOD OUTPUTS	--------	M T W ThF S
0700	TOD OUTPUTS	--------	S
0800	TOD OUTPUTS	--------	Su

* 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

MIAMI-DADE COUNTY PUBLIC WORKS DEPT.
HIGHWAY DIVISION
SW 157th AVENUE
FROM SW 136th STREET TO SW 120th STREET
PROJECT NO. 20040354 SHEET 114 OF 142

SIGNAL HEAD DETAILS

5/2 — R Y Gy Gc G
5-SECT., 1-WAY
12" STD. LENS (LED)
650-51-513 1 REQD.
659-106 5 REQD.

7/4 — R Y Gc G
4-SECT., 1-WAY
12" STD. LENS (LED)
650-51-413 1 REQD.
659-106 1 REQD.

2 4 6 — R Y G
3-SECT., 1-WAY
12" STD. LENS (LED)
650-51-313 4 REQD.
659-106 18 REQD.

P4 05
PED. SIGNAL
1-SECT., 1-WAY
2 REQUIRED
653-191

SIGN DETAILS

X
SW157 AV
Newton Rd
03-1S
699-1-01 1 REQUIRED
ILLUMINATED

Y
SW 120 ST
03-1S
699-1-01 2 REQUIRED
ILLUMINATED

A
START CROSSING WHEN "FOR" WORDS
DON'T START IF Started, TIME REMAINING To Finish Crossing
08
STEADY DON'T CROSS
PUSH BUTTON TO CROSS
SW 157 AV
FTP 698-06
2 REQUIRED

CONTROLLER OPERATION

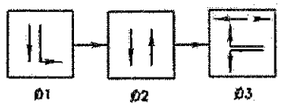
1. MAJOR STREET: SW 157TH AVENUE
2. MINOR STREET: SW 120TH STREET
3. SOP: SEE DIAGRAM
4. PHASE: 1 & 3 ACTUATED, PHASE 2 RECALL
5. SIGNAL COORDINATION PHASE 2+6.
6. FLASHING OPERATION: SW 157TH AVE YELLOW, SW 120TH ST RED

NOTES:

1. FINAL SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNAL DIVISION.
2. MAST ARM POLE LOCATION SHALL BE VERIFIED BY THE CONTRACTOR TO PREVENT DAMAGE TO EXISTING UNDERGROUND UTILITIES. ANY COST FROM DAMAGED UTILITIES SHALL BE BORNE BY THE CONTRACTOR.
3. QUANTITY FOR CONDUIT HAS BEEN DUPLICATED FROM THE NEAREST PULL BOX TO POLE.
4. CONTRACTOR SHALL COORDINATE THE EXACT LOCATION OF SERVICE POINTS FOR AT&T AND FPL.
5. TELEPHONE AND ELECTRICAL CONDUITS ARE TO BE PLACED IN SEPARATE TRENCHES.
6. FPL CONTACT: JOSE GARCIA (305) 442-5154
7. AT&T CONTACT: BEN SCHONECK (305) 387-1872
8. RECIEVING PEDESTRIAN / ACCESSIBLE CURB RAMPS FOR P4 ARE SHOWN FOR INFORMATIONAL PURPOSES BASED ON MIAMI DADE COUNTY PUBLIC WORKS PROJECT NO. 20040354. CONTRACTOR MUST ENSURE THAT THESE CURB RAMPS ARE IN PLACE TO ENSURE COMPLETE SIGNALIZATION OPERATIONS.
9. CONTRACTOR MUST ENSURE THAT ALL SIGNALIZATION EQUIPMENT INCLUDING MAST ARMS AND TRAFFIC CONTROLLER CABINET MAINTAIN COMPLIANCE WITH CURRENT ADA REQUIREMENTS.
10. CONTRACTOR MUST ENSURE THAT ALL SIGNALIZATION POLE FOOTINGS ARE CONSTRUCTED AT THE EDGE OF THE RIGHT OF WAY, OR IN LINE WITH THE RIGHT OF WAY LINE (ZERO HORIZONTAL OFFSETS). IN ADDITION FOOTING MUST NOT ENCROACH INTO RIGHT OF WAY OWNED AND MAINTAINED BY PRIVATE OR OTHER JURISDICTION.

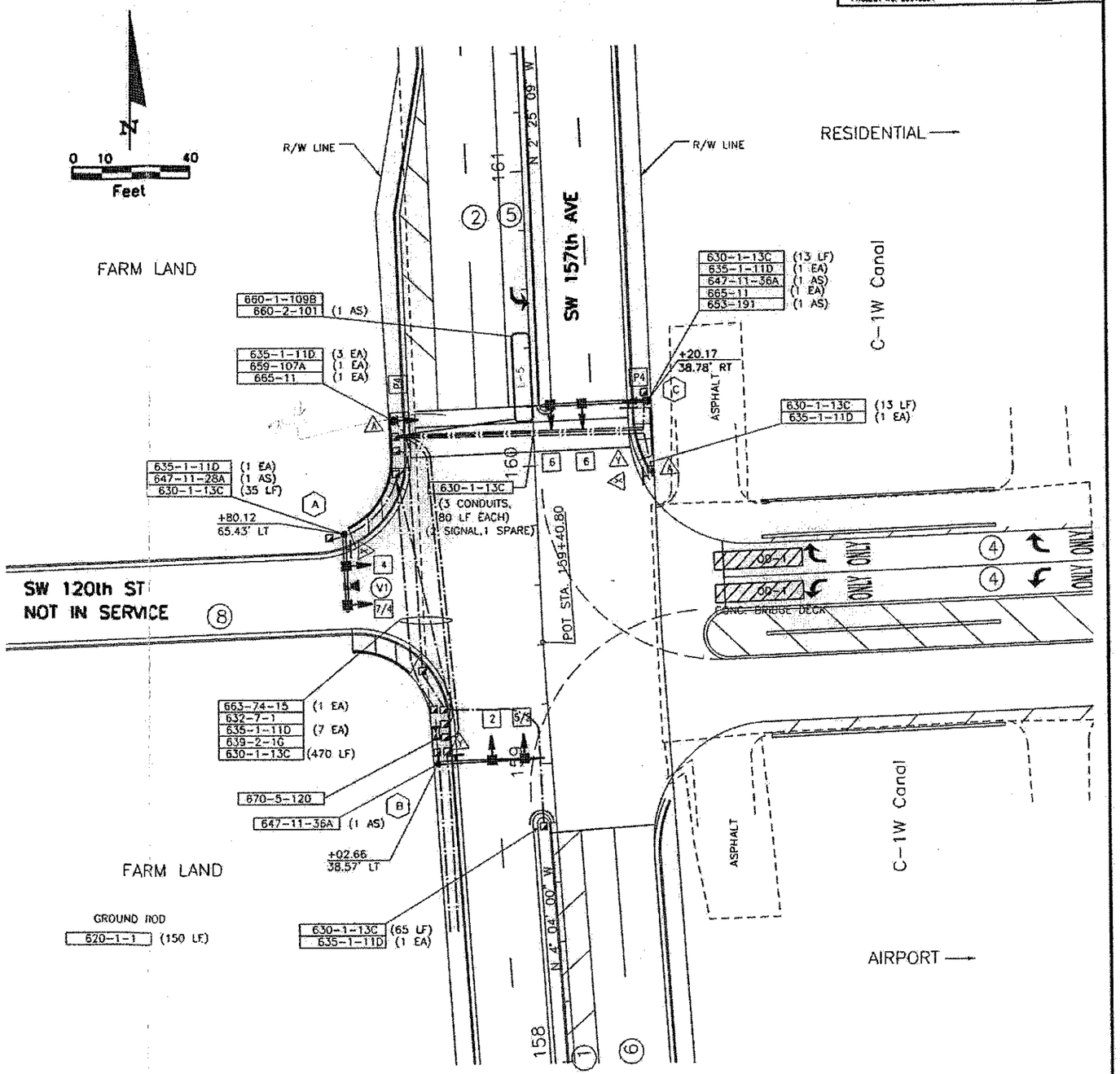
DETECTORS FOR LOOPS		
LOOP	NO. OF LOOPS	NO. OF DETECTORS
L-5	1	1

SOP



VIDEO DETEDTOR CHART		
DETECTOR NO.	MOVEMENTS	ZONE
V-1	4	OD-1

OD = OCCUPANCY DETECTOR ZONE



REVISIONS								
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAME	DATE		NAME	DATE
DESIGNED BY			DRAWN BY		
CHECKED BY			CHECKED BY		
SUPERVISED BY					

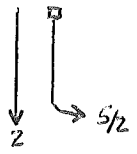
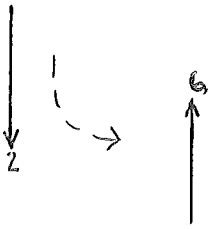
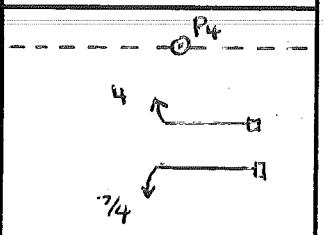
PUBLIC WORKS DEPARTMENT
HIGHWAY DIVISION

SIGNALIZATION PLAN
SW 157TH AV & SW 120TH ST
INTERSECTION ID 6639

...\PLANSG01-rev2.dgn 1/20/2010 10:11:31 AM

SIGNAL OPERATING PLAN

N

Timing Phases	Direction		NB		SB				WB				Ped Heads		Movements/Display/Actuation
	Head No.			6	5/2	2			7/4	4			Ph		
2+5 SB SW 157 AV ACTUATED	Dwell			R	←/G	G			R	R			DW		
	Clear to	2+6		R	←/G	G			R	R			DW		
	Dwell														
	Clear to														
(2+6) N/S SW 157 AV (Recall)	Dwell			G	G	G			R	R			DW		
	Clear to	(4)		Y	Y	Y			R	R			DW		
	Dwell														
	Clear to														
	Dwell														
	Clear to														
(4) WB SW 120 ST VIDEO DETECTION (ACTUATED)	Dwell			R	R	R			←/G	G			W/P		
	Clear to	2+5		R	R	R			Y	Y			DW		
		2+6		R	R	R			Y	Y			DW		
Flashing Operation				FY	FY	FY			FR	FR					Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date			
H. FRANCILLON	7/29/10	SW 157 AV & SW 120 ST		
Checked REVIEWED 8/4/10 H. HERNANDEZ	Date 8/4/10	Placed in Service	Phasing No.	Asset Number
		Date 10/20/10 By AQ	1	6639

TOD Schedule Report

for 5961: SW 157 Av&SW 104 St

Print Date: 10/4/2021

Print Time: 8:54 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5961	SW 157 Av&SW 104 St	DOW-2	TOD	[08] EARLY AFTERNOON	160	131	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
13	50	16	57	13	50	16	57



Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	7 - 5 - 7	22 - 17 - 7	4	2
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	25 - 20 - 20	0 - 20 - 30	4	2
3 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 10	25 - 17 - 7	4	2
4 NBT	2 - 2 - 2	33 - 33 - 33	7 - 7 - 7	4.5 - 2.5 - 2.5	20 - 20 - 35	90 - 30 - 30	4	2
5 WBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	7 - 5 - 10	22 - 17 - 7	4	2
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	25 - 20 - 20	0 - 20 - 30	4	2
7 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	22 - 17 - 7	4	2
8 SBT	2 - 2 - 2	33 - 33 - 33	7 - 7 - 7	4.5 - 2.5 - 2.5	20 - 20 - 35	90 - 30 - 30	4	2

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 5961: SW 157 Av&SW 104 St

Print Date: 10/4/2021

Print Time: 8:54 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	1	140	6	73	10	27	6	73	10	27	0	41
	2	90	6	19	6	35	6	19	6	35	0	20
	3	160	10	42	16	68	10	42	16	68	0	154
	4	200	16	62	16	82	16	62	16	82	0	0
	5	100	14	24	14	24	14	24	14	24	0	31
	6	130	11	42	16	37	11	42	16	37	0	116
	7	120	11	32	16	37	11	32	16	37	0	116
	8	160	13	50	16	57	13	50	16	57	0	131
	9	100	14	19	14	29	14	19	14	29	0	31
	18	130	11	42	16	37	11	42	16	37	0	116
	19	160	16	47	16	57	16	47	16	57	0	19
	20	130	11	42	16	37	11	42	16	37	0	92
	21	160	16	47	16	57	16	47	16	57	0	98
	22	120	11	32	16	37	11	32	16	37	0	99

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0500	5	M T W Th F
0530	3	M T W Th F
0530	18	S
0600	19	S
0630	18	Su
0900	6	M T W Th F
1000	20	S
1200	19	Su
1400	21	S
1500	8	M T W Th F
2100	22	Su S
2100	5	M T W Th F
2300	Free	M T W Th F
2300	Free	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0530	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0530	TOD OUTPUTS	--------	M T W ThF
0630	TOD OUTPUTS	--------	Su S

*** Settings**

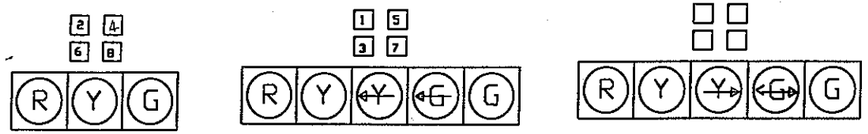
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

DADE COUNTY PUBLIC WORKS DEPT.
HIGHWAY DIVISION

PROJECT NO 671559 SHEET 1 OF 1

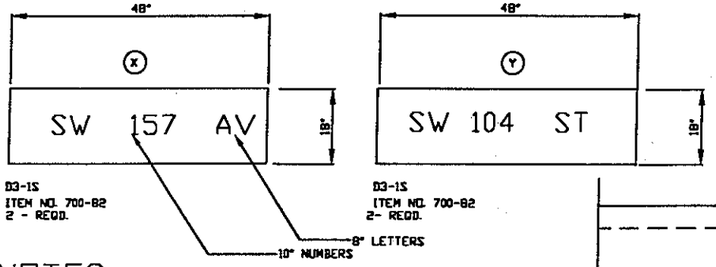
SIGNAL HEAD & SIGN DETAILS



ITEM NO. 650-1-131
4 REQD.

ITEM NO. 650-1-151
4- REQD.

ITEM NO. 650-1-151
8 - REQD.



D3-1S
ITEM NO. 700-82
2 - REQD.

D3-1S
ITEM NO. 700-82
2- REQD.

NOTES

1. DEMAND WATTAGE FOR THIS INTERSECTION IS 1150 WATTS.
2. F.P.L. REPRESENTATIVE TOM HODGDON TEL. 770-7934.
3. S.B.T. REPRESENTATIVE MR DERRICK CLARK TEL 378-0118
4. MEET & MATCH PROPOSED MARKINGS WITH EXISTING MARKINGS.
5. INSTALL REFLECTIVE PAVEMENT MARKERS PER P.W.D. STANDARDS.

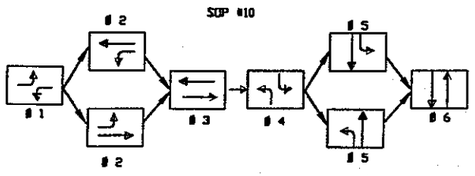
CONTROLLER OPERATIONS

1. MAJOR STREET IS SW 104 ST. MINOR STREET IS SW 157 AV
2. SIGNAL OPERATING PLAN ⟹ (SOP AS SHOWN)
3. PHASE(S) 01,03 ACTUATED, PHASE 03 RECALL
4. MOVEMENT(S) 1, 7 IS (ARE) PROTECTED/PERMISSIVE
5. SIGNAL COORDINATION PHASE IS 02,06
6. FLASHING OPERATION: 1,2,5,6 YELLOW; 3,4,7, 8 RED
7. PROGRAM/WIRE CONTROLLER TO SKIP MOVEMENT(S)

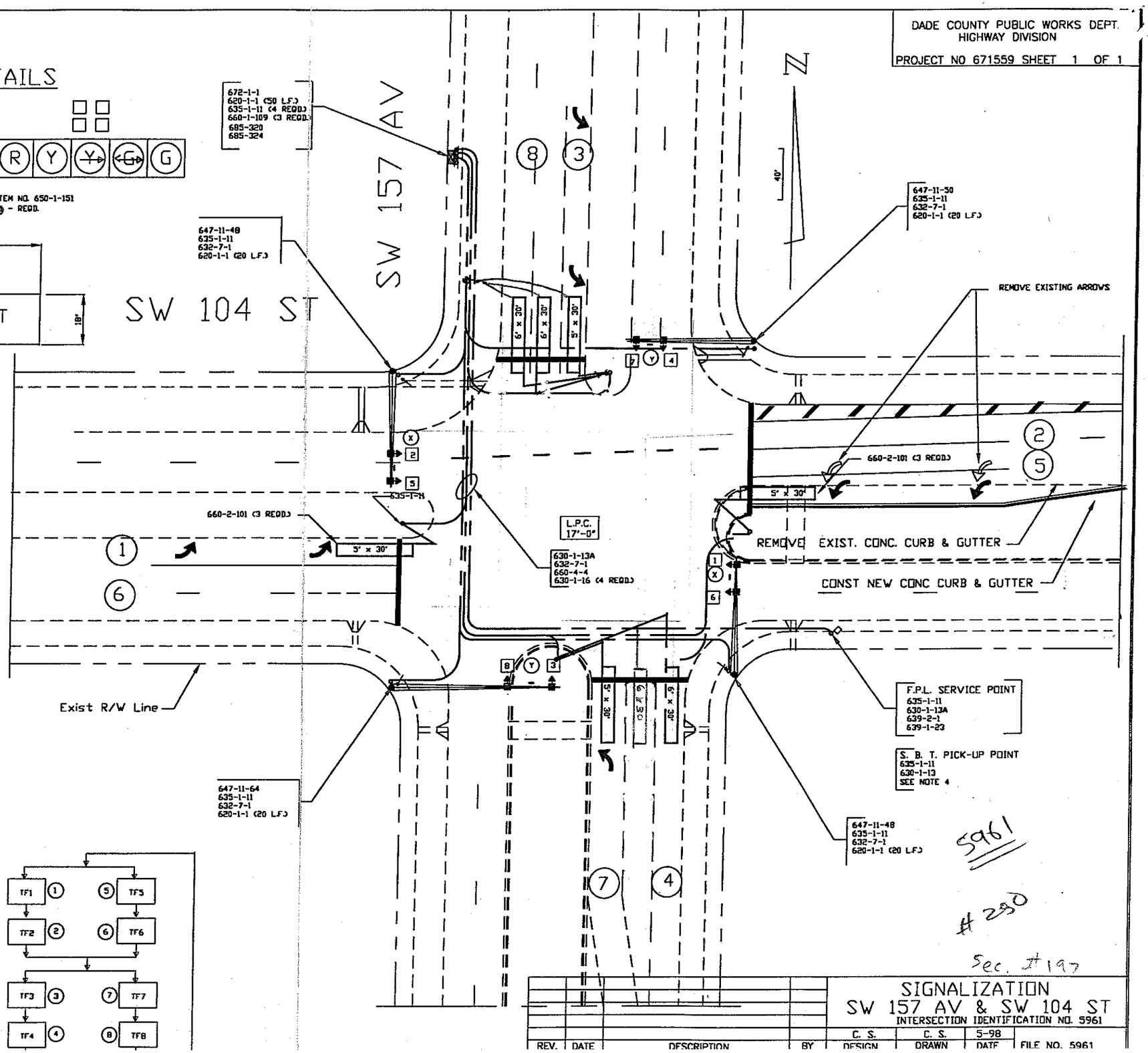
CONTROLLER TIMINGS								
TIMING INTERVAL	TIMING FUNCTION							
	1	2	3	4	5	6	7	8
MINIMUM GREEN (INITIAL)								
EXTENSION (PASSAGE)								
MAXIMUM GREEN 1								
MAXIMUM GREEN 2								
YELLOW								
ALL RED								
PEDESTRIAN "WALK"								
PEDESTRIAN CLEAR								

STANDARD SIGNAL OPERATING PLAN

SOP #10



DETECTOR FOR LOOPS		
MVMT NO.	NO. OF LOOPS	NO. OF DETS
1	1	1
3	1	1
4	1	1
5	1	1
7	1	1
8	2	2



5961

#250

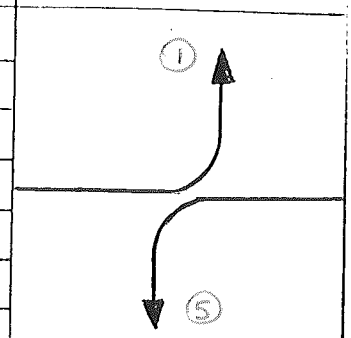
Sec. #197

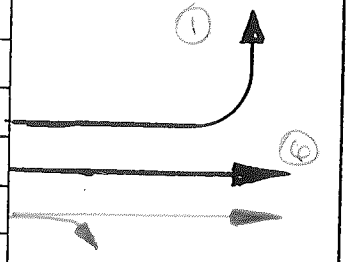
SIGNALIZATION
SW 157 AV & SW 104 ST
INTERSECTION IDENTIFICATION NO. 5961

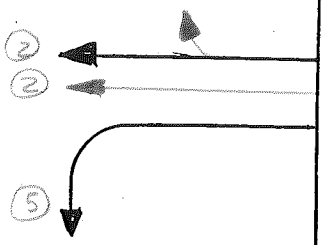
REV.	DATE	DESCRIPTION	BY	C. S. DESIGN	C. S. DRAWN	5-98 DATE	FILE NO. 5961

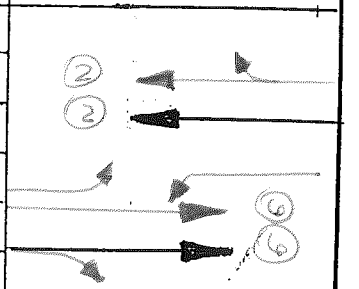
SIGNAL OPERATING PLAN

PHASE	INT	SIGNAL HEAD NUMBER 1	2	3	4	5	6	7	8	P2	P4	P6	P8
Φ1+5 EWLT SW 104 ST (ACTUATED)	R/W	←R	R	R	R	←R	R	R	R				
	TO Φ1+6	←R	R	R	R	←Y R	R	R	R				
	TO Φ2+5	←Y R	R	R	R	←R	R	R	R				
	TO Φ2+6	←Y R	R	R	R	←Y R	R	R	R				
	CLEAR												
Φ1+6 E/B SW 104 ST (ACTUATED)	R/W	←G	R	R	R	R	G	R	R				
	TO Φ2+6	←Y G	R	R	R	R	G	R	R				
	CLEAR												
Φ2+5 W/B SW 104 ST (ACTUATED)	R/W	R	G	R	R	←G	R	R	R				
	TO Φ2+6	R	G	R	R	←Y G	R	R	R				
	CLEAR												
Φ2+6 E/W SW 104 ST (RECALL)	R/W	G	G	R	R	G	G	R	R				
	TO Φ3+7	Y	Y	R	R	Y	Y	R	R				
	TO Φ3+8	Y	Y	R	R	Y	Y	R	R				
	TO Φ4+7	Y	Y	R	R	Y	Y	R	R				
	TO Φ4+8	Y	Y	R	R	Y	Y	R	R				
	CLEAR												







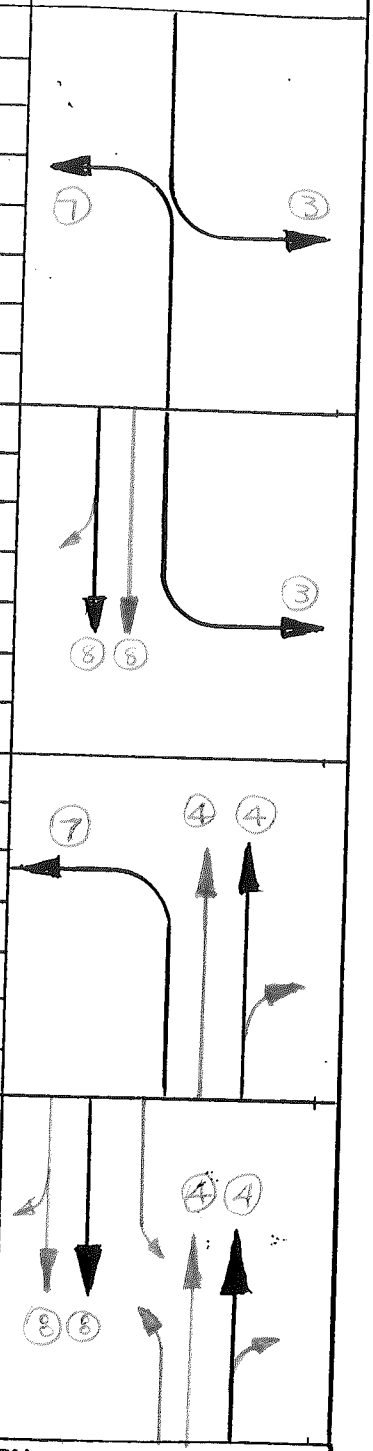


Drawn F. BADRAMPOUR	Date 1/15/99	METROPOLITAN DADE COUNTY DEPARTMENT OF PUBLIC WORKS
Check	Date 1/15/99	ASSET NO: 5961
Division Engineer	Date	SW 157 AV & 104 ST

Placed in Service	PAGE	Phasing Number
Date: 7/22/99 By: C-ALS	1 OF 2	1

SIGNAL OPERATING PLAN

PHASE	INT	SIGNAL HEAD NUMBER 1	2	3	4	5	6	7	8	P2	P4	P6	P8
Φ 3+7 NSLT SW 157 AV (ACTUATED)	R/W	R	R	←R	R	R	R	←R	R				
	TO Φ3+8	R	R	←R	R	R	R	←Y R	R				
	TO Φ4+7	R	R	Y R	R	R	R	←R	R				
	TO Φ4+8	R	R	Y R	R	R	R	←Y R	R				
	CLEAR Φ1+5	R	R	R	R	R	R	R	R				
	CLEAR Φ2+5	R	R	R	R	R	R	R	R				
	CLEAR Φ1+6	R	R	R	R	R	R	R	R				
	CLEAR Φ2+6	R	R	R	R	R	R	R	R				
Φ 3+8 S/B SW 157 AV (ACTUATED)	R/W	R	R	←G	R	R	R	R	G				
	TO Φ4+8	R	R	Y G	R	R	R	R	G				
	CLEAR Φ1+5	R	R	Y	R	R	R	R	Y				
	CLEAR Φ2+5	R	R	Y	R	R	R	R	Y				
	CLEAR Φ1+6	R	R	Y	R	R	R	R	Y				
	CLEAR Φ2+6	R	R	Y	R	R	R	R	Y				
Φ 4+7 N/B SW 157 AV (ACTUATED)	R/W	R	R	R	G	R	R	←G	R				
	TO Φ4+8	R	R	R	G	R	R	Y G	R				
	CLEAR Φ1+5	R	R	R	Y	R	R	R	R				
	CLEAR Φ1+6	R	R	R	Y	R	R	R	R				
	CLEAR Φ2+5	R	R	R	Y	R	R	R	R				
	CLEAR Φ2+6	R	R	R	Y	R	R	R	R				
Φ 4+8 N/S SW 157 AV (ACTUATED)	R/W	R	R	G	G	R	R	G	G				
	CLEAR TO Φ1+5	R	R	Y	Y	R	R	Y	Y				
	CLEAR TO Φ1+6	R	R	Y	Y	R	R	Y	Y				
	CLEAR TO Φ2+5	R	R	Y	Y	R	R	Y	Y				
	CLEAR TO Φ2+6	R	R	Y	Y	R	R	Y	Y				
FLASHING OPERATION		FY	FY	FR	FR	FY	FY	FR	FR				



Drawn: F. BADRAMPOUR	Date: 1/15/99	METROPOLITAN DADE COUNTY DEPARTMENT OF PUBLIC WORKS
Check:	Date: 1/15/99	ASSET NO: 5961
Division Engineer	Date	SW 157 AV @ 104 ST

Placed in Service		PAGE	Phasing Number
Date: 7/22/99	By: C-ALS	2 of 2	1

TOD Schedule Report

for 6638: SW 157 Av&SW 112 St

Print Date: 10/4/2021

Print Time: 9:39 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6638	SW 157 Av&SW 112 St	DOW-2	TOD	Free	0	0	N/A	2	Max 1

Splits

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



Active Phase Bank: Phase Bank 2

Phase	Walk Phase Bank 1	Walk 2	Walk 3	Don't Walk 1	Don't Walk 2	Don't Walk 3	Min Initial 1	Min Initial 2	Min Initial 3	Veh Ext 1	Veh Ext 2	Veh Ext 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2 1	Max 2 2	Max 2 3	Yellow	Red
1 NBL	0	0	0	0	0	0	5	5	5	2	2	2	5	7	10	20	10	0	4.4	2
2 SBT	7	7	7	18	18	18	7	7	7	1	1	1	25	30	35	0	30	0	4.4	2
3 EBL	0	0	0	0	0	0	5	5	5	2	2	2	5	7	10	20	20	0	4	2.7
4 WBT	7	7	7	25	25	25	7	7	7	2.5	2.5	2.5	15	20	25	35	25	0	4	2.7
5 SBL	0	0	0	0	0	0	5	5	5	2	2	2	5	7	10	20	10	0	4.4	2
6 NBT	7	7	7	18	18	18	7	7	7	1	1	1	25	30	35	0	30	0	4.4	2
7 WBL	0	0	0	0	0	0	5	5	5	2	2	2	5	7	10	20	20	0	4	2.7
8 EBT	7	7	7	25	25	25	7	7	7	2.5	2.5	2.5	15	20	25	35	25	0	4	2.7

Last In Service Date: unknown

Permitted Phases

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

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

Local TOD Schedule

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

TOD Schedule Report

for 6638: SW 157 Av&SW 112 St

Print Date: 10/4/2021

Print Time: 9:39 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0530	TOD OUTPUTS	-------1	SuM T W ThF S
0630	TOD OUTPUTS	------2-	M T W ThF
0900	TOD OUTPUTS	-----3--	SuM T W ThF S
1600	TOD OUTPUTS	------2-	M T W ThF
1900	TOD OUTPUTS	-----3--	M T W ThF
2100	TOD OUTPUTS	-------1	SuM T W ThF S
2230	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
0530	TOD OUTPUTS	-------1	SuM T W ThF S
0630	TOD OUTPUTS	------2-	M T W ThF
0900	TOD OUTPUTS	-----3--	SuM T W ThF S
1600	TOD OUTPUTS	------2-	M T W ThF
1900	TOD OUTPUTS	-----3--	M T W ThF
2100	TOD OUTPUTS	-------1	SuM T W ThF S
2230	TOD OUTPUTS	--------	SuM T W ThF S

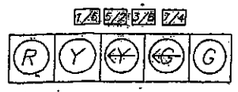
* Settings

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

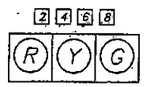
No Calendar Defined/Enabled

MIAMI-DADE COUNTY PUBLIC WORKS DEPT.
HIGHWAY DIVISION
"SW 157th AVENUE"
(FROM SW 120th STREET TO SW 112th STREET)
AND "SW 120th STREET"
(FROM SW 157th AVENUE TO STA 00+00.00)
PROJECT NO. 20040354 SHEET 48 OF 92

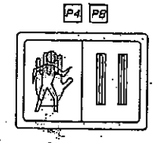
DETAIL OF SIGNAL HEADS



ITEM No. 650-51-513
(4 REQ'D)



ITEM No. 650-51-313
(4 REQ'D)



PEDESTRIAN COUNTDOWN SIGNAL
ITEM No. 653-179
(8 REQ'D)

(X)



ITEM No. 692-1-1A
OVERHEAD SIGN
(2 REQ'D)

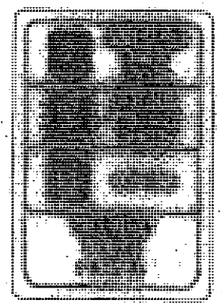
(Y)



ITEM No. 692-1-1A
OVERHEAD SIGN
(2 REQ'D)

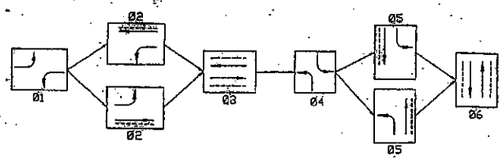
NOTES:

1. THE DEMAND WATTAGE FOR THIS INTERSECTION IS 1,230 WATTS.
2. REMOVE ALL PAVEMENT MARKINGS, RAISED PAVEMENT MARKERS AND SIGNS IN CONFLICT WITH THIS PLAN.
3. SIGNAL TIMING SHALL BE PROVIDED BY MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT.
4. PAVEMENT MARKING ARE SHOWN FOR INFORMATION ONLY. SEE SIGNING & PAVEMENT MARKING PLANS.
5. TRAFFIC SIGNAL LOOPS SHALL BE 6'x30' IN THE LEFT TURN LANES AND 6'x30' IN THE THRU LANES

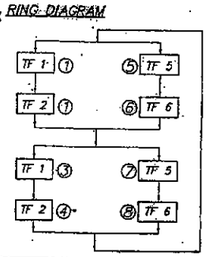


R10-3n
To be Included in the Cost
of Item No. 665-11
(4 REQ'D)

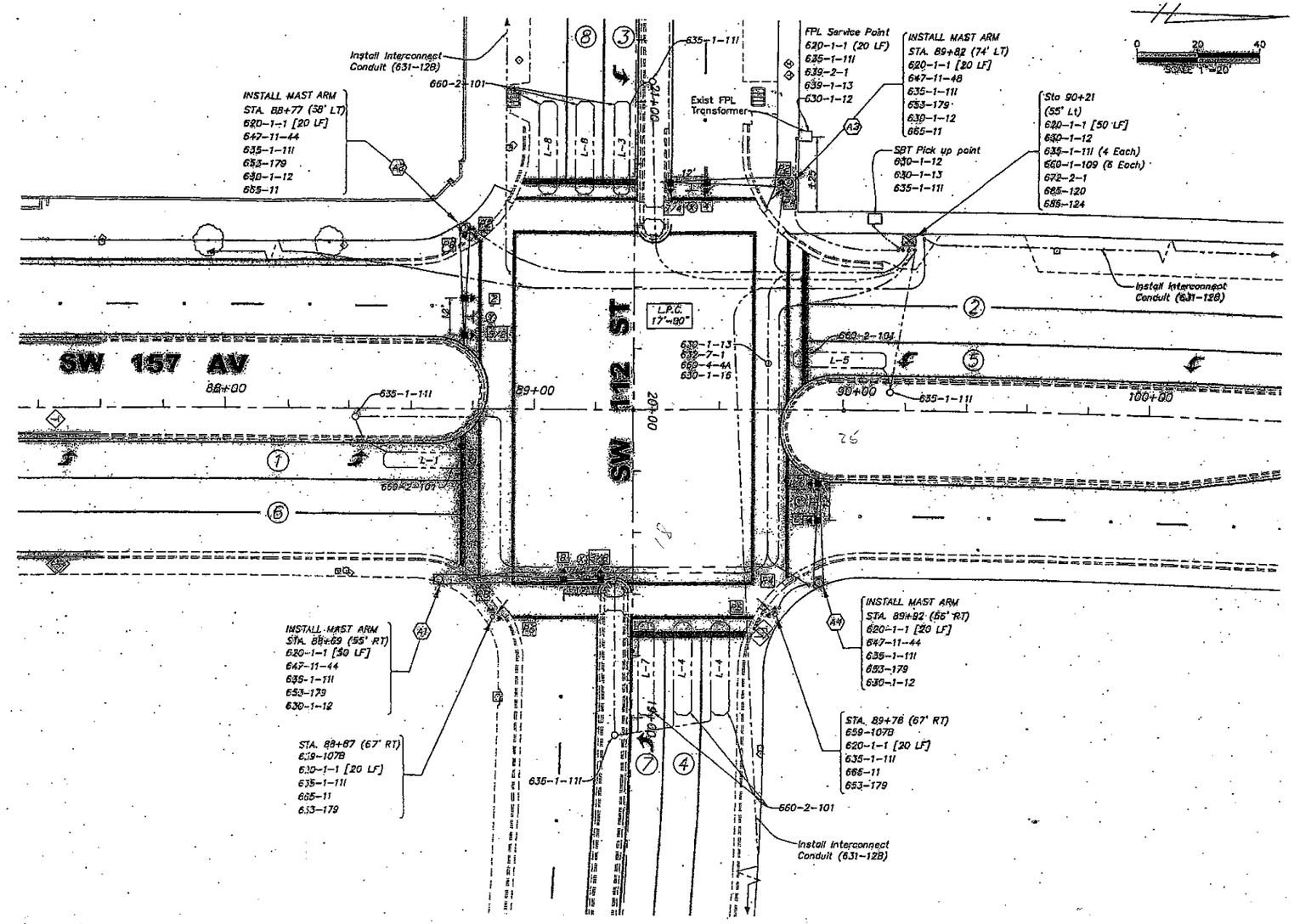
SIGNAL OPERATIONAL PLAN



RING DIAGRAM



DETECTORS FOR LOOPS		
MVM'T No.	No. OF LOOPS	No. OF DETS.
1	1	1
6		
2		
5	1	1
4	2	1
7	1	1
3	1	1
8	2	1



CONTROLLER OPERATIONS

1. MAJOR STREET IS SW 157 AV , MINOR STREET IS SW 112 ST
2. STD SIGNAL OPERATING PLAN 10 or (SOP AS SHOWN)
3. PHASE(S) 1, 2, 4, 5, 6 ACTUATED, PHASE 3 RECALL
4. MOVEMENT(S) 1, 3, 5, 7 IS(ARE) PROTECTED/PERMISSIVE
5. SIGNAL COORDINATION PHASE IS 3
6. FLASHING OPERATION: SW 157 AV YELLOW; SW 112 ST RED

202

INT. ID No. 6638

REVISIONS								
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CARZO CASTELLA CARBALLO THOMPSON SALMAN, P.A.
ENGINEERS · ARCHITECTS · PLANNERS
901 PONCE DE LEON BLVD., SUITE 900
CORAL GABLES, FLORIDA 33134
(305)445-2500 1-800-445-0227
FL REGISTRATIONS: EB0005322 AAC002142

	NAME	DATE		NAME	DATE
DESIGNED BY	CH	10/06	DRAWN BY	RM	10/06
CHECKED BY	RC	10/06	CHECKED BY	CH	10/06
SUPERVISED BY:					

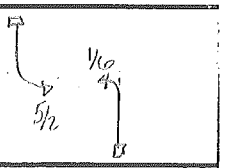
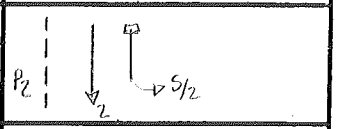
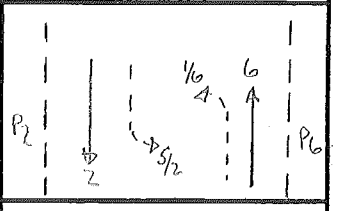
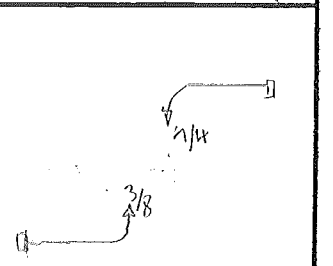
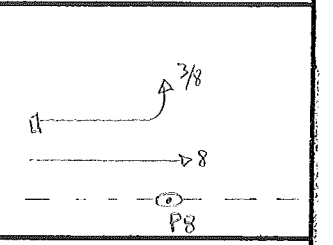
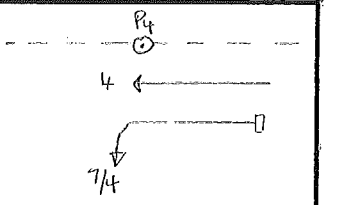
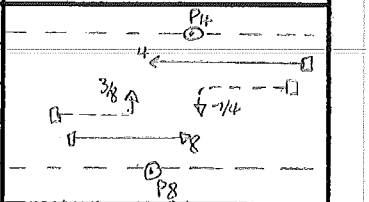
MIAMI-DADE COUNTY
PUBLIC WORKS DEPARTMENT
APPROVED BY
CARLOS M. HERDOCIA, P.E. DATE:
FLORIDA REGISTRATION No. 47660

SIGNALIZATION PLAN
SW 157 AV & SW 112 ST

X:\0823_02 West Kendall District Park\Phase 0805 100%\15_0823-02_Signalization.dwg Jun 01, 2007 - 5:38pm RODM

SIGNAL OPERATING PLAN

N

Timing Phases	Direction	Head No.	NB 1/6	NB 6	SB 5/2	SB 2	EB 3/8	EB 8	WB 7/4	WB 4	Ped Heads P6	Ped Heads P2	Ped Heads P8	Ped Heads P4	Movements/Display/Actuation
(1+5) NB/SB SW 157 AV ACTUATED		Dwell	<G/R	R	<G/R	R	R	R	R	R	DW	DW	DW	DW	
	Clear to	(1+6)	<G/R	R	<Y/R	R	R	R	R	R	DW	DW	DW	DW	
		(2+5)	<Y/R	R	<G/R	R	R	R	R	R	DW	DW	DW	DW	
		(2+6)	<Y/R	R	<Y/R	R	R	R	R	R	DW	DW	DW	DW	
(1+6) NB SW 157 AV (Actuated)		Dwell	<G/G	G	R	R	R	R	R	R	W/F	DW	DW	DW	
	Clear to	(2+6)	<Y/G	G	R	R	R	R	R	R	DW	DW	DW	DW	
(2+5) SB SW 157 AV (Actuated)		Dwell	R	R	<G/G	G	R	R	R	R	DW	W/F	DW	DW	
	Clear to	(2+6)	R	R	<Y/G	G	R	R	R	R	DW	DW	DW	DW	
(2+6) N/S SW 157 AV (Recall)		Dwell	G	G	G	G	R	R	R	R	W/F	W/F	DW	DW	
	Clear to	(3+7)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	DW	
		(3+8)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	DW	
		(4+7)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	DW	
		(4+8)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	DW	
(3+7) EB/WB SW 112 ST (Actuated)		Dwell	R	R	R	R	<G/R	R	<G/R	R	DW	DW	DW	DW	
	Clear to	(3+8)	R	R	R	R	<G/R	R	<Y/R	R	DW	DW	DW	DW	
		(4+7)	R	R	R	R	<Y/R	R	<G/R	R	DW	DW	DW	DW	
		(4+8)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW	DW	
		(1+5)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW	DW	
		(1+6)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW	DW	
		(2+5)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW	DW	
		(2+6)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW	DW	
(3+8) EB SW 112 ST (Actuated)		Dwell	R	R	R	R	<G/G	G	R	R	DW	DW	W/F	DW	
	Clear to	(4+8)	R	R	R	R	<Y/G	G	R	R	DW	DW	DW	DW	
		(1+5)	R	R	R	R	<Y/Y	Y	R	R	DW	DW	DW	DW	
		(1+6)	R	R	R	R	<Y/Y	Y	R	R	DW	DW	DW	DW	
		(2+5)	R	R	R	R	<Y/Y	Y	R	R	DW	DW	DW	DW	
		(2+6)	R	R	R	R	<Y/Y	Y	R	R	DW	DW	DW	DW	
(4+7) WB SW 112 ST (Actuated)		Dwell	R	R	R	R	R	R	<G/G	G	DW	DW	DW	W/F	
	Clear to	(4+8)	R	R	R	R	R	R	<Y/G	G	DW	DW	DW	DW	
		(1+5)	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	DW	
		(1+6)	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	DW	
		(2+5)	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	DW	
		(2+6)	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	DW	
(4+8) E/W SW 112 ST (ACTUATED)		Dwell	R	R	R	R	G	G	G	G	DW	DW	W/F	W/F	
	Clear to	(1+5)	R	R	R	R	Y	Y	Y	Y	DW	DW	DW	DW	
		(1+6)	R	R	R	R	Y	Y	Y	Y	DW	DW	DW	DW	
		(2+5)	R	R	R	R	Y	Y	Y	Y	DW	DW	DW	DW	
		(2+6)	R	R	R	R	Y	Y	Y	Y	DW	DW	DW	DW	
Flashing Operation			FY	FY	FY	FY	FR	FR	FR	FR					Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date			
H. FRANCILLON	7/31/09	SW 157 AV & SW 112 ST		
Checked	**Date**	**Placed in Service**	**Phasing No.**	**Asset Number**
H. KENNARDER	8/18/09	Date 8/28/09 By AGE	1	6638

QuadPPConcPeds

TOD Schedule Report

for 6674: SW 157 Av&SW 144 St

Print Date: 10/4/2021

Print Time: 9:44 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6674	SW 157 Av&SW 144 St	DOW-2	TOD	Free	0	0	N/A	1	Max 1

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	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 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2.5 - 2.5 - 2.5	10 - 10 - 5	20 - 7 - 15	4.4	2
2 SBT	7 - 7 - 7	21 - 21 - 21	7 - 7 - 7	1 - 1 - 1	35 - 30 - 50	0 - 28 - 65	4.4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	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	21 - 21 - 21	7 - 7 - 7	1 - 1 - 1	35 - 30 - 50	0 - 28 - 65	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	4 - 4 - 7	25 - 20 - 10	55 - 15 - 15	4	2

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 6674: SW 157 Av&SW 144 St

Print Date: 10/4/2021

Print Time: 9:44 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 -	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	1	90	6	34	0	0	0	46	0	32	0	0
	2	120	16	50	0	0	0	72	0	36	0	26
	3	80	9	29	0	0	0	44	0	24	0	0
	4	140	10	60	0	0	0	76	0	52	0	102
	5	130	9	79	0	0	0	94	0	24	0	105
	6	70	6	29	0	0	0	41	0	17	0	0
	7	100	9	44	0	0	0	59	0	29	0	75

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0600	1	M T W Th F S
0700	2	M T W Th F
0700	6	S
0900	1	Su S
0930	Free	M T W Th F
1100	3	Su S
1300	7	M T W Th F
1500	4	M T W Th F
1900	Free	M T W Th F
2000	Free	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1556	VEH MAX RECALL	8-------	M T W ThF
1610	VEH MAX RECALL	--------	M T W ThF

Local Time of Day Function

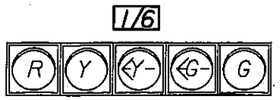
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1556	VEH MAX RECALL	8-------	M T W ThF
1610	VEH MAX RECALL	--------	M T W ThF

*** Settings**

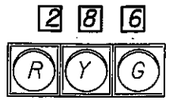
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

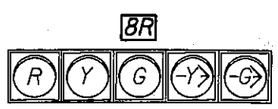
SIGNAL HEAD & SIGN DETAILS



5-SECT., 1-WAY
650-51-513
1 AS



3-SECT., 1-WAY
650-51-313
4 AS

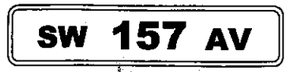


5-SECT., 1-WAY
650-51-513
1 AS



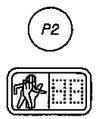
BORDER
R=3"
TH=1"

Y
2 EA
699-1-11
72"x24"



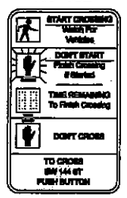
BORDER
R=3"
TH=1"

X
1 EA
699-1-11
72"x24"



PED. SIGNAL
COUNT-DOWN
1-SECT., 1-WAY

2 AS
653-181



R10-03E
2 EA
700-48-18
COST INCLUDED IN ITEM# 665-111

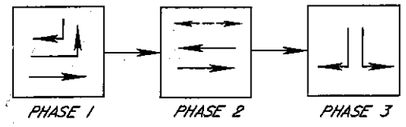


R03-04
1 EA
700-48-18

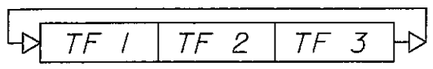


R10-16
24"x30"
1 EA
700-48-18

SIGNAL OPERATING PLAN



PHASE 1 PHASE 2 PHASE 3



(1)+(6)+(8R) (2)+(6) (8)

DETECTORS FOR LOOPS		
LOOP	NO. OF LOOPS	NO. OF NEW DETS.
L-8	1	1
L-8R	1	
L-1	1	1

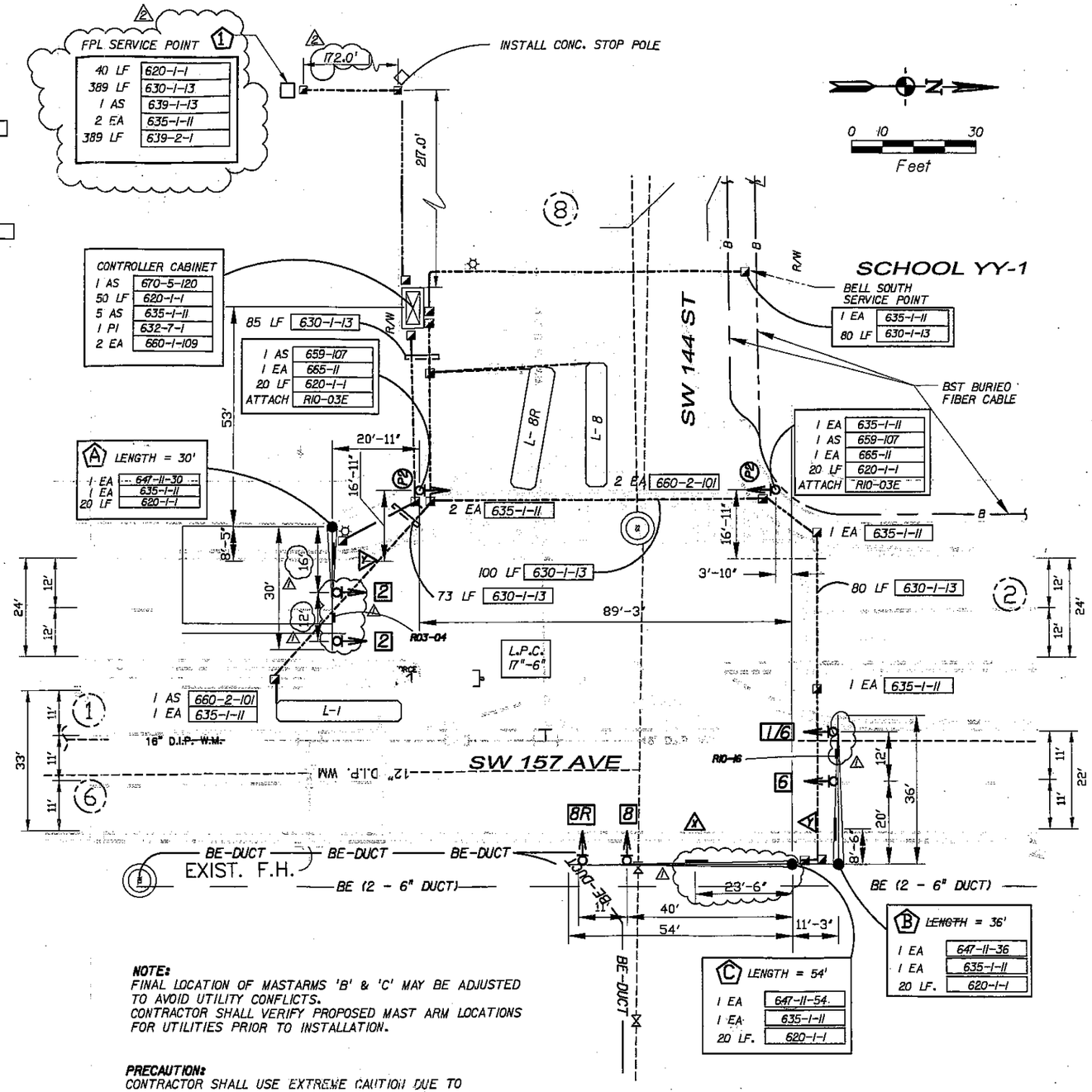
L-8, L-8R SHALL USE SAME DETECTOR

CONTROLLER OPERATIONS:

1. STD SOP 12 (MODIFIED)
2. MAJOR STREET IS SW 157th AVE.
   MINOR STREET IS SW 144th ST.
3. PHASE 1,3 ACTUATED PHASE 2 RECALL.
4. MOVEMENT 1 IS PROTECTED/ PERMISSIVE.
5. FLASHING OPERATION SW 157th AVE YELLOW SW 144th ST RED.

NOTES

1. DEMAND WATTAGE FOR THIS INTERSECTION IS 1315 WATTS.
2. FPL REPRESENTATIVE TOM HODGDON TEL 305 442-5128
3. SOUTHERN BELL REPRESENTATIVE IS STEVE MASSIE 305 222-8745
4. LOOPS SHOULD BE 5' X 30' IN THE LEFT TURN LANE AND 6' X 30' IN THE THRU LANES.



NOTE:
FINAL LOCATION OF MASTARMS 'B' & 'C' MAY BE ADJUSTED TO AVOID UTILITY CONFLICTS.
CONTRACTOR SHALL VERIFY PROPOSED MAST ARM LOCATIONS FOR UTILITIES PRIOR TO INSTALLATION.

PRECAUTION:
CONTRACTOR SHALL USE EXTREME CAUTION DUE TO OVERHEAD ELECTRIC LINE ABOVE MASTARM 'B' & 'C'. CONTRACTOR SHALL COORDINATE WITH FPL FOR USE OF APPROPRIATE LOW PROFILE EQUIPMENT WHEN INSTALLING MASTARM(S).

12/4/07

INTERSECTION ID# 6674
SW 157th AVE AT SW 144th ST

PROJECT ID# 2005059 YY-1 MIDDLE SCHOOL

REVISIONS		
DATE	BY	DESCRIPTION
09-17-07	JL	1 SIGN PANEL & DIMENSION ADJUSTED
11-29-07	JL	2 PAY ITEM ADJUSTED
11-29-07	JL	3 DIMENSION ADJUSTED

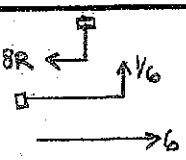
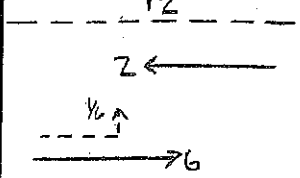
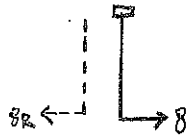
MARLIN ENGINEERING INC.
2191 NW 97th AVE. Miami, Florida 33172
Fax: (305) 477-7590 Tel: (305) 477-7675
E.B. # 0006104
Edwin F. Mojena P.E. No. 62002

DESIGN	DRAWN	CHECKED	DATE
EM	JL	RAF	12-05-07

SIGNALIZATION
SW 157 AVE & SW 144 ST

SHEET NO. T-4

SIGNAL OPERATING PLAN

Timing Phases	Direction	Head No.	NB 1/6	NB 6	SB 2	EB 8	EB 8R	Ped Heads P2	Movements/Display/Actuation
1+6 NB SW 157 AV ACTUATED	Dwell		←/G	G	R	R	R/→	DW	
	Clear to	2+6	←/G	G	R	R	R/→	DW	
2+6 N/S SW 157 AV RECALL	Dwell		G	G	G	R	R	W/F	
	Clear to	8	Y	Y	Y	R	R	DW	
8 EB SW 144 ST ACTUATED	Dwell		R	R	R	G	G	DW	
	Clear to	1+6	R	R	R	Y	Y	DW	
		2+6	R	R	R	Y	Y	DW	
	Dwell								
	Clear to								
	Dwell								
	Clear to								
	Dwell								
	Clear to								
Flashing Operation			FY	FY	FY	FR	FR		Page 1 of 1

N

Miami-Dade County Public Works Department

Drawn	Date			
H. FRANCILLON	9/8/08	SW 157 AV & SW 144 ST		
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	9/8/08	Date 10/18/08 By SUG	1	6674