Parcel A

32-2016-000-0020

LEGAL DESCRIPTION

DESCRIPTION OF A PORTION OF LAND BEING AND LYING IN SECTION 16, TOWNSHIP 52 SOUTH, RANGE 40 EAST IN DADE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS: THE SOUTHEAST ONE-QUARTER OF SECTION 16, TOWNSHIP 52 SOUTH RANG 40 EAST:

LESS BEGINNING AT THE SOUTHEAST CORNER OF THE ABOVE MENTIONED SECTION 16, THENCE N89d34'49"E ALONG THE SOUTH LINE OF SECTION 16 FOR A DISTANCE OF 1441.84 FEET, THENCE N00d25'14"W FOR A DISTANCE OF 140.00 FEET, THENCE S89d34'48"W FOR A DISTANCE OF 1197.72 FEET TO THE WEST LINE OF THE SOUTHEAST QUARTER OF SECTION 16, THENCE S02d37'29"E FOR A DISTANCE OF 140.05 FEET TO THE POINT OF BEGINNING.

LESS A PORTION OF LAND LYING AND BEING AT THE SE ¼ OF SECTION 16, TOWNSHIP 52 SOUTH, RANGE 40 EAST IN MIAMI-DADE COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SE CORNER OF SAID SECTION 16; THENCE S89°34'49"W ALONG THE SOUTH LINE OF THE SE ¼ OF SAID SECTION 16 FOR A DISTANCE 67.90 FEET TO A POINT; THENCE N00°25'11"E FOR 50.00 FEET TO THE POINT OF BEGINNING; THENCE S89°34'49"W ALONG A LINE 50 FEET NORTH AND PARALLEL WITH THE SOUTH LINE OF THE SE ¼ OF SAID SECTION 16 WITH A DISTANCE OF 485.40 FEET TO A POINT; THENCE N00°25'11"W F OR 5 64.21 FEET TO A POINT; THENCE N 29°56'58"E F OR 3 75.94 FEET TO A POINT; THENCE N87°24'00"E FOR 87.27 FEET TO A POINT; THENCE N02°36'00"W FOR 20.00 FEET TO A POINT; THENCE N87°24'00"E FOR 200.00 FEET; THENCE S02°36'00"E ALONG A LINE 40 FEET WEST AND PARALLEL WITH THE EAST LINE OF THE SE ¼ OF SECTION 16 WITH A DISTANCE OF 894.18 FEET TO A POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE TO THE NORTHWEST AND HAVING FOR ITS ELEMENTS A CENTRAL ANGLE OF 92°10'49", A RADIUS OF 25.00 FEET, AN ARC DISTANCE OF 40.22 FEET AND A CHORD DISTANCE OF 36.02 FEET TO THE POINT OF BEGINNING.

CONTAINING 146.70 ACRES MORE OR LESS.

Parcel B

32-2015-001-0500

Tracts 41 through 46, inclusive of Section 15, Township 52 South, Range 40 East, of FLORIDA'S FRUIT LANDS COMPANY'S SUBDIVISION NUMBER 1, as recorded in Plat Book 2, Page 17 of the Miami-Dade County Public Records.

Parcel C

A portion of folio 32-2016-000-0020

A PORTION OF LAND LYING AND BEING AT THE SE 4OF SECTION 16. TOWNSHIP 52 SOUTH, RANGE 40 EAST IN MIAMI-DADE COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE SE CORNER OF SAID SECTION 16; THENCE S89°34'49"W ALONG THE SOUTH LINE OF THE SE WOF SAID SECTION 16 FOR A DISTANCE 67.90 FEET TO A POINT; THENCE N00°25'11"E FOR 50.00 FEET TO THE POINT OF BEGINNING; THENCE S89°34'49"W ALONG A LINE 50 FEET NORTH AND PARALLEL WITH THE SOUTH LINE OF THE SE 4/OF SAID SECTION 16 WITH A DISTANCE OF 485.40 FEET TO A POINT; THENCE N00°25'11"W FOR 564.21 FEET TO A POINT; THENCE N29°56'58"E FOR 375.94 FEET TO A POINT; THENCE N87°24'00"E FOR 87.27 FEET TO A POINT; THENCE N02°36'00"W FOR 20.00 FEET TO A POINT; THENCE N87°24'00"E FOR 200.00 FEET; THENCE S02°36'00"E ALONG A LINE 40 FEET WEST AND PARALLEL WITH THE EAST LINE OF THE SE 4/OF SECTION 16 WITH A DISTANCE OF 894.18 FEET TO A POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE TO THE NORTHWEST AND HAVING FOR ITS ELEMENTS A CENTRAL ANGLE OF 92°10'49", A RADIUS OF 25.00 FEET, AN ARC DISTANCE OF 40.22 FEET AND A CHORD DISTANCE OF 36.02 FEET TO THE POINT OF BEGINNING. CONTAINING 9.50 ACRES MORE OR LESS.

Legal Description of Northwest 87 Avenue Right-of-Way

PARCEL NO. 1

The East 40.00 feet of the South 1275.00 feet of the SE 1/4 of Section 16, Township 52 South, Range 40 East, Miami-Dade County, Florida,

A PART OF

The East 40.00 feet of the SE 1/4 of Section 16, Township 52 South, Range 40 East, Miami-Dade County, Florida.

PARCEL NO. 1A

The East 40.00 feet of the SE 1/4 of Section 16, Township 52 South, Range 40 East, in Miami-Dade County, Florida, LESS the South 1275.00 feet thereof,

A PART OF

The East 40.00 feet of the SE 1/4 of Section 16, Township 52 South, Range 40 East, in Miami-Dade County, Florida.

PARCEL NO. 5

All those portions of Tracts 41 through 46, inclusive, of FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1 of Section 15, Township 52 South, Range 40 East, Miami-Dade County, Florida, according to the plat thereof recorded in Plat Book 2 at Page 17 of the Public Records of Miami-Dade County, Florida, which lies within the West 40.00 feet of the SW 1/4 of said Section 15,

A PART OF

All those portions of Tracts 41 through 48, inclusive, of FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1 of Section 15, Township 52 South, Range 40 East, Miami-Dade County, Florida, according to the plat thereof recorded in Plat Book 2 at Page 17 of the Public Records of Miami-Dade County, Florida, which lies within the West 40.00 feet of the SW 1/4 of said Section 15;

AND

All that part of said Tract 48, which lies within the East 26.16 feet of the West 66.16 feet of the North 35.00 feet of the SW 1/4 of said Section 15;

AND

All that part of said Tract 48 which lies within the external area formed by a 25.00 foot radius are concave to the Southeast, tangent to the East line of the West 40.00 feet of the SW 1/4 of said Section 15, and tangent to the South line of the North 35.00 feet of the SW 1/4 of said Section 15.

PARCEL NO. 10

All that part of the North 254.81 feet of Tract 5 of FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1 of Section 9, Township 52 South, Range 40 East, Miami-Dade County, Florida, according to the plat thereof recorded in Plat Book 2 at Page 17 of the Public Records of Miami-Dade County, Florida, which lies within the East 40.00 feet of the NE 1/4 of said Section 9.

PARCEL NO. 10A

All that part of Tracts 1 through 4, inclusive, of FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1 of Section 9, Township 52 South, Range 40 East, Miami-Dade County, Florida, according to the plat thereof as recorded in Plat Book 2 at Page 17 of the Public Records of Miami-Dade County, Florida, which lies within the East 40.00 feet of the NE 1/4 of said Section 9, LESS all that part which lies within the North 100.00 feet thereof.

GENERAL LEGAL DESCRIPTION OF NW 154th STREET RIGHT OF WAY

Generally the southern fifty (50') feet of Sections 15 and 16, in Township 52, Range 40 abutting, and adjacent to, the Dunnwoody Lake and Dunwoody Forest Property described in the preceding EXHIBT 1.

Declaration of Restrictions

20812964767

02R720305 2002 NOV 19 10:22

This instrument prepared by: Stanley B. Price, Esquire Bilzin Sumberg Dunn Baena Price & Axelrod LLP 2500 First Union Financial Center 200 South Biscayne Boulevard Miami, Florida 33131-2336

(Space Above For Recorder's Use Only)

DECLARATION OF RESTRICTIONS

WHEREAS, the undersigned Owners hold the fee simple title to the land in the Town of Miami Lakes, Miami-Dade County, Florida, described in Exhibit "A" attached hereto and hereinaster called the "Property."

WHEREAS, Owners have filed a zoning application with the Town of Miami Lakes (sometimes referred to as the "Town") through the Miami-Dade County Department of Planning and Zoning referred to as Public Hearing Application No. 02-01 ("Application");

IN ORDER TO ASSURE the Town that the representations made to them by the Owners during consideration of Public Hearing No. 02-01 will be abided by the Owners, their successors or assigns freely, voluntarily and without duress, the Owners make the following Declaration of Restrictions covering and running with the Property:

- (1) That the Property shall be developed in substantial compliance with the plans entitled "Dunnwoody Lake" as prepared by Robayna and Associates, Inc., consisting of 8 sheets labeled S-1, S-4 and S-5 dated last revised October 2, 2002, sheets S-3, L-1 and L-3 dated last revised September 18, 2002, sheet S-2 dated last revised July 17, 2002, and sheet L-2 dated August 8, 2002.
- (2) That the residential development of the Property shall be limited to no more than 509 units. No zoning application to increase the density in excess of 509 residential units may be filed with the Town without the express written consent of the Royal Palm Homeowners Association or its successor thereto.
- (3) That notwithstanding the requested RU-3M zoning classification for the residential portion of the Property, the residential portion of the Property along the northern,

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eastern and southern perimeters of the Property shall be limited to single-family detached homes as shown on the site plan described in paragraph one (1) herein.

- (4) The development of the residential portion of the site shall be phased such that there will be balanced and concurrent development of the represented housing types. Prior to the issuance of the first residential building permit, the Owners, their successors or assigns, shall submit to the Town for approval, a residential phasing plan in accordance with this paragraph.
- (5) The Owners, their successors or assigns, shall construct or cause to be constructed an automatically operated underground irrigation system to service all landscaped areas as shown on the site plan described in paragraph one (1). Prior to the issuance of the first residential building permit, the Owners, their successors or assigns, shall submit to the Town for approval, a residential landscaping and irrigation plan in accordance with this paragraph. Automatically operated irrigation will be provided in all parts of the development, including rights-of-way, parks, common areas and roads constructed by the Owners, their successors or assigns.
- (6) Prior to the submission of an application for the first building permit, Owners, their successors or assigns, will submit to the Town for approval a homeowners association document which will provide for high quality architectural controls, an architectural review committee and assurances that the maintenance of all properties within the subdivision will be maintained solely by the association and at no cost or liability to the Town. The homeowners association shall be fully responsible for the maintenance of the lake and landscaping within the subdivision.
- (7) At no cost to the Town, Owners, their successors or assigns, shall construct or cause to be constructed a wall along the residential portion of the east property line adjacent to N.W. 87th Avenue and the residential portion of the south property line adjacent to N.W. 154th Street, subject to approval of the Town. This wall shall also separate the commercial and residential properties. Maintenance and repair of the wall shall be the sole responsibility and obligation of the homeowners association as described in paragraph six (6) herein.
- (8) Recreational use of the lake as shown on the site plan described in paragraph one (1) herein shall exclude the operation of motorized vessels including, but not limited to, motorized boats and jet skis.
- (9) In order to help meet the future educational needs generated by this Application, the Owners, their successors or assigns, shall voluntarily contribute funds to the Town equal to Three Hundred Thousand Dollars (\$300,000) (the "Contribution"). However, this Contribution is intended to be used for educational purposes specifically serving the children of the Town. The total Contribution shall be made

Declaration of Restrictions Page 3

in one (1) payment in the amount of \$300,000 prior to issuance of the first residential building permit for any portion of the Property or after the effective date of an executed interlocal agreement between the Town and the Miami-Dade County School Board, whichever is later. Once the interlocal agreement is in effect, the Contribution shall be transferred to the School Board pursuant to the interlocal agreement. The Owners, their successors or assigns, acknowledge and agree that the Contribution to the Town shall not entitle the Owners or their successors or assigns to a credit against the amount of the educational facilities impact fee that will be assessed against the future development of the Property under Chapter 33K of the Miami-Dade County Code. The Owners, their successors or assigns, intend to construct a total of 509 units and the amount of the contribution is based on this amount. To the extent that less than 509 units are approved by the Town Council of the Town, the amount of the Contribution shall be reduced on a pro rata basis.

- (10) Development of the commercial portion of the Property shall not commence until such time as the Owners, their successors or assigns, have presented the Town with a final site plan detailing the proposed commercial development(s) and the same has been approved by the Town after public hearing.
- (11) Despite the commercial zoning on a portion of the Property as depicted on the site plan referenced in paragraph one (1), the commercial uses shall be limited to:
 - (a) Grocery stores;
 - (b) Drugstores, including drive-thru facilities;
 - (c) Restaurants and drive-thru restaurants;
 - (d) Office buildings and related uses;
 - (e) Banking and financial institutions, including drive-thru facilities; and
 - (f) Other neighborhood retail and service uses.
- (12) The commercial portion of the Property shall not be developed with gasoline service stations, free-standing convenience stores, pawn shops, liquor stores, adult entertainment uses, or other uses specifically prohibited by the Town's Code of Ordinances.
- (13) That prior to the issuance of the first building permit, Owners, their successors or assigns, shall, at no cost to the Town, dedicate (a) to Miami-Dade County its portion of the required right-of-way for N.W. 87th Avenue in Section 16, Township 52 South, Range 40 East, and (b) to the Town its portion of the required right-of-way for N.W. 154th Street in Section 16, Township 52 South, Range 40 East.

Declaration of Restrictions Page 4

- (14) Prior to issuance of the first residential building permit, Owners, their successors or assigns, shall construct or cause to be constructed N.W. 154th Street at no cost to the Town. Said construction shall be in accordance with the applicable standards of the Town and Miami-Dade County. Construction of N.W. 154th Street shall consist of constructing a four-lane roadway adjacent to N.W. 87th Avenue, from approximately N.W. 84th Avenue (from the west end of the current four lane section) to approximately 60 feet west of N.W. 89th Avenue, as illustrated on the plans described in paragraph one (1). The proposed construction of N.W. 154th Street shall connect to the ending paved roadway located west of N.W. 84th Avenue.
- (15) At no cost to the Town, Owners, their successors or assigns, shall construct or cause to be constructed lighted, landscaped, and irrigated roadway medians and swales along those portions of the roads adjacent to the Property which are constructed by them, including as applicable, N.W. 154th Street or the portion of N.W. 87th Avenue located in Section 16, Township 52 South, Range 40 East. Said lighting fixtures and landscaping design shall be comparable or higher than the aesthetic quality of roadway medians and swales existing in the immediate surrounding area, as acceptable to the Town.
- (16) Owners, their successors or assigns, agree that prior to the submission of an application for the first building permit, it will submit to the Town for approval a detailed plan illustrating all tot lots and parks as shown on the plans detailed in paragraph one (1). The Property shall contain at least 3.85± acres of parks or Owners, their successors or assigns shall provide to the Town the fair market value cash contribution on a pro rata basis for any deficiency for park land as amended by the Town's Comprehensive Plan. The Owners, their successors or assigns agree that such park acreage or cash contribution in lieu of park acreage shall not entitle the Owners, their successors or assigns to a credit against the amount of park impact fees that will be assessed against the future development of the Property under the park impact fee ordinance.

(17) Sale of Property to Fire Department.

(a) In order to further address the impact of the development of the Property on the Miami-Dade County Fire Rescue Department (the "Fire Department"), and to help meet the future Fire Department needs generated by this application and other development in the Town, the Owners, their successors or assigns, hereby agree to offer to the Fire Department for the construction of a fire rescue station that certain site consisting of approximately 200' x 200' located due west of the commercial property as depicted on the plans

Declaration of Restrictions Page 5

referenced in paragraph one (1) and fronting on N.W. 154th Street. A copy of the proposed area is attached as Exhibit "B" to this Agreement ("Fire Department Site").

(b) The Fire Department shall have, until April 9, 2003, an irrevocable option to purchase the Fire Department Site. The Fire Department must exercise this option in writing, to the Owners, their successors or assigns, within this period, or the option automatically expires at which time the Owners, their successors or assigns, are under no obligation whatsoever to sell the Fire Department Site to the Fire Department and the Fire Department Site will be developed with residential units substantially in accordance with the site plans referenced in paragraph one (1). However, if the Fire Department exercises its option, the Fire Department shall have until October 9, 2003 to close on the Fire Station Site.

If the Fire Department exercises its option referenced in this paragraph 17, the Owners must provide a legal description of the Fire Department Site. The Fire Department shall, at its own expense, secure an appraisal for the Property to determine the fair market value of the Property. In the event the Owners, their successors or assigns dispute the appraisal amount, Owner shall be entitled to obtain an additional appraisal at its own expense. If the two appraisals differ by less than 5 %, the Fire Department appraisal shall govern. In the event the appraisals differ by greater than 5%, the Fire Department and Owners shall agree on a third appraisal. The Fire Department and Owners, their successors or assigns shall be bound by either the original Fire Department appraisal or the third appraisal, whichever is greater.

- (c) Should the Fire Department elect to purchase the Fire Department Site, it shall be responsible for their costs associated with rezoning the Fire Department Site with the Town of Miami Lakes, and for all costs associated with replatting the Fire Department Site to create a separate platted parcel. The Owners, their successors or assigns agree to fully cooperate and execute all documents necessary to effectuate the change in the approved site plan.
- (d) In the event the Fire Department elects to exercise its option, final transfer of the Property shall occur by a warranty deed free of all encumbrances and liens.
- (e) The Owners, its successors or assigns agree that the sale of the Fire Department Site to the Fire Department shall not entitle the Owners, their successors or assigns to a credit against the amount of fire impact fees that

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Declaration of Restrictions Page 6

- will be assessed against the future development of the Property under Chapter 33J of the Code of Miami-Dade County.
- (f) Owners, their successors or assigns shall provide all utilities including water lines, sewer lines, electric service, and telephone service at the perimeter of the Fire Department Site in a sufficient operational state to meet all applicable building and zoning codes and support full development of a fire station. The Owners, their successors or assigns shall provide, at their expense, paved road access along N.W. 154th Street to the fire station site.
- (g) Nothing contained in this paragraph 17 of this Agreement shall be interpreted to preclude Owners, their successors or assigns from proceeding with the development of the remainder of the Property during the above-described option period, except for the Fire Department Site.
- (18) Town Inspection. As further part of this Declaration, it is hereby understood and agreed that any official inspector of the Town of Miami Lakes, or its agents duly authorized, may have the privilege at any time during normal working hours of entering and inspecting the use of the premises to determine whether or not the requirements of the building and zoning regulations and the conditions herein agreed to are being complied with.
- (19) Covenant Running with the Land. This Declaration on the part of the Owners shall constitute a covenant running with the land and shall be recorded, at Owners' expense, in the public records of Miami-Dade County, Florida and shall remain in full force and effect and be binding upon the undersigned Owners, and their heirs, successors or assigns until such time as the same is modified or released. These restrictions during their lifetime shall be for the benefit of, and limitation upon, all present and future owners of the real property and for the public welfare.
- (20) Term. This Declaration is to run with the land and shall be binding on all parties and all persons claiming under it for a period of thirty (30) years from the date this Declaration is recorded after which time it shall be extended automatically for successive periods of ten (10) years each, unless an instrument signed by a majority of the then owner(s) of the Property has been recorded agreeing to change the covenant in whole, or in part, provided that the Declaration has first been modified or released by the Town of Miami Lakes.

Declaration of Restrictions Page 7

(21) Modification, Amendment, Release.

- (a) This Declaration may be modified, amended or released as to the residential portion of the Property herein described, or any portion thereof, by a written instrument, including joinders of all mortgagees, if any, executed by the then owner(s) of all of the residential portion of the Property provided that the same is also approved by the Town Council after public hearing.
- (b) This Declaration may be modified, amended or released as to the commercial portion of the Property herein described, or any portion thereof, by a written instrument, including joinders of all mortgagees, if any, executed by the then owner(s) of all of the commercial portion of the Property provided that the same is also approved by the Town Council after public hearing.
- (c) Should this Declaration be so modified, amended or released, the Town Manager or the executive officer of the successor of such Town Manager, or in the absence of such Manager or executive officer, by his assistant in charge of the office in his absence, shall forthwith execute a written instrument effectuating and acknowledging such modification, amendment or release.
- (22) Enforcement. Enforcement shall be by action against any parties or person violating, or attempting to violate, any covenants. The prevailing party in any action or suit pertaining to or arising out of this Declaration shall be entitled to recover, in addition to costs and disbursements allowed by law, such sum as the Court may adjudge to be reasonable for the services of his or her attorney. This enforcement provision shall be in addition to any other remedies available at law or in equity or both.
- Authorization for Town of Miami Lakes to Withhold Permits and Inspections. In the event payments or improvements or donations are not made in accordance with the terms of this Declaration, in addition to any other remedies available, the Town is hereby authorized to withhold any further permits, and refuse to make any inspections or grant any approvals, until such time as this Declaration is complied with.
- (24) <u>Election of Remedies</u>. All rights, remedies and privileges granted herein shall be deemed to be cumulative and the exercise of any one or more shall neither be deemed to constitute an election of remedies, nor shall it preclude the party exercising the same from exercising such other additional rights, remedies or privileges.

Declaration of Restrictions Page 8

- (25) Severability. Invalidation of any one of these covenants, by judgment of Court, in no way shall affect any of the other provisions which shall remain in full force and effect.
- (26) Recording. This Declaration shall become final and shall be filed of record in the public records of Miami-Dade County, Florida at the cost of the Owners following the adoption by the Town Council of a final ordinance approving the application and expiration of all appellate time frames.

[SIGNATURE PAGES FOLLOW]

Declaration of Restrictions Page 9

Signed, witnessed, executed and acknowledged this day of,
2002.
Witnesses:
Print Name: Lowell S. Dunn Lowell S. Dunn
Print Name: MEACY CANOVRA BUTTER
Print Name: Betty L. Dunh Betty L. Dunh
Print Name: Marcy CANOURA
STATE OF FLORIDA } COUNTY OF MIAMI-DADE } SS:
The foregoing instrument was acknowledged before me this 4 day of OCTOBER, 2002 by LOWELL S. DUNN who is personally known to me or produced a valid driver's license as identification.
Notary Public Sign Name: Karty M RANGEL Print Name: KARY M RANGEL My Commission Expires: 7-8-03 Serial No. (None, if blank): <u>CO859844</u> [NOTARIAL SEAL]
OFFICIAL NOTARY SEAL KATHY M RANGEL NOTARY PUBLIC STATE OF FLORIDA COMMESSION NO. CC852844 MY COMMESSION EXP. JULY 8,2003

Declaration of RestrictionsPage 10

STATE OF FLORIDA COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me this <u>4</u> day of <u>OctoBel</u>, 2002 by BETTY L. DUNN who is personally known to me or produced a valid driver's license as identification.

Notary Public

Sign Name: Karky M. RANGEL Print Name: KARLY VIL RANGEL

My Commission Expires: 7-8-8003

Serial No. (None, if blank): <u>CCf53f44</u> [NOTARIAL SEAL]

OFFICIAL NOTARY SEAL
KATHY M RANGEL
NOTARY PUBLIC STATE OF FLORIDA
COMMISSION NO. CC852844
MY COMMISSION EXP. JULY 8,2003

EXHIBIT "A"

LEGAL DESCRIPTION

Description of a portion of land being and lying in Section 16 Township 52 South, Range 40 East in Dade County, Florida, more particularly described as follows:

The southeast one quarter of Section 16, Township 52 South, Range 40 East;

Less

Commence at the southeast corner of the above mentioned Section 16, thence S89°34'49"W along the south line of Section 16 for a distance of 1441.84 feet to the point of beginning; thence N00°25'11"W for 140.00 feet; thence S89°34'49"W for 1203.11 feet to a point on the west line of the southeast quarter of Section 16; thence along said line S02°37'29"E a distance of 140.10 feet; thence N89°34'49"E for 1197.72 feet to the point of beginning.

Containing 156.20 acres more or less.

EXHIBIT "B"

LEGAL DESCRIPTION OF THE PROPOSED FIRE STATION SITE

A PORTION OF LAND LYING AND BEING AT THE SE 1/4 OF SECTION 16, TOWNSHIP 52 SOUTH, RANGE 40 EAST IN MIAMI-DADE COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SE CORNER OF SAID SECTION 16; THENCE S89°34'49"W, ALONG THE SOUTH LINE OF THE SE ¼ OF SAID SECTION 16 FOR A DISTANCE OF 553.30 FEET TO A POINT; THENCE N00°25'11"W FOR 50.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE N00°25'11"W FOR 205.00 FEET; THENCE S89°34'49"W FOR 183.65 FEET; THENCE S 29°27'42"W FOR 32.70 FEET; THENCE S00°25'11"E FOR 176.55 FEET TO A POINT ON A LINE 40 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SE ¼ OF SECTION 16; THENCE N89°34'49"E ALONG THE PREVIOUSLY DESCRIBED LINE FOR 200.00 FEET TO THE POINT OF BEGINNING. CONTAINING 0.94 ACRES MORE OR LESS.

ECONDED NOTICAL RECORDS BOOK OF DADE GOUNTY, FLORIDA RECORD VERIFIED HARVEY RUVIN CLERK CIRCUIT COUNT

Resolution No. 06-01 Miami Dade County Historic Preservation Board (Includes sketch and legal of Archaelogical Zone)





MIAMI-DADE COUNTY
HISTORIC PRESERVATION BOARD
STEPHEN P. CLARK CENTER
111 N. W. FIRST STREET
SUITE 695
MIAMI, FLORIDA 33128
305-375-4958
Facsimile 305- 372-6394

CFN 2006R1366999

OR Bk 25221 Pgs 3665 - 3668; (4pgs)

RECORDED 12/26/2006 16:07:05

HARVEY RUVIN, CLERK OF COURT

MIAMI-DADE COUNTY, FLORIDA

MIAMI-DADE COUNTY HISTORIC PRESERVATION BOARD

Madden's Hammock Archaeological Zone Designation

RESOLUTION NO. 06-01

WHEREAS, the Madden's Hammock Archaeological Zone contains well-preserved materials of scientific importance representing aboriginal and subsistence patterns over a period of at least 2500 years; and,

WHEREAS, the Madden's Hammock Archaeological Zone encompasses prehistoric archaeological resources of local and regional significance; and,

WHEREAS, the Madden's Hammock Archaeological Zone contains evidence of trade or contact between the Spanish and Tequesta; and,

WHEREAS, the Madden's Hammock Archaeological Zone contains the remains of prehistoric Native Americans; and,

WHEREAS, the Madden's Hammock Archaeological Zone meets the requirements for designation as described by criteria "a" and "d" of Section 16A-10 (I) of the Miami-Dade County Code; and,

WHEREAS, the Madden's Hammock Archaeological Zone Designation Report dated June 2006 is incorporated by reference; and,

WHEREAS, the people of Miami-Dade County desire to protect and preserve those sites of outstanding historical and archaeological character; and,

NOW, THEREFORE, BE IT RESOLVED,

1. Madden's Hammock is designated as an archaeological zone pursuant to Chapter 16A-10 of the Miami-Dade County Historic Preservation Code.



MIAMI-DADE COUNTY
HISTORIC PRESERVATION BOARD
STEPHEN P. CLARK CENTER
111 N. W. FIRST STREET
SUITE 695
MIAMI, FLORIDA 33128
305-375-4958
Facsimile 305- 372-6394

Madden's Hammock Archaeological Zone Designation Resolution No. 06-01 Page 2 of 4

- 2. The legal description of the Madden's Hammock Archaelogical Zone is as follows: A portion of the West ½ of the SW ¼ of Section 15, Township 52 South, Range 40 East, lying and being in Miami-Dade County, Florida and being more particularly described as follows: Commence at the SW corner of the SW 1/4 of Section 15, Township 52 South, Range 40 East, lying and being in Miami-Dade County, Florida. Thence run N89degrees43'56"E along the South line of the SW 1/4 of Section 15, Township 52 South, Range 40 East a distance of 702.16 feet; thence N00degrees16'04"W a distance of 481.52 feet to the Point of Beginning; thence N43degrees15'37"E a distance of 181.46 feet; thence N17degrees09'29"W a distance of 149.27 feet; thence N06degrees37'52"W a distance of 47.90 feet; thence N22degrees30'42"W a distance of 115.04 feet; thence N27degrees58'33"E a distance of 159.55 feet; thence N27degrees56'45'W a distance of 59.15 feet; thence N68degrees01'42"W a distance of 106.04 feet; thence N46degrees40'57"W a distance of 127.11 feet; thence N69degrees20'00"W a distance of 150.32 feet; thence S77degrees34'39"W a distance of 149.42 feet; thence S09degrees39'40"W a distance of 152.09 feet; thence S02degrees13'38"W a distance of 165.35 feet; thence S13degrees34'10"E a distance of 97.70 feet; thence S25degrees53'09"E a distance of 121.31 feet; thence S40degrees46'50"E a distance of 86.07 feet; thence S53degrees11'42"E a distance of 88.02 feet; thence S59degrees57'10"E a distance of 264.43 feet to the Point of Beginning.
- 3. The Madden's Hammock Archaeological Zone designation will be subject to the following conditions:
 - a) No ground disturbing activities will be conducted within the archaeological zone boundaries, without first obtaining a Certificate of Appropriateness or Certificate to Dig, pursuant to Chapter 16A of the Miami-Dade County Historic Preservation Code.
 - **b)** Any removal of weeds within the archaeological zone or 100 feet outside of the archaeological zone boundaries will be conducted with a mower.
 - c) All ground disturbing activities (other than mowing) occurring 100 feet outside of the archaeological zone boundaries will be subject to monitoring by a professional archaeologist.



MIAMI-DADE COUNTY HISTORIC PRESERVATION BOARD STEPHEN P. CLARK CENTER 111 N. W. FIRST STREET **SUITE 695** MIAMI, FLORIDA 33128 305-375-4958 Facsimile 305- 372-6394

Madden's Hammock Archaeological Zone Designation Resolution No. 06-01 Page 3 of 4

- d) All working cattle pens and central feeding areas will be placed outside of the archaeological zone boundaries.
- e) The County Archaeologist will be allowed to conduct inspections of the site and of all ground disturbing activies by coordinating access to the site with the owner. The County Archaeologist shall provide a minimum of 72 hours written notice to the owner for access to the site, unless access is necessary to enforce provisions of the Code.

Alberta Godfrey, Chair

Miami-Dade County Historic Preservation Board

Prepared by:

Rodriguez, Director Office of Historic Preservation



MIAMI-DADE COUNTY
HISTORIC PRESERVATION BOARD

STEPHEN P. CLARK CENTER 111 N. W. FIRST STREET SUITE 695 MIAMI, FLORIDA 33128 305-375-4958 Facsimile 305- 372-6394

Madden's Hammock Archaeological Zone Designation Resolution No. 06-01 Page 4 of 4

Board Members	<u>Vote</u>	Board Members	Vote
Adriana Cantillo	absent	Armando Gutierrez, Jr.	yes
Ruth Campbell	yes	Hyacinth O. Johnson	absent
Richard Cohen	yes	Robert L. Mckinney	yes
Paul George	absent	JoEllen Phillips	yes
Alberta Godfrey, Chair	yes	Enid Pinkney	yes

STATE OF FLORIDA COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me on Wednesday, December 20, 2006 by Alberta Godfrey, Chair, Miami-Dade County Historic Preservation Board.

David J. Hertzberg

David J Hertzberg
My Commission DD267682
Expires January 09, 2008

Personally Known Yes

OR Produced Identification N/A Type of Identification Produced N/A.

SKETCH OF DR. CARR ARCHAEOLOGICAL SURVEY AREA

LEGAL DESCRIPTION:

A PORTION OF THE WEST 1/2 OF THE SW 1/4 OF SECTION 15, TOWNSHIP 52 SOUTH, RANGE 40 EAST, LYING AND BEING IN MIAMI-DADE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SW CORNER OF THE SW 1/4 OF SECTION 15, TOWNSHIP 52 SOUTH, RANGE 40 EAST, LYING AND BEING IN MIAMI-DADE COUNTY, FLORIDA. THENCE RUN N89°43'56"E ALONG THE SOUTH LINE OF THE SW 1/4 OF SECTION 15, TOWNSHIP 52 SOUTH, RANGE 40 EAST A DISTANCE OF 702.16 FEET; THENCE N00°16'04"W A DISTANCE OF 481.52 FEET TO THE POINT OF BEGINNING; THENCE N43°15'37"E A DISTANCE OF 181.46 FEET; THENCE N17°09'29"W A DISTANCE OF 149.27 FEET; THENCE N06°37'52"W A DISTANCE OF 47.90 FEET; THENCE N22°30'42W A DISTANCE OF 115.04 FEET; THENCE N27°58'33"E A DISTANCE OF 159.55 FEET; THENCE N27°56'45"W A DISTANCE OF 59.15 FEET; THENCE N68°01'42"W A DISTANCE OF 106.04 FEET; THENCE N46°40'57W A DISTANCE OF 127.11 FEET; THENCE N69°20'00"W A DISTANCE OF 150.32 FEET; THENCE S77°34'39"W A DISTANCE OF 149.42 FEET; THENCE S09°39'40"W A DISTANCE OF 152.09 FEET; THENCE S02°13'38"W A DISTANCE OF 165.35 FEET; THENCE S13°34'10"E A DISTANCE OF 97.70 FEET; THENCE S25°53'09"E A DISTANCE OF 121.31 FEET; THENCE S40°46'50"E A DISTANCE OF 86.07 FEET; THENCE S53°11'42"E A DISTANCE OF 88.02 FEET; THENCE S59°57'10"E A DISTANCE OF 264.43 FEET TO THE POINT OF BEGINNING.

SURVEYOR'S NOTES:

- 1) This is not a BOUNDARY SURVEY, but only a GRAPHIC DEPICTION of the description shown hereon.
- North errow direction is based on SECTION 15, TOWNSHIP 52 SOUTH, RANGE 40 EAST, of the Public Records of Miami-Dade County, Florida.
- 3) Not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper. Additions or deletions to survey maps or reports by other than the signing party or parties are prohibited without written consent of the signing party or parties.
- 4) There may be additional Restrictions not shown on this survey that may be found in the Public Records of this County, Examination of ABSTRACT OF TITLE will have to be made to determine recorded instruments, if any affecting this property.
- 5) No Title search has been performed to determine if there are any conflict existing or arising out of the creation of the Easements, Right of Ways, Parcel Descriptions, or any other type of encumbrances that the herein described legal may be utilized for.

SURVEYOR'S CERTIFICATE:

I Hereby Certify to the best of my knowledge and belief that this drawing is a true and correct representation of the SKETCH AND LEGAL DESCRIPTION of the real property described hereon.

I further certify that this survey was prepared in accordance with the applicable provisions of Chapter 61G17-6, Florida Administrative Code.

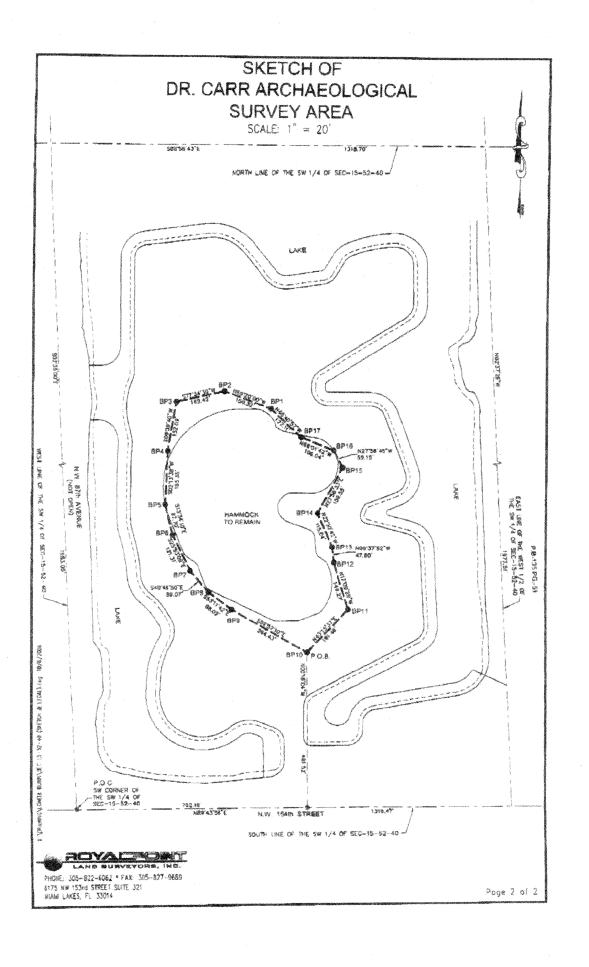
Field Date: October 6, 2006

Pablo J. Alfonso P.S.M. Professional Surveyor & Mapper State of Florida Reg. No.5880

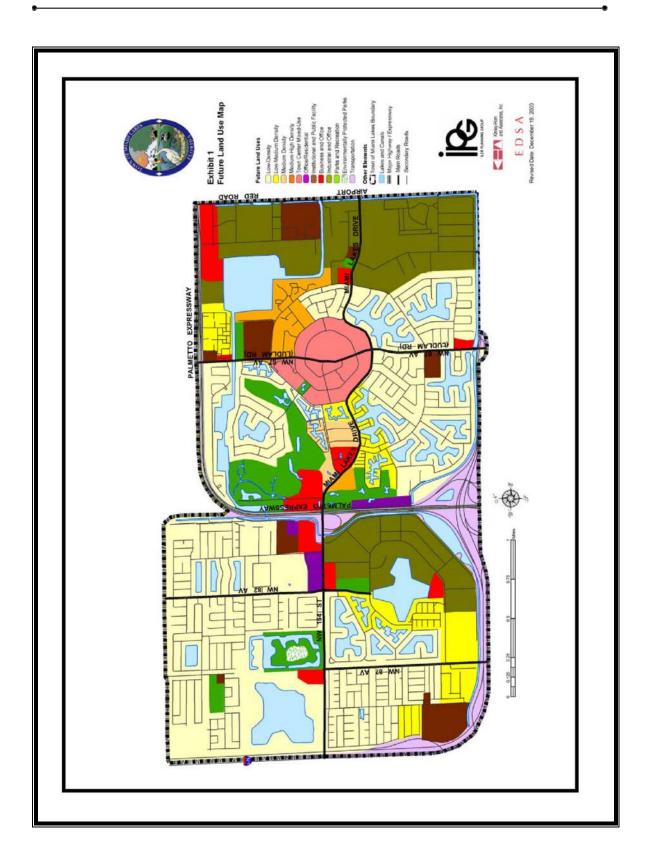


8175 NW 1537 STREET, SUITE 321, MIAMI LAKES FLORIDA 33014

Page 1 of 2



Future Land Use Map



Settlement Agreement

IN THE CIRCUIT COURT OF THE 11TH JUDICIAL CIRCUIT OF FLORIDA IN AND FOR MIAMI-DADE COUNTY

GENERAL JURISDICTION DIVISION

CIVIL ACTION NO: 08-51917 CA 20

Parcels 1, 1A and 5

MIAMI-DADE COUNTY, a political Subdivision of the State of Florida, Petitioner,

-vs-

THE GENET FAMILY LIMITED PARTERSHIP NO. 2, a Florida Limited Liability Company, et al.,

Defendants.

SETTLEMENT AGREEMENT AS TO PARCELS 1, 1A AND 5

It is stipulated and agreed by and between Petitioner,
Miami-Dade County, and the Respondents, Betty L. Dunn,
Individually and as Personal Representative of the Estate of
Lowell S. Dunn (collectively "Dunn") (Owners of Parcels 1 and 1A),
F69-1, a Florida Limited Liability Company ("F-69") (Owner of
Parcel 5), and F71-1, LLC, a Florida Limited Liability Company,
that:

1. Parties hereto waive trial by jury in the above-styled cause, and consent to the immediate entry of Final Judgment vesting fee simple title as to Parcel Nos. 1, 1A, and 5 as same

are described in the Petition in County Eminent Domain Proceedings (the "Parcels"), subject to the conditions herein.

- 2. The Final Judgment shall convey all right, title and interest in the Parcels to Petitioner, Miami-Dade County. Such Final Judgment shall also convey the right to immediate possession in and to the Parcels to Petitioner.
- 2. Petitioner shall pay no compensation at this time for the Parcels; provided however that if the remainder property is developed including folio numbers 32-2016-000-0020 and 32-2015-001-0500, pursuant to a proposed development agreement between the Respondents and the Town of Miami Lakes, within the time period set forth within such development agreement, Miami-Dade County shall pay for traffic related impact fees assessed by Miami-Dade County at that time for the development of the remainder property. Notwithstanding the amount of the Miami-Dade County impact fees payable at such time, payment by Miami-Dade County will be capped at \$3,060,000, with Respondents or its successors or assigns responsible for paying any balance due.
- 3. This settlement is contingent upon the approval of the development agreement between Respondents and the Town of Miami Lakes. Respondents agree to provide Petitioner with the approved development agreement within five days of its approval. This settlement is voidable by Petitioner, in its discretion, at any

time prior to entry of a Stipulated Final Judgment in this matter by providing Respondents with written notice of same. This settlement is contingent upon full and binding approval of the Board of County Commissioners of Miami-Dade County, Florida.

- 4. This settlement includes all damages of any nature of Respondents for which Petitioner might otherwise be liable in this proceeding, and includes all claims and counterclaims arising from the acquisition of Parcels 1, 1A, and 5, and includes, but is not limited to, any claims by F71-1, LLC, a Florida Limited Liability Company, Torres & Torres Construction, Inc., a Florida corporation, the State of Florida Department of Revenue, and the Town of Miami Lakes related to the acquisition of these parcels, but is exclusive of Respondents' attorney's fees, experts fees, and costs, if any, for which the Court will reserve jurisdiction to award.
- 5. Upon entry of the final judgment in this cause, it is agreed by the parties that Respondents shall pay all liens with respect to the Parcels, and all taxes prorated to the date of taking with respect to the Parcels within ten days of Petitioner providing Respondents the prorated amount due.

DATED	this	***********	day	of		,	2011.
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R.A. CUEVAS, JR. Miami-Dade County Attorney Stephen P. Clark Center 111 N.W. 1st Street, #2810 Miami FL 33128

DEBRA HERMAN, ESQ.

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Terms of Covenant for Limited Public Access

EXHIBIT 8

Limited Public Access to Madden's Hammock

Upon the Town's exercise of the right of first refusal as set forth in the Development Agreement or prior to the issuance of the first building permit for a Principal Structure for Parcel B, the Owner shall negotiate the terms of a covenant running with the land with the Town that shall be recorded into the Public Records of Miami-Dade County that, at a minimum, limits public access as follows:

- 1. Hours of Visitation The hours and days in which Miami Lakes residents are permitted to visit Madden's Hammock shall be limited to protect the "Archaeological Zone" and the unique resource area and ensure compatibility with adjacent residential uses.
- 2. Uses The uses permitted within Madden's Hammock shall be limited to educational study and passive recreational activity by pedestrians only. No animals, equipment, vehicles, noise-making devices or littering shall be permitted.
- 3. Special Requests A reasonable process to secure permission from the Owner (or successor Homeowner Association) and the Town for any groups in excess of ten individuals at one time for educational purposes, such as school field trips, or archaeological expeditions shall be established. Special requests may be approved, approved with conditions, such as a deposit or supervision, or denied.
- 4. Geographic Extent of Access Pedestrian access shall be limited to raised walkways or similar facilities developed for such park purposes. Access to areas in the "Archaeological Zone" beyond the walkways shall be limited except as approved via the special request process.

Traffic Impact Analysis JMD Engineering, Inc. (February 28, 2011 and March 4, 2011)



TRAFFIC IMPACT ANALYSIS

DUNNWOODY LAKE & DUNNWOODY FOREST MIAMI LAKES, FLORIDA

BM-09-15 FEBRUARY 2011 © JMD ENGINEERING, INC.



TRAFFIC IMPACT ANALYSIS

DUNNWOODY LAKE & DUNNWOODY FOREST MIAMI LAKES, FLORIDA

BM-09-15 FEBRUARY 28, 2011 © JMD ENGINEERING, INC.

John M. Donaldson, P.E. Florida Registration Number 40568

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INTRODUCTION

Dunnwoody Lake is a proposed mixed-use development (residential and retail) proposed on the northwest corner of NW 154th Street and NW 87th Avenue and Dunnwoody Forest is a proposed single family development at the northeast corner of NW 154th Street and NW 87th Avenue in the Town of Miami Lakes, Florida. The location of the proposed projects is illustrated in Figure 1.

JMD Engineering, Inc. was retained by the owner to perform a traffic concurrency study in connection with the proposed projects that meets Chapter 10.2 Traffic Concurrency Management Program (TCMP) requirements of the Town of Miami Lakes Land Development Code. This study addresses trip generation, access to the site, internal site capture, and the traffic impacts created by the proposed development on the adjacent transportation network. A pre-application conference was held with town representatives and their traffic consultant and a scope was agreed upon for this analysis as required in the TCMP. (See Appendix A). In addition, this report was revised to address specific comments from Town of Miami Lakes staff and their traffic consultant. A list of comments and responses to the comments can be found in Appendix A.

INVENTORY

Existing Land Use

The project sites are currently vacant

Proposed Land Use and Access

Proposed for the Dunnwoody Lake site is a retail shopping center with a gross building area of 140,000 square feet, 256 single-family detached homes and 253 townhomes. Access to the site will be provided via two driveways on NW 154th Street and three driveways on NW 87th Avenue. For purposes of this traffic study, the project is anticipated to be built and fully occupied by the year 2030. It is anticipated that the commercial phase of the site will be built first and completed by 2015. The residential phase will began upon completion of the commercial phase and completed by 2030.

Proposed for the Dunnwoody Forest site is an 84 unit single family residential development with a driveway access to NW 154th Street and a driveway access to NW 87th Avenue. For purposes of this traffic study, the project is anticipated to be built and fully occupied by the year 2030

A copy of the previously submitted site plans for the projects is located in Appendix B of this report.

EXISTING CONDITIONS

Roadway System

The roadway system located in the vicinity of the proposed project includes NW 154th Street (Miami Lakes Drive), NW 87th Avenue, NW 89th Avenue, NW 162nd Street, NW 82nd Avenue, NW 79th Avenue and NW 77th Court.

NW 154th Street (Miami Lakes Drive) is a major east-west roadway with two through lanes in each direction (four-lane divided facility) from the Palmetto Expressway to NW 83rd Avenue. From NW 83rd Avenue west to I-75 it is a two lane section. NW 154th Street has a posted speed limit of 35 miles per hour.

NW 170th Street is a two lane east-west facility with a posted speed limit of 30 miles per hour.

NW 79th Avenue is a two lane north-south facility with a posted speed limit of 30 miles per hour.

NW 77th Court (Frontage Road) is a two lane north-south facility with a posted speed limit of 30 miles per hour. This roadway is located immediately west of The Palmetto Expressway.

NW 89th Avenue is a two-lane local street oriented in the north-south direction and is located south of the project site. There is a posted speed of 30 miles per hour.

NW 87th Avenue borders the project site. Miami-Dade County has a portion of the facility (from NW 154th Street to NW 186th Street) in their five year plan as a widening project. This will make NW 87th Avenue a four lane divided facility within the Town of Miami Lake municipal limits.

Intersections

As documented in the traffic analysis section of this report, the proposed mixed use development will significantly impact the segments of NW 154th Street (Miami Lakes Drive) between I-75 and the Palmetto Expressway as well as NW 87th Avenue from I-75 to NW 170th Street and NW 82nd Avenue from NW 154th Street north to NW 170th Street. The signalized intersections located on the affected roadway segments which carry two percent or more of the adopted levels of service threshold capacity were selected for analysis purposes. These intersections include the following:

- 1. NW 154th Street & NW 79th Avenue
- 2. NW 154th Street & NW 82nd Avenue
- 3. NW 154th Street & NW 87th Avenue
- 4. NW 87th Avenue & NW 146th Street
- 5. NW 87th Avenue & Industrial Way
- 6. NW 162nd Street & NW 82nd Avenue
- 7. NW 170th Street & NW 87th Avenue
- 8. NW 170th Street & NW 82nd Avenue

Figure 2 depicts roadways and signalized intersections located within the study area of the proposed project and required to be analyzed in this study.

TRAFFIC COUNTS

JMD Engineering, Inc. collected intersection turning movement counts and 24 hour link traffic counts at the following locations:

- 1. NW 154th Street & NW 87th Avenue Signalized (06/10)
- 2. NW 154th Street & NW 82nd Avenue Signalized (12/10)
- 3. NW 170th Street & NW 82nd Avenue Signalized (12/10)
- 4. NW 87th Avenue & Industrial Way Signalized (06/10)
- 5. NW 87th Avenue & NW 146th Street Signalized (06/10)
- 6. NW 82th Avenue & NW 162nd Street Signalized (06/10)
- 7. NW 87th Avenue & NW 170th Street Stopped Controlled (12/10)
- 8. NW 87th Avenue North of I-75 24 Hour Tube Count (06/10)
- 9. NW 87th Avenue South of NW 154th Street 24 Hour Count (06/10)
- 10. NW 87th Avenue North of NW 170th Street 24 Hour Count (06/10)
- 11. NW 82nd Avenue North of 154th Street 24 Hour Count (06/10)
- 12. NW 82nd Avenue North of 162nd Street 24 Hour Count (06/10)
- 13. NW 154th Street West of NW 87th Avenue 24 Hour Count (06/10)
- 14. NW 170th Street East of NW 87th Avenue 24 Hour Count (06/10)
- 15. NW 79th Avenue North of NW 155th Street 24 Hour Count (06/10)

In addition, the Town of Miami Lakes provided count data from their records including the count data from the "Traffic Operational Analysis Report for NW 154th Street and Palmetto Expressway" collected by Gannett Fleming in December 2009 and the "Miami Lakes West Fire Rescue Station" with counts collected in November 2009. Please note that the June 2010 counts were made when school was not in session. Additional counts taken in December 2010 indicate than an additional 10% factor should be applied to the June 2010 AM Peak Hour counts to reflect typical conditions is shown in Appendix C. The appropriate FDOT peak seasonal factors will be added to this.

The turning movement counts and 72-hour tube count locations are shown in Figure 3 and are summarized in Appendix C. Appendix C also contains the raw count data as collected by JMD Engineering, Inc. as well as counts conducted by others and provided by the Town of Miami Lakes. The signal-timing plans for the signalized intersections are included in Appendix D of this report.

TRIP GENERATION

The trip generation for the project was based on information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (8th Edition). Table 1 summarizes the trip generation associated with the proposed Dunnwoody Lake Mixed-Use development while Table 1A summarizes the Dunnwoody Forest projected trip generation.

As indicated in Table 1, the gross trips anticipated to be generated by the proposed Dunnwoody Lake project consists of 12,362 daily trips, 485 trips during the AM peak hour, and 1,171 trips during the PM peak hour. Gross trips were reduced by internal capture (Appendix I) and pass-by rates published by ITE and the methodology agreed upon during the pre-application and project scoping process as well as a subsequent meeting after the first report submittal. The internal capture calculated was 2,600 daily trips, 44 AM peak hour trips and 244 PM peak hour trips and there were 2,524 daily, 59 AM peak hour and 242 PM peak hour pass-by trips. Therefore, the net external trips associated with the proposed development are 7,238 daily trips, 382 trips during the AM peak hour, and 705 trips during the PM peak hour which impact the adjacent roadway network.

For Dunnwoody Forest, the net external trips associated with the proposed development are 886 daily trips, 69 trips during the AM peak hour, and 90 trips during the PM peak hour which impact the adjacent roadway network.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The trip distribution and traffic assignment for the proposed Dunnwoody Lake Mixed-Use development and Dunnwoody Forest residential development was based on Miami-Dade County's cardinal distribution information for the study area (Traffic Analysis Zone 11) which is included in Appendix E. Examination of the existing/future surrounding roadway network characteristics, review of existing/future current traffic volumes, and existing/future land use patterns were utilized to assign the traffic to the adjacent roadway network. Table 2 summarizes the county's cardinal distribution data for traffic zone 11, which is the location of the subject project.

Using the trip distribution documented in Table 2 and supplementing with the location of approved and developed projects in the study area and a physical inspection of roadway network within the study area, the proposed project was assigned to the project driveways and nearby transportation network. The project traffic assignment is illustrated in Figures 4, 5 and 6.

TRAFFIC ANALYSIS

Determination of Significance

A determination of significance was undertaken for the proposed projects independently. However, both projects will be analyzed concurrently and the impacts of each development will be analyzed based on the sum of project traffic. A significantly impacted link is defined as a roadway segment where the net peak hour external project traffic equals or exceeds one percent (1%) of the service volume at the applicable level of service standard. This significance analysis is presented in Tables 3 and 3A for the AM peak hour and Tables 4 and 4A for the PM peak hour.

Future Conditions Traffic Volumes

Future traffic volumes (Year 2030) were developed. The first set includes project build-out conditions without the proposed project and the second set adds the project anticipated to be generated by the Dunnwoody Lake and Dunnwoody Forest developments.

In order to develop year 2030 traffic volumes without the proposed projects, two separate analyses were undertaken. The first analysis converts the existing AM and PM peak hour traffic counts collected in the field to peak season conditions based on FDOT's Peak Season Factor Category report (refer to the Appendix F). The second analysis includes a growth factor to project 2010 peak season traffic volumes to the year 2030 as well as the addition of approved, but un-built project traffic (as supplied by the Town of Miami Lakes and shown in Appendix G). Based on traffic growth data for several traffic count station located near the project site and inside the study area, traffic has grown (Year 2007 to Year 2010) at a flat rate compounded annually, within the project's study area (refer to Appendix F). Hence, a 0.5% growth rate, compounded annually, was assumed for the study area for the twenty year build out period.

Diversion Analysis and NW 87th Avenue Traffic Projections

As previously discussed, the proposed Dunnwoody Lake and Dunnwoody Forest projects each have a build-out date of 2030. During this time, a roadway improvement that will significantly impact the traffic patterns on the west side of the Town of Miami Lakes will occur. This improvement is the widening of NW 87th Avenue to a four lane divided section from NW 154th Street north to NW 186th Street. This widening includes the construction of the "missing link" of NW 87th Avenue from NW 154th Street to NW 162nd Street.

In order to help determine what impacts this construction would have on traffic patterns in the study area, a FSUTMS model run was conducted with and without NW 87th Avenue from NW 154th Street to NW 162nd Avenue. The resulting FSUTMS model runs and select link analysis of NW 87th Avenue and NW 154th Avenue (included in the Appendix H) as well as reviewing current traffic patterns based on counts taken at critical locations where the diversions will occur indicated the following:

- 1. No significant reduction in two-way peak hour traffic in the study area is anticipated east of 79th Avenue.
- 2. NW 82nd Avenue will see a decrease of approximately 40% as traffic shifts to the west to utilize the fully functional NW 87th Avenue. A reduction of 40 % of the existing counts was applied to appropriate movements at NW 154th Street and NW 82nd Avenue.
- 3. NW 79th Avenue will see a decrease of approximately 10% as traffic shifts to the west to utilize the fully functional NW 87th Avenue. A reduction of 10 % of the existing counts was applied to appropriate movements at NW 154th Street and NW 79th Avenue.
- 4. The northbound right turns and westbound left turn movements at NW 154th Street and NW 87th Avenue were reduced based on the other diversions of existing traffic. In addition, the southbound left turn and westbound right turn were increased as appropriate.

5. The remainder of the "new" traffic on NW 87th Avenue will come from locations outside the Town of Miami Lakes. For example, traffic that presently travels on NW 186th Street that wishes to travel south will be diverted to NW 87th Avenue.

Instead of attempting to build the projected opening day peak hour and 24-hour traffic volumes on NW 87th Avenue solely from the diversion analysis, it was decided to utilize the results of a previous study submitted to the Miami-Dade Metropolitan Planning Organization (MPO) in 2007. The study, "Arterial Grid Analysis Study" by Kimley-Horn and Associates, Inc. in which the "missing link" was included and a Year 2015 24-hour traffic volume was developed. This 24 hour volume was converted to AM and PM peak hour directional volumes for use in this study based on the count data collected as a part of this study. Fifteen years of growth at 0.50% a year was then added to give the 2030 background traffic used in this analysis. The appropriate sections of the "Arterial Grid Analysis Study" are included in the Appendix H.

Figures 7 though 10 depict traffic volumes for the study area. Figure 7 depicts existing (2010) peak season volumes, Figure 8 illustrates the diversion of traffic, Figures 9 and 9A shows the additional traffic anticipated to be generated by the Dunnwoody Lake Mixed-Use development and the Dunnwoody Forest development while Figure 10 shows the total traffic anticipated for the Year 2030.

Project Traffic Volumes

The project traffic for each assigned to the adjacent roadway network and intersections for the AM peak hour and the PM peak hour. These volumes were added to the existing, growth and diverted traffic to obtain 2030 total traffic volumes. The intersection volume development worksheets are included in the Appendix J of this report.

Level of Service Analyses

Roadway link and intersection capacity/level of service analyses were performed for the required links and intersections located within the project study area. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway

Capacity Manual utilizing Synchro 7. The results of the link capacity analyses are summarized in Tables 5 through 10 while the intersection analyses are shown in Tables 11 through 16. Appendix K contains the computer printouts of the intersection capacity analyses utilizing Synchro 7.

The link analysis indicated that the following links were over capacity in the Year 2030.

- NW 154th Street from NW 87th Avenue to SR 826
- NW 87th Avenue from NW 147tth Terrace to NW 138th Street
- NW 82nd Avenue from NW 154th Street to NW 162nd Street

The intersection analysis indicated that the following intersections were operating at an unacceptable level of service in the Year 2030:

- NW 154th Street & NW 82nd Avenue
- NW 154th Street & NW 79th Avenue
- NW 138th Street & NW 87th Avenue

In order to provide adequate levels of service on these links and at these intersections, the following link improvement is required:

- Widen NW 154th Street to four lanes from NW 83rd Avenue west to NW 87th Avenue
- ♦ Add an additional southbound left turn lane a separate eastbound right turn lane and a separate westbound right turn lane at NW 154th Street & NW 82nd
 Avenue
- ♦ Along NW 154th Street, add an additional eastbound through lane from NW 79th Court west to NW 77th Court
- ♦ Add an additional southbound left turn lane at NW 154th Street and NW 79th
 Avenue
- ♦ Add a separate northbound right turn lane at NW 138th Street and NW 87th
 Avenue

Project Access

Access to the Dunnwoody Lake project will be provided via two full-access driveways on NW 154th Street and three driveways on NW 87th Avenue. Figure 11 presents the projected turning movement volumes at the project driveways. Although projected volumes do not warrant signalization, the site driveway at NW 154th Street and NW 89th Avenue should continue to be monitored for signalization prior to build out of the residential element of the proposed project.

Access to Dunnwoody Forest will be provided via one driveway on NW 154th Street and one driveway on NW 87th Avenue. Figure 11A presents the projected turning movement volumes at the project driveways.

CONCLUSIONS AND RECOMMENDATIONS

Dunnwoody Lake Mixed-Use development is a proposed mixed use project planned to be located on the north side of NW 154th Street west of NW 87th. The project site is currently vacant. The proposed Dunnwoody Lake Mixed-Use development is anticipated to generate a net of 7,238 daily trips, approximately 382 AM peak hour trips, and approximately 705 trips during PM peak hour. Dunnwoody Forest is an 84 unit residential project and the net external trips associated with the proposed development are 886 daily trips, 69 trips during the AM peak hour, and 90 trips during the PM peak hour which impact the adjacent roadway network

Without the recommended improvements, the intersections of NW 154th Street and NW 82nd Avenue and well as NW 154th Street and NW 79th Avenue would operate below acceptable levels of service. In fact, this holds true without the proposed project in place. However, with signal timing adjustments and the improvements recommended, all links and intersections significantly impacted are projected to operate at acceptable levels of services in the year 2030 with the proposed project Dunnwoody Lake and Dunnwoody Forest projects in place. Therefore, the proposed Dunnwoody Lake and Dunnwoody Forest projects will meet the TCMP requirements of the Town of Miami Lakes with the recommended improvements.





PROJECT LOCATION MAP

FIGURE 1 DUNNWOODY MIAMI LAKES, FL



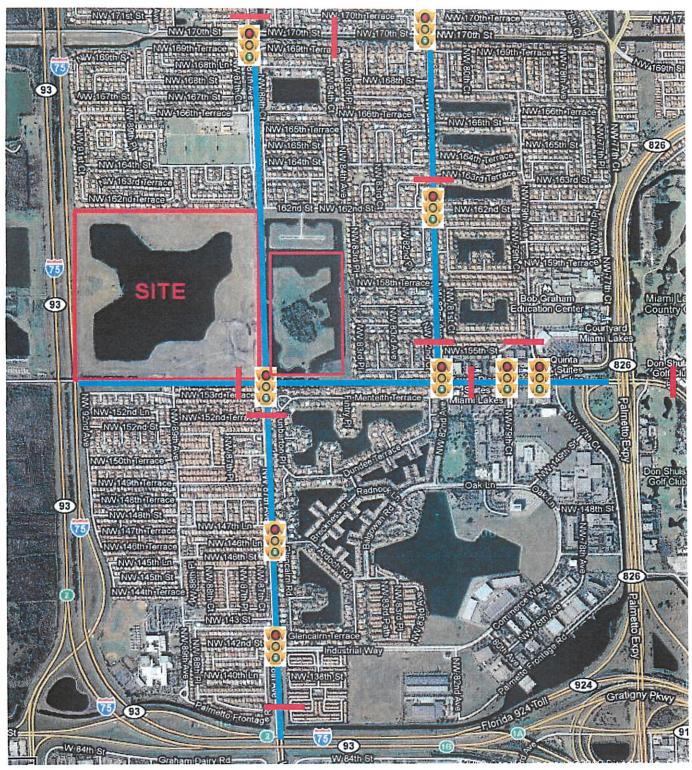


SIGNALIZED INTERSECTIONS TO BE ANALYZED LINKS TO BE ANALYZED



STUDY AREA (SIGNIFICANT LINKS)

FIGURE 2 DUNNWOODY MIAMI LAKES, FL



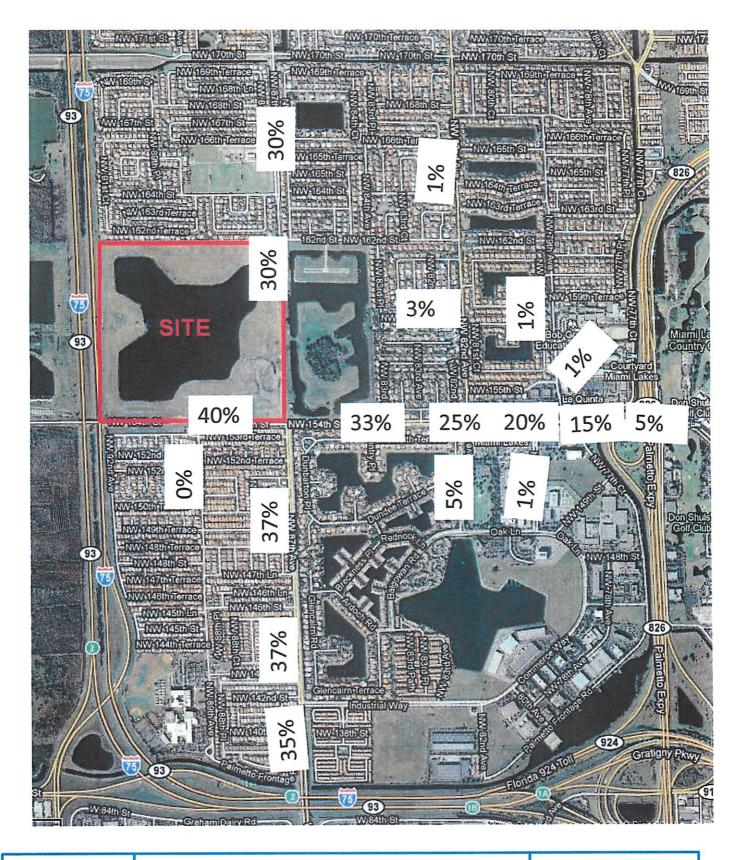


SIGNALIZED INTERSECTIONS COUNTED 24 HOUR COUNT LOCATIONS



TRAFFIC COUNT LOCATIONS

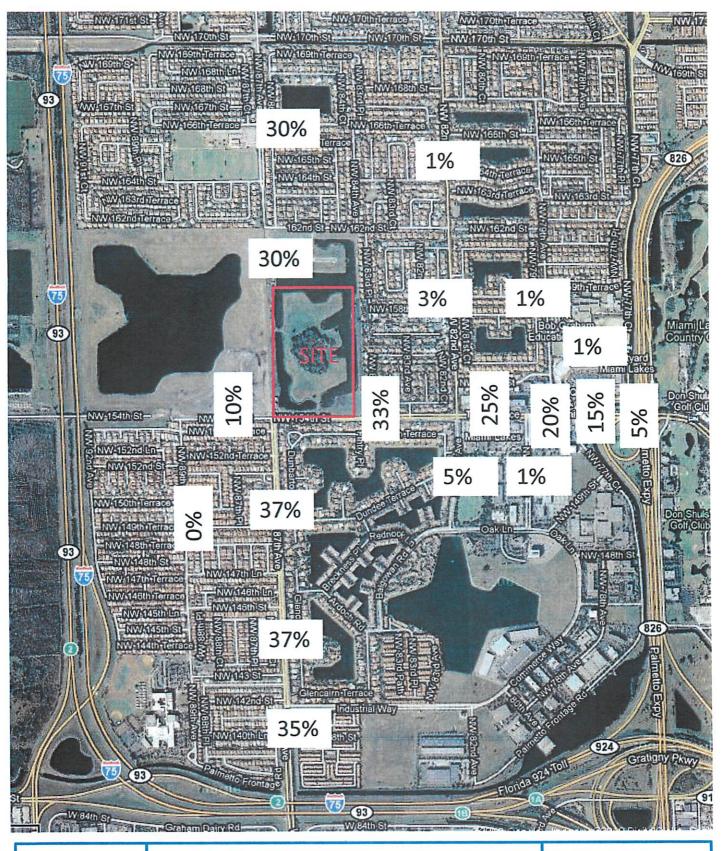
FIGURE 3 DUNNWOODY MIAMI LAKES, FL





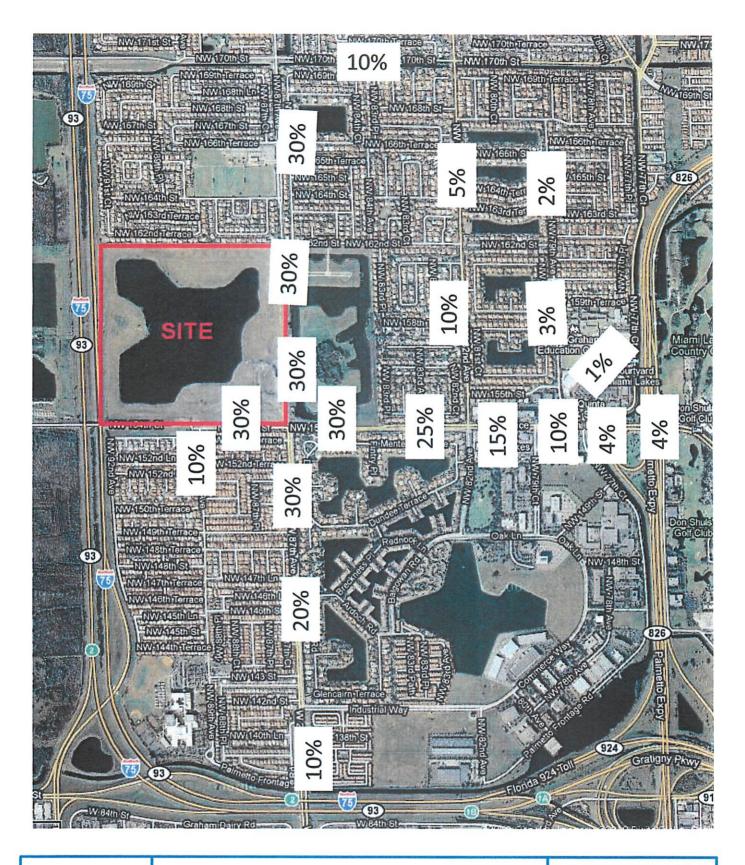
DUNNWOODY LAKE RESIDENTIAL ASSIGNMENT

FIGURE 4 DUNNWOODY MIAMI LAKES, FL





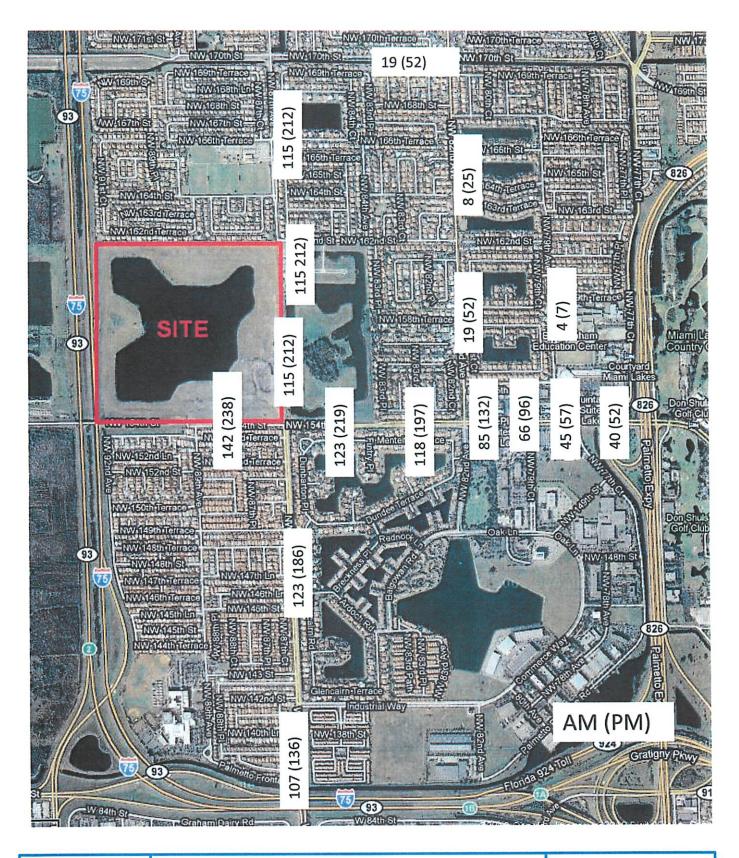
DUNNWOODY FOREST RESIDENTIAL ASSIGNMENT FIGURE 4A DUNNWOODY MIAMI LAKES, FL





DUNNWOODY LAKE COMMERCIAL ASSIGNMENT

FIGURE 5 DUNNWOODY MIAMI LAKES, FL





DUNNWOODY LAKE PROJECT TRAFFIC

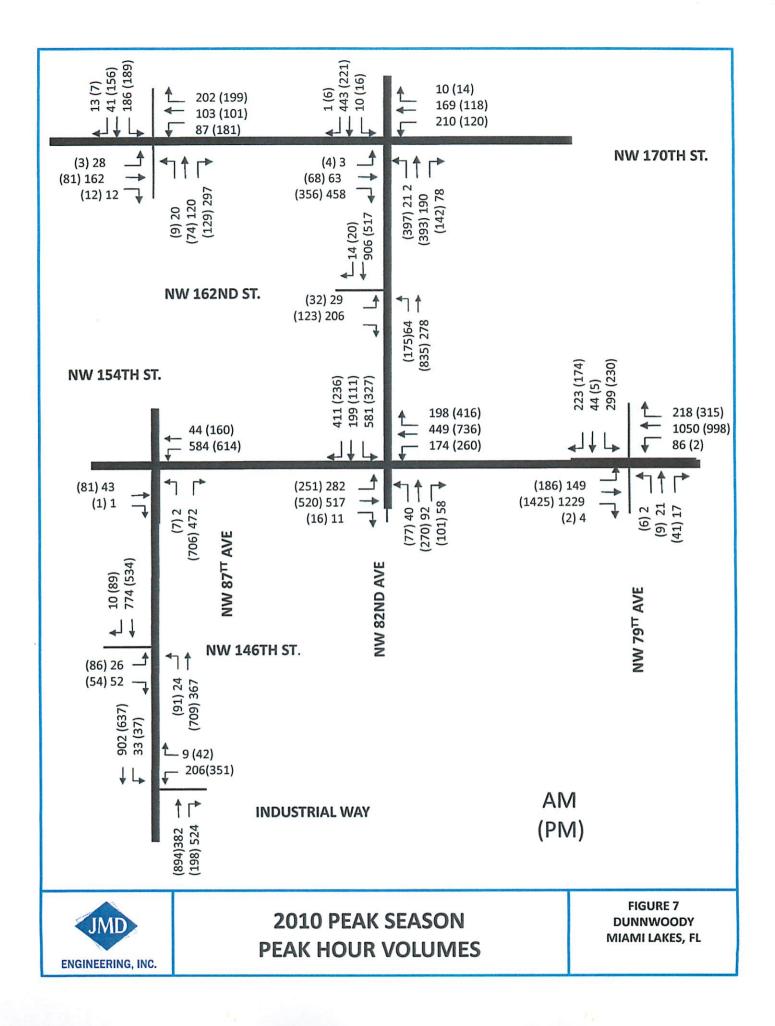
FIGURE 6 DUNNWOODY MIAMI LAKES, FL

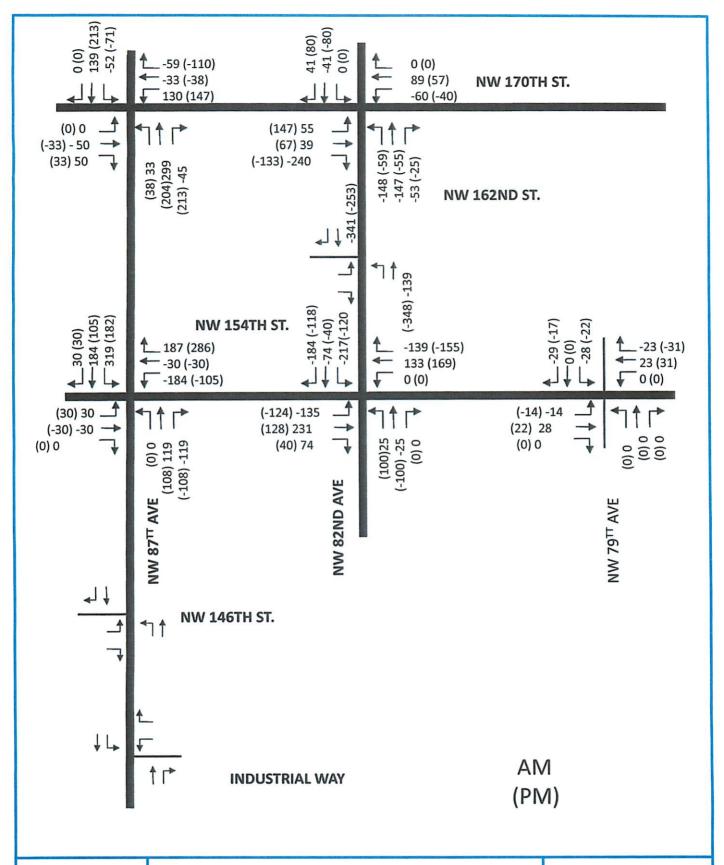




DUNNWOODY FOREST PROJECT TRAFFIC

FIGURE 6A DUNNWOODY MIAMI LAKES, FL

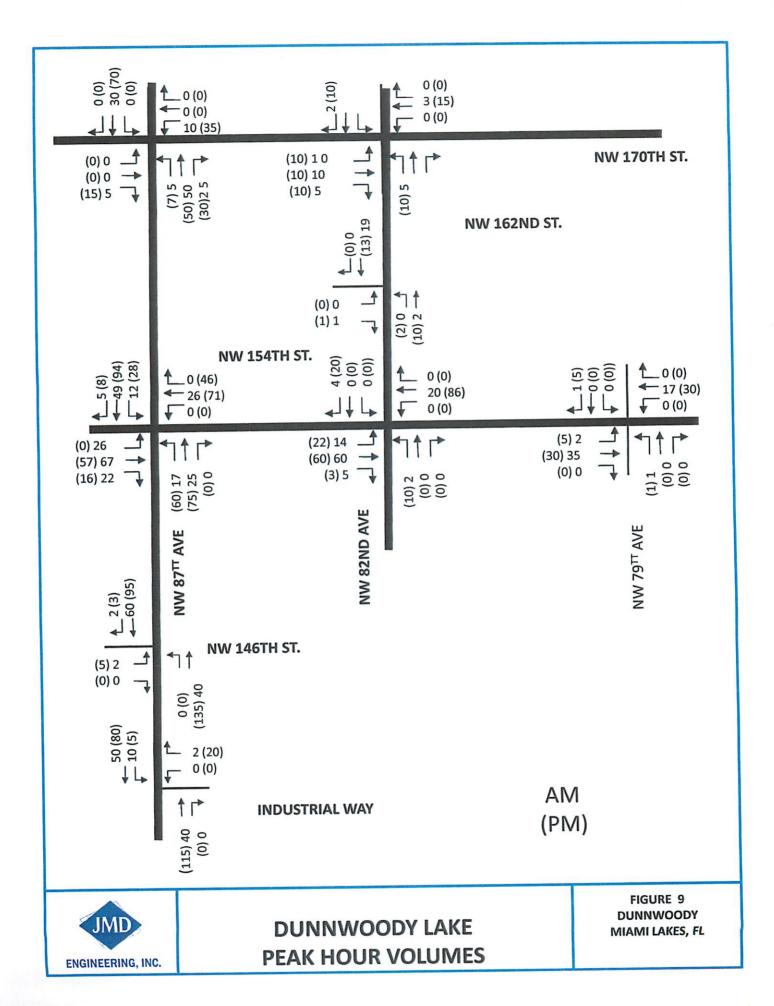


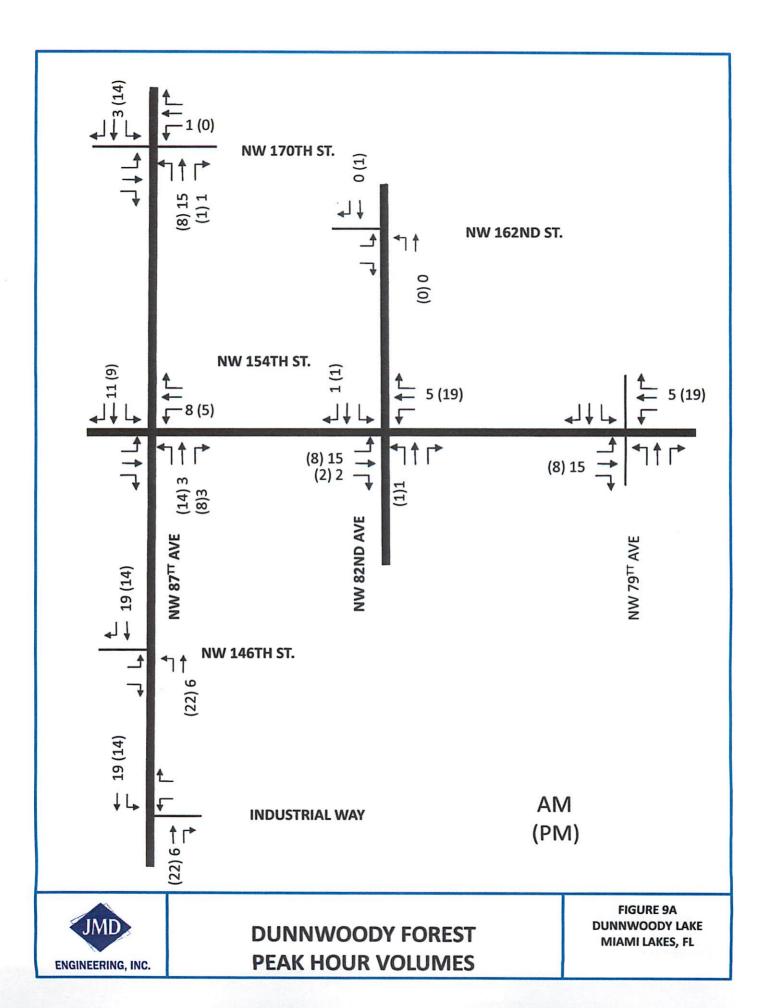


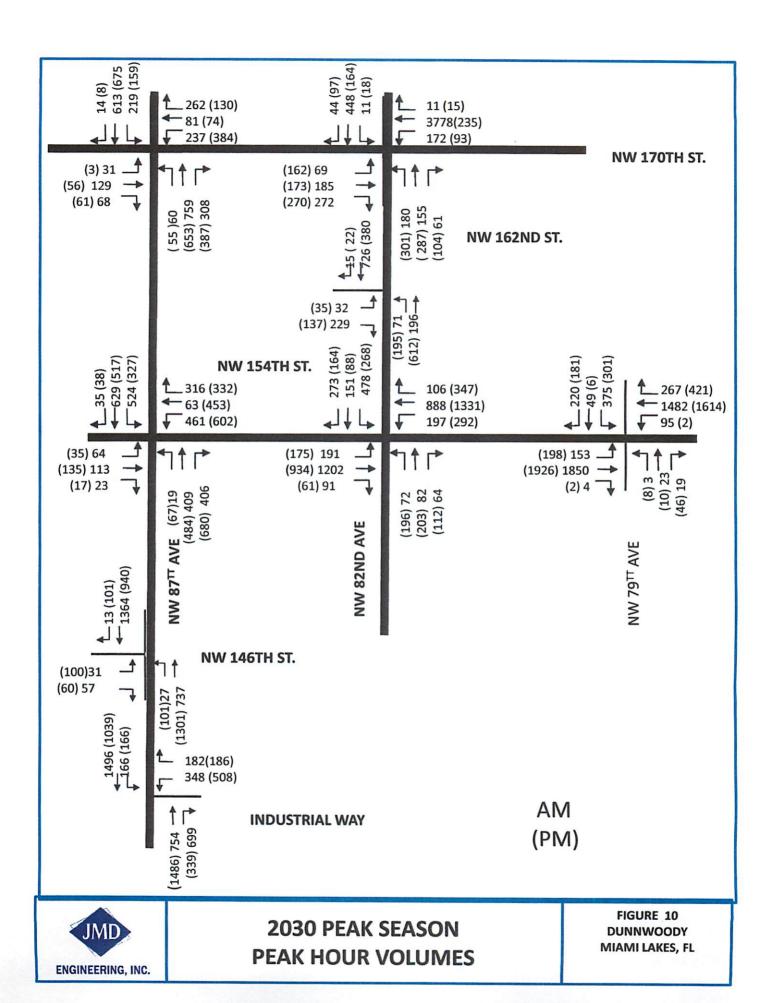


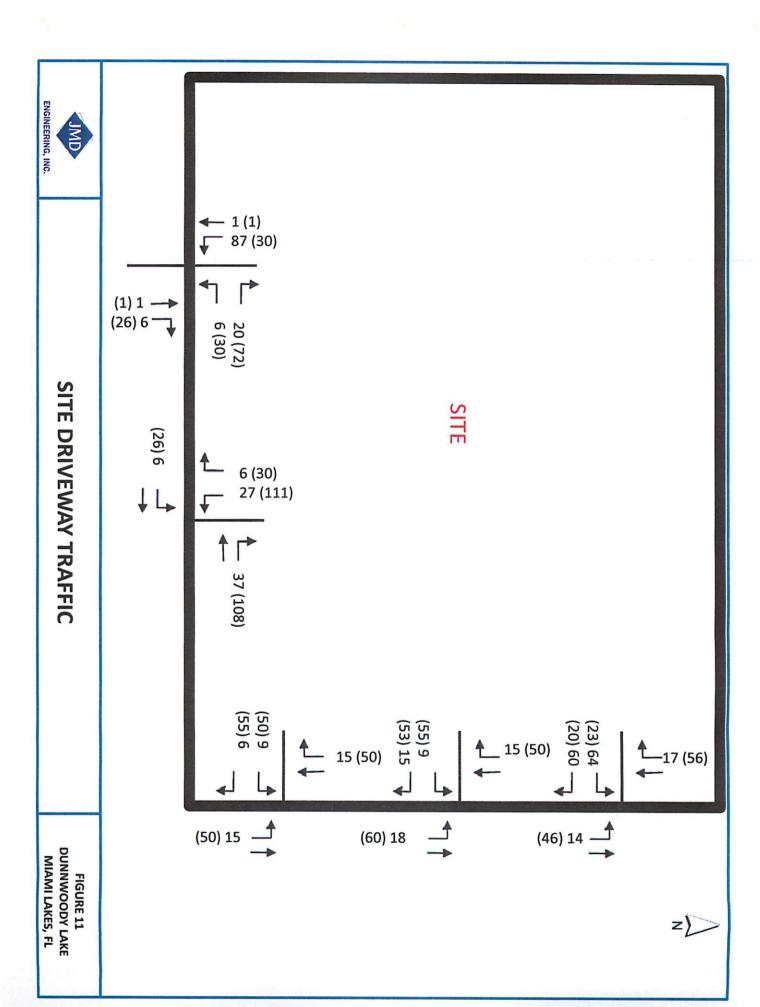
DIVERTED PEAK HOUR VOLUMES

FIGURE 8 DUNNWOODY MIAMI LAKES, FL









NW 87TH AVE 16 (9) 11 (9) SITE 6 (21) NW 154TH ST. (8) 3



PROJECT DRIVEWAY VOLUMES

FIGURE 11A DUNNWOODY FOREST MIAMI LAKES, FL

TABLE 1 DUNNWOODY LAKE TRIP GENERATION

Land Use	Intensity Daily AM Pea			M Peak Hou	ır	PN	PM Peak Hour	
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic	0							
General Commercial Retail	140,000 S.F.	8,451	188	115	73	797	391	400
Residential Condominium/Townhouse	253 DU	1,442	108	18	90	129	86	4
Single-Family Detached Housing	256 DU	2,469	189	47	142	245	154	ç
		12,362	485	180	305	1,171	631	54
Internal Capture (per ITE)						1		
General Commercial Retail		1,301	22	12	10	112	57	
Residential Condominium/Townhouse		512	11	5	6	50	27	
Single-Family Detached Housing	2	787	11	5	6	62	28	
Sub-total		2,600	44	22	22	224	112	1
<u>External</u>								
General Commercial Retail		7,150	166	103	63	685	334	3
Residential Condominium/Townhouse		930	97	13	84	79	59	
Single-Family Detached Housing		1,682	178	42	136	183	126	
Pass-By Capture						1		
Retail Pass-By Trips	35.30%	2,524	59	36	23	242	118	1
Net New External Traffic						1		
General Commercial Retail		4,626	107	67	40	443	216	2
Residential Condominium/Townhouse		930	97	13	84	79	59	
Single-Family Detached Housing		1,682	178	42	136	183	126	
Total		7,238	382	122	260	705	401	30
Driveway Volumes		9,762	441	158	283	947	519	4

Note: Trip generation was calculated using the following data:

Daily			
Single-Family Detached Housing	[ITE 210]	=	Ln(T) = 0.92Ln(X) + 2.71
Residential Condominium/Townhouse	[ITE 230]	=	Ln(T) = 0.87Ln(X) + 2.46
General Commercial Retail	[ITE 820]	=	Ln(T) = 0.65 * Ln(X) + 5.83
AM Peak			
Single-Family Detached Housing	[ITE 210]	=	T = 0.70(X) + 9.74 (25% in, 75% out)
Residential Condominium/Townhouse	[ITE 230]	=	Ln(T) = 0.80Ln(X) + 0.26 (17% in, 83% out)
General Commercial Retail	[ITE 820]	=	Ln(T) = 0.59 * Ln(X) + 2.32
PM Peak			
Single-Family Detached Housing	[ITE 210]	=	Ln(T) = 0.90Ln(X) + 0.51 (63% in, 37% out)
Residential Condominium/Townhouse	[ITE 230]	=	Ln(T) = 0.82Ln(X) + 0.32 (67% in, 33% out)
General Commercial Retail	[ITE 820]	=	Ln(T) = 0.67 * Ln(X) + 3.37 (49% in, 51% out)

Pass-by for retail based on ITE equation of Ln (T) = -0.291*Ln(X) + 5.001

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TABLE 1A DUNNWOODY FOREST TRIP GENERATION

Land Use	Intensi	ty	Daily	AM Peak Hour			PM Peak Hour		
			Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic									
Single-Family Detached Housing	84	DU	886	69	17	52	90	57	33

Note: Trip generation was calculated using the following data:

Daily

Single-Family Detached Housing

[ITE 210] = Ln(T) = 0.92Ln(X) + 2.71

AM Peak

Single-Family Detached Housing

[ITE 210] = T = 0.70(X) + 9.74 (25% in, 75% out)

PM Peak

Single-Family Detached Housing

[ITE 210] = Ln(T) = 0.90Ln(X) + 0.51 (63% in, 37% out)

c:\documents and setting&johnd13\my documents\jmd_2009\2009_projects\bm-09-15\february dual report\tg.xls]trip_generation forest



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TABLE 2 Miami-Dade Model Project Trip Distribution Dunnwoody Lake Mixed-Use Development

	Di	rection	% of Total Trips
North:	Northwest		15.73%
	Northeast		2.17%
South:	Southwest		6.00%
	Southeast		33.99%
East:	Northeast		17.49%
	Southeast		15.62%
West:	Northwest		6.83%
	Southwest		2.17%
		Total	100.00%

Source: Miami-Dade Interim Cost Feasible Plan Report



			TA	BLE 3					
				ODY LAKE	5				
	ROADW			SIGNIFIC					
Roadway		201	10		roject Traff			Total	
	-	Number		Comm.	Peak Hour		Peak Hour	AM	
From	То	of Lanes	Capacity	Assignment	Volume	Assignment	Volume	Volume	Significance
W 154TH STREET									
SITE	NW 87TH AVE	2	1,110	30%	32	40%	110	142	12.79%
NW 87TH AVE	NW 83RD AVE	2	1.110	30%	32	33%	91	123	11.08%
NW 83RD AVE	NW 82ND AVE	4	2,950	25%	27	33%	91	118	4.00%
NW 82ND AVE	NW 79TH CT	4	2,950	15%	16	25%	69	85	2.88%
NW 79TH CT	NW 79TH AVE	4	2,950	10%	11	20%	55	66	2.24%
NW 79TH AVE	NW 77TH COURT	4	2,950	4%	4	15%	41	45	1.53%
NW 77TH COURT	SR 826	4	2,950	4%	4	13%	36	40	1.36%
SR 826	FAIRWAY DR	4	3,120	3%	3	5%	14	17	0.54%
FAIRWAY DR	NW 67TH AVE	4	3,120	3%	3	4%	11	14	0.45%
NW 67TH AVE	MIAMI LAKEWAY N	4	3,120	2%	2	3%	8	10	0.32%
NW 87TH AVENUE									
NW 170TH ST	SITE	4	2,950	30%	32	30%	83	115	3.90%
SITE	NW 154TH ST	4	2,950	30%	32	30%	83	115	3.90%
NW 154TH ST	NW 138TH ST	4	2,950	30%	32	37%	102	134	4.54%
NW 138TH ST	NW 147TH TER	4	2,950	10%	11	35%	96	107	3.63%
NW 82ND AVENUE		1				1 1			
NW 170TH ST	NW 162ND ST	2	1,110	5%	5	1%	3	8	0.72%
NW 162ND ST	NW 154TH ST	4	2,950	10%	11	3%	8	19	0.64%
NW 79TH AVENUE						0.555-211			**************************************
NW 167TH TER	NW 159TH TER	2	1,110	2%	2	1%	3	5	0.45%
NW 159TH TER	NW 154TH ST	2	1,110	3%	3	1%	3	6	0.54%
NW 77TH COURT									
NW 154TH ST	NW 149TH ST	2	1,110	1%	1	1%	3	4	0.36%
FAIRWAY DRIVE		1		1		1			
MIAMI LAKES DR	MIAMI LAKEWAY N.	2	1,180	1%	1	1%	3	4	0.34%
NW 170TH STREE		1	- constitution is						555-2-655-35
NW 87TH AVE	NW 82ND AVE	2	1,110	10%	11	3%	8	19	1.71%

Capacities per Miami Lakes Concurrency Report :



	LINK P 201 Number	PROJECT	Pr	ANCE - Project Traffi Peak Hour	ic	Peak Hour Volume	Total PM Volume	
VE VE VE VE TT	2010 Number f Lanes	0 Capacity	Comm.	oject Traffi Peak Hour	Res.		PM	
VE VE VE VE TT	2010 Number f Lanes	0 Capacity	Comm.	oject Traffi Peak Hour	Res.		PM	
VE VE VE VE TT	f Lanes							
VE VE VE	2		Assignment	Volume	Assignment	Volume	Volume	
IVE IVE TT		1 110					volume	Significance
IVE IVE TT		1 110						
IVE CT	2		30%	133	40%	105	238	21.44%
T		1,110	30%	133	33%	86	219	19.73%
-	4	2,950	25%	111	33%	86	197	6.68%
'E	4	2,950	15%	66	25%	66	132	4.47%
L	4	2,950	10%	44	20%	52	96	3.25%
COURT	4	2,950	4%	18	15%	39	57	1.93%
X35-2803-254F	4	2,950	4%	18	13%	34	52	1.76%
DR	4	3,120	3%	13	5%	13	26	0.83%
AVE	4	3,120	3%	13	4%	10	23	0.74%
KEWAY N	4	3,120	2%	9	3%	8	17	0.54%
		1 2						513,755
	4	2,950	30%	133	30%	79	212	7.19%
ST	4	2,950	30%	133	30%	79	212	7.19%
ST	4	2,950	30%	133	37%	97	230	7.80%
TER	4	2,950	10%	44	35%	92	136	4.61%
ST	2	1,110	5%	22	1%	3	25	2.25%
ST	4	2,950	10%	44	3%	8	52	1.76%
						- 1		
TER	2	1,110	2%	9	1%	3	12	1.08%
ST	2	1.110	3%	13	1%	3	16	1.44%
3200	235		5-5151					
ST	2	1,110	1%	4	1%	3	7	0.63%
-0.0000			2700 (1700)		(0.2.00)			ana a a a a a a a a a a a a a a a a a a
	2	1,180	1%	4	1%	3	7	0.59%
KEWAY N.		,						
KEWAY N.	2	1.110	10%	44	3%	8	52	4.68%
	ST	EWAY N. 2	EWAY N. 2 1,180	EWAY N. 2 1,180 1%	EWAY N. 2 1,180 1% 4	EWAY N. 2 1,180 1% 4 1% 1 1% 2 1,180 1% 4 1%	EWAY N. 2 1,180 1% 4 1% 3	EWAY N. 2 1,180 1% 4 1% 3 7

Capacities per Miami Lakes Concurrency Report:



TABLE 3A DUNNWOODY FOREST ROADWAY LINK PROJECT SIGNIFICANCE - AM

Roadway	ROADWAY LINK PI	201		Project	Traffic	
		Number	Ĭ	Troject	Peak Hour	
From	To	of Lanes	Capacity	Assignment	Service Advanced Control of the Cont	Significance
			1			
NW 154TH STREET						
I-75	NW 87TH AVE	2	1,110	10%	7	0.63%
NW 87TH AVE	NW 83RD AVE	2	1,110	50%	35	3.15%
NW 83RD AVE	NW 82ND AVE	4	2,950	33%	23	0.78%
NW 82ND AVE	NW 79TH CT	4	2,950	25%	17	0.58%
NW 79TH CT	NW 79th AVE	4	2,950	20%	14	0.47%
NW 79TH AVE	NW 77TH COURT	4	2,950	15%	10	0.34%
NW 77TH COURT	SR 826	4	2,950	13%	9	0.31%
SR 826	FAIRWAY DR	4	3,120	5%	3	0.10%
FAIRWAY DR	NW 67TH AVE	4	3,120	4%	3	0.10%
NW 67TH AVE	MIAMI LAKEWAY N	4	3,120	3%	2	0.06%
NW 87TH AVENUE						
NW 170TH ST	SITE	4	2,950	30%	21	0.71%
SITE	NW 154TH ST	4	2,950	30%	21	0.71%
NW 154TH ST	NW 147TH TER	4	2,950	37%	26	0.88%
NW 147TH TER	NW 138TH ST	4	2,950	35%	24	0.81%
NW 82ND AVENUE						
NW 170TH ST	NW 162ND ST	2	1,110	1%	1	0.09%
NW 162ND ST	NW 154TH ST	4	2,950	3%	2	0.07%
NW 79TH AVENUE						
NW 167TH TER	NW 159TH TER	2	1,110	1%	1	0.09%
NW 159TH TER	NW 154TH ST	2	1,110	1%	1	0.09%
NW 77TH COURT						
NW 154TH ST	NW 149TH ST	2	1,110	1%	1	0.09%
FAIRWAY DRIVE						
MIAMI LAKES DR	MIAMI LAKEWAY N.	2	1,180	1%	1	0.08%
		1				

Capacities per Miami Lakes Concurrency Report:



TABLE 4A DUNNWOODY FOREST ROADWAY LINK PROJECT SIGNIFICANCE - PM

Roadway		201	0	Project	Traffic	
		Number			Peak Hour	
From	То	of Lanes	Capacity	Assignment	Volume	Significance
NW 154TH STREET					T	
I-75	NW 87TH AVE	2	1,110	10%	9	0.81%
NW 87TH AVE	NW 83RD AVE	2	1,110	50%	45	4.05%
NW 83RD AVE	NW 82ND AVE	4	2,950	33%	30	1.02%
NW 82ND AVE	NW 79TH CT	4	2,950	25%	23	0.78%
NW 79TH CT	NW 79th AVE	4	2,950	20%	18	0.61%
NW 79TH AVE	NW 77TH COURT	4	2,950	15%	14	0.47%
NW 77TH COURT	SR 826	4	2,950	13%	12	0.41%
SR 826	FAIRWAY DR	4	3,120	5%	5	0.16%
FAIRWAY DR	NW 67TH AVE	4	3,120	4%	4	0.13%
NW 67TH AVE	MIAMI LAKEWAY N	4	3,120	3%	3	0.10%
NW 87TH AVENUE			100			
NW 170TH ST	SITE	4	2,950	30%	27	0.92%
SITE	NW 154TH ST	4	2,950	30%	27	0.92%
NW 154TH ST	NW 147TH TER	4	2,950	37%	33	1.12%
NW 147TH TER	NW 138TH ST	4	2,950	35%	32	1.08%
NW 82ND AVENUE						
NW 170TH ST	NW 162ND ST	2	1,110	1%	1	0.09%
NW 162ND ST	NW 154TH ST	4	2,950	3%	3	0.10%
NW 79TH AVENUE						
NW 167TH TER	NW 159TH TER	2	1,110	1%	1	0.09%
NW 159TH TER	NW 154TH ST	2	1,110	1%	1	0.09%
NW 77TH COURT						
NW 154TH ST	NW 149TH ST	2	1,110	1%	1	0.09%
FAIRWAY DRIVE						
MIAMI LAKES DR	MIAMI LAKEWAY N.	2	1,180	1%	1	0.08%

Capacities per Miami Lakes Concurrency Report :



			TABLE 5					
	DUNNWC	OODY FOR	EST & DUI	DUNNWOODY FOREST & DUNNWOODY LAKE	AKE			
I	ROADWAY LINK CONCUR	RRENCY A	NALYSIS	3 - 2010 EXIS	CONCURRENCY ANALYSIS - 2010 EXISTING AM PEAK HOUR	EAK HOUR		
Roadway			2010		Committed	Total		Meets
		Number		Peak Hour	Background		Maximum	ros
From	To	of Lanes	Capacity	Volume	Traffic	Traffic	v/c	Standard?
NW 154TH STREET					36 88		9	
NW 89TH AVE	NW 87TH AVE	7	1,110	114	46	160	0.14	YES
NW 87TH AVE	NW 83RD AVE	7	1,110	1,710	322	2,032	1.83	ON
NW 83RD AVE	NW 82ND AVE	4	2,950	1,710	441	2,151	0.73	YES
NW 82ND AVE	NW 79TH CT	4	2,950	2,906	441	3,347	1.13	ON
NW 79TH CT	NW 79th AVE	4	2,950	2,558	559	3,117	1.06	ON
NW 79TH AVE	NW 77TH COURT	4	2,950	2,880	829	3,558	1.21	NO No
NW 77TH COURT	SR 826	4	2,950	3,780	1,728	5,508	1.87	NO
NW 87TH AVENUE		,						
NW 170TH ST	SITE	2	1,110	577	959	1,233	1.11	ON
SITE	NW 154TH ST	0	0	N/A	N/A	N/A	N/A	N/A
NW 154TH ST	NW 147TH TER	4	2,950	856	298	1,556	0.53	YES
NW 147TH TER	NW 138TH ST	4	2,950	1,876	298	2,474	0.84	YES
NW 82ND AVENUE						,	,	,
NW 170TH ST	NW 162ND ST	2	1,110	1,162	68	1,251	1.13	ON N
NW 162ND ST	NW 154TH ST	4	2,950	1,521	68	1,610	0.55	YES
NW 170TH STREE					ļ	į		ļ
NW 87TH AVE	NW 82ND AVE	7	1,110	918	163	1,081	0.97	YES

Capacities per Miami Lakes Concurrency Report except for:

				TABLE 6	E 6						
		DO	NNWOOD	Y FOREST &	DUNNWOODY FOREST & DUNNWOODY LAKE	DY LAKE					
	ROADWAY LINK CONCURRENCY ANALYSIS - 2030 W/0 PROJECT AM PEAK HOUR	LINK CONC	CURREN	CY ANALYS	IS - 2030 W/	0 PROJEC	FAM PEA	K HOUR			
Roadway			2010		Committed Historical Growth	Historical G	rowth		Total		Meets
		Number		Peak Hour	Background	Annaul	2030	Link	Background	Maximum	ros
From	To	of Lanes	Capacity	Volume	Traffic	Rate	Growth	Diversion	Traffic	v/c	Standard?
NW 154TH STREET											
NW 89TH AVE	NW~87TH~AVE	2	1,110	114	46	0.50%	126	0	172	0.15	YES
NW 87TH AVE	NW 83RD AVE	2	1,110	1,710	322	0.50%	1889	-378	1,833	1.65	ON
NW 83RD AVE	NW 82ND AVE	4	2,950	1,710	441	0.50%	1889	-378	1,952	99.0	YES
NW 82ND AVE	NW 79TH CT	4	2,950	2,906	441	0.50%	3211	-161	3,491	1.18	ON
NW 79TH CT	NW 79th AVE	4	2,950	2,558	559	0.50%	2826	-141	3,244	1.10	ON
NW 79TH AVE	NW 77TH COURT	4	2,950	2,880	829	0.50%	3182	0	3,860	1.31	ON
NW 77TH COURT	SR 826	4	2,950	3,780	1,728	0.50%	4177	0	5,905	2.00	ON
NW 87TH AVENUE											
NW 170TH ST	SITE	4	2,950	277	959	0.50%	638	207	1,801	0.61	YES
SITE	NW 154TH ST	4	2,950	1,016	959	0.50%	1123	207	2,286	0.77	YES
NW 154TH ST	NW 147TH TER	4	2,950	958	865	0.50%	1058	0	1,656	0.56	YES
NW 147TH TER	NW 138TH ST	4	2,950	1,876	298	0.50%	2073	0	2,671	0.91	YES
NW 82ND AVENUE								133 100 100			
NW 170TH ST	NW 162ND ST	2	1,110	1,162	86	0.50%	1284	-514	859	0.77	YES
NW 162ND ST	NW 154TH ST	4	2,950	1,521	88	0.50%	1681	-672	1,098	0.37	YES
NW 170TH STREE											
NW 87TH AVE	NW 82ND AVE	2	1,110	918	163	0.50%	1014	-254	924	0.83	YES
Note: NW 87TH Avenue volume fr	Note: NW 87TH Avenue volume from 2007 Arterial Grid Analysis by KHA	2									

Note: NW 87TH Avenue volume from 2007 Arterial Grid Analysis by KHA

Capacities per Miami Lakes Concurrency Report except for:

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					I	TABLE 7								
				DUNNI	DUNNWOODY FOREST & DUNNWOODY LAKE	EST & DUN	VWOODY L	AKE						
		ROADW	'AY LINK	CONCURR	ENCY ANA	LYSIS - 203	O TOTAL	TRAFFIC A	ROADWAY LINK CONCURRENCY ANALYSIS - 2030 TOTAL TRAFFIC AM PEAK HOUR	UR				
Roadway			2010		Committed	Committed Historical Growth	rowth		Total	Dunnwoody	Dunnwoody	Total		Meets
		Number		Peak Hour	Background	Annaul	2030	Link	Background	Forest	Lake	2030	Maximum	1,08
From	To	of Lanes	of Lanes Capacity	Volume	Traffic	Rate	Growth	Diversion	Traffic	Traffic	Traffic	Traffic		Standard?
NW 154TH STREET														
NW 89TH AVE	NW 87TH AVE	2	1,110	114	46	0.50%	126	0	172	7	142	321	0.29	YES
NW 87TH AVE	NW 83RD AVE	2	1,110	1,710	322	0.50%	1889	-378	1,833	35	123	1,991	1.79	ON
NW 83RD AVE	NW 82ND AVE	4	2,950	1,710	441	0.50%	1889	-378	1,952	23	118	2,093	0.71	YES
NW 82ND AVE	NW 79TH CT	4	2,950	2,906	441	0.50%	3211	-161	3,491	17	85	3,593	1.22	ON
NW 79TH CT	NW 79th AVE	4	2,950	2,558	529	0.50%	2826	-141	3,244	14	99	3,324	1.13	ON
NW 79TH AVE	NW 77TH COURT	4	2,950	2,880	829	0.50%	3182	0	3,860	10	45	3,915	1.33	ON
NW 77TH COURT	SR 826	4	2,950	3,780	1,728	0.50%	4177	0	5,905	6	40	5,954	2.02	CN
NW 87TH AVENUE														
NW 170TH ST	SITE	4	2,950	577	959	0.50%	638	507	1,801	21	115	1,937	99.0	YES
SITE	NW 154TH ST	4	2,950	1,016	959	0.50%	1123	507	2,286	21	115	2,422	0.82	YES
NW 154TH ST	NW 147TH TER	4	2,950	958	869	0.50%	1058	0	1,656	26	134	1,816	0.62	YES
NW 147TH TER	NW 138TH ST	4	2,950	1,876	865	0.50%	2073	0	2,671	24	107	2,802	0.95	YES
NW 82ND AVENUE														
NW 170TH ST	NW 162ND ST	7	1,110	1,162	68	0.50%	1284	-514	859	-	80	898	0.78	YES
NW 162ND ST	NW 154TH ST	4	2,950	1,521	68	0.50%	1681	-672	1,098	2	19	1,119	0.38	YES
NW 170TH STREE														
NW 87TH AVE	NW 82ND AVE	2	1,110	918	163	0.50%	1014	-254	924	2	19	945	0.85	YES
The state of the s	Mars. MW 877H Avenue redume from 2007 detected Cold duchiele by VHA	27												

Note: NW 87TH Avenue volume from 2007 Arterial Grid Analysis by KHA
Capacities per Miami Lakes Concurrency Report except for:

			TABLE 8					
	DUNNWC	DODY FOR	EST & DUI	DUNNWOODY FOREST & DUNNWOODY LAKE	AKE			
	ROADWAY LINK CONCURRENCY ANALYSIS - 2010 EXISTING PM PEAK HOUR	RENCY A	NALYSIS	3 - 2010 EXIS	STING PM PI	EAK HOUR		
Roadway			2010		Committed	Total		Meets
		Number		Peak Hour	Background		Maximum	ros
From	То	of Lanes	Capacity	Volume	Traffic	Traffic	v/c	Standard?
NW 154TH STREET								
NW 89TH AVE	NW 87TH AVE	2	1,110	238	48	286	0.26	YES
NW 87TH AVE	NW 83RD AVE	2	1,110	1,838	292	2,130	1.92	NO
NW 83RD AVE	NW 82ND AVE	4	2,950	1,838	408	2,246	92.0	YES
NW 82ND AVE	NW 79TH CT	4	2,950	3,468	408	3,876	1.31	NO
NW 79TH CT	NW 79th AVE	4	2,950	2,554	540	3,094	1.05	NO
NW 79TH AVE	NW 77TH COURT	4	2,950	3,312	710	4,022	1.36	NO
NW 77TH COURT	SR 826	4	2,950	4,207	1,718	5,925	2.01	NO
NW 87TH AVENUE								
NW 170TH ST	SITE	2	1,110	561	515	1,076	0.97	YES
SITE	NW 154TH ST	0	0	N/A	N/A	N/A	N/A	N/A
NW 154TH ST	NW 147TH TER	4	2,950	1,292	479	1,771	09.0	YES
NW 147TH TER	NW 138TH ST	4	2,950	2,187	479	2,666	0.90	YES
NW 82ND AVENUE								
NW 170TH ST	NW 162ND ST	2	1,110	1,340	69	1,409	1.27	NO
NW 162ND ST	NW 154TH ST	4	2,950	1,718	69	1,787	0.61	YES
NW 170TH STREE		7			- CENTRAL SE			700000000000000000000000000000000000000
NW 87TH AVE	NW 82ND AVE	2	1,110	906	51	957	0.86	YES
THE RESIDENCE THE PROPERTY OF STREET,	The second secon	The same of the sa	THE REAL PROPERTY AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN THE PERSON NAMED IN COLUMN TWO IS NAMED IN THE					

Capacities per Miami Lakes Concurrency Report except for:

				TABLE 9	E 9						
		ina	UNWOOD	Y FOREST &	UNINWOODY FOREST & DUNNWOODY LAKE	DY LAKE	r dra de a				
	ROADWAY LINK CON	LINK CONC	OKKEN 2010	CY ANALYS	Committed Historical Growth	Historical Gr	owth	N HOOR	Total		Meets
Koadway		Number	0107	Peak Hour	Background	Annaul	2030	Link	Background	Maximum	ros
From	To		Capacity	Volume	Traffic	Rate	Growth	Diversion	Traffic	v/c	Standard?
NW 154TH STREET		,	;	000	9	/0020	263	c	211	900	VEC.
NW 89TH AVE	NW 87TH AVE	7	1.110	738	48	0.50%	707	-	110	0.20	3
NW 87TH AVE	NW 83RD AVE	7	1,110	1,838	292	0.50%	2031	406	1,917	1.73	0 2
NW 83RD AVE	NW 82ND AVE	4	2,950	1,838	408	0.50%	2031	-368	2,071	0.70	YES
NW 82ND AVE	NW 79TH CT	4	2,950	3,468	408	0.50%	3832	-192	4,048	1.37	<u>8</u>
NW 79TH CT	NW 79th AVE	4	2,950	2,554	540	0.50%	2822	-141	3,221	1:09	<u>0</u>
NW 79TH AVE	NW 77TH COURT	4	2,950	3,312	710	0.50%	3659	0	4,369	1.48	0 2
NW 77TH COURT	SR 826	4	2,950	4,207	1,718	0.50%	4648	0	996'9	2.16	0 N
NW 87TH AVENUE							,	į			
NW 170TH ST	SITE	4	2,950	561	515	0.50%	970	573	1,708	0.58	YES
SITE	NW 154TH ST	4	2,950	1,194	515	0.50%	1319	573	2,407	0.82	YES
NW 154TH ST	NW 147TH TER	4	2,950	1,292	479	0.50%	1428	0	1,907	0.65	YES
NW 147TH TER	NW 138TH ST	4	2,950	2,187	479	0.50%	2416	•	2,895	0.98	YES
NW 82ND AVENUE					;			-		6	Ę
NW 170TH ST	NW 162ND ST	7	1,110	1,340	69	0.50%	1481	760-	/26	0.80	YES
NW 162ND ST	NW 154TH ST	4	2,950	1,718	69	0.50%	1898	66/-	1,208	0.4 1	YES
NW 170TH STREE					ì			ç	6		
NW 87TH AVE	NW 82ND AVE	7	1,110	906	51	0.50%	1001	-250	807	0.72	YES

Note: NW 87TH Avenue volume from 2007 Arterial Grid Analysis by KHA

Capacities per Miami Lakes Concurrency Report except for:

					Ľ	TABLE 10								
				DUNNA	DUNNWOODY FOREST & DUNNWOODY LAKE	EST & DUNK	WOODY L	AKE						
		ROADW	ROADWAY LINK	CONCURR	ENCY ANA	LYSIS - 203	O TOTAL	TRAFFIC P	CONCURRENCY ANALYSIS - 2030 TOTAL TRAFFIC PM PEAK HOUR	JR.				
Roadway			2010		Committed	Committed Historical Growth	owth		Total	Dunnwoody	Dunnwoody	Total		Meets
		Number		Peak Hour	Background	Annaul	2030	Link	Background	Forest	Lake	2030	Maximum	ros
From	То	of Lanes Capacity	Capacity	Volume	Traffic	Rate	Growth	Diversion	Traffic	Traffic	Traffic	Traffic	v/c	Standard?
			-											
NW 154TH STREET														_
NW 89TH AVE	NW 87TH AVE	7	1,110	238	84	0.50%	263	0	311	٥	238	558	0.50	YES
NW 87TH AVE	NW 83RD AVE	7	1,110	1,838	292	0.50%	2031	406	1,917	45	219	2,181	1.96	0 2
NW 83RD AVE	NW 82ND AVE	*	2,950	1,838	408	0.50%	2031	-368	2,071	30	197	2,298	0.78	YES
NW 82ND AVE	NW 79TH CT	*	2,950	3,468	408	0.50%	3832	-192	4,048	23	132	4,203	1.42	Q N
NW 79TH CT	NW 79th AVE	*	2,950	2,554	240	0.50%	2822	-141	3,221	18	96	3,335	1.13	Q Q
NW 79TH AVE	NW 77TH COURT	*	2,950	3,312	710	0.50%	3659	0	4,369	4	57	4,440	1.51	0 2
NW 77TH COURT	SR 826	*	2,950	4,207	1,718	0.50%	4648	0	998'9	12	25	6,430	2.18	02
NW 87TH AVENUE														
NW 170TH ST	SITE	*	2,950	561	515	0.50%	620	573	1,708	27	212	1,947	99.0	YES
SITE	NW 154TH ST	*	2,950	1,194	515	0.50%	1319	573	2,407	27	212	2,646	0.00	YES
NW IS4TH ST	NW 147TH TER	*	2,950	1,292	479	0.50%	1428	0	1,907	33	230	2,170	0.74	YES
NW 147TH TER	NW 138TH ST	¥	2,950	2,187	479	0.50%	2416	0	2,895	32	136	3,063	1.04	<u>0</u>
NW 82ND AVENUE								_						
NW 170TH ST	NW 162ND ST	7	1,110	1,340	69	0.50%	1481	-592	957	_	25	983	0.89	YES
NW 162ND ST	NW 154TH ST	•	2,950	1,718	69	0.50%	1898	-759	1,208	m	25	1,263	0.43	YES
NW 170TH STREE								_				ļ		ļ
NW 87TH AVE	NW 82ND AVE	7	1,110	96	51	0.50%	1001	-250	802	3	52	857	0.77	YES

Note: NW 87TH Avenue volume from 2007 Arterial Grid Anahysis by KHA Capacities per Miami Lakes Concurrency Report except for:

	Existing Tota	.BLE 11 I Traffic - AM Peak Capacity Analysis				
Intersection	Traffic	Overall LOS		Approa	ch LOS	
intersection	Control		NB	SB	EB	WB
	-	<u> </u>				
NW 154TH ST & NW 79TH AVE	Signalized	D	D	F	E	С
NW 154TH ST & NW 82ND AVE	Signalized	F	F	F	F	F
NW 154TH ST & NW 87TH AVE	Signalized	В	В		Α	В
NW 170TH ST & NW 82ND AVE	Signalized	D	С	С	С	F
NW 146TH ST & NW 87TH AVE	Signalized	Α	Α	Α	В	
INDUSTRIAL WAY & 87TH AVE	Signalized	В	Α	Α		В
NW 162ND ST & NW 82ND AVE	Signalized	Α	Α	Α	В	

	Existing Tota	BLE 12 I Traffic - PM Peak Capacity Analysis				
Intersection	Traffic	Overall LOS		Approa	ich LOS	·
intersection	Control		NB	SB	EB	WB
NW 154TH ST & NW 79TH AVE	Signalized	С	С	D	В	С
NW 154TH ST & NW 82ND AVE	Signalized	F	F	Е	E	F
NW 154TH ST & NW 87TH AVE	Signalized	С	В	1	Α	С
NW 170TH ST & NW 82ND AVE	Signalized	С	С	С	С	D
NW 146TH ST & NW 87TH AVE	Signalized	Α	Α	Α	В	
INDUSTRIAL WAY & 87TH AVE	Signalized	В	В	Α		С
NW 162ND ST & NW 82ND AVE	Signalized	Α	Α	Α	В	

	2030 Total 1	BLE 13 Fraffic - AM Peak Capacity Analysis				-
Intersection	Traffic	Overall LOS		Approa	ch LOS	
literacotion	Control		NB	SB	EB	WB
NW 154TH ST & NW 79TH AVE	Signalized	D	D	F	D	С
NW 154TH ST & NW 82ND AVE	F	D	E	Ε		
NW 154TH ST & NW 87TH AVE	Signalized	D	D	D	E	Е
NW 170TH ST & NW 87TH AVE	Signalized	С	С	С	D	С
NW 170TH ST & NW 82ND AVE	Signalized	D	С	С	F	E
NW 146TH ST & NW 87TH AVE	Signalized	Α	Α	Α	С	
INDUSTRIAL WAY & 87TH AVE	Signalized	В	В	В		E
NW 162ND ST & NW 82ND AVE	Signalized	В	В	С	В	

	2030 Total 1	BLE 14 Fraffic - PM Peak Capacity Analysis				
Intersection	Traffic	Overall LOS		Approa	ch LOS	
Intersection	Control		NB	SB	EB	WB
NW 154TH ST & NW 79TH AVE	Signalized	E	С	F	F	В
NW 154TH ST & NW 82ND AVE	Signalized	F	F	E	E	F
NW 154TH ST & NW 87TH AVE	Signalized	С	С	С	D	С
NW 170TH ST & NW 87TH AVE	Signalized	С	С	В	С	Е
NW 170TH ST & NW 82ND AVE	Signalized	D	С	С	E	D
NW 146TH ST & NW 87TH AVE	Signalized	Α	Α	В	В	
INDUSTRIAL WAY & 87TH AVE	Signalized	E	E	В		F
NW 162ND ST & NW 82ND AVE	Signalized	Α	Α	В	Α	

203		M Peak Wilmprove Capacity Analysis	enebts			
1-4	Traffic	Overall LOS		Approa	ch LOS	
Intersection	Control		NB	SB	EB	WB
NW 154TH ST & NW 79TH AVE	Signalized	С	С	D	С	С
NW 154TH ST & NW 82ND AVE	Signalized	D	E	D	С	С
NW 154TH ST & NW 87TH AVE	Signalized	D	D	D	E	D
NW 170TH ST & NW 87TH AVE	Signalized	С	С	С	D	С
NW 170TH ST & NW 82ND AVE	Signalized	D	С	D	D	D
NW 146TH ST & NW 87TH AVE	Signalized	Α	Α	Α	С	
INDUSTRIAL WAY & 87TH AVE	Signalized	В	Α	Α		D
NW 162ND ST & NW 82ND AVE	Signalized	В	В	С	В	

2030	Total Traffic - P	BLE 16 M Peak W/Improve Capacity Analysis	ements			
Intersection	Traffic	Overall LOS		Approa	ch LOS	
lineraection	Control		NB	SB	EB	WB
NW 154TH ST & NW 79TH AVE	Signalized	D	С	D	E	В
NW 154TH ST & NW 82ND AVE	Signalized	D	F	D	D	D
NW 154TH ST & NW 87TH AVE	Signalized	С	С	С	D	С
NW 170TH ST & NW 87TH AVE	Signalized	С	С	В	С	E
NW 170TH ST & NW 82ND AVE	Signalized	D	С	С	E	D
NW 146TH ST & NW 87TH AVE	Signalized	Α	Α	В	В	
INDUSTRIAL WAY & 87TH AVE	Signalized	С	С	С		D
NW 162ND ST & NW 82ND AVE	Signalized	Α	Α	В	Α	

					T,	TABLE 17								
				DUNNW	DUNNWOODY FOREST & DUNNWOODY LAKE	ST & DUN	WOODY L.	AKE						
	ROADWAY LINK CONCURRENCY ANALY	CURRENC			SIS - 2030 TOTAL TRAFFIC AM PEAK HOUR	FIC AM P	EAK HOU	R WITH IN	MPROVEMEN	WITH IMPROVEMENTS & ARTPLAN ANALYSIS	AN ANALY	SIS		
Roadway			2010		Committed Historical Growth	Historical Gr	owth		Total	Dunnwoody	Dunnwoody			Meets
		Number		Peak Hour	Background	Annaul	2030	Link	Background	Forest	Lake	2030	Maximum	ros
From	То	of Lanes Capacity	Capacity	Volume	Traffic	Rate	Growth	Diversion	Traffic	Traffic	Traffic	Traffic	v/c	Standard?
NW 154TH STREET														
NW 89TH AVE	NW 87TH AVE	7	1,110	114	46	0.50%	126	0	172	7	142	321	0.29	YES
NW 87TH AVE	NW 83RD AVE	4	2,950	1,710	322	0.50%	1889	-378	1,833	35	123	1,991	0.67	YES
NW 83RD AVE	NW 82ND AVE	4	2,950	1,710	441	0.50%	1889	-378	1,952	23	118	2,093	0.71	YES
* NW 82ND AVE	NW 79TH CT	4	4,640	2,906	441	0.50%	3211	-161	3,491	17	85	3,593	0.77	YES
* NW 79TH CT	NW 79th AVE	4	4,640	2,558	559	0.50%	2826	-141	3,244	14	99	3,324	0.72	YES
* NW 79TH AVE	NW 77TH COURT	4	4,640	2,880	829	0.50%	3182	0	3,860	10	45	3,915	0.84	YES
* NW 77TH COURT	SR 826	4	7,020	3,780	1,728	0.50%	4177	0	5,905	6	40	5,954	0.85	YES
NW 87TH AVENUE								100000000000000000000000000000000000000				1000000		
NW 170TH ST	SITE	4	2,950	217	959	0.50%	638	207	1,801	21	115	1,937	99.0	YES
SITE	NW 154TH ST	4	2,950	1,016	959	0.50%	1123	207	2,286	21	115	2,422	0.82	YES
NW 154TH ST	NW 147TH TER	4	2,950	958	869	0.50%	1058	0	1,656	26	134	1,816	0.62	YES
* NW 147TH TER	NW 138TH ST	4	3,530	1,876	869	0.50%	2073	0	2,671	24	107	2,802	0.79	YES
NW 82ND AVENUE						í								
NW 170TH ST	NW 162ND ST	2	1,110	1,162	68	0.50%	1284	-514	829	-	00	898	0.78	YES
NW 162ND ST	NW 154TH ST	4	2,950	1,521	68	0.50%	1681	-672	1,098	2	19	1,119	0.38	YES
NW 170TH STREE					3					9				
NW 87TH AVE	NW 82ND AVE	2	1,110	816	163	0.50%	1014	-254	924	2	19	945	0.85	YES

Note: NW 87TH Avenue volume from 2007 Arterial Grid Analysis by KHA

ARTPLAN USED TO DETERMINE CAPACITY

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					1	TARIE 18								
				DUNNA	DUNNWOODY FOREST & DUNNWOODY LAKE	EST & DUN	WOODYL	AKE						
	ROADWAY LINK CONCURRENCY ANALYSIS - 2030 TOTAL TRAFFIC PM PEAK HOUR WITH IMPROVEMENTS & ARTPLAN ANALYSIS	CURRENC	Y ANAL	YSIS - 2030 7	FOTAL TRA	FFIC PM P	EAK HOU	R WITH IN	IPROVEMEN	TS & ARTPL/	IN ANALYS	SIS		
Roadway			2010		Committed	Committed Historical Growth	owth		Total	Dunnwoody	Dunnwoody	Fotal		Meets
•		Number		Peak Hour	Background	Annaul	2030	Link	Background	Forest	Lake		H	ros
From	To	of Lanes Capacity	Capacity	Volume	Traffic	Rate	Growth	Diversion	Traffic	Traffic	Traffic	Traffic	A/C	Standard?
NW 154TH STREET										99				
NW 89TH AVE	NW 87TH AVE	2	1,110	238	48	0.50%	263	0	311	6	238	258	0.50	YES
NW 87TH AVE	NW 83RD AVE	4	2,950	1,838	292	0.50%	2031	-406	1,917	45	219	2,181	0.74	YES
NW 83RD AVE	NW 82ND AVE	4	2,950	1,838	408	0.50%	2031	-368	2,071	30	197	2,298	0.78	YES
* NW 87ND 4VF	NW 79TH CT	4	4.640	3,468	408	0.50%	3832	-192	4,048	23	132	4,203	0.91	YES
* NW 79TH CT	NW 79th AVE	4	4.640	2,554	540	0.50%	2822	-141	3,221	18	96	3,335	0.72	YES
* NW 79TH AVE	NW 77TH COURT	4	4.640	3,312	710	0.50%	3659	0	4,369	14	57	4,440	96.0	YES
* NW 77TH COURT	SR 826	4	7,020	4,207	1,718	0.50%	4648	0	998'9	12	52	6,430	0.92	YES
NW 87TH AVENUE					- Control of the Cont					,		,	,,,	377
NW 170TH ST	SITE	4	2,950	561	515	0.50%	620	573	1,708	27	212	1,947	0.66	YES
SITE	NW 154TH ST	4	2,950	1,194	515	0.50%	1319	573	2,407	27	212	2,646	0.00	YES
NW 154TH ST	NW 147TH TER	4	2,950	1,292	479	0.50%	1428	0	1,907	33	230	2,170	0.74	YES
* NW 147TH TER	NW 138TH ST	4	3,530	2,187	479	0.50%	2416	0	2,895	32	136	3,063	0.87	YES
NW 82ND AVENUE		7						•		,	30	200	000	VEC
NW 170TH ST	NW 162ND ST	2	1,110	1,340	69	0.50%	1481	-592	156		C 2	506.	0.09	31,
NW 162ND ST	NW 154TH ST	4	2,950	1,718	69	0.50%	1898	-759	1,208	3	25	1,203	0.43	IES
NW 170TH STREE		,								,	5	730	11	VEC
NW 87TH AVE	NW 82ND AVE	2	1,110	906	51	0.50%	1001	-250	802	5	75	937	0.77	IES
	The state of the s					The state of the last of the l								

Note: NW 87TH Avenue volume from 2007 Arterial Grid Analysis by KHA
• ARTPLAN USED TO DETERMINE CAPACITY

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APPENDIX A

PRE-APPLICATION SCOPE & RESPONSES TO COMMENTS



TEL 561-383-5595 FAX 561-383-5596

Proposed Scope

<u>TRIP GENERATION</u> – Trip generation will be calculated from ITE Trip Generation Handbook. Appropriate internal capture and pass-by rates will be calculated based on ITE methodology. Attached to this scope is the draft trip generation calculation for the proposed development.

<u>RADIUS OF INFLUENCE</u> – Radius of influence will be determined by the "net" trip generation of the proposed development as per Table 1 in Article 10 – Concurrency Regulations. For this proposed project, the radius of influence is assumed to be 3 miles.

<u>TRIP ASSIGNMENT</u> – Trip assignment will be based on Miami-Dade cardinal distribution with adjustments based on existing and future travel patterns within the study area.

<u>DIVERSION OF TRAFFIC</u> – As this project will include the construction of a new roadway segment; a diversion of future traffic to/from parallel facilities is anticipated. This diversion will be based on a FSUTMS modeling run. Final details of the modeling effort to be determined and agreed upon at a later date.

<u>LINK AND INTERSECTION ANALYSIS</u> – Analysis will be performed as outlined in Article 10 – Concurrency Regulations. Links within the study area where project traffic is greater than 1% of the adopted level of service volume will be analyzed. In addition, analysis will be performed on links that provide direct access to the site and have an impact of at least 2% of the adopted level of service threshold. Counts utilized in this analysis must be from January 2009 or later.

<u>ALTERNATE LEVEL OF SERVICE</u> – Alternate level of service thresholds may be utilized in this analysis provided they utilize the latest HCM or latest FDOT Quality/Level of Service Handbook.

If you have any questions or need any additional information, please do not hesitate to call.

JMD ENGINEERING, INC.

John M. Donaldson, P.E.

TABLE 1 DUNN PROPERTY TRIP GENERATION

Land Use	Intensity	Daily	A	M Peak Ho	ur	P	M Peak Ho	ır
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
General Commercial Retail	100,000 S.F.	6,817	154	94	60	636	305	331
Residential Condominium/Townhouse	254 DU	1,447	109	19	90	129	81	4
Single-Family Detached Housing	255 DU	2,460	188	47	141	249	167	8:
		10,724	451	160	291	1,014	553	46
Internal Capture General Commercial Retail Residential Condominium/Townhouse Single-Family Detached Housing Net New External Traffic		625 312 313 1,250	0 0	0 0 0	0 0 0	67 33 34 134	28 19 20 67	3: 1: 1: 6:
<u>Pass-By Capture</u> Retail Pass-By Trips	39.00%	2,415	60	37	23	222	108	114
Net New External Traffic		7,059	391	123	268	658	378	286
Driveway Volumes		10,724	451	160	291	1,014	553	461

Note: Trip generation was calculated using the following data:

Single-Family Detached Housing [ITE 210] = Ln(T) = 0.92Ln(X) + 2.71= Ln(T) = 0.87Ln(X) + 2.46Residential Condominium/Townhouse [ITE 230] General Commercial Retail [ITE 830] = Ln(T) = 0.77 * Ln(X) + 3.65

AM Peak

Single-Family Detached Housing [ITE 210] = T = 0.70(X) + 9.43 (25% in, 75% out)Residential Condominium/Townhouse [ITE 230] = Ln(T) = 0.80Ln(X) + 0.26 (17% in, 83% out)

General Commercial Retail

[ITE 830] = Ln(T) = 0.59 * Ln(X) + 2.32

PM Peak

= Ln(T) = 0.90Ln(X) + 0.53 (63% in, 37% out) Single-Family Detached Housing [ITE 210] Residential Condominium/Townhouse [ITE 230] = Ln(T) = 0.82Ln(X) + 0.32 (67% in, 33% out)

General Commercial Retail [ITE 830] = Ln(T) = 0.67 * Ln(X) + 3.37

c:\documents and settings\fokud13vmy documents\fund_2009\2010 projects\bm-10-07\fost00100_trip_linkxis\furip_generation



			TABLE 2	2				
			DUNN					
	ROAD	WAY LINK	PROJEC	T SIGNIFI	CANCE			
Roadway		20				Traffic		
		Number		Comm.	Peak Hour		Peak Hour	
From	To	of Lanes	Capacity	Assignment	Volume	Assignment	Volume	Significance
NW 154TH STREET		Ţ	Γ					
1-75	SITE	2	1.110	5%	17	5%	16	2.97%
SITE	NW 87TH AVE	2	1,110	30%	104	45%	140	21.98%
NW 87TH AVE	NW 83RD AVE	2	1,110	30%	104	40%	124	20.54%
NW 83RD AVE	NW 82ND AVE	4	2,950	25%	87	35%	109	6.64%
NW 82ND AVE	NW 79TH AVE	4	2,950	15%	52	30%	93	4.92%
NW 79TH AVE	NW 77TH COURT	4	2,950	15%	52	25%	<i>78</i>	4.41%
NW 77TH COURT	SR 826	4	2,950	10%	35	25%	78	3.83%
SR 826	FAIRWAY DR	4	3,120	5%	17	5%	16	1.06%
FAIRWAY DR	NW 67TH AVE	4	3,120	5%	17	4%	12	0.93%
NW 67TH AVE	MIAMI LAKEWAY N	4	3,120	4%	14	3%	9	0.74%
NW 87TH AVENUE		1	'					
NW 170TH ST	SITE	4	2,950	25%	87	20%	62	5.05%
SITE	NW 154TH ST	4	2,950	25%	87	30%	93	6.10%
NW 154TH ST	NW 138TH ST	4	2,950	15%	52	25%	78	4.41%
NW 138TH ST	NW 147TH TER	4	2,950	10%	35	25%	78	3.83%
NW 82ND AVENUE		i						
NW 170TH ST	NW 162ND ST	2	1.110	3%	10	1%	3	1.17%
NW 162ND ST	NW 154TH ST	4	2,950	5%	17	3%	9	0.88%
NW 79TH AVENUE		ı	1			ļ i		
NW 167TH TER	NW 159TH TER	2	1.110	2%	7	1%	3	0.90%
NW 159TH TER	NW 154TH ST	2	1.110	2%	7	1%	3	0.90%
NW 77TH COURT		1						
NW 154TH ST	NW 149TH ST	2	1,110	1%	3	1%	3	0.54%
FAIRWAY DRIVE		.	"				1	
MIAMI LAKES DR	MIAMI LAKEWAY N.	2	1,180	1%	3	1%	3	0.51%
								-

Capacitles per Miami Lakes Concurrency Report





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			WEEKDAY	
		MIDDAY PEAK HOUR	P.M. PEAK HOUR OF ADJACENT STREET TRAFFIC	DAILY
to OFFICE	from Office	6%	6%	2%
	from Retail	38%	31%	15%
	from Residential	0%	0%	N/A
RETAIL	from Office	4%	2%	4%
	from Retail	31%	20%	28%
	from Residential	5%	9%)	9%
to RESIDENTIAL	from Office	0%	2%	3%
	from Retail	37%	(31%)	(33%)
	from Residential	N/A	N/A	N/A

Caution: The estimated typical internal capture rates presented in this table rely directly on data collected at a limited number of multi-use sites in Florida. While ITE recognizes the limitations of these data, they represent the only known credible data on multi-use internal capture rates and are provided as illustrative of typical rates. If local data on internal capture rates by paired land uses can be obtained, the local data may be given preference.

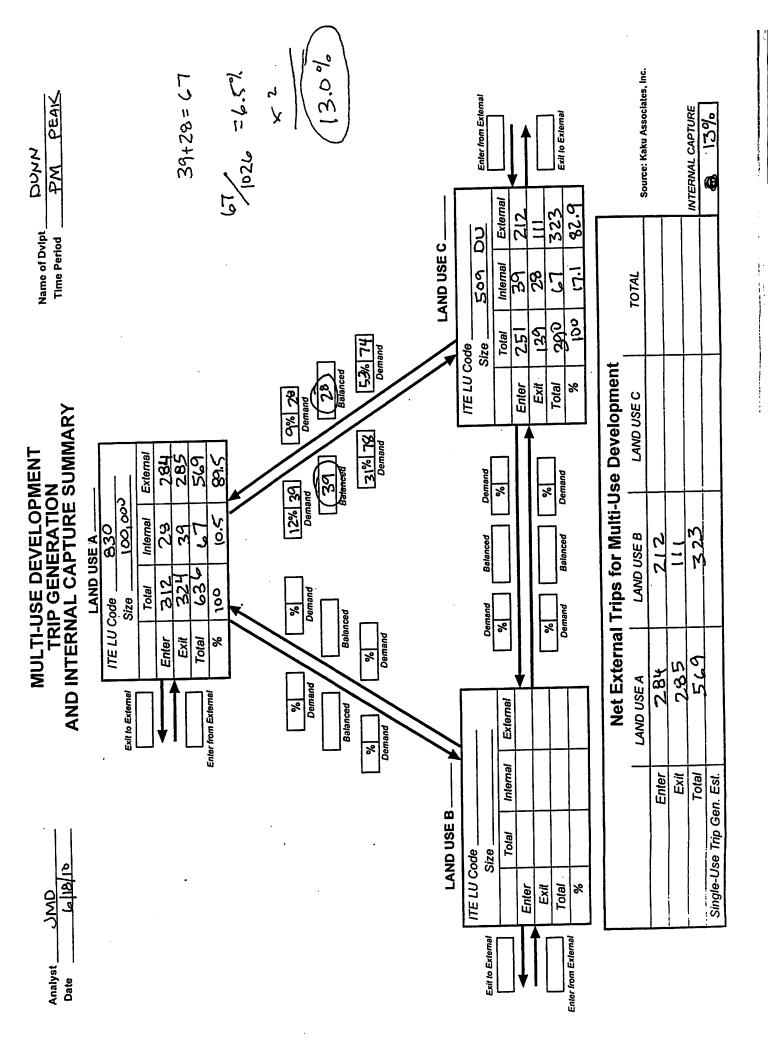
N/A — Not Available; logic indicates there is some interaction between these two land uses; however, the limited data sample on which this table is based did not record any interaction.

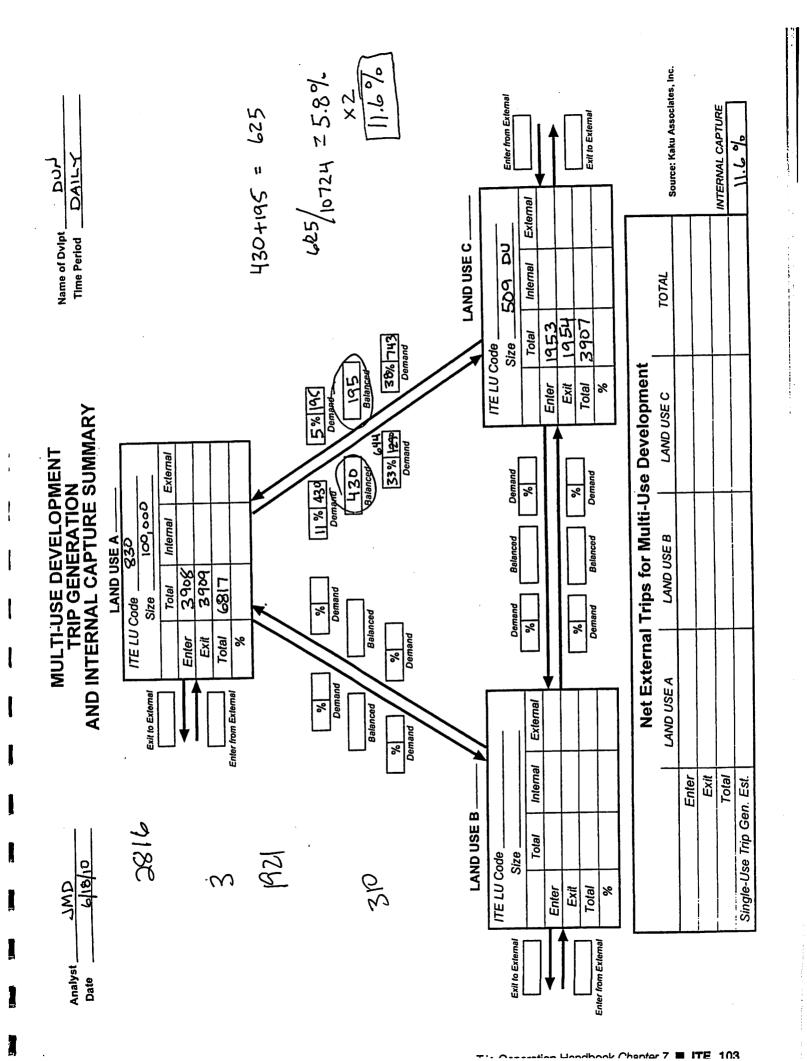
Table 7.1 Unconstrained Internal Capture Rates for Trip Origins within a Multi-Use Development

			WEEKDAY	
		MIDDAY PEAK HOUR	P.M. PEAK HOUR OF ADJACENT STREET TRAFFIC	DAILY
from OFFICE	to Office	2%	1%	2%
	to Retail	20%	23%	22%
	to Residential	0%	2%	2%
from RETAIL	to Office	3%	3%	3%
	to Retail	29%	20%	30%
	to Residential	7%	(12%)	(11%)
from RESIDENTIAL	to Office	N/A	N/A	NVA
•	to Retail	34%	53%	(38%)
	to Residential	N/A	N/A	N/A

Caution: The estimated typical internal capture rates presented in this table rely directly on data collected at a limited number of multi-use sites in Florida. While ITE recognizes the limitations of these data, they represent the only known credible data on multi-use internal capture rates and are provided as illustrative of typical rates. If local data on internal capture rates by paired land uses can be obtained, the local data may be given preference.

N/A — Not Available; logic indicates there is some interaction between these two land uses; however, the limited data sample on which this table is based did not record any interaction.







Town of Miami Lakes

MEMORANDUM

To:

John Donaldson, P.E.

JMD Engineering, Inc.

12773 W. Forest Hill Blvd., Suite 1207

Wellington, FL 33414

From:

David J. Ofstein /

Director of Planning, Yoning and Code Compliance

Date:

October 27, 2010

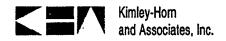
Re:

Transmittal of Dunnwoody Lakes traffic impact review report from

Kimley-Horn

Enclosed please find a copy of the Dunnwoody Lakes traffic impact review report from the Town's traffic engineering consultant, Kimley-Horn. The report is based on a review of the traffic study you provided, dated July 2010.

Please review and respond to the comments accordingly. Thank you in advance for your attention,



Memorandum

Suite 109 5200 NW 33rd Avenue Fort Lauderdale, Florida 33309-6343

To:

Alex Rey

Town of Miami Lakes

Copies To:

David Ofstein

Town of Miami Lakes

From:

J. Suzanne Danielsen, P.E.

Florida License 42533

Date:

October 27, 2010

Subject:

Traffic Impact Report Review

<u>Dunnwoody Lake</u>

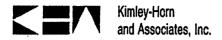
As requested, staff of Kimley-Horn and Associates, Inc., has reviewed a Traffic Impact Study prepared by JMD Engineering, Inc. specific to site plan approval of the proposed Dunnwoody Lake mixed-use development. The report dated July 2010 shows that 100,000 square feet of retail space, 256 single family detached homes, and 253 townhomes are proposed along the west side of NW 87th Avenue at NW 154th Street within municipal limits of the Town of Miami Lakes. The project site is currently vacant.

According to formulae published by the Institute of Transportation Engineers (ITE) in the report *Trip Generation*, 8th Edition the use proposed is expected to produce in excess of 10,000 vehicle trips per day with significant volumes during both AM and PM peak hours.

A site plan prepared by Robayna and Associates, Inc. in June 2002 shows the Dunnwoody Lake mixed-use development will have access as follows:

- NW 154th Street (residential) full access,
- NW 154th Street (commercial) full access,
- NW 87th Avenue (residential) full access, and
- NW 87th Avenue (commercial) full access (2 locations).

A report methodology was discussed during a conference call conducted Thursday June 17, 2010 between City staff and the Applicant. The following are our comments based upon review of the aforementioned report.



GENERAL

- 1. All Synchro files should be provided electronically.
- 2. Service/delivery access and circulation for the commercial property should be specifically addressed.
- Documentation should be provided showing the Applicant has conceptual approval from governing agencies for all proposed access locations.
- 4. All tables and figures provided in the Appendix should be clearly referenced and/or described in the text potion of the report.

TRAFFIC COUNTS

- 5. As school was not in session during the week of June28, 2010 when data collection occurred, an additional adjustment factor should be considered, validated, and applied to the traffic volume count data collected to reflect peak use of the roadways. Alternately, the Applicant may wish to recount key locations. Specific concern has been raised by Town staff regarding the Mater Lakes Charter School whose traffic study (prepared in October 2008) projected 30 percent of school-related traffic will travel south on NW 87th Avenue.
- 6. The peak season conversion factor specific to 'Miami-Dade North' should be incorporated rather than the 'Miami-Dade Expressway' factor used in the analysis provided. For the data collected in June this means a 1.05 peak season factor and for the data obtained from other sources (and collected in November 2009) this means a peak season factor of 1.07. The analysis should be revised accordingly.
- Page 5. Count data specific to the intersection of NW 162nd Street at NW 82nd Avenue was not included in the Appendix. Please provide.
- Page 5. 24-hour machine count data is included in the Appendix for NW 82nd Avenue north of NW 154th Street and NW 154th Street east of SR 826. These locations however are not mentioned on page 5. Please address the discrepancy.
- Page 5. In addition, page 5 references a 24-hour machine count at NW 87th Avenue north of NW 170th Street. This data is not included in the Appendix. Please provide.



- 10. Pages 6 10. All tables included within the text portion of the reportshould be numbered and referenced within the Table of Contents.
- 11. Figure 2. Please show approximate locations of 24-hour machine counts.
- 12. Figure 2. The intersection of NW 170th Street and NW 82nd Avenue is signalized and should be indicated as such in Figure 2.
- 13. Page 10. Raw count data should be verified and a source reference provided. Calculations may be shown in footnotes if necessary.
- 14. Page 10. Traffic volume count data should be acknowledged and analyzed for NW 87th Avenue between the project site and NW 170th Street. While NW 87th Avenue does not currently exist between NW 154th Street and the project site, it is a fully constructed and operational 4-lane divided roadway adjacent to Royal Oaks Park and a 2-lane undivided facility between the park and NW 170th Street.
- 15. NW 87th Avenue is misrepresented in much of the existing (year 2010) analysis as a 4-lane roadway. Tables 3, 4, 5, and 8 for example should be revised. Table 8 should also include an appropriate traffic volume for NW 87th Avenue between the project site and NW 170th Street.
- 16. In all tables, figures and analyses, the correct classification and capacity of NW 82nd Avenue should be verified.

TRIP GENERATION

- 17. Table 1. The formula used for LUC 210 (Single-Family Detached Housing) should be compared against that provided within the ITE 8th Edition of the report *Trip Generation*. There appears to be an inconsistency.
- 18. Table 1. Entering and exiting percentages may not have been applied correctly to the LUC 230 (Residential Condominium/Townhouse) PM peak hour total. Please revise as necessary.
- 19. Table 1. Please verify the existence of LUC 830 (General Commercial Retail) within the 8th Edition of the report *Trip Generation* or provide necessary documentation if it is not published data.
- 20. Table 1. Provide internalization calculations incorporating corrected trip generation estimates.



21. Table 1. Provide documentation showing the pass-by capture estimate is less than 10 percent of the adjacent street traffic as recommended by the Florida Department of Transportation (FDOT) in the reference document *Transportation Impact Handbook*.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

- 22. Provide Miami-Dade County's cardinal distribution information for Traffic Analysis Zone 11 as transmitted by County staff.
- 23. Figure 3. Please provide a discussion regarding the distribution north and south on NW 87th Avenue. Specifically, the estimate of 30% to the north seems high and the estimate of 35% to the south seems low.
- 24. Figure 3. Please provide a discussion regarding the distribution of 5% south on 82nd Avenue. The estimate seems high.
- 25. Figure 3. Please provide additional detail regarding the distribution of project traffic along NW 154th Street as it nears SR 826. It is unclear where all traffic is going particularly in the vicinity of NW 82nd Avenue, NW 79th Court and NW 79th Avenue.
- 26. Figure 4. Is the 10% shown within the neighborhood south of the project site gaining access from NW 154th Street or NW 87 Avenue? Additional detail on this figure would be appreciated.

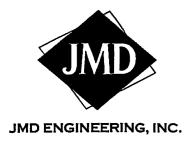
TRAFFIC ANALYSIS

- 27. Please research FDOT count stations prior to settling on the 0.5% growth rate. Recent development projects within the area have documented higher historic growth.
- 28. The Applicant should contact Town staff for a list of approved but as yet unbuilt development as traffic from these land uses must be considered as background traffic volumes for the proposed project.
- 29. Confirmation should be provided that the amount of commercial square footage will not exceed that proposed within the report provided (100,000 square feet).

Additional review of the materials provided including the Dunwoody Forest report is not prudent at this time as the above concerns significantly affect development of traffic volumes and subsequent analyses in all three development scenarios (existing, future without project traffic and future with project traffic).



The Applicant should provide an acceptable response to each concern expressed herein as well as an updated report. Additional review is required upon receipt of information requested.



To:

Mr. David Ofstein

Director of Planning

Town of Miami, Lakes FL

From:

John M. Donaldson, P.E., PTOE

JMD Engineering, Inc.

Re:

Dunnwoody Lake & Dunnwoody Forest

RESPONSE TO TRAFFIC CONSULTANT COMMENTS

1. All Synchro files should be provided electronically.

All Synchro files will be submitted with the revised report in electronic format.

2. Service/delivery access and circulation for the commercial property should be specifically addressed.

Service and delivery access and circulation will be addressed at the time of site plan approval.

 Documentation should be provided showing the Applicant has conceptual approval from governing agencies for all proposed access locations.

Acknowledged. Please note that NW 87th Avenue has not yet been constructed and prior to site plan approval conceptual approval for all driveways will be obtained.

4. All tables and figures provided in the Appendix should be clearly referenced and/or described in the text potion of the report.

Report has been revised to accommodate this comment.

5. As school was not in session during the week of June28, 2010 when data collection occurred, an additional adjustment factor should be considered, validated, and applied to the traffic volume count data collected to reflect peak use of the roadways. Alternately, the Applicant may wish to recount key locations. Specific concern has been raised by Town staff regarding the Mater Lakes Charter School whose traffic study (prepared in October 2008) projected 30 percent of school-related traffic will travel south on NW 87 Avenue.



Discussions with the Town of Miami Lakes staff and traffic consultant resulted in three intersections and two roadway segments being counted during the week of December 6, 2010 to be utilized in this analysis. Based on these counts, a 10% increase in AM traffic was observed. No PM adjustments we made as the PM peak occurs after school hours. Therefore, intersections previously counted in June 2010 counts were adjusted by 10% in the AM peak to reflect additional school traffic not was not present at the time of the counts..

The peak season conversion factor specific to 'Miami-Dade North' should be incorporated rather than the 'Miami-Dade Expressway' factor used in the analysis provided. For the data collected in June this means a 1.05 peak season factor and for the data obtained from other sources (and collected in November 2009) this means a peak season factor of 1.07. The analysis should be revised accordingly.

Analysis has been revised to reflect the peak season factors requested by the consultant.

6. Page 5. Count data specific to the intersection of NW 162nd Street at NW 82" Avenue was not included in the Appendix. Please provide.

Report has been revised to accommodate this comment.

Page 5. 24-hour machine count data is included in the Appendix for NW 82rd Avenue north of NW 154th Street and NW 154th Street east of SR 826. These locations however are not mentioned on page 5. Please address the discrepancy.

Report has been revised to accommodate this comment.

8. Page 5. In addition, page 5 references a 24-hour machine count at NW 87 Avenue north of NW 170th Street. This data is not included in the Appendix. Please provide.

Report has been revised to accommodate this comment.

10. Pages 6 — 10. All tables included within the text portion of the report should be numbered and referenced within the Table of Contents.

Report has been revised to accommodate this comment.

11. Figure 2. Please show approximate locations of 24-hour machine counts.

Report has been revised to accommodate this comment.

12. Figure 2. The intersection of NW 170th Street and NW 82n^d Avenue is signalized and should be indicated as such in Figure 2.

Report has been revised to accommodate this comment.

13. Page 10. Raw count data should be verified and a source reference provided. Calculations may be shown in footnotes if necessary. Report has been revised to accommodate this comment.



14. Page 10. Traffic volume count data should be acknowledged and analyzed for NW 87th Avenue between the project site and NW 170th Street. While. NW 87th Avenue does not currently exist between NW 154th Street and the project site, it is a fully constructed and operational 4-lane divided roadway adjacent to Royal Oaks Park and a 2-lane undivided facility between the park and NW 170th Street.

Report has been revised to accommodate this comment.

15. NW 87th Avenue is misrepresented in much of the existing (year 2010) analysis as a 4-lane roadway. Tables 3, 4, 5, and 8 for example should be revised. Table 8 should also include an appropriate traffic volume for NW 87th Avenue between the project site and NW 170th Street.

Report has been revised to accommodate this comment.

16. In all tables, figures and analyses, the correct classification and capacity of NW 82nd Avenue should be verified.

Report has been revised to accommodate this comment.

17. Table 1. The formula used for LUC 210 (Single-Family Detached Housing) should be compared against that provided within the 1TE 8th Edition of the report *Trap Generation*. There appears to be an inconsistency.

Report has been revised to accommodate this comment.

18. Table 1. Entering and exiting percentages may not have been applied correctly to the LUC 230 (Residential Condominium/Townhouse) PM peak hour total. Please revise as necessary.

Report has been revised to accommodate this comment.

19. Table 1. Please verify the existence of LUC 830 (General Commercial Retail) within the 8th Edition of the report *Trip Generation* or provide necessary documentation if it is not published data.

Report has been revised to accommodate this comment.

20. Table 1. Provide internalization calculations incorporating corrected trip generation estimates.

Report has been revised to accommodate this comment.

21. Table 1. Provide documentation showing the pass-by capture estimate is less than 10 percent of the adjacent street traffic as recommended by the Florida Department of Transportation (FDOT) in the reference document Transportation Impact Handbook.

Report has been revised to accommodate this comment.

22 Provide Miami-Dade County's cardinal distribution information for Traffic Analysis Zone 11 as transmitted by County staff.

Report has been revised to accommodate this comment.

23 Figure 3. Please provide a discussion regarding the distribution north



and south on NW 87th Avenue. Specifically, the estimate of 30% to the north seems high and the estimate of 35% to the south seems low.

The site traffic for assignment purposes was separated between the commercial and residential components. Based on a physical review of the area, existing traffic count locations and existing and future developments (including Graham West) we feel the distribution assumed is reasonable.

24 Figure 3. Please provide additional detail regarding the distribution of project traffic along NW 154ⁿ Street as it nears SR 826. It is unclear where all traffic is going particularly in the vicinity of NW 82ⁿ Avenue, NW 79th Court and NW 79th Avenue.

There are several opportunities for trip ends in this corridor by the 2030 build-out time frame and included in these are the approved developments provided by the Town of Miami Lakes that are a component of the 2030 background traffic. For the residential element, there is shopping and employment opportunities both existing and future. For the commercial element, there are several residential developments/neighborhoods that will potentially utilize the neighborhood shopping center proposed. We feel the assignment of trips in this corridor is reasonable and justified.

25 Figure 4. Is the 10% shown within the neighborhood south of the project site gaining access from NW 154th Street or NW 87 Avenue? Additional detail on this figure would be appreciated.

It is gaining access from 87th Avenue. Report has been revised to accommodate this comment.

26 Please research FDOT count stations prior to settling on the 0,5% growth rate. Recent development projects within the area have documented higher historic growth.

We determined the growth rate based on count stations within the Town of Miami Lakes as these reflect the actual growth on the links to be analyzed. There is a significant amount of approved development traffic that is also included in the analysis and therefore the 0.5% per year growth rate is reasonable.

27 The Applicant should contact Town staff for a list of approved but as yet unbuilt development as traffic from these land uses must be considered as background traffic volumes for the proposed project.

Staff was contacted and a list of approved un-built projects was provided and incorporated into the revised analysis being submitted as part of 2030 background traffic.

28. Confirmation should be provided that the amount of commercial square footage will not exceed that proposed within the report provided (100,000 square feet), herein as well as an updated report.

Per discussions with Town of Miami Lakes staff, 140,000 square feet of commercial is the maximum proposed for the site.



If you have any questions or need any additional information, please do not hesitate to call.

JMD ENGINEERING, INC.

John M. Donaldson, P.E.

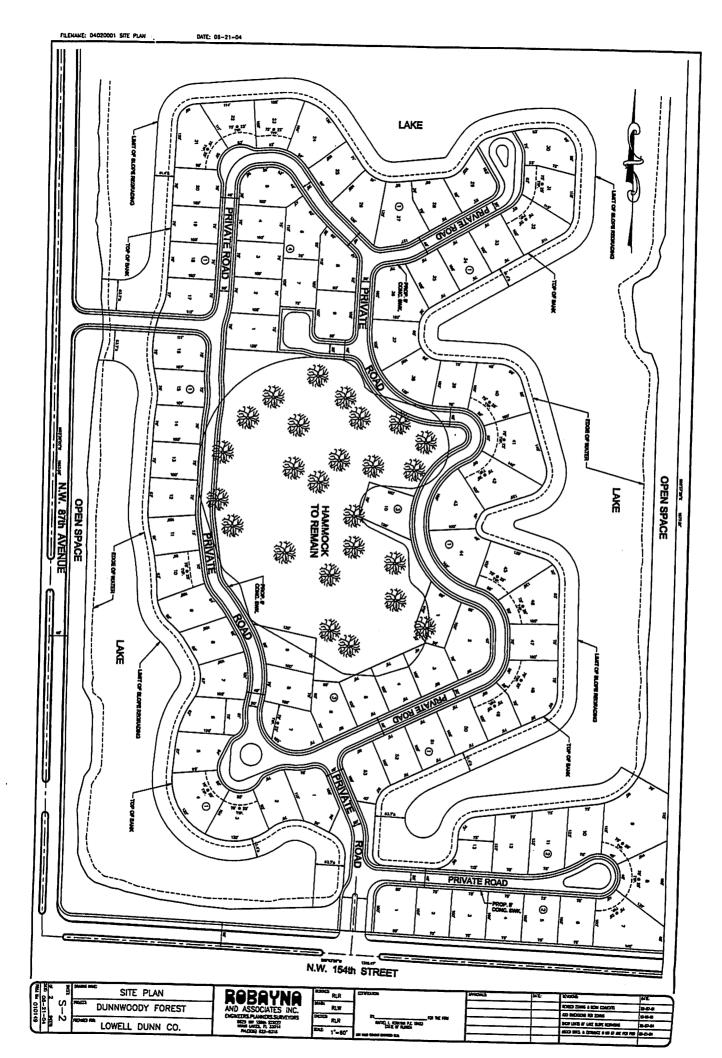
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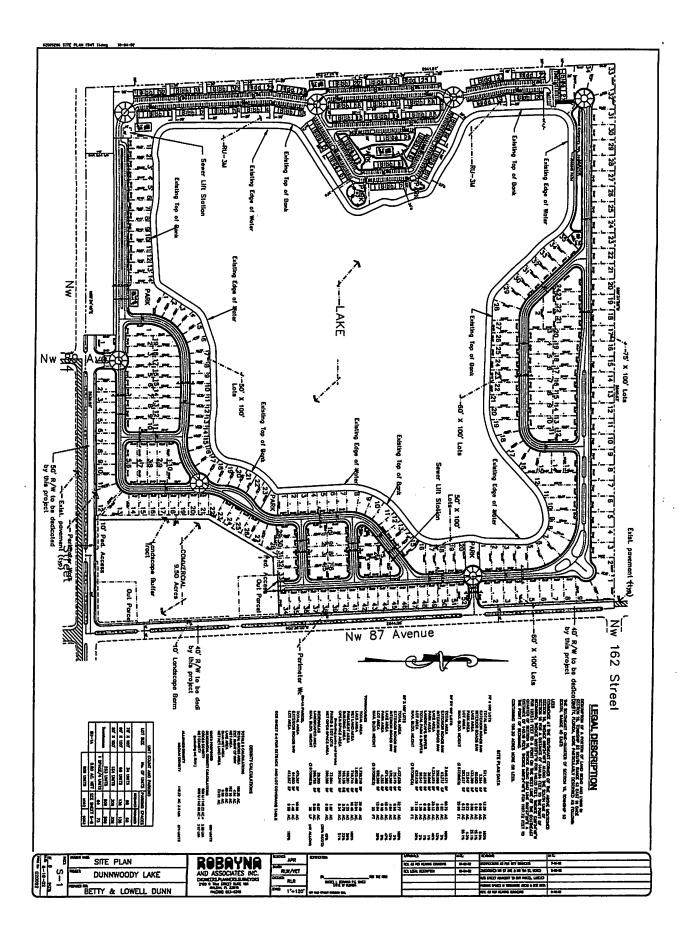
				TA	TABLE APPENDIX	DIX						_
				DOL	DUNNWOODY LAKE	AKE						
			PASS	-BY CHECK	ASS-BY CHECK FOR 10% FDOT STANDARD	TOOT STAN	IDARD					
Roadway			2010		Committed Historical Growth	Historical G	rowth		Total	Jo %01	Dunnwoody	Meets
		Number		Peak Hour	Background	Appaul	2030	Link	Background	Background	Lake	10%
From	То	of Lanes Caps	Capacity	Volume	Traffic	Rate	Growth	Diversion	Traffic	Traffic	passby	Standard?
NW 154TH STREET												
NW 87TH AVE	NW 83RD AVE	7	1,100	1,838	292	0.50%	2031	406	1,917	192	73	YES
NW 83RD AVE	NW 82ND AVE	A	2,950	1,838	408	0.50%	2031	-368	2,071	207	19	YES
NW 82ND AVE	NW 79TH CT	4	2,950	3,468	408	0.50%	3832	-192	4,048	405	36	YES
NW 79TH CT	NW 79th AVE	4	2,950	2,554	540	0.50%	2822	-141	3,221	322	74	YES
NW 79TH AVE	NW 77TH COURT	4	4,130	3,312	710	0.50%	3659	0	4,369	437	61	YES
NW 77TH COURT	SR 826	4	4,130	4,207	1,718	0.50%	4648	0	6,366	637	12	YES
NW 87TH AVENUE												
NW 170TH ST	SITE	4	2,950	561	515	0.50%	620	573	1,708	171	73	YES
SITE	NW 154TH ST	4	2,950	1,194	515	0.50%	1319	573	2,407	241	73	YES
NW 154TH ST	NW 147TH TER	4	2,950	1,292	479	0.50%	1428	0	1,907	161	48	YES
NW 147TH TER	NW 138TH ST	4	2,950	2,187	479	0.50%	2416	0	2,895	290	24	YES
NW 82ND AVENUE												
NW 170TH ST	NW 162ND ST	7	1,110	1,340	69	0.50%	1481	-592	957	96	12	YES
NW 162ND ST	NW 154TH ST	7	1,100	1,718	69	0.50%	1898	-759	1,208	121	24	YES
NW 170TH STREE												
NW 87TH AVE	NW 82ND AVE	2	1,100	906	51	0.50%	1001	-250	802	80	24	YES
Note: NW 87TH Avenue volume fro	Note: NW 87TH Avenue volume from 2007 Arterial Grid Analysis by KHA											

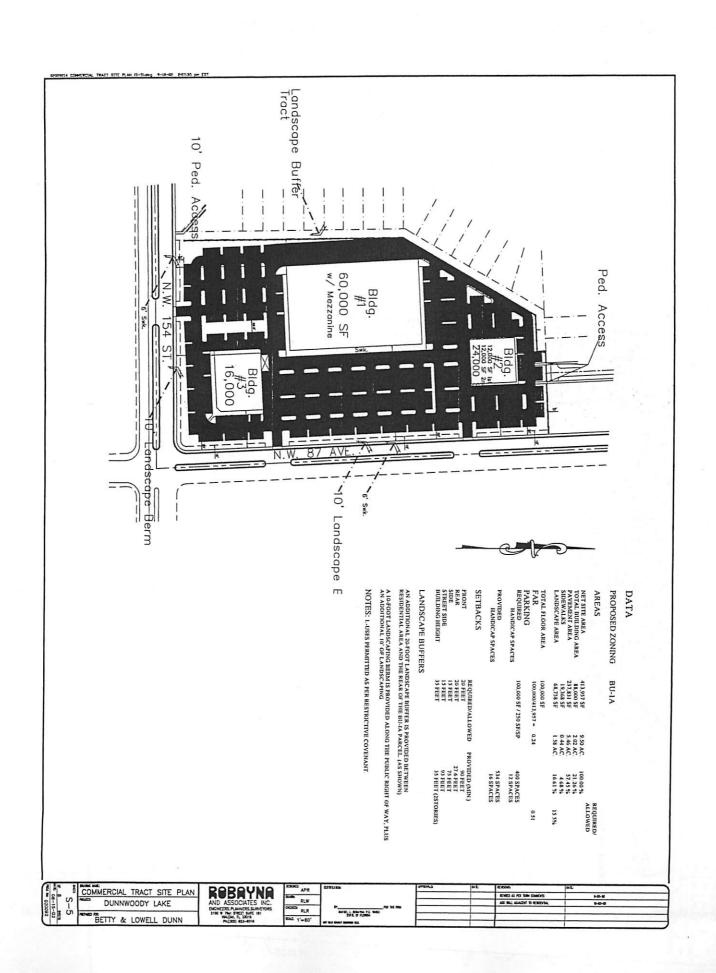
...... v. ... a rectue resume from 1901 arterial Grid Analysis by KHA Capacitles per Miami Lakes Concurrency Report except for: NW 134th St. from NW 79th Ave to SR 826 capacity derived from ARTPLAN

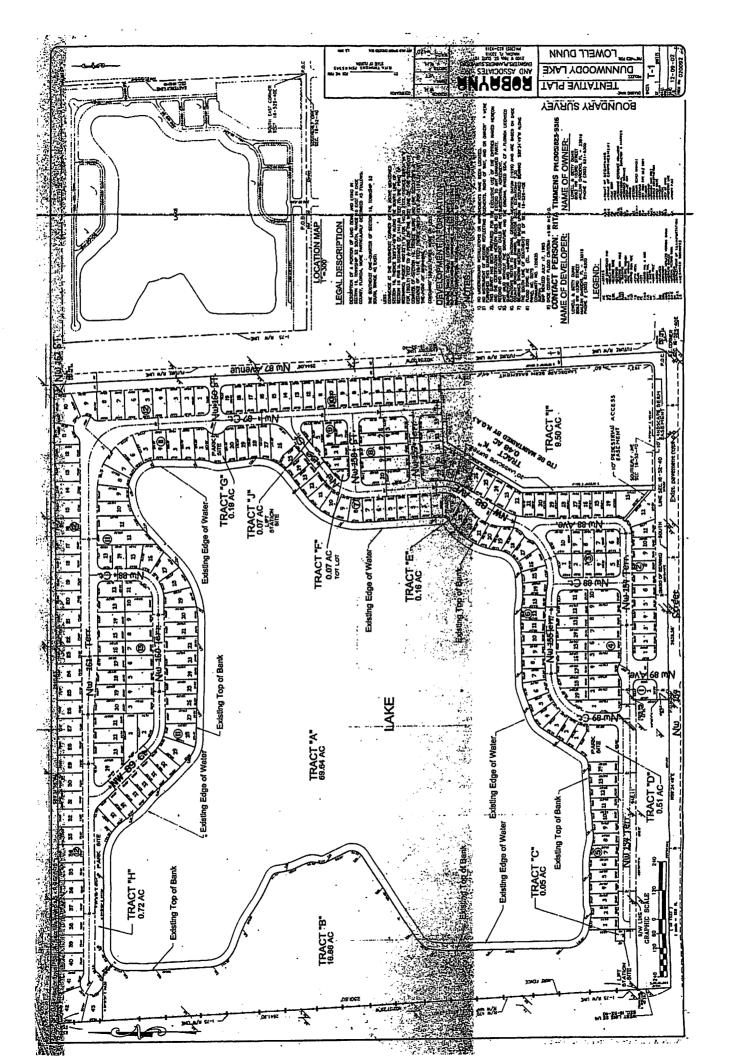
APPENDIX B

SITE PLAN AND PREVIOUS APPROVAL DATA









METROPOLITAN DADE COUNTY PLAT COMMITTEE NOTICE OF ACTION

Plat No.: T-21681 --- 3-CORR. Sec. 16 Twn. 52 Rng. 40 Municipality: MIAMI-DADE COUNTY Zoning: RU-3M / BU-1A

Name: DUNNWOODY LAKE

Location by Streets: NW 162 STREET & NW 87 AVE

District: 13

Owner: LOWELL & BETTY DUNN

8083 NW 103 STREET

HIALEAH GARDENS, FL 33016

PHONE: (305)821-8300

Surveyor: ROBAYNA & ASSOCIATES, INC.

2100 W. 76 STREET SUITE 101

HIALEAH, FL 33016

PHONE: (305)823-9316

This is to advise you that on March 12, 2004 the Dade County Plat Committee reviewed the above plat and that the same was:

	Recommended approval as a Tentative Plat, the requirement for platting has not been waived subject to the conditions indicated on the attached action copy.
	Hecommended approval subject to conditions indicated on action conv
	Approved as an extension of time.
	Deferred for reasons indicated below
	Not approved for the reasons indicated below
	·





John O. Agwunobi, M.D., MBA Acting Secretary

James J. James, M.D., P.H.D., M.H.A., Director

To:	1	Control Section Subdivision Miami-Dade County Department of Public Works
Fron	ı:	Florida Department of Health
•	•	District XI
		On-Site Sewage Disposal System
Agen	ıda Date	- 1 - 1 aug
Tenta	ative Pla	it No.: $21681-3-Cox$. $16/52/40$
Waiv	er of Pl	at No.:
1.	וא	A public water supply and sewer system must be utilized to serve this entiresubdivision.
2.	[]	A public water supply must be utilized to serve this entire subdivision.
		Plans showing the design and locations of the proposed septic tank systems must be approved by this office prior to issuance of individual permits.
3.	[]	Individual wells for potable use are acceptable for this subdivision.
		Plans showing the design and location of the proposed septic tank systems and the well must be approved by this office prior to issuance of ndividual building permits.
4.	[]	Other:
	\cap	
Зу: _		Willy Date; 3/4/04
		M. Millan
*	Engin	eer III



TO: Subdivision and Platting Section Public Works Department

AGENDA DATE: 2|5|04

FROM:

TENTATIVE PLAT NO .: T21681- 3 cm

Office of Plan Review Services
Department of Environmental Resources Management

This office has reviewed the referenced plat and recommends the following: A public water supply must be utilized to serve this entire subdivision. Plans for the extension of the existing water main property must be approved by The Health Department prior to the recordation of this plat. A public sewerage system must be utilized to serve this entire subdivision. Plans for the extension of the existing sanitary serve this property must be approved by this department prior to the recordation of this plat.	
property, must be approved by The Health Department prior to the recordation of this plat.	
property, must be approved by The Health Department prior to the recordation of this plat. A public severage and	
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N) I A DUDIC Spuerce and	
(V) A public sewerage system much be added.	s to serve
some this area of death inust be united to some this order and a second this contract the source of	• .
serve this property must be utilized to serve this entire subdivision. Plans for the extension of the existing sanitary se	W44400 4
A prible was a serious of this plat.	wer system
A public water supply must be utilized to serve this entire subdivision. The Health Department has approved plans for extension water mains. Therefore, we have no objection to the recordation of this plat.	
meter mains. Therefore, we have no objection to the recordation of the election Department has approved plans for extension	of minu
A public sewerage system must be utilized to serve this entire subdivision. This department has approved plans for the existing sanitary sewer system. Therefore, we have no objection to the recordation of this plat.	
existing sanitary sewer system. Therefore, we have no objection to the recordation of this plat.	
plans for the ex	tension of t
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Existing public water lines must be utilized to serve this subdivision. This office has no objection to the recordation of this plat. Existing public sewer lines must be utilized to serve this subdivision. This office has no objection to the recordation of this plat.	
Dusting public sewer lines must be utilized to serve this subdivision. The control of the sewer lines must be utilized to serve this subdivision.	·
Existing public sewer lines must be utilized to serve this subdivision. This office has no objection to the recordation of this plat. The use of septic tanks is acceptable for this plat.	
The use of septic tanks is acceptable for this subdivision.	
Individual wells for potable use are acceptable for this subdivision.	
A restriction lead	
obtained at this affirm a vive covenant must be executed with this affice policy by	
A restrictive land use covenant must be executed with this office prior to the recordation of this plat. Forms for this coverant must be executed with this office prior to the recordation of this plat. Forms for this coverant must be executed with this office prior to the recordation of this plat. Forms for this coverant must be executed with this office prior to the recordation of this plat.	nant mare t
Development information not furnished.	merer iliah t
t and made not rumished.	
This Department has performed a concurrence	
This Department has performed a concurrency review for water and sewer on the above subject Development Order. Based available information, the following determinations have been made: 1. Public Water-Existing facilities and services.	413
Based	On mirror
 Public Water-Existing facilities and services meet the Level of Service (LOS) standards set forth in the CDMP. Furthermore, to DERM for this proposed development order, if any. 	ou caucin
by DEPM for the result in a reduction to the CDMP. Furthermore to the CDMP in the CDMP. Furthermore to	• ·
development order, if approved, will not result in a reduction in the LOS standards set forth in the CDMP. Furthermore, to by DERM for this proposed development order, if any. 2. Public Sanitary Sewer-Evicting Secretary	ne propose
4. Public Sanitary Sewer-Existing facilities and control	es subnique
proposed development order, if approved will be the Level of Service (LOS) standards set forth in the course	
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subulated by DERM for this proposed development order if any the LOS standards subject to compliance with the	e mudificiti
 Public Sanitary Sewer-Existing facilities and services meet the Level of Service (LOS) standards set forth in the CDMP. Furth stipulated by DERM for this proposed development order, if approved, will not result in a reduction in the LOS standards subject to compliance with the Please note that this concurrency determined to the condition. 	
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Please note that the	ent order as
Please note that this concurrency determination does not constitute a final concurrency statement on the proposed development of the adopted methodology for concurrency review. One or more additional concurrency determinations will be required. Concurrency Issued by the Municipality	ent order as lred.
Please note that this concurrency determination does not constitute a final concurrency statement on the proposed development of the adopted methodology for concurrency review. One or more additional concurrency determinations will be required. Concurrency Issued by the Municipality	ent order as ired.
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Please note that this concurrency determination does not constitute a final concurrency statement on the proposed development provided for in the adopted methodology for concurrency review. One or more additional concurrency determinations will be required. Concurrency Issued by the Municipality Flease note that the regional sewer system is operating under a capacity allocation program in accordance with the First Part Decree between Miami-Dade County and the United States of America (Case NO. 93-1109 CTV Moreno). Under the terms of the Decree, this approval does not constitute an allocation or certification of adequate treatment and transmission system capacity, we evaluated and determined at the time of agency review of the building permit plans for the referenced project.	ent order as ired.

Date Reviewed: 32/04

TO: Julio Delgado

Plat Review Section

DATE:

March 4, 2004

FROM: Janet Gil, Biologist II

Wetlands and Forest Resources

Section

SUBJECT:

T-21681-3-Corr Dunwoody Lake Section 16-52-40

This Section has no objection to this tentative plat.

This Section has reviewed the above-referenced tentative plat for the subject property located at approximately NW 162nd Street and NW 87th Avenue in Section 16, Township 52 South, Range 40 East, Miami-Dade County, Florida. The subject property occurs in the East Turnpike Wetlands Basin, in an area that is generally considered to be jurisdictional wetlands. However, the subject property does not contain jurisdictional freshwater wetlands as defined by Chapter 24-3 of the Code of Miami-Dade County. Therefore, a Class IV Permit will not be required for work to occur on this property.

Please be advised that the Army Corps of Engineers (305-526-7181), the Florida Department of Environmental Protection (561-681-6600), and the South Florida Water Management District (1-800-432-2045) may require permits for the proposed project. It is the applicant's responsibility to contact these agencies.



TO:

Subdivision and Platting Section Public Works Department

AGENDA DATE: 3/12/04

FROM:

Office of Plan Review Services
Department of Environmental Resources Management

TENTATIVE PLATINO .: T21881-3 cac

	12 to 12
This	A public water supply must be self-
Ø	A millio water comply and is a place and recommends the following:
4	A public water supply must be utilized to serve this entire subdivision. Plans for the extension of the existing water mains to serve to property must be approved by The Health Department prior to the recordation of this plat.
Ø	A public squared and
7	A public sewerage system must be utilized to serve this entire subdivision. Plans for the extension of the existing sanitary sewer system serve this property must be approved by this department prior to the recordation of this plat.
\bigcirc	A Dubilc water supply must be used
<u> </u>	A public water supply must be utilized to serve this entire subdivision. The Health Department has approved plans for extension of existing water mains. Therefore, we have no objection to the recordation of this plat.
	A public sewerace and APPROVAL #
	existing sanitary sewer system. Therefore, we have no objection to the recordation of this plat.
\cap	Existing public upper line
\preceq	Existing public water lines must be utilized to serve this subdivision. This office has no objection to the recordation of this plat.
\leq	and a public sewer lines must be utilized to serve this subdivision. This office has no objection to the
C	Existing public sewer lines must be utilized to serve this subdivision. This office has no objection to the recordation of this plat. The use of septic tanks is acceptable for this subdivision.
\cap	
\preceq	Individual wells for potable use are acceptable for this subdivision.
٦ I	A restrictive land use covenant must be executed with this office prior to the recordation of this plat. Forms for this covenant may be obtained at this office at 11805 SW 26 th Street, Suite 124, Miami, Florida.
ノ 」	obtained at this office at 11805 cm ach a executed with this office prior to the recordation of this other.
	Tribus Svv 26" Street, Suite 124, Miami, Florida.
IC	Development Information not furnished.
Zη	This Department has performed
PI	This Department has performed a concurrency review for water and sewer on the above subject Development Order. Based on current 1. Public Water Evidence 6 (1997)
' I	1. Public Water Evidence Communications have been made:
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- 1	development order, if approved, will not result in a reduction in the LOS standards set forth in the CDMP. Furthermore, the propose by DERM for this proposed development order, if any. 2. Public Sentent Several Late.
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.	proposed development order, if approved, will not result in a reduction in the LOS standards set forth in the CDMP. Furthermore, the stipulated by DERM for this proposed development order, if any. Please note that this approved.
- 1	stipulated by DERM for this proposed developer, will not result in a reduction in the LOS standards subject to complete with the complete
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f	Provided for in the scincurrency determination does not constitute a first second
$\overline{}$	Please note that this concurrency determination does not constitute a final concurrency statement on the proposed development order as concurrency Issued by the Municipality
)	Concurrency Issued by the Municipality
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√ I I	Please note that the seal of
y	Decree between Miami-Dade County and the United States of America (Case NO. 93-1109 CIV Moreno). Under the terms of this Consen Decree, this approval does not constitute an allocation or certification of adequate treatment and transmission system capacity, which will be
	Decree, this appropriate accordance with the First Partial Consen
	evaluated and determined does not constitute an allocation or certification of adaptive and determined the terms of this Consen
	Decree, this approval does not constitute an allocation or certification of adequate treatment and transmission system capacity, which will be evaluated and determined at the time of agency review of the building permit plans for the referenced project.
	partite plants for the referenced project.
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	lat -
te F	Reviewed: 3 9 07

TO:	Tony Toledo, Supervisor Department of Planning & Zoning Department of Planning & Zoning
FROM:	Camilo Ignacio, Engineer III SUBJECT: 7-21681-1 Water Control Section SUBJECT: 5/6 T 52 R 46
	DERM NOT SOPE (SEDEC
<u> </u>	· Water
	Transfer Control Section has reviewed the subject Tentative Plat and recommends a) Approval b) Disapproval for
the follow	ring reasons:
	A No-Notice Surface Water Management General Permit is in effect.
	This project qualifies for a Surface Water Management General Permit which must be obtained from DERM prior to Final Plat approval, and prior to obtaining Plan Review Section and Public Works Department approval of Paving & Drainage plans.
<u> </u>	This project qualifies for a Surface Water Management Individual Permit issued by the South Florida Water Management District. Proof of permit or approval by the District must be submitted to this Section prior to Final Plat.
<u>~</u>	Site shall be filled in accordance with the requirements of Chapter 11C of the Miami-Dade County Code.
<u>~</u>	Site shall be filled in a manner so as to prevent the flooding of adjacent properties. Interceptor swales shall be constructed on-site with no encreachment over adjacent properties.
	feet of canal right-of-way and/of- feet of canal maintenance easement shall be dedicated for
	by plat or by deed prior to the release of any excess canal reservation.
. /	Covenant running with the land to secure stormwater mitigation area must be recorded and submitted to
<i>12.</i> .	the Water Control Section of DERM prior to final plat approval.
	Project may qualify for a National Pollutant Discharge Elimination System (NPDES) permit. Contact the Florida Department of Environmental Protection (FDEP) for more information at (305) 921-9904.
<u></u>	This proposed development is located within: BIRD DRIVE BASIN where 30% / NORTH TRAIL BASIN or BASIN B where 28.6% of the total project area shall be set a side for lake excavation, or submit cut and fill calculation as required under chapter 24, to comply with the official Dade County report for that basin. Said condition must be met prior to Tentative Plat approval.
	The total land area of this project is under 4.5 acres (since September 30, 1997), therefore, financial participation into the Stormwater Compensating Trust Fund is acceptable.
	Deferred to show: County Flood Criteria / Flood Zone / Base Flood Elevation.
1	Others: Existing Lake is 44% of Tital Projectsite Area.

DUNNWOODY LAKE

	(01.0.000											
TENTATIVE PLAT NO. 2168	1-3-COR	<u>.</u>										
Sec. 16	wp. 52	Rge. 40										
Municipality: MIAMI LAK	ES											
Zoned: RU-3M	_ /	~ /										
RECOMMENDS	7 _ /	<i>Y</i> - <i>Y</i>										
APPROVAL 3-12-04	POSIL	was !										
	patrio. Dept. of	Planning Louing										
RECOMMENDS APPROVAL 3-12-04	\vee	٠ (كنيا										
Date Miant	-Dade Co. Public	Works Rept										
2												
Items Required	Yes .	No .										
St. Grading Plan	. //											
Drainage Plan												
from the date indicate	d above, but will tative recommen	al is valid for 9 months not exceed concurrency ded approval does not										
installed without pri	or knowledge, a by the Public We facilities does to	are to be constructed or pproval and complete orks Dept. Construction of guarantee acceptance of and recorded										
Final approval and re Department of Health water supply.	cording subject to approval on sewa	D.E.R.M. and Florida ge disposal facilities and										
Site to be filled to Cou N.G.V.D. or to and el elevation of the road (evation not less the fronting the proper below the establis	han the approved crown city. Cutting of existing hed base flood elevation										
Property owner must the right of way.	provide the needs	ed Improvements within										
6. For removal of any tre	e a Permit is requi	red.										

Recommends approval as a tentative plat, the requirements to platting have not been waived, and subject to the requirements checked below:

Recommends approval subject to the requirements checked below: Recommends approval subject to the Town of requirements and the requirements

Recommends approval as a Master Plan for major road(s) alignment only. Master paving and drainage plan required, and subject to the requirements checked below:

Recommends approval as a "Fast Track" subject to approval of Public Hearing Application No. _____ and subject to the requirements checked below: (Concurrency capacity is not reserved at this time)

Name of subdivision is to be changed and submitted prior to next action. Contact the Land Development Division for selection of a new

Paved Public-Access must be provided prior to recordation of this plat.

to vacate a public road, prior to final plat review.

Road closing petition must be approved by the County Commissioners

Utility roview by MDWASD required prior to approval of the Paving

to be improved using _

to be improved using Interior roads to be improved using 2/1/ typical Section and

Guardrail to be provided on all roads adjacent to take and/or canal. Note: This property lies within two miles of a rock mining operation where blasting is permitted.

__shall be recorded prior to the

_typical Section.

typical Section.

Tentative Plat No. T.

recordation of this plat.

and Drainage plans.

valley gutter.

	Florida Department of Transportation hearing required for street crossing of a railroad track prior to final plat review.
	Florida Department of Transportation permit required for a improvement within State Road right of way.
Ø	Florida Department of Transportation approval required prior to final plat review.
र्च	A contribution of
	All private roads are to be constructed to meet Miami-Dade County Road Standards (P.W.D. permit req'd.) and to be identified in accordance with Miami-Dade County numbering system.
	Letters from utility companies accepting vacation of existing easement are required prior to final plat review.
	All non-conforming structures must be removed prior to final pist review.
र्छ	Rear lot lines of all double frontage lots are to be shown as a limited access line on the final plat; the design of a decerative barrier to be approved by the Plat Committee prior to final plat review.
	Tracts to be lettered. Lots and Blocks to be numbered consecutively from previous section of the Master Plan.
团	Property Owners Association agreement for maintenance of polents seeds, double frontage wall, common areas and lake is required.
e e	Leng excavetion permit required from the Dept. of Planning and Zoning larke to be completed and approved by the Depts of Planning and Zoning, Public Works and District, prior to final plat review. Top of Lake Slope to be shown on final plat. The near of explosives is strictly prohibited.
	Lot lines to be extended to edge of water/center of the lake.
图	It will be necessary to establish use rights and ownership of the lake with the adjacent lots, on the final plat.
图.	Areas adjacent to lake and/or-canel, to be graded so as to prevent direct overland discharge of storm water into lake and/or-canel.
	Class III permit required from Water Control for culvert crossing.
図	See attached DERM memorandum for environmental concern and requirements.
	South Florida Water Management District approval required.
	Concurrency approval by the Municipality is required prior to final plat review and prior to the issuance of a building permit. City concurrency review to include all City, State and County reads.
ष	School Board approval
E	Concurrency capacity pracryation is valid until
	attached memo and ** See item number I above)
	S.U.R.'s, required prior to final plat review. A plat restriction to this effect is required.
	No permit is to be issued until official Tentative Plat approval is given. Concurrency review is not given at this time.
	A special taxing district must be created for street lighting and / or landscape, lake, decorative wall, tree preservation area maintenance.
	An additional tract to be shown on final plat for lake maintenance. Fract to be deeded to Miami-Dade County and dedicated by plat.
P	Tro Afre study required pair to Final plat substituted to determine if
	a traffic signal is warranted.
2	NW 87th Ave. full dedication must be shown on the Final Plat.
E	Tentahue Plat recommended approval
	15 contingent to obtaining
	concurrency approval from the

	DUNNWOODY LAKE 2010 COUNT DATA	DY LAKE T DATA			
Roadway	AM Two-Way	AM Two-Way PM Two-Way	Peak Season Factor	AM Two-Way PM Two-Way	PM Two-Way
NW 154th Street (Miami Lakes Drive)					
NW 89th Avenue to NW 87th Avenue	109	227	1.05	114	238
NW 87th Avenue to NW 83rd Avenue	1,598	1,718	1.07	1710	1838
NW 83rd Avenue to NW 82nd Avenue	1,598	1,718	1.07	1710	1838
NW 82nd Avenue to NW 79th Court	2,716	3,241	1.07	2906	3468
NW 79th Court to NW 79th Avenue	2,391	2,387	1.07	2558	2554
NW 79th Avenue to NW 77th Court	2,692	3,095	1.07	2880	3312
NW 77th Court to SR 826	3,533	3,932	1.07	3780	4207
SR 826 to Fairway Drive	2,135	2,494	1.05	2242	2619
NW 87th Avenue					
NW 154th Street to NW 146th Street	912	1,230	1.05	958	1292
NW 146th Street to I-75 Overpass	1,788	2,083	1.05	1877	2187
NW 154th Street to Site Driveway	0	0	0.00	0	0
Site Driveway to NW 170th Street	539	524	1.07	577	561
NW 82nd Avenue					
NW 170th Street to NW 162nd Street	1,107	1,276	1.05	1162	1340
NW 162nd Street to NW 154th Street	1,449	1,636	1.05	1521	1718
NW 170TH STREET					
NW 87th Avenue to NW 82nd Avenue	858	847	1.07	918	906

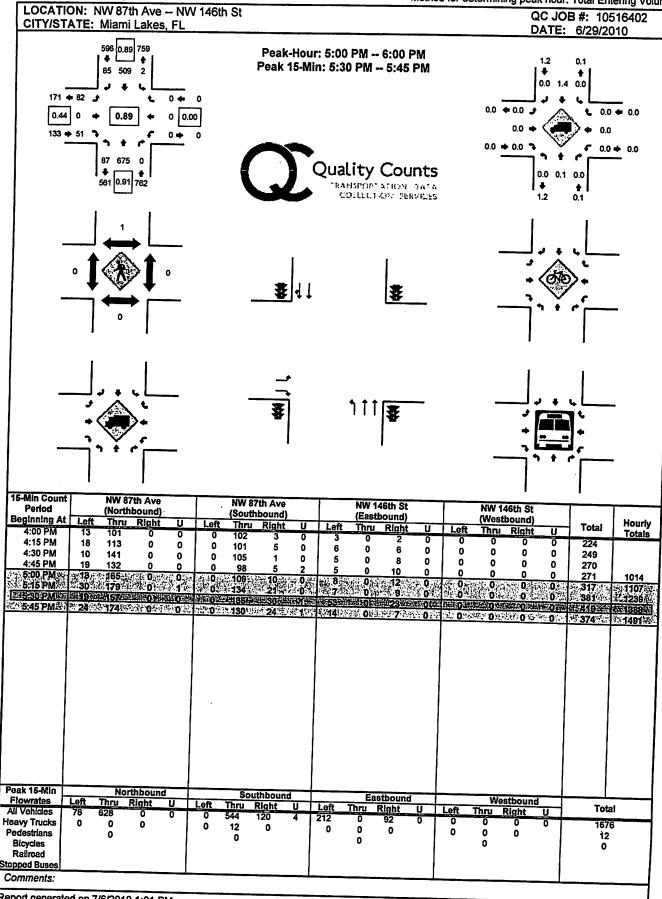
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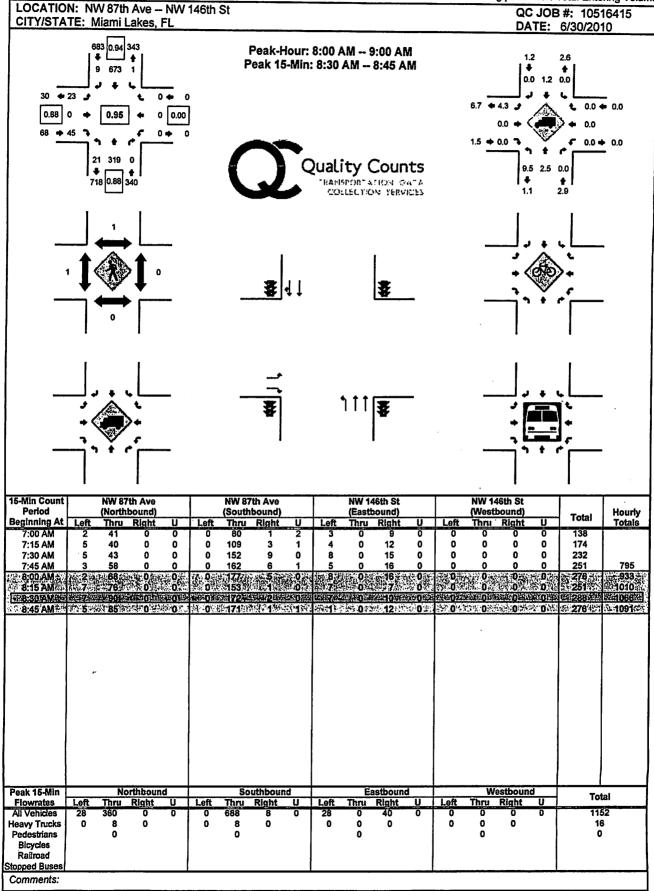
NW 154th Street from 82rd Ave to 87th Ave calcualted using TMC NW 87th Avenue south of NW 170th Street calcualted using TMC NW 154th Street from 79th Ct to 79th Ave calcualted using TMC NW 154th Street from 79th Ct to 79th Ave calcualted using TMC

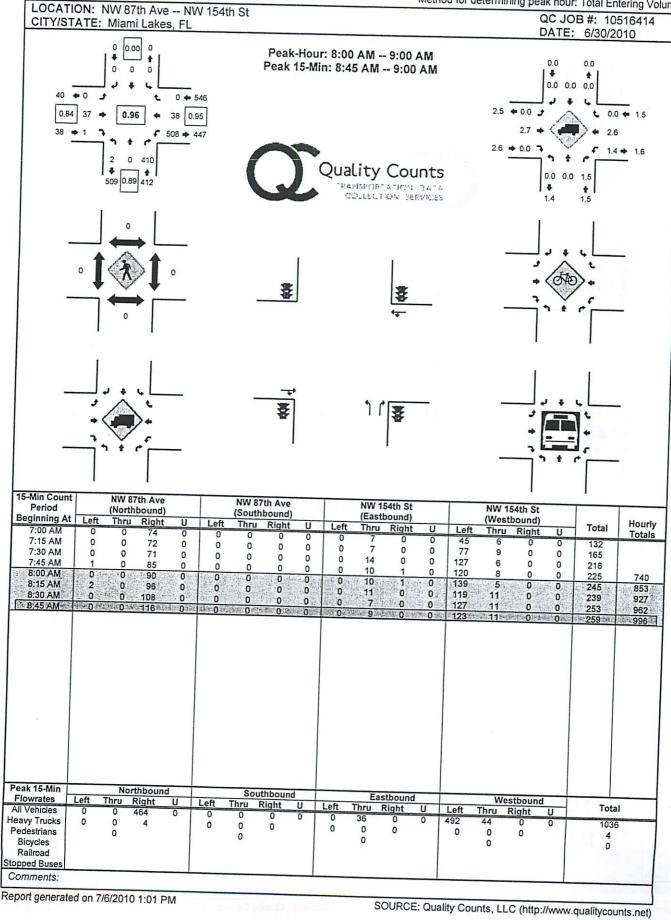


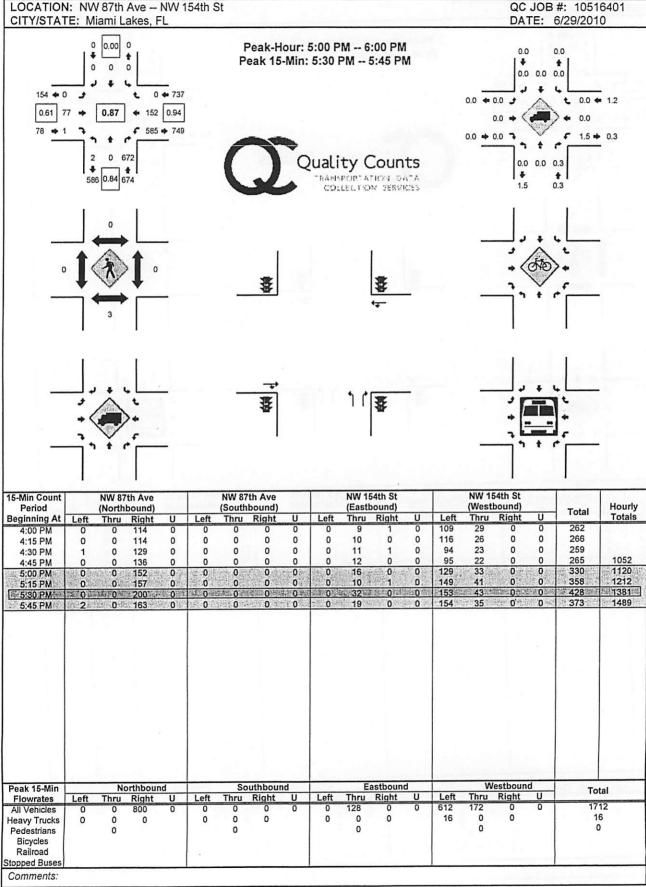
APPENDIX C

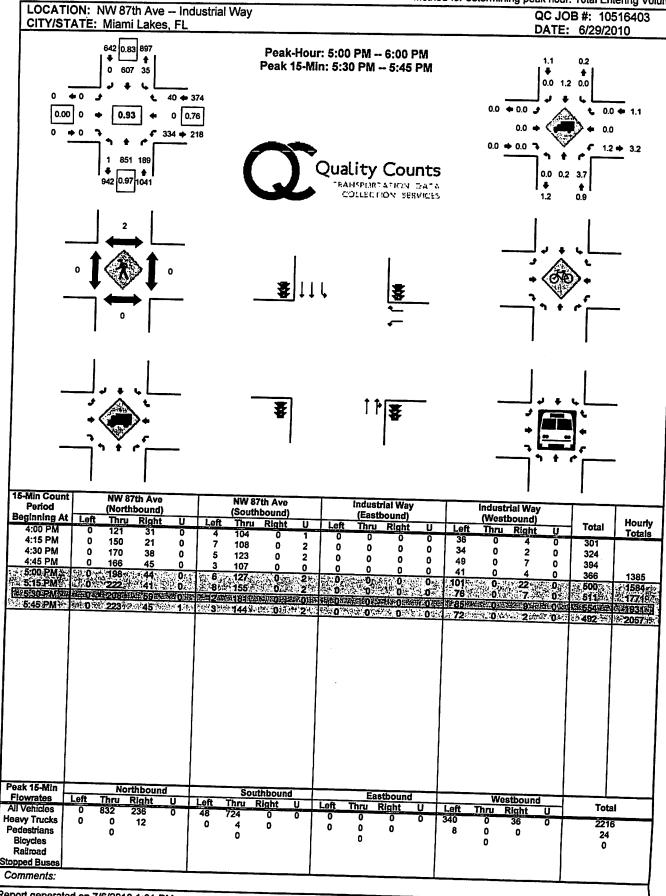
TRAFFIC COUNT DATA



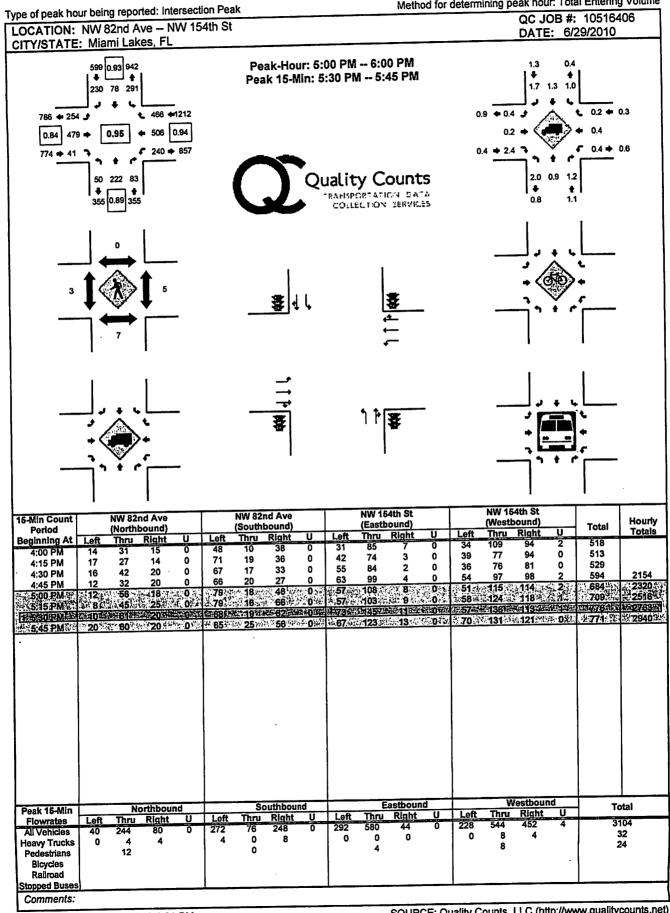


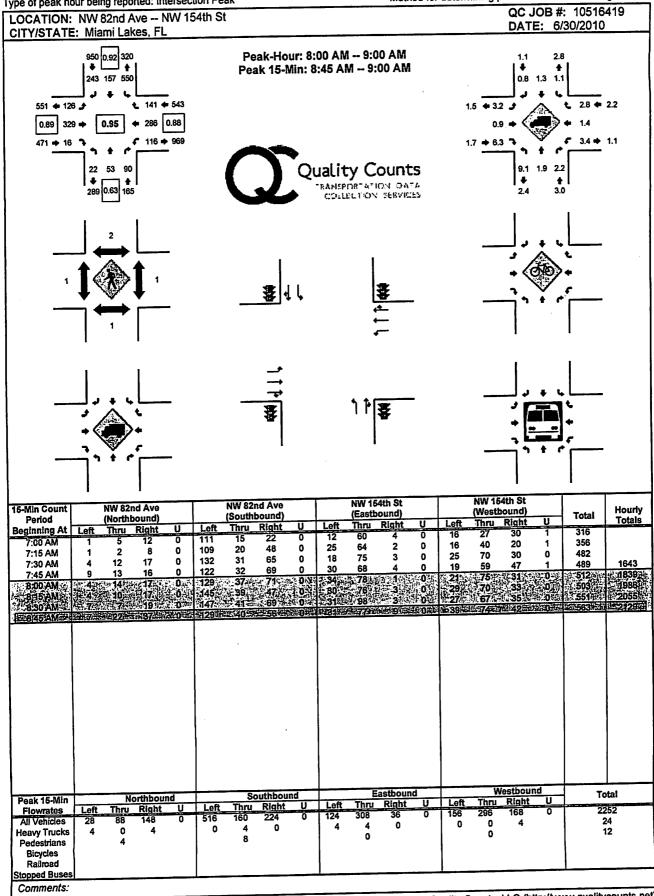


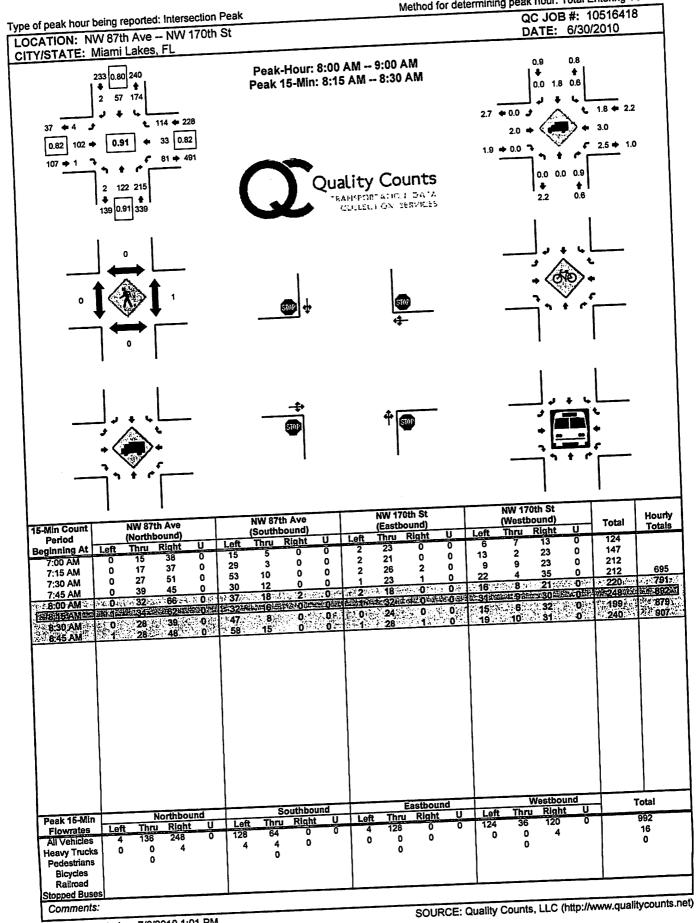


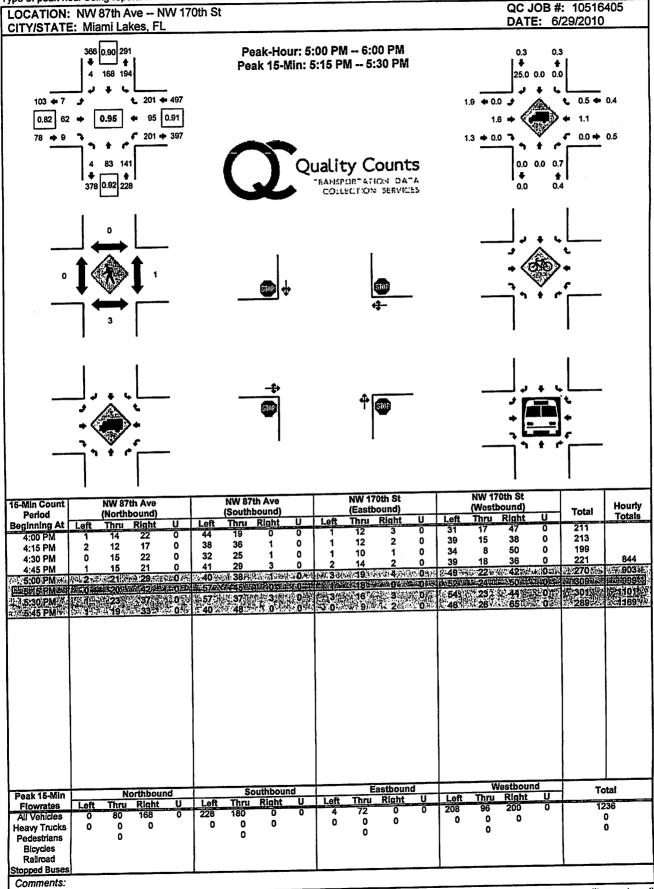


LOCATION: NW 87th Ave - Indus CITY/STATE: Miami Lakes, FL	trial Way		QC JOB DATE: (#: 10516416 6/30/2010
0 + 0 + 0 - 0.97 + 0 0.89 0 + 0 + 0 - 0.97 + 0 0.89 0 + 0 - 0 - 0.89 0 + 0 - 0 - 0.89 0 332 456 0 332 456 0 30.91 788	Peak 15-Min:	UALITY COUNTS	0.0 ± 0.0 0.0 ± 0.0 0.0 ± 0.0 0.0 0.0 0.	€ 12.5 + 7.5 ♦ 0.0 € 7.3 + 0.8
	<u>\$</u> 11 <i>↑</i>	*		
	***	Î Î		•
15-Min Count NW 87th Ave (Northbound)	8 167 0 0	Industrial Way (Eastbound) Left Thru Right U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Industrial Way (Westbound) Left Thru Right U 34 0 0 0 33 0 1 0 33 0 1 0 41 0 4 0 51 0 1 2 0 0 0 46 0 4 0 47 0 0 0 48 0 0 0 0 48 0 0 0 0 48 0 0 0 0 48 0 0 0 0	Total Hourly Totals 213 249 326 401 1189 433 453 453 453 453 453 453 453 453 453
Peak 15-Min Flowrates All Vehicles Heavy Trucks Pedestrians Bicycles Pedestrians Bicycles Pedestrians Region 12 4 Pedestrians Region 12 4	Southbound Left Thru Right U 32 772 0 4 0 8 0 0	Eastbound Left Thru Right U 0 0 0 0 0 0 0	Westbound Left Thru Right U 168 0 4 0 8 0 0 0	Total 1836 32 4
Railroad Stopped Buses Comments:		2011225	ality Counts, LLC (http://ww	au qualiferaunta not)









624 Gardenia Terrace, Delray Beach, Florida 33444 Phone (561) 272-3255

NW 170th Street & NW 87th Avenue

Miami Lakes, Florida

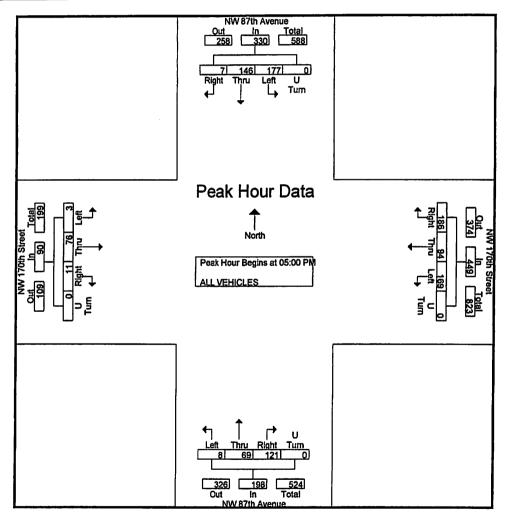
Counted By: Itzhak Bendahan

Not Signalized

File Name: NW170thStreet&87thAvenue

Site Code : 100117 Start Date : 12/7/2010

			87th A	venue orth				170th S					87th A om So	venue uth				170th rom W			
Start Time	Righ t	Thru	Left	U Turn	App. Total	Righ	Thru	Left	U Tum	App. Total	Righ t	Thru	Left	U Tem	App. Total	Righ t	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour An							of 1														
Peak Hour for	Entire	Interse	ction B	egins a	ıt 05:00 F	M							_	_		١ _		_	_		
05:00 PM	2	30	28	0	60	43	24	42	0	109	30	14	4	0	48	6	17	0	0	23	240
05:15 PM	3	45	60	0	108	48	23	38	0	109	34	13	3	0	50	1	17	0	0	18	285
05:30 PM	٥	30	56	0	86	46	22	43	0	111	23	19	1	0	43	0	26	1	0	27	267
05:45 PM	2	41	33	0	76	49	25	46	. 0	120	34	23	0	0	57	4	16	2	0	22	275
Total Volume	7	146	177	0	330	186	94	169	0	449	121	69	8	0	198	11	76	3	0	90	1067
% App. Total	2.1	44.2	53.6	Ō		41.4	20.9	37.6	0		61.1	34.8	4	0		12.2	84.4	3.3	0		
PHF	.583	.811	.738	.000	.764	.949	.940	.918	.000	.935	.890	.750	.500	.000	.868	.458	.731	.375	.000	.833	.936



624 Gardenia Terrace, Delray Beach, Florida 33444 Phone (561) 272-3255

NW 170th Street & NW 87th Avenue

Miami Lakes, Florida

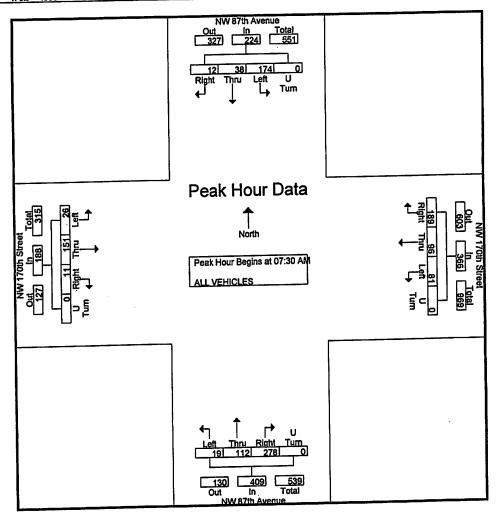
Counted By: Itzhak Bendahan

Not Signalized

File Name: NW170thStreet&87thAvenue Site Code : 100117

Start Date : 12/7/2010

			7th Av	-		NW 170th Street From East							7th Av								
Otra Time	Diebt I				Ano, Total	Right				App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	int. Total
Start Time Peak Hour Ana	hight	rom 07	MA OO	to 08:4																	
Peak Hour for	Entire I	ntersec	tion Be	gins at	07:30 A	M								_	اممد	۰.	05		^	40	307
07:30 AM	3	3	62	0	68	51	23	21	0	95	66	37	1	0	104	3	35 42	10	0	55	350
07:45 AM	5	10	48	0	63	61	34	17	0	112	87	32	1	Ü	120 104	1	45	8	ŏ	54	294
08:00 AM	4	13	32	0	49	43	19	25	0	87	79 46	16 27	9	0	81	3	29	7	ŏ	39	236_
08:15 AM	0	12	32_	0_	44	34_	20	<u> 18</u>	- 0	<u>72</u> 366	278	112	19	0	409	11	151	26	0	188	1187
Total Volume	12	38	174	0	224	189	96	81 22.1	0	300	68	27.4	4.6	ŏ		5.9	80.3	13.8	0_		
% App. Total	.600	.731	77.7 .702	.000	.824	51.6 .775	.706	.810	.000	.817	.799	.757	.528	.000	.852	.688	.839	.650	.000	.855	.848



624 Gardenia Terrace, Delray Beach, Florida 33444 Phone (561) 272-3255

NW 170th Street & NW 87th Avenue

Miami Lakes, Florida

Grand Total

Apprch % Total %

Counted By: Itzhak Bendahan

Not Signalized

File Name: NW170thStreet&87thAvenue

0.2

9.1

Site Code : 100117 Start Date : 12/7/2010

Page No : 1

0

8.1

82.6

	-					Gro	ups Prir	nted- AL	L VEHIC		İ						
		144 0745				W 170th	Street		N	M RLIU Y		\ \		W 170th From V	Vest		
	N	W 87th /	Avenue	ļ	•	From E	≘ast			From S	outh	11.7	Right	Thru	Left	U Tum	Int. Total
		From N		U Tum	Right	Thru	Left	U Turn	Right	Thru	Left	U Tum		34	2	0	215
Start Time	Right	Thru		0 10111	28	14	16	0	57	28	2	0	2	16	3	1	211
07:00 AM	1	5	27	8	45	13	11	- 1	55	26	3	0	4	35	1	Ó	307
07:15 AM	2	4	31	ől	51	23	21	0	66	37	1	0	3	42	10	Ō	350_
07:30 AM	3	3	62 48	61	61	34	17	0	87	32_		0	10	127	16	1	1083
07:45 AM	5_	10	168	- 6	185	84	65	1	265	123	5	U	ו וט	127		•	•
Total	11	22	100	0 1	.00	•			1		_	^	1 4	45	8	0	294
			00	ol	43	19	25	0	79	16	9	0	3	29	7	Ó	236
08:00 AM	4	13	32 32	ő	34	20	18	0	46	27	8	0	3	34	1	Ō	200
08:15 AM	0	12	32	ő	30	6	23	0	35	19	0	0	1 6	17	ż	Ô	172
08:30 AM	0	6	39 42	0	22	10	13	0	38	17	0	0	11	125	18	0	902
08:45 AM	1_1	10	145	- 0	129	55	79	0	198	79	17	U	"	.20			•
Total	5	41	145	U	120												
										_	_	^	۱ و	22	4	0	245
			52	0	31	29	38	0	29	6	3		1 .	19	Ò	0	234
04:00 PM	0	29	52 54	ő	37	21	48	0		13	0			21	1	0	260
04:15 PM	1	15	47	Ô	40	21	52	0		13	3			10	2	0	
04:30 PM	2	33 22	36	. 0	34	15	40	0		22	<u> </u>			72	7		946
04:45 PM		99	189	0		86	178	0	100	54	6	U	'				
Total	6	99	109	·								. 0	. 6	17	0		
		20	28	0	43	24	42	0		14	4	_		17	0	. (
05:00 PM		30	60	0	1	23	38	0		13	3	, ,		26	1	(267
05:15 PM			56	Ö	1		43	0	23	19	1			16	2		
05:30 PM		30	33	ŏ		_	46	0		23	9			76	3		1067
05:45 PM	1 2	41	- 33 177	- 0			169	0	121	69	8	, (,, ,,	,,			•
Tota	7	146	177	U	, ,,,,,								39	400	44		1 3998
				^	1 649	319	491	1	684	325	36	,	39	92.6	0.1)

491

33.8

319

22

0

0

679

66.8

17

308

30.3

29

2.9 0.7

642

44.2

16.1

31.1

3.4 0.9

65.5 17.1

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

NW 154th Street & NW 82nd Avenue

Miami Lakes, Florida

Counted By: Maxie Espinosa

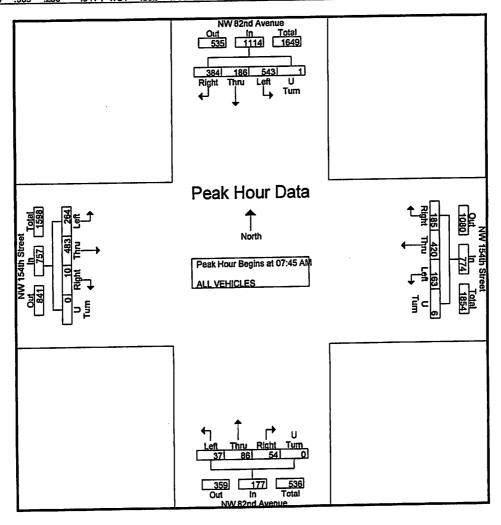
Signalized

File Name: NW154thStreet&82ndAvenue

Site Code : 100117

Start Date : 12/7/2010

			2nd A			NW 154th Street From East					NW 82nd Avenue From South						NW 154th Street From West					
Start Time	Right I	Thru	Left	U Turn		Right	Thru			App. Total	Right	Thru	Left	U Tum	App. Total	Right	Thru	Left	U Turn	App. Total	int. Total	
Peak Hour And	alysis F	rom 07	:00 AN	to 08:4	15 AM -	Peak 1	of 1															
Peak Hour for	Entire I			egins at		M			•	000	۱ ۵۰	26	7	0	43	و ا	97	58	0	157	680	
07:45 AM	101	42	128	0	271	63	103	41	2	209	10		40	~	54	\ \ \bar{\}	123	64	ŏ	191	744	
08:00 AM	112	46	138	0	296	43	106	51	3	203	23	19	12	Ŏ		3	152	84	ň	239	761	
08:15 AM	93	46	150	1	290	40	119	31	0	190	12	23	(U	42	3			v	170		
08:30 AM		52	127	0	257	39	92	40	_ 1_	172	9	18	11_	0_	38_	1	111	58	<u> </u>			
	384	186	543	1	1114	185	420	163	- 6	774	54	86	37	0	177	10	483	264	0	757	2822	
Total Volume			48.7	0.1		23.9	54.3	21.1	0.8		30.5	48.6	20.9	0		1.3	63.8	34.9	0			
% App. Total	34.5 857	16.7 894	.905	.250	.941	.734	.882	.799	.500	.926	.587	.827	.771	.000	.819	.625	.794	.786	.000	.792	.927	



Traffic Survey Specialists, Inc.
624 Gardenia Terrace, Delray Beach, Florida 33444 Phone (561) 272-3255 File Name: NW154thStreet&82ndAvenue

NW 154th Street & NW 82nd Avenue

Miami Lakes, Florida

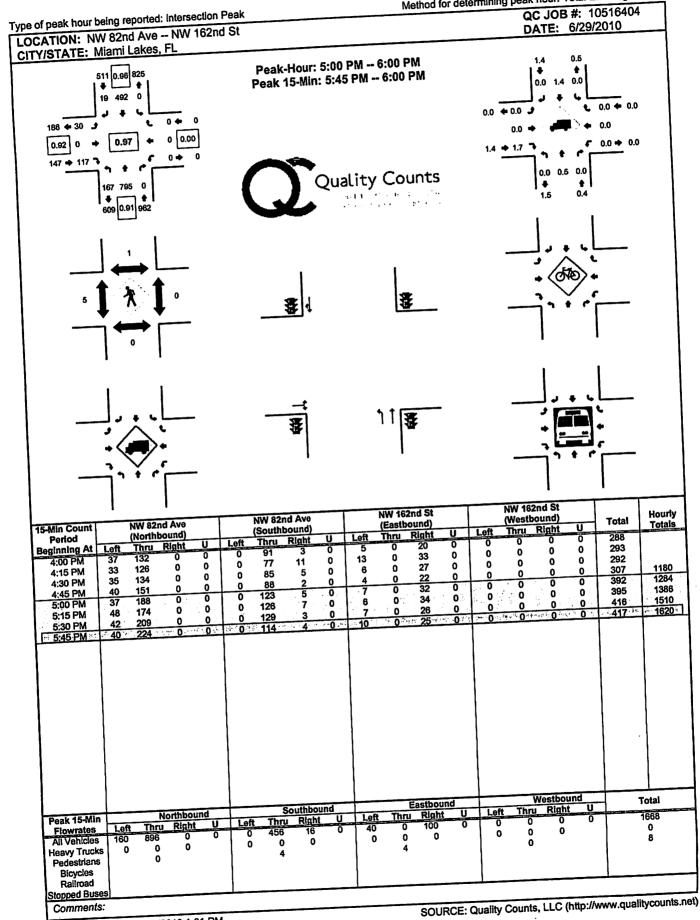
Counted By: Maxie Espinosa

Signalized

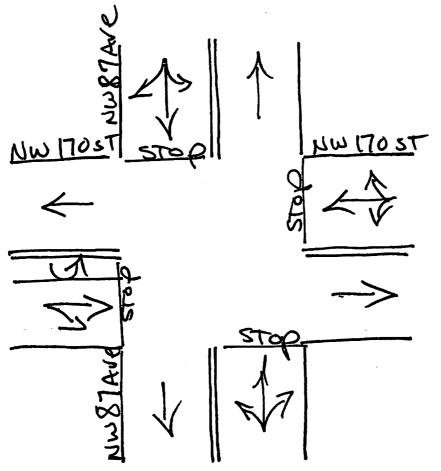
Site Code : 100117 Start Date : 12/7/2010

						Gro	ups Print	ed- AL	L VEHIC	LES			N.				
					NI NI	W 154th	Street		N	W 82NG A			N.	W 154th From W			
	N'	W 82nd A	venue	1	141	From E		l l		From Sc	outh					U Tum	Int. Total
}		From N				Thru		Turn	Right	Thru	Left	U Tum	Right	Thru		0 14111	650
Start Time	Right	Thru		J Tum	Right	110	18	0	16	8	5	0	3	135	57	Ö	604
07:00 AM	119	33	121	0	25	59	18	ŏl	10	20	3	0 \	11	143	75	- '	581
07:15 AM	60	43	132	0	30	59 72	21	ŏl	14	27	9	0	7	68	57	1 0	680
07:30 AM	77	43	141	0	44	103	41	2	10	26		0	2	97	58	1	
07:45 AM	101	42	128	0	63_	344	98	2	50	81	24	0	23	443	247	,	2515
Total	357	161	522	0	162	344	30	- 1	•							^	l 744
,					40	106	51	3 1	23	19	12	0	4	123	64	0	761
08:00 AM	112	46	138	0	43	119	31	اة	12	23	7	0	3	152	84	0	637
08:15 AM	93	46	150	1	40	92	40	ĭ	9	18	11	0	1	111	58	0	530
08:30 AM	78	52	127	0	39	83	38	- 1	16	11	6	0		76	34	0	
08:45 AM	55	44	121	0	44_ 166	400	160	5	60	71	36	0	9	462	240	U	1 2012
Total	338	188	536	1	100	400	100	• •									
														400		0	603
				ام	81	131	46	2	16	34	13	0	2	107	56	0	1
04:00 PM	23	19	73	0		112	40	ō	21	30	5	0	7	81	55		1
04:15 PM	36	23	51	0	84 88	111	49	1	17	46	9	0	3	96	65	0	
04:30 PM	41	22	65	0	76	98	42	i	37	35	13	0	1_	80	59	0	
04:45 PM	37	24	73	0		452	177	4	91	145	40	0	13	364	235	U	2337
Total	137	88	262	0	329	432	,,,	•									722
				_	97	165	51	1	32	53	17	0	1	108	55	1	1 1
05:00 PM	46	21	74	0	89	185	75	1	18	70	24	0	4	127	53	0	
05:15 PM	55	21	76	0	114	172	58	1	22	68	17	0	7	131	57 70	-	
05:30 PM	56	31	77	-	89	166	51	5	22	61	14	0	3	120			
05:45 PM	64	31_	79	0		688	235	8		252	72	0	15	486	235	1	1 3100
Total	221	104	306	U	309	000	200	_	•				1		057	2	10630
			4000	_	1046	1884	670	19	295	549	172	0		1755	957		
Grand Total	1053	541	1626	1	1	52.1	18.5	0.5		54	16.9	0		63.3	34.5		
Apprch %	32.7	16.8	50.5	0		17.7	6.3	0.2		5.2	1.6	0	0.6	16.5	9		<i>'</i> 1
Total %	9.9	5.1	15.3	0	1 9.8	17.7	0.0	Ų.L.	,								

e of peak hour being reported: Intersec	tion Peak	Method for	QC JOB #	10516417
OCATION: NW 82nd Ave NW 16 ITY/STATE: Miami Lakes, FL	52nd St		DATE: 6/	30/2010
800 0.98 267 12 788 0 12 788 0 0.89 0 + 0.97 + 0 0.00 204 + 179 + 0 0.90 967 0.93 298	Peak 15-Min: 7	45 AM 8:45 AM :45 AM 8:00 AM uality Counts	1.0 2.6 8.3 0.9 0.0 10.3 \(\div 0.0 \) 1.5 \(\div 1.7 \) 10.7 2.9 0.0 1.0 4.4	€ 0.0 ← 0.0 ← 0.0 ← 0.0
1 1 0	<u>\$</u> 4	***		•
		113		
5-Min Count NW 82nd Ave	NW 82nd Ave	NW 162nd St (Eastbound)	NW 162nd St (Westbound)	Total Hourly
Period (Northbound) Beginning At Left Thru Right U	(Southbound) Left Thru Right U 0 118 1 0	Left Thru Right U	Left Thru Right U	198 Total
7:00 AM 8 39 0 0 7:15 AM 4 38 0 0	0 155 3 0	3 0 48 0 6 0 53 0	0 0 0 0	251 287
7:30 AM 9 47 0 0 - 7:45 AM 16 64 0 0	0 197 5 0	8 2 0 46 7 0	0 0 0 0	336 5 1072 322 1198
8:00 AM 18 57 0 0 8:15 AM 9 64 0 0 8:30 AM 13 57 0 0 8:45 AM 13 58 0 0	0 201 4 0 0 197 1 0 0 193 2 0 0 178 5 0	6 0 36 0 5 0 5 0 0 6 0 41 0 0 0 48 0	0 0 0 0 0 0 0 0 0 0	332 1277 312 1302 311 1277
Peak 15-Min Flowrates Left Thru Right U	Southbound Left Thru Right U 0 788 20 0 0 0 0	Eastbound Left Thru Right U 32 0 184 0 0 0 4	Westbound Left Thru Right U 0 0 0 0 0 0 0	Total 1344 24 0
All Vehicles 64 256 0 0 Heavy Trucks 8 8 0	0 4 0	1 0		







Miami Lakes, Florida

December 08, 2010

drawn by: Luis Palomino

Not signalized

North

7 20011MN 15021MN		\uparrow	NW 1705T
4			
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 5		

Miami Lakes, Florida December 08,2010 drawn by: Luis Palomino Signalized

North

AM 124ST MW 82 AVE		4	16	NW 1545T
NW82AVE V S	1	5		CVS CVS

Miami Lakes, Florida December 08,2010 drawn by: Luis Palomino Signalized

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

NW 170th Street & NW 82nd Avenue

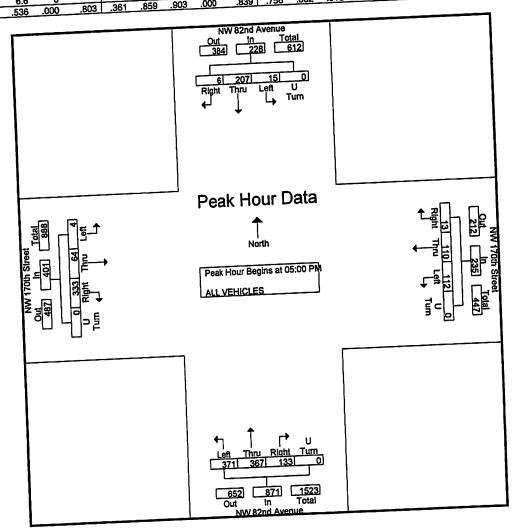
Miami Lakes, Florida

Counted By: Sebastian Salvo

File Name: NW170thStreet&82ndAvenue

Site Code : 100117 Start Date : 12/7/2010

ignalized			0 d 8:			NW 170th Street				NW 82nd Avenue From South					NW 170th Street From West						
NW 82nd Avenue From North								rom E			Righ	Thru	Left		App. Total	Righ	Thru	Left	U Turn	App. Total	Int. Tola
Start Time eak Hour An eak Hour for	11	urerse	ا ۱۱۰۱۱	vi to 05 legins a	App. Total :45 PM - at 05:00 F	Peak 1	Thru of 1	Left 31	U Turn	53	32	104	83 101	0	219 210	71 94	10 20	1	0	82 115	41: 42: 46
05:00 PM 05:15 PM 05:30 PM	3 2	59 32 67 49	0 6 2 7	0	41 71 57	1 3 9	32 24 32	27 25 29	0 0 0	60 52 70 235		77 95 91 367	98 89 371	0	237 205	91 77 333 83	17 17 64 16	1 1 4	0 0 0	109 95 401	
05:45 PM Total Volume % App. Total PHF	6 2.6	207 90.8	15 6.6 .536	0	.803	5.5	110 46.8 .859	112 47.7 .903	0		15.3	42.1	42.6 .918		.919						1



624 Gardenia Terrace, Delray Beach, Florida 33444 Phone (561) 272-3255

NW 170th Street & NW 82nd Avenue

Miami Lakes, Florida

Counted By: Sebastian Salvo

Signalized

File Name: NW170thStreet&82ndAvenue

Site Code : 100117 Start Date : 12/7/2010

Page No : 1

Groups Printed- ALL VEHICLES

		N	W 82nd A	Avenue		NW 170th Street NW 82nd Avenue NW 170th												
		•••	From N				From I	East	j		From S	South			From \			
-	Start Time	Right	Thru		U Turn	Right	Thru		U Tum	Right	Thru	Left	U Turn	Right	Thru	Left	U Tum	int. Total
_	07:00 AM	2	88	5	0	4	8	19	0	11	34	49	0	104	24	0	1	349
	07:00 AM	1	79	2	ŏ	2	24	29	0	35	48	50	0	85	29	0	0	384
	07:30 AM	i	83	2	ŏ	1	47	33	0	24	42	54	0	107	18	1	0	413
	07:45 AM	ò	104	2	٥l	3	58	51	0_	20	48	_58_	0	91	14	1	0	450
	Total	4	354	11	0	10	137	132	0	90	172	211	0	387	85	2	1	1596
													- 1				_ 1	404
	08:00 AM	0	109	3	0	3	30	53	0	14	49	45	0	104	13	1	0	424
	08:15 AM	0	118	2	0	2	23	59	0	15	39	41	0	126	14	0	0	439
	08:30 AM	0	91	7	0	1	17	41	0	17	23	40	0	93	20	2	1	353
	08:45 AM	1	66	6	0_	0	12	36	0	14	32	33	0	83	27	3	0	313
	Total	1	384	18	0	6	82	189	0	60	143	159	0	406	74	6	1	1529
	•																	
					_ 1				ام	40	64	82	0	69	20	4	o l	352
	04:00 PM	0	42	8	0	3	31	23	0	12 20	61 59	95	ŏ	77	19	4	ŏl	357
	04:15 PM	2	39	1	0	1	26	17	0	20 19	71	95 86	ŏ	67	25	4	ŏ	361
	04:30 PM	2	40	0	0	3	27	20	0		69	62	ŏ	63	14		ŏ	336
_	04:45 PM	1_	51	5	0	3	26_	23_	0	18 69	260	325	0	276	78	4	0	1406
	Total	5	172	14	0	10	110	83	0	69	200	323	U I	210	70	•	•	1100
					• 1		00	04	٥l	32	104	83	ol	71	10	1	0 1	413
	05:00 PM	0	59	0	0	0	22 32	31 27	81	32	77	101	ŏ	94	20	1	ŏ	426
	05:15 PM	3	32	6	0	1			8	32 44	95	98	ŏ	91	17	1	ŏ	469
	05:30 PM	2	67	2	0	3	24	25	0	25	93 91	89	ŏ	77	17	- 1	ŏ	427
_	05:45 PM	1	49	7	0	9_	32	29	- 0	133	367	371	0	333	64	4	Ö	1735
	Total	6	207	15	0	13	110	112	0	133	307	3/1	U ,	333	04	7	•	.,,55
					- 1		400	516	ol	352	942	1066	0	1402	301	16	2	6266
	Grand Total	16	1117	58	0	39	439		-	14.9	39.9	45.2	ŏ	81.5	17.5	0.9	0.1	
	Apprch %	1.3	93.8	4.9	0	3.9	44.2	51.9	0		39.9 15	45.2	ŏ	22.4	4.8	0.3	0	
	Total %	0.3	17.8	0.9	0	0.6	7	8.2	0	5.6	15	17	U	. 22.4	4.0	5.5	•	I

624 Gardenia Terrace, Delray Beach, Florida 33444 Phone (561) 272-3255

NW 154th Street & NW 82nd Avenue

Miami Lakes, Florida

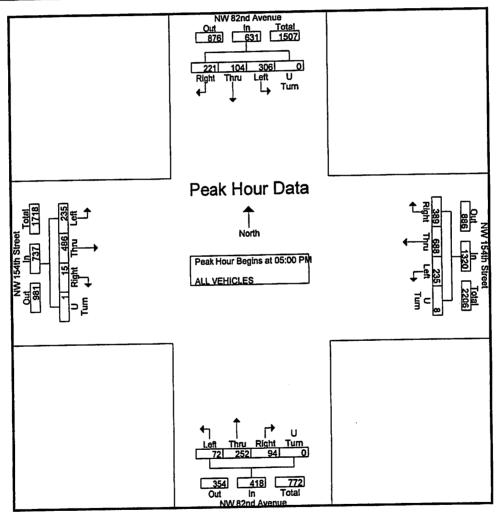
Counted By: Maxie Espinosa

Signalized

File Name: NW154thStreet&82ndAvenue

Site Code : 100117 Start Date : 12/7/2010

			32nd A			NW 154th Street From East					NW 82nd Avenue From South						NW 154th Street From West					
Start Time	Righ	Thru		U Turn	App. Total	Righ	Thru	Left	U Tum	App. Total	Righ t	Thru	Left	U Turn	App. Total	Righ t	Thru	Left	U Turn	App. Total	int. Total	
Peak Hour An Peak Hour for	alysis I	From 0-	4:00 PN	A to 05:	45 PM - t 05:00 F	Peak 1 PM	of 1						4=	•	400	1 4	108	55	1	165	l 722	
05:00 PM 05:15 PM	46 55	21 21	74 76	0	141 152	97 89	165 185	51 75	1	314 350	32 18	53 70	17 24	0	102 112	4	127 131	53 57	0	184 195	798 811	
05:30 PM 05:45 PM	56 64	31 31	77 79	0	164 174	114	172 166	58 51	1 5	345 311	22 22	68 61	17 14	0	107 97	3	120	70 235	0	193 737	775 3106	
Total Volume	221	104 16.5	306 48.5	0	631	389 29.5	688 52.1	235 17.8	8 0.6	1320	94 22.5	252 60.3	72 17.2	0	418	15 2	486 65.9	31.9	0.1			
% App. Total PHF	.863	.839	.968	.000	.907		.930	.783	.400	.943	.734	.900	.750	.000		.536	.927	.839	.250	.945		



624 Gardenia Terrace, Delray Beach, Florida 33444 Phone (561) 272-3255

NW 170th Street & NW 82nd Avenue

Miami Lakes, Florida

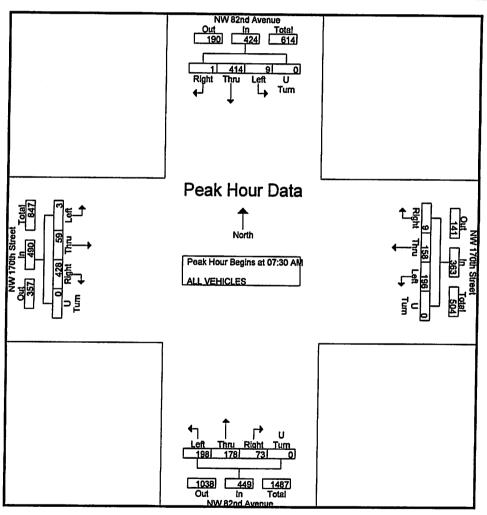
Counted By: Sebastian Salvo

Signalized

File Name: NW170thStreet&82ndAvenue

Site Code : 100117 Start Date : 12/7/2010

		Fr	om No				F	170th rom E	ast				32nd A	venue uth				170th rom W			
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	UTum	Aco. Total	Right	Thru	Left	U Turn	App. Total	Right	Thnı	Left	HTem	App. Total	let Total
Peak Hour An:	alysis F	rom 07	:00 AN	1 to 08:	45 AM -	Peak 1	of 1								. 47		1111.00	2010	O Itan	VDV ION	MIL TOISI
Peak Hour for	Entire	Intersed	tion B	egins a	t 07:30 A	M															
07:30 AM	1	83	2	0	86	1	47	33	0	81	24	42	54	٥	120	107	18	4	•	400	ميد ا
07:45 AM	0	104	2	Ó	106	3	58	51	ŏ	112	20	48	58	ň	126			- 1	0	126	413
08:00 AM	Õ	109	- 3	ŏ	112	3	30	53	0					Ū		91	14	1	0	106	450
			3	_		3			U	86	14	49	45	0	108	104	13	1	0	118	424
08:15 AM	<u> </u>	118		0_	120	2	23_	<u>59</u>	0	84	15	39	41	0	95	126	14	0	0	140	439
Total Volume	1	414	9	0	424	9	158	196	0	363	73	178	198	0	449	428	59	3	ň	490	1726
% App. Total	0.2	97.6	2.1	0		2.5	43.5	54	0		16.3	39.6	44.1	õ		87.3	12	0.6	ŏ	430	1720
PHF	.250	.877	.750	.000	.883	.750	.681	.831	.000	.810	.760	.908	.853	.000	.891	.849	.819	.750	.000	.875	.959



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

NW 170th Street & NW 87th Avenue

Miami Lakes, Florida

Counted By: Itzhak Bendahan Not Signalized

File Name: NW170thStreet&87thAvenue

Site Code : 100117

Start Date : 12/7/2010

Page No : 1

Groups Printed- ALL VEHICLES

	N	W 87th	Avenue		١	IW 170th	Street		N	W 87th	Avenue		N	IW 170th			
		From N		1		From I	East			From S	outh			From \			
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Tum	Right	Thru	Left	U Tum	Right	Thru	Left	U Tum	Int. Total
07:00 AM	1	5	27	0	28	14	16	0	57	28	2	0	1	34	2	0	215
07:15 AM	2	4	31	0	45	13	11	1	55	26	1	0	2	16	3	1	211
07:30 AM	3	3	62	0	51	23	21	0	66	37	1	0	4	35	1	0	307
07:45 AM	5	10	48	0	61_	34	17	0	87	32	1_	0	3	42	10	0	350
Total	11	22	168	0	185	84	65	1	265	123	5	0	10	127	16	1	1083
				ام	40	40	05	ام	70	16	9	o l	4	45	0	0	294
08:00 AM	4	13	32	0	43	19	25 18	0	79 46	27	8	0	3	29	8 7	ő	236
08:15 AM	0	12	32	0	34	20	23	8	46 35	19	ő	ŏ	7	34	4	ő	200
08:30 AM	0	6	39	0	30	6 10	23 13	8	38 38	17	Ô	6	ó	17	2	0	172
08:45 AM		10	42	0	22	55	79	0	198	79	17	0	11	125	18	0	902
Total	5	41	145	0	129	ວວ	79	0	190	19	17	0 1	11	123	10	U	302
												- 1				_	1
04:00 PM	0	29	52	0	31	29	38	0	· 29	6	3	0	2	22	4	0	245
04:15 PM	1	15	54	0	37	21	48	0	25	13	0	0	1	19	0	0	234
04:30 PM	2	33	47	0	40	21	52	0	23	13	3	0	4	21	1	0	260
04:45 PM	3	22	36	0	34	15	40	0	23	22	0	0	<u> </u>	10	2	0	207
Total	6	99	189	0	142	86	178	0	100	54	6	0	7	72	7	0	946
05:00 PM	2	30	28	o l	43	24	42	اه	30	14	4	01	6	17	0	0	240
05:15 PM	3	45	60	ŏ	48	23	38	٥l	34	13	3	0	1	17	0	0	285
05:30 PM	'n	30	56	ŏ	46	22	43	ō	23	19	1	ol	0	26	1	0	267
05:45 PM	2	41	33	ŏ	49	25	46	ŏ	34	23	0	0	4	16	2	0	275
Total	7	146	177	0	186	94	169	0	121	69	8	0	11	76	3	0	1067
Grand Total	29	308	679	οl	642	319	491	11	684	325	36	٥l	39	400	44	1	3998
Apprch %	2.9	30.3	66.8	ŏ	44.2	22	33.8	0.1	65.5	31.1	3.4	٥l	8.1	82.6	9.1	0.2	
Total %	0.7	7.7	17	ŏ	16.1	-8	12.3	Ö	17.1	8.1	0.9	ō	1	10	1.1	0	
TOTAL 76	0.7	,	• • •	٠,		•		• 1			,,,	- •	-			_	

624 Gardenia Terrace, Delray Beach, Florida 33444 Phone (561) 272-3255

NW 170th Street & NW 87th Avenue

Miami Lakes, Florida

Counted By: Itzhak Bendahan

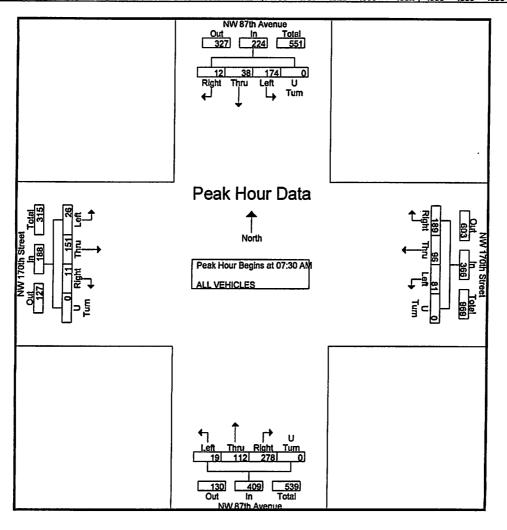
Not Signalized

File Name: NW170thStreet&87thAvenue

Site Code : 100117

Start Date : 12/7/2010

				venue				170th						venue					Street		}
			om No	orth			F	rom E	<u>ast</u>			<u>Fr</u>	<u>om So</u>	<u>uth</u>			F	rom W	est		
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	UTurn	Ann Total	Int. Total
Peak Hour An	alysis F	rom 07	:00 AN	1 to 08:4	5 AM -	Peak 1	of 1														11111 1 01111
Peak Hour for	Entire	Interse	ction B	egins at	07:30 A	M															
07:30 AM	3	3	62	٠ ٥	68	51	23	21	0	95	66	37	1	0	104	4	35	1	0	40	307
07:45 AM	5	10	48	0	63	61	34	17	0	112	87	32	1	Õ	120	3	42	10	ŏ	55	350
08:00 AM	4	13	32	0	49	43	19	25	0	87	79	16	9	Ö	104	1	45	8	ā	54	294
08:15 AM	0	12	32	0	44	34	20	18	Ō	72	46	27	8	Ŏ	81	3	29	7	ñ	39	236
Total Volume	12	38	174	0	224	189	96	81	0	366	278	112	19	ō	409	11	151	26	0	188	1187
% App. Total	5.4	17	77.7	0		51.6	26.2	22.1	ō	,,,,	68	27.4	4.6	Ŏ		5.9	80.3	13.8	ō	.00	
PHF	.600	.731	.702	.000	.824	.775	.706	.810	.000	.817	.799	.757	.528	.000	.852	.688	.839	.650	.000	.855	.848



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

NW 170th Street & NW 87th Avenue

Miami Lakes, Florida

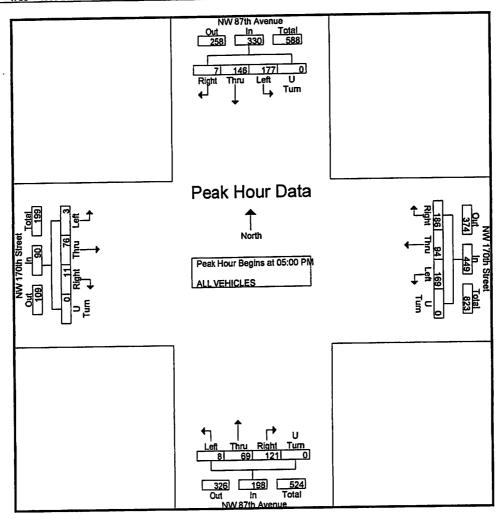
Counted By: Itzhak Bendahan

Not Signalized

File Name: NW170thStreet&87thAvenue

Site Code : 100117 Start Date : 12/7/2010

			87th A					170th					87th A	venue uth			• • • •	170th rom W			
Start Time	Righ		Left		App. Total	Righ t	Thru	Left	U Turn	App. Total	Righ t	Thru	Left	U Turn	App. Total	Righ t	Thru	Left	U Turn	App. Total	int. Total
Peak Hour An Peak Hour for	alysis f	rom 04	4:00 PN	I to 05: egins a	45 PM - t 05:00 F	Peak 1 PM	of 1	_							40	ء ا	47	0	0	23	l 240
05:00 PM	2	30 45	28 60	0	60 108	43 48	24 23	42 38	0	109 109	30 34	14 13	3	0	48 50	6	17 17	0	0	18	285
05:15 PM 05:30 PM	0	30	56	Ö	86	46	22 25	43 46	0	111 120	23 34	19 23	1	0	43 57	0 4	26 16	1 2	0	27 22	267 275
O5:45 PM Total Volume	7	41 146	<u>33</u> 177	0	76 330	186	94	169	0	449	121	69	8	0	198	11 12.2	76 84.4	3.3	0	90	1067
% App. Total	2,1 .583	.811	53.6 .738	.000	.764	.949	20.9 .940	37.6 .918	.000	.935	.890	34.8 .750	.500	.000	.868	.458	.731	.375	.000	.833	.936



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

NW 170th Street & NW 82nd Avenue

Miami Lakes, Florida

Counted By: Sebastian Salvo

Signalized

File Name: NW170thStreet&82ndAvenue

Site Code : 100117 Start Date : 12/7/2010

Page No : 1

Groups Printed- ALL VEHICLES

1			lvenue	•	N	W 170th	Street		N	W 82nd	Avenue	1	l N	lW 170th	Street		
		From No				From E	East			From S	South			From V	Vest		
	Right	Thru	Left	U Turn	Right	Thru	Left	U Tum	Right	Thru		U Turn	Right	Thru	Left	U Turn	int. Total
07:00 AM	2	88	5	0	4	8	19	0	11	34	49	0	104	24	0	1	349
07:15 AM	1	79	2	0	2	24	29	0	35	48	50	0	85	29	0	0	384
07:30 AM	1	83	2	0	1	47	33	0	24	42	54	0	107	18	1	0	413
07:45 AM	0	104	2_	0	3	58	51	0	20	48	58	0	91	14	1	0	450
Total	4	354	11	0	10	137	132	0	90	172	211	0	387	85	2	1	1596
08:00 AM	0	109	3	ol	3	30	53	٥l	14	49	45	٥l	104	13	1	0	424
08:15 AM	Ŏ	118	2	ŏ	3 2	23	59	ŏ	15	39	41	ŏl	126	14	ó	ŏ	439
08:30 AM	Ŏ	91	7	٥l	1	17	41	o l	17	23	40	ŏl	93	20	ž	1	353
08:45 AM	1	66	6	ō	Ò	12	36	٥l	14	32	33	ŏl	83	27	3	ò	313
Total	1	384	18	0	6	82	189	0	60	143	159	Ö	406	74	6	1	1529
04:00 PM	0	42	8	0	3	31	23	0	12	61	82	0	69	20	1	0	352
04:15 PM	2	39	1	0	1	26	17	0	20	59	95	0]	77	19	1	0	357
04:30 PM	2	40	0	0	3	27	20	0	19	71	86	0	67	25	1	0	361
04:45 PM	1	51	5	0	3	26	23	0	18	69	62	0	63	14	1_	0	336
Total	5	172	14	0	10	110	83	0	69	260	325	0	276	78	4	0	1406
05:00 PM	0	59	0	0	0	22	31	0	32	104	83	٥l	71	10	1	٥l	413
05:15 PM	3	32	6	0	1	32	27	0	32	77	101	0	94	20	1	0	426
05:30 PM	2	67	2	0	3	24	25	0	44	95	98	0	91	17	1	o l	469
05:45 PM	1	49	7	0	9	32	29	0	25	91	89	0	77	17	1	0	427
Total	6	207	15	0	13	110	112	0	133	367	371	0	333	64	4	0	1735
Grand Total	16	1117	58	0	39	439	516	0	352	942	1066	0	1402	301	16	2	6266
Apprch %	1.3	93.8	4.9	0	3.9	44.2	51.9	0	14.9	39.9	45.2	0	81.5	17.5	0.9	0.1	
Total %	0.3	17.8	0.9	0	0.6	. 7	8.2	0	5.6	15	17	0	22.4	4.8	0.3	0	

624 Gardenia Terrace, Delray Beach, Florida 33444 Phone (561) 272-3255

NW 170th Street & NW 82nd Avenue

Miami Lakes, Florida

Counted By: Sebastian Salvo

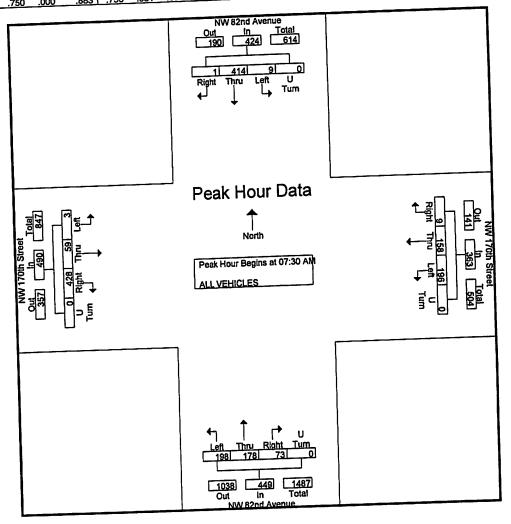
Signalized

File Name: NW170thStreet&82ndAvenue

Site Code : 100117

Start Date : 12/7/2010

NW 82nd Avenue From North Otat Time Right Thru Left U Turn Age, Total	NW 170th Street From East Right Thru Left UTurn App. Total	NW 82nd Avenue From South Right Thru Left U Turn App. Total	NW 170th Street From West Right Thru Left U Turn App. Total Int. Total
Start Time Right Thru Left U Turn App. Total	Peak 1 of 1 AM 1 47 33 0 81 3 58 51 0 112 3 30 53 0 86 2 23 59 0 84 9 158 196 0 363 2.5 43.5 54 0	73 178 198 0 449 16.3 39.6 44.1 0	107 18 1 0 126 413 91 14 1 0 106 450 104 13 1 0 118 424 126 14 0 0 140 439 428 59 3 0 490 1726 87.3 12 0.6 0 .849 .819 .750 .000 .875 .959



624 Gardenia Terrace, Delray Beach, Florida 33444 Phone (561) 272-3255

NW 170th Street & NW 82nd Avenue

Miami Lakes, Florida

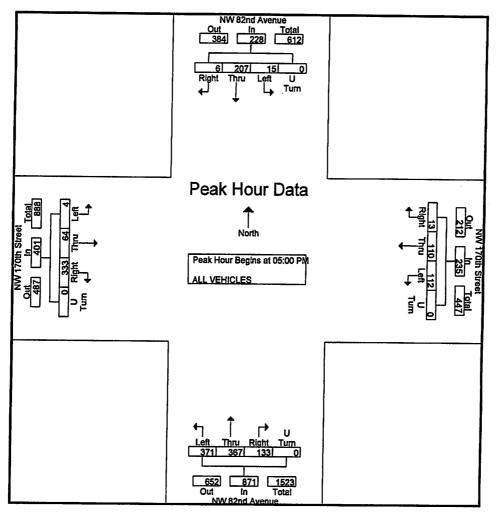
Counted By: Sebastian Salvo

Signalized .

File Name: NW170thStreet&82ndAvenue

Site Code : 100117 Start Date : 12/7/2010

			2nd A om No					170th rom E					B2nd A rom So	venue				170th		_	Ì
Start Time	Righ t	Thru	Left	U Turn	App. Total	Righ t	Thru	Left	U Turn	App. Total	Righ	Thru	Left	UTurn	App. Total	Righ	Thru	Left	U Turn	App. Total	int. Total
Peak Hour An	alysis F	rom 04	:00 PN	1 to 05:	45 PM -	Peak 1	of 1				<u> </u>										<u> </u>
Peak Hour for	Entire	Interse	ction B	egins a	t 05:00 F	M															
05:00 PM	0	59	0	٠ ٥	59	0	22	31	0	53	32	104	83	0	219	71	10		•	00	
05:15 PM	3	32	6	0	41	1	32	27	Ō	60	32	77	101	ñ	210	94	20	•	0	82	413
05:30 PM	2	67	2	0	71	3	24	25	ō	52	44	95	98	ñ	237	91	17		0	115	426
05:45 PM	1	49	7	Ó	57	9	32	29	ŏ	70	25	91	89	ň	205	77	17	- !	Ū	109	469
Total Volume	6	207	15	0	228	13	110	112	0	235	133	367	371		871	333			<u> </u>	95	427
% App. Total	2.6	90.8	6.6	Õ		5.5	46.8	47.7	ň	-03	15.3	42.1	42.6	Ŏ	8/1		64	4	0	401	1735
PHF	.500	.772	.536	.000	.803	.361	.859	.903	.000	.839	.756	.882	.918	.000	.919	<u>83</u> .886	.800	1.000	0		



624 Gardenia Terrace, Delray Beach, Florida 33444 Phone (561) 272-3255

NW 154th Street & NW 82nd Avenue

Miami Lakes, Florida

Counted By: Maxie Espinosa

Signalized

File Name: NW154thStreet&82ndAvenue

235

34.5

63.3

16.5

0.1

Site Code : 100117 Start Date : 12/7/2010

Page No : 1

2.2

0.6

16.9

5.2

						Gro	ups Prini	ted- AL	L VEHIC	LES				W 154th	Stroot		
				— т	N	W 154th	Street		N'	w 82na /			N	From V			
	N,	W 82nd A	venue	ì		From E		1		From S			T		Left	U Tum	Int. Total
		From N			Dieba	Thru		Tum	Right	Thru	Left	U Tum	Right	Thru	57	0 10.11	650
Start Time	Right	Thru		U Tum	Right 25	110	18	0	16	8	5	0	3	135	57 75	Ö	604
07:00 AM	119	33	121	0	25 30	59	18	ō	10	20	3	0	11	143	75 57	1	581
07:15 AM	60	43	132	0	30 44	72	21	اة	14	27	9	0	7	68	57 58	ò	680
07:30 AM	77	43	141	0	63	103	41	2	10	26	7	0	2	97	247	1	2515
07:45 AM	101	42_	128	0	162	344	98	2	50	81	24	0	23	443	241	,	2010
Total	357	161	522	0	102	344	30	-,				- 1		400	64	0	744
				•	43	106	51	3	23	19	12	0	4	123	84	ő	761
08:00 AM	112	46	138	0	43	119	31	ŏl	12	23	7	0	3	152	58	ŏ	637
08:15 AM	93	46	150	1	39	92	40	11	9	18	11	0]	111	34	ő	530
08:30 AM	78	52	127	0	44	83	38	11	16	11	6	0		76 462	240	0	
08:45 AM	55_	44	121	0	166	400	160	5	60	71	36	0	9	402	240	·	
Total	338	188	536	'	1 100	400											
																•	603
					1	404	46	2	16	34	13	0	2	107	56	0	545
04:00 PM	23	19	73	0		131	40	ō	21	30	5	0	7	81	55	. 0	
04:15 PM	36	23	51	0		112	49	1	17	46	9	0	3	96	65	0	
04:30 PM	41	22	65	0		111 98	42	i	37	35	13	0		80	59		
04:45 PM	37	24	73	0	76	452	177	4		145	40	0	13	364	235	0	233/
Total	137	88	262	0	329	452	177	•	,			_	1 4	100	55	1	722
				^	l 97	165	51	1	32	53	17	0	1 !	108	53 53		1
05:00 PM	46	21	74	0	1	185	75	1	18	70	24	0	1 4	127	53 57		811
05:15 PM	55	21	76	0	114	172	58	1	22	68	17	0	7	131	57 70		
05:30 PM	56	31	77	0	114	166	51	5	22	61	14	0	3	120	70		3106

94

2.8

0.5 0.2

28.9

9.8

52.1

17.7

18.5

6.3

16.8

32.7

9.9

05:45 PM

Grand Total

Apprch % Total %

Total

50.5

15.3

624 Gardenia Terrace, Delray Beach, Florida 33444 Phone (561) 272-3255

NW 154th Street & NW 82nd Avenue

Miami Lakes, Florida

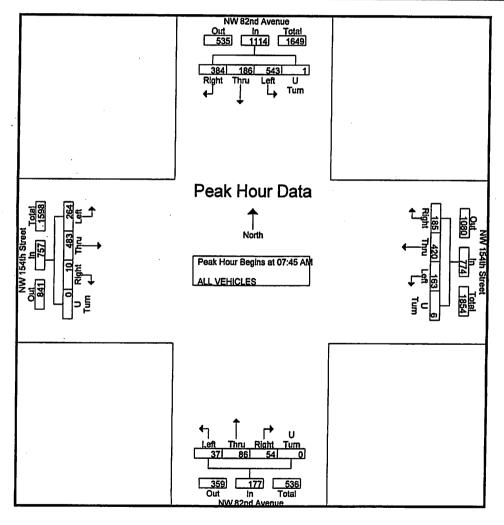
Counted By: Maxie Espinosa

Signalized

File Name: NW154thStreet&82ndAvenue

Site Code : 100117 Start Date : 12/7/2010

		Fr	om No				F	154th rom E					32nd A	venue				154th rom W		-]
Start Time	Right	Thru	Left	U Tum	App. Total	Right	Thru	Left	UTum	App. Total	Right	Thru	Left	U Tum	App. Total	Right	Thru	Left	U Tum	Am Total	int. Total
Peak Hour An	alysis f	From 07	100 AN	A to 08:4	15 AM -	Peak 1	of 1												0 , 5	THAT TOWN	in ion
Peak Hour for	Entire	Interse	ction B	egins at	07:45 A	M															
07:45 AM	101	42	128	Ŭ 0	271	63	103	41	2	209	10	26	7	0	43	2	97	58	٥	157	680
08:00 AM	112	46	138	0	296	43	106	51	3	203	23	19	12	ō	54	4	123	64	ň	191	744
08:15 AM	93	46	150	1	290	40	119	31	0	190	12	23	7	Ŏ	42	3	152	84	ŏ	239	761
08:30 AM	<u>78</u>	52	127	0	257	39	92	40	1	172	9	18	11	Õ	38	1	111	58	ŏ	170	637
Total Volume	384	186	543	1	1114	185	420	163	6	774	54	86	37	Ŏ	177	10	483	264	0	757	2822
% App. Total	34.5	16.7	48.7	0.1		23.9	54.3	21.1	0.8		30.5	48.6	20.9	Ŏ		1.3	63.8	34.9	ő	,	LULL
PHF	.857	.894	.905	.250	.941	.734	.882	.799	.500	.926	.587	.827	.771	.000	.819	.625	.794	.786	.000	.792	.927



624 Gardenia Terrace, Delray Beach, Florida 33444 Phone (561) 272-3255

NW 154th Street & NW 82nd Avenue

Miami Lakes, Florida

Counted By: Maxie Espinosa

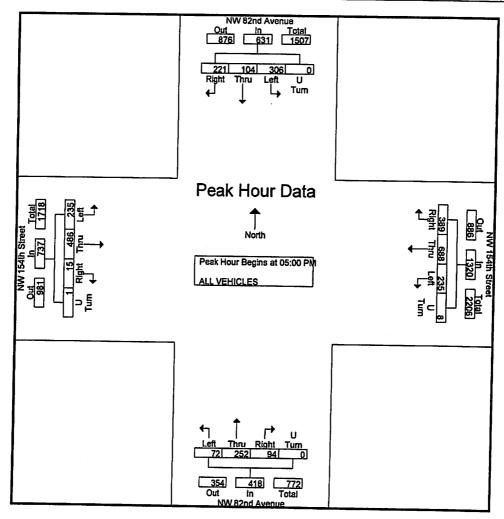
Signalized

File Name: NW154thStreet&82ndAvenue

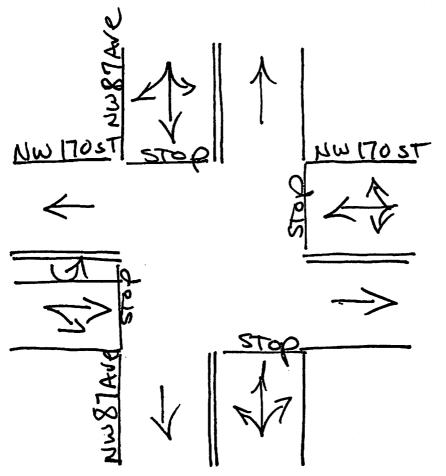
Site Code : 100117

Start Date : 12/7/2010 Page No : 3

			2nd A om No	venue orth			F	154th rom E	Street ast				32nd A om So	venue				154th rom W			
Start Time	Righ t	Thru	Left	U Turn	App. Total	T	Inru	Left	UTurn	App. Total	Righ	Thru	Left	U Turn	App. Total	Righ	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour An	alysis F	rom 04	:00 PN	1 to 05:	45 PM -	Peak 1	of 1		•							-					<u> </u>
eak Hour for	Entire	Interse	ction B	egins a	t 05:00 F	M															
05:00 PM	46	21	74	0	141	97	165	51	1	314	32	53	17	0	102	1	108	55	•	105	1
05:15 PM	55	21	76	0	152	89	185	75	1	350	18	70	24	ŏ	112	4	127	53	,	165	722
05:30 PM	56	31	77	0	164	114	172	58	1	345	22	68	17	ŏ	107	7	131	57	0	184	798
05:45 PM	64	31	79	0	174	89	166	51	5	311	22	61	14	ň	97	3	120	70	0	195	811
Total Volume	221	104	306	0	631	389	688	235	8	1320	94	252	72	<u> </u>	418	15	486		0_	193	775
% App. Total	35	16.5	48.5	0		29.5	52.1	17.8	0.6	. 320	22.5	60.3	17.2	0	710	15		235	1	737	3106
PHF	.863	.839	.968	.000	.907	.853	.930	.783	.400	.943	.734	.900	.750	.000	.933	.536	65.9 .927	31.9 .839	.250	.945	







Miami Lakes, Florida December 08, 2010 drawn by! Luis Palomino not signalized



12011MA	4 5 1	NW 1705T
NW82AVE	1 5	

Miami Lakes, Florida December 08,2010 drawn by: Luis Palomino Signalized

North

NW1545T NW154T
> Miami Lakes, Florida December 08,2010 drawn by! Luis falomino Signalized

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

			Beach, Volum								Pag	e 1
****	****	****	*****	****	****	*****	****	****	****	*****	****	****
Data File Station Identifica Start date Stop date City/Town Location *********	ation	: 0000 : 0098 : Dec : Dec : Miam	7, 10 7, 10 i Lakes	5, Flor	·~+h ~	Sta Sto Cou f NW 15	LPD S	me : me :	15 min 00:00 24:00 Dade		****	***
**************************************	*****		Nor	thbour	nd Vol	ume for	Lane	1				
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15 30 45 00	8 6 3 7	2 1 2 2	0 3 1 3	2 1 0 0	1 0 2 3	3 0 2 6	3 6 11 19	37 69 108 152	206 210 124 35	37 33 48 36	35 33 30 31	29 29 38 34
Hr Total	24	7	7	3	6	11	39	366	575	154	129	130
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15 30 45 00	44 41 45 30	38 39 60 70	56 62 145 146	119 76 86 88	92 91 83 92	80 89 96 88	83 72 68 84	96 69 71 75	37 60 43 46	37 38 46 28	15 28 18 22	19 12 11 5
Hr Total	160	207	409	369	358	353	307	311	186	149	83	47
24 Hour To AM peak ho ************************************	otal our be	egins :	4390 07:45 14:30	AM PM ****	peak peak *****	volume volume *****	: 69 : 48 *****	92 36 *****	Peak h Peak h	our fac	ctor :	0.82 0.83
	00	01	02	03	04	05	06	 07	08	09	10	11
End Time								90	110	 57	54	44
15 30 45 00	1 4 5 0	0 0 5 4	2 0 0 2	1 1 2 1	3 5 1	5 6 10 20	16 25 45 79	100 95 89	104 109 68	75 62 46	62 46	44 44 53
Hr Total	10	9	4	5	12	41	165	374	391	240	204	185
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15 30 45 00	50 30 33 30	38 43 36 41	42 32 40 45	127 81 57 51	57 44 58 51	57 54 52 46	52 52 42 49	39 55 31 34	35 35 28 30	21 15 13 16	15 9 13 11	6 8 6 4
Hr Total	143	158	159	316	210	209	195	159	128	65	48	24
24 Hour To AM peak h PM peak h	our be	egins :	: 15:00	PM	peak	volume	: 33	16	Peak h	our fac	ctor :	0.62

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

Volume Report with 24 Hour Totals Page 2 ******************* Data File : D1207002.PRN Station : 000000120602 Identification: 009845970075 Interval : 15 minutes Start date : Dec 7, 10 Start time : Stop date : Dec 7, 10 Stop time : City/Town : Miami Lakes, Florida County : Location : NW 79th Avenue North of NW 155th Street Start time : 00:00 Stop time : 24:00 County : Dade ************************* Total Volume for All Lanes End Time 00 01 02 03 04 05 06 07 08 09 10 11 _____ ---- -------- --------
 15
 9
 2
 2
 3
 4
 8
 19
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 316
 94
 89

 30
 10
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 2
 3
 6
 31
 169
 314
 108
 95

 45
 8
 7
 1
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 7
 12
 56
 203
 233
 110
 76

 00
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 26
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 241
 103
 82
 73
 ----73 73 82 87 Hr Total 34 16 11 8 18 52 204 740 966 394 333 315 ______ --------End Time 12 13 14 15 16 17 18 19 20 21 22 23 --------------
 15
 94
 76
 98
 246
 149
 137
 135
 135
 72
 58
 30

 30
 71
 82
 94
 157
 135
 143
 124
 124
 95
 53
 37

 45
 78
 96
 185
 143
 141
 148
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 102
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 59
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 00
 60
 111
 191
 139
 143
 134
 133
 109
 76
 44
 33
 25 20 17 9 --------- ------------____ ------------Hr Total 303 365 568 685 568 562 502 470 314 214 131 24 Hour Total : 7844

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

	De	elrav :	urvey SI Beach, I Volum	Florid	a 334	144 Ph	one	(561) 2 Totals	272-325	55	Pag ****	e 1 ****
********** Data File Station Identificat Start date Stop date City/Town Location *******	tion	: D120 : 0000 : 0096 : Dec : Dec : Miam	******* 7003.PRI 0012060 0065002 7, 10 7, 10 ni Lakes 70th St	****** 0 , Flor reet E	****** ida ast 0: ****	Int Sta Sto Cou f NW 85	ervairt tip tinty	l : ime : ime : : ourt *****	15 min 00:00 24:00 Dade	nutes		
Dec 7			Eas	tbound	l Volu	me for						
End Time	00	01	02	03	04	05 	06	07 	08	09	10	11
15 30 45 00	6 8 6 5	2 2 3 0	1 3 2 0	2 1 3 2	1 7 4 9	20	38 65 107 125	122 103 145 141	105 98 107 97	95 84 67 69	63 48 67 67	60 63 60 40
Hr Total	25	7	6	8	21	64	335	511	407	315	245	223
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15 30 45 00	60 52 60 62	67 57 77 61	82 72 104 84	129 100 90 82	103 95 91 72	75 109 102 82	86 86	72 67 48	84 56 60 35	36 30 47 48	38 37 39 18	23 18 17 13
Hr Total	234	262	342	401	361	368	331	244	235	161	132	71
24 Hour To AM peak ho PM peak ho ********	otal our be our be		: 14:30 *****	PM *****	*****	volume volume ******	****	*****	Peak h Peak h	nour factions facting factions factions factions factions factions factions factions	ctor :	0.88 0.81 ****
		01	02	03	04	05	 06	 07	08	09	10	11
End Time 	00 17 11 6 4	8 3	4 1 1	3 1 2 0	3 4 4 2	2 5 5 2	15 15 25 45	57 70 90 116	88 66 55 40	51 35 41 41		33 53 37 47
Hr Total	38	20	7	6	13	14	100	333	249	168	138	170
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15 30 45 00	54 43 51 54	66 65 61 63	68 77 89 122	125 94 83 87	102 108 109 86	98 120 102 107	115 116 98 82	91 84 86 97	83 68 87 64	71 63 60 50	37 39 30 22	20 18 17 14
Hr Total	202	255	356	389	405	427	411	358	302	244	128	69
24 Hour To AM peak ho PM peak ho	our b	egins	. 17.15	DM	neak	volume	• 4	444	Peak I	nour fa	ctor :	0.93

Traffic Survey Specialists, Inc. 624 Gardenia Terrace

Delray Beach, Florida 33444 Phone (561) 272-3255 Volume Report with 24 Hour Totals Page 2 ********************** Data File : D1207003.PRN : 000000120604 Station Identification: 009600650020 Interval : 15 minutes Start date : Dec 7, 10 Start time
Stop date : Dec 7, 10 Stop time
City/Town : Miami Lakes, Florida County
Location : NW 170th Street East of NW 85th Court Start time : 00:00 Stop time : 24:00 : Dade ************************ Total Volume for All Lanes ------End Time 00 01 02 03 04 05 06 07 08 09 10 11 15 23 10 5 5 4 10 53 179 193 146 90 30 19 5 4 2 11 24 80 173 164 119 80 45 12 6 3 5 8 22 132 235 162 108 112 00 9 6 1 2 11 22 170 257 137 110 101 93 116 97 87 ----Hr Total 63 27 13 14 34 78 435 844 656 483 383 393 -----------End Time 12 13 14 15 16 17 18 19 20 21 22 23 ----____ ----150 254 205 173 201 163 167 107 75 43 149 194 203 229 202 151 124 93 76 36 193 173 200 204 188 134 147 107 69 34 206 169 158 189 151 154 99 98 40 27 15 114 133 95 122 30 45 111 138 193 00 116 124 206 169 158 189 151 ---------------------_ _ _ _ ___. ____ Hr Total 436 517 698 790 766 795 742 602 537 405 260 140 ______

24 Hour Total : 10111

AM peak hour begins: 07:15 AM peak volume: 858 Peak hour factor: 0.83 PM peak hour begins: 14:30 PM peak volume: 847 Peak hour factor: 0.83 *************************

Page 1 of 1

QC JOB #: 10516409 DIRECTION: NB Jun 29 2010 - Jul 01 2010 Aversone Week Profile	Average	S	a	w) 6	-				A second to the second section	对 在1000年1000年1000年1000年1000年1000年1000年100	A DESCRIPTION OF PARTY.	少是常常是在日本的					THE STATE OF THE PROPERTY REALISTINGS AND ADDRESS OF THE PARTY OF THE	DESCRIPTION OF THE PROPERTY OF	という を子えのるようなのははなる	では、一般のできる。	A STATE OF THE PERSON OF THE P		are serviced									SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)
DATE	Average Week	22	4	13	~	12	32	88 6	508	169	163	161	174	161	160	179	214	250	235	197	175	96	59	3305				8:00 AM	231	5:00 PW 284		SOURCE: Quality Cou
	Sun																															
	Sat																											-			-	
	Average Weekday	Hourly Traffic	77	<u>. 6</u>		12	32	88	500	231	169	163	161	164	5 6	179	214	284	250	235	181	6/1	06 S	3305			100.0%	R-00 AM	231	5:00 PM	707	
St	Thu Fri	01-Jul-10	28	14	ດ (o ç	ر د	53 73	204	220	188	174	142	180	164	155	200	272	250	272	202	187	120	6/	33/1	102.0%	102.0%		8:00 AM 220	5:00 PM	272	
f NW 170th	Wed	9	23	2 5	30	~ !	1 5	၉ ၆	2 2	239	174	158	181	186	165	159	183	78.	249	216	198	167	94	25	3353	101.5%	101 5%	20101	8:00 AM	5:00 PM	281	
Ave 200' north o	ł	9	17	10	သ	∞	ത	78	6	508	145	159	160	157	154	168	175	220	253	219	193	172	75	56	3217	97.3%	27 207	97.576	8:00 AM	5:00 PM	301	
ype of report: Tube Count - Volume Data LOCATION: NW 87th Ave 200' north of NW 170th St SPECIFIC LOCATION: 10 ft from	CITY/STATE: Miami Lakes, FL	Start Time Mon	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AW	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	MG 00-8	MG 00:6	10:00 PM	11:00 PM	Day Total	% Weekday	Week	Average	AM Peak	Volume PM Peak	Volume	Comments:

Report generated on 7/2/2010 9:23 AM

Type of report: Tube Count - Volume Data	Tube Count	- Volume Data	6							Page 1 of 1
SPECIFIC LOCATION: 10 ft from	OCATION:	Ave 200' noi	rth of NW 17	oth St						
CITY/STATE: Miami Lakes, FL	: Miami L	akes, FL							. 110	
Start Time	Mon	Tue 29√un-10	Wed 30-Jun-10	Thu 01~Jul-10	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
12:00 AM		35	32			35		10	Houriy Traffic	T. C. S.
1:00 AM		. 19	18	78		7 8			3 8	3
2:00 AM		4	40	15		- 6			7 7	
3:00 AM		4	10	9		. "			<u>n</u> u	
4:00 AM		10	7	13		, =			0 7	= 6
5:00 AM		23	24	17		27			- 7	=
6:00 AM		9/	63	29		: 89 -			17	
7:00 AM		188	188	196		190			9 6	
8:00 AM		249	234	229		237			190	Carried Management
9:00 AM		195	237	223		218			236	ACT TO SELECT THE SELE
10:00 AM		175	187	205		189			7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	
11:00 AM		185	199	182		188			60	
12:00 PM		205	203	206		204			8 2	ALCONOMIC TO A STATE OF THE PARTY OF THE PAR
1:00 PM		206	200	206		204			204	
2:00 PM		180	203	211		198			100	
3:00 PM		210	247	223		226			130 376	THE PARTY OF THE P
4:00 PM		274	274	305		284			284	
5:00 PM		372	376	377		375			375	
6:00 PM		333	332	338		334			334	
7:00 PM		295	276	282		284			787	
8:00 PM		207	216	253		225			204 205	
9:00 PM		185	210	197		197			107	
10:00 PM		143	118	173		144			144	
11:00 PM		75	68	66		80			<u> </u>	Section 1
Day Total		3848	3966	4091		3958			3058	, and a second
% Weekday Average		97.2%	100.2%	103.4%						
% Week Average		97.2%	100.2%	103.4%		100.0%				
ANA Book										
Volume		8:00 AM 249	9:00 AM 237	8:00 AM 229		8:00 AM 237			8:00 AM	
PM Peak		5:00 PM	5:00 PM	5:00 PM		5:00 PM			167	
Volume		372	376	377		375			3.00 PW	
Comments:									25	
- Constant	- COUCH	70,0040,000,000								

Report generated on 7/2/2010 9:23 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

Page 1 of 1	ii.	Average W Hourly Tra	-	2 4 3 5	7 0 0	3	20 (Tarates) 37	39	32 (February 1978)		47	38 (7.59) (7.59) (7.59)	A1		74 September Sep		55		19 (Ferring)	806				10:00 AM 42	5:00 PM 74
. •	ay Sat		10 7	4 W	ო დ	20	38	32	30	47	38	50	38	74	68	55	48	29	808			100.0%	10:00 AM	5:00 PM	74
Volume Data St 300' west of NW 87th A 10 ft from es, FL Tue Wed	29-Jun-10 30-Jun-10 01-Jul-10	3 13 8 8			23	38 34 34			40 46			45 23			X &			18 783	1		102.9% 97.1% 103.0%	AM 8:00 AM	- 1	91 S8 65	10 9:23 AM
LOCATION: NW 154th SPECIFIC LOCATION: CITY/STATE: Miami Lak	12:00 AM	1:00 AM 2:00 AM	3:00 AM	5:00 AM	6:00 AM 7:00 AM	8:00 AM	10:00 AM	11:00 AM	12:00 PM	2:00 PM	3:00 PM	4:00 PM 5:00 PM	6:00 PM	7:00 PM	Md 00:8	10:00 PM	11:00 PM	% Meekd	Average	% Week	AWerage	Volume	PM Peak	Comments:	Report generated on 7/2/2010 9:23 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Start Time Mon Tue 12:00 AM 29-Jur 1:00 AM 100 AM 4:00 AM 6:00									
	Tue W	Wed	Thu	듄	Average Weekday	Sat	Sun	DATE: Average Week	Average Week Profile
2:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM	9	5	01-Jul-10		Hourly Traffic	•		Hourly Traffic	•
1:00 AM 2:00 AM 3:00 AM 4:00 AM	23	28	20		23			23	223
2:00 AM 3:00 AM 4:00 AM	12	7	17		13			13	8
3:00 AM 4:00 AM	7	4	9		9			10	3
4:00 AM	က	7	ß		9			9	
E.OO AM	4	9	9		S		•	υ	
D.CC 715	2	,	0		_				
6:00 AM	9	ထ	7		7			7	· 65
7:00 AM	33	27	34		31			34	
8:00 AM	41	40	35		38			38	P. (Divine)
9:00 AM	44	46	40		43			43	100 miles (100 miles (
10:00 AM	63	28	23		28			28	The state of the s
11:00 AM	64	69	69		29			29	The state of the s
12:00 PM	77	78	82		6/			62	Transportation and the second
1:00 PM	89	74	96		79			62	SANTESCHICK STATES
2:00 PM	116	116	66		110			110	University of the second
3:00 PM	83	95	94		68			68	THE STATE OF THE S
4:00 PM	100	75	94		68			68	医工作的的工作的工作
5:00 PM	143	176	141		153			153	国際を発酵が毎間接続は 本派ものでき
6:00 PM	149	132	148	*	143			143	B 下级 (第二日) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
7:00 PM	136	133	117	÷	128			128	京中华社会的企业工作中国的工作工作工
8:00 PM	114	125	128		122.			122	では、文字の一般の一般の一般の一次では、
9:00 PM	88	108	106		100			91	大学を表現しません。 は、大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大
10:00 PM	63	69	82		72			72	2. 电影响的 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
11:00 PM	44	27	48		49			49	ELECTRICAL STATES
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% Weekday 95 Average	98.2% 102	102.6%	101.0%						
	98.2% 102	102.6%	101.0%		100.0%				
AM Peak 11:	11:00 AM 11:0	11:00 AM	11:00 AM		11:00 AM 67			11:00 AM	
	Ş	5:00 PM	6:00 PM		5:00 PM			5:00 PM	
Volume		176	148		153			153	
Comments:	i i								

624 Gardenia Terrace, Delray Beach, Florida 33444 Phone (561) 272-3255

NW 154th Street & NW 82nd Avenue

Miami Lakes, Florida

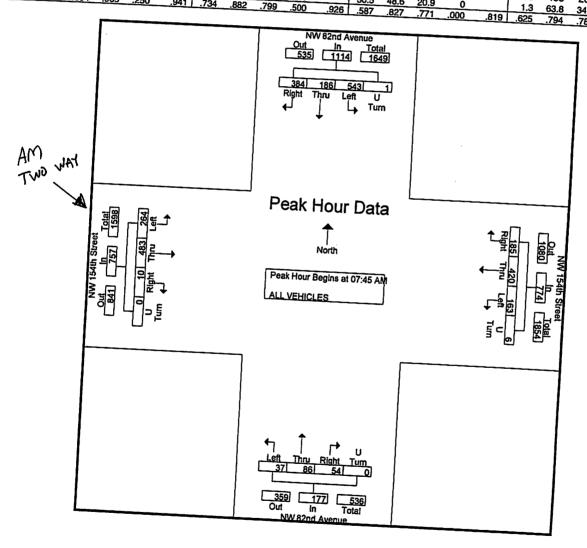
Counted By: Maxie Espinosa

Signalized

File Name: NW154thStreet&82ndAvenue

Site Code : 100117 Start Date : 12/7/2010

08:00 AM 112 46 138 0 296 43 106 51 3 203 23 19 12 0 54 4 123 64 0 157 68 08:15 AM 93 46 150 1 290 40 119 31 0 190 12 23 7 0 42 3 152 84 0 191 08:30 AM 78 52 127 0 257 39 92 40 1 172 9 18 11 0 38 1 111 58 0 170 08:30 AM 112 46 138 0 296 43 106 51 3 203 23 19 12 0 54 4 123 64 0 191 74 08:30 AM 78 52 127 0 257 39 92 40 1 172 9 18 11 0 38 1 111 58 0 239 76 08:30 AM 78 52 127 0 257 39 92 40 1 172 9 18 11 0 38 1 111 58 0 170 63 08:30 AM 78 52 127 0 257 39 92 40 1 172 9 18 11 0 38 1 111 58 0 170 63 08:30 AM 78 52 127 0 257 39 92 40 1 172 9 18 11 0 38 1 111 58 0 170 63 08:30 AM 78 52 127 0 257 39 92 40 1 172 9 18 11 0 38 1 111 58 0 170 63 08:30 AM 78 52 127 0 257 39 92 40 1 172 9 18 11 0 38 1 111 58 0 170 63 08:30 AM 78 52 127 0 257 39 92 40 1 172 9 18 11 0 38 1 111 58 0 170 63 08:30 AM 78 52 127 0 257 39 92 40 1 172 9 18 11 0 38 1 111 58 0 170 63 08:30 AM 78 52 127 0 257 25	Start Time Peak Hour An Peak Hour for 07:45 AM	alveie I	Thru From 0 Interse	Left 7:00 AM ction B	U Turn	App. Total	Right Peak 1		rom E		App. Total	Right	F	82nd A rom Sc Left		App. Total	Right	F	rom W			Int. Total
	08:00 AM 08:15 AM 08:30 AM Total Volume % App. Total	112 93 78 384 34.5	46 46 52 186 16.7	128 138 150 127 543 48.7	0 1 0 1 0	271 296 290 257 1114	63 43 40 39 185 23.9	106 119 92 420 54.3	51 31 40 163 21.1	3 0 1 6 0.8	203 190 172 774	23 12 9 54 30.5	19 23 18 86	7 11 37	0 0 0	54 42 38	4 3 1	123 152 111 483 63.8	64 84 58 264 34.9	0 0 0 0	157 191 239 170	680 744 761 637 2822



624 Gardenia Terrace, Delray Beach, Florida 33444 Phone (561) 272-3255

NW 154th Street & NW 82nd Avenue

Miami Lakes, Florida

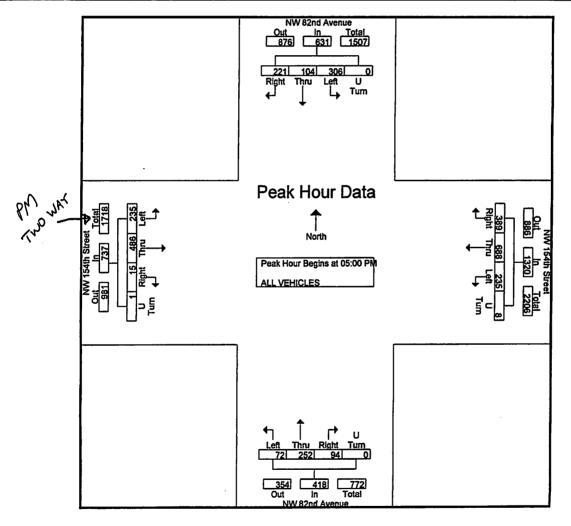
Counted By: Maxie Espinosa

Signalized

File Name: NW154thStreet&82ndAvenue

Site Code : 100117 Start Date : 12/7/2010

			32nd A om No	venue				154th rom E					32nd A rom So	venue				154th rom W			Ì
Start Time	Righ t	Thru	Left	U Turn	App. Total	Righ t	Thru	Left	U Turn	App. Total	Righ t	Thru	Left	U Turn	App. Total	Righ t	Thru	Left	U Tum	App. Total	int. Total
Peak Hour An							of 1														
Peak Hour for	Entire	Interse	ction B	egins a	t 05:00 F	M					_										
05:00 PM	46	21	74	0	141	97	165	51	1	314	32	53	17	0	102	1	108	55	1	165	722
05:15 PM	55	21	76	0	152	89	185	75	1	350	18	70	24	0	112	4	127	53	0	184	798
05:30 PM	56	31	77	0	164	114	172	58	1	345	22	68	17	0	107	7	131	57	0	195	811
05:45 PM	64	31	79	0	174	89	166	51	5	311	22	61	14	0	97	3	120	70	0	193	775_
Total Volume	221	104	306	0	631	389	688	235	8	1320	94	252	72	0	418	15	486	235	1	737	3106
% App. Total	35	16.5	48.5	0		29.5	52.1	17.8	0.6		22.5	60.3	17.2	0		2	65.9	31.9	0.1		İ
PHF	.863	.839	.968	.000	.907	.853	.930	.783	.400	.943	.734	.900	.750	.000	.933	.536	.927	.839	.250	.945	.957



Florida Department of Transportation

December 13, 2009

Start Date
December 08, 2009
Station
O400
Start Time
23:45

Site Description:

Miami Lakes Dr B/W NW 82nd Ave and NW 79th Ct

Time	1000	Dire	ction: E					ma atta - 1			
Time	/-	2nd 1/4	3rd 1/4	4th 1/2	Total	1st 1/2	2nd 1/4	rection: V			Combi
00:00	1	39	29	1	0 99	36		3rd 1/4			Tota
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02:00	15	10	6	7		10		9	12	53	7
03:00	3	15	17	10	1 1	5	•	9	8	34	7
04:00	44	29	43	85	1 1		•	10	6	25	7
05:00	85	79	89	175	1 1	8	6	6	8	28	22
06:00	230	312	357	328	11	5	26	23	33	87	51:
07:00	311	337	329	306	''	49	110	142	216	517	1744
08:00	376	412	377	324	1489	276	237	287	329	1129	2412
09:00	304	221	233	206	964	336	300	294	229	1159	2648
10:00	170	189	171	188		185	154	149	153	641	1605
11:00	213	157	140	204	718 714	142	138	156	164	600	1318
12:00	184	186	169	192		162	171	160	174	667	1381
13:00	182	193	171	199	731	193	169	190	193	745	1476
14:00	203	187	210		745	206	229	174	230	839	1584
15:00	217	276	286	218	818	193	219	229	258	899	1717
16:00	289	348	292	313	1092	260	388	401	387	1436	2528
17:00	435	369	426	389	1318	318	348	385	409	1460	2778
18:00	343	364		371	1601	404	391	381	327	1503	3104
19:00	181	139	279	231	1217	88	356	365	274	1083	2300
20:00	192	145	179	170	669	248	230	207	218	903	1
21:00	154	162	150	167	654	173	169	171	145	658	1572
22:00	86		137	87	540	148	148	123	118	537	1312
23:00	39	76 25	95	57	314	118	98	68	69	353	1077
	ა ა	35	36	25	135	67	55	41	37	200	667
		24 H	lour Tota	ıl 1	7065		24	Hour Tota			335
								1001 100	aı	15678	32743

	Directi	ion: E	Peak In Directi	formation			3274
	Hour	Volume	Hour	Volume		ed Directions	
A.M.	08:00	1489	07:45		Hour	Volume	
P.M.	16:45	1619	-	1259	07:45	2730	
Daily	16:45	1619	16:30	1589	16:45	3204	
Truck %			16:30	1589	16:45	3204	
7001 70	3.0	00	4.	00		3.00	

Direction			_			Class	ification	on Sui	mmar	y Data	abase	,					
E	47	16201	3 376	4 49	5 51	6 209	7 20	8 94	9 18	10	11	12	13	14	15	Tot Trk	Total V
	64	12806	2249	116	279	80	51	33	0	0	0	0	0	0	0	441 559	1706 1567

Florida Department of Transportation

December 13, 2009

County Station 0400

Start Date Start Time
December 09, 2009 23:45

23:45 | Roadway ID: 87000000

			ction: E					Dir	ection:W				Combined
Time	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	Total	15	it 1/4	2nd 1/4	3rd 1/4	4th 1/4	Total		Total
00:00	25	23	17	8	73		44	40	26	27	137		210
01:00	18	5	5	15	43		17	14	10	9	50		93
02:00	10	3	10	14	37		10	12	9	8	39		76
03:00	3	7	16	24	50		5	10	7	· 5	27		77
04:00	26	21	33	68	148	-	4	10	7	8	29		177
05:00	72	83	83	178	416	ŀ	8	17	22	35	82		498
06:00	238	346	367	331	1282		50	112	132	239	533		1815
07:00	313	379	336	348	1376	2	221	211	241	293	966		2342
08:00	329	414	353	240	1336	3	354	295	287	232	1168		2504
09:00	191	150	204	169	714	2	206	212	196	210	824	ł	1538
10:00	184	173	185	185	727	1	65	169	144	139	617		1344
11:00	160	189	181	166	696	1	61	164	182	186	693	- 1	1389
12:00	171	185	179	161	696	1	66	179	183	185	713		1409
13:00	169	184	162	174	689	1	97	189	241	253	880		1569
14:00	246	259	275	220	1000	3	09	252	242	247	1050		2050
15:00	222	291	266	313	1092	2	60	330	424	341	1355	İ	2447
16:00	290	326	333	447	1396	3.	21	337	341	350	1349	1	2745
17:00	407	476	393	351	1627 .	3	76	345	406	345	1472		3099
18:00	343	347	322	224	1236	3:	51	349	389	303	1392		2628
19:00	185	176	191	185	737	2	56	224	222	191	893	ı	1630
20:00	189	195	192	151	727	20	05	223	212	159	799	- [1526
21:00	160	112	158	104	534	17	73	135	142	129	579		1113
22:00	73	75	105	56	309	13	34	119	105	80	438		747
23:00	51	63	33	31	178		72	57	51	44	224	-	402
		2	4 Hour To	otal	17119			2	4 Hour To	otal	16309		33428

			Peak In	formation		
	Directi	on: E	Direction	on: W	Combine	d Directions
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:45	1444	07:45	1229	07:45	2673
P.M.	16:45	1723	16:45	1477	16:45	3200
Daily	16:45	1723	16:45	1477	16:45	3200
Truck %	2.	.00	3	.00		3.00

						Class	ificatio	on Sui	nmar	y Data	abase						
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	63	16298	389	25	33	200	29	72	9	0	0	1	0	0	0	369	17119
w	63	13467	2242	97	299	82	38	21	0	0	0	0	0	0	0	537	16309
															-	32.	

Station -- County -0400 87 Start Time Start Date .

- Site Description: -Miami Lakes Dr B/W NW 82nd Ave and NW 79th Ct

December 10, 2009 23:45

		Directi	ion: E					Dire	ection:W				Combined
Г	1st 1/4 2		3rd 1/4	4th 1/4	Total	ſ	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	Total		Total
Time	32	21	32	7	92	Ī	`40	30	32	29	131	- 1	223
00:00	32 8	7	3	7	25		19	12	12	12	55		80
01:00	15	11	5	10	41		8	5	6	5	24		65
02:00	10	5	20	15	50		6	5	11	8	30		80
03:00	38	48	40	84	210		1	10	10	18	39		249
04:00		40 67	109	183	425		9	17	23	34	83		508
05:00	66	319	291	369	1229		53	71	122	214	460		1689
06:00	250	325	335	286	1328		264	261	276	308	1109		2437
07:00	382	325 444	363	308	1500		328	321	312	282	1243		2743
08:00	385	209	200	170	850		227	189	145	143	704		1554
09:00	271	141	164	183	674		175	142	164	142	623		1297
10:00	186	189	169	187	723		141	157	156	167	621		1344
11:00	178	162	192	200	725		184	199	180	188	751		1476
12:00	171		168	209	724		206	189	210	223	828		1552
13:00	179	168	235	259	996		217	215	249	300	981		1977
14:00	231	271	235 294	295	1204		272	351	331	389	1343		2547
15:00	314	301	315	350	1290		358	419	371	356	1504		2794
16:00	287	338	315 479	368	1677		401	434	403	406	1644		3321
17:00	i	430		·	1076		378	430	290	294	1392		2468
18:00	1	319	284		696		269		192	205	890		1586
19:00	1	179	175	1	695		203			174	743		1438
20:00	l .	183	180	_	636		163				571		1207
21:00		125	164				113				423		759
22:00	l .	80	79		336		73				255		458
23:00	69	55			203 17405		<u></u>			ır Total	16447		33852
			24 Hou	r Total	17405	<u></u>			24.100			_	

	Directi	on: E	Peak Inf Direction	formation on: W	Combined	i Directions
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	08:00	1500	07:45	1269	07:45	2747
	17:00	1677	17:00	1644	17:00	3321
P.M. Daily	17:00	1677	17:00	1644	17:00	3321
Daily		.00		J.00		3.00

					(Classi	ficatio	n Sur	nmar	y Data	abase						
			2	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vo
Direction	7	2	3	•	•	_			40	۸	n	n	0	0	0	380	1740
E	54	16553	418	33	50	174	25	88	10	U	٠	•			0	581	1644
w	56	13573	2237	118	310	72	49	32	0	0	0	0	0	0	U	301	1044

Table 5-1 Study Area Tube Count Summary

						1	1	,		
SB	NW 154 Street & SR 826 Off Hamp	Ramp NB Ramp NB	Ramp NB	On/Off Ramps W Leg WB	Ramps W Leg EB	WB WW 134 Street & NW 79 Court	EB EB	NIM 154 Street & NIM 70 Court	Count Location	
12063	4718	4436	13705	17941	17527	13217	9885	veh.	PM	Wednesday
1398	555	610	1463	1930	1982	1370	1050	weh/h	PM	sday
8426	1785	2049	5751 14622	7050 18465	8946	4975 13224	4814	veh.	AM	
12358	4802	5019	14622	18465	17975	13224	4814 10027	veh.	PM	
1549	403	638	1316	1654	2203	1298	1093	Max veh/h	AM	뒬
1369	525	595	1446	1772	1914	1380	1007	Max veh/h	PM	ursday
20784	6587	7068	20373	25515	26921	18199	14841	veh.	A∥ Day	
1549	525	638	1446	1772	2203	1380	1093	Max veh/h.	All Day	
7598	1949	2173	5922	7519	9320	5373	5142	veh.	AM	Friday
1658	428	611	1321	1641	2175	1316	1182	Max veh/h.	AM	day

W 154	Street & N	WW 154 Street & NW 79 Court WB	WB									
	18-Nov				19-Nov				20-Nov			
	morning	afternoon	morning	afternoon	morning	afternoon	morning	afternoon	morning	afternoon	morning	afternoon
12:00		226			148	217			128			
12:15	*	182			106	198			97			
12:30		224			113	214			120			
12:45		236	0	898	95	204	462	833	122		467	0
00:		231			78	246			74	*		
1:15	*	230			63	201			75			
1:30		220			69	238			82	•		
1:45	*	236	0	917	54	239	264	924	64		298	5
5:00	*	272			36	252			54	*		
2:15		780			46	280			26	*		
2:30		256			24	566			\$			
2:45		272	0	1080	26	286	132	1084	32		182	0
3:00		306			21	318			19	*		
3:15		278			18	298			36	•		
3:30		280			18	300			22	•		
3:45	*	339	0	1203	24	286	81	1202	22		66	0
4:00	*	345			16	282			24	*		
4:15		314			15	268			33	•		
4.30		326			7	274			76			
4:45		312	0	1297	4	364	42	1188	56		189	0
5:00		330			7	364			15			
5:15	*	322			7	322			22	•		
5:30	*	323			8	304			6	•		
5:45		303	0	1278	13	284	35	1274	15		61	0
6:00		304			12	310			8			
6:15		297			=	292			8			
6:30		314			16	331			12			
6:45		313	0	1228	9	312	49	1245	16		44	٥
7:00		366			16	354			6			

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*	*				*	*	*	*										*		5373
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		1380				1362				1277				822	,			633		1380
		111				508				1031				1298				962		1298
356	340	330	372	308	328	354	336	335	320	286	228	215	188	191	161	148	172	152	13224	18199
20	29	46	54	86	164	204	228	210	253	340	372	341	275	310	274	248	206	234	4975	
		1370				1295				1127				847				707		1370
		0				0				0				0				0		0
305	348	351	348	335	318	294	297	314	268	248	186	237	206	218	190	200	162	155	13217	13217
*	*	*	*	•	•	•	*	*	*	*	*	*	*	*	*	*	*	*	0	
7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45		

19-Nov 19-Nov 19-Nov 19-Nov 19-Nov 114 114 114 116 1	54	Street & N	NW 154 Street & NW 79 Court EB	EB						20 100			
morning afternoon morning afternoon morning afternoon morning afternoon morning afternoon morning afternoon morning afternoon morning afternoon morning afternoon morning afternoon morning afternoon morning afternoon morning afternoon morning afternoon morning afternoon morning afternoon morning afternoon morning afternoon afterno	F	18-Nov				19-Nov				AONI-OZ	1000000	morning	afternoon
200 98 224 916 224 916 224 917 918 224 918 224 918 74	干	morning	afternoon	morning	afternoon	morning	afternoon	morning	afternoon	morning	* allel10011	8	
178 178 <td></td> <td></td> <td>220</td> <td></td> <td></td> <td>98</td> <td>224</td> <td></td> <td></td> <td>± 5</td> <td></td> <td></td> <td></td>			220			98	224			± 5			
7 212 60 213 301 856 74 7 350 0 8 210 0 820 61 203 301 856 73 7 <td>1.0</td> <td></td> <td>178</td> <td></td> <td></td> <td>82</td> <td>216</td> <td></td> <td></td> <td>£ 1</td> <td></td> <td></td> <td></td>	1.0		178			82	216			£ 1			
1 10 620 61 203 301 856 73 75	ī		212			09	213			74		250	c
1 100 63 225 74 58 74 74 74 74 75 <th< td=""><td>Tic</td><td>*</td><td>210</td><td>0</td><td>820</td><td>61</td><td>203</td><td>301</td><td>856</td><td>2</td><td></td><td>33</td><td></td></th<>	Tic	*	210	0	820	61	203	301	856	2		33	
** 184 48 180 48 180 74 ** 75 ** 75 ** 207 226 178 827 30 ** 237 0 ** 206 0 786 27 196 178 827 30 ** 237 0 ** 202 17 278 278 74 932 20 ** 109	1	*	190			63	225			28			
** 216 0 226 178 827 30 ** 237 0 ** 206 0 796 27 196 178 827 30 ** 237 0 ** 210 202 109 228 108 ** 109 23 109 ** 109 ** 109 23 ** 109 <th< td=""><td>T</td><td></td><td>184</td><td></td><td></td><td>48</td><td>180</td><td></td><td></td><td>74</td><td></td><td></td><td></td></th<>	T		184			48	180			74			
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** 213 * 220 42 220 17 * 58 * 261 * 226 8 226 42 927 12 * 58 * 232 0 926 8 226 42 927 12 * 58 * 246 11 249 * 13 * 58 * 71 6 * 246 0 986 6 244 31 944 20 * 71 6 * 246 0 986 6 236 * 6 236 * 71 71 * 223 10 30 205 18 6 236 * 9 * 7 * 223 10 846 10 208 27 853 8 * 51 * 237 237 24 214	T		220			6	235			9			
** 261 — 246 42 927 12 * 58 0 ** 232 0 926 8 226 42 927 12 * 58 6 ** 246 0 986 6 244 31 944 20 * 71 1 * 246 0 986 6 236 * 46 1 4	T	*	213			6	220			17			
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** 214 9 220 — 20 — 20 — 20 — 4 249 — 11 249 — 13 13 ** 14 249 — 13 14	Τ.,		232	0	926	8	226	42	927	12		8	
* 246 11 249 11 249 13 7 * 280 986 6 244 31 944 20 * 71 10 * 246 0 986 6 236 * 16 * 71 17 17 * 216 * 3 205 * 94 * 71 17 * 223 * 8 204 27 853 8 * 51 * 198 0 846 10 208 27 853 8 * 51 * 215 208 27 853 8 * 51 * 237 * 24 214 216 * 4 51 * 201 0 947 30 304 80 942 5 7	Т	*	214			6	220			<u>R</u>	.]		
* 280 986 6 234 31 944 20 * 71 1 * 246 0 986 6 234 31 944 20 * 71 1 * 216 0 986 6 236 0 6 236 * 71 1 * 203 0 846 10 208 27 853 8 * 51 6 * 215 0 846 10 208 27 853 8 * 51 6 * 215 0 846 10 208 27 853 8 * 51 6 * 237 14 216 24 214 214 214 214 214 214 214 214 214 214 214 214 214 214 214 214 214 214 214	Π.,	*	246			7	249			13			
** 246 0 986 6 244 31 944 20 * /// ** 216 — 3 205 — 16 * // </td <td></td> <td></td> <td>280</td> <td></td> <td></td> <td>5</td> <td>231</td> <td></td> <td></td> <td>8</td> <td></td> <td>]</td> <td></td>			280			5	231			8]	
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48	54	99	8	116	194	251	288	317	246	266	264	251	246	286	208	215	228	229	228	4814	
			1050				833				758				276				501		1050
			0				0				0				0				0		0
288	296	206	260	200	219	221	193	202	198	184	174	170	158	130	118	136	147	114	104	9885	9885
*	*	*	*	*	*	*	*	*	*	*	*	*		*						0	
7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45		

Crossroads Engineering Data, Inc.

13284 SW 120th Street Miami, FI 33186 Tel: 305-233-3997 Fax: 305-233-7720

CLIENT: Gannet Flemming

JOB NO.: 2009-86

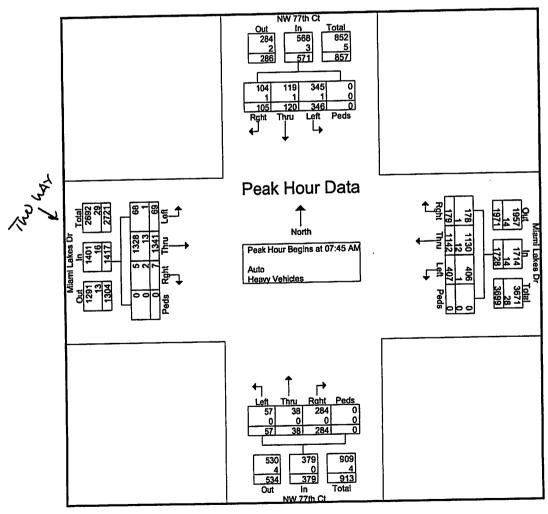
PROJECT: NW 154th Street Traffic Ops Ana

COUNTY: MIAMI-DADE

File Name: NW 77th Ct and Miami Lakes Drive

Site Code : 00000000 Start Date : 12/8/2009

		NIV.	V 77th	Ct			Mian	ni Lak	es Dr			NV	V 77th	Ct				ni Lak			
l l								om E		- 1		Fre	om So	<u>uth</u>			F!	rom W			
			om No			Data				App. Total	Raht	Thru	Left	Peds	App. Total	Rght	Thru	_Left_	Peds	App. Total	Int. Total
Start Time	Rght	Thru	Left	Peds		Rght			reus	App. Icus	139114	11114									
Book Hour Ar	nalvsis	From C	6:30 A	M to 08	3:45 AN	1 - Peal	(1011														
Peak Hour fo	r Entire	Inters	ection	Begins	at 07:4	D AIVI			_	400	70	19	22	0	120	2	314	14	0	330	1014
07:45 AM	22	26	86	0	134	36	300	94	0	430	79			0	128	ō	313	16	0	329	1023
08:00 AM	27	33	86	0	146	34	289	97	0	420	89	11	28	0	72	1	336	20	Ŏ	357	1007
08:15 AM	26	39	85	0	150	55	256	117	0	428	60	5	1	U		4	378	19	ň	401	1051
	30	22	89	ñ	141	54	297	99	0	450	56	3_	0	0_	59_	4			0	1417	4095
08:30 AM			346	0	571	179	1142	407	0	1728	284	38	57	0	379		1341	69		1417	4033
Total Volume	105	120		0	57 1	10.4	66.1	23.6	0		74.9	10	15	0		0.5	94.6	4.9	0		1 074
% App. Total		21	60.6		.952	.814	.952	.870	.000	.960	.798	.500	.509	.000	.740	.438	.887	.863	.000	.883	.974
PHF		.769	.972	000 <u></u>	.952 568	178	1130	.0.0									1328		_		00.0
Auto	104	119	345	•	99.5	99.4	98.9	99.8	0	99.2	100	100	100	0	100	71.4	99.0	98.6	0	98.9	99.2
% Auto	99.0	99.2	99.7	0	99.5	35.4	12	33.0	ő	14	0	0	0	0	0	2	13	1	0	16	33
Heavy Vehicles	1	1	1	0	3	1		00	_	0.8	ŏ	ŏ	ō	Ō	0	28.6	1.0	1.4	0	1.1	0.8
% Heavy Vehicles	1.0	0.8	0.3	0	0.5	0.6	1.1	0.2	0	0.6	, ,	U	·	·	•	. = >					



Crossroads Engineering Data, Inc. 13284 SW 120th Street Miami, FI 33186 Tel: 305-233-3997 For: 205-232-7720 File Name: N

Fax: 305-233-7720

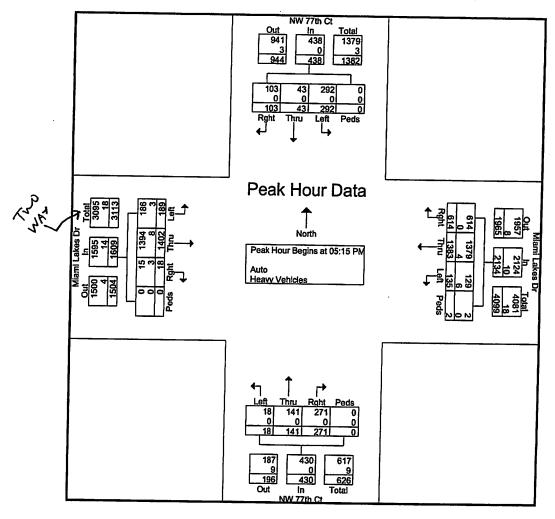
CLIENT: Gannet Flemming JOB NO.: 2009-86 PROJECT: NW 154th Street Traffic Ops Ana

COUNTY: MIAMI-DADE

File Name: NW 77th Ct and Miami Lakes Drive

Site Code : 00000000 Start Date : 12/8/2009 Page No : 3

			W 77tl				Mia	mi Lak	es Dr			N	W 77th	n Ct	·	Т	Mia	mi Lak	on De		1
			rom No	orth		L	F	rom E	ast		l		om So			i					
Start Time	Rght	Thru		Peds	App. Total	Raht	Thru	Left		App. Total	Poht			Peds		D-14		rom W			
Peak Hour A	nalysis	From	03:30	PM to 0	6:45 PN	1 - Pes	k 1 of	1	. 005	7 Арр. 10081	right	HINU	LUIL	Peas	App. Total	Rght	Thru	Left	Peds	App. Total	Int. Total
Peak Hour fo	r Entire	Inters	ection	Begins	at 05:1	5 PM		•													
05:15 PM	21	5	69	0	95	137	376	46	0	559	68	36	11	0	445		407		_	1	1
05:30 PM	23	11	54	0	88	141	318	27	ň	486	70	44	- 11		115	<u> </u>	407	49	0	463	1232
05:45 PM	33	9	76	Ō	118	152	365	32	4				1	0	115	5	382	56	0	443	1132
06:00 PM	26	18	93	ŏ	137				. !	550	60	34	2	0	96	1	306	52	0	359	1123
Total Volume	103	43				<u> 184</u>	324	30	1_	539	73	27	4	0	104	5	307	32	0	344	1124
			292	0	438	614	1383	135	2	2134	271	141	18	0	430	18	1402	189	n	1609	4611
% App. Total	23.5	9.8	66.7	0		28.8	64.8	6.3_	0.1		63	32.8	4.2	0		1.1	87.1	11.7	ň	1003	4011
PHF	780_	.597	.785	.000	.799	.834	.920	.734	.500	.954	.928	.801	.409	.000	.935	.643	.861	.844	.000	900	
Auto	103	43	292	0	438	614	1379								.000	.040	1394	.044	טטט.	869	.936
% Auto	100	100	100	0	100 [100	99.7	95.6	100	99.5	100	100	100	0	100	83.3	99.4	98.4	•	00.4	
Heavy Vehicles	0	0	0	0	0 /	0	4	6	0	10			100	Õ					0	99.1	99.5
% Heavy Vehicles	0	0	0	0	ŏl	Ŏ	0.3	4.4	ő	0.5	ŏ	0	ŭ	-	0	3	8	3	0	14	24
	•	•	•	·	٠,	U	0.5	7.4	U	ן פ.ט	U	U	0	0	0	16.7	0.6	1.6	0	0.9	0.5



Florida Department of Transportation

December 13, 2009

County Station O300

Start Date Start Tim

Site Description:

Miami Lakes Dr B/W NW 77th Ct and SB SR826 On- rmp

Start Time
December 08, 2009
Start Time
23:45

		Dire	ction: E					Die	ection:W				
Time	1st 1/4	2nd 1/4	3rd 1/4	4th 1/2	Total		1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	Total	•	Combined Total
00:00	37	36	26	2	3 122		50	29	35	22	136		258
01:00	16	14	10	9	9 49		28	11	13	9	61		110
02:00	10	10	20	12	2 52		15	9	17	15	56		108
03:00	18	13	22	17	7 70		11	9	12	5	37		108
04:00	40	41	41	80	202	ĺ	18	21	22	24	85		
05:00	102	105	142	185	534	ĺ	48	61	63	101	273	1	287
06:00	301	404	424	530	1659	ı	128	195	253	245	821	- 1	807
07:00	541	528	472	512	2053		328	385	384	404	1501		2480
08:00	481	457	439	411	1788		449	436	422	396	1703	- 1	3554
09:00	388	385	358	350	1481		366	354	335	338	1393		3491
10:00	370	365	365	337	1437		332	322	335	322	1311	ł	2874
11:00	375	389	412	394	1570	1	326	350	388	380	1444	- [2748
12:00	369	398	381	348	1496	ŀ	389	393	394	388	1564	-	3014
13:00	353	369	375	383	1480	- 1	392	351	372	357	1	ł	3060
14:00	370	403	413	384	1570		367	372	398	427	1472		2952
15:00	377	394	368	421	1560		402	479	525	484	1564		3134
16:00	456	460	468	499	1883	-	484	546	535		1890		3450
17:00	489	510	458	464	1921		525	510	531	496	2061		3944
18:00	448	394	427	385	1654		528	536		498	2064		3985
19:00	350	305	273	247	1175		411	375	556 207	451	2071		3725
20:00	270	221	234	215	940	ı	296	281	297	320	1403		2578
21:00	184	202	196	157	739		290	281	248	246	1071	1	2011
22:00	125	115	123	81	444		158		220	211	889		1628
23:00	68	56	50	52	226	- 1	81	138	109	95	500		944
_		24	Hour To	-+	26105	<u></u>		65	57	46	249	L	475
					20103			24	Hour To	tal	25619		51724

	Directi	on: E	Peak In Direction	formation on: W	Combine	d Directions	
	Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	06:45	2071	07:45	1711	07:15	3615	
P.M.	16:30	1966	17:45	2118	16:30		
Daily	06:45	2071	17:45	2118	16:30	4032	
Fruck %	6.	00	6.	.00		4032	

						Class	ificatio	n Su	mmar	v Data	abase)					
Direction	1	2	3	4	5	6	7	8	9	10	11						
E	184	21055	3364	281	821	241		-	-	10	11	12	13	14	15	Tot Trk	Total V
w	312	40040				241	5	71	82	0	1	0	0	0	0	1502	2610
**	312	19812	4023	301	736	335	12	88	0	0	0	0		•	-		
									-	•	٠	U	0	0	0	1472	256

Florida Department of Transportation

December 13, 2009

County — Station — 0300 — Start Date — Start Time — 23:45

Miami Lakes Dr B/W NW 77th Ct and SB SR826 On- rmp

			ction: E					Dir	ection:W				Combined	_
Time	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	Total	F	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	Total		Total	
00:00	25	29	33	28	115	1	49	42	23	28	142		257	
01:00	23	18	14	15	70		28	15	19	15	77		147	
02:00	11	14	21	21	- 67		16	13	11	16	56		123	Ì
03:00	23	10	20	23	76		7	19	13	15	54		130	
04:00	29	33	54	71	187	- 1	13	13	23	24	73		260	
05:00	92	106	165	211	574		46	49	77	95	267		841	1
06:00	312	417	438	523	1690		134	210	258	365	967		2657	1
07:00	541	495	477	484	1997		387	377	336	416	1516		3513	l
08:00	486	429	391	415	1721		464	430	366	409	1669	ı	3390	l
09:00	340	397	359	361	1457	ļ	426	402	386	372	1586	ļ	3043	l
10:00	368	344	309	332	1353		329	351	317	304	1301	1	2654	l
11:00	347	413	412	421	1593	İ	343	291	359	400	1393	- 1	2986	l
12:00	366	382	393	376	1517		405	363	376	399	1543	- 1	3060	l
13:00	382	362	425	426	1595		390	370	370	400	1530		3125	
14:00	419	447	398	383	1647	l	418	428	430	417	1693	1	3340	
15:00	372	386	388	348	1494	l	401	470	484	508	1863		3357	l
16:00	414	396	449	486	1745		496	529	560	446	2031	ı	3776	l
17:00	388	443	471	416	1718	ı	525	526	499	525	2075	- 1	3793	
18:00	417	426	366	332	1541		430	465	447	419	1761	- 1	3302	
19:00	331	282	314	246	1173		329	339	315	291	1274		2447	
20:00	288	284	245	223	1040		286	309	303	256	1154		2194	ĺ
21:00	201	180	182	158	721		246	195	193	195	829		1550	
22:00	122	128	134	110	494		190	137	144	118	589	- 1	1083	
23:00	81	78	63	51	273		98	73	65	57	293		566	
		2	4 Hour T	otal	25858			2	4 Hour To	otal	25736	 	51594	

	Directi	on: E	Peak In: Direction	formation on: W	Combined Directions			
	Hour	Volume	Hour	Volume	Hour	Volume		
A.M.	06:45	2036	07:45	1676	07:15	3535		
P.M.	16:45	1788	15:45	2093	16:30	3823		
Daily	06:45	2036	15:45	2093	16:30	3823		
Truck % 6.00		.00	5	.00		3.00		

	Classification Summary Database																
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	229	20706	3415	287	859	200	7	67	88	0	0	0	0	0	0	1508	25858
w	344	19923	4080	304	736	261	7	81	0	0	0	0	0	0	0	1389	25736

County — Station — 0300 — Start Date — Start Time December 10, 2009 — 23:45

		Dire	ction: E					Dir	ection:W			Combined
Time	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	Total	ſ	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	Total	Total
00:00	41	31	34	19	125	ĺ	49	23	33	29	134	259
	25	19	18	15	77		28	18	17	20	83	160
01:00	25 17	16	14	11	58		14	15	10	11	50	108
02:00	20	11	19	15	65		8	11	12	15	46	111
03:00		44	53	75	214		7	22	30	38	97	311
04:00	42		147	240	609	Ì	42	56	86	96	280	889
05:00	98	124	423	528	1639		149	210	235	294	888	2527
06:00	274	414	423	468	1847		349	389	410	405	1553	3400
07:00	524	444		391	1737		425	419	386	393	1623	3360
08:00	467	446			1489		335	386	340	339	1400	2889
09:00	421	382		346	1433		311	322	328	333	1294	2727
10:00	354	351	386	342			328	348	387	361	1424	2986
11:00	364			417	1562		376	385	394	363	1518	3060
12:00	387	397		388	1542		l	408		390	1582	3108
13:00	411	394		353	1526		403			440	1582	3155
14:00	344	407	405	417	1573		355				1	3282
15:00	377	396	396	325	1494		420			450	1788	ł
16:00	414	400	509	469	1792		455			523	1920	3712
17:00	438	432	421	444	1735		559	544			2174	3909
18:00	421	355	382	325	1483		501	492	436	404	1833	3316
19:00	319	300	281	258	1158		377	345	316	287	1325	2483
20:00	272		2 259	243	1016		308	306	251	304	1169	2185
21:00	204		3 230	199	841		257	218	200	244	919	1760
22:00	143			96	491		191	142	126	123	582	1073
23:00	93				284		92	2 86	104	64	346	630
20.50			24 Hou		25790		I		24 Hou	r Total	25610	51400

	Directi	on: E	Peak Inf Direction	formation on: W	Combined	1 Directions	
	Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	06:30	1919	07:30	1659	07:30	3451	
P.M.	16:30	1848	16:45	2181	16:45	3941	
Daily	06:30 1919		16:45	2181	16:45	3941	
Truck %	6	.00 .	5	5.00	6.00		

					(Classi	ficatio	on Sur	nmar	y Data	abase						
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vo
E	195	20679	3430	236	886	202	4	73	85	0	0	0	0	0	0	1486	25790
w	305	19843	4112	251	744	270	7	78	0	0	0	0	0	0	0	1350	25610

Type of report: Tube Count - Volume Data

LOCATION: NW 154th St 300' east of SR 826

CITIOLATE: Miami Lakes, FL		-ance, I L							
Start Time	Mon	Tue 29-Jun-10	Wed 30-Jun-10	Thu 01-Jul-10	Æ	Average Weekday	Sat Sun	Average Week	Average Week Profile
12:00 AM		127	- 11	li .		Houriy Hailic		Hourly Traffic	
1:00 AM		63	78	100		101		161	
2:00 AM		25	85	22		00		80	
3:00 AM		23	09	38		4 6		54	•
4:00 AM		43	39	35		30 40		40	0
5:00 AM		103	91	82		S C		39	-
6:00 AM		300	276	282		286		92	
7:00 AM		029	663	652		200		286	145 ST ST ST ST ST ST ST ST ST ST ST ST ST
8:00 AM		1049	1071	1072		1007		661	· 自动位 不安的 医含度水
9:00 AM		988	959	666		020		1064	1000年の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の
10:00 AM		854	798	849		973		626	The state of the s
11:00 AM		934	827	696		010		833	ではいるはいのないないないので
12:00 PM		1157	1127	1163		1140		910	上下の日本の本のないのないので
1:00 PM		1049	1107	1096		1084		1149	というないというというに またかのはまたいとうかんかい
2:00 PM		991	1029	1012		1010		1084	大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大
3:00 PM		964	1019	1027		1003		1010	
4:00 PM		1145	1021	1095		1087		1003	STORY CONTRACTOR OF THE STORY
5:00 PM		1306	1238	1305		1283		1901	9.00
6:00 PM		1244	1098	1236		1192		1783	
7:00 PM		1072	1040	1066		1059		1192	
8:00 PM		762	848	946		852		1059	できる はいしている というがんはまり かん
9:00 PM		723	764	773		753		852	1000年の東京の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の
10:00 PM		499	534	644		559		753	
11:00 PM		320	302	379		333		559	A William Control
Day Total		16411	16235	17060		16563		333	
% Weekday Average		99.1%	98.0%	103.0%				16563	
% Week									
Average		99.1%	80.86	103.0%		100.0%			
AM Peak Volume		8:00 AM 1049	8:00 AM 1071	8:00 AM 1072		8:00 AM		8:00 AM	
PM Peak Volume		5:00 PM 1306	5:00 PM	5:00 PM		5:00 PM		1064 5:00 PM	
Commonte.			1200	COCI		1283			

Report generated on 7/2/2010 9:23 AM

LOCATION	LOCATION: NW 154th St 300' east of SR 826	east of SR 826						Page 1 of 1
SPECIFIC L	SPECIFIC LOCATION: 10 ft from	Ε						QC JOB #: 10516408
X 21 10	Mon Lakes	1	ļ				DATE	Jun 29 2010 - Jul 01 2010
Start Time		Wed 10 30-Jun-10	Thu 01~lul-10	Fr	Average Weekday	Sat Sun	Average Week	.1.
12:00 AM	110	и	n		TOURIN TRAINE		Hourly Traffic	
1:00 AM	89		117		ကို မ		133	
2:00 AM	37	211	75		8 5		98	
3:00 AM	16		53		00 %		100	
4:00 AM	34	35	45		0 00		56	9
5:00 AM	123	112	125		8 6		- 86	0
6:00 AM	323	288	303		021		120	13%
7:00 AM	757	776	748		787		304	100 to 10
8:00 AM	1086	1106	1021		107		290	である。 では、これでは、 では、 では、 では、 では、 では、 では、 では、
9:00 AM	899	878	951		500		1071	これには、大学は大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大
10:00 AM	839	169	787		908		606	A SECTION STATE OF THE SECTION OF TH
11:00 AM	822	758	864		200		798	このできる はない 大きない ないかい はっかい
12:00 PM	266	979	066		2 0 0		814	のからの手を手 できまれてい
1:00 PM	1079	1090	1185		900		886	or an all the second second second second
2:00 PM	1004	666	030		9 9		1118	1、1の数のは、1000年の大学のは、1000年の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の
3:00 PM	895	696	626		0 0 0 10		978	Section of the Control of the Contro
4:00 PM	1038	1057	1037		740		947	्राक्षण करियोष्ट्रिय क्रिक्टिक्ट क्रिक्ट के अपने क्रिक्ट करिया करिया करिया करिया करिया करिया करिया करिया करिया
5:00 PM	1212	1227	1194		4 4 4		1044	The state of the s
6:00 PM	1173	1178	1165		1171		1211	大学 のない と のでは ないない ない
7:00 PM	966	1022	1023		7/17		1172	APA 記載の存む (本語の) おおり (本語の) とうじゅう
8:00 PM	700	682	867		1013		1013	· · · · · · · · · · · · · · · · · · ·
9:00 PM	540	616	667		94.0		749	一点の意味を含むない。
10:00 PM	424	509	600)09 (209	"Share a second to the second to the second
11:00 PM	286	330	354		511		511	このなるにはいいのできる。
Day Total	15458	15830	16199		323		323	103.48 (CA
% Weekday	1			1	13050		15820	
Average	%1.7%	100.1%	102.4%					
% Week	21							
Average	91.1%	100.1%	102.4%		100.0%			
AM Peak	8:00 AM	8:00 AM	8:00 AM		8:00 AM			
Volume	1086	1106	1021		1071		8:00 AM	
Volumo	5:00 PM	5:00 PM	5:00 PM		5:00 PM		10/1	
Comments:	7177	1227	1194		1211		3:00 FIW 1211	

Report generated on 7/2/2010 9:23 AM

Type of report: Tube Count - Volume Data

12:00 AM 1:00 AM	Start Time Mon Tue 29-Jun-10 12:00 AM 58 1:00 AM 27	Wed 30-Jun-10 65 28	Thu 01-Jul-10 75 36	Fri	Average Weekday Hourly Traffic 66	Sat	Sun	DATE: Average Week Hourly Traffic	DIRECTION: NB Lin 29 2010 - Jul 01 2010 Average Week Profile
2:00 AM 3:00 AM 4:00 AM 5:00 AM 6:00 AM 8:00 AM 9:00 AM	20 16 7 127 282 402 396	24 25 13 28 38 36 36 36 36 36 36 36 36 36 36 36 36 36	27 16 23 52 118 286 399 371		30 23 14 122 275 389 375		·	30 23 14 122 389 375	E O O O O O O O O O O O O O O O O O O O
11:00 AM 11:00 AM 1:00 PM 3:00 PM 4:00 PM 6:00 PM 7:00 PM 8:00 PM	3.23 3.18 4.13 3.82 4.01 5.02 6.56 6.34 6.34 4.37	374 334 333 455 388 463 678 677	344 347 400 400 488 678 678 678 888		347 333 386 373 471 484 671 671 560			347 333 386 373 471 471 671 679 560	CASSOCIATES EST. ENGLOPPER PRESENT ENGLOPPER PROPERTIES ENGLOPPER PRESENT ENGLOPPER P
9:00 PM 10:00 PM 11:00 PM Day Total	397 288 167 7297	413 271 138 7242	370 279 174 7563		393 279 159 7359			451 393 279 159 7359	Segretar casses Presentar
	99.2% 99.2% 8:00 AM	2	102.8% 102.8% 8:00 AM		100.0% 8:00 AM			A OO AM	
Volume PM Peak Volume	402 5:00 PM 656	374 6:00 PM 727	399 5:00 PM 679		389 6:00 PM 679			389 6:00 PM 679	

Report generated on 7/2/2010 9:23 AM

SPECIFIC LOCATION: 10 ft from CITY/STATE: Miami Lakes, FL Start Time Mon Tue Wed Th 29-Jun-10 30-Jun-10 01-Ju 12:00 AM 38 51 200 AM 38 51 200 AM 38 51 200 AM 38 51 200 AM 38 51 200 AM 38 51 200 AM 38 51 200 AM 38 51 200 AM 38 51 200 AM 38 51 200 AM 38 51 200 AM 38 51 200 AM 38 51 200 AM 38 51 200 AM 38 51 200 AM 38 51 200 AM 300 AM	ON: 10 ft from								QC JOB #: 10516410
tart Time Mor 12:00 AM 1:00 AM 3:00 AM	į								
	II Lakes, FL			•				DATE	DIRECTION: SB
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Type of report: Tube Count - Volume Data

Start Time More Line Time More Line Average Weekday Sat Sun Average Week (1980 SIT) Start Time More Line Time Week Time Hounty Traffic Average Week (1980 SIT) 1200 AM Solo AM Solo AM Solo AM Average Week (1980 SIT) Average Week (1980 SIT) 1200 AM Solo AM Solo AM Solo AM Average Week (1980 SIT) Average Week (1980 SIT) 200 AM Solo AM Solo AM Average No. Am Average	LOCATION	NW 87th Ave 200' or	orth of 1 7E							Dane C
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Type of report: Tube Count - Volume Data

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Report concerns									

Report generated on 7/6/2010 1:07 PM

Traffic Survey Specialists, Inc.

624 Gardenia Terrace, Delray Beach, Florida 33444 Phone (561) 272-3255

NW 170th Street & NW 87th Avenue

Miami Lakes, Florida

Counted By: Itzhak Bendahan

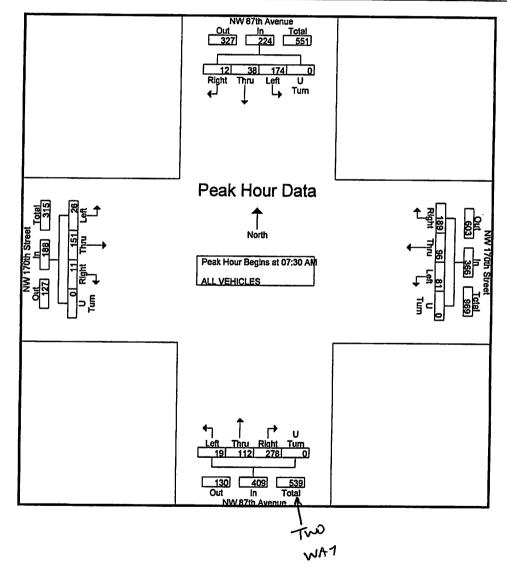
Not Signalized

File Name: NW170thStreet&87thAvenue

Site Code : 100117 Start Date : 12/7/2010

Page No : 2

		Fr	om No				F	170th rom E	ast			Fr	87th A om So	venue uth				170th rom W	Street est]
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Traffic Survey Specialists, Inc.

624 Gardenia Terrace, Delray Beach, Florida 33444 Phone (561) 272-3255

NW 170th Street & NW 87th Avenue

Miami Lakes, Florida

Counted By: Itzhak Bendahan

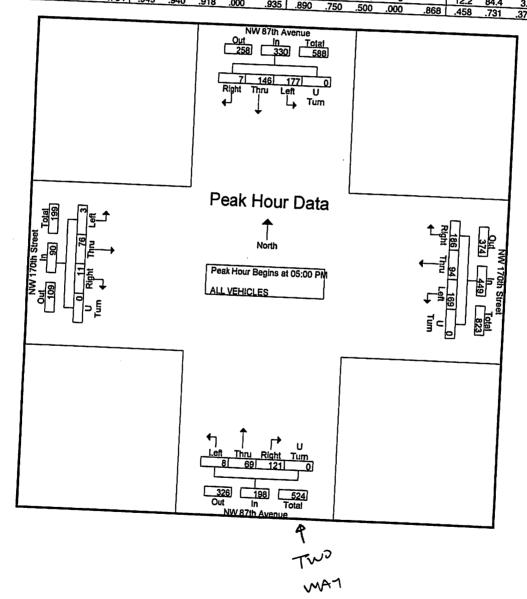
Not Signalized

File Name: NW170thStreet&87thAvenue

Site Code : 100117 Start Date : 12/7/2010

Page No : 3

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Report generated on 7/6/2010 1:07 PM

Type of report: Tube Count - Volume Data

LOCATION: NW 82nd 200' north of NW 154th St	NW 82nd	200' north o	f NW 154th	to						Page 1 of 1
SPECIFIC LOCATION: 10 ft from CITY/STATE: Miami Lakes. FL	OCATION:	10 ft from tkes. FL		ţ						QC JOB #: 10516412 DIRECTION: SB
	Mon	Tue	Wed	H.	ت	A		ł	DATE	Jun 29 2010 - Jul
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10:00 PM		260	246	278		261			381	
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Comments:						100		9	614	

Report generated on 7/6/2010 1:07 PM

Page 1 of 1

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

		20214	y beac Vo	lime B	enort	ts, Inc 33444 with 2	Phone	(561)	272-3	255		
******* Data Fil Station Identifi Start da Stop da City/Tow Location ******* Dec 7	cation te te m	: 00 1 : 00 : Dec : Dec	207003 000012 960065 C 7, 1 ami Lal	.PRN 0604 0020 10 10	lorida	* * * * * * * * * * * * * * * * * * *	Interv Start Stop County	***** al time time	****** : 15 m: : 00:0(: 24:0(: Dade	inutes))		age 1 ******
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: D1207003.PRN Data File : 000000120604 Station Identification: 009600650020 Interval : 15 minutes Start date : Dec 7, 10 Start time : 00:00 Stop time : 24:00 County : Dade Stop date : Dec 7, 10 Stop time City/Town : Miami Lakes, Florida County Location : NW 170th Street East of NW 85th Court *************** Total Volume for All Lanes End Time 00 01 02 03 04 05 06 07 08 09 10 11 ----____ ----_ _ _ _ ____ ______ ____ 15 23 10 5 5 4 10 53 179 193 146 30 19 5 4 2 11 24 80 173 164 119 45 12 6 3 5 8 22 132 235 162 108 00 9 6 1 2 11 22 170 257 137 110 90 93 116 80 112 97 101 87 ____ Hr Total 63 27 13 14 34 78 435 844 656 483 383 393 ______ End Time 12 13 14 15 16 17 18 19 20 21 22 23 -------- ---- ---- ----_____ --------
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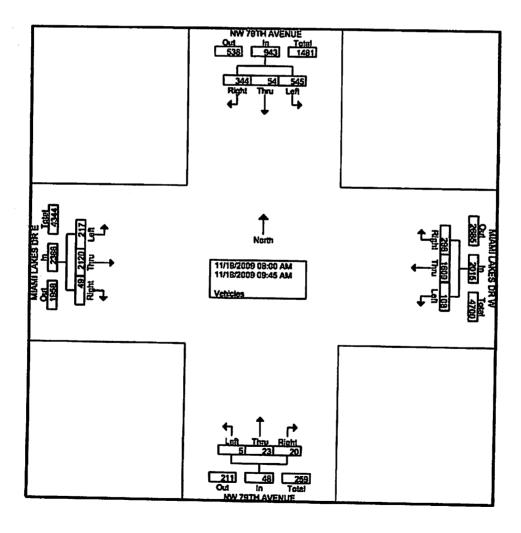
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File Name: NW 79 AV & MIAMI LAKES DR AM

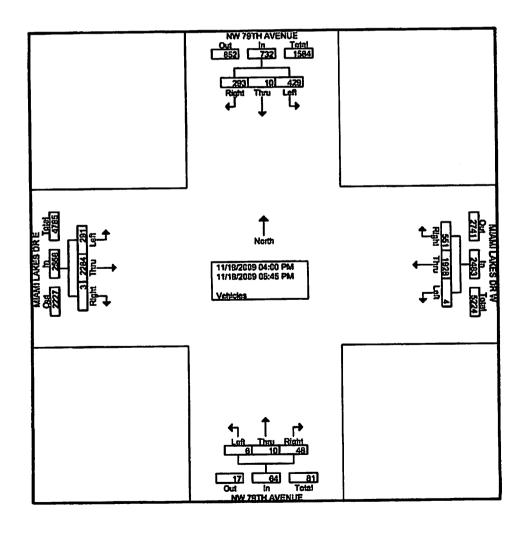
Site Code : 09135541 Start Date : 11/19/2009
Page No : 1

							Grou	os Printed-	Vehicles								
		W 79TH From	North	JE.	М		AKES DI	R W	N	IW 79TH From	AVENI South	JE .	N	IIAMI L	AKES D	R E]
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08:45 AM	24	8	72	104	41	260	24	325	5	ž	ĭ	- 1		325	16	341	776
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09:45 AM	27	2	52	81 l	Ô	0	ō		ė	ň	ċ	اۂ			22	284	607
Total	136	13	266	415	94	628	28	750				- ''	- :	241	27	270	351
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Grand Total	344	54	545	943	298	1609	108	2015	20	23	5	48]	49	2120	217	2386	5392
Appreh %	36.5	5.7	57. 8		14.8	79.9	5.4	ŀ	41.7	47.9	10.4		2.1	88.9	9.1	200	2392
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File Name : NW 79 AV & MIAMI LAKES DR PM Site Code : 09135541 Start Date : 11/19/2009 Page No : 1

							Grou	os Printed	 Vehicle 	18							
	M.	W 79TH	AVEN	IF.	М	IAMI LA			N	W 79TH	AVEN	Æ	M	IAMI LA		₹E	
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Miami Lakes West Fire Rescue Station Traffic Impact Study

Prepared for the

Miami-Dade County Public Works Department



Prepared by the

The Lehman Center for Transportation Research (LCTR) at Florida International University (FIU)

April 20, 2010



VPPENDIX D

SIGNAL TIMING PLANS

Print Time: 12:59 PM

TOD Schedule Report for 5975: Miami Lake&NW 87 Av

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Print Time: 12:53 PM



TOD Schedule Report for 5665: NW 87 Av&NW 146 St

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3 - Phase Bank 3, Max 1

4 - Phase Bank 3, Max 2

5 - EXTERNAL PERMIT 1 6 - EXTERNAL PERMIT 2

7 - X-PED OMIT

Print Date:

12/4/2009

Phase Bank

Active Phase Bank:

12:56 PM Print Time:

MIAMI-DADE

TOD Schedule Report for 5807: NW 87 Av@NW 14100 B

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6 - EXTERNAL PERMIT 2 7 - X-PED OMIT



5974 : NW 87 Av&NW 170 St Time Of Day Schedule Report for

MIAMI-DADE

Phase Bank

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Local Time of Day Function

Function Time

Settings *

Day of Week

Default External Permit 0 External Permit 1 External Permit 2

Permitted Phases

12345678

Day of Week Local Time of Day Schedule <u>Plan</u> Time

> - 2:39 AM Printed: 1/18/2009

Page 1 of 2



Print Time: 2:03 AM

TOD Schedule Report for 4913: Miami Lake&NW 79 Av

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Bank:	
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Active	

Print Date: 9/25/2010

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07/07/2010 16:38	
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TOD Schedule Report for 4913: Miami Lake&NW 79 Av

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Print Date: 11/25/2010

TOD Schedule Report for 5415: Miami Lake&NW 82 Av

MIAMI-DADE Print Time: 2:02 AM

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Last in Service Date;	07/07/2010 16:18
Permitted Phases	
	<u>12345678</u>
Default	123456-8
External Permit 0	-2-4-6-8
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

	Local IOD schedule	Schedule		
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44	0000	Free	Sum TW The S	
54	0100	Flash	TWThF	
52	0130	Flash	SuM	
40	0540	Free	MTWThF	
64	0555	~	MTWThF	
25	0620	7	MTWThF	
88	0640	က	MTWThF	
3 2	0200	20	Su	
76	0200	4	MIWIHE	
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72	1530	5	MTWThF	
58	1700	11	MITWITHE	
	1830	13	MIWIP	
	1900	16	Su	
	1930	4	T W Th F	
	2000	16	F	
	2130	18	T W Th	
	2300	20	MTWThF	

						Green Time	ime							
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OD Schedule	Plan	Cycle	EBL	WBT	SBL	NBT	WBL	EBT	•	SBT	Ring Offset	Offset	Time	P
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	2	9	13	43	20	18	13	43	0	4	0	25	0100	Ha
	3	120	19	45	22	18	19	45	0	43	o	52	0130	Fla
	4	190	12	82	50	30	12	82	0	83	c	Q Q	0540	Fre
	2	180	29	29	50	18	29	67	0	7	c	3	0555	-
	9	170	27	29	50	18	27	59		1	c	2	0620	7
	7	140	25	54	26	19	25	7.	c	48	-	5 8	0640	က
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	10	170	5	74	8	45	13	99	c	42	0	80	0220	S.
	11	180	20	76	30	38	17	2	c	7		200	0800	16
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	18	20	0	31	ę	19		3 8		200		9 6	1130	S
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	20	9	0	27	8	12		72		2 5		29	1700	2 ₹
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Time Fund	unction	Settings *	Settings * Day of Week	Time	Function	Settings *	Settings Day of Week	
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	TOD OUTPUTS	1	TWThF		TOD OUTPUTS		TWThF	Blank - Plan - Phase Bank 1, Max 2
	TOD OUTPUTS	52-	MTWThF		TOD OUTPUTS		Wis.	1 - Phase Bank 2, Max 1
0555 TOD	TOD OUTPUTS		MTWThF	0540	TOD OUTPUTS	52-	MTWThF	2 - Phase Bank 2, Max 2
				0555	TOD OUTPUTS		MTWThF	3 - Phase Bank 3, Max 1

	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
٦	4 - Phase Bank 3, Max 2
	5 - EXTERNAL PERMIT 1
	6 - EXTERNAL PERMIT 2
	7 - X-PED OMIT
	* C F

12:51 PM Print Time:



TOD Schedule Report for 5501: NW 82 Av&NW 170 St

Phase Bank
Bank:
Phase I
Active

Print Date: 12/4/2009

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Phase	Walk	2	Don't Walk	ak Je	Ħ	Min Initial	ᇙ	>	Veh Ext	냄	Ë	Max Limit	Ħ	격	Max 4	-1		1	ĺ	
	Phase Bank																		ļ	
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au «			١	0 - 0 - 0	_			7	- 2	5 - 5 - 5 2 - 2 - 2	9	- 15	10 - 15 - 10	112	12 - 7 - 12	7	2	3	ו ב	המש
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4	7 - 7 - 7	<u></u>	<u>'</u>]'	֓֟֓֓֓֓֓֓֓֓֓֓֟֓֓֓֓֟֓֓֓֟֓֓֓֓֓֟֓֓֓֓֓֓֓֟֓֓֓֓	֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓	7	u	٢	ŗ	2 2 2 10 15 10	Ş	15	9	12	12 - 7	7 - 12	က	0	ũ	Extern
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O O																			•	l

t In Service Date:

•		
	Permitted Phases	
		12345678
_	Default	12345678
_	External Permit 0	-2-4-6-8
	External Permit 1	-2-4-6-8
	External Permit 2	-2-4-6-8
_		

	DOW SUMTWTHE S SUMTWTHE S
Local TOD Schedule	<u>Plan</u> Flash Free
Local TC	Time 0000 0500

Offset

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Settings *

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0600 0700 0900

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Function

Day of Week

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Function

Time

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Day of Week	Blank - FREE - Phase Bank 1, Max 1
SuM T W ThF S	Blank - Plan - Phase Bank 1, Max 2
SuM T W ThF S	1 - Phase Bank 2, Max 1
S _u M T W ThF S	2 - Phase Bank 2, Max 2
SuM T W ThF S	3 - Phase Bank 3, Max 1
SuM T W ThF S	4 - Phase Bank 3, Max 2
Sum T W ThF S	5 - EXTERNAL PERMIT 1
SuM T W ThF S	6 - EXTERNAL PERMIT 2
	7 - X-PED OMIT

8 - TBA

TOD OUTPUTS

TOD OUTPUTS

SuM T W ThF S SuM T W ThF S

TOD OUTPUTS TOD OUTPUTS **TOD OUTPUTS**

1530 1800 2000

5974 : NW 87 Av&NW 170 St



Miami-Dade County Traffic Signals

Time Of Day Schedule Report for

* Settings

Blank - Plan - Phase Bank 1, Max 1 Blank - FREE - 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

Page 2 of 2

APPENDIX E

MIAMI-DADE 2030 TAZ DISTRIBUTION



Miami-Dade Transportation Plan (to the Year 2030)

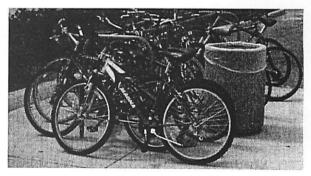
Directional Trip Distribution Report

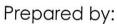
January 2005











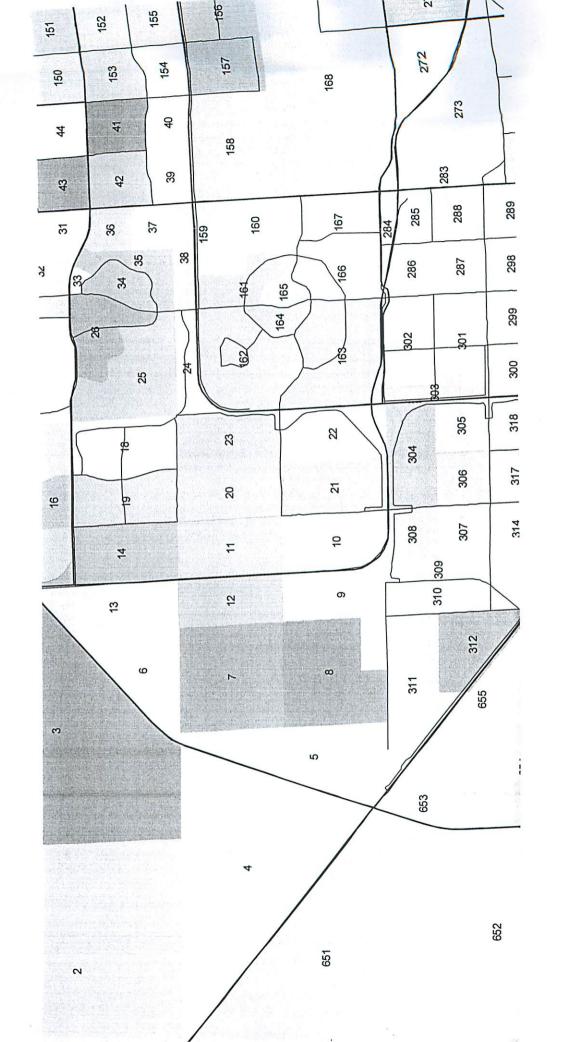


🙇 Gannett Fleming

In association with: **PACO Group** Public Financial Management Media Relations Group



Miami-Dade County Traffic Analysis Zones (TAZ) - 2000 Census - with Major Roads N Metropolitan Planning Organization for the Miami Urbanized Area 757 756 755 8 Miles



DIRECTIONAL DISTRIBUTION SUMMARY

				DISTRID		00			
ORIGIN CARDINAL DIRECTIONS TOTAL									
ORIGIN	1		- CARD	CCE TNWP DI	SSW	WSW	WNW	NNW	
ZONE	NNE	ENE	ESE	225	3311				
	41			20	٥	٥	0	0	173
1 TRIPS PERCENT	41	30	13	16 76	0 00	0 00	0.00	0.00	
PERCENT	23.70	17.34	42.20	16.76	0.00	0.00	0.00		
									499
2 TRIPS	0	179	117	101	13	0 00	0 00 1	7 84	
2 TRIPS PERCENT	0.00	35.87	23.45	20.24	2.61	0.00	0.00		
						٥	2	0	29
3 TRIPS	4	2	6	11	4	0 00	6 90	0.00	
PERCENT	13.79	6.90	20.69	37.93	13.79	0.00	0.90	0.00	
1 21.0-0.						0	0	10	179
4 TRIPS PERCENT	29	36	52	41	11	0	0 00	5 50	
DERCENT	16.20	20.11	29.05	22.91	6.15	0.00	0.00	3.39	
FERCENT						•	2	51	1094
5 TRIPS	224	243	285	238	51	0	2	4 66	1034
5 TRIPS PERCENT	20.48	22.21	26.05	21.76	4.66	0.00	0.18	4.00	
PERCENT									1499
6 TRIPS	88	796	230	345	26	0	14	0 00	
		53.10	15.34	23.02	1.73	0.00	0.93	0.00	
PERCENT									C 77 A
7 TRIPS	125	. 117	109	183	26	0	14	0	574
7 TRIPS PERCENT	21 70	20 38	18.99	31.88	4.53	0.00	2.44	0.00	
PERCENT	21.70	20.30	, 10.,,						
8 TRIPS	0.	120	176	182	70	6	2	12	660
8 TRIPS PERCENT	10.5	0 10 5	26 67	27.58	10.61	0.91	0.30	1.82	
PERCENT	12.5	8 19.5.	20.0	2					
9 TRIPS	40	n 41'	248	568	225	30	56	21	2089
9 TRIPS PERCENT	42	4 10 7	2 16 66	5 27 19	10.77	1.44	2.68	1.01	
PERCENT	20.5	4 19.7	2 10.00	, 2, . 1 .					
10 TRIPS	20	- 120	c 1021	5 3481	1026	163	109	1364	8781
10 TRIPS PERCENT	30	7 130	7 11 6	7 39 64	11.68	1.86	1.24	15.53	
11 TRIPS			0 50	2 1250	218	74	218	707	4008
11 TRIPS	11	T 83	9 30. 2 14 5	2 21 11	5 44	1.85	5.44	17.64	
PERCENT				2 31.41					
12 TRIPS				2 453	100	7	38	17	1497
12 TRIPS	40)1 25	0 22	0 30.26	7 21	0 47	2.54	1.14	
PERCENT	26.7	19 16.7	0 14.9	0 30.26	1.21	. 0.47	2.0.	_ ,	
					E 0.2	285	173	0	6680
13 TRIPS	132	26 70	0 113	6 2558	302	4 27	2 59	0.00	
PERCENT	19.8	35 10.4	8 17.0	1 38.29	, /.51	. 4.21	2.33	0.00	
						174	67	1929	7689
14 TRIPS	35	56 176	54 143	1 1567	402	2 1/4	. 0/ - 007	25 07	, 555
PERCENT		63 22.9	18.6	1 20.38	3 5.23	3 2.26	0.8/	23.07	
									
15 TRIPS		0 91	109	0 172	3 402	2 53	5 54	7077	. 3033
PERCENT	0.0	00 15.6	3 18.6	29.5	2 6.87	7 0.93	0.92	21.52	
LENGENT									

DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE	N	 NNE		CAR	DINAL I	DIRECT	IONS -			TOTAL
		NNE	ENE	ESE	225	55W	wsw	MINM	IAIAM	
	TRIPS	121 2.13								5687
17	TRIPS PERCENT	220 2.08	1417 13.38	1764 16.66	2526 23.86	1157 10.93	1099 10.38	208 1.96	2196 20.74	10587
	TRIPS PERCENT									5782
19	TRIPS PERCENT	135 3.66	439 11.91	788 21.38	1065 28.89	246 6.67	59 1.60	263 7.14	691 18.75	3686
	TRIPS PERCENT									6569
21	TRIPS PERCENT	146 4.86	528 17.56	552 18.36	957 31.83	255 8.48	68 2.26	40 1.33	461 15.33	3007
22	TRIPS PERCENT	1584 8.87								17857
23	TRIPS PERCENT	465 6.51	981 13.72	930 13.01	1999 27.97	1146 16.03	133 1.86	192 2.69	1302 18.21	7148
	TRIPS PERCENT			559 15.87	736 20.89	654 18.56	85 2.41	60 1.70	452 12.83	3523
25	TRIPS PERCENT	1716 10.44	2415 14.69	2962 18.01	3610 21.95	3017 18.35	385 2.34	239 1.45	2100 12.77	16444
26	TRIPS PERCENT	1247 7.70	2571 15.87	2479 15.30	3208 19.80	3395 20.96	563 3.48	2621 16.18	117 0.72	16201
27	TRIPS PERCENT	440 7.52	793 13.56	835 14.27	1580 27.01	799 13.66	323 5.52	1080 18.46	0.00	5850
28	TRIPS PERCENT		663 16.22	511 12.50	843 20.63	873 21.36	92 2.25	757 18.52	114 2.79	4087
	TRIPS PERCENT		728 17.48	473 11.36	1047 25.14	891 21.39	89 2.14	483 11.60	142 3.41	4165
30	TRIPS PERCENT		446 17.51	418 16.41	640 25.13	450 17.67	55 2.16	270 10.60	73 2.87	2547

APPENDIX F

PEAK SEASON FACTORS AND HISTORICAL GROWTH RATE DATA

2009 Peak Season Factor Category Report - Report Type: ALL Category: 8700 MIAMI-DADE NORTH

			MOCF: 0.96
Week	Dates	SF	PSCF
=== = =			
1	01/01/2009 - 01/03/2009	1.03	1.07
2	01/04/2009 - 01/10/2009	1.02	1.06
3	01/11/2009 - 01/17/2009	1.01	1.05
4	01/18/2009 - 01/24/2009	1.00	1.04
5	01/25/2009 - 01/31/2009	0.99	1.03
6	02/01/2009 - 02/07/2009	0.98	1.02
* 7	02/08/2009 - 02/14/2009	0.97	1.01
* 8	02/15/2009 - 02/21/2009	0.96	1.00
* 9	02/22/2009 - 02/28/2009	0.96	1.00
*10	03/01/2009 - 03/07/2009	0.96	1.00
*11	03/08/2009 - 03/14/2009	0.96	1.00
*12	03/15/2009 - 03/21/2009	0.96	1.00
*13	03/22/2009 - 03/28/2009	0.96	1.00
*14	03/29/2009 - 04/04/2009	0.96	1.00
*15	04/05/2009 - 04/11/2009	0.96	1.00
*16	04/12/2009 - 04/18/2009	0.97	1.01
*17	04/19/2009 - 04/25/2009	0.97	1.01
*18	04/26/2009 - 05/02/2009	0.97	1.01
*19	05/03/2009 - 05/09/2009	0.98	1.02
20	05/10/2009 - 05/16/2009	0.98	1.02
21	05/17/2009 - 05/23/2009	0.98	1,02
22	05/24/2009 - 05/30/2009	0.99	1.03
23	05/31/2009 - 06/06/2009	0.99	1.03
24	06/07/2009 - 06/13/2009	1.00	1.04
25	06/14/2009 - 06/20/2009	1.00	1.04
26	06/21/2009 - 06/27/2009	1.01	1.05
27	06/28/2009 - 07/04/2009	1.01	1.05
28	07/05/2009 - 07/11/2009	1.02	1.06
29	07/12/2009 - 07/18/2009	1.03	1.07
30	07/19/2009 - 07/25/2009	1.02	1.06
31	07/26/2009 - 08/01/2009	1.02	1.06
32	08/02/2009 - 08/08/2009	1.01	1.05
33	08/09/2009 - 08/15/2009	1.00	1.04
34	08/16/2009 - 08/22/2009	1.01	1.05
35	08/23/2009 - 08/29/2009	1.01	1.05
36	08/30/2009 - 09/05/2009	1.01	1.05
37	09/06/2009 - 09/12/2009	1.01	1.05
38	09/13/2009 - 09/19/2009	1.01	1.05
39	09/20/2009 - 09/26/2009	1.01	1.05
40	09/27/2009 - 10/03/2009	1.00	1.04
41		1.00	1.04
42	10/04/2009 - 10/10/2009		
43	10/11/2009 - 10/17/2009	1.00	1.04
	10/18/2009 - 10/24/2009	1.00	1.04
44	10/25/2009 - 10/31/2009	1.01	1.05
45	11/01/2009 - 11/07/2009	1.02	1.06
46	11/08/2009 - 11/14/2009	1.02	1.06
47	11/15/2009 - 11/21/2009	1.03	1.07
48	11/22/2009 - 11/28/2009	1.03	1.07
49	11/29/2009 - 12/05/2009	1.03	1.07
50	12/06/2009 - 12/12/2009	1.03	1.07
51	12/13/2009 - 12/19/2009	1.03	1.07
52	12/20/2009 - 12/26/2009	1.02	1.06
53	12/27/2009 - 12/31/2009	1.01	1.05

^{*} Peak Season

Page 1 of 8

	DUNI	DUNNWOODY LAKE GROWTH RATE	8			
	2007	07	20	2010*	ANNUAL GROWTH RATE	WITH RATE
Roadway	AM Two-Way	M Two-Way	AM Two-Way	AM Two-Way PM Two-Way A	AM Two-Way PM Two-Way	PM Two-Way
NW 154th Street (Miami Lakes Drive)						
I-75 to NW 87th Avenue	155	215	114	238	-9.62%	3.50%
NW 87th Avenue to NW 83rd Avenue	1,720	1,589	1063	1590	-14.83%	0.02%
NW 83rd Avenue to NW 82nd Avenue	1,754	1,641	1094	1669	-14.57%	0.57%
NW 82nd Avenue to NW 79th Court	2,204	2,288	2906	3468	9.66%	14.87%
NW 79th Court to NW 79th Avenue	2,703	2,856	2589	2673	-1.42%	-2.18%
NW 79th Avenue to NW 77th Court	2,827	3,036	3025	3249	2.28%	2.28%
NW 77th Court to SR 826	3,849	4,248	3,780	4,207	-0.60%	-0.32%
AVERAGE GROWTH RATE ON LINK	15,212	15,873	14,571	17,094	-1.42%	2.50%
NW 87th Avenue						
NW 154th Street to I-75 Overpass	1,384	1,363	958	1292	-11.55%	-1.78%
NW 82nd Avenue						
NW 170th Street to NW 162nd Street	1,628	1,233	1162	1340	-10.62%	2.81%
NW 162nd Street to NW 154th Street	1,456	1,852	1521	1718	1.48%	-2.48%
AVERAGE GROWTH RATE ON LINK	3,084	3,085	2684	3058	-5.41%	-0.36%
NW 79th Avenue	3,084	3,085	2,684	3,058	-5.41%	-0.36%
NW 159th Street to NW 154th Street	1,066	1,056	1181	834	3.48%	-7.58%
AVERAGE GROWTH RATE OVERALL	20,746	21,377	19,394	22,277	-2.22%	1.38%





	DUNNWOODY LAKE 2010 COUNT DATA	DY LAKE IT DATA			
Roadway			Peak Season		
	AM Two-Way	AM Two-Way PM Two-Way	Factor	AM Two-Way	AM Two-Way PM Two-Way
NW 154th Street (Miami Lakes Drive)					
NW 89th Avenue to NW 87th Avenue (1)	109	722	1.05	114	238
NW 87th Avenue to NW 83rd Avenue	1,598	1,718	1.07	1710	
NW 83rd Avenue to NW 82nd Avenue	1,598	1,718	1.07	1710	
NW 82nd Avenue to NW 79th Court	2,716	3,241	1.07	2906	
NW 79th Court to NW 79th Avenue	2,391	2,387	1.07	2558	2554
NW 79th Avenue to NW 77th Court	2,692	3,095	1.07	2880	3312
NW 77th Court to SR 826	3,533	3,932	1.07	3780	4207
SR 826 to Fairway Drive	2,135	2,494	1.05	2242	2619
NW 87th Avenue					
NW 154th Street to NW 146th Street	912	1,230	1.05	958	1292
NW 146th Street to I-75 Overpass	1,788	2,083	1.05	1877	2187
NW 154th Street to Site Driveway	0	0	0.00	0	
Site Driveway to NW 170th Street	539	524	1.07	577	561
NW 82nd Avenue					
NW 170th Street to NW 162nd Street	1,107	1,276	1.05	1162	1340
NW 162nd Street to NW 154th Street	1,449	1,636	1.05	1521	1718
NW 170TH STREET					
NW 87th Avenue to NW 82nd Avenue	858	847	1.07	918	906



NOTE: NW 154th Street from 82rd Ave to 87th Ave calcualted using TMC NW 87th Avenue south of NW 170th Street calcualted using TMC

APPENDIX G

COMMITTED DEVELOPMENT TRAFFIC DETERMINATION

Table 3 LEVEL OF SERVICE REPORT

NW 78th CL to NW 78th Avenue NW 78th Avenue to NW 77th Court NW 77th Court to SR 826 SR 826 to Eshwar Drive SR 826 to Eshwar Drive NW 77th W 77th Court NW 77th Court NW 77th Court NW 77th Court NW 77th Court NW 77th Court NW 77th Court NW 77th Avenue	Volume CDS 1,110 D 1,110 D 2,850 D 2,850 D 2,850 D 2,850 D 2,850 D 3,120 E			Committed Trips 43 43 43 456 456 688 756 887 756 867 756 867 1817 2,116	54 Trips PM 54 54 688 688 688 867 867 2,115 2,136	AM 198 198 2.176 2.2.100 2.2.960 3.3.459 6.884 6.884	71058 PM 269 2,239 2,339 3,255 3,823 5,151 6,161	Remaining Trips AM PIN 812 841 (1,066) (1,177 740 611 (109) (305 (509) (873) (1,594) (2201	841 841 (1,177) 611 (873) (2,201)	Enteting + C	Estating + Committed LOS AM C C C C C C C C C C C C C
Mizeria Lakwara North Lakewara North Mizeria Lakwara North Lakewara North Shigh Manna Shara Lakwara North Lakwara North Lakwara North Charles INW 184th Street to NW 1838h Shreet New Count This Yearflow 87 Avenue North of NW 147 Terrace) INW 184th Street to NW 184th Shreet New 170h Shreet to NW 184th Shreet New 170h Shreet to NW 184th Shreet New 170h Shreet to NW 184th Shreet NEW 185th Shreet to Call Lakewara 178th Avenue NW 185th Terrace to NW 188th Terrace NW 185th Terrace to NW 185th Terrace NW 185th Terrace to NW 185th Terrace NW 185th Terrace to NW 185th Terrace		1,324 1,465 1,538 1,538 1,486 1,486 675	1,334 1,334 1,485 1,485 0 0 1,882 1,882 692	662 681 496 423 707 707 484	7773 7777 541 560 862 862 867 157	3,020 2,073 1,861 1,861 2,091 1,940	2,225 1,167 1,837 1,837 1,845 1,767 2,419	(2,736) 83 1,047 1,259 859 (865)	(3,437) (167) 1,009 1,183 1,275 725 725 657) 657)	# m D O O B O F O	. ㅠ ㅠ ㅁ ㅇㅇ ㅇ ㅇ ㅠ ㅁ
NW 15th Struct to NW 148th Street Vigith Avenue RR 826 b Mism! Lakeway North to Main Street Main Stroet to Mism! Lakeway South Mism! Lakeway North to Main Street Main Stroet to Mism! Lakeway South Mism! Lakeway South to NW 13th Street Mism Lakeway South to NW 13th Street Mism! Lakeway South to NW 13th Avenue (west) Mism! Lakes Drive to Mism! Lakeway N. Mism! Lakes Drive to Mism! Lakeway N. Mism! Lakes Drive to Mism! Lakeway N. Mism! Lakes Drive to Mism! Lakes Drive (east) Mism! Lakes Drive to Mism! Lakes Drive (east) Mism! Lakes Drive to Mism! Lakes Drive (east) Mism! Lakes Drive to Mism! Lakes Drive (east) NW 67th Avenue to Mism! Lakes Drive (east)	1,110 D 1,110 D 3,120 E 3,120 E 3,120 E 1,180 E 1,180 E 1,180 E 1,180 E	1,086 851 8,025 2,047 2,047 2,117 2,117 713 713	2,867 2,174 2,174 2,174 2,667 684 684	108 108 187 776 316 316 189 189 140	53 355 780 187 187 153 153 153	654 1,059 1,057 1,057 2,210 2,210 2,410 2,410 2,412 712 712 712 788	578 1,082 897 2,563 2,563 3,012 2,565 2,565 7,83 783 811	456 11 53 716 688 688 408 408 231 231 231	532 18 113 113 165 166 166 168 168 168 168 168 168 168 168		

					COME PARTY AND SELECTION OF THE COME OF TH	tiyels						
Roadway	Annual America	COOX			2008							
	Daily Traffic	Deat Morrey	PM Two-Way	Annual Average	AM Two-Way	. PM Two-Wav	Anners Avenue	2007			Growth Rate	
NW 154th Street / Wiami Lakes Drive		TOU VEG	Pesk Hour	Daily Traffic	Peak Hour	Peak Hour	Delly Traffic	Pask Hour	PM Two-Way	Armusi Average	AM Two-Way Peak	AM Two-Way Peak PM Two-Way Peak
INCRESERTO /5 to NW 87th Averue	4,693	610	478	1622					FERK FROUT	Daily Traffic	Hour	Hour
ANA 93-4	16,619	1,727	1.415	197.40	2	326	2,519	15.6	274			
NAV 6370 AV6/10 to NW 82nd Avenue	17,805	1,756	1571	40 974	1,726	1,452	19,410	220	639	-28.74%	-49.59%	-32.93%
NW 8270 Avenue to NW 79th Court	28.083	- 33	100	10,2/4	1,755	1,523	20.548		200	8.07%	-0.20%	\$ 074
NW 79th Court to NW 78th Avenue	38.209	2 5.57	1,000	28,785	2,008	2,285	30.336		3	6.30%	-0.06%	2204
NW 79th Avenue to NW 77th Court	37.857	2630	10.0	36,182	2,549	2,789	17 BC0		2,288	3.93%	7,09%	10/2.0
NW 77th Court to SR 828	2000	3	2,528	40,047	2.800	2 886	Story	2,703	2,858	74970	2000	0.7478
SR 826 to Fahway Drive	30.050	3,590	3,643	51,688	3.423	2 000	40,382	2,827	3,036	3 54%	2000	0.26%
Fairness Drive to Any 67th Assessed	90706	2,313	2.217	30,424	1000	3,004	26,460	3,849	4.248	3 20%	3.00%	9.59%
WALCON THE COUNTY OF UT AVERTURE	7,724	768	999	18 068		7480	32,811	2,365	2,644	2000	200	7.88%
NW 57th Avenue to Marral Lakeway North	4,038	547	SQ.	0000	gre,	1,345	17,548	1392		4.13%	1.12%	6.49%
MEATH LAKEWAY North to NW 57th Avenue	19.783	1768	200	SQ.	1,400	1,381	17.402		3	-2.82%	-8.36%	-0.82%
WW 87th Avenue			6,018	18,047	1,643	1,517	17.584	8 5	982	0.20%	4.64%	1,00%
NW 154th Street to Interstate 75 Overpass	071.75	ONC >						1,330	1,485	-5.72%	-6.15%	A 2200
NW 82nd Avenue	04164	1,200	1,079	13,468	1,221	1150	20030			-		4.53
NW 170th Street to NW 162nd Street	46 904	,					118'61	1,384	1,363	6.06%	7 1067	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
NW 162nd Street to NW 154th Street	10,000	200	1,186	15,008	1,122	7161	,000,00				W 500 1	Z.33%
Governor Bob Graham Parkway	8,424	1,443	1,530	18,916	1,383		18.91	1,628	1,233	3.30%	70.04	
NW 154th Street to Oak I and	4.430					240	19,886	1,456	1,852	136%	200	1,96%
NW 79th Avenue	0/1/	752	697	7,110	751	96.3					0.40%	10.02%
NW 167th Terrace to NW 159th Terrace	200.2					910	7,195	675	289	0.17%	WO 3	
NW 159th Terrace to NW 154th Street	333	023	425	5,675	587	770				-	-0.40 M	0.35%
NW 77th Court	1,000	880	1,025	12,311	9	800	6.20	805	525	3.98%	1000	
NW 154th Street to NW 149th Street	40.468		7			010.	12,659	1,066	1,056	2.95%	E 300	1148
NW 67th Avenue / Ludlam Road	10,136	805		9,390	800	A-1-0					0.00%	1.50%
SR 826 to Mamil Lakeway North	44 604	92.0				057	9,632	951	898	-2.62%	2 68%	, 100
Mami Lakeway North to Main Street	94 364	2,8/3		39,726	2,962	3047	200				N Comm	4.70.1
Main Street to Mami Lakes Drive	2000	200	2237	28,525	2,018	2 088	41,307	3,025	2,983	-0.02%	2.81%	A 60.0
Miami Lakes Drive to Mismi Lakeway South	28 504	2001	-	28,967	1,975	2,055	20000	2047	2,188	-1.08%	A SE	4 476
Marri Lakeway South to NW 138th Street	33,767			28,811	2,093	2007	20.70	2,030	2,232	0.76%	285%	1 20%
Fairvay Drive		2,403	2,484	32,537	2,763	241	27,200	2112	2,174	21%	435%	100 P
Marrie Lakes Drive to Marrie Lakeway North	8 343			٠.			24,439	2,524	2,667	0.78%	122	1,000
Miami Lokeway North	Choto	25	610	8,147	629	989				-	2000	3.02%
Marri Lakes Orive to NW 67th Avenue (west)	17 265	, 600					0,022	713	684	1.66%	4.81%	A 80%
NW 67th Avenue to Many Lakes Drive (each)		7007	1,307	6,786	603	755	7 497			_		2 000
Alami Lakeway South	No.	1,003	1,049	10,069	1,130	838	212	27	555	5.17%	18.08%	78%
Miami Lakes Orive to NW 67th Avenue (west)	8,015	667	240				200	633	684	-26.99%	-26.28%	-26.84%
NV 5/th Avenue to Meani Lakes Drive (cast)*	12,832	1.737	22.	Van	222	618	6,365	253	363			
(1) Note: 2005 Volumes apparently encoccus; therefore one-year growth rate was calculated	Hefore one-year growth	The Wors Colconorad	2	3,5//	438	311	3.642	693	CSR 8	7.29%	0.00%	-15.05%
									979	1.82%	12.58%	7000

Approved Developments

Approved Developments	Land Use	Amount of Development	Total External Daily Trips	Total External PM Peak Hour Trips	Total External AM Peak Hour Trips	Land Use Code
Dunnhill Cove 1 st Addition	Residential	16 units	193	21	21	210
Dunnhill Isle	Residential	21 units	247	26	24	210
16400 NW 59 Avenue ^l	Office	64,200 sq.ft.	948	96	132	710
32-2024-011-0053	Industrial Warehouse	19,743 sq.ft.	122	21	34	150
14125 NW 80 Avenue ^{III}	Office	24,952 sq.ft.	458	37	62	710
Fenix Office Building 32-2022-006-0100	Office	52,750 sq.ft.	815	79	112	710
Promise Health Care ^v	Hospital	56,400 sq.ft. 60 beds	709	79	68	610
Lake House Apartments ^{vi}	Residential multi-family	270 units	1,760	166	136	220
Graham Vested Development (East) vii	Mixed-Use	±1,007,184 sq.ft. 28 units	6,923	986	-	NA
Graham Vested Development (West) viii	Mixed-Use	±1,820,755 sq.ft. 295 units	15,428	2,383	-	NA

Project approved for 70,000 sq.ft., 5,800 sq.ft. has been occupied to date

Project is built, but not occupied

Project is built, but not occupied

Project received approval within prior five (5) years

Part of the Graham Vested Development West

Project received approval within prior five (5) years; Part of the Graham Vested Development West

Estimate based on information from the Graham Companies and Town research; Includes only remaining, vested development to be built; Does not include projects from this table that are noted as being part of the Graham Vested Development land

Estimate based on information from the Graham Companies and Town research; Includes only remaining, vested development to be built; Does not include projects from this table that are noted as being part of the Graham Vested Development land

					DUNNWOC	DUNNWOODY LAKE							
Roadway		-	APPI	ROVED PRO	JECT TRA	APPROVED PROJECT TRAFFIC - 2030 PM PEAK HOUR	PM PEAK H	OUR					
		Approved Approve	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Total
From	To	1	2	Jeveropment I	Development	icui Development Development Development Development Development Development Development Development Development	Development 1 	Development 7	Development	Development	Development	Development	Approved
NW 154TH STREET											P	1	Traffic
NW 89TH AVE	NW 87TH AVE	_	c	•	ć	•	,						•
NW 87TH AVE	NW 83RD AVE	· •	.		>	o 1	7 (_	0	0	46	•	48
NW 83RD AVE	NW 82ND AVE	. •-			> 0	n -	. (9	0	0	238	22	292
NW 82ND AVE	NW 79TH CT	. ~		> <	> 0	4 •	7	∞	0	0	357	15	408
NW 79TH CT	NW 79th AVE	. «	· v	> <	> 0	4 (2 :	•	0	0	357	15	408
NW 79TH AVE	NW 77TH COURT	•	n v	> <	> 0	œ ç	16 3.	9	0	0	476	15	540
NW 77TH COURT	SR 826	. 10	, v	> <	> 0	3 5	8 :	47	0	0	595	15	710
NW 87TH AVENUE)	,	•	>	3	7	47	74	0	1,548	15	1,718
NW 170TH ST	SITE	=	13	c	<	,	;	,					•
SITE	NW 154TH ST	=	2 ==	• •	> <	- 1	2 :	14	92	0	357	31	515
NW 15-1TH ST	NW 147TH TER	•) ve	> c			2 :	1 4	92	0	357	31	515
NW 147TH TER	NW 138TH ST	• •	ve		• •	+ •	2 :	œ (0 ;	0	357	91	479
NW 82ND AVENUE			•	•	>	+	71	×	20	0	357	91	479
NW 170TH ST	NW 162ND ST	•	c	c	c	•	,	,					
NW 162ND ST	NW IS4TH ST	0	0	• •	• •		٦ ,	7 (0 (0	29	s	69
NW 170TH STREE					•	•	1	7	>	0	29	S	69
NW 87TH AVE	NW 82ND AVE	0	0	0	0	0	c	c	c	ć	ć	-	į
						,	•	>	>	>	ş	73	51



			APPI	ROVED PRC	DUNNWOODY LAKE APPROVED PROJECT TRAFFIC - 2030 AM PEAK HOUR	DY LAKE FIC - 2030 /	AM PEAK H	OUR					
Roadway		Approved Development	Approved Development	Approved Development	Approved Approved Approved Approved Approved Approved Approved Approved Approved Approved Approved Approved Development Develo	Approved Development	Approved Development	Approved Development	Approved Development	Approved Development	Approved Development	Approved Development	Total Approved
From	То		2	3	4	5	9	7	- 80	6	10	=	Traffic
NW 154TH STREET													
NW 89TH AVE	NW 87TH AVE	0	0	0	0	0	0	0	0	0	46	0	46
NW 877H AVE	NW 83RD AVE	4	٠,	0	0	S	=	0	0	0	238	S	322
NW 83RD AVE	NW 82ND AVE	4	S	0	0	s	=	6	0	0	357	20	441
NW 82ND AVE	NW 79TH CT	4	٠,	0	0	s	=	6	0	0	357	20	441
NW 79TH CT	NW 79th AVE	4	4	0	0	s	=	6	0	0	476	8	559
NW 79TH AVE	NW 77TH COURT	4	4	0	0	5	=	6	0	0	\$65	20	879
NW 77TH COURT	SR 826	4	4	0	0	71	42	39	20	0	1,548	20	1,728
NW 87TH AVENUE													
NW 170TH ST	SITE	œ	0	0	0	2	=	01	26	0	357	661	929
SITE	NW 15-1TH ST	∞	01	0	0	S	=	10	99	0	357	199	929
NW 154TH ST	NW 147TH TER	4	٧١	0	0	s	=	2	26	0	357	150	869
NW 147TH TER	NW 138TH ST	4	'n	0	0	'n	=	01	95	0	357	150	298
NW 82ND AVENUE													
NW 170TH ST	NW 162ND ST	0	0	0	0	0	0	0	0	0	29	30	88
NW 162ND ST	NW IS-TH ST	•	o	0	0	0	0	0	0	•	29	8	68
NW 170TH STREE													
NW 87TH AVE	NW 82ND AVE	•	0	0	0	0	0	0	0	0	8	133	163



	AM	NB APPROACH	SB APPROACH	EB APPROACH	WB APPROACH	
ļ i	NW 82ND AVE. & NW 154TH STREET					
6/29/2010		165	950	471	969	2555
12/7/2010		177	1114	757	774	2822
		1.07	1.17	1.61	0.80	1.10
F	PM					
		NB	SB	EB	WB	
		APPROACH	APPROACH	APPROACH	APPROACH	
1	NW 82ND AVE. & NW 154TH STREET					
6/29/2010		355	599	774	1212	2940
12/7/2010		418	631	737	1320	3106
		1.18	1.05	0.95	1.09	1.06

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VOLUME DEVELOPMENT SHEET

NW 154TH ST & NW 82ND AVE AM PEAK HOUR

Typ

		NW 82ND AV Northbound		1	IW 82ND A\ Southboun			NW 154TH S Eastbound			NW 154TH S Westbound	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed (12/07/2010) Peak Season Factor	37 1.07	86 1.07	54 1.07	543 1.07	186 1.07	384 1.07	264 1.07	483 1.07	10 1.07	163 1.07	420 1.07	185 1.07
2010 Peak Season Adj.	40	92	58	581	199	411	282	517	11	174	449	198
Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Background Growth	4	10	6	61	21	43	30	54	1	18	47	21
2030 Background Traffic	44	102	64	642	220	454	312	571	12	192	496	219
Diverted Traffic Approved Projects	25	-25 5	0	-217 5.3	-74 5	-155	-135	231	74	2	133 234	2 ¹³⁹
Project Traffic	2	8	0	202	5	4	14	33%	5	0	20	0
Buildout Total	71	77	64	425	146	303	191	862	91	192	649	80
	L									l		

NW 154TH ST & NW 82ND AVE PM PEAK HOUR

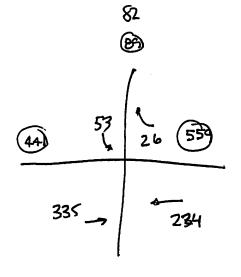
		NW 82ND AV Northbound		1 .	IW 82ND AV Southboun		-	NW 154TH S Eastbound			NW 154TH S Westbound	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed (12/07/2010)	72	252	94	306	104	221	235	486	15	243	588	389
Peak Season Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2010 Peak Season Adj.	77	270	101	327	111	236	251	520	16	260	629	416
Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%_	0.50%	0.50%	0.50%	0.50%	0.50%
Background Growth	8	28	11	34	12	25	26	55	2	27	66	44
2030 Background Traffic	85	298	112	361	123	261	277	575	18	287	695	460
Diverted Traffic	100	-100	0	-120	<u>-4</u> 0	-88	-124	128	40	_0	169	-155
Approved Projects Project Traffic	10	. 5	0	کی	50	20	22	163	3	5	244	42
Buildout Total	195	198	112	241	83	193	175	763	61	287	950	305
							l			· · ·		

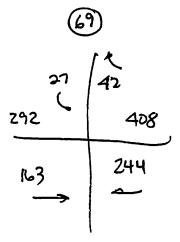
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JMD JMD ENGINEERING. INC.





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NW 170TH ST & NW 82ND AVE AM PEAK HOUR

Description	Left	NW 82ND AV Northbound	1		NW 82ND AN Southbound	d	i	NW 154TH S Eastbound			NW 154TH S Westbound	T
Description	Len	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed (12/07/2010)	198	178	73	9	414	4	3					
Peak Season Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	59	428	196	158	9
2010 Peak Season Adj.	212	190	78	10	443	1.07		1.07	1.07	1.07	1.07	1.07
•	1				443	•	3	63	458	210	169	10
Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%			
Background Growth	22	20	8	1	46	0	0.00%	7		0.50%	0.50%	0.50%
	1			1		•	ľ	,	48	22	18	1
2030 Background Traffic	234	210	86	11	489	1	3	70	506	232	187	11
Diverted Traffic	-59	-55	-25	0	-41	41	55	.39_	-240	-60	90	•
Approved Projects								65		-00	89,	0
Project Traffic	5	0	0	0	0	2	10	10	5	0	વુષ્ઠ	0
Buildout Total	180	155	61	11	448	44	68	119		455		
							- 00	118	271	172	279	11

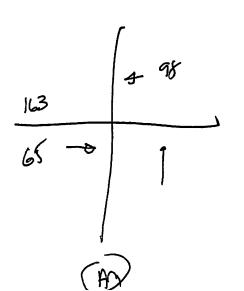
NW 170TH ST & NW 82ND AVE PM PEAK HOUR

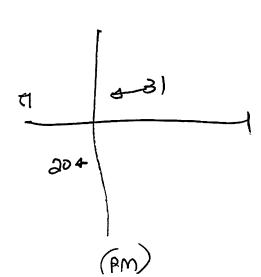
Description		NW 82ND AV Northbound Through		Left	NW 82ND AV Southbound Through	ļ	NW 154TH S Eastbound		NW 154TH ST Westbound			
		- via dagit	rtigitt	Leit	Though	Right	Left	Through	Right	Left	Through	Right
Observed (12/07/2010) Peak Season Factor	371 1.07	367 1.07	133 1.07	15 1.07	207 1.07	6 1.07	4	64	333	112	110	13
2010 Peak Season Adj.	397	393	142	16	221	6	1.07	1.07 68	1.07 356	1.07	1.07	1.07
Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	120 0.50%	0.50%	14
Background Growth	42	41	15	2	23	1	0	7	37	13	12	0.50%
2030 Background Traffic	439	434	157	18	244	7	4	75	393	133	130	15
Diverted Traffic Approved Projects	-148	-147	-53	0	-80	80	147	84 20	-133	-40	79	0
Project Traffic	10	0	0	0	0	10	10	10	10	0	3/5	0
Buildout Total	301	287	104	18	164	97	161	169	270	93	224	15

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NW 162ND ST & NW 82ND AVE AM PEAK HOUR

		W 82ND AV Northbound			IW 82ND AV Southbound		NW 162ND ST Eastbound			
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed (06/30/2010)	56	242	0	0	788	12	25	0	179	
Peak Season Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	
2010 Peak Season Adj.	64	278	0	0	906	14	29	0	206	
Growth Rate	0.50%	0.50%	0.50%	0.50%_	0.50%	0.50%	0.50%	0.50%	0.50%	
Background Growth	5	22	0	0	70	1	2	0	16	
2025 Background Traffic	69	300	0	0	976	15	31	0	222	
Project Traffic Distribution	0%	1% 10%	0%	34%	10%	51%	51%	0%	0%	
-Direction		in		out	out	out	in			
Total	0	2	0	30	9	44	9	0		
Buildout Total	69	302	0	30	985	59	40	0	222	

NW 162ND ST & NW 82ND AVE PM PEAK HOUR

		W 82ND AV			W 82ND AV Southbound		NW 162ND ST Eastbound				
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right		
Observed (06/30/2010) Peak Season Factor	167 1.05	795 1.05	0 1.05	0 1.05	492 1.05 517	19 1.05 20	30 1.05 32	0 1.05 0	117 1.05 123		
2010 Peak Season Adj. Growth Rate	175 0.50%	835 0.50%	0 0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%		
Background Growth	14	65	0	0	40	2	2	0	10		
2025 Background Traffic	189	900	0	0	557	22	34	0	133		
Project Traffic Distribution Direction	0%	10% in	0%	34% out	10% out	51% out	51% in	0%	0%		
Total	0	8	0	13	4	19	40	0	0		
Buildout Total	189	908	0	13	561	41	74	0	133		

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NW 154TH ST & NW 87TH AVE AM PEAK HOUR

Pagarintian	i	NW 87TH AVE Northbound Left Through Right			W 87TH AV Southbound		NW 154TH ST <u>Eastbound</u> Left Through Block			NW 154TH ST Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed (06/30/2010)	,	0	410		0	•					·	
Peak Season Factor	1.15	1.15	1.15	1.15	1.15	0 1.15	1 .0.	37	1	508	38	0
2010 Peak Season Adj.	2	0	472	1 0	0		1.15	1.15	1.15	1.15	1.15	1.15
	1 -	•	712	1 "	U	0	0	43	1	584	44	0
Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%			
Background Growth	0	0	50	0	0	0.0078	0.50%			0.50%	0.50%	0.50%
•	i -	•	•••	1 "	U	U	١ ٥	5	0	61	5	0
2030 Background Traffic	2	0	522	0	0	0	0	48	1	645	49	0
Diverted Traffic	0	149	-149	319	184	10	20	22				
Approved Projects	ا آ	8262	2				30	-30	0	-184	-10	187 _
Dunnwoody Lake	17	25	Õ	9193	21394	0	8	19 3 ° 28	0	0	12819	0129
- alminosti pano	l "	23	١	12	10	25	0	20	16	26	34	22
Buildout Total	19	179	375	331	205	35	38	231	- 47	407		
							- 35	207	17	487	201	209

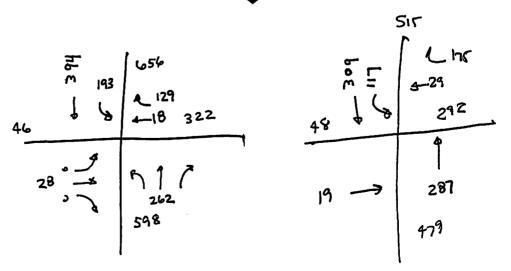
NW 154TH ST & NW 87TH AVE PM PEAK HOUR

Description	Left	NW 87TH AV Northbound Through			IW 87TH AV Southbound Through	_	Left	NW 154TH S Eastbound Through			NW 154TH S Westbound	-
Observed (06/30/2010) Peak Season Factor 2010 Peak Season Adj.	6 1.05 6	0 1.05 0	672 1.05 706	0 1.05	0 1.05 0	0 1.05	0 1.05	77 1.05 81	1 1.05	585 1.05 614	152 1.05	0 1.05
Growth Rate Background Growth	0.50% 1	0.50% 0	0.50% 74	0.50% 0	0.50%	0.50% 0	0.50% 0	0.50% 8	0.50%	0.50% 64	160 0.50% 17	0 0.50% 0
2030 Background Traffic	7	0	780	0	0	0	0	89	1	678	177	0
Diverted Traffic Approved Projects Dunnwoody Lake	0 0 60	108 1 8°23() 75	-108 -9 0	182 917 28	105 1309 94	30 0 28	30 49 0	101 -30 101	0 0 21	-105 0 2²\ Q 5	30 0 m (81	286 0 12
Buildout Total	67	201	677	210	206	58	36	160	22	578	288	298

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NW 87TH AVE & NW 146TH ST AM PEAK HOUR

	E NW 87TH AVE Southbound	NW 146TH ST Eastbound
<u>n l</u>	Right Left Through F	ght Left Through Right
06/30/2010)	0 0 673	9 23 0 45
on Factor 1		15 1.15 1.15 1.15
Season Adj.	0 0 774	0 26 0 52
e 0.	0.50% 0.50% 0.50% 0.	0% 0.50%
d Growth	0 0 81	3 0 5
ground Traffic	0 0 855	1 29 0 57
<u>ffic</u>	0 0 112	2 2 0 0
otal	0 0 967	3 31 0 57
otal	0 0 967	3 31 0

App Px

286

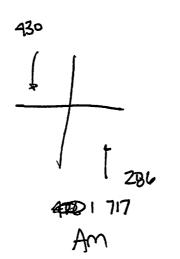
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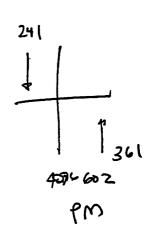
NW 87TH AVE & NW 146TH ST PM PEAK HOUR

	1	₩ 87TH AV Northbound			VW 87TH AV Southbound		NW 146TH ST <u>Eastbound</u>			
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed (06/30/2010) Peak Season Factor	87 1.05	675 1.05	0 1.05	0 1.05	509 1.05	85 1.05	82 1.05	0 1.05	51 1.05	
2010 Peak Season Adj.	91	709	0	0	534	89	86	0	54	
Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	
Background Growth	10	74	0	0	56	9	9	0	6	
2030 Background Traffic Diversion	101	783 0	0 .	0	590 0	98	95	0	60	
Project Traffic	0	135	0	0	95	3	5	0	0	
Buildout Total	101	918	0	0	685	101	100	0	60	

36 \ 24\ c:\documents and settings\johnd13\my documents\jmd_2009\2009_projects\bm-09-15\december report\intersection_volumes_adj.xlsx|87th & nw 146 AM Peak season adjusted by additioant 10% for school adjustment







NW 87TH AVE & INDUSTRIAL WAY AM PEAK HOUR

Deposite	1	NW 87TH AV Northbound	1		VW 87TH AV Southbound	_	INDSTRIAL WAY Westbound			
<u>Description</u>	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed (06/30/2010) Peak Season Factor 2010 Peak Season Adj.	0 1.15 0	332 1.15 382	456 1.15 524	29 1.15 33	784 1.15 902	0 1.15 0	179 1.15 206	0 1.15	8 1.15	
Growth Rate Background Growth	0.50% 0	0.50% 40	0.50% 55	0.50% 3	0.50% 95	0.50% 0	0.50% 22	0 0.50% 0	9 	
2030 Background Traffic Diversion	0	422 0	579	36 0	997 0	0.	228	0	10	
Project Traffic	0	40	0	10	102	0	0	0	50 2	
Buildout Total	0	462	579	46	1099	0	228	0	62	

286

430

NW 87TH AVE & INDUSTRIAL WAY PM PEAK HOUR

Description	Left	NW 87TH AV Northbound Through	_	Left	NW 87TH AV Southbound Through		li Left	NDSTRIAL W <u>Westbound</u> Through	AY Right
Observed (06/30/2010) Peak Season Factor 2010 Peak Season Adj.	0 1.05	851 1.05 894	189 1.05 198	35 1.05 37	607 1.05 637	0 1.05	334 1.05 351	0 1.05 0	40 1.05 42
Growth Rate Background Growth	0.50% 0	0.50% 94	0.50% 21	0.50% 4	0.50% 67	0.50% 0	0.50% 37	0.50% 0	0.50%
2030 Background Traffic Diversion	0	988 0	219	41 0	704 0	0	388	0	46
Project Traffic	0	115	0	5	80	0	0	0	20
Buildout Total	0	1103	219	46	784	0	388	0	66

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AM Peak season adjusted by addiitoanl 10% for school adjustment volumes_adj.xlsx]87th & ind way



NW 170TH ST & NW 87TH AVE AM PEAK HOUR

		NW 87TH AV	E	N	IW 87TH AV	Ε	,	VW 170TH S	т		NW 170TH S	T
		Northbound			Southbound	l	}	Eastbound			Westbound	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed (12/07/2010)	19	112 1.07	278 1.07	174 1.07	38 1.07	12 1.07	26 1.07	151 1.07	11 1.07	81 1.07	96 1.07	189 1.07
Peak Season Factor 2010 Peak Season Adj.	1.07 20	120	297	186	41	13	28	162	12	87	103	202
Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Background Growth	2	13	31	20	4	1	3	17	1	9	11	21
2030 Background Traffic	22	133	328	206	45	14	31	179	13	96	114	223
Diverted Traffic Approved Projects	33	209 212	-45	-52 6 5	80 70 J	0	0	-50	50	129	-33	98
Project Traffic	5	50	25	0,	3g4	0	0	0	5	10	0	0
Buildout Total	60	392	308	154	155	14	31	129	68	235	81	167

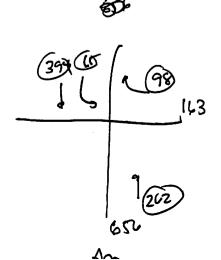
NW 170TH ST & NW 87TH AVE PM PEAK HOUR

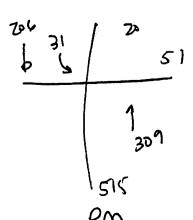
		NW 87TH AV	Æ	1	W 87TH A	Æ	1	W 170TH S	π		NW 170TH S	ST
	1	Northboun	d		Southboun	₫	l	Eastbound		ľ	Westbound	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
						_	١.			٠		
Observed (12/07/2010)	8	69	121	177	146	7_	3_	76	11	169	94	186
Peak Season Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2010 Peak Season Adj.	9	74	129	189	156	7	3	81	12	181	101	199
Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Background Growth	1	8	14	20	16	1	0	8	1	19	11	21
2015 KHA Assign										1		
2030 Background Traffic	10	82	143	209	172	8	3	89	13	200	112	220
Diverted Traffic	38	204	213	-71	71	0	0	-30	30	159	-38	75
Approved Projects		ጌ ዖላ		31	250		ļ					20
Project Traffic	7	30A	30	0	70	0	0	0	15	35	0	-0
Buildout Total	55	338	386	138	313	8	3	59	58	394	74	295

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NW 154TH ST & NW 79TH AVE AM PEAK HOUR

		NW 79TH AV Northbound	_		VW 79TH AV Southboun	_		NW 154TH S Eastbound	Ī	NW 154TH ST Westbound			
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed (11/19/2009)	2	20	16	279	41	208	139	1149	4	80	981	204	
Peak Season Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	
Peak Season Volume	2	21	17	299	44	223	149	1229	4	86	1050	218	
Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	
Background Growth	0	2	2	33	5	25	16	136	0	9	116	24	
2030 Background Traffic	2	23	19	332	49	248	165	1365	4	95	1166	242	
Diverted Traffic Approved Projects	0	0	0	-28	0	-29	-14	407	0	0	23 27 _]	-23 48	
Project Traffic	1	0	0	6'	0	1	2	35	0	0	17	0	
Buildout Total	3	23	19	304	49	220	153	1428	4	95	1206	219	
Dunaous rougi				- 504	~				`				

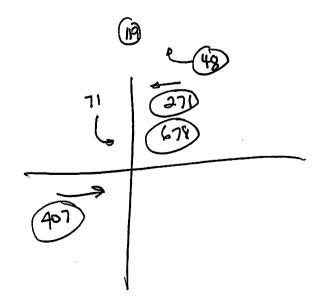
NW 154TH ST & NW 79TH AVE PM PEAK HOUR

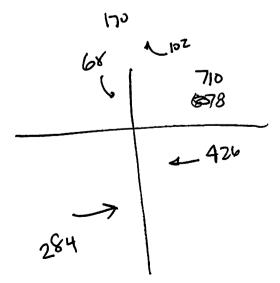
	1	NW 79TH AV			W 79TH AV			NW 154TH S	T		NW 154TH S	ı
		Northbound			Southbound			Eastbound			Westbound	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
		•	38	215	5	163	174	1332	2	2	933	204
Observed (11/19/2009)	6	8			-					-		294
Peak Season Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Peak Season Volume	6	9	41	230	5	174	186	1425	2	2	998	315
Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Background Growth	1	1	5	25	1	19	21	157	0	. 0	110	35
2030 Background Traffic	7	10	46	255	6	193	207	1582	2	2	1108	350
Diverted Traffic	0	0	0	-22 8ط	0	-29	-14	284 30	0	0	31 451.	-31
Approved Projects Project Traffic	1	0	0	0	0	5	5	30	0	0	421	lg Z
Buildout Total	8	10	46	233	6	169	198	1634	2	2	1169	319
						-	ļ			<u> </u>		

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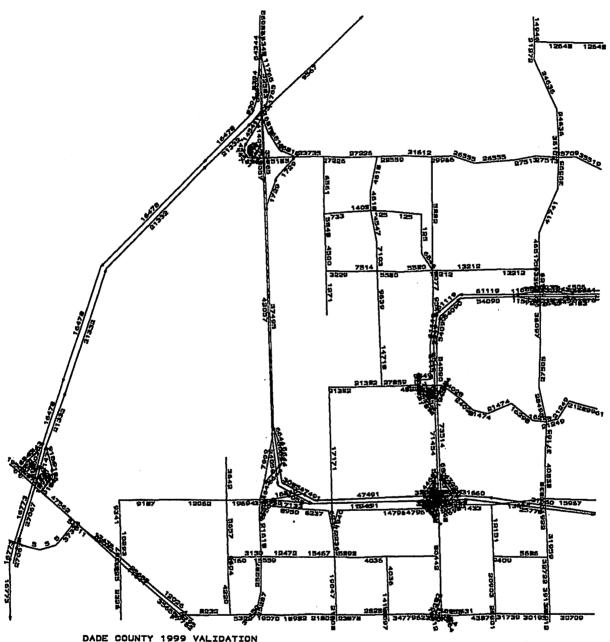


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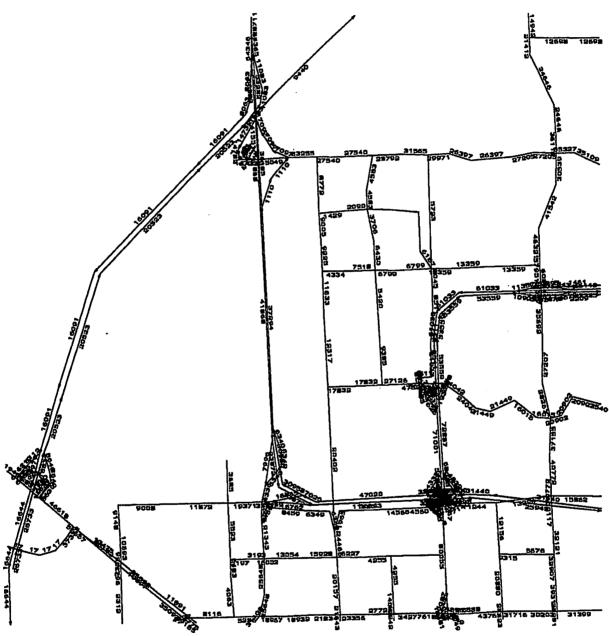
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APPENDIX H

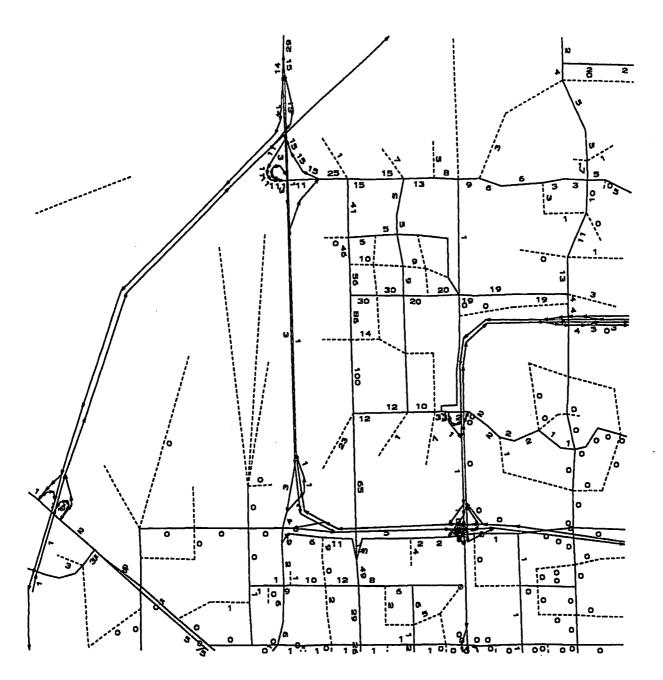
FSUTMS PLOTS & NW 87TH AVENUE VOLUME DEVELOPMENT



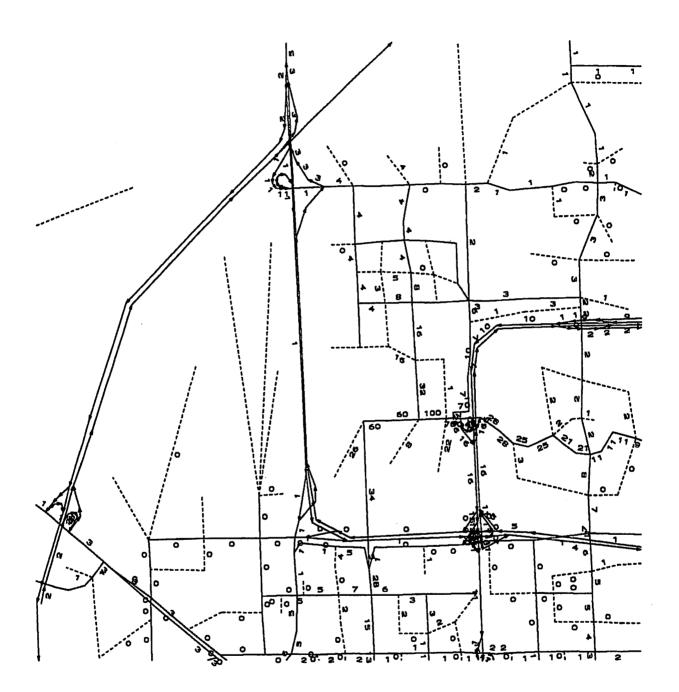
DADE COUNTY 1999 VALIDATION TOTAL VOLUME



DADE COUNTY 1999 VALIDATION TOTAL VOLUME

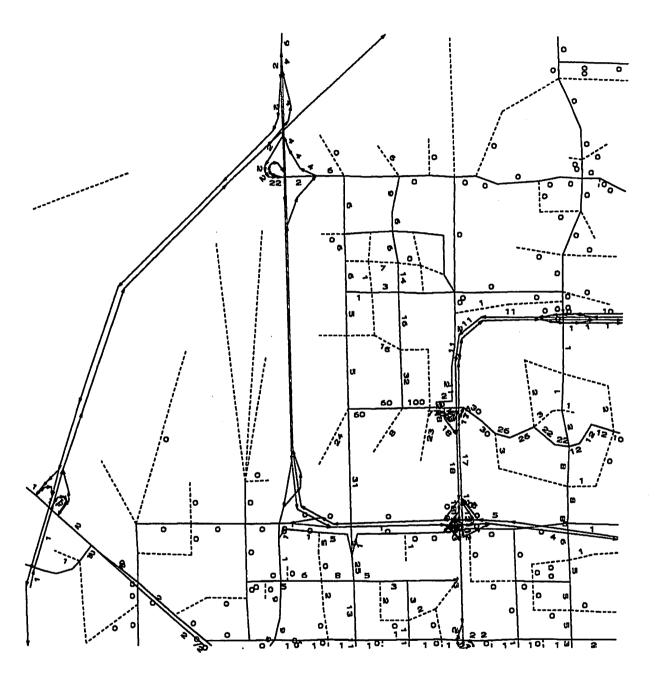


SELECT LINK ASSIGNMENT



SELECT LINK ASSIGNMENT

08JUL10 08:17:16



SELECT LINK ASSIGNMENT

08:20:20

Arterial Grid Analysis Study

Final Report

Prepared for:

Miami-Dade County Metropolitan Planning Organization (MPO)



Prepared by:

Kimley-Horn and Associates, Inc. Fort Lauderdale, Florida



Kimley-Horn and Associates, Inc.

©Kimley-Horn and Associates, Inc. March 2007 040829009



SUBJECT	<u>-</u>			SHEET NO	OF
DESIGN	DATE	CHECK	DATE	JOB NO.	

3 73 101

Type of report: Tube Count - Volume Data

SPECIFIC LOCATION: 10 ft from

CITY/STATE: Miami Lakes, FL

Mon

Tue

Wed

Thu

Fri

Average Weekday **Hourly Traffic**

Sat

Sun

Average Week Hourly Traffic

QC JOB #: 10516411 DIRECTION: NB Jun 29 2010 - Jul 01 2010

Page 1 of 1

Average Week Profile

29-Jun-10 30-Jun-10

01-Jul-10

LOCATION: NW 87th Ave 200' north of I-75

Start Time

12:00 AM

2:00 AN

ピラ · 54 NB

7 84 HZ. *405B

hell 0

12700

Report generated on 7/2/2010 9:23 AM

Comments:

Volume

PM Peak

5:00 PM

6:00 PM

5:00 PN

6:00 PN

8:00 AM 100.0%

792

8:00 AM 792 6:00 PN

1128

1153

1194

Volume

AM Peak

8:00 AM

8:00 AM

8:00 AN

99.1%

98.9%

102.2%

99.1%

98.9%

102.2%

% Weekday

Average

Day Tota

11:00 PM 10:00 PN

9:00 PN 8:00 PN 12:00 PN 11:00 AM 10:00 AN

816 609 451 454 605 638 781

774 578 471 421 540 584 750

788 595 469 515 615 618 748 660 837

586 613

759

792594
463
463

594 463 463

792 385 133

133 385

38

107 51 35 23 15

51 51 35 23 15

38

9:00 AM 8:00 AN 7:00 AM 6:00 AM 5:00 AM 4:00 AN 3:00 AN

> 381 135

368

131

9

45 41 37 46

120 62 47 18 21 42 134 407

2:00 PM

1:00 PN

4:00 PM

3:00 PN

624

780

820 630

6:00 PN 5:00 PN

1086 1153

1194 1096

1128 1104

1128 1125

812 1125 **1128**

759 638 613 586

812 638

838

571 774

593

880

861

508 395 203

588 530 398 225

530 588 838

7:00 PN

% Week

Average

11250+ 10925 = 22214

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

1738

Report generated on 7/2/2010 9:23 AM

SPECIFIC LOCATION: 10 ft fro CITY/STATE: Miami Lakes, FL	SPECIFIC LOCATION: 10 ft from CITY/STATE: Miami Lakes, FL	n of 1-/5							
Start Time	-10	Wed 30-Jun-10	Thu 01-Jul-10	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week	Average Week Profile
12:00 AM	- 11	90	78		76			76	AZES
1:00 AM	39	47	59		48			Å8 0	
2:00 AM	21	73	40		44			40	
3:00 AM	12	26	20		10			1 1	9
4:00 AM	29	32	37		33 7		3	3 6	9 421
5:00 AM	100	106	102		100			103	
6:00 AM	288	323	296		300			303	
7:00 AM	754	773	743		756			756	
8:00 AM	1025	980	985		996		-	906	
9:00 AM	682	722	691		698			808	
10:00 AM	530	526	566		540			740	
11:00 AM	481	511	537		509			500	
12:00 PM	609	556	602		589			7.80 0	
1:00 PM	621	552	625		599			500	A CONTROL OF THE PARTY OF THE P
2:00 PM	616	653	688		652			652	
3:00 PM	528	545	558		543			543	のである。 は、 は、 は、 は、 は、 は、 は、 は、 は、 は、
4:00 PM	635	636	662		644			644	
5:00 PM	994	932	941		955			977	
6:00 PM	757	743	834		778			778	
7:00 PM	569	572	637		592		7.04	503	
8:00 PM	400	471	522		464			464	
9:00 PM	440	451	488		459			460	Control of the Contro
10:00 PM	271	277	442		330			330	大学 は 一大学 は こ 一 こ 一 に こ 一 に こ こ こ こ こ こ こ こ こ こ こ こ
11:00 PM	151	153	292		198			108	Constitution of the second
Day Total	10614	10750	11445		10925			10925	
% Weekday Average	97.2%	98.4%	104.8%						
% Week Average	97.2%	98.4%	104.8%		100.0%				
AM Peak Volume	8:00 AM	8:00 AM	8:00 AM		8:00 AM			8:00 AM	
PM Peak Volume	5:00 PM 994	5:00 PM 932	5:00 PM		5:00 PM			5:00 PM	

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

7,75

STATION ROAD	FROM	<u>و</u>	EXISTING AWDT				SIS CEST			PONCTIONAL CLASSIFICATION
Hislesh Gdns Blvd	Okeechobee Rd	NW 138 St	٥			-	4	_		Urban Minor Arterial
NW 87 Ave	NW 58 St	Okeechobee Rd		٥		23000	4	٥	+=	Urban Minor Arterial
NW 74 St	NW 87 Ave	HEFT	٥	•		20000	9	o	Т	Urban Minor Arterial
Crandon Blvd	N of Harbor Dr	Virginia Key	28250	4	٥	31075	4	٥		Urban Principal Arterial-Other
NW 2 Ave	NW 199 St	NW 215 St	58913	8	L	64804		u		Urban Principal Arterial-Other
NW 41 SUNW 36 SI EXT	Palmetto Expressway	NW 87 Ave	54120	8	Ŀ	61156	8	Ŀ	-	Urban Principal Arterial-Other
NW 36 St	NW 87 Ave	NW 97 Ave	. 57060	9	4	64478	9	ı	-	Urban Principal Arterial-Other
NW 41 SUNW 36 St EXT	NW 97 Ave	NW 107 Ave	51006		L	57637	9		1	Urban Principal Arterial-Other
NW 41 St	NW 107 Ave	HEFT	45256	6	٥	51139	9		1-	Urban Principal Arterial-Other
NW 108 St	HEFT	NW 107 Ave	22730	4	۵	23640	4	٥	+-	Urban Principal Arterial-Other
NW 119 St	W of 1:95	NW 27 Ave	35296	9		38826	•	-	+-	Urban Principal Arterial-Other
Rickenbacker Cswy	Toll Plaza	W of Virginia Key	48336	9	L.	52686			Ť.	Irhan Drinchal Arterial Other
SW 137 Ave	SW 88 St	SW 104 St	46286			55100	8	_	+	Ithen Principal Arterial Other
SW 137 Ave	SW 104 St	SW 128 St	44630	_		49539			+	Ithan Drivinal Arterial Other
SW 137 Ave	SW 128 St	SW 152 St	63046	8		68100			+-	Urban Principal Arienal-Other
SW 152 St	SW 117 Ave	SW 124 Ave	66516		_	79154			+-	Iman Principal Arterial Other
SW 152 St	SW 124 Ave	SW 137 Ave	49726	9		59174		Ļ	۰	Ithan Principal Arterial Other
SW 107 Ave (Marlin Rd)	SW 188 St	US 1	19336		C	23010		ء	+	
NW 87 Ave	N of NW 154 St	NW 170 St		-		12700			;	
NW 97 Ave	NW 138 St	NW 154 St	-	-		200		,	,	
NW 97 Ave	NW 154 St	NW 170 St	-	-		SOC B	ľ		,	
NW 90 St	NW 87 Ave	NW 107 Ave				2000	•		,	
NW 97 Ave	NW 74 St	NW 80 St	•	-		13500			,	
NW 107 Ave	NW 138 St	NW 170 St				8100		,	,	
NW 154 St	1-75	NW 97 Ave	0			16700	2	, .	, c	
NW 154 St	NW 97 Ave	NW 107 Ave	0	•		9000	,	 -	,	
NW 122 Ave	NW 25 St	NW 41 St	٥	0		13000	2		-	
NW 25 St	NW 117 Ave	NW 127 Ave	°	•		32200	4	ш	0	
NW 127 Ave	NW 12 St	NW 25 St	0	•		28000	4	٥	-	
NW 20 St	NW 127 Ave	NW 137 Ave	0	0		2800	4	٥	-	
NW 137 Ave	SR 836	NW 20 St	0	0		2800	4	o	0	
SW 142 Ave	SW 8 St	SW 26 St	0	0		4050	2	٥	•	
SW 42 St	SW 157 Ave	SW 162 Ave	0	0		2600	2	o	٥	
SW 56 St	SW 157 Ave	SW 167 Ave	0	0		5300	2	٥	-	
SW 167 Ave	SW 56 SI	SW 88 St	0	0		5650	2	o	•	
SW 162 Ave	SW 88 St	SW 96 St	0	0		13800	4	S	0	
SW 36 St	SW 157 Ave	SW 162 Ave	0	0		14700	4	o	0	
SW 97 Ave	SW 8 St	Founttanbleau Blvd	0	. 0		42500	4	Ŀ	0	
SW 97 Ave	NW 12 St	NW 25 St	0	0		19800	4	0	0	
SW 82 Ave	SW 24 St	SW 40 St	0	0		11650	2	-	0	
SW 82 Ave	SW 40 St	SW 48 St	0	0		3850	2	٥	•	
SW 82 Ave	SW 48 St	SW 56 St	0	-		3850	2	0	-	
NW B2 Ave	NW 12 St	NW 25 St	٥	0		14600	4	٥	-	
SW 120 St	SW 137 Ave	SW 147 Ave	°	•		2350	2	٥	١	
SW 157 Ave	SW 152 St	SW 184 St	٥	0		11600	4	o	-	
SW 157 Ave	SW 120 St	SW 136 St	°	0		21800	4	-	•	
SW 160 St	SW 137 Ave	SW 147 Ave	0	0		10800	7	o	0	
SW 344 St	US 1	SW 167 Ave	0	0		12000	4	o	•	
SW 344 St	SW 167 Ave	SW 152 Ave	•	0		7050		,	ŀ	
						3	•	-	-	

Future Conditions Analysis

Future conditions along the arterial grid network were assessed by developing future (2015) traffic volumes for roadways in the arterial grid network consistent with the 10-year planning horizon for this study and the end of Priority II of the Long Range Transportation Plan (LRTP).

Traffic growth rates within the County were obtained from Miami-Dade County's 2030 LRTP. Traffic growth rates calculated in the LRTP are based on increases in demographic data such as population, households, employment, and automobile availability. The LRTP divides Miami-Dade County into six planning areas and 30-year traffic growth rates have been established for each of the planning areas. A map of the six planning areas is shown in Figure 1. As shown in Table 2, the established 30-year traffic growth rates were used to determine annual traffic growth rates. Then, 10-year traffic growth rates were calculated from the annual traffic growth rates.

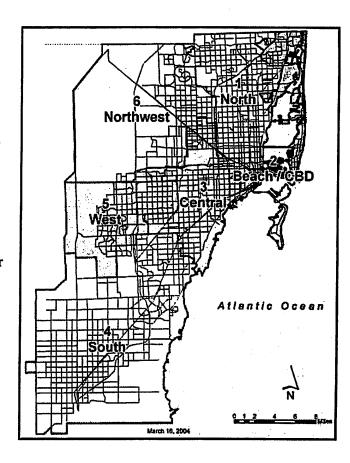


Figure 1. Six Planning Areas Established in the 2030 LRTP

Table 2. Miami-Dade County's Projected Traffic Growth Rate (2030 LRTP)

Planning Area	30-yr growth	Annual growth	10-year growth
North	32%	0.93%	10%
Northwest	45%	1.25%	13%
South	67%	1.72%	19%
Central	28%	0.83%	9%
West	37%	1.05%	11%
Beach/CBD (A)	32%	0.93%	10%

(A) - Central Business District

March 2007 18

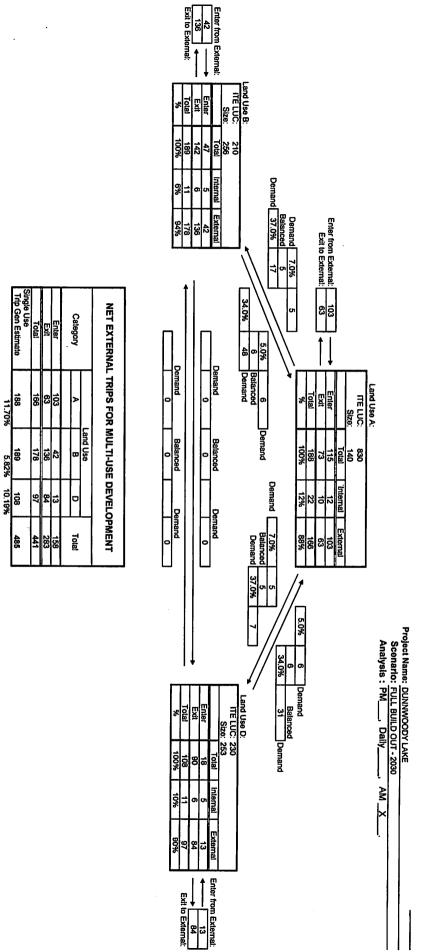
APPENDIX I

INTERNAL CAPTURE CALCULATIONS

				TA	TABLE APPENDIX	DIX						
				DON	DUNNWOODY LAKE	AKE						
			PASS-	BY CHECK	PASS-BY CHECK FOR 10% FDOT STANDARD	DOT STAN	DARD				-	
Roadway			2010		Committed	Committed Historical Growth	owth.		Total	10% of	Dunnwoody	Meets
		Number		Peak Hour	Background	Annaul	2030	Link	Background	Background	Lake	%0 1
From	To	of Lanes Cap	Capacity	Volume	Traffic	Rate	Growth	Diversion	Traffic	Traffic	pass-by	Standard?
NW 154TH STREET										,	;	Ç
NW 89TH AVE	NW 87TH AVE	7	1.100	238	48	0.50%	263	0	311	31	73	2
NW 87TH AVE	NW 83RD AVE	2	1.100	1.838	292	0.50%	2031	406	1,917	192	73	YES
NW 82PD AVE	NW 82ND AVE	4	2.950	1.838	408	0.50%	2031	-368	2,071	207	19	YES
SAN CAKES WAY	NIW TOTAL CT	. 7	2 050	3 468	408	0.50%	3832	-192	4,048	405	36	YES
NW 82ND AVE	WW /SIII CI	• •	2000	25.64	240	0.50%	2822	-141	3 221	322	24	YES
NW 79TH CT	NW 79th AVE	4	7.930	7,234	240	0.30%	7707		200	733	9	VEC.
NW 79TH AVE	NW 77TH COURT	4	4.130	3,312	710	0.50%	3659	0	4,369	43/	<u> </u>	3
NW 77TH COURT	SR 826	4	4,130	4,207	1,718	0.50%	4648	0	99£'9	637	71	, ES
NW 87TH AVENUE								-		į	F	S A
NW 170TH ST	SITE	4	2.950	561	515	0.50%	620	573	1,708	= ;	2 8	LES VIC
SITE	NW 154TH ST	4	2.950	1,194	515	0.50%	1319	573	2,407	241	2 5	YES
NW 154TH ST	NW 147TH TER	4	2,950	1,292	479	0.50%	1428	0	1,907	161	48	YES
NW 147TH TER	NW 138TH ST	4	2.950	2,187	479	0.50%	2416	0	2,895	290	74	YES
NW 82ND AVENUE								-		2		VEC
NW 170TH ST	NW 162ND ST	7	1.110	1,340	69	0.50%	1481	765-	<u>ر</u> کر ج	ያ :	2 7	3 2
NW 162ND ST	NW 154TH ST	7	1.100	1,718	69	0.50%	1898	-759	1,208	171	67	ន្ន
NW 170TH STREE										8	7	311
NW 87TH AVE	NW 82ND AVE	7	1,100	906	51	0.50%	1001	-250	802	80	₇	I ES

Note: NW 87TH Avenue volume from 2007 Arterial Grid Analysis by KHA Capactites per Miami Lakes Concurrency Report except for: NW 154th St. from NW 79th Ave to SR 826 capacity derived from ARTPLAN

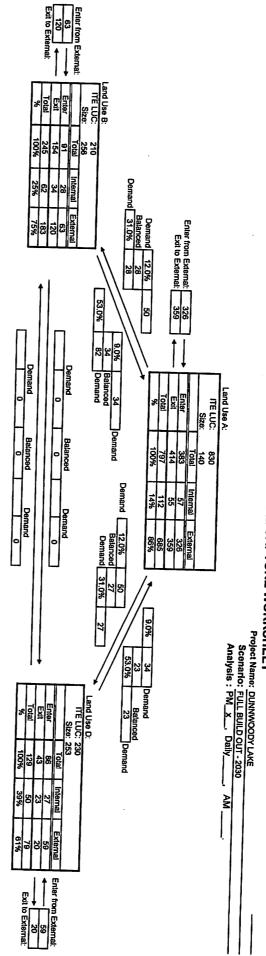
ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET



Internal Capture =

9.07%

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET



Internal Capture = 19.13%

797 14.05%

245 129 25.31% 38.76%

1,171

NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category

Total Exit

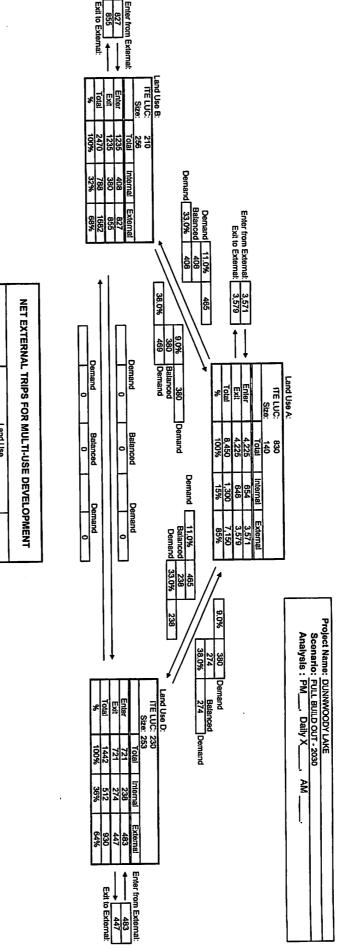
85 55 35 85 55 55

8 2 8

2 2 8

Total

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET



Category

8,450 15.38%

2,470 31.90%

1,442 35.51%

12,362

Internal Capture = 21.03%

3,571 3,579 7,150

934 44 83

4,881 4,881 9,762 Total

	TABLE 7.1 astrained Internal Ca igins Within a Multi-			
	-5	Midday Peak (AM)	PM Peak of Adj	Daily
from OFFICE	to OFFICE	2%	1%	2%
	to RETAIL	20%	23%	22%
	to RESIDENTIAL	0%	2%	2%
from RETAIL	to OFFICE	3%	3%	3%
	to RETAIL	29%	20%	30%
	to RESIDENTIAL	7%	12%	11%
from RESIDENTIAL	to OFFICE	N/A	N/A	N/A
	to RETAIL	34%	53%	38%
	to RESIDENTIAL	N/A	N/A	N/A

Unco Trip Dest	TABLE 7.2 nstrained Internal Ca inations Within a Mul	pture Rate ti-Use Dev	s for elopment	
		Midday Peak (AM)	PM Peak of Adj	Daily
to OFFICE	from OFFICE from RETAIL from RESIDENTIAL	6% 38% 0%	6% 31% 0%	2% 15% N/A
to RETAIL	from OFFICE from RETAIL from RESIDENTIAL	4% 31% 5%	2% 20% 9%	4% 28% 9%
to RESIDENTIAL	from OFFICE from RETAIL from RESIDENTIAL	0% 37% N/A	2% 31% N/A	3% 33% N/A

Information obtained from ITE's Trip Generation Handbook, 2nd Edition, June 2004

APPENDIX J

INTERSECTION DEVELOPMENT WORKSHEETS

NW 154TH ST & NW 87TH AVE AM PEAK HOUR

	1	W 87TH AV			IW 87TH AV		1	W 154TH S		NW 154TH ST			
	1	Northbound	!		Southbound		i	Eastbound			Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed (08/30/2010)	2	0	410	0	0	0	١٠	37	1	508	38	0	
Peak Season Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	
2010 Peak Season Adj.	2	0	472	0	0	0	0	43	1	584	44	0	
Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	
Background Growth	0	0	50	0	0	0	0	5	0	61	5	0	
2030 Background Traffic	2	0	522	0	0	0	0	48	1	645	49	0	
Diverted Traffic	0	119	-119	319	184	30	30	-30	0	-184	-30	187	
Approved Projects	0	262	0	193	394	0	0	28	0	0	18	129	
Dunnwoody L;ake	17	25	0	12	40	5	26	67	22	0	26	0	
Dunnwoody Forest	0	3	3	0	11	0	8	0	0	0	00	0	
Buildout Total	19	409	408	524	629	35	64	113	23	461	63	316	
							1						

NW 154TH ST & NW 87TH AVE PM PEAK HOUR

		W 87TH AV			IW 87TH A\		١	W 154TH S			NW 154TH S	
		Northbound	Į		<u>Southboun</u>	<u>d</u>	l	Eastbound		l	Westbound	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed (06/30/2010)	6	0	672	0	. 0	. 0	0	. 77	. 1	585	. 152	0
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2010 Peak Season Adj.	6	0	706	0	0	Ö	0	81	1	614	160	0
Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Background Growth	1	0	74	0	0	0	0	8	0	64	17	0
2030 Background Traffic	7	0	780	0	0	0	0	89	1	678	177	0
Diverted Traffic	١٥	108	-108	182	105	30	30	-30	0	-105	30	286
Approved Projects	l o	287	0	117	309	0	0	19	0	29	175	0
Dunnwoody Lake	60	75	0	28	94	8	0	57	16	0	71	46
Dunnwoody Forest	0	14	8	0	9	0	5	0	0	0	0	0
Buildout Total	67	484	680	327	517	38	35	135	17	602	453	332
1												

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NW 87TH AVE & NW 146TH ST AM PEAK HOUR

	W 87TH AV		•	W 87TH AV	_	NW 146TH ST			
		•	•		•		Eastbound		
Left	Through	Right	Left	Through	Right	Left	Through	Right	
21	319	0	0	673	9	23	o	45	
1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	
24	367	0	. 0	774	10	26	0	52	
0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	
3	38	0	0	81	1	3	0	5	
27	405	0	0	855	11	29	0	57	
	286			430					
0	40	0	0	60	2	2	0	0	
0	6	0	0	19	0	0	0	0	
27	737	0	0	1364	13	31	0	57	
	21 1.15 24 0.50% 3 27	Left Northbound Through 21 319 1.15 1.15 24 367 0.50% 0.50% 3 38 27 405 0 286 0 40 0 6	Left Northbound Through Right 21 319 0 1.15 1.15 1.15 24 367 0 0.50% 0.50% 0.50% 3 38 0 27 405 0 0 286 0 40 0 0 6 0	Left Northbound Through Right Left 21 319 0 0 1.15 1.15 1.15 1.15 24 367 0 0 0.50% 0.50% 0.50% 0.50% 3 38 0 0 27 405 0 0 0 0 0 0 286 0 0 0 0 40 0 0 0 6 0 0	Left Northbound Through Right Left Southbound Through 21 319 0 0 673 1.15 1.15 1.15 1.15 1.15 24 367 0 0 0 774 0.50% 0.50% 0.50% 0.50% 0.50% 3 38 0 0 81 27 405 0 0 855 0 0 0 430 0 40 0 0 60 0 6 0 0 19	Left Northbound Through Right Left Southbound Through Right 21 319 0 0 673 9 1.15 1.15 1.15 1.15 1.15 1.15 24 367 0 0 774 10 0.50% 0.50% 0.50% 0.50% 0.50% 3 38 0 0 81 1 27 405 0 0 855 11 0 0 430 0 430 0 40 0 0 60 2 0 6 0 0 19 0	Left Northbound Through Right Left Southbound Through Right Left 21 319 0 0 673 9 23 1.15 1.15 1.15 1.15 1.15 1.15 1.15 24 367 0 0 0 774 10 26 0.50% 0.50% 0.50% 0.50% 0.50% 0.50% 0.50% 0.50% 3 38 0 0 81 1 3 27 405 0 0 855 11 29 0 0 430 0 0 2 2 0 40 0 0 60 2 2 0 6 0 0 19 0 0	Left Northbound Through Right Left Southbound Through Right Eastbound Through 21 319 0 0 673 9 23 0 1.15 1.	

NW 87TH AVE & NW 146TH ST PM PEAK HOUR

		IW 87TH AV Northbound	_		IW 87TH AV Southbound	_		NW 146TH S Eastbound	Т
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed (06/30/2010) Peak Season Factor 2010 Peak Season Adj.	87 1.05 91	675 1.05 709	0 1.05	0 1.05	509 1.05 534	85 1.05 89	82 1.05 86	0 1.05 0	51 1.05 54
Growth Rate Background Growth	0.50% 10	0.50% 74	0.50% 0	0.50% 0	0.50% 56	0.50% 9	0.50% 9	0.50% 0	0.50% 6
2030 Background Traffic Diversion Approved Projects	101	783 0 361	0	0	590 0 241	98	95	0	60
Dunnwoody Lake Dunnwoody Forest	0 0	135 22	0 0	0	95 14	3 0	5 0	0	0 0
Buildout Total	101	1301	0	0	940	101	100	0	60

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NW 87TH AVE & INDUSTRIAL WAY AM PEAK HOUR

		W 87TH AV		ľ	W 87TH AV		INDSTRIAL WAY Westbound Left Through Ri			
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed (06/30/2010) Peak Season Factor 2010 Peak Season Adj.	0 1.15 0	332 1.15 382	456 1.15 524	29 1.15 33	784 1.15 902	0 1.15 0	179 1.15 206	0 1.15 0	8 1.15 9	
Growth Rate Background Growth	0.50% 0	0.50% 40	0.50% 55	0.50% 3	0.50% 95	0.50% 0	0.50% 22	<u>0.50%</u> 0	0.50% 1	
2030 Background Traffic Diversion	0	422 0	579	36 0 120	997 0 430	0	228 120	0	10 50 120	
Approved Projects <u>Dunnwoody Lake</u> Dunnwoody Forest	0	286 40 6	120 0 0	10 0	50 19	0	0	0 0	2 0 182	
Buildout Total	0	754	699	166	1496	0	348		102	

NW 87TH AVE & INDUSTRIAL WAY PM PEAK HOUR

Description	-	W 87TH AVE Northbound Through		, , ,	W 87TH AV Southbound Through		INDSTRIAL WAY <u>Westbound</u> Left Through Ri			
Observed (06/30/2010) Peak Season Factor 2010 Peak Season Adj.	0 1.05	851 1.05 894	189 1.05 198	35 1.05 37	607 1.05 637	0 1.05 0	334 1.05 351	0 1.05 0	40 1.05 42	
Growth Rate Background Growth	0.50% 0	0.50% 94	0.50% 21	0.50% 4	0.50% 67	0.50 <u>%</u> 0	0.50% 37	0.50% 0	0.50% 4	
2030 Background Traffic Diversion	0	988 0	219	41 0	704 0	0	388	0	46 120	
Approved Projects <u>Dunnwoody Lake</u>	0	361 115 22	120 0 0	120 5 0	241 80 14	0	120 0 0	0 0	20 0	
Dunnwoody Forest Buildout Total	0	1486	339	166	1039	0	508	0	186	

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NW 170TH ST & NW 87TH AVE AM PEAK HOUR

		W 87TH AV		١	IW 87TH AV	E		W 170TH S	г ¦		NW 170TH S	Т
	•	Northbound			Southbound	ı		Eastbound			<u>Westbound</u>	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed (12/07/2010)	19	112	278	174 1.07	38 1.07	12 1.07	26 1.07	151 1.07	11 1.07	81 1.07	96 1.07	189 1.07
Peak Season Factor 2010 Peak Season Adj.	1.07	1.07	1.07 297	186	41	13	28	162	12	87	103	202
Growth Rate Background Growth	0.50%	0.50% 13	0.50% 31	0.50% 20	0.50% 4	0.50% 1	0.50% 3	0.50% 17	0.50% 1	0.50% 9	0.50% 11	0.50% 21
2030 Background Traffic	22	133	328	206	45	14	31	179	13	96	114	223
Diverted Traffic	33	299	-45	-52	139	0	0	-50	50	130	-33	-59 98
Approved Projects Dunnwoody Lake	5	262 50	25	65	394 30	0	0	0	5 0	10 1	0	0
Dunnwoody Forest Buildout Total	60	15 759	308	219	613	14	31	129	68	237	81	262

NW 170TH ST & NW 87TH AVE PM PEAK HOUR

Donatalon	Left	NW 87TH AV	1	-	W 87TH AV Southbound Through		Left	IW 170TH S Eastbound Through	T Right	Left_	NW 170TH S Westbound Through	T Right
Description Observed (12/07/2010) Peak Season Factor 2010 Peak Season Adj.	8 1.07	69 1.07 74	121 1.07 129	177 1.07 189	146 1.07 156	7 1.07 7	3 1.07	76 1.07 81	11 1.07 12	169 1.07 181	94 1.07 101	186 1.07 199
Growth Rate Background Growth	0.50% 1	0.50% 8	0,50% 14	0.50% 20	0.50% 16	0,50% 1	0.50% 0	0.50% 8	0.50% 1	0.50% 19	0.50% 11	0.50% 21
2015 KHA Assign 2030 Background Traffic	10	82	143	209	172	8	3	89 -33	13 33	200	112 -38	220 -110
Diverted Traffic Approved Projects <u>Dunnwoody Lake</u> Dunnwoody Forest Buildout Total	38 7 0 55	204 309 50 8	213 30 1 387	-71 21 0 0	213 206 70 14	0 0 0	0 0 3	0 0 0	15 0 61	35 2 384	0 0 74	20 0 0 130

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JMD JMD ENGINEERING. INC.

NW 154TH ST & NW 79TH AVE AM PEAK HOUR

Description	Left	NW 79TH AVI Northbound Through	Right		W 79TH AV Southbound Through		Left	NW 154TH S Eastbound Through	T Right	Left	NW 154TH S' Westbound Through	Right
Observed (11/19/2009) Peak Season Factor Peak Season Volume	2 1.07	20 1.07 21	16 1.07 17	279 1.07 299	41 1.07 44	208 1.07 223	139 1.07 149	1149 1.07 1229	4 1.07 4	80 1.07 88	981 1,07 1050	204 1.07 218
Growth Rate Background Growth	0.50% 0	0.50%	0.50%	0.50% 33	0.50% 5	0.50% 25	0.50% 16	0.50% 136	0.50% 0	0.50% 9	0.50% 116	0.50% 24
2030 Background Traffic	2	23	19	332	49	248	165	1365	4	95	1166	242
Diverted Traffic Approved Projects	0	0	0	-28 71	0	-29	-14	28 407	0	0	23 271	-23 48 0
Dunnwoody Lake Dunnwoody Forest	1 0	0 0	0	0	0	1 0 1 220	2 0 153	35 15 1850	0 0 1 4	0 0 95	17 5 1 1482	0 267
Buildout Total	3	23	19	375	49	220	153	1 .000				

NW 154TH ST & NW 79TH AVE PM PEAK HOUR

		NW 79TH AVI			W 79TH AV Southbound	1		NW 154TH S Eastbound	T Right	Left	NW 154TH ST Westbound Through	Right
Description	Left	Through	Right	Left	Through	Right	Left	Through	Kilhir	Leit	THIOOBIL	
Observed (11/19/2009)	6	8	38	215 1.07	5 1.07	163 1.07	174 1.07	1332 1.07	2 1.07	2 1.07	933 1.07	294 1.07
Peak Season Factor Peak Season Volume	1.07 6	9	1,07 41	230	5	174	186	1425	2	2	998	315
Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50% 35
Background Growth	1	1	5	25	1	19	21	157	0	0	110	
2030 Background Traffic	7	10	46	255	6	193	207	1582	2	2	1108	350
Diverted Traffic	0	0	0	-22 68	0	-17	-14	22 284	0	0	31 426	-31 102
Approved Projects Dunnwoody Lake	1	0	0	0	0	5 0	5	30 8	0	0	30 19	0
Dunnwoody Forest	0	0	0	301	1 6	181	198	1926	2	2	1614	421
Buildout Total	 8	10	46	301	-	1 .01						
	 											

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NW 154TH ST & NW 82ND AVE AM PEAK HOUR

		IW 82ND AVI			W 82ND AV		NW 154TH ST Eastbound Through Blobs		r	NW 154TH ST Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed (12/07/2010) Peak Season Factor	37 1.07	86 1.07 92	54 1.07 58	543 1.07 581	186 1.07 199	384 1.07 411	264 1.07 282	483 1.07 517	10 1.07 11	163 1.07 174	420 1.07 449	185 1.07 198
2010 Peak Season Adj. Growth Rate Background Growth	0.50%	0.50% 10	0.50% 6	0.50% 61	0.50% 21	0.50% 43	0.50% 30	0.50% 54	0.50%	0.50% 18	0.50% 47	0.50% 21
2030 Background Traffic	44	102	64	642	220	454	312	571	12	192	496	219
Diverted Traffic Approved Projects	25	-25 5	0	-217 53	-74 5	-185	-135	231 335	74	5	133 234 20	-139 26
Dunnwoody Lake Dunnwoody Forest	2	0	0	0	0 0	4 0	14	60 15	5 0	0	5 1 888	0 108
Buildout Total	72	82	64	478	151	273	191	1212	91	187		

NW 154TH ST & NW 82ND AVE PM PEAK HOUR

	-	IW 82ND AV			W 82ND AV Southbound	!	NW 154TH ST <u>Easthound</u> Left Through Right			NW 154TH ST <u>Westbound</u> Left Through Righ		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Len	THOOGH	Tugut
Observed (12/07/2010)	72	252	94 1.07	306 1.07	104 1.07	221 1.07	235 1.07	486 1.07	15 1.07	243 1.07	688 1.07	389 1.07
Peak Season Factor 2010 Peak Season Adj.	1.07 77	1.07 270	101	327	111	236	251	520	16	260	736	416
Growth Rate Background Growth	0.50% 8	0.50% 28	0.50% 11	0.50%_ 34	0.50% 12	0.50% 25	0.50% 26	0.50% 55	0.50%_ 2	0.50% 27	0.50% 77	0.50% 44
2030 Background Traffic	85	298	112	381	123	261	277	575	18	287	813	460
Diverted Traffic	100	-100	0	-120 27	-40 5	-118	-124	128 163	40	0 5	169 244	-155 42
Approved Projects <u>Dunnwoody Lake</u>	10	5 0 0	0	0 0	0	20 1	22 0	60 8	3 0	0	86 19	0
Dunnwoody Forest Buildout Total	198	203	112	268	88	164	175	934	61	292	1331	347

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NW 162ND ST & NW 82ND AVE AM PEAK HOUR

	1	NW 82ND A			IW 82ND A\ Southboun	_		W 162ND S Eastbound	i
Description	Left	Through		Left	Through	Right	Left	Through	Right
Observed (06/30/2010) Peak Season Factor	56 1.15 64	242 1.15 278	0 1.15 0	0 1.15 0	788 1.15 906	12 1.15 14	25 1.15 29	0 1.15 0	179 1.15 206
2010 Peak Season Adj. Growth Rate Background Growth	0.50%	0.50%	0.50%	0.50%	0.50% 95	0.50%	0.50% 3	0.50%	0.50% 22
2025 Background Traffic	71	307	0	0	1001	15	32	. 0	228
Diversion Approved Projects Dunnwoody Lake Dunnwoody Forest	0	-139 26 2 0	0 0	0 0	-341 53 13 0	0 0	0	0	1 0
Buildout Total	71	196	0	0	726	15	32	0	229

NW 162ND ST & NW 82ND AVE PM PEAK HOUR

	- 1	IW 82ND A Northbour			NW 82ND AN Southboun	<u>d</u>		NW 162ND : Eastbound Through	
Description	Left	Through	Right	Left	Through	Right	Left	Thioagn	rugitt
Observed (06/30/2010) Peak Season Factor	167 1.05 175	795 1.05 835	0 1.05 0	0 1.05	492 1.05 517	19 1.05 20	30 1.05 32	0 1.05 0	117 1.05 123
2010 Peak Season Adj. Growth Rate Background Growth	0.50% 18	0.50% 88	0.50%	0.50%	0.50% 54	0.50%	0.50%	0.50% 0	0.50% 13
2025 Background Traffic	193	923	0	0	571	22	35	0	136
Diversion Approved Projects Dunnwoody Lake Dunnwoody Forest	2 0	-348 27 10 0	0 0	0	-253 42 19 1	0 0	0	0	1 0
Buildout Total	195	612	 0	0	380	22	35	0	137

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AM Peak season adjusted by addiitoanl 10% for school adjustment

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NW 170TH ST & NW 82ND AVE AM PEAK HOUR

	1	NW 82ND AVE			NW 82ND AV		1	W 154TH S Eastbound			NW 154TH S Westbound	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed (12/07/2010)	198	178	73	9	414	1	3 1.07	59 1.07	428 1.07	19 8 1.07	158 1.07	9 1.07
Peak Season Factor 2010 Peak Season Adj.	1.07 212	1.07 190	1.07 78	1.07 10	1.07 443	1.07	3	63	458	210	169	10
Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Background Growth	22	20	8	1	46	0	0	7	48	22	18	1
2030 Background Traffic	234	210	86	11	489	1	3	70	508	232	187	11
Diverted Traffic	-59	-55	-25	0	-41	41	55	39 65	-240	-60	89 98	0
Approved Projects <u>Dunnwoody Lake</u> Description	5	0	0	0	0	2 0	10 1	10 1	5 1	0	3 1	0
Dunnwoody Forest Buildout Total	180	155	61	11	448	44	69	185	272	172	378	11

NW 170TH ST & NW 82ND AVE PM PEAK HOUR

		W 82ND AV			IW 82ND AV			IW 154TH S Eastbound			NW 154TH S Westbound	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed (12/07/2010) Peak Season Factor	371 1.07	367 1.07	133 1.07	15 1.07	207 1.07	6 1.07	4 1.07	64 1.07	333 1.07	112 1.07	110 1.07	13 1.07
2010 Peak Season Adj.	397	393	142	16	221	6	4	68	356	120	118	14
Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50% 37	0.50% 13	0.50% 12	0.50%
Background Growth	42	41	15	2	23	1	0	,	31	"	'-	•
2030 Background Traffic	439	434	157	18	244	7	4	75	393	133	130	15
Diverted Traffic	-148	-147	-53	0	-80	80	147	67 20	-133	-40	57 31	0
Approved Projects <u>Dunnwoody Lake</u>	10	0	0	0	0	10	10	10	10 0	0	15 2	0
Dunnwoody Forest Buildout Total	302	0 287	104	18	164	99	162	173	270	93	235	15
Duiteon:							1					

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Lane Group	WEBL	EBT.	EBR	WBL	WBT	WBR	: NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	↑ }		ሻ	^	75	ሻ	个 个	7	ኝ		
Volume (vph)	64	113	23	461	43	316	19		406		638	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		150	200		150	200	1000	0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.975	7.77			0.850	1.00	0.00	0.850	1.00	0.992	0.95
Flt Protected	0.950			0.950		0.000	0.950		0.000	0.950	0.992	
Satd. Flow (prot)	1770	3451	0	1770	3539	1583	1770	3539	1583	1770	3511	^
Flt Permitted	0.950	0.01	J	0.950	0000	1000	0.950	3333	1303	0.950	3311	0
Satd. Flow (perm)	1770	3451	0	1770	3539	1583	1770	3539	1583		2544	
Right Turn on Red	1770	0401	Yes	1770	0000	Yes	1770	3339	Yes	1770	3511	0
Satd. Flow (RTOR)		15	103			343	100		11			Yes
Link Speed (mph)		35			35	343		30	420		5	
Link Distance (ft)		1348			1535		r-1 11.2 1	Am ALMER BULL CO.			30	.,
Travel Time (s)		26.3			29.9			1435	* 1 Sec. 15	12	3888	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.00	32.6	0.00	0.00	88.4	0.00
Adj. Flow (vph)	70	123	25	501	47	343	0.92	0.92 445	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)	10	!25	23	301	41	343	21	445	441	570	693	38
Lane Group Flow (vph)	70	148	0	E01	47	242	04	445	1 1			
Enter Blocked Intersection	No.	No	No	501	47	343	21	445	441	570	731	0
Lane Alignment	Left	Left		No	No	No	No	No	No	No	No	No
Median Width(ft)	Leit	12	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Link Offset(ft)	43.54	0	1 7		12			12			12	1.
Crosswalk Width(ft)		16			0	10,750.00		0			0	
Two way Left Turn Lane	The least terms	. 10			16	1.00		16			16	13 1 1
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	7.00			
Turning Speed (mph)	1.00	1.00	9		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	13		9	15	2	9	15		9	15	7.875.01.4 ± 10	9
Detector Template	Left	2 Thru		l off	the state to be a	1	1.0	2		1 :	2	7-21
Leading Detector (ft)	20	100		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Trailing Detector (ft)	20	0		20	100	20	20	100	20	20	100	March!
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		0	0	0	0	0	0	0	0	
Detector 1 Type	W. Stark			20	6	20	20	6	20	20	6	
Detector 1 Channel	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	1. 11.19
Detector 1 Extend (s)	0.0	0.0	7 77 7	0.0				^ ^				
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	0.0	94		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Size(ft)		6			94		et and	94			94	
Detector 2 Type	4 (14.1)	CI+Ex						6			6	
Detector 2 Channel		CITEX			CI+Ex			CI+Ex			CI+Ex	mangers.
Detector 2 Extend (s)		0.0			0.0	a April		0.0	5.7			
Turn Type	Prot	0.0		Drot	0.0	Do		0.0			0.0	
Protected Phases	7	4		Prot		Perm	Prot		Perm	Prot	-Light	863
Permitted Phases		-4		3	8		5	2		1	6	
Detector Phase	7	1				8	_	-	2	1.1.22		
- Inde		4		3	8	8	5	2	2	1	6	

	1	-	7	*	-	*	1	†	-	1	1	1
Lane Group	EBL	EBT.	. EBR	WBL		WBR	NBI	NRT	NBR	- SBL	CDT	N SBI
Switch Phase						100.500	PARTIES AND THE	THE PARTY OF THE	THE PARTY OF THE P	A COL	が呼吸のDia	連 の Bit の Bit
Minimum Initial (s)	5.0	4.0		5.0	4.0	4.0	5.0	4.0	4.0	5.0	F 0	
Minimum Split (s)	10.0	21.0		10.0	16.0	16.0	10.0	21.0	21.0	10.0		
Total Split (s)	15.0	21.0	0.0	41.0	47.0	47.0	10.0	22.0	22.0	46.0	20.0 58.0	0.
Total Split (%)	11.5%	16.2%	0.0%	31.5%	36.2%	36.2%	7.7%	16.9%	16.9%	35.4%	44.6%	0.0
Maximum Green (s)	10.0	16.0		36.0	42.0	42.0	5.0	17.0	17.0	41.0	53.0	0.0%
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)	1.0	1.0		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	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	THE RESERVE		5.0	4.0
_ead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Lag Yes	Lead	Lag	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max	3.0	3.0	3.0	
Walk Time (s)	1 The	5.0	1 2 3		5.0	5.0	None	5.0	C-Max	None	C-Max	
Flash Dont Walk (s)		11.0		e yiu	11.0	11.0			5.0			Work H
Pedestrian Calls (#/hr)	14.51	0			0	0		11.0	11.0			
Act Effct Green (s)	9.1	10.4	3.0	36.0	39.6	39.6	6.8	17.0	0			
ctuated g/C Ratio	0.07	0.08		0.28	0.30	0.30		17.0	17.0	46.6	61.1	
/c Ratio	0.57	0.51		1.02	0.04	0.30	0.05	0.13	0.13	0.36	0.47	
Control Delay	76.2	57.4		92.7	33.3	5.8	0.23	0.96	0.77	0.90	0.44	
Queue Delay	0.0	0.0		0.0	0.0		64.6	89.2	16.2	58.3	25.3	
otal Delay	76.2	57.4	777	92.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	
OS	E	E		52.7 F		5.8	64.6	89.2	16.2	58.3	25.3	At our
pproach Delay		63.4			56.1	A	Е	F	В	Ε	С	J196 8
pproach LOS	2.00	E			50.1 E	1.1		53.2 D			39.7	-37
tersection Summary		real areas							ETCLESVE KOM		D	EWITT THE PART
	Other		a Accessor and the	Canada de Pala	新工作的			LAN THE	To Supply	Post No.	25.19	发生特
ycle Length: 130			THE PERSON	177.7		Section.	12.042		VINETED T		15 G 17 18 18 18 18	MINIG
ctuated Cycle Length: 130						44			10.224.01.000	14 o Al (A) 2	Link ding	1.11.121
fset: 46 (35%), Referenced	to phase 2	NBT and	6:SBT, S	tart of Gr	een	ud a labora		NATE OF STREET	72 H-750.	(A	524.00	35-5-5
atural Cycle: 130										e at direct lines	and half hards	1.12
ontrol Type: Actuated-Coor eximum v/c Ratio: 1.02	dinated		的生物	19-21-7						75277		W.3.3
		e neer to make the say						***			4.2.4.	123.649
ersection Signal Delay: 49						OS: D					74, 55 - 19	75.977
ersection Capacity Utilizati	on 86.4%			ICU	Level of	Service E			* Carrie # 240	look to the te	alatikala 1991.	Azioni
alysis Period (min) 15							Harry.		A. 231 PE	H 1867		2000
lits and Phases: 3: NW	151th Ctroot	9 AUA/ 074	. 0			9				The second second		
	154th Street	<u>α ΝΨ 8/t</u>				0 0					1813	
o 1	MEURON AND AND AND AND AND AND AND AND AND AN		₱ ø2		1	ø3				04	1	8 -
		2	ST.	高級	418		A STATE			21 8 40		
The second							46		- 17 COLD 18 18 18 18 18 18 18 18 18 18 18 18 18	- CHARLES	AND DESCRIPTION OF THE PERSON	MSGG
ø5 ♥ ø6						ø7	Ø8					

	۶	-	*	*	—	*	4	†	~	1	↓	1
Lane Group	EBL:	a = EBT _i	EBR	WBL	WBT⊨	WBR	NBL	NBT:	NBR	SBL	SBT	SBR
Lane Configurations	75	ĵ»		Ϋ́	1>		75	∱ ∱		ሻ	↑ ↑	
Volume (vph)	31	129	68	237	81	262	60	759	308	219	613	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		100	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.948			0.885			0.957			0.997	
FIt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1766	0	1770	1649	0	1770	3387	0	1770	3529	0
FIt Permitted	0.346			0.360			0.360			0.100	0020	
Satd. Flow (perm)	645	1766	0	671	1649	0	671	3387	0	186	3529	0
Right Turn on Red	0.10		Yes		(010	Yes	0, 1	0001	Yes	100	0020	Yes
Satd, Flow (RTOR)		25	. 103		155	1 03		51			2	103
Link Speed (mph)		30			30			30			30	
Link Opeed (mph) Link Distance (ft)		340		(4 - 14) (14 a - 14	1550			3888			1400	
Travel Time (s)		7.7			35.2			88.4				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.00	0.00		0.00	0.00	31.8	0.00
market in the same about the bid identities a control with the same of the sam	34	140	74		88	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	140		258		285	65	825	335	238	666	15
Shared Lane Traffic (%)	24	04.4		050	070	_	0.5	4400				
Lane Group Flow (vph)	34	214	0	258	373	0	65	1160	0	238	681	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	in the Til	12			12		1	12	Janeira (12	
Link Offset(ft)		0			0			0			0	- Ter
Crosswalk Width(ft)		16		trada.	16			16.			16	100
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		. 9	15		9	15		9
Number of Detectors	. 1.	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	. 0		20	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	· vet reside f
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	Byfrik Skillyske i 1	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel					SMICE IN MEDICAL DIRECTORS	a sets to		0.0000.11.212.00			eraniani a dan	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	124	0.0	0.0	74 F/47 211	0.0	0.0	17.87.11
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	7000
Detector 2 Position(ft)	7 To	94		10.00	94			94			94	
Detector 2 Size(ft)		6			6			6	10.4 M 1		6	
Detector 2 Type		CI+Ex			CI+Ex		301 31	CI+Ex		- Libria	CI+Ex	
Detector 2 Channel					7.7			OI LX			OI LX	
Detector 2 Extend (s)	81 2	0.0			0.0			0.0			0.0	
Turn Type	pm+pt			pm+pt			pm+pt	0.0		nm±n‡		
Protected Phases	7	4		ر المار المار	8		-	2		pm+pt	6	
Permitted Phases	4		227	8			5	2			6	
Detector Phase	7	4		3	8		5	2		6		
_ 0.00.01 1 11000		7		J	0		5	2		7	6	

	,	-	1	1	4	*	1	1	1	1	Ţ	4
Lane Group	ŧ, e EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NRP	& SBL	ODT	- OF
Switch Phase						7272		AND TO THE	THUIN.	ODL	SBT	SB
Minimum Initial (s)	4.0	7.0		4.0	7.0		4.0	7.0		4.0	7.0	
Minimum Split (s)	15.0	50.0		15.0	50.0		15.0	40.0		15.0	7.0	
Total Split (s)	15.0	50.0	0.0	15.0	50.0	0.0	15.0	40.0	0.0	15.0	40.0	
Total Split (%)	12.5%	41.7%	0.0%	12.5%	41.7%	0.0%	12.5%	33.3%	0.0%	12.5%	40.0	0.
Maximum Green (s)	11.0	45.0		11.0	45.0	0.070	11.0	35.0	0.0%		33.3%	0.09
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		11.0	35.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		3.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	1.0	1.0	
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0	4.0		0.0	0.0	0.0	0.0	0.0
Lead/Lag	Lead	Lag		Lead	Lag	4.0	4.0	5.0	4.0	4.0	5.0	4.0
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	1.	Lead	Lag		Lead	Lag	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	277	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		3.0	3.0	77.	3.0	3.0	
Walk Time (s)		2.0		None			None	None		None	Min	
Flash Dont Walk (s)		10.0		Marin Ma	2.0	State of	1					
Pedestrian Calls (#/hr)		0			10.0							
Act Effct Green (s)	23.8	16.1		31.8	0			100				7
Actuated g/C Ratio	0.26	0.18			24.6		43.3	35.2		50.7	41.2	
/c Ratio	0.14	0.64		0.35	0.27		0.47	0.39		0.55	0.45	Bring!
Control Delay	20.2	39.6	27 1 2	0.70	0.67		0.16	0.87		0.81	0.43	
Queue Delay	0.0	0.0		33.9	24.5		12.1	34.4		42.1	20.1	
otal Delay	20.2	39,6		0.0	0.0		0.0	0.0		0.0	0.0	
OS	20.2 C	D D		33.9	24.5		12.1	34.4		42.1	20.1	10.10
pproach Delay		36.9		С	С		В	С		D	С	
pproach LOS			1	1000	28.4			33.2			25.8	14.5
		D			С			C ·			С	W. 1.
tersection Summary												145
rea Type: C ycle Length: 120	Other						1 10			- Company Control Control		ALCOHOL: SALES

Natural Cycle: 120

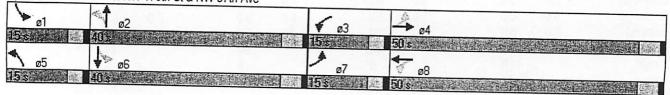
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87 Intersection Signal Delay: 30.2 Intersection Capacity Utilization 82.0%

Intersection LOS: C ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 6: NW 170th St & NW 87th Ave



	J	→	*	1	←	*	1	†	1	1	†	1
Lane Group	EBL	EBT	· EBR	.: WBL:	WBT	WBR	. NBL	NBT	NBR	SBL	SBT.	SBR
Lane Configurations	ሻ	† }		ሻ	^ }	11.7	ሻ	1→		7	₽	
Volume (vph)	191	1212	91	197	888	106	72	82	64	478	151	273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	300		0	300		0
Storage Lanes	1		0	1		0	1		. 0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990	2.5		0.984			0.934			0.903	
FIt Protected	0.950	0.000		0.950			0.950			0.950		
Satd. Flow (prot)	1770	3504	0	1770	3483	0	1770	1740	0	1770	1682	0
Flt Permitted	0.089	0001	·	0.062	7.17		0.498			0.304		
The second secon	166	3504	0	115	3483	0	928	1740	0	566	1682	0
Satd. Flow (perm)	100	0004	Yes	110	0,100	Yes			Yes			Yes
Right Turn on Red		5	163		8			18			61	
Satd. Flow (RTOR)		35			35			35			35	
Link Speed (mph)		1535			1396			451			2429	
Link Distance (ft)		29.9			27.2			8.8		end deb	47.3	
Travel Time (s)	0.00		0.00	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	0.92	0.92	0.92	0.92		115	78	89	70	520	164	297
Adj. Flow (vph)	208	1317	99	214	965	115	10		10	320	104	231
Shared Lane Traffic (%)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				4000		70	150	0	520	461	0
Lane Group Flow (vph)	208	1416	0	214	1080	. 0	78	159	0	The second second second second second	Annual Control of Control Control of the	
Enter Blocked Intersection	No	No	No	No.	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12		1 × 1	12			. 12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16		1	16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		. 1	2	21.15	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		. 0	0	Sq	0	, 0	
Detector 1 Size(ft)	20	6	9 18 6	20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		Cl+Ex	CI+Ex	
Detector 1 Channel		= 1		100			10 2.55		Land Jan			
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	To Fill of	0.0	0.0		0.0	0,0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	1 1977	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	0.0	94			94		7-7-7-7-7-7-X	94		and the same	94	
Detector 2 Size(ft)		6	6.13		6			6			6	T. Cal
Detector 2 Type		CI+Ex			CI+Ex	and the		CI+Ex		· 3.427.9	CI+Ex	
Detector 2 Channel		OI.LX			OI.LX						(-)	
and the state of t		0.0			0.0			0.0		101	0.0	
Detector 2 Extend (s)	hm.i.nt	0.0		nmint	0.0		Perm	0.0	** *	pm+pt		
Turn Type	pm+pt	· A		pm+pt	0		Leilli		-	Pin Pt	6	to said
Protected Phases	(4		J	8			2				20,0
Permitted Phases	4	. 1		8			2	- 0		0	6	110
Detector Phase	- 7	4		3	8			2		1	Ö	

Lane Group	<i>•</i>	→	1	1	+	*	1	†	1	1	1	4
Switch Phase	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	CDI	· SBT	
Minimum Initial (s)						118 -11			SECTION AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PER	ODL	Me 2B	SBF
Minimum Split (s)	5.0	7.0		5.0	7.0		7.0	7.0				
Total Split (s)	15.0	87.0		15.0	87.0		35.0	35.0		5.0	7.0	
Total Split (%)	15.0	87.0	0.0	15.0	87.0	0.0	35.0	35.0	0.0	53.0	88.0	
Maximum Green (s)	7.9%	45.8%	0.0%	7.9%	45.8%	0.0%	18.4%	18.4%	0.0%	53.0	88.0	0.0
Yellow Time (s)	12.0	82.0		12.0	82.0		30.0	30.0	0.0%	27.9%	46.3%	0.0%
All-Red Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	**********	50.0	83.0	
Lost Time Adjust (s)	0.0	1.0		0.0	1.0		1.0	1.0		3.0	4.0	
Total Lost Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
Lead/Lag	3.0	5.0	4.0	3.0	5.0	4.0	5.0	5.0	0.0	0.0	0.0	0.0
	Lead	Lead		Lag	Lag	4.0	100000		4.0	3.0	5.0	4.0
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Lag Yes	Lag		Lead		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	Yes		Yes		
Recall Mode	None	None		None	None		None	3.0		3.0	3.0	
Walk Time (s)							2.0	None		None	None	
lash Dont Walk (s)								2.0			2.0	
Pedestrian Calls (#/hr)							14.0	14.0			14.0	
Act Effct Green (s)	76.7	74.6		76.7	74.6	2014	0	0			0	
ctuated g/C Ratio	0.45	0.44		0.45	0.44		20.1	20.1		71.0	69.0	
/c Ratio	1.08	0.91		1.24	0.70		0.12	0.12		0.42	0.41	77.75
ontrol Delay	123.9	54.6	1000	202.3	41.6		0.70	0.71		0.92	0.64	
ueue Delay	0.0	0.0	A Paris	0.0	Improved	1.4	106.8	83.2		64.0	39.3	17 977 1
otal Delay	123.9	54.6		202.3	0.0		0.0	0.0		0.0	0.0	
OS	F	D		F F	41.6		106.8	83.2		64.0	39.3	
proach Delay		63.5			D		F	F		Е	D	
proach LOS	***************************************	E			68.2			91.0			52.4	CONTRACTOR OF THE PARTY OF THE
ersection Summary		E-West Hamilton	Course		E			F			D	113
	Other		175.17	EMPT T					114.20	GARAGE STATE		Section .

Cycle Length: 190 Actuated Cycle Length: 169.1

Natural Cycle: 190

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.24 Intersection Signal Delay: 63.9 Intersection Capacity Utilization 97.0% Analysis Period (min) 15

Intersection LOS: E ICU Level of Service F

Splits and Phases: 9: NW 154th Street & NW 82nd Avenue

Ø]	d2	→ ø4	1
A STATE OF THE PARTY OF THE PAR	(C) (C) (C) (C) (C) (C) (C) (C) (C) (C)	87.3	V Test
[™] ø6		1 2 5	Service and the service of the 1850
State of the State		Ø/ V ø8	

	•	1	. 4	`	†	1	1	
Lane Group	EBL	EB	R: NE	BL NE	AT.	SBT	SBR	
Lane Configurations	N/F	201	CONTRACTOR SALES	T T	†	1 <u>00</u>		
Volume (vph)	32	22	9 7		96	726	15	
Ideal Flow (vphpl)	1900	190	200			1900	1900	
Storage Length (ft)	0		0 10		50	1300		
Storage Lanes	1		0	1			0	
Taper Length (ft)	25	2	T	5			0	
Lane Util. Factor	1.00	1.00			10	1.00	25	
Frt	0.882	1.00	1.0	0 1.0		1.00	1.00	
Flt Protected	0.994		0.95	0		0.997		
Satd. Flow (prot)	1633	(2	1057		
Flt Permitted	0.994		0.950		3	1857	0	
Satd. Flow (perm)	1633	0			^	40		
Right Turn on Red	1000	Yes		186	3	1857	0	
Satd. Flow (RTOR)	249	168					Yes	
Link Speed (mph)	30					2		
Link Distance (ft)	285	25.51.00.00		30		35		
Travel Time (s)				2429		163		
Peak Hour Factor	6.5		12.00	55.2		3.2		
Adj. Flow (vph)	0.92	0.92	0.92			0.92	0.92	
Shared Lane Traffic (%)	35	249	77	213	}	789	16	
Lane Group Flow (vph)			1 11.0					
Enter Pleased Later (VPN)	284	0	77	213		805	0	
Enter Blocked Intersection	No	No	No	No		No	No	
Lane Alignment	Left	Right	Left	Left		Left	Right	그게 하는 것이 가장 모양하고 있어야? [1981년 개
Median Width(ft)	12			12	10	12	- J	
Link Offset(ft)	0			0		0		The second of the second second second
Crosswalk Width(ft)	16			16		16		
Two way Left Turn Lane				1000 100 400				
Headway Factor	1.00	1.00	1.00	1.00		1.00	1.00	
Turning Speed (mph)	15	9	15				0	
Number of Detectors	1		1	2		2		
Detector Template	Left		Left	Thru	Т	hru		
Leading Detector (ft)	20		20	100		100	merce pe	
Trailing Detector (ft)	0		0	0				
Detector 1 Position(ft)	0	200	0.	0	TO T	0	,	
Detector 1 Size(ft)	20		20	6		0		
Detector 1 Type	CI+Ex		CI+Ex		<u> </u>	b		
Detector 1 Channel			OLLEX	CI+Ex	CI+	EX		
Detector 1 Extend (s)	0.0		0.0	0.0		~~~		
Detector 1 Queue (s)	0.0			0.0		0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	COLUMN TORONTO	0.0		
Detector 2 Position(ft)	0.0		0.0	0.0		0.0		
Detector 2 Size(ft)			J. P. Wyo.	94		94		and the second contract the second se
Detector 2 Type			1,191	6		6		
Detector 2 Channel				CI+Ex	CI+E	Εx	¥ 95.00	
Detector 2 Extend (s)				1.0				The second section of the section of the second section of the section of the second section of the secti
POLOCIOI Z EXIGNITIVE								
um Type				0.0	0	.0		
urn Type	7		Prot		0	.0		
urn Type Protected Phases	4		Prot 5	0.0		.0		
urn Type	4							

	•	*	1	†	1	1	
Lane Group	E EBL	EBR	, NBL	NBT	SBT	SBR	
Switch Phase	,		A STATE OF THE STA		described The Asia		
Minimum Initial (s)	5.0		5.0	5.0	5.0		
Minimum Split (s)	20.0		10.0	20.0	20.0		
Total Split (s)	20.0	0.0	10.0	20.0	40.0	0.0	
Total Split (%)	28.6%	0.0%	14.3%	28.6%	57.1%	0.0%	
Maximum Green (s)	15.0		5.0	15.0	35.0	0.070	
Yellow Time (s)	4.0		4.0	4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0	1.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	- Hall
Total Lost Time (s)	5.0	4.0	5.0	5.0	5.0	4.0	
Lead/Lag			Lead		Lag	7.0	The state of the s
Lead-Lag Optimize?			Yes		Yes	1	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	er so me o	
Recall Mode	None		None	None	None		
Act Effct Green (s)	8.4		5.4	36.3	29.0		The second second second second second
Actuated g/C Ratio	0.15		0.10	0.65	0.52	A. A. A. A. A. A. A. A. A. A. A. A. A. A	
v/c Ratio	0.62		0.45	0.18	0.83	14 12	
Control Delay	12.1		39.5	4.1	21.9		
Queue Delay	0.0		0.0	0.0	0.0		
Total Delay	12.1		39.5	4.1	21.9		
LOS	В		D	A	C	m -0, m	
Approach Delay	12.1			13.5	21.9		
Approach LOS	В.		177	В	21.3 C		
Intersection Summary		40.5	CARAGE				
Area Type:	Other	MATERIAL MINES					
Cycle Length: 70				Test (Miller)		4.	
Actuated Cycle Length: 5	5.5			77.17		Gert Str.	
Natural Cycle: 65				a receivable	Association of the		
Control Type: Actuated-U Maximum v/c Ratio: 0.83	ncoordinated			.7. .7 7.2	4.5	1.11.	
Intersection Signal Delay:	18.2			7		00.0	
Intersection Capacity Utili	70.2				rsection L		
Analysis Period (min) 15	ZaliOH / 1.7%			ICL	Level of	Service C	
Analysis Period (min) 15			1. 3		f. a		
Splits and Phases: 13:	NW 162nd Stree	et & NW	82nd Ave	enue			
1 ø2							<i>A</i> .
04	The state of the state of	HI TANK	STEWNSON FALL	And Election	2020000	da si sidan	Ø4 20s
4 - 1			1	Total South	- 14 14 14 14 15 15 15 15 15 15 15 15 15 15 15 15 15		202
√ ø5	ø6			4			
0 s 40 s		THE TANK		4 (3.5	建 加加		

	۶	→	*	•	4	•	1	†	~	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	® WBT	WBR:	: NBL	NBT:	NBR	SBL.	SBT	SBR
Lane Configurations	ሻ	₽		75	₽		"	Þ		ሻ	₽	
Volume (vph)	69	185	272	172	378	11	180	155	61	11	448	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911			0.996			0.958			0.987	
FIt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1697	0	1770	1855	0	1770	1785	0	1770	1839	0
FIt Permitted	0.131			0.131			0.236			0.541		
Satd. Flow (perm)	244	1697	0	244	1855	0	440	1785	0	1008	1839	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	an promoti i	59			1			20			5	
Link Speed (mph)		30			30			30			30	-
Link Distance (ft)		1550			479			1301			323	
Travel Time (s)		35.2			10.9			29.6			7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	201	296	187	411	12	196	168	66	12	487	48
Shared Lane Traffic (%)				77	Fallish.							
Lane Group Flow (vph)	75	497	0	187	423	0	196	234	0	12	535	0
Enter Blocked Intersection	No	No	No	No.	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	Lon	12	rugiic		12			12		1.46	12	
Link Offset(ft)		0		. 12.5	0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	14 1	9	15		9
Turn Type	pm+pt		- 9.59	pm+pt			pm+pt	14,500,13		pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		77.577	8			2	- 1 1		6	5.74.75	1.00
Minimum Split (s)	15.0	35.0		15.0	35.0		15.0	55.0		15.0	55.0	
Total Split (s)	15.0	35.0	0.0	15.0	35.0	0.0	15.0	55.0	0.0	15.0	55.0	0.0
Total Split (%)	12.5%	29.2%	0.0%	12.5%	29.2%	0.0%	12.5%	45.8%	0.0%	12.5%	45.8%	0.0%
Maximum Green (s)	12.0	30.5	0.070	12.0	30.5	- 1000	12.0	50.5		12.0	50.5	98.5
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	0.5		0.0	0.5		0.0	0.5		0.0	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	4.5	4.0	3.0	4.5	4.0	3.0	4.5	4.0	3.0	4.5	4.0
Lead/Lag	Lead	Lag	1.0	Lead	Lag		Lead	Lag		Lead	Lag	10-4-5
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)	44.0	30.5		44.0	30.5		64.0	50.5		64.0	50.5	
Actuated g/C Ratio	0.37	0.25		0.37	0.25	7, 10 J.	0.53	0.42		0.53	0.42	
v/c Ratio	0.31	1.05		0.37	0.90		0.53	0.31		0.02	0.69	
Control Delay	26.9	92.6	,**	48.4	66.1		18.9	22.4		12.0	33.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	. 14
Total Delay	26.9	92.6		48.4	66.1		18.9	22.4		12.0	33.7	
LOS	C	F		D	E		В	C		В	C	
LUS	U	Г		U			D	U		D	U	

	•	→	*	1	+	*	1	†	1	1	1	1
Approach Delay	EBL	E EBT	EBR	WBL	⊘ WBT ↓	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay Approach LOS		84.0			60.7		11-12-12	20.8		and the same	33.2	CODIA
		F			E			C			C	
Intersection Summary		14 . 5 . 5	Ly Project in		KATEMETE	Maria de la companya del companya de la companya del companya de la companya de l	CONTRACTOR NO		THE PERSON NAMED IN			

Area Type:

Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 50 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 120 Control Type: Pretimed Maximum v/c Ratio: 1.05 Intersection Signal Delay: 51.9 Intersection Capacity Utilization 86.3%

Intersection LOS: D ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 14: NW 170th St & NW 82ND

14. NW 17011 St & NW 82ND		
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*	A CONTRACTOR OF THE PARTY OF TH	363
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The Committee of the Co	15 s	25

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Lane Group	EBL.	₩ EBT	EBR.	WBL			NBL .	NBT:	NBR:	SBL		SBR
Lane Configurations	Ϋ́	↑ ↑		*5	ተተ	7	7	ĵ»		ሻ	Þ	
Volume (vph)	153	1850	4	95	1482	267	3	23	19	375	49	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	55		0	150		0	200		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			marrin _i ,		-	0.850		0.932			0.877	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	0	1770	3539	1583	1770	1736	0	1770	1634	0
FIt Permitted	0.950	0000		0.950			0.224			0.727		
Satd. Flow (perm)	1770	3539	0	1770	3539	1583	417	1736	0	1354	1634	0
	1110	0000	Yes			Yes			Yes			Yes
Right Turn on Red			100			238		19			103	
Satd. Flow (RTOR)		35			35	200		30		4.5	30	
Link Speed (mph)		1396			331			418		· ·	713	
Link Distance (ft)	10 P L	27.2		1	6.4			9.5			16.2	and o
Travel Time (s)	0.00		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	0.92	0.92		103	1611	290	3	25	21	408	53	239
Adj. Flow (vph)	166	2011	4	103	1011	290		25.	<u>41</u>			200
Shared Lane Traffic (%)	400	0045		400	1011	290	3	46	0	408	292	. 0
Lane Group Flow (vph)	166	2015	0	103	1611			No.	No	No	No	No
Enter Blocked Intersection	No	No	No	No	No	No	No			Left	Left	Right
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Leit	12	Rigit
Median Width(ft)		12			12			12				
Link Offset(ft)		0		iate es e	0			0			16	27-11
Crosswalk Width(ft)		16			16			16		441	. 10	
Two way Left Turn Lane									4.00	7.00	4.00	4.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	4 9 2	9	15	: 0 <u>2</u> 866	9	15		9
Number of Detectors		2	- h	, 1.5% A.	2	1-	1	_ 2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		. 0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	120	0.0	0.0	41.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	a, Akg	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6		T-1	6			6			6	
Detector 2 Type		CI+Ex	3	er e " e	CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel			2 2 1 COOK		10-11-11-11	100						
Detector 2 Extend (s)	ти п 32 °.	0.0			0.0			0.0	man dif		0.0	
Turn Type	Prot			Prot		Perm	Perm			Perm		
Protected Phases	7	4		3	8	a maini	2007 (2007)	2			6	
Permitted Phases					12	8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
200001711000								_		_		

	-	-	1	1	+	*	1	Ť	1	1	+	1
Lane Group	EBL.	EBT	EBR	WBL	WBT:	WBR	NBL	NBT:	NBR.	SBL	SBT	SBR
Switch Phase									2.000.001.002.00	Charles E La Cont	A THE SECTION	
Minimum Initial (s)	5.0	7.0		5.0	7.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	14.0	138.0		14.0	138.0	138.0	38.0	38.0		38.0	38.0	
Total Split (s)	14.0	138.0	0.0	14.0	138.0	138.0	38.0	38.0	0.0	38.0	38.0	0.0
Total Split (%)	7.4%	72.6%	0.0%	7.4%	72.6%	72.6%	20.0%	20.0%	0.0%	20.0%	20.0%	0.0%
Maximum Green (s)	11.0	133.0		11.0	133.0	133.0	33.0	33.0	0.070	33.0	33.0	0.076
Yellow Time (s)	. 3.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0		0.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	4.0	3.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead		0.0	7.0	0.0	3.0	4.0
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						- 1
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	J	3.0	3.0	
Recall Mode	None	None		None	None	None	Max	Max		None	None	
Walk Time (s)		5.0		1,214	5.0	5.0	5.0	5.0		5.0	5.0	7.271
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	7	Ö	1004 500		0	0	0	0		0	11.0	
Act Effct Green (s)	16.0	108.3		11.2	103.4	103.4	33.5	33.5		33.5	33.5	
Actuated g/C Ratio	0.10	0.65	,	0.07	0.62	0.62	0.20	0.20		0.20	0.20	
v/c Ratio	0.98	0.87		0.87	0.73	0.27	0.04	0.13		1.49	0.71	
Control Delay	132.3	27.9		128.5	22.9	2.7	65.7	41.7	entra pet	282.9	52.4	7. 29.54
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	132.3	27.9		128.5	22.9	2.7	65.7	41.7		282.9	52.4	7
_OS	F	С		F	C	A	E	D		Z02.5	D D	
Approach Delay		35.9	100	T 1,57.7	25.4		1 1 1 1 1 1	43.2	N. 37.7712	S. 1925, 7	186.7	W. 75%.
Approach LOS	AL ALL	D		.40-00-0	C		4 . 4 . 7	D D	1005-120	MANERY 15.	F	

Intersection Summary.

Area Type: Other

Cycle Length: 190

Actuated Cycle Length: 166.2

Natural Cycle: 190

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.49
Intersection Signal Delay: 53.1
Intersection Capacity Utilization 95.6%

Intersection LOS: D
ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 15: NW 154th Street & NW 79th Avenue

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38*44.544	138 Side Carrier and Annual Carrier State of the Ca	143
ø6	4 [∞] ø8	*
8 - 1 - 1	138 8 2 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	144

								3/2/2011
	عر	7	4	†	1	1		
Site Group State State	EBL	FRO	NBL	No.	¥		SF 10	
Lane Configurations	•				HESB!	点走 SBR		
Volume (vph)	31			• •	1			The state of the s
Ideal Flow (vphpl)	1900	•			1364			
Storage Length (ft)	125			1900	1900	1900		
Storage Lanes		_	125			0		•
Taper Length (ft)	1	•	1			0		
Lane Util. Factor	25		25			25		
Frt	1.00		1.00	0.95	0.95	0.95		
Fit Protected	0.050	0.850			0.999			to the second of
Satd. Flow (prot)	0.950		0.950					•
Fit Permitted	1770	1583	1770	3539	3536	. 0		
Cotd Flouring	0.950		0.950			U		
Satd. Flow (perm)	1770	1583	1770	3539	3536	0		
Right Turn on Red		Yes			0000	Yes	•	
Satd. Flow (RTOR)		62		***	1	168		
Link Speed (mph)	30			30	30		* *.	
Link Distance (ft)	469			635	1435			
Travel Time (s)	10.7			14.4				
Peak Hour Factor	0.92	0.92	0.92	0.92	32.6			
Adj. Flow (vph)	34	62	29	and the second	0.92	0.92		
Shared Lane Traffic (%)		. 02	29	801	1483	14		
Lane Group Flow (vph)	34	62	òo					en a series de la companya del companya del companya de la company
Enter Blocked Intersection	No	No	29	801	1497	0		
Lane Alignment	Left	_	No	No	No	No	totat seesaa saa	Commence of the same of the sa
Median Width(ft)	12	Right	Left	Left	Left	Right		
Link Offset(ft)	0			12	12		• • •	
Crosswalk Width(ft)	16			0	0			
Two way Left Turn Lane	10			16	16			The state of the s
Headway Factor	4.00							
Turning Speed (mph)	1.00	1.00	1.00	1.00	1.00	1.00		
Number of Detectors	15	9	15			9		
Detector Template	. 1	1	1	2	2		3 %	and the state of t
Locding Dobots (5)	Left	Right	Left		Thru		1 1	
Leading Detector (ft)	20	20	20	*****	100			to the second second second second second second second second second second second second second second second
Trailing Detector (ft)	0	0	0	0	0	• • •	4 1 1 1 1 1 1 1	
Detector 1 Position(ft)	0	Ö	0	Ŏ				Fire was a second of the secon
Detector 1 Size(ft)	20	20	20	6	0 6			
Detector 1 Type	CI+Ex C						F	e William Standard Company
Detector 1 Channel	****	_, _,		ı.rv ci	+Ex			
Detector 1 Extend (s)	0.0	0.0	0.0	<u> </u>	A A	·		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	The state of the s		0.0	********		
Detector 2 Position(ft)		Ų.U	0.0		0.0			
Detector 2 Size(ft)			•		94			
Detector 2 Type		•	_	_6	6			
Detector 2 Channel	· ••	100	CI-	Ex CI+	Ex			
Detector 2 Extend (s)	•					*	-	en and the second secon
Turn Type	n			0.0	0.0	** **		
Protected Phases		erm P	rot					and the second of the second o
Permitted Phases	4	,	5	2	6			en en en en en en en en en en en en en e
Detector Phase	A	4	*					en en en en en en en en en en en en en e
	4	4	5	2	6			
Baseline								

	*	*	4	1	+	1	
Lane Group	EBL	EBR	NBL.	NBT.	SBT	SBR-	
Switch Phase	and the second of the second o	HALL STATE		COMPLETE STATE	e san OO () a	E-ODIT-	
Minimum Initial (s)	7.0	7.0	5.0	16.0	16.0		
Minimum Split (s)	30.0	30.0	18.0	63.0	45.0		
Total Split (s)	30.0	30.0	18.0	63.0	45.0	0.0	
Total Split (%)	32.3%	32.3%	19.4%	67.7%	48.4%	0.0%	
Maximum Green (s)	25.0	25.0	15.0	58.0	40.0		
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	T A M CARAGO	GER G
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0		1900 Been been been been been been been been
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	3.0	5.0	5.0	4.0	
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None	None	Max	Max		
Walk Time (s)	7.0	7.0	. /	1.00		1-2	
Flash Dont Walk (s)	11.0	11.0					
Pedestrian Calls (#/hr)	0	0		4.5	1000		
Act Effet Green (s)	7.5	7.5	6.8	61.9	57.6	****	
Actuated g/C Ratio v/c Ratio	0.10	0.10	0.09	0.81	0.76		
	0.20	0.29	0.18	0.28	0.56	55 - JUS	
Control Delay Queue Delay	34.0	13.2	34.3	2.6	7.2		
Total Delay	0.0	0.0	0.0	0.0	0.0	one contract	
LOS	34.0 C	13.2 B	34.3	2.6	7.2	11	
Approach Delay	20.6	ъ.,	С	A 3.7	Α 7.0		
Approach LOS	20.0 C		- 181 V	1 900000	7.2		
	U			A	Α		
Intersection Summary	Other				计为科 统		是自己的特殊的人,是是
Area Type: Cycle Length: 93	Other		4727				
Actuated Cycle Length: 76	8 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4			1.4			
Natural Cycle: 95). I			·			
Control Type: Actuated-Ur	coordinated	3 32 5					
Maximum v/c Ratio: 0.56	looordinated			E 1377			The second of the second second second second
Intersection Signal Delay:	6.6	. 3	- 47	Int	ersection	00.4	
Intersection Capacity Utiliz		7	· · · · · · · · · · · · · · · · · · ·			Service A	
Analysis Period (min) 15	.duon 02.070			ICL	Level of	Service A	
,							
Splits and Phases: 18: N	NW 146th St &	NW 87th	Ave				
† ø2						建 机 2 型	<i>•</i>
833	start a problem	ak district	A PART AND LOD	o and spice	and the state of his	aria-wei	30.5
4		and a second			THE BOOK OF THE PARTY OF	A STATE OF THE STA	
	♥ ø6	P. Frank and Street					
184時度120日本	45°s	2七年前			划编过。注	的程序	

	*	4	†	1	1	↓	
Lane Group	WBL	- WBR	NBT:	₹ NBR	SBL	SBT	
Lane Configurations	ħ	7"	† }		T	ተተ	
Volume (vph)	348	182	754	699	166	1496	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	125	0		0	125		
Storage Lanes	1	1		0	1		
Taper Length (ft)	25	25		25	25		
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95	, , , , , , , , , , , , , , , , , , , ,
Ped Bike Factor	0.96	0.92					a single part of the second part and the second part and
Frt		0.850	0.928				
Flt Protected	0.950		(-)		0.950		
Satd. Flow (prot)	1770	1583	3284	0	1770	3539	
Flt Permitted	0.950				0.091		
Satd. Flow (perm)	1706	1457	3284	0	170	3539	
Right Turn on Red		Yes	020.	Yes	1.5.		
Satd. Flow (RTOR)		198	477	103	- N. W.		and the state of t
Link Speed (mph)	30	130	30			30	
	1168		666			635	
Link Distance (ft)	26.5		15.1			14.4	
Travel Time (s)	20.3	46	10.1		- 10 (1)	17.7	
Confl. Peds. (#/hr)	0.92	0.92	0.92	0.92	0.92	0.92	
Peak Hour Factor		198	820	760	180	1626	
Adj. Flow (vph)	378	190	020	700	100	1020	
Shared Lane Traffic (%)	070	400	4500	,	100	1626	
Lane Group Flow (vph)	378	198	1580	0	180		
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		12			12	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16		1	16	
Two way Left Turn Lane		4.00		4.00	4.00	4.00	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	. 1	_ 2		1	_ 2	
Detector Template	Left	Right	Thru		Left	Thru	The second secon
Leading Detector (ft)	20	20	100	My-27	20	100	
Trailing Detector (ft)	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0		0	0	
Detector 1 Size(ft)	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	The second secon
Detector 1 Delay (s)	0.0	0.0	0.0	H.	0.0	0.0	
Detector 2 Position(ft)			94	W-1 (1.50m.)		94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			CI+Ex			CI+Ex	
Detector 2 Channel				75 T	1		
Detector 2 Extend (s)			0.0			0.0	a series and a ser
Turn Type		Perm			pm+pt		
Protected Phases	8		2		1	6	

	1	*	1	-	. 1	1	3/2/2
Lane Group 1	WBL	WBR	NBT	A NIDD		¥	2714970 22271
Permitted Phases		8	IVDI	- NRK	SBL	SBT	ASSESSED TO THE REPORT OF THE PARTY OF THE P
Detector Phase	8	8	_		6		
Switch Phase	U	0	2		1	6	
Minimum Initial (s)	7.0	7.0					
Minimum Split (s)	20.0	7.0	8.0		5.0	8.0	
Total Split (s)	20.0	20.0	50.0		10.0	60.0	
Total Split (%)	25.0%	20.0	50.0	0.0	10.0	60.0	
Maximum Green (s)	15.0	25.0%	62.5%	0.0%	12.5%	75.0%	the second secon
Yellow Time (s)		15.0	45.0		6.0	56.0	
All-Red Time (s)	4.0	4.0	4.0		3.0	4.0	
Lost Time Adjust (s)	1.0	1.0	1.0		1.0	0.0	to the state of th
Total Lost Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	the same and the same of the same of the same of the same
Lead/Lag	5.0	5.0	5.0	4.0	4.0	4.0	THE THE TWO IN THE THE
Lead-Lag Optimize?			Lag		Lead	1	
Vehicle Extension (s)	10 80		Yes		Yes		
Recall Mode	3.0	3.0	3.0		3.0	3.0	
Malk Time (a)	None	None	None		None	None	
Walk Time (s)	5.0	5.0	5.0			5.0	
lash Dont Walk (s)	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0.	. 0			0	the property of the second second second
ct Effct Green (s)	15.2	15.2	38.8		50.0	50.0	
ctuated g/C Ratio	0.20	0.20	0.52	40.00	0.67		
/c Ratio	1.05	0.44	0.81		0.73	0.67	
ontrol Delay	93.8	8.1	13.5		30.6	0.68	The second of th
ueue Delay	0.0	0.0	0.0		0.0	8.9	
otal Delay	93.8	8.1	13.5		30.6	0.1	
OS	F	Α	В		C	9.0	
proach Delay	64.4		13.5		7 87 . 4.	Α	STAN SAN SAN SAN SAN SAN SAN SAN SAN SAN S
proach LOS	E		В	-2 5 755		11.2 B	
ersection Summary	TO THE ADAR	STATE OF THE PARTY	DECEMBER OF THE PARTY OF THE PA	TORUGE MEMORY		В	
	Other			等有對	Harry T	i intorese e e e	
cle Length: 80	Julei		************				
tuated Cycle Length: 74.2		gar and a					The state of the s
tural Cycle: 80			. Toma san a			100 mm x	
ntrol Type: Actuated-Unco	ordinated						GARAGO PARA TANGKA KATAMAN MARANAN
ximum v/c Ratio: 1.05	ordinated	, may 11					
rsection Signal Delay: 19.	0						
rsection Capacity Utilization	0			Inters	ection LC	S: B	
lysis Period (min) 15	on 83.4%			ICU L	evel of Se	ervice E	
iyolo i chod (ililli) 15						A	
s and Phases: 20: Indu	otrial Maria						
A ZU: Indu	strial Way & N	W 87th /	Ave	<u>lia</u>			
Ø1 T Ø2				- 44	1 0.0		100
503	\$ 4.50 pt 45		NAC LANGE	A STATE OF THE PARTY OF THE PAR	Transfer de l'	1300	100
	The state of the s	800年1月1日	第4章全经营		RIME TH		
ø6							2
							₩ Ø8

	۶	→	*	1	←	1	4	†	1	1	Ţ	1
Lane Group	I EBL	EBT	EBR	,∍WBL [©]	₩WBT.	, WBR	NBL	, NBT.	NBR:	J∷ SBL⊹		SBR
Lane Configurations	7	∱ }		75	ተተ	Ĩ ^r	ሻ	ተተ	ř	ሻ	↑ ↑	prod.
Volume (vph)	64	113	23	461	43	316	19	409	406	524	638	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200	1111	150	200		150	200		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.975				0.850			0.850		0.992	
Fit Protected	0.950	0.0.0		0.950			0.950			0.950		
Satd. Flow (prot)	1770	3451	0	1770	3539	1583	1770	3539	1583	1770	3511	0
Fit Permitted	0.950	0.01		0.950			0.950			0.950		
Satd. Flow (perm)	1770	3451	0	1770	3539	1583	1770	3539	1583	1770	3511	0
	1770	0401	Yes	1770	0000	Yes		0000	Yes	1.1.1.1		Yes
Right Turn on Red		15	163	25		343			420		5	
Satd. Flow (RTOR)		35			35	040		30	120		30	
Link Speed (mph)		and the contract of			1535			1435			3888	
Link Distance (ft)		1348						32.6			88.4	
Travel Time (s)	0.00	26.3	0.00	0.00	29.9	0.00	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		445	441	570	693	38
Adj. Flow (vph)	70	123	25	501	47	343	21	445	441	570	093	
Shared Lane Traffic (%)					1_	0.40	0.4	445		F70	704	^
Lane Group Flow (vph)	70	148	0	501	47	343	21	445	441	570	731	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12	4.5		12		1.00	12	1
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	. 1	2		1	2	. 1	1	2	1	1.	2	1417
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	Ō	0		0	0	0	0	0	0	0.	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	4.7
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel								11.6	***			
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	0.0	94		.0.0	94	0.0	0.0	94			94	****
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type	*+2	CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		OLITEX			OI, LY	ro septim		SI'LA			OI LX	
The first of the second of the		0.0	6 6	* 1.25	0.0			0.0	* ***	· mont	0.0	
Detector 2 Extend (s)	Drot	0.0		Prof	0.0	Perm	Prot	0.0	Perm	Prot	0.0	
Turn Type	Prot			Prot	0	Pellii		2	I. CIIII	1	6	
Protected Phases	7	4		3	8	0	5	2			0	
Permitted Phases						8	-	2	2	- 1		
Detector Phase	7	4		3	8	8	5	2		1	6	

	•	-	*	1	4	*	1	†	1	1	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT.	WBR	NBL	NBT	NBR	⇒ SBL∗	SBT-	SBR
Switch Phase											144400 3 234 33500	
Minimum Initial (s)	5.0	4.0		5.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0	
Minimum Split (s)	10.0	21.0		10.0	16.0	16.0	10.0	21.0	21.0	10.0	20.0	
Total Split (s)	15.0	21.0	0.0	41.0	47.0	47.0	10.0	22.0	22.0	46.0	58.0	0.0
Total Split (%)	11.5%	16.2%	0.0%	31.5%	36.2%	36.2%	7.7%	16.9%	16.9%	35.4%	44.6%	0.0%
Maximum Green (s)	10.0	16.0		36.0	42.0	42.0	5.0	17.0	17.0	41.0	53.0	0.070
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)	1.0	1.0		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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	447 107 117
Walk Time (s)		5.0			5.0	5.0		5.0	5.0	1981		487.1
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0			
Pedestrian Calls (#/hr)		0			0	. 0		0	0	LINE S		
Act Effct Green (s)	9.0	10.1		36.0	39.5	39.5	5.0	17.0	17.0	41.0	57.1	
Actuated g/C Ratio	0.07	0.08	1	0.29	0.32	0.32	0.04	0.14	0.14	0.33	0.46	7 (1)
v/c Ratio	0.55	0.50		0.98	0.04	0.47	0.30	0.92	0.76	0.97	0.45	
Control Delay	72.0	54.9		78.5	31.4	5.6	69.4	78.1	15.5	73.2	24.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	A 12 to 1
Total Delay	72.0	54.9		78.5	31.4	5.6	69.4	78.1	15.5	73.2	24.9	
LOS	Е	D	1.00	Ε	C	Α	Е	Е	В	Е	С	
Approach Delay		60.4		14-17-1	47.9		70 Y 3 TO	47.5			46.0	
Approach LOS		E			D			D			D	4. * 22. 42. 17

Intersection Summary

Area Type:

Cycle Length: 130

Actuated Cycle Length: 124.2

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.98 Intersection Signal Delay: 47.9

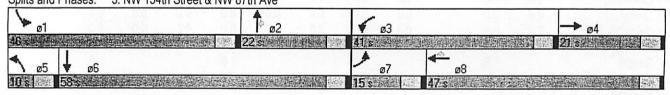
Intersection Capacity Utilization 86.4%

Analysis Period (min) 15

Intersection LOS: D
ICU Level of Service E

Splits and Phases: 3: NW 154th Street & NW 87th Ave

Other



	J	-	*	*	-	4	4	†	, p			3121201
Lane Group	EB	EBT	: EBR	. I WB	Loo WBT	WBR	NB	Le NBT			*	7
Lane Configurations		Ϋ́ p̀			ነ	THE STATE OF THE S	a throught to the	CANADA MACA TO THE PARTY OF	. NBF	party and a re-	Contract Con	F . SBR
Volume (vph)	3		68			262			200		5 † †	
Ideal Flow (vphpl)	190		1900			1900			308			
Storage Length (ft)	10		0			100			1900	144		1900
Storage Lanes		1	0	100			-		0)	0
Taper Length (ft)	2	5	25	25	50	0	0.5		0			0
Lane Util. Factor	1.00		1.00	1.00	19	25	25		25			25
Frt		0.948	1.00	1.00		1.00	1.00	2 2 2 2 2 2 2	0.95	1.00	0.95	0.95
FIt Protected	0.950			0.050	0.885			0.957			0.997	
Satd. Flow (prot)	1770			0.950		3 4 4 4 4	0.950		N to extreme	0.950		
Flt Permitted	0.346		0	1770		0	1770		0	1770	3529	0
Satd. Flow (perm)	645		•	0.360			0.360			0.100		
Right Turn on Red	040	1766	0	671	1649	0	671	3387	. 0	186		. 0
Satd. Flow (RTOR)			Yes		* 1. *** 1.11*** *****	Yes			Yes		- 0020	Yes
Link Speed (mph)		25			155	4		51			2	169
Link Distance (ft)		30			30			30			30	
Travel Time (s)		340			1550			3888			1400	
	2000	7.7			35.2			88.4				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	31.8	
Adj. Flow (vph)	34	140	74	258	88	285	65	825	335		0.92	0.92
Shared Lane Traffic (%)							00	020	333	238	666	15
Lane Group Flow (vph)	34	214	0	258	373	0	65	1160		200		
Enter Blocked Intersection	No	No	No	No	No	No	No	THE RESERVED TO SERVED THE PARTY NAMED IN	0	238	681	0
Lane Alignment	Left	Left	Right	Left	Left	Right		No	No	No	No	No
Median Width(ft)		12	9.11	Lon	12	rigiit	Left	Left	Right	Left	Left	Right
Link Offset(ft)		0						12		The second	12	
Crosswalk Width(ft)	1111111	16			0 16			0			0	
Two way Left Turn Lane	0.44		1	1 22	10			16			16	
Headway Factor	1.00	1.00	1.00	1.00	4.00							
Turning Speed (mph)	15	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2	9	15	ng a mane <u>a</u> a as	9	15		9	15	1	9
Detector Template	Left	Thru		1	_ 2		1.	2		1	2	Court I
Leading Detector (ft)	20	100		Left	Thru		Left	Thru		Left	Thru	47.74
Trailing Detector (ft)				20	100		20	100		20	100	(1)
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	0	0		0	. 0		0	0		0	0	12.12.13
Detector 1 Type	20	6		20	6		20	6		20	6	212.9
	CI+Ex	CI+Ex		CI+Ex	CI+Ex			CI+Ex	· * 7 700	The street of the same of the	CITE	*****
Detector 1 Channel								~, ~ ,		OILEX	CI+Ex	<u> </u>
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	1.4	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94		0.0		18. 1	0.0	0.0	
Detector 2 Size(ft)		6	- 3,		6			94			94	
etector 2 Type		CI+Ex			CI+Ex		.,	6		44.0	6	
etector 2 Channel					01. LX			CI+Ex		(CI+Ex	
etector 2 Extend (s)		0.0			0.0							
urn Type	pm+pt		n.	m+pt	0.0			0.0			0.0	
rotected Phases	7	4	Ы		0	pr	n+pt		р	m+pt		
ermitted Phases	4			3	8		5	2		1	6	
etector Phase	7	4		8			2			6		
		7		3	8		5	2		1	6	

2	10	10	Λ1	4
. 7				

	-	-	1	1	-	*	1	1	-	1	+	1
Lane Group	EBL:		ii EBR		WBT	WBR	NBL	: NBT	NBR	SBI:	SBT:	SBR
Switch Phase .							1000	A TUNBUSE TO THE	or or other state of the state	MINNE, ODL	SECULO CAL	を行う方式
Minimum Initial (s)	4.0	7.0		4.0	7.0		4.0	7.0		4.0	7.0	
Minimum Split (s)	15.0	50.0		15.0	50.0		15.0	40.0		15.0	40.0	
Total Split (s)	15.0	50.0	0.0	15.0	50.0	0.0	15.0	40.0	0.0	15.0	40.0	0.0
Total Split (%)	12.5%	41.7%	0.0%	12.5%	41.7%	0.0%	12.5%	33.3%	0.0%	12.5%	33.3%	
Maximum Green (s)	11.0	45.0		11.0	45.0	0.070	11.0	35.0	0.076			0.0%
Yellow Time (s)	3.0	4.0		3.0	4.0	×	3.0	4.0		11.0	35.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		3.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	1.0	1.0	
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0
Lead/Lag	Lead	Lag	7.0	Lead	Lag	4.0		5.0	4.0	4.0	5.0	4.0
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Lead	Lag		Lead	Lag	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		3.0	3.0		3.0	3.0	
Walk Time (s)	110110	2.0		None	2.0		None	None		None	Min	
Flash Dont Walk (s)	7.00	10.0						100				
Pedestrian Calls (#/hr)		0			10.0					- 9		
Act Effct Green (s)	23.8	16.1		31.8	0		40.0			7.5		
Actuated g/C Ratio	0.26	0.18		0.35	24.6		43.3	35.2		50.7	41.2	
//c Ratio	0.14	0.64		1.000	0.27		0.47	0.39		0.55	0.45	
Control Delay	20.2	39.6		0.70	0.67		0.16	0.87		0.81	0.43	
Queue Delay	0.0	0.0		33.9	24.5		12.1	34.4		42.1	20.1	
Total Delay				0.0	0.0		0.0	0.0		0.0	0.0	
.OS	20.2	39.6		33.9	24.5		12.1	34.4		42.1	20.1	
Approach Delay	C	D		С	С		В	С		D	C	
		36.9		2.76%	28.4			33.2			25.8	100
Approach LOS		D			С			C			C	the Library

Intersection Summary Area Type:

Cycle Length: 120

Actuated Cycle Length: 91.4

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 30.2

Intersection Capacity Utilization 82.0%

Analysis Period (min) 15

Intersection LOS: C ICU Level of Service E

Splits and Phases: 6: NW 170th St & NW 87th Ave

Other

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153	40s to the second secon	15 s	50s
↑ ø5	♦ ø6	▶ Ø7	Ø8
3 名前國際語	40% 20% 511 511 511 511 511 511 511 511	158	50s

	۶	→	*	•	4	*	4	†	~	1	\	4
Lane Group	EBL	EBT	EBR	- WBL	- WBT	WBR	. NBL	. NBT	NBR.	SBL	· SBT.	SBR
Lane Configurations	ሻ	ተተ	74	7	^	7	*5	₽÷		14.54	₽	
Volume (vph)	191	1212	91	197	888	106	72	82	64	478	151	273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	300		0	300		0
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.934			0.903	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1740	0	3433	1682	0
FIt Permitted	0.134			0.108			0.498			0.384		
Satd. Flow (perm)	250	3539	1583	201	3539	1583	928	1740	0	1388	1682	0
Right Turn on Red	,-		Yes		7. 5 4.4	Yes			Yes		******	Yes
Satd. Flow (RTOR)			52	une inter		83		18			61	
Link Speed (mph)		35	-		35			35			35	
Link Distance (ft)		1535			1396	equipment in a		451			2429	
Travel Time (s)		29.9			27.2			8.8			47.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	208	1317	99	214	965	115	78	89	70	520	164	297
Shared Lane Traffic (%)			11, 111									
Lane Group Flow (vph)	208	1317	99	214	965	115	78	159	0	520	461	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	Lon	12	rugin	2011	12			24			24	
Link Offset(ft)		0			0			0			0	17.50
Crosswalk Width(ft)		16			16		7.	16			16	
Two way Left Turn Lane		1			***							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1.	2	1	. 1	2		. 1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	. 0	0	0	0	0	0	0	0		. 0	0 ·	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		Cl+Ex	CI+Ex	
Detector 1 Channel								ug A gil				
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6		13.40	6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm			pm+pt	. 1	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases	4		4	8		8	2			6	1	
Detector Phase	7	4	4	3	8	8	2	2		1	6	

		VV 0211	u Aver	iue					-000 /	AIVI W/II	nprove	
	•	` -	. >		. 4	. 4	Ellin	NA IN				3/2/201
Lane Group		NATE	Y			•	. 1	Ī	-	. /	- 1	1
Switch Phase	EB	La J. EB	FBF	WBL	- WBT	WBR	AIDI		The same of the sa		*	*
Minimum Initial (s)						KING THE PARTY	L NBL	- NBI	NBR	SBL	SBT	SB
Minimum Split (s)	5.0			5.0	7.0	7.0					358	
Total Split (s)	15.0		87.0	15.0		7.0				5.0	7.0	
Total Split (%)	15.0		87.0	15.0	01.0	87.0	35.0	35.0		53.0	88.0	
Maximum Green (s)	7.9%		45.8%	7.9%	45.8%	87.0	35.0	35.0	0.0	53.0	88.0	
Yellow Time (s)	12.0	82.0	82.0	12.0		45.8%	18.4%	18.4%	0.0%	27.9%	46.3%	0.0
All Dod Time (S)	3.0	4.0	4.0	3.0	82.0	82.0	30.0	30.0		50.0		0.0%
All-Red Time (s)	0.0	1.0	1.0		4.0	4.0	4.0	4.0		3.0	83.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0			4.0	
Total Lost Time (s)	3.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
Lead/Lag	Lead	Lead		3.0	5.0	5.0	5.0	5.0	4.0	0.0	0.0	0.0
Lead-Lag Optimize?	Yes	Yes	Lead	Lag	Lag	Lag	Lag	Lag	4.0	3.0	5.0	4.0
Vehicle Extension (s)	3.0	A COLUMN TO THE PARTY OF THE PA	Yes	Yes	Yes	Yes	Yes	Yes		Lead		
Recall Mode	None	3.0	3.0	3.0	3.0	3.0	3.0			Yes		
Walk Time (s)	None	None	None	None	None	None	None	3.0		3.0	3.0	7.7
Flash Dont Walk (s)				1.7		110110	2.0	None		None	None	
Pedestrian Calls (#/hr)								2.0			2.0	27
Act Effct Green (s)		1.	200		7777		14.0	14.0			14.0	1
Actuated g/C Ratio	60.9	58.8	58.8	60.9	58.8	FO 0	0	0			0.	7070
v/c Ratio	0.47	0.46	0.46	0.47	0.46	58.8	17.9	17.9		46.3	44.3	1
Control Delay	0.78	0.82	0.13	0.87		0.46	0.14	0.14		0.36	0.34	179-1-2
Output Delay	43.8	35.6	11.5	80.4	0.60	0.15	0.61	0.62		0.60	0.75	- 'tr
Queue Delay	0.0	0.0	0.0	0.0	28.3	7.9	77.5	60.5	1	35.5	42.1	Total Sources
Total Delay -OS	43.8	35.6	11.5	80.4	0.0	0.0	0.0	0.0		0.0		vei.
	D	D	В	1900	28.3	7.9	77.5	60.5			0.0	*****
Approach Delay		35.2	- B	F	С	Α	E	E		D D	42.1	
Approach LOS		D			35.1			66.1			D	*
ntersection Summary		<i>D</i>			D			E			38.6	14.1
rea Type:	all control of	100		A SHOWING		CHI POPE CHEST	SISSEMENT CONTRACTOR				D	
rea Type:	Other		Company of the State of the Sta	and the same that he was	Part of the second		1000万元4		Yan area			7770
ycle Length: 190			The Tax			****			The state of the s	1000年の日本の日本	ALVERT A STATE	
ctuated Cycle Length: 129	9.1	2 4 2						No. 177		F11075177	ar grant	
atural Cycle: 190			V	3 17 1375					for the same			14
ontrol Type: Actuated-Unc	coordinated		- 1 H							197 - 1-12 m		
axillium V/C Ratio 0.87		ngr _a en	To Joya Store		/ITAN				And the Control	Arreins,		
ersection Signal Delay: 37	7.7						- T. W D.	1219 279 25	*************	Arres a ex	to the second	
ersection Capacity Utilizat	ion 90 8%			Interse	ection LOS	S: D						
alysis Period (min) 15				ICU Le	evel of Ser	vice F			· · · · · · · · · · · · · · · · · · ·			
						74. Tu						
lits and Phases: 9: NW	15/th Ot											
D. 1444	154th Street &	NW 82nd	Avenue									
ø1.	4		17 - 67	盘	To the second				E/11.00			
等企业的企业企业。	35.5	ø2	COMPANIE STATE	- OL	1				1 9- 0.0		-	
-	100 8	AND DESCRIPTION OF THE PARTY.	经购买的现在分 类的	THE PROPERTY OF	CHICAGO CONTRACTOR CON							
ø6			A STATE OF THE STA	87 s 1	gueste de	t week	的結果能够	e Wiles	ACCOUNT OF THE	district to	▼ ø3	SC Thin

	۶	*	4	†	ļ	4	
Zapicajo	(E)	EBR	NBL	NBI	選SBT製	SBR	
Lane Configurations	N/		Ŋ	†	4		
Volume (vph)	32	229	71	196	726	15	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	· · · · · · · · · · · · · · · · · · ·
Storage Length (ft)	0	0	100			0	
Storage Lanes	1	0	1			0	
Taper Length (ft)	25	25	25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	0.882				0.997		
Fit Protected	0.994		0.950				and the second of the second of the second of the second of the second of the second of the second of the second
Satd. Flow (prot)	1633	0	1770	1863	1857	0	
Fit Permitted	0.994		0.950		:		
Satd. Flow (perm)	1633	0	1770	1863	1857	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	249				2		
Link Speed (mph)	30			30	35		
Link Distance (ft)	285		· ·	2429	163	*	
Travel Time (s)	6.5			55.2	3.2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	35	249	77	213	789	16	
Shared Lane Traffic (%)			•	÷.	- 22_		
Lane Group Flow (vph)	284	0	77	213	805	0	The same and the same are the same and the same are the same and the same are the s
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			24	24		
Link Offset(ft)	0		. Share a par	0	0		
Crosswalk Width(ft)	16	*.		16	16		
Two way Left Turn Lane					4.00		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	 In the property of the property o
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1		1	2	2		gent ver geven her i de en gestig en til disagging i kilde kelesiske i Selesis De en en generaliset i de en generaliset i de en generaliset i de en generaliset i de en generaliset i skrivet
Detector Template	Left		Left	Thru	Thru		
Leading Detector (ft)	20	_	20	100	100	4 2 2 2 3	
Trailing Detector (ft)	0	er egytes	0	0	0		
Detector 1 Position(ft)	0		0	, o	U		general de Maria de Maria de Alemania de Alemania de Alemania de Alemania de Alemania de Alemania de Alemania d Alemania de Maria de Maria de Maria de Maria de Maria de Maria de Maria de Maria de Maria de Maria de Maria de
Detector 1 Size(ft)	20	. 4	20	0	CI+Ex	5 .7.	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CITEX		
Detector 1 Channel					0.0	er en en en en en en en en en en en en en	
Detector 1 Extend (s)	0.0		0.0	0.0			er get get en stille en de en en en en en en en en en en en en en
Detector 1 Queue (s)	0.0		0.0	0.0			
Detector 1 Delay (s)	0.0		0.0	0.0 94			ang pagalang ang pagalang ang pagalang ang pagalang ang pagalang ang pagalang ang pagalang ang pagalang ang pa Pagalang
Detector 2 Position(ft)		•		94			
Detector 2 Size(ft)				CI+Ex			
Detector 2 Type				CITEX	UITL/		
Detector 2 Channel				0.0	0.0		
Detector 2 Extend (s)			Deck		0.0	<u>.</u>	
Turn Type			Prot		2		
Protected Phases	4		5	2			
Permitted Phases			5	. 2	2 (
Detector Phase	4		<u> </u>			<u>, </u>	

	•	*	1	1	+	4	
ane Group	EBL.	EBR	NBL	NBT	SBT.	SBR	
Switch Phase							。 1987年 - 1988年
Minimum Initial (s)	5.0		5.0	5.0	5.0		
Minimum Split (s)	20.0		10.0	20.0	20.0		
Total Split (s)	20.0	0.0	10.0	20.0	40.0	0.0	
Total Split (%)	28.6%	0.0%	14.3%	28.6%	57.1%	0.0%	
Maximum Green (s)	15.0		5.0	15.0	35.0	0.070	
'ellow Time (s)	4.0		4.0	4.0	4.0		The state of the s
II-Red Time (s)	1.0		1.0	1.0	1.0		
ost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
otal Lost Time (s)	5.0	4.0	5.0	5.0	5.0	4.0	
ead/Lag	ALTERNATION OF THE PARTY OF THE		Lead		Lag		
ead-Lag Optimize?			Yes		Yes		THE RESERVE AND ADDRESS OF THE PERSON OF THE
ehicle Extension (s)	3.0		3.0	3.0	3.0		
Recall Mode	None		None	None	None		
ct Effct Green (s)	8.4		5.4	36.3	29.0		
ctuated g/C Ratio	0.15		0.10	0.65	0.52		
/c Ratio	0.62		0.45	0.18	0.83		
ontrol Delay	12.1		39.5	4.1	21.9		er i e dan distribuitat travalli dissi diske s
ueue Delay	0.0		0.0	0.0	0.0		
otal Delay	12.1		39.5	4.1	21.9		
OS	В		D	A	C		
pproach Delay	12.1			13.5	21.9		A STATE OF S
pproach LOS	В.			В	C		
tersection Summary						(, I *	
ea Type:	Other	nanda sanas	373700		Application of the control of the co	Markey Mary T. Brown	
ycle Length: 70	7 7/201			C. K. 172 G	Vanar-Allah		
ctuated Cycle Length: 55.	5			17.17	In Sec.		and the second of the second contracts
atural Cycle: 65			. 1				
ontrol Type: Actuated-Unc	coordinated						
aximum v/c Ratio: 0.83	ooramatoa			1.44.5			
tersection Signal Delay: 1	8.2			Int	ersection	I OS. B	
tersection Capacity Utiliza		ALE DO		4 4 55 40	the second country	Service C	This is the state of this Charles Constitution and
nalysis Period (min) 15	1011 7 1.7 70				O Level O	OCI VICE C	
laryolo i crioa (illiir) io	4			100			
olits and Phases: 13: N	N 162nd Stre	eet & NV	V 82nd Av	enue			
† .					, jun	2 = 2/10	1
I ø2	Ball construction of	weekelees to	-total Alberta Control	Suggest to the suggest of the sugges	Contractor of Association	recolete Control property law	04
9 X	CONT. NO. 1			がは対応された。		MILES TO THE PARTY OF	20 \$

	۶	→	*	•	—	*	4	†	1	1	ţ	1
Lane Group	Ł EBL	EBT,	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	N.	f)		ሻ	f)		7	1>		75	}	4-4-4-17
Volume (vph)	69	185	272	172	378	11	180	155	61	11	448	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	100		0	100	1000	0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911			0.996			0.958	1.00	1.00	0.987	1.00
Flt Protected	0.950	0.0.1		0.950	0.000		0.950	0.000		0.950	0.307	
Satd. Flow (prot)	1770	1697	0	1770	1855	0	1770	1785	0	1770	1839	0
Flt Permitted	0.252	1001	v	0.145	1000	U	0.195	1700	U	0.520	1000	U
Satd. Flow (perm)	469	1697	0	270	1855	0	363	1785	0	969	1839	0
Right Turn on Red	400	1037	Yes	210	1000	Yes	303	1705	Yes	909	1009	
Satd. Flow (RTOR)		56	163		1	165		47	168			Yes
Link Speed (mph)		30			30			17 30			4	
Link Distance (ft)		1550			479			The second second second second	a language		30	
Travel Time (s)		35.2						1301			323	
Peak Hour Factor	0.00	4 (4)	0.00	0.00	10.9	0.00	0.00	29.6	0.00	0.00	7.3	
to be that it was to be the same of	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	201	296	187	411	12	196	168	66	12	487	48
Shared Lane Traffic (%)	75	407		407	400		400					1. 1. 1
Lane Group Flow (vph)	75	497		187	423	0	196	234	0	12	535	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12		1.24	12			12	
Link Offset(ft)		0			0	a a management		0			0	
Crosswalk Width(ft)	eir e	16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		Y-
Protected Phases	7	4		3	8		5	2		1	6	ASS - MILDON
Permitted Phases	4	44.	1 4	8		17.50	2			6	$p_{i,j} = 1 - \epsilon$	
Minimum Split (s)	15.0	35.0		15.0	35.0		15.0	55.0		15.0	55.0	
Total Split (s)	15.0	50.0	0.0	16.0	51.0	0.0	15.0	59.0	0.0	15.0	59.0	0.0
Total Split (%)	10.7%	35.7%	0.0%	11.4%	36.4%	0.0%	10.7%	42.1%	0.0%	10.7%	42.1%	0.0%
Maximum Green (s)	12.0	45.5		13.0	46.5		12.0	54.5		12.0	54.5	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	****
All-Red Time (s)	0.0	0.5		0.0	0.5		0.0	0.5		0.0	0.5	agence congress
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	4.5	4.0	3.0	4.5	4.0	3.0	4.5	4.0	3.0	4.5	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)	59.0	45.5		61.0	46.5		68.0	54.5		68.0	54.5	
Actuated g/C Ratio	0.42	0.32		0.44	0.33		0.49	0.39		0.49	0.39	
v/c Ratio	0.24	0.84		0.73	0.69		0.66	0.33		0.02	0.75	
Control Delay	24.3	53.2		41.3	47.1		30.8	29.3		17.4	44.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	9 30	0.0	0.0	
Total Delay	24.3	53.2		41.3	47.1		30.8	29.3	*1	17.4	44.2	
LOS	C	D		D	D		C	23.5 C		17.4 B	44.2 D	e = 10
					J		U	U		D	U	

3/2/2011

TEN CONTROL FOR THE CONTROL FO			
Lane Group EBR EBR EBR	WBL WBT WBR	NBL NBT NBR	SBL SBT SBR
Approach Delay 49.4	45.3	30.0	43.6
Approach LOS D	D	C	D

Area Type:

Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 120 Control Type: Pretimed Maximum v/c Ratio: 0.84 Intersection Signal Delay: 42.9 Intersection Capacity Utilization 86.3%

Intersection LOS: D
ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 14: NW 170th St & NW 82ND AVE

▶ ø1	↑ ø2	√ ø3	<i>3</i> ∞4
15 (2)	50's the recommendation of the second	18 s	50 s
↑ ø5	№ ø6	▶ 07	▼ ø8
5 set 15	59 s At L 1951 3.	15 3 4 6 4	51 s

15. NVV 154til Otlee	٠	→	*	1	+	4	4	↑	1	1	↓	1
Lane Group	: EBL	ÈBT -	EBR	WBL	WBT :	WBR	NBL :	NBT :	NBR:	SBL	SBT	SBR
Lane Configurations	*	ተተ _ጉ	100	ሻ	^	7"	ሻ	1>		ሻሻ	1>	
Volume (vph)	153	1850	4	95	1482	267	3	23	19	375	49	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
	100	1000	0	55		0	150		0	200		0
Storage Length (ft)	100		0	1		- 1	1		0	2		0
Storage Lanes	25		25	25		25	25		25	25		25
Taper Length (ft)	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Lane Util. Factor	1.00	0.51	0.51	1.00	0.00	0.850		0.932			0.877	
Frt	0.950			0.950		0.000	0.950			0.950		
Flt Protected		5085	0	1770	3539	1583	1770	1736	0	3433	1634	0
Satd. Flow (prot)	1770	5005	U	0.950	5555	1000	0.337	1700	,711	0.727	14 (5 4)	
Flt Permitted	0.950	FOOF	0	1770	3539	1583	628	1736	0	2627	1634	0
Satd. Flow (perm)	1770	5085	0	1770	3333	Yes	020		Yes			Yes
Right Turn on Red			Yes	. 50 -		238		19			103	
Satd. Flow (RTOR)		25			35	, , , 200		30			30	
Link Speed (mph)		35					ger or or or	418			713	
Link Distance (ft)		1396			331			9.5			16.2	
Travel Time (s)		27.2		0.00	6.4	0.00	0.00	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	25	21	408	53	239
Adj. Flow (vph)	166	2011	4	103	1611	290	3	25	Z1	400		200
Shared Lane Traffic (%)				1 14.				40	^	400	202	0
Lane Group Flow (vph)	166	2015	0	103	1611	290	3	46	.,0	408	292	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12		A	12			24	1.5		24	1.1.1
Link Offset(ft)		0			0			0	114 JULIS		0	
Crosswalk Width(ft)		16			16			16			16	**************************************
Two way Left Turn Lane												4.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	e e	9	15		9
Number of Detectors	1	2		-1	2	1.	1	2	1.00	1.1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	111	0.0	0.0	
Detector 2 Position(ft)		94		4	94			94			94	
Detector 2 Size(ft)	promety of	. 6		- 17	6	1. 192		6			6	
Detector 2 Type		CI+Ex			CI+Ex		-	CI+Ex			CI+Ex	
Detector 2 Channel		OI LX	100	*****	, <u>, , , , , , , , , , , , , , , , , , </u>							
Detector 2 Extend (s)		0.0		\$1 · .	0.0			0.0			0.0	
Turn Type	Prot	0.0		Prot		Perm	Perm	- 7-7	0 mm 1 7	Perm		
Protected Phases	7	4		3	8	· Contr	. 5/111	2			6	
Permitted Phases	- '	-				8	2			6		
and any man of the particular programs of the contract of the	7	4		3	8	8	2	2		6	6	
Detector Phase		4		J	0	0		_				

Lane Group	ر EBL	- →	\	•	+	*	4	†	*	1	+	3/2/20
Switch Phase	CAR STATE OF	EBT	t∜ EBR	WBL	WBT	WBR	- NBL	/ NBT	NBR	SBL	CDT	
Minimum Initial (s)	5.0	7.0				A STATE			The state of the s	ODL	SB1	SBI
Minimum Split (s)	14.0	7.0		5.0	7.0	7.0	7.0	7.0		7.0		
Total Split (s)	14.0	138.0		14.0	138.0	138.0	38.0	38.0		7.0	7.0	
Total Split (%)		138.0	0.0	14.0	138.0	138.0	38.0	38.0	0.0	38.0	38.0	
Maximum Green (s)	7.4%	72.6%	0.0%	7.4%	72.6%	72.6%	20.0%	20.0%	0.0%	38.0	38.0	0.
Yellow Time (s)	11.0	133.0		11.0	133.0	133.0	33.0	33.0	0.0%	20.0%	20.0%	0.0%
All-Red Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	18. **		33.0	33.0	Della de
Lost Time Adjust (s)	0.0	1.0		0.0	1.0	1.0	1.0	4.0		4.0	4.0	
Total Lost Time (s)	0.0	0.0	0.0	0.0	0.0	0.0		1.0		1.0	1.0	
Total Lost Time (s) Lead/Lag	3.0	5.0	4.0	3.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0
	Lag	Lead		Lag	Lead		5.0	5.0	4.0	5.0	5.0	4.0
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Lead						
Vehicle Extension (s)	3.0	3.0	77.7	3.0	3.0	Yes						
Recall Mode	None	None		None		3.0	3.0	3.0		3.0	3.0	
Walk Time (s)		5.0		INOILE	None	None	Max	Max		None	None	
Flash Dont Walk (s)	3	11.0	and the second		5.0	5.0	5.0	5.0		5.0	5.0	9 m. e.
Pedestrian Calls (#/hr)		0	÷	,,,	11.0	11.0	11.0	11.0		11.0	11.0	
Act Effct Green (s)	11.1	72.0		40.0	0	0	0	0		0	0	
Actuated g/C Ratio	0.08	0.55		13.3	74.2	74.2	33.4	33.4		33.4	33.4	
v/c Ratio	1.11	0.73		0.10	0.56	0.56	0.25	0.25		0.25	0.25	******
Control Delay	161.0	23.8		0.58	0.81	0.29	0.02	0.10		0.61	0.59	
Queue Delay	0.0			73.4	26.4	3.4	45.3	29.8	1.7.79	50.7	35.5	
Total Delay	161.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	di i en a	
OS	F	23.8		73.4	26.4	3.4	45.3	29.8		50.7	0.0	
pproach Delay	· · · · · · · · · · · · · · · · · · ·	C		E	С	Α .	D	C			35.5	100
pproach LOS		34.2			25.5		To the state of	30.8		D	D	
		С			C			C	10.5	1000	44.4	
tersection Summary			Steel State	e la transment	(TERMINATION OF THE PARTY OF TH	NAMES OF THE PARTY		· ·			D.	
геа Туре:	Other	SETTO MATERIAL PROPERTY AND ADDRESS OF THE PERSON NAMED OF TAXABLE PARTY.	的位文化的	77年200年	多指別的認為			All Store of the				
ycle Length: 190		271	100	111 515							ELEMAND TO SECURE	/ 1000
ctuated Cycle Length: 131.9)											777
atural Cycle: 190	10W2 1977	,======	:- ::::::::::::::::::::::::::::::::::::		*	_					4-14-110	
ontrol Type: Actuated-Unco	Ordinated						To a serie	777				
aximum v/c Ratio: 1.11	ordinated		1200 M						****	4 351 7		
tersection Signal Delay: 32.									e en esta e			-

Splits and Phases: 15: NW 154th Street & NW 79th Avenue

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	۶	*	4	†	\	4	
Lane Group	EBL	EBR	NBL	NBT	SBT _i	SBR	
Lane Configurations	*5	7	ሻ	↑ ↑	↑ ↑		
Volume (vph)	31	57	27	737	1364	13	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1
Storage Length (ft)	125	0	125	5 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25	25	25			25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	
Frt	1.00	0.850			0.999		
Fit Protected	0.950	0,000	0.950				
Satd. Flow (prot)	1770	1583	1770	3539	3536	0	
Fit Permitted	0.950	1000	0.950	0000	14.00		
Satd. Flow (perm)	1770	1583	1770	3539	3536	0	
	1770	Yes	1770	0000		Yes	and the second of the second o
Right Turn on Red		62			1		
Satd. Flow (RTOR)	30	02		30	30		
Link Speed (mph)	469			635	1435		
Link Distance (ft)	10.7			14.4	32.6		
Travel Time (s)		0.00	0.92	0.92	0.92	0.92	
Peak Hour Factor	0.92	0.92	29	801	1483	14	
Adj. Flow (vph)	34	62	29	001	1403		
Shared Lane Traffic (%)		00		004	1407	0	
Lane Group Flow (vph)	34	62	29	801	1497	No	
Enter Blocked Intersection	No	No	No	No	No .		
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12	1100		12	12		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane				- ,		4.00	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1.	1	1	2	2	4.1	
Detector Template	Left	Right	Left	Thru	Thru		
Leading Detector (ft)	20	20	20	100	100		
Trailing Detector (ft)	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0		
Detector 1 Size(ft)	20	20	20	6	6		property of the second of the
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		
Detector 1 Channel			or occur seems	• • • • • • • • • • • • • • • • • • • •			
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		and the second s
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)				94	94		A MALE WAS A STATE OF THE STATE
Detector 2 Size(ft)				6	6	-	
Detector 2 Type				CI+Ex	CI+Ex		The state of the s
Detector 2 Channel					11.5		
Detector 2 Extend (s)				0.0	0.0		
Turn Type	, , , , , , , , , , , ,	Perm	Prot				
Protected Phases	4		5	2	6		
Permitted Phases		4					
Detector Phase	4	4	5	2	6		

	*	7	4	1.	1	1	p / 14
Lane Group	EBL	EBR	NBL;	NBT	SBT	SBŔ	The Day of Straight of
Switch Phase							
Minimum Initial (s)	7.0	7.0	5.0	16.0	16.0		
Minimum Split (s)	30.0	30.0	18.0	63.0	45.0		
Total Split (s)	30.0	30.0	18.0	63.0	45.0	0.0	
Total Split (%)	32.3%	32.3%	19.4%	67.7%	48.4%	0.0%	
Maximum Green (s)	25.0	25.0	15.0	58.0	40.0		
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	(A) (A)
Total Lost Time (s)	5.0	5.0	3.0	5.0	5.0	4.0	
Lead/Lag		***	Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None	None	Max	Max		
Walk Time (s)	7.0	7.0		god, r			
Flash Dont Walk (s)	11.0	11.0		1.5	* m1 = ***)		to the state of the should should be an
Pedestrian Calls (#/hr)	0	. 0					
Act Effct Green (s)	7.5	7.5	6.8	61.9	57.6		
Actuated g/C Ratio	0.10	0.10	0.09	0.81	0.76		
v/c Ratio	0.20	0.29	0.18	0.28	0.56		
Control Delay	34.0	13.2	34.3	2.6	7.2		i egini, senintajas pogonijoni programa.
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	34.0	13.2	34.3	2.6	7.2		
LOS	C	В	С	A	Α		
Approach Delay	20.6			3.7	7.2		
Approach LOS	С			Α	A		
Intersection Summary		Training				(1) (1)	
Area Type:	Other						
Cycle Length: 93							
Actuated Cycle Length: 76.	1						
Natural Cycle: 95				J. 1. 19.			
Control Type: Actuated-Unc	coordinated						The second state of the second
Maximum v/c Ratio: 0.56							
Intersection Signal Delay: 6	.6			Int	tersection I	OS: A	The second secon
Intersection Capacity Utiliza Analysis Period (min) 15	tion 52.3%			ic	U Level of	Service A	
Splits and Phases: 18: N	W 146th St	& NW 87t	h Ave				
4	1 1 1 1 1 1 1 1 1	× 1417 07 L	ii AVO		N. A.	1,40	
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	1	4	†	~	. /	. ↓	
Lane Group	WBL	WBR	NBT	NBF	R SBL	SBT	
Lane Configurations	*5	74	^		The second section	Contractor Total Lab	4. 1950年1970年1970年1970年1970年1970年1970年1970年197
Volume (vph)	348	182					ž
Ideal Flow (vphpl)	1900	1900	1900	1900			
Storage Length (ft)	125	0	1000	1000			
Storage Lanes	1	1		1			
Taper Length (ft)	25	25		25			
Lane Util. Factor	1.00	1.00	0.95	1.00			
Ped Bike Factor	0.96	0.92	0.55	1.00	1.00	0.95	e je is neede a n'e en a lait agaig so
Frt	0.00	0.850		0.850			
Flt Protected	0.950	0.000		0.050	0.950		
Satd. Flow (prot)	1770	1583	3539	1583			
Flt Permitted	0.950	1303	3339	1000			
Satd. Flow (perm)	1706	1457	2520	4500	0.247		
Right Turn on Red	1700		3539	1583		3539	
Satd. Flow (RTOR)		Yes		Yes			
		198		760			
Link Speed (mph)	30		30			30	
Link Distance (ft)	1168		666			635	
Travel Time (s)	26.5		15.1			14.4	
Confl. Peds. (#/hr)	24	46					
Peak Hour Factor	0.92	0.92	0.92	0.92		0.92	
Adj. Flow (vph)	378	198	820	760	180	1626	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	378	198	820	760	180	1626	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		12			12	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane	-0.0						in the state of the second second second second
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	Ŏ	0	
Detector 1 Size(ft)	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel			J. 24	OI LA	OI.LX	OILLX	
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	0.0	0.0	94	0.0	0.0	0.0	
Detector 2 Size(ft)			6			94	
Detector 2 Type			CI+Ex			6	
Detector 2 Channel			OI+EX			CI+Ex	
Detector 2 Extend (s)			0.0				
Turn Type		Perm	0.0	Darm		0.0	
Protected Phases	8	L'AIII)	2	Perm	pm+pt 1	6	and the second s

	1	*	†	-	1	1	1 / 1
Lane Group	WBL	WBR	NBT/	- NBR	SRI	SBT	The state of the s
Permitted Phases		8		2	6		
Detector Phase	8	8	2	2	1	6	
Switch Phase			_	10.00			
Minimum Initial (s)	7.0	7.0	8.0	8.0	5.0	8.0	
Minimum Split (s)	20.0	20.0	50.0	50.0	10.0	60.0	
Total Split (s)	20.0	20.0	50.0	50.0	10.0	60.0	
Total Split (%)	25.0%	25.0%	62.5%	62.5%	12.5%	75.0%	A STATE OF THE STA
Maximum Green (s)	15.0	15.0	45.0	45.0	6.0	56.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0		0.0	
Lead/Lag		3.0			4.0	4.0	
Lead-Lag Optimize?			Lag	Lag	Lead		
Vehicle Extension (s)	3.0	3.0	Yes	Yes	Yes		
Recall Mode			3.0	3.0	3.0	3.0	
Walk Time (s)	None 5.0	None	None	None	None	None	
Flash Dont Walk (s)		5.0	5.0	5.0		5.0	
Pedestrian Calls (#/hr)	11.0	11.0	11.0	11.0		11.0	And the second s
Act Effet Green (s)	0	150	0	0		0	
THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN CO	15.3	15.3	31.5	31.5	42.7	42.7	
Actuated g/C Ratio	0.23	0.23	0.47	0.47	0.64	0.64	
v/c Ratio	0.94	0.41	0.49	0.66	0.44	0.72	
Control Delay	63.4	7.6	12.8	4.0	8.0	10.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	an also for participant has el
Total Delay	63.4	7.6	12.8	4.0	8.0	10.1	
LOS	Ε.	Α	В	Α	Α	В	the second secon
Approach Delay	44.2		8.6			9.8	
Approach LOS	D		Α			Α	di di di di di di di di di di di di di d
Intersection Summary			1. 1.	Tobar 12 140 2004			THE RESIDENCE OF THE PARTY OF T
	Other						
Cycle Length: 80	the state of						
Actuated Cycle Length: 67.2							en jagt ettek bet ettek
Natural Cycle: 80			4	1.74			
Control Type: Actuated-Unco	ordinated		1				
Maximum v/c Ratio: 0.94							
ntersection Signal Delay: 14				Inte	ersection	LOS: B	
ntersection Capacity Utilizati	on 68.1%			ICL	J Level of	Service C	0
Analysis Period (min) 15							10 mg 7/
Splits and Phases: 20: Indi	ustrial Way	& NW 87	th Ave				
ø1 1 ø2					A	7 - 7	5-200
0.50 50 50 50 50 50 50 50 50 50 50 50 50 5	A CHARLES	建 拉克 建	uning wet	average Ma	Mark States and	A Property of	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)
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3: NVV 154th Street 6	٠	→	*	•	←	4	4	†	1	1	↓	1
Lane Group	EBL	EBT.	†EBR ⊦	WBL	WBT	,WBR	NBL	NBT	NBR	SBL	SBT.	SBR
Lane Configurations	*	^		ħ	^	7	7	^	7	7	↑ ↑	00
Volume (vph)	35	135	17	602	453	332	67	484	680	327	517	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200	eo at 381	150	200		150	200		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.984			***	0.850			0.850		0.990	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3483	0	1770	3539	1583	1770	3539	1583	1770	3504	0
FIt Permitted	0.472			0.470			0.424			0.205	10.00	14-14 T
Satd. Flow (perm)	879	3483	0	875	3539	1583	790	3539	1583	382	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				361			665		6	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1348	en l'estrici		1535			1435			3888	
Travel Time (s)		26.3			29.9			32.6	S Section		88.4	***
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	147	18	654	492	361	73	526	739	355	562	41
Shared Lane Traffic (%)		- 1				7			,			
Lane Group Flow (vph)	38	165	0	654	492	361	73	526	739	355	603	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12	3		12	The second		12			12	
Link Offset(ft)		0		***	0			0			0	
Crosswalk Width(ft)		16	* * *		16			16			16	1411
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	. 1	1	2	1	. 1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	Cl+Ex	
Detector 1 Channel	Olita	OI LA		71 702	1 2 0 1 XV			*				
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	121 7 200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	0.0	94			94		+ 11	94			94	
Detector 2 Size(ft)	ann - an	6			6	- 72	13 - 7.	6			6	
Detector 2 Type	-	CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		OI LX				7 (2)				N. A.		
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
the state of the s	pm+pt	0.0		pm+pt		Perm	pm+pt		Perm	pm+pt		
Turn Type Protected Phases	7 pili+pt	4		3	8		5	2		1	6	
Permitted Phases	4	7		8	3	8	2	_	2	6		
Leminar Lugges	7	4		3	8	8	5	2	2	-	6	

	,	-	*	1	+	*	1	Ť	-	1	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0	7.0	5.0	16.0	16.0	5.0	16.0	
Minimum Split (s)	10.0	21.0		10.0	57.0	57.0	15.0	24.0	24.0	18.0	30.0	
Total Split (s)	11.0	21.0	0.0	47.0	57.0	57.0	15.0	24.0	24.0	28.0	37.0	0.0
Total Split (%)	9.2%	17.5%	0.0%	39.2%	47.5%	47.5%	12.5%	20.0%	20.0%	23.3%	30.8%	0.0%
Maximum Green (s)	7.0	16.0		43.0	52.0	52.0	11.0	19.0	19.0	24.0	32.0	
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)	0.0	1.0		0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0			5.0	5.0		5.0	5.0	1		
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0			4
Pedestrian Calls (#/hr)		0			0	0		0	0			
Act Effct Green (s)	18.2	10.7		57.0	49.4	49.4	36.4	27.0	27.0	55.0	43.6	
Actuated g/C Ratio	0.15	0.09	200	0.48	0.41	0.41	0.30	0.22	0.22	0.46	0.36	7-5-1
v/c Ratio	0.21	0.52		0.90	0.34	0.42	0.24	0.66	0.85	0.80	0.47	
Control Delay	25.2	54.7		43.3	25.0	3.9	23.8	49.0	16.9	39.4	32.6	MI RESERVE
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.2	54.7		43.3	25.0	3.9	23.8	49.0	16.9	39.4	32.6	
LOS	С	D		D	С	Α	С	D	В	D	C	
Approach Delay		49.2			27.9			29.9	347347		35.1	
Approach LOS		D			С			C			D	1 1000

Intersection Summary Area Type: Other Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 115

Control Type: Actuated-Coordinated

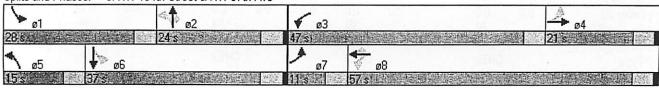
Maximum v/c Ratio: 0.90

Intersection Signal Delay: 31.4

Intersection LOS: C Intersection Capacity Utilization 85.7% ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: NW 154th Street & NW 87th Ave



	۶	→	*	•	+	*	4	†	~	1	↓	4
Lane Group	EBL)	EBT -	EBR	WBL	WBT	WBR	, NBL	NBT:	· NBR	SBL	SBT	SBR
Lane Configurations	*5	ĵ»		ř	₽	f la	٦	†		ሻ	^	
Volume (vph)	3	56	61	384	74	130	55	653	386	159	661	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		100	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.922			0.904			0.944			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1717	0	1770	1684	0	1770	3341	0	1770	3532	0
Flt Permitted	0.620			0.487			0.337			0.100		
Satd. Flow (perm)	1155	1717	0	907	1684	0	628	3341	. 0	186	3532	0
Right Turn on Red			Yes			Yes		55.55	Yes	17.5.5.		Yes
Satd, Flow (RTOR)		52			85			102			1	
Link Speed (mph)		30			30	- 0		30			30	0 900 B
Link Distance (ft)		340			1550	• • • • • • •		3888			1400	
Travel Time (s)		7.7			35.2			88.4			31.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	61	66	417	80	141	60	710	420	173	718	9
Shared Lane Traffic (%)			00			!71		/ 10	420	1/3		
Lane Group Flow (vph)	3	127	0	417	221	0	60	1130	0	173	727	Ō
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
to 1 Martin Committee and the committee of the committee	Left	Left		Left	Left		Left	Left		Left	Left	
Lane Alignment	Leit	12	Right	Leit	12	Right	Leit	12	Right	Leit	12	Right
Median Width(ft)	Ag Too					15.						
Link Offset(ft)		0			0 16			0 16			0 16	
Crosswalk Width(ft)		16		in the	10			. 10			. 10	1000
Two way Left Turn Lane	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00		4.70	1.00	1.00
Turning Speed (mph)	15 1		9	15	2	9	15		9	15 1	2	9
Number of Detectors	ca over "sauce	2		1			1 - 4	2				
Detector Template	Left	Thru		Left	Thru	ere ere	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	32.1
Trailing Detector (ft)	0	0		0	0		0	0	,	0	0	
Detector 1 Position(ft)	0	0		0	0	1.0	0	0	de de la	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	1,2	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	magazina nama (nama (n	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	received 5

	1	->	7	1	+	*	4	†	*	1	1	3/2/20
Lane Group	EBL	EBT	EBR	WRI	WBT	WOD	THURSTON.		/		*	*
Switch Phase			- ULA	SHELVINE,	YYD I	MARK	. NBL	⇒ NBT	→ NBR	SBL	SBT.	SE
Minimum Initial (s)	4.0	7.0		4.0	7.0		4.0					
Minimum Split (s)	15.0	50.0		15.0	50.0		4.0	7.0		4.0	7.0	
Total Split (s)	15.0	50.0	0.0	15.0	50.0	0.0	15.0	40.0		15.0	40.0	
Total Split (%)	12.5%	41.7%	0.0%	12.5%	41.7%	0.0%	15.0	40.0	0.0	15.0	40.0	0
Maximum Green (s)	11.0	45.0	0.070	11.0	45.0	0.0%	12.5%	33.3%	0.0%	12.5%	33.3%	0.0
Yellow Time (s)	3.0	4.0		3.0	4.0		11.0	35.0		11.0	35.0	
All-Red Time (s)	1.0	1.0		1.0			3.0	4.0		3.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0		1.0	1.0	
Total Lost Time (s)	4.0	5.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Lead/Lag	Lead	Lag	4.0		5.0	4.0	4.0	5.0	4.0	4.0	5.0	4.
Lead-Lag Optimize?	Yes	Yes		Lead	Lag		Lead	Lag		Lead	Lag	20.
Vehicle Extension (s)	3.0	3.0		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		3.0	3.0		3.0	3.0		3.0	3.0	
Walk Time (s)	None	2.0		None	None		None	None		None	Min	
Flash Dont Walk (s)		10.0			2.0							
Pedestrian Calls (#/hr)		4 4 4 4 4			10.0							
Act Effct Green (s)	16.1	0		1	0							
Actuated g/C Ratio	0.19	9.5		25.5	22.6		42.8	35.1		49.0	40.0	
//c Ratio	0.19	0.11		0.31	0.27		0.51	0.42		0.59	0.48	10,10
Control Delay		0.52		1.06	0.42		0.14	0.77		0.59	0.43	
Queue Delay	20.7	29.7		92.3	19.0		8.7	23.6		21.2	16.2	177
otal Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
.OS	20.7	29.7		92.3	19.0		8.7	23.6		21.2	16.2	
pproach Delay	<u>C</u>	С		F	В		Α .	C		C	В	140.000
pproach LOS	Callani.	29.5	44.		66.9	72.		22.8	2.3		17.1	
		С			E			С		12 107	В	
itersection Summary	Lange (Pin)					i E Silvian		LYLLOW MEETS	A SERVICE CONTRACT	The second	BOOK MANAGEMENT COM	
rea Type:	Other		N COLEGE	and the same of the same	A TANK THE O	i description	11.50	State of proper	A MARIE OF THE	电影的		
ycle Length: 120		10.377						·				CONTRACT.
ctuated Cycle Length: 83.	.2								Accident	4	: 54 A.Q.	10.31
atural Cycle: 120				il 5.73		-						
ontrol Type: Actuated-Uni	coordinated					100		Was t				
aximum v/c Ratio: 1.06			77.338	- 10	3. 71. 7.	ese je je	The same			-12/17	TO DOMESTICAL TRANSPORT	Visit #s
tersection Signal Delay: 3	31.2			Inter	section LC)S. C						
ersection Capacity Utiliza	ation 78.8%		75.75		Level of S			, Timerina				T13.1.
alysis Period (min) 15					-0101013	oi Aire D						

Splits and Phases: 6: NW 170th St & NW 87th Ave

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ø7	ø8
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_	•	• .	→ •	سخ	- 4	- 4	4		\			3/2/201
Prieteron	e de de la	EBL		Y			. 1	1	·	. /	. 1	السا
Lane Configurations	M. State of the Land	The same of	BT EBF	(密约WBL	SEWB	Tel WBR	NBL	NO. NO.		of the same		•
Volume (vph)			1	1	1		-			SESBL	SB	SE SE
Ideal Flow (vphpl)			34 61		133		100		_	7	ĵ.	
Storage Length (ft)			1900	1900	1900		196	,	• • • •	268	88	164
Storage Lanes	Ī	100	0	100		,000	1900	1900	1900	1900	1900	
Taper Length (ft)		1	0	1		0	300		0	300		
Lane Util. Factor		25	25	25		0	1		0	1		0
Frt	1.	.00 0.9		1.00	0.95	25	25		25	25		0 25
Fit Protected		0.99	91		0.969	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	0.9	the second second		0.950	0.003			0.947	,	* ************************************	0.903	1.00
Fit Permitted	177		7 0	1770	3429		0.950			0.950	0.000	
Satd. Flow (perm)	0.09			0.122	J423	0	1770	1764	0	1770	1682	
Right Turn on Red	17	70 350	7 0	227	3429		0.591			0.125	1002	. 0
Said Flow (DTOD)			Yes		3429	. 0	1101	1764	Ö	233	1682	
Satd. Flow (RTOR)						Yes			Yes		1002	. 0
Link Speed (mph)		35			22			14				Yes
Link Distance (ft)	***********	1535		•	35			35			61	•
Travel Time (s)	•	29.9			1396			451	* *****	•••	35	• • • • • • • • • • • • • • • • • • • •
Peak Hour Factor	0.92			0.00	27.2			8.8	4 - 44		2429	
Adj. Flow (vph)	190		66	0.92	0.92	0.92	0.92	0.92	0.92	0.00	47.3	
Shared Lane Traffic (%)			00	317	1447	377	213	221	122	0.92	0.92	0.92
Lane Group Flow (voh)	190	1081	٠.	0.45						291	96	178
Enter Blocked Intersection	No		0	317	1824	0	213	343	<u>,</u>	004	· <u>·</u>	Î
Lane Alignment	Left	Left	No	No	No	No	No	No	0	291	274	0
Median Width(ft)			Right	Left	Left	Right	Left	Left	No	No	No	No
Link Offset(ft)		12	•		12		-0.1	12	Right	Left	Left	Right
Crosswalk Width(ft)		<u>0</u> 16			0			0	•		12	
Two way Left Turn Lane		10			16	11. 1		16	· /		0	
Headway Factor	1.00	1.00	·				er i i	10			16	
Turning Speed (mph)	15	1.00			1.00	1.00	1.00	1.00	4.00			
Number of Detectors	10		9	15	•	9	15	1.00			1.00	1.00
Detector Template	1.04	_ 2		1	2	· -	1	•	9	15		9
Leading Detector (ft)	Left	Thru	No No	Left 7	hru	,	•	2, :		1	2	44
I railing Detector (ft)	20	100			100			hru	<u> </u>	_eft T	hru	
Detector 1 Position(ft)	0	0		0	0			100		20 1	00	7,31
Detector 1 Size(ft)	0	0		Ō	Ō		0	0	•	0	0	•
Detector 1 Type	20	. 6		20	6		0	0.		0	0	7.3
Detector 1 Channel	CI+Ex	CI+Ex	CI+	Ex CI+	Fy		20	_6		20	6	• • •
Detector 1 Extend (s)			0.500			CI+	Ex CI+	Ex	CI+I		Fx	
Detector 1 Queue (s)	0.0	0.0	().0	0.0		· · · · · · · · ·					.,
Detector 1 Delay (s)	0.0	0.0).0			.0	Ō	.0 0	.0	
Detector 2 Position (5)	0.0	0.0					.0 0	.0	0.		***	
Detector 2 Position(ft) Detector 2 Size(ft)		94		• •	.0	0.	0 0	.0	0.			-
Detector 2 Size(π)		6	1. 1.		34		9)4	eel (#A.) M		• • • • •	
October 2 O	C	I+Ex			6			6	12 30	9		
Petector 2 Channel				CI+E	Х		CI+E	X		CI+E	6	· <u> </u>
Petector 2 Extend (s)		0.0			 ^			•	1 11 4 4 1 44 1	UITE)	X 	
urn Type	pm+pt	5	nm.te	0.0	U		0.0	Ď		0.0	.	
rolected Phases	7	4	pm+p			Perm]	• • • • • • • • • • • • • • • • • • • •	Dm	0.0) 25 1-15- 1-16	
ermitted Phases	4	•		•	3		2	2	pm+pt		•	
etector Phase	7	4	8		-	2				6		
Rapolina		·	3	. 8	1	2			0		:	
Baseline									7	6		

	•	-	7	1	←	*	4	†	-	1	1	1
Lane Group	EBL	EBT	EBR	WBL	∌j≉ WBT	WBR:	NBL	NBT	NDD	OF	Y	Liever -
Switch Phase		- THE				M. 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	CHEMPS CALLY	IND I	M NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0				
Minimum Split (s)	23.0	81.0		23.0	81.0		43.0	7.0		5.0	7.0	
Total Split (s)	23.0	81.0	0.0	23.0	81.0	0.0		43.0	- 01	33.0	76.0	
Total Split (%)	12.8%	45.0%	0.0%	12.8%	45.0%	0.0%	43.0	43.0	0.0	33.0	76.0	0.0
Maximum Green (s)	20.0	76.0	,	20.0	76.0	0.0%	23.9%	23.9%	0.0%	18.3%	42.2%	0.0%
Yellow Time (s)	3.0	4.0		3.0	4.0		38.0	38.0		30.0	71.0	
All-Red Time (s)	0.0	1.0		0.0	1.0		4.0	4.0		3.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0		0.0	1.0	
Total Lost Time (s)	3.0	5.0	4.0	3.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lead/Lag	Lead	Lead	4.0			4.0	5.0	5.0	4.0	3.0	5.0	4.0
Lead-Lag Optimize?	Yes	Yes		Lag Yes	Lag		Lag	Lag		Lead		
Vehicle Extension (s)	3.0	3.0		3.0	Yes		Yes	Yes		Yes		
Recall Mode	None	None		None	3.0		3.0	3.0		3.0	3.0	4
Walk Time (s)		TTOTIC		None	None		None	None		None	None	pris Same
Flash Dont Walk (s)							2.0	2.0			2.0	
Pedestrian Calls (#/hr)		1. 350					14.0	14.0			14.0	
Act Effct Green (s)	64.2	62.2		70.2	70.0		. 0	0			0	
Actuated g/C Ratio	0.37	0.36	*****	78.3	76.3	100 .	35.8	35.8		67.0	65.0	
//c Ratio	0.82	0.85		0.45	0.44		0.21	0.21		0.39	0.38	
Control Delay	72.0	57.8		0.81	1.19		0.93	0.91		0.90	0.41	
Queue Delay	0.0	0.0		76.8	134.4		110.7	92.3		76.4	32.0	145.1
otal Delay	72.0	57.8		0.0	0.0		0.0	0.0		0.0	0.0	1,7,1
.OS	72.0 E			76.8	134.4		110.7	92.3	3 7000 - 11	76.4	32.0	
pproach Delay		E		E	F		F	F		E	C C	314
pproach LOS		59.9		1.00	125.9			99.4			54.9	
		Е			F			F		1 1211	D	
itersection Summary		A TOWN	127 1277		TO PERSON NAMED IN CO.	TOTAL PROPERTY.						

Area Type: Other
Cycle Length: 180

Actuated Cycle Length: 172.5 Natural Cycle: 180

Analysis Period (min) 15

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.19
Intersection Signal Delay: 95.3
Intersection Capacity Utilization 104.9%

Intersection LOS: F
ICU Level of Service G

Splits and Phases: 9: NW 154th Street & NW 82nd Avenue

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**************************************		81 \$1	atteles Field and Pag	2-12-14-0.11-13-14-14-14-14-14-14-14-14-14-14-14-14-14-	792
<u>≥</u> ø6		A .	+	The state of the s	20 20 10 10 10 10 10 10 10 10 10 10 10 10 10
8 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	A STATE OF THE STA	0/	Ø8		

	۶	*	1	†	\	1	
Lane Group	, EBL i	EBR	∬ NBL }.	₩ NBT	SBT	, SBR:	
Lane Configurations	N/A		75	↑	1>		
Volume (vph)	35	137	195	612	380	22	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	2 2 2 3 1 4 44 11 6
Storage Length (ft)	0	0	100			0	
Storage Lanes	1	0	1			0	
Taper Length (ft)	25	25	25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	g g g i namen a manana na
Frt	0.892				0.993		
Flt Protected	0.990		0.950		The state of the contract of the state of th		
Satd. Flow (prot)	1645	0	1770	1863	1850	0	
Flt Permitted	0.990		0.307				
Satd. Flow (perm)	1645	. 0	572	1863	1850	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	149				6		
Link Speed (mph)	30			30	35		
Link Distance (ft)	285			2429	163		
Travel Time (s)	6.5			55.2	3.2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	이 성적에 가는 이 이번에 사용되었다. 이렇게 없다.
Adj. Flow (vph)	38	149	212	665	413	24	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	187	0	212	665	437	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			12	12	· Ž	
Link Offset(ft)	0			0	0		The design of the control of the con
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane	3 20			146 16 14			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	. i . i . i .	1	2	2		
Detector Template	Left		Left	Thru	Thru		- 10
Leading Detector (ft)	20		20	100	100		
Trailing Detector (ft)	0		0	0	0		2 1 3 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Detector 1 Position(ft)	0		0	0	0		
Detector 1 Size(ft)	20		20	6	6		The state of the s
Detector 1 Type	CI+Ex		Cl+Ex	Cl+Ex	CI+Ex		
Detector 1 Channel							CONTROL OF THE CONTRO
Detector 1 Extend (s)	0.0		0.0	0.0	0,0		
Detector 1 Queue (s)	0.0	** ***	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)	0.0		. 0.0	94	94		
Detector 2 Size(ft)				6	6		
Detector 2 Type			1874	CI+Ex	CI+Ex		the first of the second of the
Detector 2 Channel							
Detector 2 Extend (s)				0.0	0.0		o' en o e es 'Masi et d'a l'a
Turn Type			pm+pt				
Protected Phases	4		5	2	6		a a so go an an ann an Arthur
Permitted Phases			2				
Detector Phase	4		5	2	6		and a second second second second second second second second second second second second second second second

		>	4	4		1	3/2/201
Lane Group	NO PARTY	EMICE	,	1	*	*	
Switch Phase	EBL.	EBR	NBL	- NBT	SBT	SBR	
Minimum Initial (s)						ODIN'	。在1000年,1000年,1200年中的1000年,1960年,1960年
Minimum Split (s)	5.0		5.0	5.0	5.0		
Total Split (s)	20.0		10.0	20.0	20.0		
Total Split (%)	20.0	0.0	10.0	20.0	40.0	0.0	
Maximum Cross (1)	28.6%	0.0%	14.3%	28.6%		0.0	
Maximum Green (s)	15.0		5.0	15.0	57.1%	0.0%	DOT - D D TOUTENS IN
Yellow Time (s)	4.0		4.0	4.0	35.0		
All-Red Time (s)	1.0		1.0		4.0		
Lost Time Adjust (s)	0.0	0.0	0.0	1.0	1.0		
Total Lost Time (s)	5.0	4.0	5.0	0.0	0.0	0.0	The state of the s
Lead/Lag	e e e pe e e e e	7.0		5.0	5.0	4.0	
Lead-Lag Optimize?		0.	Lead		Lag	I Date	
Vehicle Extension (s)	3.0		Yes		Yes		
Recall Mode	None		3.0	3.0	3.0		
Act Effct Green (s)	7.5	*	None	None	None		
Actuated g/C Ratio	0.18		26.4	28.0	15.6		
//c Ratio	0.16	184 - E. a.	0.64	0.68	0.38		
Control Delay			0.40	0.52	0.62	** .	
Queue Delay	9.8		6.6	7.1	15.4		
otal Delay	0.0	1.0	0.0	0.0	0.0	-	The second secon
OS .	9.8		6.6	7.1	15.4		82.4 (S. 30) . (S. 20)
pproach Delay	A		Α	Α	В		
pproach LOS	9.8	Transaction of the Contraction o		7.0	15.4		
	Α			Α	В		
ersection Summary		A 1177		NA WARRANG	- B		
ea Type: Otl	her	ACCTATION AND ACCTANGED		THE STATE OF		Alberta A	Substantial Company of the Company o
cle Length: 70							And the second of the second of the second
uated Cycle Length: 41.1							
tural Cycle: 55							
ntrol Type: Actuated-Uncoor	dinated						
XIMUM V/c Ratio: 0.62	unutou .						
rsection Signal Delay: 9.8				P			
rsection Canacity Litilization	55.00/			Interse	ection LOS	: A	
lysis Period (min) 15	JJ.U%			ICU Le	evel of Sen	ice B	
lysis Period (min) 15	2 200			TAPA			
ts and Phases: 13: NW 16	and Ct 1 a					A 14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
	2nd Street &	NW 82r	d Avenue	Э			
ø2							The state of the s
	i Sie estelliche	High Augusta	e statistic terror	- Division - Constitution			100
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ø5 ¥ ø6	The state of the s	-0 dt 1847 1953	(1) 生物 (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	100520		La va	20.5

14. NVV 170th ot a	1	→	*	•	←	*	4	†	-	-	1	1
Lane Group	EBL	EBT	EBR	* WBL	WBT	WBR.	NBL.	NBT	+ NBR		SBT	SBR
Lane Configurations	ሻ	∱>		75	₽		7	₽		7	A	00
Volume (vph)	162	173	270	93	235	15	302	287	104	18	164	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25	74 (000000000	25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.909			0.991			0.960			0.943	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1693	0	1770	1846	0	1770	1788	0	1770	1757	0
Fit Permitted	0.372			0.131			0.485			0.342		
Satd. Flow (perm)	693	1693	0	244	1846	0	903	1788	0	637	1757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63			3			19			31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1550			479			1301	1 4-5		323	
Travel Time (s)	- 1	35.2			10.9			29.6			7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
	176	188	293	101	255	16	328	312	113	20	178	108
Adj. Flow (vph) Shared Lane Traffic (%)	170	100	200									
	176	481	0	101	271	0	328	425	0	20	286	0
Lane Group Flow (vph)	No	No	No	No	No	No	No	No	No	No	No	No
Enter Blocked Intersection	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Lane Alignment	Leit	12	ragin	Loit	12	rugin	2011	12			12	Ü
Median Width(ft)		0			0			0			0	
Link Offset(ft)		16			16			16			16	
Crosswalk Width(ft)		10			10			10				
Two way Left Turn Lane	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	9	15	1.00	9	15	1.00	9
Turning Speed (mph)	15		9			9			3	pm+pt		- 5
Turn Type	pm+pt			pm+pt	8		pm+pt 5	2		1	6	
Protected Phases		4		3			2			6		
Permitted Phases	4	05.0		8	25.0	3 3		55.0		15.0	55.0	
Minimum Split (s)	15.0	35.0		15.0	35.0		15.0		0.0	15.0	55.0	0.0
Total Split (s)	15.0	35.0	0.0	15.0	35.0	0.0	15.0	55.0	0.0		45.8%	0.0%
Total Split (%)	12.5%	29.2%	0.0%	12.5%	29.2%	0.0%	12.5%	45.8%	0.0%	12.5%	1 1 10 10 11 11 11	0.0%
Maximum Green (s)	12.0	30.5		12.0	30.5		12.0	50.5		12.0	50.5	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	0.5		0.0	0.5		0.0	0.5		0.0	0.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	4.5	4.0	3.0	4.5	4.0	3.0	4.5	4.0	3.0	4.5	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)	44.0	30.5		44.0	30.5		64.0	50.5	er ergeneren	64.0	50.5	
Actuated g/C Ratio	0.37	0.25		0.37	0.25		0.53	0.42	* 1 9	0.53	0.42	
v/c Ratio	0.49	1.01		0.42	0.58		0.58	0.56		0.04	0.38	
Control Delay	29.8	82.5		29.2	44.3		19.6	28.4		12.2	22.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	29.8	82.5		29.2	44.3		19.6	28.4		12.2	22.9	
LOS	C	F		С	D		В	C		В	С	

	4								A FOR	s, Tim	m	3/2/2011
Lane Group	EBL	→	1	1	+	*	4	†	-	1	1	1
Approach Delay	EBL	68.3	EBR	WBL,	WBT	WBR.	NBL	NBT	NBR	SRI	CDT	SBR
Approach LOS		Е			40.2		Charle	24.6		See See See See See See See See See See	22.2	点面 OBK
Intersection Summary	4-2-14-05-E	Barra III	To the same of		D			С			C	
	thor	Control of the Control	A STATE OF LAND	COLUMN TO SERVICE AND ADDRESS OF THE PERSON				17 1. 1 L. 1			NAME OF THE PARTY	NECESCO I

Area Type: Other

Cycle Length: 120 Actuated Cycle Length: 120

Offset: 50 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 120 Control Type: Pretimed Maximum v/c Ratio: 1.01 Intersection Signal Delay: 40.8 Intersection Capacity Utilization 76.4%

Intersection LOS: D ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 14: NW 170th St & NIM 82ND AVE

14: NW 170th St & NW 82ND AVE		121 (5.07F) was
01 02 153: 55:	√ ø3	<i>₽</i> ø4
↑ ø5	15 s 2 1 6 1 me	35 s
18 55 55 St. 19	07 15/100000000000000000000000000000000000	₩ ø8
100 mm - 10	13 \$ 图	35 3

15. NVV 154(11 Street	•		*	1	←		4	†	-	-	↓	4
ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL		NBR :		SBT	SBR
ane Configurations	N ₁	^		75	ተ ተ	ř	ሻ	₽		ን ነ	f)	181
	198	1926	2	2	1614	421	8	10	46	301	6	
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
deal Flow (vphpl)	100	1000	0	55		0	150		0	200		0
Storage Length (ft)	1		0	1		1	1		0	1		0
Storage Lanes	25		25	25		25	25		25	25		25
Taper Length (ft)		0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.95	0.55	1.00	0.00	0.850		0.877			0.855	
Frt				0.950		0.000	0.950			0.950		
FIt Protected	0.950	0.500			3539	1583	1770	1634	0	1770	1593	0
Satd. Flow (prot)	1770	3539	0	1770	3339	1000	0.427	100.	170	0.717		
FIt Permitted	0.950			0.950	0500	4500	795	1634	0 .	1336	1593	0
Satd. Flow (perm)	1770	3539	0	1770	3539	1583	190	1034	Yes	1000	.000	Yes
Right Turn on Red			Yes			Yes		EO	163		94	
Satd. Flow (RTOR)						378		50			30	
Link Speed (mph)		35			35			30			713	
Link Distance (ft)		1396			331	50, 8		418				
Travel Time (s)		27.2			6.4			9.5			16.2	0.00
	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	215	2093	2	2	1754	458	9	11	50	327	7	197
Adj. Flow (vph)	210	2000										7 1
Shared Lane Traffic (%)	015	2095	0	2	1754	458	9	61	0	327	204	0
Lane Group Flow (vph)	215	No	No	No	No	No	No	No	No	No	No	No
Enter Blocked Intersection	No			Left	Left	Right	Left	Left	Right	Left	Left	Right
Lane Alignment	Left	Left	Right	Leit	12	. Well		12			12	
Median Width(ft)		12			0	S		0			0	
Link Offset(ft)		0			16		y = 0.	16			16	
Crosswalk Width(ft)		16			10	No. 15 12	100				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Two way Left Turn Lane					4.00	4 00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	9	15		9
Turning Speed (mph)	15		9	15	a compa	9	15			- 1	2	
Number of Detectors	1	2		1	2	1	1	2		Left	Thru	1.00
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru			100	
Leading Detector (ft)	20	100		20	100	20	20	100		20		P. L. Harris
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		. 0	0	1.
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Size(ii)	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Type	OliLX	OITEX			of Talestine							
Detector 1 Channel	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	100	0.0	94	0.0		94			94	
Detector 2 Position(ft)		94			6			6			6	
Detector 2 Size(ft)		6			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Type		CI+Ex			CITEX			OI L	12,422	7.77	18734.1.1.	7.4
Detector 2 Channel		20			0.0		4.	0.0			0.0	
Detector 2 Extend (s)		0.0	Carrier 19-30		0.0	Carried Contract of	D	0.0		Perm		17.7.
Turn Type	Prot			Prot		Perm	Perm			Lenn	6	
Protected Phases	7	4		3	8		- H	. 2			7.7	
Permitted Phases						8		1		6		1.1
Detector Phase	7	4		3	8	8	2	2		6	6	

	-	-	*	1	-	•	1	- Î	1	1	+	4
Lane Group	EBL	: EBT	EBR:	WBL		: WBR	NBL	- NBT	NBR	SBL	SBT	SBR
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)	10.0	133.0		10.0	133.0	133.0	37.0	37.0		37.0	37.0	
Total Split (s)	10.0	133.0	0.0	10.0	133.0	133.0	37.0	37.0	0.0	37.0	37.0	0.0
Total Split (%)	5.6%	73.9%	0.0%	5.6%	73.9%	73.9%	20.6%	20.6%	0.0%	20.6%	20.6%	0.0%
Maximum Green (s)	7.0	128.0		7.0	128.0	128.0	32.0	32.0		32.0	32.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0	****	4.0	4.0	
All-Red Time (s)	0.0	1.0		0.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	4.0	3.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Max	Max		None	None	
Walk Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	7.2	107.3		6.0	98.8	98.8	32.7	32.7		32.7	32.7	
Actuated g/C Ratio	0.05	0.71		0.04	0.65	0.65	0.22	0.22		0.22	0.22	
v/c Ratio	2.59	0.84		0.03	0.76	0.39	0.05	0.16		1.14	0.49	
Control Delay	771.4	19.7		81.5	20.2	2.8	58.8	20.6	1	147.3	35.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	771.4	19.7		81.5	20.2	2.8	58.8	20.6		147.3	35.5	7
LOS	F	В		F	С	Α	E	C		F	D	
Approach Delay		89.7			16.6			25.5			104.3	
Approach LOS		F			В			С			F	

Intersection Summary
Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 151.9

Natural Cycle: 180

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 2.59

Intersection Signal Delay: 58.8

Intersection Capacity Utilization 92.5%

Analysis Period (min) 15

Intersection LOS: E

ICU Level of Service F

Splits and Phases: 15: NW 154th Street & NW 79th Avenue

ø3 ø2	→ ø4	1
37 s. di di di di di di di di di di di di di	183 strategy and the st	10's
ø6	◆ ø8	1
37 s	133 8 4 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	10 s

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Lane Group	EBL	. EBR	NBL	NBT	SBT	SBR	The transfer of the second second second second second second second second second second second second second
Lane Configurations	37	7	Ť	^	† \$		・ 「
Volume (vph)	100	60	101	1301	940	101	***
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	125	0	125			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25	25	25			25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	
Frt		0.850	1100	0.00	0.985	0.00	the second secon
Flt Protected	0.950	0.000	0.950		0.000		
Satd. Flow (prot)	1770	1583	1770	3539	3486	0	and the second of the second o
FIt Permitted	0.950	1000	0.950	0000	0400	U	
Satd. Flow (perm)	1770	1583	1770	3539	3486	0	
Right Turn on Red	1170	Yes	1770	0000	0100	Yes	
Satd, Flow (RTOR)		65		• • • • • • • • • • • • • • • • • • • •	14	103	
Link Speed (mph)	30	00		30	30		
Link Distance (ft)	469			635	1435	·	
Travel Time (s)	10.7			14.4	32.6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	109	65	110	1414	1022	110	offered and American Tilentic
Shared Lane Traffic (%)	103		110		1022	110	
Lane Group Flow (vph)	109	65	110	1414	1132	0	연원 시작 시간 기업 시간 기업 기업 기업 기업 기업 기업 기업 기업 기업 기업 기업 기업 기업
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12	ragiit	Leit	12	12	Rigiit	
Link Offset(ft)	0	100		0	0		
Crosswalk Width(ft)	16			16	16	-;	
Two way Left Turn Lane	10		- 1	. 10	10	11.11.5	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	1.00	9	1.00	1.00	1.00	1.00	
Number of Detectors	13	1	13	2	2	9	PARTICIPATION OF PARTICIPATION OF A STATE OF STA
Detector Template	Left	Right	Left	Thru	Thru		
Leading Detector (ft)	20	20	20	100	CONTRACTOR AND ADDRESS.	ri e de campo des	
Trailing Detector (ft)	0	0			100		
Detector 1 Position(ft)	- 0	0	0	0	0	1 1 417.	
Detector 1 Size(ft)	20	20	20				
Detector 1 Type	CI+Ex	CI+Ex		6 Ch Ev	CUE	·	and the state of t
Detector 1 Channel	CITEX	CITEX	CITEX	CI+Ex	CITEX		
Detector 1 Extend (s)	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	P. CT	The second second second	0.0	0.0		TO 174 CHILDREN TO 187 TATE OF THE PROPERTY OF THE PARTY
Detector 2 Position(ft)	0.0	0.0	0.0	0.0	0.0		
Detector 2 Size(ft)	in the second			94	94		AND AND AND AND AND AND AND AND AND AND
		- "."		6	6		
Detector 2 Type Detector 2 Channel		***************************************		CI+Ex	CI+Ex		and the second s
to an artist to the contract of the contract o		4.5			0.0		
Detector 2 Extend (s) Turn Type		Dorm	Dest	0.0	0.0		
Protected Phases	·	Perm	Prot		~		
Permitted Phases	4		5	2	6	a e	on graph and appear on the company of
Detector Phase	1	4	5	2			mail a si a si a si a si ilian ilian
Delector Filase	4	4	D D	2	6		

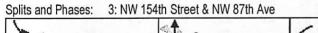
	*	7	4	†	+	1	3/2/20
Lane Group	EBL	EBŔ	- NBI	I NRT	i ≠SBT	SBR-2	
Switch Phase			2,000,03,00	ALBERT THE PARTY OF	001	TONE ODINE	The second section is a second section of the second
Minimum Initial (s)	7.0	7.0	5.0	16.0	16.0		
Minimum Split (s)	40.0	40.0	13.0	43.0	30.0		
Total Split (s)	40.0	40.0	13.0	43.0	30.0	0.0	
Total Split (%)	48.2%	48.2%	15.7%	51.8%	36.1%	0.0%	
Maximum Green (s)	36.0	36.0	10.0	38.0	25.0	0.070	
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	3.0	5.0	5.0	4.0	
Lead/Lag		4.7	Lead	- 0.0	Lag	4.0	
Lead-Lag Optimize?			Yes	500 120	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None	None	Max	Max		
Walk Time (s)	7.0	7.0	Hone	IVIAX	IVIAX		
Flash Dont Walk (s)	11.0	11.0					
Pedestrian Calls (#/hr)	0	0		··· · · · · · ·			
Act Effct Green (s)	9.0	9.0	8.4	42.0	32.3		
Actuated g/C Ratio	0.16	0.16	0.15	0.74	0.57		
v/c Ratio	0.39	0.21	0.42	0.74	0.57		
Control Delay	25.3	8.3	26.7	5.5	12.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	25.3	8.3	26.7	5.5	12.4		
LOS	C	A	C	Α.	B		
Approach Delay	19.0			7.1	THE RESIDENCE OF THE PARTY OF T		
Approach LOS	В	7.54		Α	12.4 B		
ntersection Summary							
	ther	24,007,000,000	of the wasternament	ic ministrative in par		A section of the sect	and the second s
Cycle Length: 83					TAG M	The original	
Actuated Cycle Length: 56.8		ħ)					
Natural Cycle: 85				1.14 11-			
Control Type: Actuated-Uncor	ordinated				10 10 E TO 1		
/laximum v/c Ratio: 0.57					WINDOWS	· AND A	The State of the State State of the State of
ntersection Signal Delay: 9.9			212	Inter	section L	26. V	
ntersection Capacity Utilization	n 51.5%					Service A	
nalysis Period (min) 15					20101010	CIVICE	
plits and Phases: 18: NW	146th St & N	VW 87th A	Ave		40	400	
T ø2					* o	1	TAS TO THE TOTAL CONTROL OF THE CONT
3 saudibioanna an agregoral	Balane Lynn	SYNAPP			40 s		
\ ø5							
1 100							

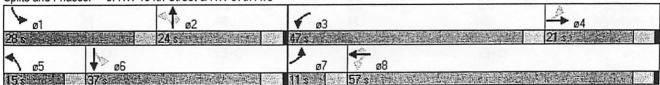
201	1	4	†	1	>	\	
Lane Group	WBL	WBR	NBT	NBR 🕸	SBL	SBT	。 第一章
Lane Configurations	*5	ř	^		۳,	ተተ	
Volume (vph)	508	186	1486	339	166	1039	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	2 C 2 L 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Storage Length (ft)	125	0		0	125		
Storage Lanes	1	1		0	1		
Taper Length (ft)	25	25		25	25		
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95	the same of the sa
Ped Bike Factor	0.96	0.92	7.1.				
	0.00	0.850	0.972				
Frt	0.950	0.000			0.950		A 8 10 1
Fit Protected	1770	1583	3440	0	1770	3539	
Satd. Flow (prot)	0.950	1000	0		0.080		
Flt Permitted	1702	1451	3440	0	149	3539	and the supplied to the state of the state o
Satd. Flow (perm)	1702	Yes	0110	Yes			
Right Turn on Red		143	49	100			
Satd. Flow (RTOR)		143	30			30	
Link Speed (mph)	30					635	
Link Distance (ft)	1168		666			14.4	
Travel Time (s)	26.5		15.1			. 17.7	
Confl. Peds. (#/hr)	24	46	0.00	0.00	0.92	0.92	
Peak Hour Factor	0.92	0.92	0.92	0.92		1129	
Adj. Flow (vph)	552	202	1615	368	180	1129	11 To 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Shared Lane Traffic (%)					400	1129	The state of the s
Lane Group Flow (vph)	552	202	1983		180	1 7 7	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		12			12	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2		1.	2	
	Left	Right	Thru		Left	Thru	
Detector Template	20	20	100	. Fill	20	100	
Leading Detector (ft)	0	0	0		0	0	
Trailing Detector (ft)	0	ő	0	1111	0	0	
Detector 1 Position(ft)	20	20	6		20	6	The state of the s
Detector 1 Size(ft)	CI+Ex	CI+Ex			CI+Ex	CI+Ex	
Detector 1 Type	CITEX	CITEX	OILLX	to 2017/201			The state of the s
Detector 1 Channel		0.0	0.0		0.0	0.0	
Detector 1 Extend (s)	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0 94		0.0	94	
Detector 2 Position(ft)						6	
Detector 2 Size(ft)			6			CI+Ex	
Detector 2 Type			CI+Ex			- OITLX	· · · · · · · · · · · · · · · · · · ·
Detector 2 Channel			~ ~			0.0)
Detector 2 Extend (s)		100	0.0		nm inf		
Turn Type		Perm			pm+pt	6	
Protected Phases	8		2		1	0	, , , , , , , , , , , , , , , , , , , ,

	1	1	↑	-	1	1	SIZIZ
Lane Group	WBL	WBR	NBT.	NBR	SBL	¥ ODT	
Permitted Phases	WALL PROPERTY LAND	8	EUC. NO IS	NON	TO THE PROPERTY OF THE PARTY OF	s. SBT	The course of the state of the
Detector Phase	8	8	2		6	^	
Switch Phase		U	2		1	6	
Minimum Initial (s)	7.0	7.0	0.0				
Minimum Split (s)	25.0	25.0	8.0		5.0	8.0	
Total Split (s)	25.0	25.0	50.0		10.0	60.0	1971 HD 410-10
Total Split (%)	29.4%		50.0	0.0	10.0	60.0	
Maximum Green (s)		29.4%	58.8%	0.0%	11.8%	70.6%	
Yellow Time (s)	20.0	20.0	45.0		6.0	56.0	in the same of the
All-Red Time (s)	4.0	4.0	4.0		3.0	4.0	
Lost Time Adjust (s)	1.0	1.0	1.0		1.0	0.0	
Total Lost Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	
	5.0	5.0	5.0	4.0	4.0	4.0	
Lead/Lag			Lag		Lead		
Lead-Lag Optimize?	1.		Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None		None	None	
Walk Time (s)	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	100		0	the second secon
Act Effct Green (s)	20.0	20.0	45.0		56.0	56.0	
Actuated g/C Ratio	0.24	0.24	0.53		0.66	0.66	the transfer when the same and the same
v/c Ratio	1.33	0.45	1.08		0.85	0.48	
Control Delay	192.9	12.9	65.8	7 7	48.9	8.1	the state of the second
Queue Delay	0.0	0.0	0.0	100	0.0		
Total Delay	192.9	12.9	65.8		48.9	0.0	
.OS	F	В	E		* 1 at 1 a	8.1	
Approach Delay	144.7		65.8	the second	D	Α	
Approach LOS	F		E	71.34		13.7 B	
tersection Summary					Correct Co.		
	Other	A mendion and suppress	TO THE PERSONS AND THE PERSONS	E. C. San San Ha			
ycle Length: 85				NO.A.	1.000	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
ctuated Cycle Length: 85				1 Car. 1. 3			
atural Cycle: 115			110000	TAKE		gy . s	NOTE THE PROPERTY OF THE PROPE
ontrol Type: Actuated-Unco	ordinated		,		211 27 100	1, 2 0	
aximum v/c Ratio: 1.33					T. W. J.	green.	
tersection Signal Delay: 63.	6			Inter	rsection L	OS: F	
tersection Capacity Utilization	on 100.9%					Service G	
nalysis Period (min) 15			1 1 21 21		LOVOIOI	Del vice G	
olits and Phases: 20: Indu	strial Way &	NW 87th	Ave				
					100		
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	の中の中では、	成的品质	mar's E				Service Control of th
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\$30000000000000000000000000000000000000	A LONG TO SERVICE	territoria.		e te Chical and	Company of the Compan		▼ ø8
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Lane Group	EBL.	EBT	EBR	WBL	- WBT	WBR	NBL.	NBT	. NBR	SBL	SBT	SBR
Lane Configurations	٦	† }		*5	ተተ	ř	۲	ተተ	7	ሻ	↑ ↑	
Volume (vph)	35	135	17	602	453	332	67	484	680	327	517	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		150	200		150	200		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.984				0.850			0.850		0.990	***
FIt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3483	0	1770	3539	1583	1770	3539	1583	1770	3504	0
FIt Permitted	0.472			0.470			0.424			0.205		
Satd. Flow (perm)	879	3483	0	875	3539	1583	790	3539	1583	382	3504	0
Right Turn on Red	-7.	5 0	Yes	- 10.65		Yes			Yes			Yes
Satd. Flow (RTOR)		9				361			665		6	- 17 - 2 g
Link Speed (mph)		35			35			30			30	10001
Link Distance (ft)		1348			1535			1435			3888	1
Travel Time (s)		26.3			29.9			32.6		Teleforen	88.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	147	18	654	492	361	73	526	739	355	562	41
Shared Lane Traffic (%)										7.7		
Lane Group Flow (vph)	38	165	0	654	492	361	73	526	739	355	603	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12		77	12			12			12	
Link Offset(ft)		0			0			0		. 100	0	* 678
Crosswalk Width(ft)		16			16		ab ag	16	3.44		16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		. 1	2	1	. 1	2	1	1.	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel	1 0 10 10 10 10 10											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	- 85	0.0	65% - 5		0.0	100 OST 501 C		0.0			0.0	-
Turn Type	pm+pt			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4		3	8	8	5	2	. 2	1	6	

				_	4	4	4			1	1	1
		-	*	*		•	1		-	-	*	~
Lane Group	EBL.	EBT.	: EBR	- WBL-	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Switch Phase		4										
Minimum Initial (s)	5.0	7.0		5.0	. 7.0	7.0	5.0	16.0	16.0	5.0	16.0	
Minimum Split (s)	10.0	21.0		10.0	57.0	57.0	15.0	24.0	24.0	18.0	30.0	
Total Split (s)	11.0	21.0	0.0	47.0	57.0	57.0	15.0	24.0	24.0	28.0	37.0	0.0
Total Split (%)	9.2%	17.5%	0.0%	39.2%	47.5%	47.5%	12.5%	20.0%	20.0%	23.3%	30.8%	0.0%
Maximum Green (s)	7.0	16.0		43.0	52.0	52.0	11.0	19.0	19.0	24.0	32.0	
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)	0.0	1.0		0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	4.0
Lead/Lag	Lead	Lag	4 - 2 6	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0			5.0	5.0		5.0	5.0			
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0			
Pedestrian Calls (#/hr)		0			0	0		0	0			
Act Effct Green (s)	18.2	10.7		57.0	49.4	49.4	36.4	27.0	27.0	55.0	43.6	
Actuated g/C Ratio	0.15	0.09		0.48	0.41	0.41	0.30	0.22	0.22	0.46	0.36	Series L
v/c Ratio	0.21	0.52		0.90	0.34	0.42	0.24	0.66	0.85	0.80	0.47	
Control Delay	25.2	54.7		43.3	25.0	3.9	23.8	49.0	16.9	39.4	32.6	147
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.2	54.7		43.3	25.0	3.9	23.8	49.0	16.9	39.4	32.6	
LOS	C	D		D	С	Α	С	D	В	D	C	
Approach Delay		49.2			27.9			29.9			35.1	
Approach LOS		D			C			C			D	
Intersection Summary	45 5 8 0 E C			on security.								
Area Type:	Other											
Cycle Length: 120					a de des de							
Actuated Cycle Length: 120)											
Offset: 0 (0%), Referenced		NBTL and	6:SBTL	Start of	Green			7.53.9		See and Late 1		
Natural Cycle: 115	An I than beat a		40.00									
Control Type: Actuated-Coo	ordinated											
Maximum v/c Ratio: 0.90												
Intersection Signal Delay: 3	1.4			· In	tersection	LOS: C						
Intersection Capacity Utiliza						of Service	E					





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Lane Group	EBL,	EBT:	EBR.	* WBL	WBT	WBR	NBL	NBT	NBR.	SBL:	SBT	SBR
Lane Configurations	7	^}		ň	ĵ»		ሻ	∱ĵ→		ሻ	↑ ↑	
Volume (vph)	3	56	61	384	74	130	55	653	387	159	675	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		100	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.922			0.904			0.944	¥		0.998	
Fit Protected	0.950	0.00		0.950			0.950			0.950		
Satd. Flow (prot)	1770	1717	0	1770	1684	0	1770	3341	0	1770	3532	0
Flt Permitted	0.620	1.6		0.487			0.328			0.100		
Satd. Flow (perm)	1155	1717	0	907	1684	0	611	3341	0	186	3532	0
	1100	17.17	Yes	001	1001	Yes	011	5511	Yes	1.T.F. 1		Yes
Right Turn on Red		52	103		85			102			. 1	
Satd. Flow (RTOR)		30			30			30			30	
Link Speed (mph)		340			1550			3888			1400	
Link Distance (ft)					35.2			88.4		to a single	31.8	17 14 14
Travel Time (s)	0.00	7.7	0.00	0.00		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	141	60	710	421	173	734	9
Adj. Flow (vph)	3	61	66	417	. 80	141	00	710	421		134	
Shared Lane Traffic (%)					004		00	4404	0	172	743	0
Lane Group Flow (vph)	3	127	0	417	221	0	60	1131	0	173		No
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12		4 4	12		4.	12	
Link Offset(ft)		0	Seate of the		0		Commence of the	0			0	W
Crosswalk Width(ft)		16			16			16			16	N. Fatta
Two way Left Turn Lane			or moreover as personal	curo materiales							7.55	4 66
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		. 1	2	e i	1	2	1.0
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	777	0	0		0	0	*****	0	0	1.
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel			8 35 8									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	1
Detector 2 Size(ft)		6		*****	6			6			6	\$4.C
Detector 2 Type		CI+Ex			CI+Ex	In the second		CI+Ex			CI+Ex	
Detector 2 Channel		·										
Detector 2 Extend (s)		0.0		m 1 2	0.0			0.0		KARAT CO	0.0	
Turn Type	pm+pt			pm+pt	3.0		pm+pt			pm+pt		
Protected Phases	Pilitpl	4		3	8		5 pini-pt	2		1	6	
Permitted Phases	,	-		8			2			6	·	
and a selection of the	7	4		3	8		5	2		1	6	
Detector Phase		4		<u>ی</u>	0		, J				U	

	•	-	7	1	-	*	1	†	1	1	1	1
Lane Group	EBL	EBT	EBR	+ WBL	WBT	WBR	NBL	NBT	NBR	SBL	SRT	SBR
Switch Phase								ALEXANDER OF THE PARTY OF THE P	THE PARTY OF THE P	ODE		SODIA
Minimum Initial (s)	4.0	7.0		4.0	7.0		4.0	7.0		4.0	7.0	
Minimum Split (s)	15.0	50.0		15.0	50.0		15.0	40.0		15.0	40.0	
Total Split (s)	15.0	50.0	0.0	15.0	50.0	0.0	15.0	40.0	0.0	15.0	40.0	0.0
Total Split (%)	12.5%	41.7%	0.0%	12.5%	41.7%	0.0%	12.5%	33.3%	0.0%	12.5%		0.0
Maximum Green (s)	11.0	45.0		11.0	45.0	0.070	11.0	35.0	0.076	11.0	33.3%	0.0%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0			35.0	- 16 / 1
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		3.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	Out I
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0	4.0	4.0	5.0	0.0	0.0	0.0	0.0
Lead/Lag	Lead	Lag		Lead	Lag	4.0		10 10 100 100 100 100 100 100 100 100 1	4.0	4.0	5.0	4.0
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Lead	Lag		Lead	Lag	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		3.0	3.0		3.0	3.0	
Walk Time (s)		2.0		None	2.0		None	None		None	Min	
Flash Dont Walk (s)		10.0			10.0						an a salahar	
Pedestrian Calls (#/hr)		0	11.11	· · · · ·	0.0		100					
Act Effct Green (s)	16.1	9.5		25.5	22.6		42.8	35.1		40.0		10.
Actuated g/C Ratio	0.19	0.11		0.31	0.27	;	0.51	The contract of the		49.0	40.0	The speak of a
v/c Ratio	0.01	0.52		1.06	0.42			0.42		0.59	0.48	
Control Delay	20.7	29.7		92.3	19.0		0.15	0.77		0.59	0.44	
Queue Delay	0.0	0.0		0.0	0.0		8.7	23.6		21.2	16.3	41. 1
Total Delay	20.7	29.7		92.3			0.0	0.0		0.0	0.0	
.OS	C	C C		92.5 F	19.0		8.7	23.6		21.2	16.3	
Approach Delay		29.5			В		Α	С		С	В	
Approach LOS	# *	29.5 C			66.9			22.8		1	17.2	
Tomogran Commo					E			С			В	

Area Type:

Other

Cycle Length: 120

Actuated Cycle Length: 83.2

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.06 Intersection Signal Delay: 31.1

Intersection Capacity Utilization 78.9%

Analysis Period (min) 15

Intersection LOS: C ICU Level of Service D

Splits and Phases: 6: NW 170th St & NW 87th Ave

ø1	©2	√ ø3	♣ ø4
のなるとは	40 金维 16 8 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	15 s 1 4 4 4	50 s
^ ø5	№ ø6	≯ ₀₇	Ø8
5.5	49.s - 49.s - 49.s - 49.s - 49.s - 49.s - 49.s - 49.s - 49.s - 49.s - 49.s - 49.s - 49.s - 49.s - 49.s - 49.s	15s	50 s

	۶	-	*	•	—	*	4	†	1	-	↓	4
Lane Group	II, EBL	EBT	EBR.	WBL	WBT,	WBR	NBL	i NBT	NBR	SBL	SBT	SBR
Lane Configurations	*5	^	7	٦	^	7	ሻ	7>		ሻሻ	7	
Volume (vph)	175	934	61	292	1331	347	196	203	112	268	88	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100	***	0	300		0	300		0
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt	1.00	0.00	0.850		0.00	0.850		0.947	2 0077		0.903	. 1
FIt Protected	0.950		0.000	0.950		5.555	0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1764	0	3433	1682	0
Flt Permitted	0.109	0000	1000	0.155	0000	1000	0.591	.,	·	0.165	1002	
	203	3539	1583	289	3539	1583	1101	1764	0	596	1682	0
Satd. Flow (perm)	203	3333	Yes	203	0000	Yes	1101	1704	Yes	000	1002	Yes
Right Turn on Red			47			188		14	163		61	103
Satd. Flow (RTOR)		25	47		25	100		35			35	
Link Speed (mph)		35			35			An			2429	
Link Distance (ft)		1535			1396			451				122-17
Travel Time (s)	0.00	29.9	0.00	0.00	27.2	0.00	0.00	8.8	0.00	0.00	47.3	0.00
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	190	1015	66	317	1447	377	213	221	122	291	96	178
Shared Lane Traffic (%)		4 . 14						4				
Lane Group Flow (vph)	190	1015	66	317	1447	377	213	343	0	291	274	0
Enter Blocked Intersection	No	. No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12		72	12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	15 17 1015	9	15		9	15	52	9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	1007
Leading Detector (ft)	20	100	20	20	100	20	20	100	g 1572	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	180	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	Cl+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	0, 2x	OI LX	- 01 -21	O,			70.000			The state of the s	1 Talifatina	and the late of
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	7.7.7
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	7 77 7
Detector 2 Position(ft)	0.0	94	0.0	0.0	94	0.0	0.0	94		0.0	94	
the second contract of the con		6		- 13.52	6			6		er mer	6	
Detector 2 Size(ft)		CI+Ex	1		CI+Ex			CI+Ex			CI+Ex	
Detector 2 Type		CITEX			CITEX			CITEX				
Detector 2 Channel		0.0		1 1 1 1 1 1	0.0			0.0			0.0	2 - 5.
Detector 2 Extend (s)	n-1-1	0.0	Darra	nm ! - L	0.0	Dorm	Dorm	0.0		nmint	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm			pm+pt	6	
Protected Phases	/	4		3	8			2		1	6	4 2 3
Permitted Phases	4		4	8	_	8	2			. 6		
Detector Phase	7	4	4	3	8	8	2	2		1	6	

3/2/2011

	•	-	1	1	-	•	1	Î	1	-	+	4
Lane,Group	EBL.	- EBT	₩ EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	- SBT	SBR
Switch Phase		1,100										
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0		5.0	7.0	
Minimum Split (s)	23.0	81.0	81.0	23.0	81.0	81.0	43.0	43.0		33.0	76.0	
Total Split (s)	23.0	81.0	81.0	23.0	81.0	81.0	43.0	43.0	0.0	33.0	76.0	0.0
Total Split (%)	12.8%	45.0%	45.0%	12.8%	45.0%	45.0%	23.9%	23.9%	0.0%	18.3%	42.2%	0.0%
Maximum Green (s)	20.0	76.0	76.0	20.0	76.0	76.0	38.0	38.0		30.0	71.0	reserve.
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0		0.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	5.0	5.0	4.0	3.0	5.0	4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag		Lead		2
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	None		None	None	
Walk Time (s)							2.0	2.0			2.0	
Flash Dont Walk (s)							14.0	14.0			14.0	
Pedestrian Calls (#/hr)							0	0		1 - 1 - 1	. 0	
Act Effct Green (s)	56.6	54.6	54.6	75.0	72.9	72.9	35.1	35.1		55.3	53.3	
Actuated g/C Ratio	0.36	0.35	0.35	0.48	0.46	0.46	0.22	0.22		0.35	0.34	
v/c Ratio	0.75	0.83	0.11	0.66	0.88	0.45	0.87	0.85		0.60	0.45	
Control Delay	59.1	53.9	13.6	57.1	46.7	16.0	91.5	76.7	To Salar	42.3	34.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100
Total Delay	59.1	53.9	13.6	57.1	46.7	16.0	91.5	76.7		42.3	34.1	
LOS	Е	D	В	Е	D	В	F	Е		D	С	
Approach Delay		52.6			42.8			82.3		1247	38.3	
Approach LOS		D			D			F			. D	

Area Type:

Cycle Length: 180

Actuated Cycle Length: 157.4

Natural Cycle: 180

Control Type: Actuated-Uncoordinated

Intersection Summary

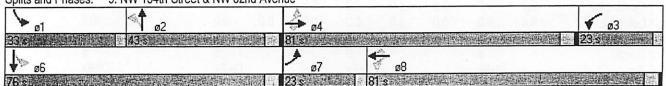
Other

Maximum v/c Ratio: 0.88 Intersection Signal Delay: 49.9 Intersection Capacity Utilization 87.9%

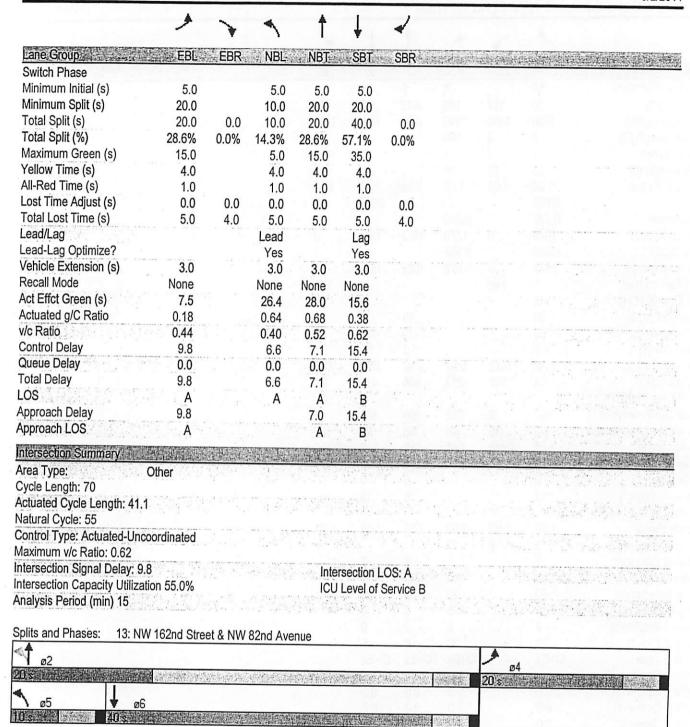
Intersection LOS: D ICU Level of Service E

Analysis Period (min) 15

9: NW 154th Street & NW 82nd Avenue Splits and Phases:



	۶	*	4	†	1	1	
Lane Group	EBL.	∉ EBR	NBÈ	· NBT	SBT	SBR	
Lane Configurations	**		ħ	†	ĵ.	MACOULT 2 JUNE 2	
Volume (vph)	35	137	195	612	380	22	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0	100		1.9	0	4 5 10 3 1 2
Storage Lanes	1	0	1			0	
Taper Length (ft)	25	25	25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	0.892				0.993	1.00	
FIt Protected	0.990		0.950		0.000		
Satd. Flow (prot)	1645	0	1770	1863	1850	0	
FIt Permitted	0.990		0.307	,,,,,	,,,,,		
Satd. Flow (perm)	1645	0	572	1863	1850	0	The state of the s
Right Turn on Red	25.7.1.7.2	Yes		,,,,,	.000	Yes	a se a se se se se se se se se se se se se se
Satd. Flow (RTOR)	149		-		6	, , ,	
Link Speed (mph)	30			30	35		a de la companya de l
Link Distance (ft)	285			2429	163		
Travel Time (s)	6.5			55.2	3.2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	11 July 4 of the graph of the second
Adj. Flow (vph)	38	149	212	665	413	24	
Shared Lane Traffic (%)						n afir	
Lane Group Flow (vph)	187	0	212	665	437	0	
Enter Blocked Intersection	No.	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			24	24		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane	3			1.5			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1		1	2	2		PRESIDENT DESCRIPTIONS AND AND AND ADDRESS OF THE PARTY O
Detector Template	Left		Left	Thru	Thru		
Leading Detector (ft)	20		. 20	100	100	77.77.	
Trailing Detector (ft)	0		0	0	0		and the second of the second s
Detector 1 Position(ft)	0		0	0	0		
Detector 1 Size(ft)	20		20	6	6		
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex		
Detector 1 Channel	1,			F1 70.14	71.		
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)				94	94		
Detector 2 Size(ft)		lage is		6	6		
Detector 2 Type				CI+Ex	CI+Ex		A RECORD OF STREET OF STREET STREET, STREET STREET
Detector 2 Channel	1.		1 2 2			· ·	
Detector 2 Extend (s)				0.0	0.0		
Turn Type		****	pm+pt				
Protected Phases	4		5	2	6		
Permitted Phases			2	_			
Detector Phase	4		5	2	6		the second second
•	-		100 A.J.		- Company of the Control of the Cont	the state of the state of	



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Lane Group	i EBL	EBT	EBR	WBL	∛ WBT:⊪	WBR	NBL	NBT	NBR	SBL		SBR
Lane Configurations	*5	f)		ሻ	₽		۲,	₽		Ť	₽	00
Volume (vph)	162	173	270	93	235	15	302	287	104	18	164	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.909			0.991			0.960			0.943	
Flt Protected	0.950			0.950			0.950			0.950		F 18020 Eac
Satd. Flow (prot)	1770	1693	0	1770	1846	0	1770	1788	0	1770	1757	0
Flt Permitted	0.372			0.131			0.485			0.342		
Satd. Flow (perm)	693	1693	0	244	1846	0	903	1788	0	637	1757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63	477		3			19	1		31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)	. 47. 540	1550			479			1301			323	
		35.2		. 1.4	10.9			29.6			7.3	
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	176	188	293	101	255	16	328	312	113	20	178	108
Adj. Flow (vph)	170	100	200	- 101								
Shared Lane Traffic (%)	176	481	0	101	271	0	328	425	0	20	286	0
Lane Group Flow (vph)		No	No	No	No	No	No	No	No	No	No	No
Enter Blocked Intersection	No			Left	Left	Right	Left	Left	Right	Left	Left	Right
Lane Alignment	Left	Left	Right	Leit	12	ragin	Loit	12			12	Ü
Median Width(ft)		12	100	1 2 12 1	0			0			0	
Link Offset(ft)		0		1	16	in against		16	6.5		16	
Crosswalk Width(ft)		16			10			10				1 14 N
Two way Left Turn Lane				4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	9	1.00	1.00	9	15		9
Turning Speed (mph)	15		9	15		9				pm+pt	100 - 1	
Turn Type	pm+pt			pm+pt	2011		pm+pt	2		7 piii pt	6	Al farther a
Protected Phases	7	4		3	8	J 97 5.	5 2			6		7 1111111
Permitted Phases	4			8				FF 0		15.0	55.0	
Minimum Split (s)	15.0	35.0		15.0	35.0		15.0	55.0			55.0	0.0
Total Split (s)	15.0	35.0	0.0	15.0	35.0	0.0	15.0	55.0	0.0	15.0	45.8%	0.0%
Total Split (%)	12.5%	29.2%	0.0%	12.5%	29.2%	0.0%	12.5%	45.8%	0.0%	12.5%		0.076
Maximum Green (s)	12.0	30.5		12.0	30.5		12.0	50.5		12.0	50.5	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	0.5		0.0	0.5		0.0	0.5		0.0	0.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	4.5	4.0	3.0	4.5	4.0	3.0	4.5	4.0	3.0	4.5	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	1.1	Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)	44.0	30.5		44.0	30.5		64.0	50.5		64.0	50.5	
Actuated g/C Ratio	0.37	0.25		0.37	0.25		0.53	0.42		0.53	0.42	
v/c Ratio	0.49	1.01		0.42	0.58		0.58	0.56		0.04	0.38	
Control Delay	29.8	82.5		29.2	44.3		19.6	28.4		12.2	22.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	29.8	82.5		29.2	44.3		19.6	28.4		12.2	22.9	
LOS	С	F		C	D		В	C		В	С	

	1	-	7	1	←	*	4	1	1	1	+	1
Lane Group	S.C. EBL	A EBT	EBR :	. WBL	√ WBT	WBR	NBL	NBT	NBR -	SBL	SBT	SBR
Approach Delay		68.3			40.2			24.6			22.2	
Approach LOS		Е			D			С			С	

Area Type:

Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 50 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 120 Control Type: Pretimed Maximum v/c Ratio: 1.01 Intersection Signal Delay: 40.8 Intersection Capacity Utilization 76.4%

Intersection LOS: D
ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 14: NW 170th St & NW 82nd Ave

opilis and i hase	S. 14. NW 17 OUT SER NW OZITO AVE		
▶ ø1	△↑ ø2	√ ø3	→ ø4
158		15 s	35 s
♦ ø5	₩ ∞6	≯ ₀₇	₹ ø8
15.3	55 \$48 \$48 \$48 \$45 \$45 \$45 \$45 \$45 \$45 \$45 \$45 \$45 \$45	15 still 15	35's of the class defined to the state of th

15: NVV 154th Street	•	→	*	1	←	4	4	†	~	>	ţ	4
ane Group	EBL	EBT	EBR	WBL.,	WBT	WBR 🖖	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations	ኻ	ተተ _ጉ		Ť	ተተ	ř	*5	1>	10	777	₽	181
/olume (vph)	198	1926	2	2	1614	421	8	10	46	301	4000	1900
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	100		0	55		0	150		0	200		0
Storage Lanes	1		0	1		1	1		0	2		0
Taper Length (ft)	25		25	25		25	25		25	25	4.00	25
ane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
		New York				0.850		0.877			0.855	
Frt Fit Protected	0.950			0.950			0.950			0.950		
	1770	5085	0	1770	3539	1583	1770	1634	0	3433	1593	0
Satd. Flow (prot)	0.950	0000		0.950			0.450			0.717		102
FIt Permitted	1770	5085	0	1770	3539	1583	838	1634	0	2591	1593	0
Satd. Flow (perm)	1770	3003	Yes	1170		Yes			Yes			Yes
Right Turn on Red		-8	103			378		50			94	
Satd. Flow (RTOR)		35			35	0.0		30	8		30	
Link Speed (mph)			sa a f		331			418			713	
Link Distance (ft)		1396			6.4			9.5			16.2	
Travel Time (s)		27.2	0.00	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	0.92	0.92	0.92	0.92		458	9	11	50	327	7	197
Adj. Flow (vph)	215	2093	2		1754	436						•
Shared Lane Traffic (%)					4754	450	9	61	0	327	204	0
Lane Group Flow (vph)	215	2095	0	2	1754	458		No	No	No	No	No
Enter Blocked Intersection	No	No	No	No	No	No	No			Left	Left	Right
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Leit	24	rugiii
Median Width(ft)		12			12			24			0	100
Link Offset(ft)		0			0			0			16	
Crosswalk Width(ft)		16			16	n the E		16			10	4. 1.
Two way Left Turn Lane											7.00	4.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		
Number of Detectors	1	2		1	2	1	1	2		1.	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
	20	100	- 1	20	100	20	20	100	1 1 74 -	20	100	
Leading Detector (ft)	0	0	- 90	0	0	0	0	0		0	0	
Trailing Detector (ft)	0	0		. 0	0	0	0	0		0	0	
Detector 1 Position(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Size(ft)				CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	- " - " - " - " - " - " - " - " - " - "	CI+Ex	CI+Ex	
Detector 1 Type	CI+Ex	. OITEX		OI.LX	OI. LX	OI LA					1 1 1 1 1 1 1	
Detector 1 Channel		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		The second of the second second	0.0	0.0	0.0	0.0		0.0	0.0	7.
Detector 1 Delay (s)	0.0	0.0		0.0	and the second second second	0.0	0.0	94	100	- 14 41 644	94	
Detector 2 Position(ft)		94			94			6	eren mig	17.7	6	
Detector 2 Size(ft)	41 6 25	_6			6	A. 1		CI+Ex			CI+Ex	
Detector 2 Type		CI+Ex			CI+Ex			CITEX			OI.LA	
Detector 2 Channel		9						0.0		.0.1	0.0	
Detector 2 Extend (s)		0.0			0.0			0.0		Dom	0.0	
Turn Type	Prot			Prot		Perm	Perm		1.11.	Perm		
Protected Phases	7	4		3	8			2	es ji		6	
Permitted Phases				589		8	2			6	_	
Detector Phase	7	4		3	8	8	2	2		6	6	

Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS Intersection Summary	5.0 10.0 10.0 5.6% 7.0 3.0 0.0 0.0 3.0 Lag Yes 3.0 None	7.0 133.0 133.0 73.9% 128.0 4.0 1.0 0.0 5.0 Lead Yes 3.0 None 5.0 11.0	0.0 0.0% 0.0%	5.0 10.0 10.0 5.6% 7.0 3.0 0.0 0.0 3.0 Lag Yes 3.0	7.0 133.0 133.0 73.9% 128.0 4.0 1.0 0.0 5.0 Lead Yes 3.0	7.0 133.0 133.0 73.9% 128.0 4.0 1.0 0.0 5.0 Lead Yes	7.0 37.0 37.0 20.6% 32.0 4.0 1.0 0.0 5.0	7.0 37.0 37.0 20.6% 32.0 4.0 1.0 0.0 5.0	0.0 0.0% 0.0%	7.0 37.0 37.0 20.6% 32.0 4.0 1.0 0.0 5.0	7.0 37.0 37.0 20.6% 32.0 4.0 1.0 0.0 5.0	0.0 0.0% 0.0%
Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS Intersection Summary	10.0 10.0 5.6% 7.0 3.0 0.0 0.0 3.0 Lag Yes 3.0	133.0 133.0 73.9% 128.0 4.0 1.0 0.0 5.0 Lead Yes 3.0 None 5.0	0.0%	10.0 10.0 5.6% 7.0 3.0 0.0 0.0 3.0 Lag Yes 3.0	133.0 133.0 73.9% 128.0 4.0 1.0 0.0 5.0 Lead Yes	133.0 133.0 73.9% 128.0 4.0 1.0 0.0 5.0 Lead Yes	37.0 37.0 20.6% 32.0 4.0 1.0 0.0	37.0 37.0 20.6% 32.0 4.0 1.0 0.0	0.0%	37.0 37.0 20.6% 32.0 4.0 1.0 0.0	37.0 37.0 20.6% 32.0 4.0 1.0 0.0	0.0%
Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS Intersection Summary	10.0 10.0 5.6% 7.0 3.0 0.0 0.0 3.0 Lag Yes 3.0	133.0 133.0 73.9% 128.0 4.0 1.0 0.0 5.0 Lead Yes 3.0 None 5.0	0.0%	10.0 10.0 5.6% 7.0 3.0 0.0 0.0 3.0 Lag Yes 3.0	133.0 133.0 73.9% 128.0 4.0 1.0 0.0 5.0 Lead Yes	133.0 133.0 73.9% 128.0 4.0 1.0 0.0 5.0 Lead Yes	37.0 37.0 20.6% 32.0 4.0 1.0 0.0	37.0 37.0 20.6% 32.0 4.0 1.0 0.0	0.0%	37.0 37.0 20.6% 32.0 4.0 1.0 0.0	37.0 37.0 20.6% 32.0 4.0 1.0 0.0	0.0%
Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS Intersection Summary	10.0 5.6% 7.0 3.0 0.0 0.0 3.0 Lag Yes 3.0	133.0 73.9% 128.0 4.0 1.0 0.0 5.0 Lead Yes 3.0 None 5.0	0.0%	10.0 5.6% 7.0 3.0 0.0 0.0 3.0 Lag Yes 3.0	133.0 73.9% 128.0 4.0 1.0 0.0 5.0 Lead Yes	133.0 73.9% 128.0 4.0 1.0 0.0 5.0 Lead Yes	37.0 20.6% 32.0 4.0 1.0 0.0	37.0 20.6% 32.0 4.0 1.0 0.0	0.0%	37.0 20.6% 32.0 4.0 1.0 0.0	37.0 20.6% 32.0 4.0 1.0 0.0	0.0%
Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	5.6% 7.0 3.0 0.0 0.0 3.0 Lag Yes 3.0	73.9% 128.0 4.0 1.0 0.0 5.0 Lead Yes 3.0 None 5.0	0.0%	5.6% 7.0 3.0 0.0 0.0 3.0 Lag Yes 3.0	73.9% 128.0 4.0 1.0 0.0 5.0 Lead Yes	73.9% 128.0 4.0 1.0 0.0 5.0 Lead Yes	20.6% 32.0 4.0 1.0 0.0	20.6% 32.0 4.0 1.0 0.0	0.0%	20.6% 32.0 4.0 1.0 0.0	20.6% 32.0 4.0 1.0 0.0	0.0%
Maximum Green (s) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	7.0 3.0 0.0 0.0 3.0 Lag Yes 3.0	128.0 4.0 1.0 0.0 5.0 Lead Yes 3.0 None 5.0	0.0	7.0 3.0 0.0 0.0 3.0 Lag Yes 3.0	128.0 4.0 1.0 0.0 5.0 Lead Yes	128.0 4.0 1.0 0.0 5.0 Lead Yes	32.0 4.0 1.0 0.0	32.0 4.0 1.0 0.0	0.0	32.0 4.0 1.0 0.0	32.0 4.0 1.0 0.0	0.0
Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	3.0 0.0 0.0 3.0 Lag Yes 3.0	4.0 1.0 0.0 5.0 Lead Yes 3.0 None 5.0		3.0 0.0 0.0 3.0 Lag Yes 3.0	4.0 1.0 0.0 5.0 Lead Yes	4.0 1.0 0.0 5.0 Lead Yes	4.0 1.0 0.0	4.0 1.0 0.0		4.0 1.0 0.0	4.0 1.0 0.0	
All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	0.0 0.0 3.0 Lag Yes 3.0	1.0 0.0 5.0 Lead Yes 3.0 None 5.0		0.0 0.0 3.0 Lag Yes 3.0	1.0 0.0 5.0 Lead Yes	1.0 0.0 5.0 Lead Yes	1.0	1.0 0.0		1.0	1.0	
Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS Intersection Summary	0.0 3.0 Lag Yes 3.0	0.0 5.0 Lead Yes 3.0 None 5.0		0.0 3.0 Lag Yes 3.0	0.0 5.0 Lead Yes	0.0 5.0 Lead Yes	0.0	0.0		0.0	0.0	
Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effet Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS Intersection Summary	3.0 Lag Yes 3.0	5.0 Lead Yes 3.0 None 5.0		3.0 Lag Yes 3.0	5.0 Lead Yes	5.0 Lead Yes						
Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS Intersection Summary	Lag Yes 3.0	Lead Yes 3.0 None 5.0	4.0	Lag Yes 3.0	Lead Yes	Lead Yes	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS Intersection Summary	Yes 3.0	Yes 3.0 None 5.0		Yes 3.0	Yes	Yes		1 1 1 CHO				
Lead-Lag Optimize? Vehicle Extension (s) Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS Intersection Summary	Yes 3.0	3.0 None 5.0		3.0								
Vehicle Extension (s) Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS		None 5.0			3.0							
Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS		5.0		Maria	0.0	3.0	3.0	3.0	4.	3.0	3.0	
Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	12 T .p.			None	None	None	Max	Max		None	None	
Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS		11.0			5.0	5.0	5.0	5.0		5.0	5.0	
Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS Intersection Summary					11.0	11.0	11.0	11.0		11.0	11.0	
Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS		0			0	0	0	0		0	0	
Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	7.2	97.4		6.7	89.6	89.6	32.7	32.7		32.7	32.7	
v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	0.05	0.68		0.05	0.63	0.63	0.23	0.23	1 1 1933	0.23	0.23	
Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	2.42	0.60		0.02	0.79	0.40	0.05	0.15		0.55	0.47	
Queue Delay Total Delay LOS Approach Delay Approach LOS Intersection Summary # 13/1	698.3	13.1		74.5	21.8	3.0	54.0	19.3		56.5	32.4	
Total Delay LOS Approach Delay Approach LOS Intersection Summary # 13/18	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
LOS Approach Delay Approach LOS Intersection Summary # 135	698.3	13.1		74.5	21.8	3.0	54.0	19.3		56.5	32.4	
Approach Delay Approach LOS Intersection Summary	F	В		E	С	Α	D	В		E	С	
Approach LOS Intersection Summary		76.9		<u> </u>	18.0	77.55		23.8		147	47.2	200
		E			В			С			D	1541
									(Francis			
	ther						*****			T. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	70 80 BF 500)	X03 20 - 12
Cycle Length: 180		125, 19	1966		1 11 4			74-13-7-			MESON O	1
Actuated Cycle Length: 142.7									7.7			写 程
Natural Cycle: 180			. 9.32		1000	e file		3 4 4 50	en tre			
Control Type: Actuated-Uncod	ordinated			-7-	er grand garage				and the second	er er groei		
Maximum v/c Ratio: 2.42	11.04.11				41.4						100000	
Intersection Signal Delay: 47.						n LOS: D		12477.05			70777444	
Intersection Capacity Utilization Analysis Period (min) 15	on 82.5%		1947		CU Level	of Service	ЭΕ					
0.0			W 7011 A									
t I	154th St	treet & NV	v 79th Av	enue	- V.L						1,01,010	
ø3 ø2	→ ø4				wa	ereb methydding y Fenn	en de la companya de la companya de la companya de la companya de la companya de la companya de la companya de	e acceptant for the tab	country lands		STATE OF THE PARTY	102
	133 %	中国的社	siga kala	I WELL	121 141 20	E A LONG		1 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			以知识的 38%	AUST

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Englemon Action	EBL	EBR.	NBL	NBT:	SBT	SBR:	dental by a con	
Lane Configurations	ሻ	74	ኘ	个 个	4 1			
Volume (vph)	100	60	101	1301	940	101		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	125	0	125			0		
Storage Lanes	1	1	1			Ö		
Taper Length (ft)	25	25	25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95		
Frt		0.850			0.985	0.00		
Fit Protected	0.950	0.000	0.950		0.000			
Satd. Flow (prot)	1770	1583	1770	3539	3486	0		
Flt Permitted	0.950	1000	0.950	0000	0-100	· ·		•
Satd. Flow (perm)	1770	1583	1770	3539	3486	. 0		
Right Turn on Red	1770	Yes	177.0	5555	J 4 00	Yes		
Satd. Flow (RTOR)		65			14	169	•• •	
Link Speed (mph)	30	00		30	30			
Link Distance (ft)	469			635	1435		•	***
Travel Time (s)	10.7			14.4	32.6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		en de la composition de la composition de la composition de la composition de la composition de la composition
and the contract of the contra	109	65		4. 1	1022			
Adj. Flow (vph)	109	00	110	1414	1022	110		
Shared Lane Traffic (%)	400	Ĉ.	440	4444	4420		•	
Lane Group Flow (vph)	109	65	110	1414	1132	0		
Enter Blocked Intersection	No	No	No	No .	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right	•	en en en en en en en en en en en en en e
Median Width(ft)	12	:		12	12			
Link Offset(ft)	0			0	0			
Crosswalk Width(ft)	16			16	16	•		
Two way Left Turn Lane		<u></u> .						, 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9	15		<u></u> .	9		and the property of the control of t
Number of Detectors	1	1	1	_ 2	2			
Detector Template	Left	Right	Left	Thru	Thru			the contract of the contract o
Leading Detector (ft)	20	20	20	100	100			
Trailing Detector (ft)	0	0	0	0	0		4	and the second second second second second second second second second second second second second second second
Detector 1 Position(ft)		0	0	0	0			
Detector 1 Size(ft)	20	20	20	6	6			
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		• •	
Detector 1 Channel			• • • • • • •					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	**		
Detector 2 Position(ft)				94	94			
Detector 2 Size(ft)		* .		6	6			
Detector 2 Type				CI+Ex	CI+Ex			
Detector 2 Channel							•	
Detector 2 Extend (s)				0.0	0.0			
Turn Type		Perm	Prot			••		
Protected Phases	4		5	2	6			
Permitted Phases		4						
Detector Phase	4	4	5	2	6			

	•	*	4	†	1	4	111
Lane Group	Son EBL	EBR-	· NBL	NBT	SBT:	SBR	
Switch Phase				200.00	ANGEL STREET	CONTRACTOR OF THE PARTY OF THE	CONTRACTOR OF THE ACT OF THE CONTRACTOR AND THE CON
Minimum Initial (s)	7.0	7.0	5.0	16.0	16.0		
Minimum Split (s)	40.0	40.0	13.0	43.0	30.0		
Total Split (s)	40.0	40.0	13.0	43.0	30.0	0.0	
Total Split (%)	48.2%	48.2%	15.7%	51.8%	36.1%	0.0%	
Maximum Green (s)	36.0	36.0	10.0	38.0	25.0	•	
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	3.0	5.0	5.0	4.0	
Lead/Lag		,	Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		AT TOTAL SECTION TOTAL TOTAL TOTAL TOTAL SECTION OF THE SECTION OF
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None	None	Max	Max		the same of the sa
Walk Time (s)	7.0	7.0					
Flash Dont Walk (s)	11.0	11.0					
Pedestrian Calls (#/hr)	0	0					
Act Effct Green (s)	9.0	9.0	8.4	42.0	32.3		
Actuated g/C Ratio	0.16	0.16	0.15	0.74	0.57		
v/c Ratio	0.39	0.21	0.42	0.54	0.57		
Control Delay	25.3	8.3	26.7	5.5	12.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay LOS	25.3	8.3	26.7	5.5	12.4		
Approach Delay	. C	Α	C	_ A	В		
Approach LOS	19.0			7.1	12.4		
	. В			Α	В		
Intersection Summary					acid acid		
Area Type: Cycle Length: 83	Other						CT CT CT CT CT CT CT CT CT CT CT CT CT C
Actuated Cycle Length: 56 Natural Cycle: 85	6.8						
Control Type: Actuated-Un Maximum v/c Ratio: 0.57	ncoordinated						
Intersection Signal Delay:					ersection L		
Intersection Capacity Utiliz Analysis Period (min) 15	zation 51.5%			ICL	Level of	Service A	
Splits and Phases: 18: I	NW 146th St &	NW 87th	Ave				
↑ ø2					1	3.0	0.0 -0.0 0.0 -4.1 ((0)) (0.0
43 : 4		AND THE	i est de la co	and the second	40 s	94 ************************************	
1 05 ↓	ø6	ender Att.	mining the state of the state o		40.5	Karamayan (
13 s 30 s		C. Cit.			15.		

	*	*	†	1	1	1	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	74	^	7"	ሻ	^	
Volume (vph)	508	186	1486	339	166	1039	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	125	0	,,,,,	150	125		
Storage Lanes	1	1		1	1		
Taper Length (ft)	25	25		25	25		The type
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95	
Ped Bike Factor	0.95	0.89	0.00	1.00		0.00	
Frt	0.00	0.850		0.850			
Fit Protected	0.950	0.000		0.000	0.950		
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539	
FIt Permitted	0.950	1000	0000	1000	0.064	0000	i lak english
Satd. Flow (perm)	1674	1404	3539	1583	119	3539	11,
Right Turn on Red	1074	Yes	3333	Yes	113	0000	
		142		176			
Satd. Flow (RTOR)	30	142	30	170		30	
Link Speed (mph)	1168		666		100	635	
Link Distance (ft)			15.1			14.4	and the second of the second
Travel Time (s)	26.5	46	15.1			14.4	
Confl. Peds. (#/hr)	24	46	0.00	0.00	0.00	0.02	and the second of the second o
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	552	202	1615	368	180	1129	
Shared Lane Traffic (%)		000	4045	200	400	4400	
Lane Group Flow (vph)	552	202	1615	368	180	1129	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		12		100	12	
Link Offset(ft)	0		0	,,, ·		0	the state of the second second of the second second second second second second
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane	4.00	4.00	4 00		4.00	4.60	The first section is seen as a second section of the second
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	o sanje	9	15		not come to a second the second of the secon
Number of Detectors	1	1	_ 2	. 1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	the state of the s
Leading Detector (ft)	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	THE REST TO BE AND THE PARTY OF
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	20	6	and the second control of the second control
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel						001 E 2016 IP	DATE OF THE PROPERTY OF THE PR
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		. A.	94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			CI+Ex			CI+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type		Perm		Perm	pm+pt		
Protected Phases	8		2		1	6	

	1	*	†	-	1	+	1 1
Lane Group		WBR	/ NBT	: NBR	SBL	SBT	
Permitted Phases		8		2	6	and the second	
Detector Phase	8	8	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	8.0	8.0	5.0	8.0	
Minimum Split (s)	25.0	25.0	50.0	50.0	10.0	60.0	
Total Split (s)	45.0	45.0	63.0	63.0	12.0	75.0	
Total Split (%)	37.5%	37.5%	52.5%	52.5%	10.0%	62.5%	n i en la companya de la companya de la companya de la companya de la companya de la companya de la companya d
Maximum Green (s)	40.0	40.0	58.0	58.0	8.0	71.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	THE RESERVE OF THE PROPERTY OF THE PARTY.
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	
Lead/Lag		- 0.0	Lag	Lag	Lead	7.0	
Lead-Lag Optimize?			Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	roll of the later with the second
Recall Mode	None	None	None	None	None	4. 44. 4	
Walk Time (s)	5.0	5.0	5.0	5.0	None	None	
Flash Dont Walk (s)	11.0	11.0	11.0	6.19 7		5.0	
Pedestrian Calls (#/hr)	court a territoria management	W 5.00	1 11 4-4	11.0		11.0	
	0	0	0	0	70.0	70.0	
Act Effct Green (s)	38.7	38.7	57.9	57.9	70.9	70.9	
Actuated g/C Ratio	0.33	0.33	0.49	0.49	0.60	0.60	
v/c Ratio	0.96	0.36	0.93	0.43	0.99	0.53	
Control Delay	67.7	11.8	40.2	11.5	92.1	15.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.5	
Total Delay	67.7	11.8	40.2	11.5	92.1	15.9	
LOS	E	В	D	В	F	В	
Approach Delay	52.7		34.9			26.4	
Approach LOS	D		С			С	31 31 31 1500
ntersection Summary		11.0	A STATE OF			Arren.	
Area Type:	Other						The state of the s
Cycle Length: 120							
Actuated Cycle Length: 118	3.6		n maryani		eg 1		
Natural Cycle: 85				The Park R	And the		
Control Type: Actuated-Und	coordinated		a. garageira				and the second of the second o
Maximum v/c Ratio: 0.99				1,500	land.	ŻИД\	
ntersection Signal Delay: 3					ersection		
ntersection Capacity Utiliza	ation 90.1%			ICI	J Level o	f Service I	
Analysis Period (min) 15							
Splits and Phases: 20: In	dustrial Way	& NW &	7th Ave				
	addition fray	W 1111 01	417.00			108	
ø1 T ø2			医特别基础的	Service Marie		PROPERTY AND ADDRESS OF	a na . 00 ni
2 same		经物域和影响	元本版刊的		10年10日		4
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		ED STELLER		STATE OF THE PARTY OF		See Side	45.2 Francisco

APPENDIX K

SYNCHRO ANALYSIS WORKSHEETS

	-	>		—			r
		TDD:	E TAIDDISE	WRT	NBL .	NBR	
ane Group	部FR (多)	EDIX!	WANDERSON	4	ኘ	75	and the second s
Lane Configurations	}	٠.	584	44	2	472	
Volume (vph)	43	1 1900	1900	1900	1900	1900	
Ideal Flow (vphpl)	1900		0	1000	300	0	
Storage Length (ft)		0	0		1	1	
Storage Lanes		0	25		25	25	
Taper Length (ft)	4 00	25	1.00	1.00	1.00	1.00	The second secon
Lane Util. Factor	1.00	1.00	1.00	1.00		0.850	
Frt	0.997	•		0.956	0.950	0.000	1
Fit Protected			0	1781	1770	1583	
Satd. Flow (prot)	1857	0		0.706	0.950		
Flt Permitted		•	0	1315	1770	1583	그로 이 그들은 그림 하셨습니다.
Satd. Flow (perm)	1857	0	0	เอเจ	1110	Yes	
Right Turn on Red	and the confidence	Yes				513	
Satd. Flow (RTOR)	1			35	30	0.0	· Control of the first section of the section of th
Link Speed (mph)	35		1 14 1	1535	1435		
Link Distance (ft)	1348		1 1.	29.9	32.6	. 14.2.4	graphic control and the second control and th
Travel Time (s)	26.3		0.00	0.92	0.92	0.92	
Peak Hour Factor	0.92	0.92	0.92	48	2	513	
Adj. Flow (vph)	47	1	635	40		010	
Shared Lane Traffic (%)				602	2	513	
Lane Group Flow (vph)	48	0	0	683	No No	No	
Enter Blocked Intersection	No	No	No	No	Left	Right	
Lane Alignment	Left	Right	Left	Left	12	Night	그 그 그 그 그는 이 등 그 등에 가장 걸렸다면.
Median Width(ft)	12			12			
Link Offset(ft)	0			0 16	0 16		그 사람들은 바다 하다 하는 이 아니다 하다 그렇지 않다.
Crosswalk Width(ft)	16	3 - 1		10	10		
Two way Left Turn Lane		* #F-1 L2*	1. 1.00	4.00	1.00	1.00	
Headway Factor	1.00	1.00	1.00	1.00		1.00	
Turning Speed (mph)		9	15		15 1	1	
Number of Detectors	2	: •	1	2	Left	Right	
Detector Template	Thru		Left	Thru	20	20	
Leading Detector (ft)	100		20	100	0	20	
Trailing Detector (ft)	0		0	0	0	<u>0</u>	
Detector 1 Position(ft)	0		0 20	·		20	and the second of the second o
Detector 1 Size(ft)	6			6	20		
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CITEX	CI+Ex	and the state of t
Detector 1 Channel						0.0	
Detector 1 Extend (s)	0.0		0.0	0.0		4 -	•
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	in the second second second second second second second second second second second second second second second
Detector 2 Position(ft)	94			94			
Detector 2 Size(ft)	6			6		. :	
Detector 2 Type	CI+Ex			CI+Ex			
Detector 2 Channel				<u> -</u> -			
Detector 2 Extend (s)	0.0			0.0			
Turn Type	•		Perm			custom	
Protected Phases	4			8		_	
Permitted Phases			8		2		
Detector Phase	4		8	3	3 2	2	2
D010010. 1 .1000							Synchro 7 - Light: Report

	-	*	1	-	1	-	
Lane Group	. EBT	EBR	WBL	4 WBT	NBL	NBR.	to the second of
Switch Phase							
Minimum Initial (s)	7.0		16.0	16.0	5.0	5.0	
Minimum Split (s)	12.0		21.0	21.0	10.0	10.0	
Total Split (s)	15.0	0.0	45.0	45.0	15.0	15.0	and the second s
Total Split (%)	25.0%	0.0%	75.0%	75.0%	25.0%	25.0%	
Maximum Green (s)	10.0		40.0	40.0	10.0	10.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	4.0	5.0	5.0	5.0	5.0	STATE OF THE PROPERTY OF THE P
Lead/Lag							
Lead-Lag Optimize?							an entended of the history of the temperature and the second of the seco
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	
Recall Mode	None		None	None	None	None	
Walk Time (s)	5.0		5:0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	0	
Act Effct Green (s)	28.6			28.6	7.7	7.7	
Actuated g/C Ratio	0.61			0.61	0.16	0.16	
v/c Ratio	0.04			0.85	0.01	0.75	
Control Delay	3.4	S. Atr.		19.6	20.5	11.0	
Queue Delay	0.0			0.0	0.0	0.0	
Total Delay	3.4			19.6	20.5	11.0	
LOS	Α			В	С	В.	
Approach Delay	3.4			19.6	11.0		
Approach LOS	Α			В	В		
Intersection Summary		O. Varge je					
Area Type:	Other		T CT CT (700	(547 T) 14 K		
Cycle Length: 60							
Actuated Cycle Length: 46	5.9 7			21 - 17 TV	(73. N.S)		
Natural Cycle: 50		San San	A control of		ie ziffati	July settless	Control of the contro
Control Type: Actuated-Ur	ncoordinated				en en en	a single	
Maximum v/c Ratio: 0.85					nto roo otic	n LOS: B	The state of the s
Intersection Signal Delay:	15.4					of Service	A
Intersection Capacity Utiliz	zation 53.8%	1		St. Day	CO revel	OI SEI VICI	
Analysis Period (min) 15							
Splits and Phases: 3: N	W 154th Str	eet & NV	V 87TH A	VE	- 0.0	19	de Statistica
			950				- (4) 00000
ø2		≥ ø4	Dr. E. Lander		· 生生体		The second secon
15 s. (2.1)		\$4300A52U	a making kangga akk	A. A. A. A. A. A. A. A. A. A. A. A. A. A	wet cross star (211)	The second second	All the second s
	1	– ø8					

: NW 162ND & NW	٠	•	4	†	↓	4	
	EBL 3	EBR 💉	NBL编件	NBT*	SBT	SBR	
ane Groups and a second	¥		۲	↑	Þ		
ane Configurations	29	206	64	278	906	14	
olume (vph)	1900	1900	1900	1900	1900	1900	and the second s
leal Flow (vphpl)	0	0	100	***		Õ	and the second s
torage Length (ft)	1	Ō	1			0	
Storage Lanes	25	25	25			25	en de la companya de la companya de la companya de la companya de la companya de la companya de la companya de
aper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	
ane Util. Factor	0.882	. 1.00		4,60	0.998	•	
it	0.994		0.950				
It Protected	1633	0	1770	1863	1859	0	and the second of the second of the second of the second of the second of the second of the second of the second of
Satd. Flow (prot)	0.994		0.126				
It Permitted	1633	0	235	1863	1859	0	
Satd. Flow (perm)	1033	Yes				Yes	
Right Turn on Red	447	169	• • • •		2		
Satd. Flow (RTOR)	117		- '	30	35		
Link Speed (mph)	30			2389	143		
Link Distance (ft)	428			54.3	2.8		
Travel Time (s)	9.7	0.00	0.92	0.92	0.92	0.92	
Peak Hour Factor	0.92	0.92	70	302	985	15	
Adj. Flow (vph)	32	224		302			
Shared Lane Traffic (%)			70	302	1000	0	
Lane Group Flow (vph)	256	0	No	No	No	No	
Enter Blocked Intersection	No	No		Left	Left	Right	•
Lane Alignment	Left	Right	Left		12		
Median Width(ft)	12			12	0		production of the first state of the state o
Link Offset(ft)	0			0	16	• • • •	
Crosswalk Width(ft)	16			16	10		
Two way Left Turn Lane					4.00	1.00	
Headway Factor	1.00	1.00		1.00	1.00	1.00	• • •
Turning Speed (mph)	15	9	15	- 4		_	
Number of Detectors	1	• • • • • • • • • • • • • • • • • • • •	1	_ 2			the control of the co
Detector Template	Left		Left	Thru	Thru	•	
Leading Detector (ft)	20		20	100	100		
Trailing Detector (ft)	Ò		0	0	0		
Detector 1 Position(ft)	0		0	0	0	: :	and the second of the contract of the second
Detector 1 Size(ft)	20		20	6			
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex		and the second of the second o
Detector 1 Channel	· · · · · · · · · · · · · · · · · ·					·· .	
Detector 1 Extend (s)	0.0	 I	0.0	0.0			
Detector 1 Extend (s)	0.0		0.0	0.0			
Detector 1 Queue (s) Detector 1 Delay (s)	0.0		0.0	0.0			بعائمه المهدادي والنوالي المعاملات والمستران المتالية والمتالية والمتالية والمتالية والمتالية والمتالية والمتالية
				94			
Detector 2 Position(ft)				(•
Detector 2 Size(ft)	-			CI+E	x CI+E	(
Detector 2 Type							
Detector 2 Channel	•			0.0	0.0)	
Detector 2 Extend (s)			Perm	1		•	
Turn Type		4	. •		2	3	
Protected Phases	•	-	2				
Permitted Phases		4			2	6	
Detector Phase		4					Synchro 7 - Light: Repor

	1	*	4	1	+	1	
Lane Group	EBL	EBR	NBL	NBT.	SBT	SBR	na na katang katang katang katang katang katang katang katang katang katang katang katang katang katang katang
Switch Phase							The second supplies the second
Minimum Initial (s)	5.0		5.0	5.0	5.0		and the second of the second o
Minimum Split (s)	20.0		20.0	20.0	20.0		
Total Split (s)	20.0	0.0	40.0	40.0	40.0	0.0	
Total Split (%)	33.3%	0.0%	66.7%	66.7%	66.7%	0.0%	
Maximum Green (s)	15.0		35.0	35.0	35.0		
Yellow Time (s)	4.0		4.0	4.0	4.0		Andrew Commencer
All-Red Time (s)	1.0		1.0	1.0	1.0		en i samo no seguida en encapación de como de 1-44.07 Se
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	4.0	5.0	5.0	5.0	4.0	
Lead/Lag							
Lead-Lag Optimize?	***************************************				;		
Vehicle Extension (s)	3.0		3.0	3.0	3.0		
Recall Mode	None	W	None	None	None	a construction	· · · · · · · · · · · · · · · · · · ·
Act Effct Green (s)	10.0		31.8	31.8	31.8		
Actuated g/C Ratio	0.19		0.61	0.61	0.61		
v/c Ratio	0.63		0.49	0.27	0.88		real control of the second second second second
Control Delay	18.8		22.6	5.9	21.4		
Queue Delay	0.0	GALET.	0.0	0.0	0.0		
Total Delay	18.8		22.6	5.9	21.4	and a stopping common to	g. north a garden och grenger nydrere Dataeren (1888)
LOS	В		С	Ą	C		
Approach Delay	18.8	o services en		9.1	21.4	m, carrenti Ne M	
Approach LOS	В	¥ 534.		Α	, / C		
Intersection Summary							The state of the s
Area Type:	Other						
Cycle Length: 60				eran on the same	na de tata de		n na premio esperantivos mais antes per per per per per per per per per per
Actuated Cycle Length: 52	2.1						
Natural Cycle: 60	- No. 1040 124 125 24 14 1 44 1			ASSESSMENT	tenentenetten et	Grant d'Allani	
Control Type: Actuated-U	ncoordinated	#3 7. B		e Military			
Maximum v/c Ratio: 0.88	management of the control of the con						
Intersection Signal Delay:			es de la constitución de la cons		ntersectio		
Intersection Capacity Utili	zation 75.8%		sa sata	1	CU Level	of Service D	and the state of t
Analysis Period (min) 15				12.41.1			
Cultin and Dhanna 4: A	W 162ND &	NIM 82n/	d Avenue				
A .	IVV TOZIND &	1444 02110	Aveilue	1,00		Q spin I'	*
™ ø2							ø4
40 s 4 / 4 / 4 / 4 / 4						一种	20s
♦ ø6				建筑器设置		A CHARLES	The state of the s
40.8	(中) (1000年)		OVER THE CHARLES	AN EUTOPOLIS	Observation of the Party of	PARTITION IN THE STREET	

8: NW 1/01H & NVV	۶	→	7	•	+	4	4	†	~	-	1	1
Pane Group	Æ EBL	EBT	EBR*	WBL/	WBT	WBR	《NBL 》	€NBT€	NBR	A SBL	SBT-N	验SBR
Lane Configurations	7	^		*	f		ሻ	Þ		. ሽ.	P	
Volume (vph)	3	63	458	210	169	10	212	190	78	10	443	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		. 0	1		0	1		0	1		0
	25		25	25		25	25		25	25		25
Taper Length (ft) Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		0.868			0.992			0.956				2 - 1
Frt Flt Protected	0.950	0.000	•	0.950			0.950			0.950		
	1770	1617	0	1770	1848	0	1770	1781	0	1770	1863	. 0
Satd. Flow (prot)	0.518	, , , , ,	. 7 .	0.131			0.306			0.492	1104 . S. Z.	
Fit Permitted	965	1617	0	244	1848	0	570	1781	0	916	1863	0
Satd. Flow (perm)	J00	1011	Yes			Yes			Yes			Yes
Right Turn on Red		316			3			23				. S
Satd. Flow (RTOR)		30	* . •		30		'	30			30	er og sører
Link Speed (mph)	e e enemant	1891	- 40		1399			1706			346	
Link Distance (ft)		43.0			31.8		, ,	38.8			7.9	
Travel Time (s)	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	3	68	498	228	184	11	230	207	85	11	482	1
Adj. Flow (vph)			790									
Shared Lane Traffic (%)		566	0	228	195	0	230	292	0	11	483	0
Lane Group Flow (vph)	3		No	No	No	No	No	No	No	No	No	No
Enter Blocked Intersection	No	No		Left	Left	Right	Left	Left	Right	Left	Left	Right
Lane Alignment	Left	Left	Right	Lon	12	, ag		12			12	
Median Width(ft)		12	10.114	2.0	0	<u> 2</u> * * * * * * * * * * * * * * * * * *		0			0	A CONTRACTOR
Link Offset(ft)	, 	0			16		and the second	16			16	
Crosswalk Width(ft)		16			10		er er eta e				15	
Two way Left Turn Lane			4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	1.00	1.00	1.00		1.00	1.00	15	1.00	9	15	. 1770 	9
Turning Speed (mph)	15		9	15		9	pm+pt			pm+pt	\$ 10 FeF.	
Turn Type	pm+pt			pm+pt			pitivpt			1	6	
Protected Phases		4			0		3		• •	6		
Permitted Phases	. 4			8	05.0		12.0	55.0		12.0	55.0	7-20
Minimum Split (s)	12.0	35.0		12.0	35.0		12.0 12.0	55.0 55.0	0.0	12.0	55.0	0.0
Total Split (s)	12.0	35.0	0.0	12.0	35.0	0.0		48.2%	0.0%	10.5%	48.2%	0.0%
Total Split (%)	10.5%	30.7%	0.0%	10.5%	30.7%	0.0%	10.5%	46.2 <i>%</i> 50.5	0.076	9.0	50.5	0.070
Maximum Green (s)	9.0	30.5		9.0	30.5		9.0	4.0	-	3.0	4.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0			0.0	0.5	1,715
All-Red Time (s)	0.0	0.5		0.0	0.5		0.0	0.5	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 4.0	3.0	4.5	4.0
Total Lost Time (s)	3.0	4.5	4.0	3.0	4.5	4.0	3.0	4.5	4.0		+ · · ·	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)	41.0	30.5		41.0	30.5		61.0	50.5		61.0	50.5	
Actuated g/C Ratio	0.36	0.27		0.36	0.27		0.54	0.44		0.54	0.44	
v/c Ratio	0.01	0.85		1.10	0.39		0.57	0.36		0.02	0.59	
Control Delay	21.7	30.8		119.0	36.5		19.3	20.9		11.2	27.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.7	30.8		119.0			19.3	20.9		11.2	27.5	
LOS	C	C		F	D		В	С		В	С	
103											,	

	•	-	*	•	←	*	1	1	1	1	1	1
Lane Group	EBL	EBT	EBR /	WBL	WBT,	WBR :	NBL.	NBT.4	,NBR	SBL!	SBT	SBR
Approach Delay Approach LOS		30.8 C			81.0 F			20.2 C			27.1 C	
Intersection Summary		1000										
Area Type: Cycle Length: 114 Actuated Cycle Length Offset: 0 (0%), Referen Natural Cycle: 115 Control Type: Pretime Maximum v/c Ratio: 1	enced to phase 2	:NBTL and 6	S:SBTL, St	tart of Gre	een					4.75		Nes Nes
Intersection Signal De Intersection Capacity Analysis Period (min)	elay: 37.7 Utilization 92.5%					LOS: D Service	F	l á				

Splits and Phase	es: 8: NW 1/01H & NW 62ND		
▶ ø1	↑ ø2	€ ø3	→ ø4
12 3 1 1 5	58.	12 s.	35 s
↑ ø5	ø6	≯ ø7	₹ ø8
10 2 5		12 sr	35 s

9: NW 154th Street &	۶	→	*	•	←	•	4	†	<i>></i>	-	+	4
	EBL	EBT 4	EBR	WBL*	WBT	WBR #	NBL	(NBT	NBR。例	SBL	SBT	美SBR
Eane Group 1012 4	FDERES	<u>ተ</u> ጐ		%	1		7	ĵ.			100	411
Lane Configurations	•	517	11	174	449	198	40	92	58	581	199 1900	1900
Volume (vph)	282	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	0
Ideal Flow (vphpl)	1900	1900	0	100		0	300		0	300		0
Storage Length (ft)	100		Ö	1		0	1		0	1		25
Storage Lanes	05		25	25		25	25		25	25	4.00	1.00
Taper Length (ft)	25	0.05	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.95	0.50	1.00	0.954			0.942			0.899	
Frt		0.997		0.950	0.55		0.950			0.950		
Fit Protected	0.950	0500	0	1770	3376	0	1770	1755	0	1770	1675	Ų
Satd. Flow (prot)	1770	3529	U	0.950	001.0		0.378			0.334		
Flt Permitted	0.950		•	1770	3376	0	704	1755	0	622	1675	Ü
Satd. Flow (perm)	1770	3529	0	1770	0010	Yes			Yes			Yes
Right Turn on Red			Yes		46			14			70	
Satd. Flow (RTOR)		1			35		1 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	35	****		35	
Link Speed (mph)		35	w		1396		7.7	451			2389	
Link Distance (ft)		1535			27.2			8.8			46.5	
Travel Time (s)		29.9				0.92	0.92	0.92	0.92	0.92	0.92	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	215	43	100	63	632	216	447
Adj. Flow (vph)	307	562	12	189	488	213	,			y rejai		
Shared Lane Traffic (%)			•		700	0	43	163	. 0	632	663	0
Lane Group Flow (vph)	307	574	0	189	703	0	No	No	No	No	No	No
Enter Blocked Intersection	No	No	No	No	No	No		Left	Right	Left	Lef	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	12	Mgm	- 77	12	
Median Width(ft)		12			12			12		All Control)
		0			0	فرد رفرت ال		- U			1	the state of the s
Link Offset(ft)		16			16			16				Follow Lives
Crosswalk Width(ft)	•							- 400	7.00	1.00	1.0	0 1.00
Two way Left Turn Lane	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.0	9
Headway Factor	15		9	15		9	15		. 9	- 4	, e p	2
Turning Speed (mph)	1	2		1	2		1	2		1.08	Thr	Till and the second
Number of Detectors	Left	Thru		Left	Thru		Left	Thru	, - , - , - , ,	Left		
Detector Template	20	100	t.F	20	100		20	100		20	10	
Leading Detector (ft)		0		0	0		0	0		0		0
Trailing Detector (ft)	0	- 0	- ever yet, 11	Ô	0		0	0	n gr Li kata	0 20		0
Detector 1 Position(ft)	0			20	6		20	6				_ b
Detector 1 Size(ft)	20	6 01-Ev		CI+Ex			CI+Ex	CI+Ex		CI+Ex	CI+F	±X
Detector 1 Type	CI+Ex	CI+Ex		01.6			. "	• • •				<u></u>
Detector 1 Channel				0.0	0.0		0.0	0.0	• 4	0.0	4	.0
Detector 1 Extend (s)	0.0			0.0			0.0			0.0	C	.0
Detector 1 Queue (s)	0.0			0.0			0.0			0.0		0.0
Detector 1 Delay (s)	0.0			. 0.0	94			94			,	94
Detector 2 Position(ft)		94			. 34			6				6
Detector 2 Size(ft)		. 6						CI+Ex			CI+	Ex
Detector 2 Type		CI+Ex	(CI+E	•		J, - L/	- ,	•		
Detector 2 Channel					^ ′	`		0.0)		į	0.0
Detector 2 Extend (s)		0.0)	_	0.0	,	Pern		•	pm+p	t	
Turn Type	Pro			Pro		2	Leili		2	P P	1	6
Protected Phases	7		4	;	3	3			-		5 .	
Permitted Phases					_	•		2 2	2		1	6
Fellillia i liacoc.		7 4	4		3	В			<u> </u>		•	

	-	-	1	1		-	1	T	-	*	+	*
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	* NBT	NBR	∘ SBL	SBT	SBR
Switch Phase										0.20		
Minimum Initial (s)	5.0	82.0		5.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	15.0	87.0		15.0	87.0		33.0	33.0	-	55.0	88.0	
Total Split (s)	15.0	87.0	0.0	15.0	87.0	0.0	33.0	33.0	0.0	55.0	88.0	0.0
Total Split (%)	7.9%	45.8%	0.0%	7.9%	45.8%	0.0%	17.4%	17.4%	0.0%	28.9%	46.3%	0.0%
Maximum Green (s)	12.0	82.0		12.0	82.0		28.0	28.0		50.0	83.0	
Yellow Time (s)	3.0	4.0	7.18	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0		0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	4.0	3.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lag	En al	Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	100	3.0	3.0		3.0	3.0	nakili
Recall Mode	None	None		None	None		C-Max	C-Max		None	None	
Walk Time (s)							2.0	2.0		2.0	2.0	WIN
Flash Dont Walk (s)	or had in sale of Novem						14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)			313477				0	0		0	0.	19 3:11
Act Effct Green (s)	12.0	82.0	44.0	12.0	82.0		28.0	28.0		83.0	83.0	
Actuated g/C Ratio	0.06	0.43		0.06	0.43		0.15	0.15		0.44	0.44	
v/c Ratio	2.74	0.38		1.69	0.47		0.41	0.60		1.10	0.86	
Control Delay	833.8	37.5		388.9	28.1		87.0	79.3	100	110.1	55.5	
Queue Delay	0.0	0.0		0.0	0.0	.1	0.0	0.0		0.0	0.0	
Total Delay	833.8	37.5		388.9	28.1		87.0	79.3		110.1	55.5	1.06
LOS	F	D		F	С		F	E		F	Е	
Approach Delay		315.0			104.5			80.9			82.1	
Approach LOS		F			F			F			F	

Intersection Summary
Area Type: Other

Cycle Length: 190 Actuated Cycle Length: 190

Offset: 50 (26%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 190

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 2.74

Intersection Signal Delay: 150.8 Intersection Capacity Utilization 135.4%

Analysis Period (min) 15

Intersection LOS: F
ICU Level of Service H

Splits and Phases: 9: NW 154th Street & NW 82nd Avenue

ø1	Ø2 ø2	1	ø3	→ ø4
55 3947 1133 114 115 115	1 33 s 4 3 a	15%	· ·	87. Such to Livering and the confidence of the confidence of the second of the confidence of the confi
↓ > ø6	13/4/10/20 10:00	1	ø7	← ø8
89 8 1	TURNE / 11 1 / 2 1 1 / 2 1 1 2 1	15%	被包	87s

	۶	→	•	•	←	*	1	†		-	1	4
rane Group	₩ EBL¥	EBT	EBR *	WBL	₩BT-⊭	WBR	NBL	⊮NBT _≥ .	NBR	SBL	SBT	SBR
Lane Configurations	*	† }		*1	个 个	7	*	₽ ₽		<u>.</u> •	<u> }</u>	
	149	1229	4	86	1050	218	2	21	17	299	44	223
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	75	1000	0	55		0	300		Ö	300		0
Storage Length (ft)	1		Ŏ	1		1	1	•	0	1		0
Storage Lanes	25		25	25	1	25	25		25	25		25
Taper Length (ft) Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt Frt	1.00	0.00	0.00			0.850		0.934			0.875	
Fit Protected	0.950			0.950			0.950	, ,		0.950		
Satd. Flow (prot)	1770	3539	0	1770	3539	1583	1770	1740	0	1770	1630	0
Fit Permitted	0.950	. 0,000		0.950	a alki ili bee		0.258			0.730		
	1770	3539	0	1770	3539	1583	481	1740	0	1360	1630	0
Satd. Flow (perm) Right Turn on Red	. !!!!	0000	Yes	,	atera.	Yes		• • • • •	Yes			Yes
Satd. Flow (RTOR)	· · · · · · · · · · · · · · · · · · ·				••	237		18			116	
Link Speed (mph)	* * * * * * * * * * * * * * * * * * * *	35		and the second second	35			30			30	
Link Distance (ft)	. • • • • • • • • • • • • • • • • • • •	1396	100		156		· · · · · · · · · · · · · · · · · · ·	418			713	
Travel Time (s)	•	27.2		·	3.0			9.5			16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
	162	1336	4	93	1141	237	2	23	18	325	48	242
Adj. Flow (vph) Shared Lane Traffic (%)	102	1000						******				
Lane Group Flow (vph)	162	1340	0	93	1141	237	2	41	0	325	290	0
Enter Blocked Intersection	No	No	No	No	No.	No	No	No	No	No	No	No
	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Lane Alignment Median Width(ft)	LOIL	12			12			12			12	
Link Offset(ft)		0	•		0			0	•		0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	2.55			The section was		7 - 7 - 7 -						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	el Maria	9	15		9	15		9
Number of Detectors	10	2		1	2	1	` 1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	Ö	0		0	0	
Detector 1 Position(ft)	Ŏ	Ō		Ö	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	OITEX	Oi. LX		U. —.	F1. T11		• •					
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	0.0	94			94			94			94	
Detector 2 Size(ft)		. 6			6			6			6	international Control
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
		OI · LX			J							4
Detector 2 Channel		0.0			0.0			0.0			0.0	
Detector 2 Extend (s)	Prot	0.0		Prot	0.0	Perm	Perm			Perm		
Turn Type	7	4		3	8		. 2	2			6	
Protected Phases	1	4		J	J	8	2			6		
Permitted Phases	7	4		3	8	8	2	2		6	6	
Detector Phase												

	1	-	*	1	-	*	1	1	1	1	1	1
Lane Group	EBL	# EBT	EBR :	WBL	, WBT	WBR	NBL	NBT	NBR:	SBL.	SBT	SBR
Switch Phase												23.1.
Minimum Initial (s)	5.0	7.0		5.0	7.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	139.0		13.0	139.0	139.0	38.0	38.0		33.0	33.0	
Total Split (s)	13.0	139.0	0.0	13.0	139.0	139.0	38.0	38.0	0.0	33.0	33.0	0.0
Total Split (%)	6.8%	73.2%	0.0%	6.8%	73.2%	73.2%	20.0%	20.0%	0.0%	17.4%	17.4%	0.0%
Maximum Green (s)	10.0	134.0		10.0	134.0	134.0	33.0	33.0		28.0	28.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0		0.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	4.0	3.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag						100
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	4, 13,574	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	* 144	None	None	None	C-Max	C-Max		None	None	
Walk Time (s)		5.0		- 1349	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	0 - Lance	11.0	11.0	
THE RESERVE AND ADDRESS OF THE PERSON OF THE	KE CONTINUES.	0	7.7.7.	TERTES	0	0	0	0	7.51.634	0	0	
Pedestrian Calls (#/hr)	10.0	123.9	-0.51 C. 181	11.1	125.0	125.0	42.0	42.0	real abreve	42.0	42.0	12.0
Act Effct Green (s)	0.05	0.65		0.06	0.66	0.66	0.22	0.22		0.22	0.22	
Actuated g/C Ratio				0.90	0.49	0.00	0.02	0.10) this can	1.08	0.64	141.02.157
v/c Ratio	1.74	0.58		149.4	17.3	1.3	66.0	and the second of the	1. Plansi	137.8	49.8	STREET.
Control Delay	411.2	18.1			0.0	0.0	0.0	0.0		0.0	0.0	history - T
Queue Delay	0.0	0.0		0.0			CAMPAGE AND ADDRESS OF THE PARTY.	42.1	ungere (2	137.8	49.8	19.72
Total Delay	411.2	18.1		149.4	17.3	1.3	66.0	42.1 D	100	137.0 F	43.0 D	
LOS	F.	В		F	В	Α	E				96.3	
Approach Delay Approach LOS		60.5 E			23.1 C			43.2 D	HMIKN		90.5 F	
Intersection Summary	gordiskusi	tern some	W. Arti				类的类	Maria		i din		
Area Type:	Other				THE PROPERTY.		10/18/71					
Cycle Length: 190		GAT C								11/25/75/00/	PART BANK	Series -
Actuated Cycle Length: 1	90					re se ter						5250 AT 1
Offset: 0 (0%), Reference	ed to phase 2:	NBTL, St	art of Gre	en			17 18 1					
Natural Cycle: 190									in the state of the	CORNAL YEAR	er alle e Wer.	AT 12.
Control Type: Actuated-C	Coordinated						11.1					13-175
Maximum v/c Ratio: 1.74											015517.110131	
Intersection Signal Delay	: 51.2			The state of the s	ntersectio					1 1/1/11		
Intersection Capacity Util	ization 73.8%			10	CU Level	of Service	e D			•		
Analysis Period (min) 15												
0 114 and Dhanna 45.	NW 154th St	root 0 NIVA	170th Av	onuo								
	INVV 154th St	reet & NV	V / SUI AV	enue			100	7 78		T BRE		_
ø3 ø2	→ ø4										1	•
38 (- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	189	自由為高於	的经济的	unik med	有效均衡	er synt	iane and			tronger a	遊り響車	352
	1	a Alba	STORY THE				1 1 1 100					

	•	*	4	†	↓	4	
Lane Group was a second	EBLO	EBR	NBL	NBT.	SBT	SBR.	
Lane Configurations	ሻ	7	7	^	† }		
Volume (vph)	24	52	24	367	774	10	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	and the second s
Storage Length (ft)	500	0 -	300			Ò	en en en en en en en en en en en en en e
Storage Lanes	1	1	1			0	
Taper Length (ft)	25	25	25			25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	
Frt		0.850			0.998		
Fit Protected	0.950		0.950			٠.	and the second of the second o
Satd. Flow (prot)	1770	1583	1770	3539	3532	0	
FIt Permitted	0.950	4500	0.950	0500	٥٥٥٥	0	
Satd. Flow (perm)	1770	1583	1770	3539	3532	0	
Right Turn on Red		Yes	. •		2	Yes	
Satd. Flow (RTOR)	20	57		30	30		
Link Speed (mph)	30 469	4, 950		635	1435		
Link Distance (ft) Travel Time (s)	10.7			14.4	32.6	· -	 [1] M. Companya and A. Santana, a
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	26	57	26	399	841	11	The second of th
Shared Lane Traffic (%)							
Lane Group Flow (vph)	26	57	26	399	852	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12	<u> </u>		12	12		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	_ 1	1	_ 2	_ 2		
Detector Template	Left	Right	Left	Thru	Thru		of the state of the control of the state of
Leading Detector (ft)	20	20	20	100	100		
Trailing Detector (ft)	0	0	0	0	0		
Detector 1 Position(ft)	0	0 20	20	0 6	6		
Detector 1 Size(ft) Detector 1 Type	20 CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		
Detector 1 Channel	CITEX	OITEX	OILLX	OITEX	OITEX	•	and the control of th
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	•	
Detector 1 Delay (s)	0.0	. 0.0	0.0	0.0	0.0	•	and the second of the second o
Detector 2 Position(ft)	. 7 % 7			94	94		
Detector 2 Size(ft)				6	6		
Detector 2 Type				CI+Ex	CI+Ex		
Detector 2 Channel				•			
Detector 2 Extend (s)				0.0	0.0		
Turn Type		Perm	Prot				
Protected Phases	4		5	2	6	•	
Permitted Phases		4		^	^		
Detector Phase	4	4	5	2	6		

\$	1	1	1	Î	+	4	
Lane Group	EBL	EBR	NBL	NBT-	SBT*	SBR	
Switch Phase							
Minimum Initial (s)	4.0	4.0	5.0	1.0	4.0		
Minimum Split (s)	25.0	25.0	15.0	58.0	25.0		
Total Split (s)	25.0	25.0	15.0	58.0	40.0	0.0	A USF of Million Committee
Total Split (%)	30.1%	30.1%	18.1%	69.9%	48.2%	0.0%	
Maximum Green (s)	20.0	20.0	12.0	53.0	35.0		
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	3.0	5.0	5.0	4.0	
Lead/Lag			Lead		Lag	100	
Lead-Lag Optimize?			Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None	None	Max	Max	K	
Walk Time (s)	7.0	7.0					lenitisa inzo ebezenzoari
Flash Dont Walk (s)	11.0	11.0					COLUMN TRANSPORTED TO A SECURIT OF THE PARTY
Pedestrian Calls (#/hr)	0	0	12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		9 . <u></u>		
Act Effct Green (s)	6.6	6.6	6.6	58.3	54.2	se transferrenzaz	
Actuated g/C Ratio	0.10	0.10	0.10	0.85	0.79		
v/c Ratio	0.15	0.28	0.15	0.13	0.30		THE OF RELEASE A MOVE OF THE STATE OF THE ST
Control Delay	30.7	12.9	30.8	1.9	4.7	H Mass	
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	30.7	12.9	30.8	1.9	4.7		
LOS	С	В.	С	Α.	ΑΑ		
Approach Delay	. 18.5		1.00	3.7	4.7		
Approach LOS	В			Α	Α		
Intersection Summary	151		Park.	1.66			
THE RESIDENCE OF THE PROPERTY	Other		were expressed	2111111111	v m 15.53		
Cycle Length: 83			1.	100			
Actuated Cycle Length: 68.4					EFF - TE - 150		
Natural Cycle: 85			1 1 1 1 1			. Albert	
Control Type: Actuated-Unc	oordinated	Tive tacky		The Sales	Unarthur.	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	
Maximum v/c Ratio: 0.30							
Intersection Signal Delay: 5.					ntersection		
Intersection Capacity Utiliza	ion 33.4%			9.1	SU Level o	of Service A	
Analysis Period (min) 15							
Splits and Phases: 18: NV	V 146TH S	T & NIM	97TH A\/	400			
Spills and Phases. To, NV	V 140111 C	OI CO INVV	O/ III AVI		91		*
l ø2		44.8		20 0-28 Year 2000	THE PERSONNEL PROPERTY AND THE		~ ø4
58.s() 4.5 min. (2)	全性的特殊的					CARLEGALE	25 s
₹ ø5	ø6						The state of the s
	St. Harts.	2013					

	•	•	†	<i>*</i>	1	ţ	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	J	7	† }		75	^	
Volume (vph)	206	9	382	524	33		to the second of
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	500	500		Ó	145	**	
Storage Lanes	1	1		0	1		
Taper Length (ft)	25	25		25	25		
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95	
Ped Bike Factor	0.97	0.93					and the state of the state of the state of the state of the state of the state of the state of the state of the
Frt		0.850	0.913				
Flt Protected	0.950		-	٠, .	0.950		
Satd. Flow (prot)	1770	1583	3231	0	1770	3539	
Flt Permitted	0.950	•			0.265		
Satd. Flow (perm)	1714	1471	3231	0	494	3539	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		10	570				
Link Speed (mph)	30		30			30	
Link Distance (ft)	1168		666			635	
Travel Time (s)	26.5		15.1	in the		14.4	
Confl. Peds. (#/hr)	24	46					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	224	10	415	570	36	980	1
Shared Lane Traffic (%)							
Lane Group Flow (vph)	224	10	985	0	36	980	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12	· · · · · · · · · · · · · · · · · · ·	12			12	
Link Offset(ft)	0	ve	0			0	•
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane			e e e e		,		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	- ,	9	15		
Number of Detectors	1		2		1	2	
Detector Template	Left	Right	Thru		Left	Thru	
Leading Detector (ft)	20	20	100		20	100	
Trailing Detector (ft)	0	. 0	0		.0	0	
Detector 1 Position(ft)	0	0	0		0	0	그는 그는 그리고 하는 그리면 좀 가끔했다.
Detector 1 Size(ft)	20	20	6.		20	. 6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	-					. 2.22	
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			CI+Ex			CI+Ex	•
Detector 2 Channel							
Detector 2 Extend (s)		6.	0.0		_	0.0	
Turn Type	•	Perm	^		Perm	-	
Protected Phases	8		2			6	

	•	*	†	-	1	1	
Lane Group	WBL	(WBR	NBT	NBR*	SBL	SBT	
Permitted Phases		8			6		
Detector Phase	8	8	2		6	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	8.0		8.0	8.0	
Minimum Split (s)	20.0	20.0	50.0		50.0	50.0	
Total Split (s)	20.0	20.0	50.0	0.0	50.0	50.0	
Total Split (%)	28.6%	28.6%	71.4%	0.0%	71.4%	71.4%	
Maximum Green (s)	16.0	16.0	45.0		47.0	47.0	and the second s
Yellow Time (s)	3.5	3.5	4.0		3.0	3.0	
All-Red Time (s)	0.5	0.5	1.0		0.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.0	4.0	3.0	3.0	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None		None	None	
Walk Time (s)	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0		0	0	
Act Effct Green (s)	11.0	11.0	20.4		21.9	21.9	
Actuated g/C Ratio	0.32	0.32	0.59		0.63	0.63	
v/c Ratio	0.40	0.02	0.46	and the second of the second	0.12	0.44	
Control Delay	14.7	7.7	3.5		6.1	6.1	
Queue Delay	0.0	0.0	0.0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.0	0.0	Tolested Person
Total Delay	14.7	7.7	3.5		6.1	6.1	
LOS	В	Α	Α		Α	Α	
Approach Delay	14.4	· 5-335	3.5			6.1	
Approach LOS	В		Α		and the first of the state of	A	
Intersection Summary		interest in					
Area Type:	Other				-1, LIPPY		
Cycle Length: 70							
Actuated Cycle Length: 34	.7						e vol a la companya especial e destructiva de la companya del companya de la companya del companya de la compan
Natural Cycle: 70		production					
Control Type: Actuated-Ur	coordinated						
Maximum v/c Ratio: 0.46							
Intersection Signal Delay:	5.8		10 27 37	In	tersection	n LOS: A	
Intersection Capacity Utiliz	ation 47.8%	No.	100	10	CU Level	of Service	A
Analysis Period (min) 15							
			0.0				
Splits and Phases: 20: I	ND WAY & I	W 87TH	AVE				10 10
↑ _{ø2}							
50		2016年2月	ST CAN	V 0 40 50	A 102-4-10	Sept 1	
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♦ ø6			7939 3000		ON BOOK AND THE	THE RUNNING THE PARTY AND	▼ ø8
50 s	是其代土山						20.5

3: NW 154th Street & NW 87TH AVE

	-	•	•	←	4	/
Lane Group	EBT	EBR	WBL	WBT	室NBL 体	NBR
Lane Configurations	\$			र्स	ሻ	77
Volume (vph)	81	1	614	160	6	706
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		300	0
Storage Lanes		ŏ	Ö		1	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
	0.998	1.00	1.00	1.00	1.00	0.850
Frt	0.550			0.962	0.950	0.000
Fit Protected	1859	0	0	1792	1770	1583
Satd. Flow (prot)	1009	U	v	0.711	0.950	1000
Fit Permitted	4050	^	0	1324	1770	1583
Satd. Flow (perm)	1859	0	U	1324	1770	Yes
Right Turn on Red		Yes				
Satd. Flow (RTOR)	1			0.5	00	767
Link Speed (mph)	35			35	30	
Link Distance (ft)	1348			1535	1435	
Travel Time (s)	26.3			29.9	32.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	88	1	667	174	7	767
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	0	0	841	7	767
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12	. ug		12	12	
, ,	0			0	0	
Link Offset(ft)	16			16	16	
Crosswalk Width(ft)	10			10	10	
Two way Left Turn Lane	4.00	4.00	4.00	4.00	1.00	1.00
Headway Factor	1.00	1.00	1.00	1.00		
Turning Speed (mph)	_	9	15	^	15	9
Number of Detectors	2		1	_ 2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	·					
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
			0.0	94	0.0	0.0
Detector 2 Position(ft)	94			6		
Detector 2 Size(ft)	6					
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel				^^		
Detector 2 Extend (s)	0.0		_	0.0		
Turn Type			Perm	_		custom
Protected Phases	4			8		_
Permitted Phases			8		2	2
Detector Phase	4		8	8	2	2

-	1	1	4	1	1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR /	Thirds.	GALLES.	
Switch Phase									
Minimum Initial (s)	7.0		16.0	16.0	5.0	5.0			
Minimum Split (s)	12.0		21.0	21.0	10.0	10.0			
Total Split (s)	15.0	0.0	45.0	45.0	15.0	15.0			
Total Split (%)	25.0%	0.0%	75.0%	75.0%	25.0%	25.0%			
Maximum Green (s)	10.0		40.0	40.0	10.0	10.0			
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0			
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.0	4.0	5.0	5.0	5.0	5.0			
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0		. 3.0	3.0	3.0	3.0			
Recall Mode	None		None	None	None	None			
Walk Time (s)	5.0		5.0	5.0	5.0	5.0			
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0		0	0	0	0			
Act Effct Green (s)	38.3			38.3	8.9	8.9			
Actuated g/C Ratio	0.67			0.67	0.16	0.16			
v/c Ratio	0.07			0.95	0.03	0.86			
Control Delay	3.6			32.6	21.3	14.2			
Queue Delay	0.0			0.0	0.0	0.0			
Total Delay	3.6			32.6	21.3	14.2			
LOS	Α			C	C	В			
Approach Delay	3.6			32.6	14.3				
Approach LOS	Α			С	В				

Area Type: Cycle Length: 60

Actuated Cycle Length: 57.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95 Intersection Signal Delay: 22.8 Intersection Capacity Utilization 61.6%

Intersection LOS: C
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: NW 154th Street & NW 87TH AVE

Other



Baseline 4: NW 162ND & NW 82nd Avenue

	•	7	4	Ť	↓	4	
Lane Group	EBL	EBR	NBL	≟NBT.	SBT	SBR	
Lane Configurations	W		ሻ	↑	\$		
Volume (vph)	32	123	175	835	517	20	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0	100			0.	
Storage Lanes	1	Ö	1			0	
Taper Length (ft)	25	25	25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	0.893				0.995		
FIt Protected	0.990		0.950				
Satd. Flow (prot)	1647	0	1770	1863	1853	0	
Flt Permitted	0.990	•	0.406				
Satd. Flow (perm)	1647	0	756	1863	1853	0	
Right Turn on Red		Yes			,,,,,	Yes	
Satd. Flow (RTOR)	134	100			6		
Link Speed (mph)	30			30	35		
Link Distance (ft)	428			2389	143		
Travel Time (s)	9.7			54.3	2.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	35	134	190	908	562	22	
	33	104	130	500	002		
Shared Lane Traffic (%)	169	0	190	908	584	0	
Lane Group Flow (vph)	No	No	No	No	No	No	
Enter Blocked Intersection	Left	Right	Left	Left	Left	Right	
Lane Alignment	12	ragiit	Leit	12	12	ı uğını	
Median Width(ft)	0			0	0		
Link Offset(ft)	16			16	16		
Crosswalk Width(ft)	10			10	10		
Two way Left Turn Lane	1.00	1.00	1.00	1.00	1.00	1.00	
Headway Factor		1.00	1.00	1.00	1.00	9	
Turning Speed (mph)	15 1	9	13	2	2	3	
Number of Detectors	.*		Left	Thru	Thru		
Detector Template	Left		20	100	100		
Leading Detector (ft)	20				0		
Trailing Detector (ft)	0		0	0 0	0		
Detector 1 Position(ft)	0		•	•	6		
Detector 1 Size(ft)	20		20	6			
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex		
Detector 1 Channel			0.0	0.0	0.0		
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)				94	94		
Detector 2 Size(ft)				6	6		
Detector 2 Type				CI+Ex	CI+Ex		
Detector 2 Channel							
Detector 2 Extend (s)			-	0.0	0.0		
Turn Type	=		Perm	_	_		
Protected Phases	4		_	2	6		
Permitted Phases			2	_	•		
Detector Phase	4		2	2	6		



Lane Group	EBL	EBR	NBL :	NBT.	SBT	SBR	Target parties and the state of	
Switch Phase								
Minimum Initial (s)	5.0		5.0	5.0	5.0			
Minimum Split (s)	20.0		20.0	20.0	20.0	100		
Total Split (s)	20.0	0.0	40.0	40.0	40.0	0.0		
Total Split (%)	33.3%	0.0%	66.7%	66.7%	66.7%	0.0%		
Maximum Green (s)	15.0		35.0	35.0	35.0			
Yellow Time (s)	4.0		4.0	4.0	4.0			
All-Red Time (s)	1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	4.0	5.0	5.0	5.0	4.0		
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0		3.0	3.0	3.0			
Recall Mode	None		None	None	None			
Act Effct Green (s)	8.1		30.5	30.5	30.5			
Actuated g/C Ratio	0.19		0.71	0.71	0.71			
v/c Ratio	0.40		0.35	0.69	0.44			
Control Delay	10.1		7.0	10.1	5.9			
Queue Delay	0.0		0.0	0.0	0.0			
Total Delay	10.1		7.0	10.1	5.9			
LOS	В		Α	В	Α			
Approach Delay	10.1			9.6	5.9			
Approach LOS	В			Α	Α			

Area Type:

Other

Cycle Length: 60

Actuated Cycle Length: 43.1

Natural Cycle: 60

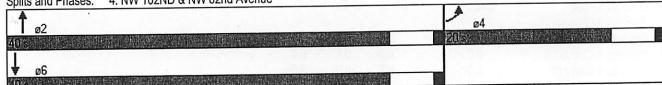
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69 Intersection Signal Delay: 8.5 Intersection Capacity Utilization 61.6%

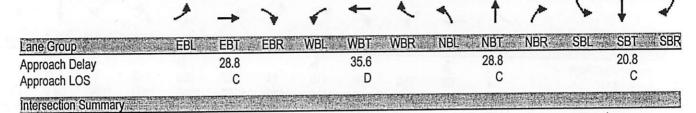
Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: NW 162ND & NW 82nd Avenue



0.1444	۶	→	7	•	4	•	4	†	/	-	ļ	4
	FO	FRT	FBR	WBL	WBT	WBR 為	NBL	NBT 刻	NBR	#SBL¥	SBT	SBR
Lane Group	k k	P	<u> </u>	ሻ	1 >		ሻ	("	P	
Lane Configurations	4	68	356	120	118	14	397	393	142	16	221	6
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	150	1300	0	150		0	150		0	150		0
Storage Length (ft)			0	1		Ö	1		0	1		0
Storage Lanes	1		25	25		25	25		25	25		25
Taper Length (ft)	25	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.874	1.00	1.00	0.984	1.00		0.960			0.996	
Frt	0.050	U.0/4		0.950	0.504		0.950			0.950		
Fit Protected	0.950	4000	•	1770	1833	0	1770	1788	0	1770	1855	0
Satd. Flow (prot)	1770	1628	0		1000	U	0.539	17.00	•	0.218		
FIt Permitted	0.607	4000	^	0.131	1833	0	1004	1788	0	406	1855	0
Satd. Flow (perm)	1131	1628	. 0	244	1000	Yes	1004	1700	Yes	1,00		Yes
Right Turn on Red			Yes		E	169		20			2	
Satd. Flow (RTOR)		225			5			30			30	
Link Speed (mph)		30			30			1706			346	
Link Distance (ft)		1891			1399			38.8			7.9	
Travel Time (s)		43.0			31.8	0.00	0.00	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92 427	154	17	240	7
Adj. Flow (vph)	4	74	387	130	128	15	432	421	104	17	240	'
Shared Lane Traffic (%)						_		504	•	47	247	0
Lane Group Flow (vph)	4	461	0	130	143	0	432	581	0	17 No.		No
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												4.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		· '3	8		5	2		1	6	
Permitted Phases	4	•		8			2			6		
	12.0	35.0		12.0	35.0		12.0	55.0		12.0	55.0	
Minimum Split (s)	12.0	35.0	0.0	12.0	35.0	0.0	12.0	55.0	0.0	12.0	55.0	0.0
Total Split (s)	10.5%	30.7%	0.0%	10.5%	30.7%	0.0%	10.5%	48.2%	0.0%	10.5%	48.2%	0.0%
Total Split (%)	9.0	30.5	0.070	9.0	30.5		9.0	50.5		9.0	50.5	
Maximum Green (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Yellow Time (s)	0.0	0.5		0.0	0.5		0.0	0.5		0.0	0.5	
All-Red Time (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0		4.0	3.0	4.5	4.0	3.0	4.5	4.0	3.0	4.5	4.0
Total Lost Time (s)	3.0	4.5	4.0	Lead	Lag	4.0	Lead	Lag		Lead	Lag	
Lead/Lag	Lead	Lag			Yes		Yes	Yes		Yes	Yes	
Lead-Lag Optimize?	Yes	Yes		Yes	30.5		61.0	50.5		61.0	50.5	
Act Effct Green (s)	41.0	30.5		41.0			0.54	0.44		0.54	0.44	
Actuated g/C Ratio	0.36	0.27		0.36	0.27		0.54	0.72		0.05	0.30	
v/c Ratio	0.01	0.77		0.62	0.29		25.2	31.4		11.5	21.5	
Control Delay	21.8	28.9		37.4	33.9		25.2 0.0	0.0		0.0	0.0	
Queue Delay	0.0	0.0		0.0	0.0			31.4		11.5	21.5	
Total Delay	21.8	28.9		37.4	33.9		25.2			11.3 B	21.5 C	
LOS	С	С		D	С		С	С		D		



Area Type:

Other

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 115 Control Type: Pretimed Maximum v/c Ratio: 0.77 Intersection Signal Delay: 28.7 Intersection Capacity Utilization 81.7%

Intersection LOS: C
ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 8: NW 170TH & NW 82ND

Splits and Ph	ases: 8: NW 1/01H & NW 82ND		
▶ ø1	↑ ø2	√ ø3	→ ø4
2c - H	55	DESCRIPTION	Double of the Paris in the
\ ø5	↓ ø6	▶ 07	← ø8
P. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.		ipa a la	(1)人。11年1月1日 11年1日

	٦	-	*	*	←	•	1	1	<i>/</i> *	/	↓	4
Lane Group	EBL	≥ EBT#	EBR	WBL	:: WBT,	WBR	NBL:	≝ NBT.	NBR.	SBL	SBT	SBR
Lane Configurations	7	† }		ሻ	1		34	^		*1	(
Volume (vph)	251	520	16	260	736	416	77	270	101	327	111	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	300		0	300		0
Storage Lanes	1		Ō	1		0	1		0	1		Ō
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996	0.00		0.946	0.00		0.959			0.898	
Flt Protected	0.950	0.000		0.950	0.0.0		0.950	0.000		0.950	0.000	
Satd. Flow (prot)	1770	3525	0	1770	3348	0	1770	1786	0	1770	1673	0
Flt Permitted	0.950	0020	•	0.950	00.0	•	0.537		•	0.100	.0.0	•
Satd. Flow (perm)	1770	3525	0	1770	3348	0	1000	1786	0	186	1673	0
Right Turn on Red	1170	0020	Yes	1110	0010	Yes	1000	1700	Yes	100	1070	Yes
Satd. Flow (RTOR)		2	100		76	103		9	103		70	103
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1535			1396			451			2389	
Travel Time (s)		29.9			27.2			8.8			46.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
	273	565	17	283	800	452	0.92 84	293				
Adj. Flow (vph)	213	303	17	203	000	402	04	293	110	355	121	257
Shared Lane Traffic (%)	070	500	^	000	4050	^	04	400	^	orr	070	^
Lane Group Flow (vph)	273	582	0	283	1252	.0	84	403	.0	355	378	.0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		. 6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot			Prot			Perm			pm+pt	-	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases	-	•		•	-		2	_		6	Ū	
Detector Phase	7	4		3	8		2	2		1	6	
							-	<u></u>			V	

	*	->	*	1	-	*	1	1	1	1	+	1
Lane Group	EBL	EBT -	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase	A.							DE HUYEL		- Acide		
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	23.0	84.0		20.0	81.0		41.0	41.0		35.0	76.0	
Total Split (s)	23.0	84.0	0.0	20.0	81.0	0.0	41.0	41.0	0.0	35.0	76.0	0.0
Total Split (%)	12.8%	46.7%	0.0%	11.1%	45.0%	0.0%	22.8%	22.8%	0.0%	19.4%	42.2%	0.0%
Maximum Green (s)	20.0	79.0		17.0	76.0		36.0	36.0		31.0	71.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	1.0		0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	4.0	3.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	4.0
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		None	None	
Walk Time (s)							2.0	2.0		2.0	2.0	
Flash Dont Walk (s)							14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)	24.1	79.0		17.0	71.9		36.0	36.0		72.0	71.0	
Actuated g/C Ratio	0.13	0.44		0.09	0.40		0.20	0.20		0.40	0.39	
v/c Ratio	1.15	0.38		1.69	0.91		0.42	1.11		1.02	0.54	
Control Delay	167.9	34.7		369.3	42.8		70.4	140.8		108.1	36.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	167.9	34.7		369.3	42.8		70.4	140.8		108.1	36.8	
LOS	F	С		F	D		E	F		F	D	
Approach Delay		77.2			103.0			128.7			71,4	
Approach LOS		E		- 101	F			F			E	

Intersection Summary Area Type:

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 50 (28%), Referenced to phase 2:NBTL, Start of Green

Other

Natural Cycle: 180

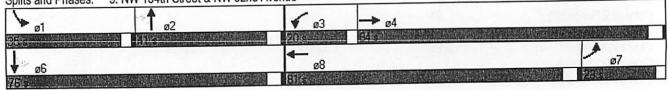
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.69 Intersection Signal Delay: 93.9 Intersection Capacity Utilization 101.0%

ICU Level of Service G

Analysis Period (min) 15

9: NW 154th Street & NW 82nd Avenue Splits and Phases:



Intersection LOS: F

	۶	→	•	•	4	•	4	†	~	-	ļ	4
Lane Group	* EBL	EBT	EBR	- WBL	總WBT:	WBR	NBL	能NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	1		7	什	*	ሻ	4		ħ,	4	
Volume (vph)	186	1425	2	2	998	315	6	9	41	230	5	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	55		0	300		0	300		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.877			0.854	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	0	1770	3539	1583	1770	1634	0	1770	1591	0
Flt Permitted	0.950			0.950			0.437			0.721		
Satd. Flow (perm)	1770	3539	0	1770	3539	1583	814	1634	0	1343	1591	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						342		45			189	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1396			156			418			713	
Travel Time (s)		27.2			3.0			9.5			16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	202	1549	2	2	1085	342	7	10	45	250	5	189
Shared Lane Traffic (%)											-	
Lane Group Flow (vph)	202	1551	0	2	1085	342	7	55	0	250	194	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12	•		12			12			12	3
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	_	1	2	•
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	Ō	0	Ō	Ö		Ö	Ŏ	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel								· -··		O. L.	O L.	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94	0.0	0.0	94		0.0	94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel					JI: 27			OIVEX			OILLX	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot			Prot	3.0	Perm	Perm	3.0		Perm	0.0	
Protected Phases	7	4		3	8		. •	2		. 01111	6	
Permitted Phases	•	•		•	•	8	2	_		6		
Detector Phase	7	4		3	8	8	2	2		6	6	
		<u>-</u>										

	*	-	*	1	-	*	1	1	1	1	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	∴ NBT	NBR	SBL	SBT.	SBR
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)	10.0	133.0		10.0	133.0	133.0	37.0	37.0		37.0	37.0	
Total Split (s)	10.0	133.0	0.0	10.0	133.0	133.0	37.0	37.0	0.0	37.0	37.0	0.0
Total Split (%)	5.6%	73.9%	0.0%	5.6%	73.9%	73.9%	20.6%	20.6%	0.0%	20.6%	20.6%	0.0%
Maximum Green (s)	7.0	128.0		7.0	128.0	128.0	32.0	32.0		32.0	32.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0		0.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	4.0	3.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	None	
Walk Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	48.0	127.1		5.8	78.0	78.0	41.0	41.0		41.0	41.0	
Actuated g/C Ratio	0.27	0.71		0.03	0.43	0.43	0.23	0.23		0.23	0.23	
v/c Ratio	0.43	0.62		0.04	0.71	0.39	0.04	0.14		0.82	0.38	
Control Delay	53.2	11.8		85.5	43.8	3.4	57.2	19.7		85.5	10.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	53.2	11.8		85.5	43.8	3.4	57.2	19.7		85.5	10.2	
LOS	D	В		S F	D	Α	E	В		F	В	
Approach Delay		16.6			34.2			23.9			52.6	
Approach LOS		В			С			С			D	

Area Type: Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Other

Natural Cycle: 180

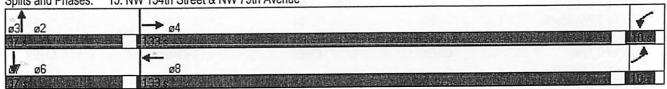
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82 Intersection Signal Delay: 27.8 Intersection Capacity Utilization 74.7%

Intersection LOS: C
ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 15: NW 154th Street & NW 79th Avenue



18: NW 146TH ST & NW 87TH AVE

	۶	*	1	1	↓	4	
Lane Group	EBL	EBR	NBL.	維 NBT	SBT ∆	SBR -	
Lane Configurations	ሻ	7	ħ	朴	朴		
Volume (vph)	86	54	91	709	534	89	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	500	0	300			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25	25	25			25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	
Frt		0.850		-	0.979		
Fit Protected	0.950	0.000	0.950		0.0.0		
Satd. Flow (prot)	1770	1583	1770	3539	3465	0	
Fit Permitted	0.950	1000	0.950	0000	0100	•	
Satd. Flow (perm)	1770	1583	1770	3539	3465	0	
Right Turn on Red	1770	Yes	1770	0000	0400	Yes	
Satd. Flow (RTOR)		59			23	100	
Link Speed (mph)	30	00		30	30		
Link Distance (ft)	469			635	1435		
Travel Time (s)	10.7			14.4	32.6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
	93	59	99	771	580	97	
Adj. Flow (vph)	93	29	99	111	300	91	
Shared Lane Traffic (%)	93	59	99	771	677	^	
Lane Group Flow (vph)					677 No.	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			12	12		•
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane	4.00	4.00	4.00	4.00	4.00	4.00	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15	•	•	9	
Number of Detectors	1	1	1	_ 2	2		
Detector Template	Left	Right	Left	Thru	Thru		
Leading Detector (ft)	20	20	20	100	100		
Trailing Detector (ft)	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0		
Detector 1 Size(ft)	20	20	20	6	6		
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)				94	94		
Detector 2 Size(ft)				6	6		
Detector 2 Type				CI+Ex	CI+Ex		
Detector 2 Channel				<u>.</u> -	<u>.</u> .		
Detector 2 Extend (s)		_	_	0.0	0.0		
Turn Type		Perm	Prot				
Protected Phases	4		5	2	6		
Permitted Phases	_	4	_				
Detector Phase	4	4	5	2	6		

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*	-	1	-	*

	HILLOWING BOTTOM	NAME OF THE PERSON NAME OF THE P			196452270		STATE OF THE PARTY.	namenamen n a men	
Lane Group	→ WBL	Charles bear 1970 197	NBT.	# NBR	SBL	SBT.	1912		
Permitted Phases		8							
Detector Phase	. 8	8	2		1	6			
Switch Phase									
Minimum Initial (s)	7.0	7.0	8.0		5.0	8.0			
Minimum Split (s)	20.0	20.0	50.0		10.0	50.0			
Total Split (s)	20.0	20.0	50.0	0.0	10.0	50.0			
Total Split (%)	25.0%	25.0%	62.5%	0.0%	12.5%	62.5%			
Maximum Green (s)	16.0	16.0	45.0		5.0	47.0			
Yellow Time (s)	3.5	3.5	4.0		4.0	3.0			
All-Red Time (s)	0.5	0.5	1.0		1.0	0.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0	5.0	4.0	5.0	3.0			
Lead/Lag			Lag		Lead				
Lead-Lag Optimize?			Yes		Yes				
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0			
Recall Mode	None	None	None		None	None			
Walk Time (s)	5.0	5.0	5.0			5.0			
Flash Dont Walk (s)	11.0	11.0	11.0			11.0			
Pedestrian Calls (#/hr)	0	. 0	0			0			The same of the same
Act Effct Green (s)	16.9	16.9	29.7		5.3	35.0			
Actuated g/C Ratio	0.28	0.28	0.50		0.09	0.59			
v/c Ratio	0.76	0.10	0.68		0.25	0.33			
Control Delay	37.0	9.3	12.8		35.7	5.9			
Queue Delay	0.0	0.0	0.0		0.0	0.0			
Total Delay	37.0	9.3	12.8		35.7	5.9			
LOS	D	A	В		D	A			
Approach Delay	34.0		12.8			7.5			
Approach LOS	C		В			A			

Area Type: Cycle Length: 80

Actuated Cycle Length: 59.3

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76 Intersection Signal Delay: 15.0 Intersection Capacity Utilization 58.0%

Intersection LOS: B
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 20: IND WAY & NW 87TH AVE

Other



	۶	→	•	•	←	4	4	1	/	-	†	1
Lane Group	EBL)	EBT	⊮.EBR≉	WBL	≰WBT §	₩BR	以 NBL	₩ NBT	MNBR	SBL	学SBT 產	SBR
Lane Configurations	ħ	ተኈ		ሻ	ተተ	7	ሻ	个 个	7	ሻ	۲Þ	
Volume (vph)	56	80	23	461	57	316	19	406	403	524	588	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		150	200		150	200		0
Storage Lanes	1		Ō	1		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.967	0.00			0.850			0.850		0.987	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3422	0	1770	3539	1583	1770	3539	1583	1770	3493	0
FIt Permitted	0.950	•	_	0.950	-		0.950			0.950		
Satd. Flow (perm)	1770	3422	0	1770	3539	1583	1770	3539	1583	1770	3493	0
Right Turn on Red		· · · · ·	Yes		••••	Yes			Yes			Yes
Satd. Flow (RTOR)		23				343			421		9	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1348			1535			1435			3888	
Travel Time (s)		26.3			29.9			32.6			88.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	87	25	501	62	343	21	441	438	570	639	60
Shared Lane Traffic (%)	01	0,	20	001	02	010		•••		• • •		
Lane Group Flow (vph)	61	112	0	501	62	343	21	441	438	570	699	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	Len	12	ragin	LOIL	12	ragin	LOIL	12	· «g···	2011	12	9
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
• •		10			10							
Two way Left Turn Lane	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	9	1.00	1.00	9	1.55	1.00	9
Turning Speed (mph)	10	2	3	13	2	1	1	2	1	1	2	,•
Number of Detectors	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Detector Template	20	100		20	100	20	20	100	20	20	100	
Leading Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Trailing Detector (ft)	-						_	0	0	0	0	
Detector 1 Position(ft)	0	0 6		0 20	0 6	0 20	0 20	6	20	20	6	
Detector 1 Size(ft)	20			CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Type	CI+Ex	CI+Ex		CITEX	CITEX	CITEX	CITEX	CITEX	CITEX	CITEX	OITLX	
Detector 1 Channel	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	94	
Detector 2 Position(ft)		94			94			94			94 6	
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel								0.0			0.0	
Detector 2 Extend (s)	.	0.0		S 4	0.0	De	Deal	0.0	De	D4	0.0	
Turn Type	Prot			Prot	^	Perm	Prot	•	Perm	Prot	•	
Protected Phases	7	4		3	8	^	5	2	•	1	6	
Permitted Phases	_	•		_	_	8	_	^	2		^	
Detector Phase	7	4		3	8	8	5	2	2	1	6	

•	1	1	1	1	1
	3.5	-			

Lane Group	N.S.	EBL.	EBR	NBL*	NBT.	SBT	√ SBR		
Switch Phase	9.								
Minimum Initial (s)		4.0	4.0	5.0	1.0	4.0			
Minimum Split (s)		40.0	40.0	13.0	43.0	30.0			
Total Split (s)		40.0	40.0	13.0	43.0	30.0	0.0		
Total Split (%)		48.2%	48.2%	15.7%	51.8%	36.1%	0.0%		
Maximum Green (s)		35.0	35.0	10.0	38.0	25.0			
Yellow Time (s)		4.0	4.0	3.0	4.0	4.0			
All-Red Time (s)		1.0	1.0	0.0	1.0	1.0			
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		5.0	5.0	3.0	5.0	5.0	4.0		
Lead/Lag				Lead		Lag			
Lead-Lag Optimize?				Yes		Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0			
Recall Mode		None	None	None	Max	Max			
Walk Time (s)		7.0	7.0						
Flash Dont Walk (s)	180	11.0	11.0						
Pedestrian Calls (#/hr)		0	0						
Act Effct Green (s)		8.3	8.3	8.2	42.0	32.5			
Actuated g/C Ratio		0.15	0.15	0.14	0.73	0.57			
v/c Ratio		0.36	0.21	0.39	0.30	0.34			
Control Delay		25.6	8.9	26.6	4.0	9.8			
Queue Delay		0.0	0.0	0.0	0.0	0.0		not a local minerale feathful -	
Total Delay		25.6	8.9	26.6	4.0	9.8			
LOS		C	Α	С	Α	Α			
Approach Delay		19.1			6.6	9.8			
Approach LOS		В			Α	Α			nerco

Intersection/Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 57.2

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

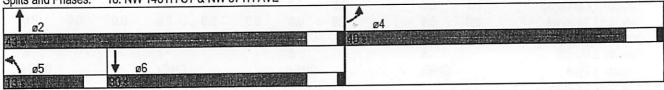
Maximum v/c Ratio: 0.39 Intersection Signal Delay: 9.0

Intersection Capacity Utilization 39.1%

Analysis Period (min) 15

Intersection LOS: A ICU Level of Service A

Splits and Phases: 18: NW 146TH ST & NW 87TH AVE



	•	•	†	~	1	ţ	
Lane Group	WAL	WBR	S.NBT	NBR	SBL-	SBT	
Lane Configurations	7	7	† }	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ሻ	个 个	
	351	42	894	198	37	637	
Volume (vph)	1900	1900	1900	1900	1900	1900	
Ideal Flow (vphpl)	500	500	1000	0	145		
Storage Length (ft)	1	1		Ö	1		
Storage Lanes	25	25		25	25		
Taper Length (ft)	1.00	1.00	0.95	0.95	1.00	0.95	
Lane Util. Factor	0.96	0.92	0.30	0.00	1.00	0.00	
Ped Bike Factor	0.50	0.850	0.973				
Frt	0.050	0.650	0.575		0.950		
Flt Protected	0.950	4500	3444	0	1770	3539	
Satd. Flow (prot)	1770	1583	3444	U	0.950	0000	
Fit Permitted	0.950	4457	2444	٥	1770	3539	
Satd. Flow (perm)	1706	1457	3444	0 Voc	1770	JJJJ	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		46	54			20	
Link Speed (mph)	30		30			30	
Link Distance (ft)	1168		666			635	
Travel Time (s)	26.5		15.1			14.4	
Confl. Peds. (#/hr)	24	46					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	382	46	972	215	40	692	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	382	46	1187	0	40	692	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		12			12	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2		1	2	
Detector Template	Left	Right	Thru		Left	Thru	
Leading Detector (ft)	20	20	100		20	100	•
Trailing Detector (ft)	0	0	0		0	0	
Detector 1 Position(ft)	0	0	Ö		Ö	0	
Detector 1 Size(ft)	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	OITEX	○1. L∧	₩				
	0.0	0.0	0.0		0.0	0.0	
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	94		0.0	94	
Detector 2 Position(ft)			6			6	
Detector 2 Size(ft)			CI+Ex			CI+Ex	
Detector 2 Type			UITEX			OI · LA	
Detector 2 Channel			0.0			0.0	
Detector 2 Extend (s)		D	0.0		Drot	U.U	
Turn Type	•	Perm	^		Prot 1	6	
Protected Phases	8		2		1	U	

	*	→	*	1	-	*	1	†	1	1	1	1
Lane Group	= EBL	· EBT	EBR	. WBL	· WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	† }		Ť	^	7	7	^	7	75	† \$	and the state of t
Volume (vph)	56	80	23	461	57	316	19	411	406	524	599	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		150	200		150	200		0
Storage Lanes	1		0	1	1,500	1	1		1	1		0
Taper Length (ft)	25		25	25	1000	25	25	1.	25	25	N. Project	25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.967			V 7-17.	0.850		0.00	0.850	1.00	0.987	7.33
Flt Protected	0.950			0.950		0.000	0.950		0.000	0.950	0.007	A Marie A
Satd. Flow (prot)	1770	3422	0	1770	3539	1583	1770	3539	1583	1770	3493	0
Flt Permitted	0.950			0.950		1000	0.950	0000	1000	0.950	0400	<u></u>
Satd. Flow (perm)	1770	3422	0	1770	3539	1583	1770	3539	1583	1770	3493	0
Right Turn on Red		UTLL	Yes	1170	0000	Yes	1110	0000	Yes	1770	3493	Yes
Satd. Flow (RTOR)		23				343			418			165
Link Speed (mph)		35		As Article	35	040		30	410	12.7627	9	MM-11.514
Link Opeed (mph) Link Distance (ft)	THE TOP	1348	11.70.4	7.15.797	1535			1435			30	23-10-13-159-9
Travel Time (s)		26.3			29.9		10.00				3888	Sexal.
Peak Hour Factor	0.92	0.92	0.92	0.92		0.92	0.00	32.6	0.00	0.00	88.4	
Adj. Flow (vph)	61	87	25	501	0.92	A STATE OF THE STA	0.92	0.92	0.92	0.92	0.92	0.92
	01	- 01	25	301	02	343	21	447	441	570	651	61
Shared Lane Traffic (%)	C4	440		504	00	040	0.4	4.0	E 1524.	一片水板套		
Lane Group Flow (vph)	61	112	0	501	62	343	21	447	441	570	712	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12	-3	12.00	12			12	
Link Offset(ft)		0		yen (**********	0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											The state of the second second second	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	- /	9	15		9	15		9
Number of Detectors	1	. 2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	4.4	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	. 0	0	0	. 0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94	0.0		94			94		a language to see the	94	
Detector 2 Size(ft)		6		* 1	6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2	ami.	II, me	
Detector Phase									_			

APPENDIX L

ARTPLAN WORKSHEETS

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	DMC	Arterial Name	NW 154TH ST	Study Period	K100
Date Prepared	1/31/2011 7:27:46 AM	From	PALMETTO EXP	Modai Analysis	Auto Only
Agency		То	NW 82ND AVE	Program	ARTPLAN 2009
Агеа Туре	Large Urbanized	Peak Direction	Westbound	Version Date	3/7/10
Arterial Class		2			
File Name	C:\Documents and Settings\	JOHND13\Local Settings	\Temp\preview ymi		
User Notes		,	T. C (P. CVICW.XIII		

Arterial Data

K	0.09	PHF	0.95	Control Type	Semiactuated
D	0.55	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to NW 77TH CT)	190	0.65	5	3	12	12	I I			0.15		i i	71490		3	40	Restrictive
2 (to NW 79TH AVE)	190	0.65	5	2	12	12	Yes	1	125	0.15	No	350	49520	2451	2	40	Restrictive
3 (to NW 82ND AVE)	190	0.65	5	2	12	12	Yes	1	125	0.15	No	1350	46700	2312	2	40	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approx LOS	- 11	ue Ratio	Speed (mph)	Segment LOS
1 (to NW 77TH CT)	3278	5359	0.941	1.75		A	#	27.17	С
2 (to NW 79TH AVE)	2270	3555	0.982	5.73		Α	#	18.39	٥
3 (to NW 82ND AVE)	2142	3555	0.927	1.25		A	#	31.98	В
Arterial 0.3977 W	eighted ##	FFS Delay	16.00	Thresho Delay	ld 0.00	Auto Speed	27.64	Auto LOS	С

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	Α	В	С	D	E						
Lanes		Hour	ly Volume In Peak Dire	ection							
1	360	930	1220	1250	1280						
2	930	2360	2510	2550	2610						
3	1550	3680	3790	3860	3930						
4	2190	4970	5080	5160	5260						
*	1030	2280	2490	2570	2620						
Lanes		Hourly Volume In Both Directions									
2	660	1700	2220	2280	2330						
4	1700	4300	4570	4640	4750						
6	2820	6700	6900	7020	7150						
8	3990	9040	9240	9390	9570						
*	1880	4150	4530	4680	4780						
Lanes		Anı	nual Average Daily Tra	ffic							
2	7300	18800	24700	25300	25900						
4	18800	47700	50800	51600	52800						
6	31400	74400	76600	78000	79400						
8	44300	100500	102700	104300	106300						
*	20900	46100	50400	52000	53100						

^{*} Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

^{**} Cannot be achieved based on input data provided.

^{***} Not applicable for that level of service letter grade. See generalized tables notes for more details.

[#] Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

^{##} Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

^{###} Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	DMC	Arterial Name	NW 154TH ST	Study Period	K100						
Date Prepared	1/31/2011 7:27:46 AM	From	PALMETTO EXP	Modal Analysis	Auto Only						
Agency		То	NW 82ND AVE	Program	ARTPLAN 2009						
Area Type	Large Urbanized	Peak Direction	Westbound	Version Date	3/7/10						
Arterial Class		2									
File Name	File Name C:\Documents and Settings\JOHND13\Local Settings\Temp\preview.xml										
User Notes			(temp (preview.xiiii								

Arterial Data

K	0.09	PHF	0.95	Control Type	Semiactuated
D	0.55	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to NW 77TH CT)	190	0.65	5	3	12	12	Yes	1	125	0.15	No	400	71490	3539	3	40	Restrictive
2 (to NW 79TH AVE)	190	0.65	5	2	12	12	Yes	1	125	0.15	No	350	49520	2451	2	40	Restrictive
3 (to NW 82ND AVE)	190	0.65	5	2	12	12	Yes	1	125	0.15	No	1350	46700	2312	2	40	Restrictive

Automobile LOS

Segment #		Thru M Flow F	- 41	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS						Queue Ratio		11 11				Speed (mph)	Segment LOS
1 (to NW 77TH CT)			3278	5359	0.941	1.75		Α		#	27.17	С								
2 (to NW 79TH AVE)			2270	3555	0.982	5.73		Α		#	18.39	D								
3 (to NW 82ND AVE)			2142	3555	0.927	1.25		Α		#	31.98									
Arterial Length 0.397	7 W	eighted g/C	##	FFS Delay	16.00	Thresho Delay		Auto	Speed	27.64	Auto LOS	С								

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000

				,, ,,po 22 (area type is 1000
	Α	В	C	D	7
Lanes		Hot	ırly Volume In Peak D		<u> </u>
1	360	930	1220		
2	930	2360		1250	1280
3	1550	3680	2510	2550	2610
4	2190	4970	3790	3860	3930
*	1030		5080	5160	5260
Lanes	T	2280	2490	2570	2620
2	660		rly Volume In Both Dir	ections	
4	660	1700	2220	2280	2330
	1700	4300	4570	4640	4750
6	2820	6700	6900	7020	
8	3990	9040	9240	9390	7150
*	1880	4150	4530	4680	9570
Lanes		An	nual Average Daily Tra		4780
2	7300	18800			r
4	18800	47700	24700	25300	25900
6	31400	74400	50800	51600	52800
8	44300		76600	78000	79400
*	20900	100500	102700	104300	106300
Service Volumes for the		46100	50400	52000	53100

^{*} Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens. ** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

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ARTPLAN 2009 Conceptual Planning Analysis

Project Information

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Agency		То	NW 82ND AVE	Program	ARTPLAN 2009
Area Type	Large Urbanized	Peak Direction	Westbound	Version Date	3/7/10
Arterial Class		2			
File Name	C:\Documents and Settings\	JOHND13\Local Settings	S\Temp\preview.xml		
User Notes			=		

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Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes		LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
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2 (to NW 79TH AVE)	190	0.65	5	2	12	12	Yes	1	125	0.15	No	350	49520	2451	2	40	Restrictive
3 (to NW 82ND AVE)	190	0.65	5	2	12	12	Yes	1	125	0.15	No	1350	46700	2312	2	40	Restrictive

Automobile LOS

Segment #	Thru Mvn Flow Rate	· ·	Adj. Sat. Iow Rate	v/c	Control Delay	Int. Approa LOS	- 14	Queue Ratio	Speed (mph)	Segment LOS
1 (to NW 77TH CT)	3	278	5359	0.941	1.75		Α	#	27.17	С
2 (to NW 79TH AVE)	2	270	3555	0.982	5.73		Α	#	18.39	D
3 (to NW 82ND AVE)	2	142	3555	0.927	1.25		Α	#	31.98	В
Arterial 0.3977	Weighted g/C	##	FFS Delay	16.00	Threshol Delay	0.00	Auto Sp	eed 27.64	Auto LOS	С

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000

	Α	В	С	D	
Lanes		Hou	rly Volume In Peak Di		JL
11	360	930	1220	1250	T
2	930	2360	2510		1280
3	1550	3680	3790	2550	2610
4	2190	4970	5080	3860	3930
*	1030	2280		5160	5260
Lanes			2490	2570	2620
2	660		ly Volume In Both Dire	ections	
4		1700	2220	2280	2330
6	1700	4300	4570	4640	4750
	2820	6700	6900	7020	7150
	3990	9040	9240	9390	9570
	1880	4150	4530	4680	
Lanes		An	nual Average Daily Tra		4780
22	7300	18800	24700	25300	
4	18800	47700	50800		25900
6	31400	74400	76600	51600	52800
8	44300	100500		78000	79400
*	20900	46100	102700	104300	106300
Service Volumes for the		40100	50400	52000	53100

^{*} Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens. ** Cannot be achieved based on input data provided.

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TRAFFIC IMPACT ANALYSIS PHASE I SUPPLEMENTAL ANALYSIS

DUNNWOODY LAKE & DUNNWOODY FOREST MIAMI LAKES, FLORIDA

BM-09-15 MARCH 4 2011 © JMD ENGINEERING, INC.

PHASE I ANALYSIS

Dunnwoody Lake is a proposed mixed-use development (residential and retail) proposed on the northwest corner of NW 154th Street and NW 87th Avenue and Dunnwoody Forest is a proposed single family development at the northeast corner of NW 154th Street and NW 87th Avenue in the Town of Miami Lakes, Florida. This analysis addresses the development of Phase I (commercial portion of Dunwoody Lake).

This study addresses trip generation, access to the site, pass-by traffic and the traffic impacts created by Phase I of the proposed development on the adjacent transportation network.

INVENTORY

Existing Land Use

The project sites are currently vacant

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Proposed Land Use and Access

Proposed for Phase I of the Dunnwoody Lake site is a retail shopping center with a gross building area of 140,000 square feet. Access to the site will be provided via one driveway on NW 154th Street and two driveways on NW 87th Avenue. For purposes of this traffic study, background traffic for Phase I is the same as for build out of the project in the year 2030.

Intersections

Phase I of the proposed mixed use development will significantly impact the segments of NW 154th Street (Miami Lakes Drive) between NW 79th Avenue and NW 89th Avenue as well as NW 87th Avenue from I-75 to NW 170th Street and NW 82nd Avenue from NW 154th Street north to NW 170th Street. The signalized intersections located on the affected roadway segments which carry two percent or more of the adopted levels of service threshold capacity were selected for analysis purposes. These intersections include the following:

- 1. NW 154th Street & NW 82nd Avenue
- 2. NW 154th Street & NW 87th Avenue
- 3. NW 87th Avenue & NW 146th Street
- 4. NW 87th Avenue & Industrial Way
- 5. NW 170th Street & NW 82nd Avenue
- 6. NW 170th Street & NW 87th Avenue

For purposes of this study, build out intersection volumes were utilized in the intersection analysis in order to provide a conservative analysis of the impacts of Phase I.

TRIP GENERATION

The trip generation for the project was based on information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (8th Edition). Table 1 summarizes the trip generation associated with Phase I of the proposed Dunnwoody Lake Mixed-Use development (140,000 square feet of Commercial).

As indicated in Table 1, the gross trips anticipated to be generated by Phase I of the proposed Dunnwoody Lake project consists of 8,451 daily trips, 188 trips during the AM peak hour, and 797 trips during the PM peak hour. Gross trips were reduced by pass-by rates published by ITE and the methodology agreed upon during the pre-application and project scoping process as well as a subsequent meeting after the first report submittal. There were 2,983 daily, 66 AM peak hour and 281 PM peak hour pass-by trips. Therefore, the net external trips associated with Phase I of the proposed development are 5,468 daily trips, 122 trips during the AM peak hour, and 516 trips during the PM peak hour which impact the adjacent roadway network.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The trip distribution and traffic assignment for Phase I of the proposed Dunnwoody Lake Mixed-Use development was based on Miami-Dade County's cardinal distribution information for the study area (Traffic Analysis Zone 11). Examination of the existing/future surrounding roadway network characteristics, review of existing/future current traffic volumes, and existing/future land use patterns were utilized to assign the traffic to the adjacent roadway network. Phase I distribution and assignment is the same as Buildout for the commercial retail component.

TRAFFIC ANALYSIS

Determination of Significance

A determination of significance was undertaken for Phase I of the proposed project. A significantly impacted link is defined as a roadway segment where the net peak hour external project traffic equals or exceeds one percent (1%) of the service volume at the applicable level of service standard. This significance analysis is presented in Table 3 for the AM peak hour and Table 4 for the PM peak hour.

Future Conditions Traffic Volumes

To provide a conservative Phase I analysis, future background traffic volumes (Year 2030) for Phase I are the same as for build out of the project.

In order to develop year 2030 traffic volumes without the proposed project, two separate analyses were undertaken. The first analysis converts the existing AM and PM peak hour traffic counts collected in the field to peak season conditions based on FDOT's Peak Season Factor Category report. The second analysis includes a growth factor to project 2010 peak season traffic volumes to the year 2030 as well as the addition of approved, but un-built project traffic as supplied by the Town of Miami Lakes. Based on traffic growth data for several traffic count station located near the project site and inside the study area, traffic has grown (Year 2007 to Year 2010) at a flat rate compounded annually, within the project's study area. Hence, a 0.5% growth rate, compounded annually, was assumed for the study area for the twenty year build out period.

Diversion Analysis and NW 87th Avenue Traffic Projections

Phase I assumes the same diversion analysis as build out of the project as discussed below:

In order to help determine what impacts this construction would have on traffic patterns in the study area, a FSUTMS model run was conducted with and without NW 87th Avenue from NW 154th Street to NW 162nd Avenue. The resulting FSUTMS model runs and select link analysis of NW 87th Avenue and NW 154th Avenue as well as reviewing current traffic patterns based on counts taken at critical locations where the diversions will occur indicated the following:

- 1. No significant reduction in two-way peak hour traffic in the study area is anticipated east of 79th Avenue.
- 2. NW 82nd Avenue will see a decrease of approximately 40% as traffic shifts to the west to utilize the fully functional NW 87th Avenue. A reduction of 40 % of the existing counts was applied to appropriate movements at NW 154th Street and NW 82nd Avenue.
- 3. NW 79th Avenue will see a decrease of approximately 10% as traffic shifts to the west to utilize the fully functional NW 87th Avenue. A reduction of 10 % of the existing counts was applied to appropriate movements at NW 154th Street and NW 79th Avenue.
- 4. The northbound right turns and westbound left turn movements at NW 154th Street and NW 87th Avenue were reduced based on the other diversions of existing traffic. In addition, the southbound left turn and westbound right turn were increased as appropriate.
- 5. The remainder of the "new" traffic on NW 87th Avenue will come from locations outside the Town of Miami Lakes. For example, traffic that presently travels on NW 186th Street that wishes to travel south will be diverted to NW 87th Avenue.

Instead of attempting to build the projected opening day peak hour and 24-hour traffic volumes on NW 87th Avenue solely from the diversion analysis, it was decided to utilize the results of a previous study submitted to the Miami-Dade Metropolitan Planning Organization (MPO) in 2007. The study, "Arterial Grid Analysis Study" by Kimley-Horn and Associates,

Inc. in which the "missing link" was included and a Year 2015 24-hour traffic volume was developed. This 24 hour volume was converted to AM and PM peak hour directional volumes for use in this study based on the count data collected as a part of this study. Fifteen years of growth at 0.50% a year was then added to give the 2030 background traffic used in this analysis.

Project Traffic Volumes

The project traffic for Phase I was assigned to the adjacent roadway network for the AM peak hour and the PM peak hour. These volumes were added to the existing, growth and diverted traffic to obtain Phase I total traffic volumes.

Level of Service Analyses

Roadway link and intersection capacity/level of service analyses were performed for the required links and intersections located within the project study area. The intersections analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual utilizing Synchro 7. As previously mentioned, all intersections analyzed were done so with project build out traffic to provide a conservative approach to the Phase I analysis.

The results of the link capacity analyses are summarized in Tables 5 through 10.

The link analysis indicated that the following link was over capacity for Phase I:

• NW 154th Street from NW 87th Avenue to NW 79th Avenue

The intersection analysis indicated that the following intersection was operating at an unacceptable level of service for Phase I:

• NW 154th Street & NW 82nd Avenue

In order to provide adequate levels of service on these links and at these intersections, the following improvements are required (assuming NW 87th Avenue is complete):

- ♦ Widen NW 154th Street to four lanes from NW 83rd Avenue west to NW 87th Avenue
- Add an additional southbound left turn lane, a separate eastbound right turn lane and a separate westbound right turn lane at NW 154th Street & NW 82nd
 Avenue

Project Access

Access to the Dunnwoody Lake project will be provided via a full-access driveway on NW 154thStreet and two driveways on NW 87th Avenue.

CONCLUSIONS AND RECOMMENDATIONS

Dunnwoody Lake Mixed-Use development is a proposed mixed use project planned to be located on the north side of NW 154th Street west of NW 87th. The project site is currently vacant. Phase I of the proposed Dunnwoody Lake Mixed-Use development is anticipated to generate a net of 5,468 daily trips, approximately 122 AM peak hour trips, and approximately 516 trips during PM peak hour.

With signal timing adjustments and the improvements recommended, all links and intersections significantly impacted are projected to operate at acceptable levels of services for Phase I. Therefore, Phase I of the proposed Dunnwoody Lake project will meet the TCMP requirements of the Town of Miami Lakes with the recommended improvements.

TABLE 1 - PHASE 1 DUNNWOODY LAKE TRIP GENERATION

Land Use	Intensity	Daily	A	M Peak Ho)[P	M Peak Hou	ır
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
General Commercial Retail	140,000 S.F.	8,451	188	115	73	797	391	406
<u>Pass-By Capture</u> Retail Pass-By Trips	35.30%	2,983	66	41	26	281	138	143
Net New External Traffic								
Total		5,468	122	74	47	516	l 253	263
Driveway Volumes		8,451 8,451	188 	 115 	<i>73</i>	797	 391 	406

Note: Trip generation was calculated using the following data:

[ITE 210] Single-Family Detached Housing = Ln(T) = 0.92Ln(X) + 2.71 Residential Condominium/Townhouse [ITE 230] = Ln(T) = 0.87Ln(X) + 2.46General Commercial Retail [ITE 820] = Ln(T) = 0.65 * Ln(X) + 5.83

Single-Family Detached Housing [ITE 210] = T = 0.70(X) + 9.74 (25% in, 75% out)Residential Condominium/Townhouse [ITE 230] = Ln(T) = 0.80Ln(X) + 0.26 (17% in, 83% out)= Ln(T) = 0.59 * Ln(X) + 2.32

General Commercial Retail [ITE 820]

PM Peak

Single-Family Detached Housing [ITE 210] = Ln(T) = 0.90Ln(X) + 0.51 (63% in, 37% out) Residential Condominium/Townhouse [ITE 230] Ln(T) = 0.82Ln(X) + 0.32 (67% in, 33% out) General Commercial Retail Ln(T) = 0.67 * Ln(X) + 3.37 (49% in, 51% out)[ITE 820]

Pass-by for retail based on ITE equation of Ln(T) = -0.291*Ln(X) + 5.001

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TABLE 3 - PHASE 1 DUNNWOODY LAKE

ROADWAY PROJECT LINK SIGNIFICANCE - AM PEAK

From	_	Number		Comm.	Peak Hour	
From				Comm.	reak nour	
	То	of Lanes	Capacity	Assignment	Volume	Significance
W 154TH STREET						<u>-</u>
SITE	NW 87TH AVE	2	1,110	30%	37	3.33%
NW 87TH AVE	NW 83RD AVE	2	1,110	30%	37	3.33%
NW 83RD AVE	NW 82ND AVE	4	2,950	25%	31	1.05%
NW 82ND AVE	NW 79TH CT	4	2,950	15%	18	0.61%
NW 79TH CT	NW 79TH AVE	4	2,950	10%	12	0.41%
NW 79TH AVE	NW 77TH COURT	4	2,950	4%	5	0.17%
NW 77TH COURT	SR 826	4	2,950	4%	5	0.17%
SR 826	FAIRWAY DR	4	3,120	3%	4	0.13%
FAIRWAY DR	NW 67TH AVE	4	3,120	3%	4	0.13%
NW 67TH AVE	MIAMI LAKEWAY N	4	3,120	2%	2	0.06%
IW 87TH AVENUE			,	·		3.70.70
NW 170TH ST	SITE	4	2,950	30%	37	1.25%
SITE	NW 154TH ST	4	2,950	30%	37	1.25%
NW 154TH ST	NW 138TH ST	4	2,950	30%	37	1.25%
NW 138TH ST	NW 147TH TER	4	2,950	10%	12	0.41%
IW 82ND AVENUE		1				
NW 170TH ST	NW 162ND ST	2	1,110	5%	6	0.54%
NW 162ND ST	NW 154TH ST	4	2,950	10%	12	0.41%
IW 79TH AVENUE		1				0,0
NW 167TH TER	NW 159TH TER	2	1,110	2%	2	0.18%
NW 159TH TER	NW 154TH ST	2	1,110	3%	4	0.36%
IW 77TH COURT						0.00,0
NW 154TH ST	NW 149TH ST	2	1.110	1%	1	0.09%
AIRWAY DRIVE				·	_	0.02.70
MIAMI LAKES DR	MIAMI LAKEWAY N.	2	1,180	1%	1	0.08%
W 170TH STREE				-	-	
NW 87TH AVE	NW 82ND AVE	2	1,110	10%	12	1.08%

Capacities per Miami Lakes Concurrency Report:





	JiffraTT	Project	0	107	PDMYK FINK BBOTECT	yewde
Significance	Yolume Volume	Comm. Assignment	Capacity	Number of Lanes	οТ	Тгот
						124TH STREET
%96 <i>`</i> EI	551	%0 €	011'1	ζ	NM 81TH AVE	SILE
%96`E1	551	%0€	011'1	ζ	NM 83KD VNE	NW 87TH AVE
%I+'+	081	%57	056'7	<i>†</i>	NM 85ND YNE	NM 83KD VNE
% † 9`7	82	%\$I	056'7	<i>†</i>	LO HL62 MN	NM 85ND YNE
%9L`I	25	%0 <i>1</i>	056'7	<i>t</i>	NM 19 14 4NE	AW 79TH CT
%12.0	17	%t	056'7	<i>†</i>	NM 11TH COURT	NM 19TH AVE
%12.0	17	%t	056'7	<i>þ</i>	9Z8 YS	NW 77TH COURT
%15.0	91	%€	3,120	t	FAIRWAY DR	SK 876
%15.0	91	% ε	3,120	t	NM 67TH AVE	FAIRWAY DR
%ZE:0	01	%7	3'150	t	MIYMI TYKEMYA N	NW 67TH AVE
						87TH AVENUE
%57.5	551	%0€	056'7	<i>t</i>	SILE	IS H1011 MN
%\$7. \$	551	%0€	056'7	<i>p</i>	LS HLÞ\$I MN	SILE
%\$Z`\$	551	%0€	056'7	<i>t</i>	LS HL881 MN	IS HIFSI MN
%9L`I	25	%01	056.2	<i>þ</i>	NM 141LH LEB	TS HT8£1 WN
		ĺ		l		85ND VAENDE
% <i>t</i> E:7	97	%S	011'1	ζ	NM 195ND SL	LS HLOLI MN
%9L`I	75	%01	056'7	<i>p</i>	LS HLÞSI MN	AS ANZ91 MN
						19TH AVENUE
%06 .0	01	% <i>T</i>	011'1	7	NM 126LH LEK	NM 101TH TER
%tt`I	91	%€	011'1	7	LS HL†\$1 MN	NM 126TH TER
						77TH COURT
%S+'0	ς	%I	011'1	7	TS HT941 WN	TS HT421 WN
						EMYA DEINE
%Z+`0	S	%I	081'1	7	MIYMI FYKEMYA N'	N 1101H SLKEE WIYMI FYKES DK
%89° /	75	<i>%01</i>	011'1	7	NM 85ND YNE	NM 81TH AVE

LYBLE 4 - PHASE 1

TABLE 1 - PHASE 1 DUNNWOODY LAKE TRIP GENERATION

Land Use	Intensity	Daily	A	M Peak Hou	ır	P	M Peak Hou	г
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
General Commercial Retail	140,000 S.F.	8,451	188	115	73	797	391	406
<u>Pass-By Capture</u> Retail Pass-By Trips	35.30%	2,983	66	41	26	281	138	143
Net New External Traffic								
Total		5,468	122	74 ,	47 	516	253	26.
Driveway Volumes		8,451	188 188	115	73 .	797	391 .	40

Note: Trip generation was calculated using the following data:

Daily

Single-Family Detached Housing [ITE 210] = Ln(T) = 0.92Ln(X) + 2.71Residential Condominium/Townhouse [ITE 230] = Ln(T) = 0.87Ln(X) + 2.46General Commercial Retail [ITE 820] = Ln(T) = 0.65 * Ln(X) + 5.83

AM Peak

Single-Family Detached Housing [ITE 210] = T = 0.70(X) + 9.74 (25% in, 75% out) Residential Condominium/Townhouse [ITE 230] = Ln(T) = 0.80Ln(X) + 0.26 (17% in, 83% out) General Commercial Retail [ITE 820] = Ln(T) = 0.59 * Ln(X) + 2.32

PM Peak

Single-Family Detached Housing [ITE 210] = Ln(T) = 0.90Ln(X) + 0.51 (63% in, 37% out) Residential Condominium/Townhouse [ITE 230] = Ln(T) = 0.82Ln(X) + 0.32 (67% in, 33% out) General Commercial Retail [ITE 820] = Ln(T) = 0.67 * Ln(X) + 3.37 (49% in, 51% out)

Pass-by for retail based on ITE equation of Ln (T) = -0.291*Ln(X) + 5.001

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TABLE 5 - PHASE 1 DUNNWOODY FOREST & DUNNWOODY LAKE

ROADWAY LINK CONCURRENCY ANALYSIS - 2010 EXISTING AM PEAK HOUR

Roadway			2010		Committed	Total	T	Meets
		Number		Peak Hour	Background		Maximum	LOS
From	То	of Lanes	Capacity	Volume	Traffic	Traffic	v/c	Standard?
NW 154TH STREET				-		-		
NW 89TH AVE	NW 87TH AVE	2	1,110	114	46	160	0.14	YES
NW 87TH AVE	NW 83RD AVE	2	1,110	1,710	322	2,032	1.83	NO
NW 83RD AVE	NW 82ND AVE	4	2,950	1,710	441	2,151	0.73	YES
NW 82ND AVE	NW 79TH CT	4	2,950	2,906	441	3,347	1.13	NO
NW 79TH CT	NW 79th AVE	4	2,950	2,558	559	3,117	1.06	NO
NW 87TH AVENUE				•	i	•	ŀ	
NW 170TH ST	SITE	2	1,110	577	656	1,233	1.11	NO
SITE	NW 154TH ST	0	0	N/A	N/A	N/A	N/A	N/A
NW 154TH ST	NW 147TH TER	4	2,950	958	598	1,556	0.53	YES
NW 147TH TER	NW 138TH ST	4	2,950	1,876	598	2,474	0.84	YES
NW 82ND AVENUE					i	•		
NW 170TH ST	NW 162ND ST	2	1,110	1,162	89	1,251	1.13	NO
NW 162ND ST	NW 154TH ST	4	2,950	1,521	89	1,610	0.55	YES
NW 170TH STREE				•		•		
NW 87TH AVE	NW 82ND AVE	2	1,110	918	163	1,081	0.97	YES
						•		

Capacities per Miami Lakes Concurrency Report except for:



TABLE 6 - PHASE 1 DUNNWOODY FOREST & DUNNWOODY LAKE

ROADWAY LINK CONCURRENCY ANALYSIS - 2030 W/0 PROJECT AM PEAK HOUR

Roadway			2010		Committed	Historical G	rowth		Total		Meets
		Number		Peak Hour	Background	Annaul	2030	Link	Background	Maximum	LOS
From	To	of Lanes	Capacity	Volume	Traffic	Rate	Growth	Diversion	Traffic	v/c	Standard?
NW 154TH STREET							1				
NW 89TH AVE	NW 87TH AVE	2	1,110	114	46	0.50%	126	0	172	0.15	YES
NW 87TH AVE	NW 83RD AVE	2	1,110	1,710	322	0.50%	1889	-378	1,833	1.65	NO
NW 83RD AVE	NW 82ND AVE	4	2,950	1,710	441	0.50%	1889	-378	1,952	0.66	YES
NW 82ND AVE	NW 79TH CT	4	2,950	2,906	441	0.50%	3211	-161	3,491	1.18	NO
NW 79TH CT	NW 79th AVE	4	2,950	2,558	559	0.50%	2826	-141	3,244	1.10	NO
NW 87TH AVENUE									,		
NW 170TH ST	SITE	4	2,950	577	656	0.50%	638	507	1,801	0.61	YES
SITE	NW 154TH ST	4	2,950	1,016	656	0.50%	1123	507	2,286	0.77	YES
NW 154TH ST	NW 147TH TER	4	2,950	958	598	0.50%	1058	0	1,656	0.56	YES
NW 147TH TER	NW 138TH ST	4	2,950	1,876	598	0.50%	2073	0	2,671	0.91	YES
NW 82ND AVENUE									-		
NW 170TH ST	NW 162ND ST	2	1,110	1,162	89	0.50%	1284	-514	859	0.77	YES
NW 162ND ST	NW 154TH ST	4	2,950	1,521	89	0.50%	1681	-672	1,098	0.37	YES
NW 170TH STREE									•		
NW 87TH AVE	NW 82ND AVE	2	1,110	918	163	0.50%	1014	-254	924	0.83	YES

Note: NW 87TH Avenue volume from 2007 Arterial Grid Analysis by KHA

Capacities per Miami Lakes Concurrency Report except for:

TABLE 7 - PHASE 1 DUNNWOODY FOREST & DUNNWOODY LAKE

		ROADV	<u>YAY LINI</u>	<u> CONCURI</u>	RENCY ANA	LYSIS - 20 3	30 TOTAL	TRAFFIC.	AM PEAK HO	UR				
Roadway			2010		Committed	Historical G	rowth		Total	Dunnwoody	Dunnwoody	Total		Meets
F	_	Number		Peak Hour	Background	Annaul	2030	Link	Background	Forest	Lake	2030	Maximum	
From	To	of Lanes	Capacity	Volume	Traffic	Rate	Growth	Diversion	Traffic	Traffic	Traffic	Traffic	v/c	Standard?
NW 154TH STREET														
NW 89TH AVE	NW 87TH AVE	2	1,110	114	46	0.50%	126	0	172	0	37	209	0.19	YES
NW 87TH AVE	NW 83RD AVE	2	1,110	1,710	322	0.50%	1889	-378	1,833	0	37	1,870	1.68	NO
NW 83RD AVE	NW 82ND AVE	4	2,950	1,710	441	0.50%	1889	-378	1,952	0	31	1,983	0.67	YES
NW 82ND AVE	NW 79TH CT	4	2,950	2,906	441	0.50%	3211	-161	3,491	0	18	3,509	1.19	NO
NW 79TH CT	NW 79th AVE	4	2,950	2,558	559	0.50%	2826	-141	3,244	0	12	3,256	1.10	NO
NW 87TH AVENUE														i
NW 170TH ST	SITE	4	2,950	577	656	0.50%	638	507	1,801	0	37	1,838	0.62	YES
SITE	NW 154TH ST	4	2,950	1,016	656	0.50%	1123	507	2,286	0	37	2,323	0.79	YES
NW 154TH ST	NW 147TH TER	4	2,950	958	598	0.50%	1058	0	1,656	0	37	1,693	0.57	YES
NW 147TH TER	NW 138TH ST	4	2,950	1,876	598	0.50%	2073	0	2,671	0	12	2,683	0.91	YES
NW 82ND AVENUE														ı
NW 170TH ST	NW 162ND ST	2	1,110	1,162	89	0.50%	1284	-514	859	0	6	865	0.78	YES
NW 162ND ST	NW 154TH ST	4	2,950	1,521	89	0.50%	1681	-672	1,098	0	12	1,110	0.38	YES
NW 170TH STREE														
NW 87TH AVE	NW 82ND AVE	2	1,110	918	163	0.50%	1014	-254	924	0	12	936	0.84	YES

Note: NW 87TH Avenue volume from 2007 Arterial Grid Analysis by KHA

Capacities per Miami Lakes Concurrency Report except for:

TABLE 17 -PHASE 1 DUNNWOODY FOREST & DUNNWOODY LAKE

ROADWAY LINK CONCURRENCY ANALYSIS - 2030 TOTAL TRAFFIC AM PEAK HOUR WITH IMPROVEMENTS & ARTPLAN ANALYSIS

Roadway	HOLD WILL DAVIE CO.		2010			Historical G			Total	Dunnwoody	Dunnwoody	Total		Meets
		Number		Peak Hour	Background	Annaul	2030	Link	Background	Forest	Lake	2030	Maximum	LOS
From	То	of Lanes	Capacity	Volume	Traffic	Rate	Growth	Diversion	Traffic	Traffic	Traffic	Traffic	v/c	Standard?
NW 154TH STREET													1	
NW 89TH AVE	NW 87TH AVE	2	1,110	114	46	0.50%	126	I o	172	0	37	209	0.19	YES
NW 87TH AVE	NW 83RD AVE	4	2,950	1,710	322	0.50%	1889	-378	1,833	Ó	37	1.870	0.63	YES
NW 83RD AVE	NW 82ND AVE	#	2,950	1,710	441	0.50%	1889	-378	1,952	0	31	1,983	0.67	YES
* NW 82ND AVE	NW 79TH CT	4	4,460	2,906	441	0.50%	3211	-161	3,491	0	18	3,509	0.79	YES
* NW 79TH CT	NW 79th AVE	↓	4,460	2,558	559	0.50%	2826	-141	3,244	0	12	3,256	0.73	YES
NW 87TH AVENUE													ŀ	1 1
NW 170TH ST	SITE	4	2,950	577	656	0.50%	638	507	1,801	0	37	1,838	0.62	YES
SITE	NW 154TH ST	4	2,950	1,016	656	0.50%	1123	507	2,286	0	37	2,323	0.79	YES
NW 154TH ST	NW 147TH TER	4	2,950	958	598	0.50%	1058	0	1,656	0	37	1,693	0.57	YES
NW 147TH TER	NW 138TH ST	4	2,950	1,876	598	0.50%	2073	0	2,671	0	12	2,683	0.91	YES
NW 82ND AVENUE			l											
NW 170TH ST	NW 162NI) ST	2	1,110	1,162	89	0.50%	1284	-514	859	0	6	865	0.78	YES
NW 162ND ST	NW 154TH ST	4	2,950	1,521	89	0.50%	1681	-672	1,098	0	12	1,110	0.38	YES
NW 170TH STREE													l	
NW 87TH AVE	NW 82ND AVE	2	1,110	918	163	0.50%	1014	-254	924	0	12	936	0.84	YES

Note: NW 87TH Avenue volume from 2007 Arterial Grid Analysis by KHA

· ARTPLAN USED TO DETERMINE CAPACITY



TABLE 8 - PHASE 1 DUNNWOODY FOREST & DUNNWOODY LAKE ROADWAY LINK CONCURRENCY ANALYSIS - 2010 EXISTING PM PEAK HOUR

Roadway			2010		Committed	Total]	Meets
		Number		Peak Hour	Background		Maximum	LOS
From	То	of Lanes	Capacity	Volume	Traffic	Traffic	v/c	Standard?
NW 154TH STREET								
NW 89TH AVE	NW 87TH AVE	2	1,110	238	48	286	0.26	YES
NW 87TH AVE	NW 83RD AVE	2	1,110	1,838	292	2,130	1.92	NO
NW 83RD AVE	NW 82ND AVE	4	2,950	1,838	408	2,246	0.76	YES
NW 82ND AVE	NW 79TH CT	4	2,950	3,468	408	3,876	1.31	NO
NW 79TH CT	NW 79th AVE	4	2,950	2,554	540	3,094	1.05	NO
NW 87TH AVENUE						•		
NW 170TH ST	SITE	2	1,110	561	515	1,076	0.97	YES
SITE	NW 154TH ST	0	0	N/A	N/A	N/A	N/A	N/A
NW 154TH ST	NW 147TH TER	4	2,950	1,292	479	1,771	0.60	YES
NW 147TH TER	NW 138TH ST	4	2,950	2,187	479	2,666	0.90	YES
NW 82ND AVENUE								
NW 170TH ST	NW 162ND ST	2	1,110	1,340	69	1,409	1.27	NO
NW 162ND ST	NW 154TH ST	4	2,950	1,718	69	1,787	0.61	YES
NW 170TH STREE								
NW 87TH AVE	NW 82ND AVE	2	1,110	906	51	957	0.86	YES

Capacities per Miami Lakes Concurrency Report except for:

TABLE 9 - PHASE 1 DUNNWOODY FOREST & DUNNWOODY LAKE ROADWAY LINK CONCURRENCY ANALYSIS - 2030 W/0 PROJECT PM PEAK HOUR

Roadway			2010		Committed	Historical G	rowth		Total		Meets
		Number		Peak Hour	Background	Annaul	2030	Link	Background	Maximum	LOS
From	То	of Lanes	Capacity	Volume	Traffic	Rate	Growth	Diversion	Traffic	v/c	Standard?
NW 154TH STREET										T	
NW 89TH AVE	NW 87TH AVE	2	1,110	238	48	0.50%	263	0	311	0.28	YES
NW 87TH AVE	NW 83RD AVE	2	1,110	1,838	292	0.50%	2031	-406	1,917	1.73	NO
NW 83RD AVE	NW 82ND AVE	4	2,950	1,838	408	0.50%	2031	-368	2,071	0.70	YES
NW 82ND AVE	NW 79TH CT	4	2,950	3,468	408	0.50%	3832	-192	4,048	1.37	NO
NW 79TH CT	NW 79th AVE	4	2,950	2,554	540	0.50%	2822	-141	3,221	1.09	NO
NW 87TH AVENUE		1					1		,		
NW 170TH ST	SITE	4	2,950	561	515	0.50%	620	573	1,708	0.58	YES
SITE	NW 154TH ST	4	2,950	1,194	515	0.50%	1319	573	2,407	0.82	YES
NW 154TH ST	NW 147TH TER	4	2,950	1,292	479	0.50%	1428	0	1,907	0.65	YES
NW 147TH TER	NW 138TH ST	4	2,950	2,187	479	0.50%	2416	0	2,895	0.98	YES
NW 82ND AVENUE			i .						ŕ	1	
NW 170TH ST	NW 162ND ST	2	1,110	1,340	69	0.50%	1481	-592	957	0.86	YES
NW 162ND ST	NW 154TH ST	4	2,950	1,718	69	0.50%	1898	-759	1,208	0.41	YES
NW 170TH STREE									Í	1	
NW 87TH AVE	NW 82ND AVE	2	1,110	906	51	0.50%	1001	-250	802	0.72	YES

Note: NW 87TH Avenue volume from 2007 Arterial Grid Analysis by KHA

Capacities per Miami Lakes Concurrency Report except for:

TABLE 10 - PHASE 1 DUNNWOODY FOREST & DUNNWOODY LAKE

B 1		RUADW		CONCURI				IKAFFIC	<u>PM PEAK HO</u>	UK				
Roadway			2010		Committed			Į i	Total	Dunnwoody	Dunnwoody	Total		Meets
_		Number		Peak Hour	Background	Annaul	2030	Link	Background	Forest	Lake	2030	Maximum	LOS
From	To	of Lanes	Capacity	Volume	Traffic	Rate	Growth	Diversion	Traffic	Traffic	Traffic	_Traffic	v/c	Standard?
NW 154TH STREET			l " [l i			
NW 89TH AVE	NW 87TH AVE	2	1,110	238	48	0.50%	263	0	311	0	155	466	0.42	YES
NW 87TH AVE	NW 83RD AVE	2	1,110	1,838	292	0.50%	2031	-406	1.917	Ó	155	2,072	1.87	NO
NW 83RD AVE	NW 82ND AVE	4	2,950	1,838	408	0.50%	2031	-368	2,071	0	130	2,201	0.75	YES
NW 82ND AVE	NW 79TH CT	4	2,950	3,468	408	0.50%	3832	-192	4,048	0	78	4,126	1.40	NO
NW 79TH CT	NW 79th AVE	4	2,950	2,554	540	0.50%	2822	-141	3,221	0	52	3,273	1.11	NO
NW 87TH AVENUE									,					1
NW 170TH ST	SITE	4	2,950	561	515	0.50%	620	573	1,708	0	155	1.863	0.63	YES
SITE	NW 154TH ST	4	2,950	1,194	515	0.50%	1319	573	2,407	0	155	2,562	0.87	YES
NW 154TH ST	NW 147TH TER	4	2,950	1,292	479	0.50%	1428	0	1,907	0	155	2.062	0.70	YES
NW 147TH TER	NW 138TH ST	4	2,950	2,187	479	0.50%	2416	0	2,895	0	52	2,947	1.00	YES
NW 82ND AVENUE		l					i		·			-•		1
NW 170TH ST	NW 162ND ST	2	1,110	1,340	69	0.50%	1481	-592	957	0	26	983	0.89	YES
NW 162NI) ST	NW 154TH ST	. ↓	2,950	1,718	69	0.50%	1898	-759	1,208	0	52	1,260	0.43	YES
NW 170TH STREE							i .					•	,	
NW 87TH AVE	NW 82ND AVE	2	1,110	906	51	0.50%	1001	-250	802	0	52	854	0.77	YES

Note: NW 87TH Avenue volume from 2007 Arterial Grid Analysis by KHA

Capacities per Miami Lakes Concurrency Report except for:

TABLE 18 - PHASE 1

DUNNWOODY FOREST & DUNNWOODY LAKE

				DUNN	WOODY FOR	ESI & DUN	NWOODY	LAKE						
	ROADWAY LINK (CONCURRENC	CY ANAL	YSIS - 2030	TOTAL TRA	FFIC PM I	PEAK HOU	UR WITH I	MPROVEMEN	NTS & ARTPL	AN ANALYS	SIS		
Roadway			2010		Committed	Historical G	rowth		Total	Dunnwoody	Dunnwoody	Total		Meets
:		Number		Peak Hour	Background	Annaul	2030	Link	Background	Forest	Lake	2030	Maximum	LOS
From	To	of Lanes	Capacity	Volume	Traffic	Rate	Growth	Diversion	Traffic	Traffic	Traffic	Traffic	v/c	Standard?
NW 154TH STREET													T	
NW 89TH AVE	NW 87TH AVE	2	1.110	238	48	0.50%	263	l o	311	0	155	466	0.42	YES
NW 87TH AVE	NW 83RD AVE	↓	2,950	1,838	292	0.50%	2031	-406	1.917	o	155	2,072	0.70	YES
NW 83RD AVE	NW 82ND AVE	4	2,950	1,838	408	0.50%	2031	-368	2,071	0	130	2,201	0.75	YES
* NW 82ND AVE	NW 79TH CT	4	4,460	3,468	408	0.50%	3832	-192	4,048	0	78	4,126	0.93	YES
* NW 79TH CT	NW 79th AVE	4	4,460	2,554	540	0.50%	2822	-141	3.221	0	52	3,273	0.73	YES
NW 87TH AVENUE					i]		1							
NW 170TH ST	SITE	#	2,950	561	515	0.50%	620	573	1,708	0	155	1.863	0.63	YES
SITE	NW 154TH ST	↓	2,950	1,194	515	0.50%	1319	573	2,407	0	155	2,562	0.87	YES
NW 154TH ST	NW 147TH TER	4	2,950	1,292	479	0.50%	1428	0	1,907	l 0	155	2,062	0.70	YES
NW 147TH TER	NW 138TH ST	↓	2,950	2,187	479	0.50%	2416	0	2,895	l 0	52	2,947	1.00	YES
NW 82ND AVENUE		!			i I			1	ĺ			i '		
NW 170TH ST	NW 162ND ST	2	1,110	1,340	69	0.50%	1481	-592	957	0	26	983	0.89	YES
NW 162ND ST	NW 154TH ST	4	2,950	1,718	69	0.50%	1898	-759	1,208	0	52	1,260	0.43	YES
NW 170TH STREE									·				1]
NW 87TH AVE	NW 82ND AVE	2	1,110	906	51	0.50%	1001	-250	802	l o	52	854	0.77	YES

Note: NW 87TH Avenue volume from 2007 Arterial Grid Analysis by KHA



[·] ARTPLAN USED TO DETERMINE CAPACITY

TABLE 1A DUNNWOODY FOREST TRIP GENERATION

Land Use	Intens	ity	Daily	A	M Peak Ho	ır	P	M Peak Hou	ır
			Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic									
Single-Family Detached Housing	84	DU	886	69	17	52	90	57	33

Note: Trip generation was calculated using the following data:

Single-Family Detached Housing

[ITE 210] = Ln(T) = 0.92Ln(X) + 2.71

AM Peak

Single-Family Detached Housing

[ITE 210] = T = 0.70(X) + 9.74 (25% in, 75% out)

PM Peak

Single-Family Detached Housing

[ITE 210] = Ln(T) = 0.90Ln(X) + 0.51 (63% in, 37% out)

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TABLE 1 - PHASE 1 DUNNWOODY LAKE TRIP GENERATION

Land Use	Intensity	Daily	A	M Peak Hou	ır	P	M Peak Hou	r
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
General Commercial Retail	140,000 S.F.	8,451	188	115	73	797	391	406
Pass-By Capture Retail Pass-By Trips	35.30%	2,983	66	41	26	281	138	143
Net New External Traffic								
Total		5,468	122	74	47 1	516	253	26.
Driveway Volumes		8,451	188	115	73 .	797	 391	40

Note: Trip generation was calculated using the following data:

Daily

Single-Family Detached Housing [ITE 210] = Ln(T) = 0.92Ln(X) + 2.71Residential Condominium/Townhouse [ITE 230] = Ln(T) = 0.87Ln(X) + 2.46General Commercial Retail [ITE 820] = Ln(T) = 0.65 * Ln(X) + 5.83

AM Peak

PM Peak

 Single-Family Detached Housing
 [ITE 210]
 =
 Ln(T) = 0.90Ln(X) + 0.51 (63% in, 37% out)

 Residential Condominium/Townhouse
 [ITE 230]
 =
 Ln(T) = 0.82Ln(X) + 0.32 (67% in, 33% out)

 General Commercial Retail
 [ITE 820]
 =
 Ln(T) = 0.67 * Ln(X) + 3.37 (49% in, 51% out)

Pass-by for retail based on ITE equation of Ln (T) = -0.291*Ln(X) + 5.001

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Exhibit 10

MPO Project No. PW20040390 and TIP Reference Page A7-21

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM PEOPLE'S TRANSPORTATION PLAN (PTP)

Commission District 13

Natacha Seijas

MPO Project Num.	Facility/Project Name	Bicycle Accom	Type of Work	Project Cost	Prior Years			Ž				
Agency Project Num.	From/Location To/Location	Length (miles	Remarks	(\$000\$)	Funding (\$000s)			3 3		7		
		L	Widoning 9 to 1 lance			-	i L		Proposed Funding (in \$000s)	funding (in	\$000s	
PW20040390		3 6	Witterfilling: 2 to 4 lattes Prior Years Funding as follows: \$571,000 for PE, \$1,125,000 for	14,565	1,696	Activity /Phase	Source	2010-	2011 -	2012 -	2013 -	2014 -
20040390	NAM 134 ORGER	7	CST.						2012	2013	2014	2015
			- Company of the Comp			CST	PTP	6,500	6,369	0	0	0
		ļ			l				Proposed Empling (in \$100s)	zindina (ir	\$000e	
OCCOUNT	orro Mainthorhood Improvements					Activity	Funding		nocodo!			
000329			(See NOTE 1 below)		7,891	Phase	Source	2010- 2011	2011 - 2012	2012-	2013 - 2014	2014 - 2015
		-					PTP	413	413	413	0	0
000000000000000000000000000000000000000	Dicht.of May		Right-of-Way			Achider			Proposed Funding (in \$000s)	Funding (ir	(\$000\$ 1	
PW0003298		+	DAMI for Accuration for Construction Designs	8,316	8,216	Chang	Simolo C		2011 -	2012 -	2013-	2014
000329a			NAV 101 Acquisiuoi 101 Consunacioni i sofecio			200		2011	2012	2013 2014	2014	2015
						W.W	РТР	100	0	0	0	0

NOTE 1: PTP NEIGHBORHOOD IMPROVEMENTS INCLUDE: Modifications of intersections, resurfacing of local and arterial roads; installation / repairs of guardralis; installation of school flashing signals, enhancement of greenways and bikeways, A.D.A. curb cuts / repairs, pavement markings, roadway lighting, fraffic signals, and traffic signals, and traffic sign replacement / repair. Such improvements also include replacement / repair of sidewalks, repair / installation of drainage and landscape beautification (including community image enhancements) related to the development, construction, operation or maintenance of roads and bridges in the County or to the expansion, operation or maintenance of bus and fixed guideway system.

B = Requires full consideration of bicycle accommodations in accordance with the Bicycle Facilities Plan.NOTE 2:

PE = Preliminary Engineering; CST = Construction; FS = Feasbility Study.