

# **Project Traffic Analysis Report**

April 2024

## **CONTENTS**

1	Intro	duction		1
	1.1	Projec	t Background	1
	1.2	Projec	t Description	2
		1.2.1.	Logical Termini	3
	1.3	Purpos	se and Need	5
		1.3.1.	Purpose	5
		1.3.2.	Need	5
2	Traff	ic Analy	sis Methodology	7
	2.1	Study	Area	7
	2.2	Traffic	Volume Data	7
	2.3	Analys	sis Years and Periods	8
3	Exis	ting Cor	nditions	9
	3.1	Existin	g Geometry	9
	3.2	Existin	g Roadway Characteristics	9
		3.2.1.	Transit Facilities	11
	3.3	Existin	g Traffic Volumes	11
	3.4		g Traffic Operations	
		3.4.1.	Intersection Level of Service Analysis	15
		3.4.2.	Arterial Level of Service Analysis	23
	3.5	Existin	g Conditions Safety Analysis	24
		3.5.1.	Pelican Harbor Drive Intersection	24
		3.5.2.	Harbor Island Drive Intersection	25
		3.5.3.	Adventure Avenue Intersection	25
		3.5.4.	Roadway Segment between Pelican Harbor Drive and Harbor Island Drive	25
		3.5.5.	Roadway Segment between Harbor Island Drive and Adventure Avenue	26
4	Futu	re Cond	ditions	27
	4.1	Future	Travel Demand Forecast	27
	4.2	Future	Intersection Control Evaluation	31
		4.2.1.	SR 934/NE 79th Street at Pelican Harbor Drive	31
		422	SR 934/NF 79th Street at Harbor Island Drive	32

	4.2.3.	SR 934/NE 79th Street at WSVN Driveway	33
	4.2.4.	SR 934/NE 79th Street at Adventure Avenue	34
4.3	3 Future	Traffic Operations	36
	4.3.1.	Intersection Level of Service Analysis (Future Conditions)	36
	4.3.2.	Arterial Level of Service Analysis (Future Conditions)	49
4.4	4 Future	Conditions Safety Analysis	51
	4.4.1.	Intersection Crash Reduction	52
	4.4.2.	Roadway Segment Crash Reduction	52
5 Co	onclusions	and Recommendations	53
TAB Table		an Harbor Drive - Existing AM Peak Hour Operations	16
		an Harbor Drive - Existing PM Peak Hour Operations	
Table	3.3 Pelica	an Harbor Drive - Existing AM and PM Peak Hour Queues	17
Table	3.4 Harbo	or Island Drive - Existing AM Peak Hour Operations	18
Table	3.5 Harbo	or Island Drive - Existing PM Peak Hour Operations	19
Table	3.6 Harbo	or Island Drive - Existing AM and PM Peak Hour Queues	19
Table	3.7 WSVI	N Driveway - Existing AM Peak Hour Operations	20
Table	3.8 WSVI	N Driveway - Existing PM Peak Hour Operations	21
Table	3.9 WSVI	N Driveway - Existing AM and PM Peak Hour Queues	21
Table	3.10 Adve	enture Avenue - Existing AM Peak Hour Operations	22
Table	3.11 Adve	enture Avenue - Existing PM Peak Hour Operations	22
Table	3.12 Adve	enture Avenue - Existing AM and PM Peak Hour Queues	22
Table	3.13 Arte	rial Travel Time & LOS Summary – Existing AM Peak Hour	23
Table	3.14 Arte	rial Travel Time & LOS Summary – Existing PM Peak Hour	23
Table	4.1 Pelica	an Harbor Drive – Opening Year 2030 AM Peak Hour Operations	37
Table	4.2 Pelica	an Harbor Drive – Opening Year 2030 PM Peak Hour Operations	37
Table	4.3 Pelica	an Harbor Drive – Opening Year 2030 AM and PM Peak Hour Queues	38
Table	4.4 Pelica	an Harbor Drive – Design Year 2050 AM Peak Hour Operations	38
Table	4.5 Pelica	n Harbor Drive – Design Year 2050 PM Peak Hour Operations	39
Table	4.6 Pelica	an Harbor Drive – Design Year 2050 AM and PM Peak Hour Queues	39
Table	4.7 Harbo	or Island Drive – Opening Year 2030 AM Peak Hour Operations	41

Table 4.8 Harbor Island Drive – Opening Year PM Peak Hour Operations	42
Table 4.9 Harbor Island Drive – Opening Year 2030 AM and PM Peak Hour Queues	42
Table 4.10 Harbor Island Drive – Design Year 2050 AM Peak Hour Operations	43
Table 4.11 Harbor Island Drive – Design Year 2050 PM Peak Hour Operations	43
Table 4.12 Harbor Island Drive – Design Year 2050 AM and PM Peak Hour Queues	44
Table 4.13 WSVN Driveway – Opening Year 2030 AM Peak Hour Operations	45
Table 4.14 WSVN Driveway – Opening Year 2030 PM Peak Hour Operations	45
Table 4.15 WSVN Driveway – Opening Year 2030 AM and PM Peak Hour Queues	46
Table 4.16 WSVN Driveway – Design Year 2050 AM Peak Hour Operations	46
Table 4.17 WSVN Driveway – Design Year 2050 PM Peak Hour Operations	46
Table 4.18 WSVN Driveway – Design Year 2050 AM and PM Peak Hour Queues	47
Table 4.19 Adventure Avenue – Opening Year 2030 AM Peak Hour Operations	47
Table 4.20 Adventure Avenue – Opening Year 2030 PM Peak Hour Operations	48
Table 4.21 Adventure Avenue – Opening Year 2030 AM and PM Peak Hour Queues	48
Table 4.22 Adventure Avenue – Design Year 2050 AM Peak Hour Operations	48
Table 4.23 Adventure Avenue – Design Year 2050 PM Peak Hour Operations	49
Table 4.24 Adventure Avenue – Design Year 2050 AM and PM Peak Hour Queues	
Table 4.25 Arterial Travel Time & LOS Summary – Opening Year 2030 AM Peak Hour	50
Table 4.26 Arterial Travel Time & LOS Summary – Opening Year 2030 PM Peak Hour	50
Table 4.27 Arterial Travel Time & LOS Summary – Design Year 2050 AM Peak Hour	51
Table 4.28 Arterial Travel Time & LOS Summary – Design Year 2050 PM Peak Hour	51
FIGURES	
Figure 1.1 Project Study Area	
Figure 3.1 Existing Lane Configuration	
Figure 3.2 Existing Year (2022) AADT Volumes	
Figure 3.3 Existing Year (2022) Intersection Turning Movement Volumes	
Figure 4.1 Future Year (2030 and 2050) AADT Volumes	
Figure 4.2 Opening Year (2030) Intersection Turning Movement Volumes	
Figure 4.3 Design Year (2050) Intersection Turning Movement Volumes	30

#### **APPENDICES**

Appendix A Traffic Analysis Methodology Memorandum (September 2022)

Appendix B Traffic Forecasting Memorandum (April 2024)

Appendix C Existing Signal Timings

Appendix D Existing Intersection Capacity Analyses

Appendix E Existing Arterial Analyses

Appendix F Existing Safety Analysis Memorandum (April 2024)

Appendix G Intersection Control Evaluation (ICE) Worksheets

Appendix H Future Intersection Capacity Analyses

Appendix I Future Arterial Analysis

Appendix J Future Safety Analysis Memorandum (April 2024)

### **ACRONYMS AND ABBREVIATIONS**

FDEM Florida Division of Emergency Management

FDOT Florida Department of Transportation

FM Financial Management

MP Milepost

NBI National Bridge Inventory

PD&E Project Development and Environment

SR State Road

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## 1 Introduction

The Florida Department of Transportation (FDOT) District Six (D6) is preparing a Project Development and Environment (PD&E) Study to evaluate the replacement of four bridges (two bridge pairs) located along NE 79th Street between Pelican Harbor Drive and Adventure Avenue in the incorporated municipalities of the City of Miami and North Bay Village within Miami-Dade County. The NE 79th Street corridor is also designated as State Road (SR) 934, NE 79th Street Causeway, and John F. Kennedy Causeway within the project limits in Miami-Dade County. NE 79th Street is an east-west regional thoroughfare that has a western terminus at Florida's Turnpike (SR 821) and an eastern terminus at SR A1A. The project corridor carries traffic from the City of Miami to the barrier islands of North Bay Village and Miami Beach.

## 1.1 Project Background

Based on the most recent bridge inspections performed in October 2020, which included routine inspections, all four bridges are structurally deficient. The National Bridge Inventory (NBI) structural conditions ratings for the bridge decks and superstructures are poor (NBI rating of 4). The bridges west of North Bay Island, Bridge No. 870083 (westbound) and Bridge No. 870549 (eastbound), were built in 1971 and 1973, respectively, and have an overall sufficiency rating of 48.7 and health indexes of 96.44 and 82.36, respectively. The bridges east of North Bay Island, Bridge No. 870084 (westbound) and Bridge No. 870550 (eastbound), were built in 1971 and have an overall sufficiency rating of 48.7 and health indexes of 98.14 and 98.77, respectively. None of the bridges are navigable.

In 2015, NE 79th Street was milled and resurfaced from east of North Bayshore Drive to Bay Drive West as part of Financial Management (FM) No. 431180-1-52-01 and included repairs to the bridges. The bridge abutment approaches and bridge decks west of North Bay Island (Bridge Nos. 870083 and 870549) were paved with new asphalt concrete overlay, and all bridge joints were rehabilitated. The eastern bridge decks and approaches (Bridge Nos. 870084 and 870550) were also repaved, and new bicycle and pedestrian safety railings were installed on the outside travel lanes.

To address impacts related to Hurricane Irma, an emergency roadway embankment stabilization safety project was performed in 2019 along a 0.25-mile-long segment of NE 79th Street from east of Pelican Harbor Park to just west of the western bridges (FM No. 443966-1-52-01). The project included the placement of bedding stone and rubble riprap behind the existing endwall along the south side of NE 79th Street. The roadway shoulder was severely eroded during Hurricane Irma, and the repairs rehabilitated the slope to the original design specifications.

The City of North Bay Village published a visioning Master Plan, NBV100 Report, in April 2020. This Master Plan includes transforming NE 79th Street within the municipal limits of North Bay Village to a Complete Streets design that would reduce the number of existing travel lanes from six to four. Potential improvements include repurposing the outside travel lanes on NE 79th

Street to on-street parking, with designated buffer space separating the bicycle lane from the proposed adjacent parking lane. The outside travel lanes on the project's eastern bridges (Bridge Nos. 870084 and 870550) are proposed as 10-foot-wide bicycle lanes. The Master Plan states that, since NE 79th Street is an emergency evacuation route, all six lanes (three lanes westbound and three lanes eastbound) would be available for emergency evacuation. The Master Plan notes that several meetings took place with FDOT District Six regional leadership during the plan development.

## 1.2 Project Description

This project involves the potential replacement of four prestressed concrete slab (Sonovoid) bridges (two bridge pairs) connecting three islands within the Cities of Miami and North Bay Village in Miami-Dade County. The bridges are part of SR 934/NE 79th Street (John F. Kennedy Causeway), a roadway classified as "Urban Principal Arterial - Other", which connects mainland Miami to Miami Beach and North Bay Village. The SR 934/NE 79th Street eastbound and westbound Road IDs are 87080000 and 87080801, respectively. The specific limits of the project extend from milepost (MP) 1.077 (west of Pelican Harbor Drive) to MP 1.947 (east of Adventure Avenue), as shown in **Figure 1.1**. The western bridge pair, comprised of Bridge Identification (ID) Numbers 870083 (westbound) and 870549 (eastbound), is located just west of North Bay Island/Harbor Island. The eastern bridge pair, comprised of Bridge ID Numbers 870084 (westbound) and 870550 (eastbound), is located between North Bay Island/Harbor Island and Treasure Island. The project is approximately 0.8 mile in length.

The existing western bridge pair consists of six lanes, including four 11-foot-wide travel lanes to the inside and two 13.5-foot-wide travel lanes to the outside, and a raised median connecting the two bridge structures. The outside travel lanes include shared-use markings to accommodate bicycles. In addition, a 5-foot-wide raised sidewalk is present on each side of the bridge pair to the outside. The existing eastern bridge pair consists of six 10-foot-wide travel lanes with a raised median connecting the two bridge structures, as well as a 5.5-foot-wide dedicated bicycle lane and a sidewalk varying between 5 and 6 feet in width (separated by guardrail) on each side of the bridge pair to the outside. The bridge approaches are generally consistent with the typical section of the bridges, except for east of the western bridge pair which includes dedicated bicycle lanes. Crossing over the Biscayne Bay, the bridges have a maximum vertical clearance of 6.78 feet at Mean Low Water and a minimum vertical clearance of 4.78 feet at Mean High Water. Biscayne Bay at the bridge crossings is not deemed a navigable waterway by the United States Coast Guard.

In addition to bridge replacement improvements, the Build Alternative will extend the westbound and eastbound bike lanes westwardly, create safety improvements for pedestrians, such as pedestrian and bicycle railings on both bridges within the project area, and close a directional median opening on SR 934/NE 79th Street west of the WSVN Driveway.

The conceptual planned improvements for SR 934/NE 79th Street include a set of intersectionspecific countermeasures that are intended to reduce crashes. These intersection countermeasures include Backplates with retroreflective borders; High Visibility Crosswalks; and Left Turn Flashing Yellow Arrow signal indicators. High Visibility Crosswalks and Left Turn Flashing Yellow Arrows address pedestrian and left-turn crashes at each intersection. The project team will coordinate with Miami-Dade County Traffic Signals and Signs Division during the design phase for the implementation of the Flashing Yellow Arrow operations.

#### **1.2.1. Logical Termini**

The project's western study limits fall within the City of Miami, while the eastern study limits fall within the City of North Bay Village. Outside the project limits, NE 79th Street is expected to remain as a six-lane urban principal arterial. Therefore, to align with the existing configuration and accommodate additional lanes being dropped or added at the intersections, the logical termini for this project involves NE 79th Street from west of Pelican Harbor Drive (western terminus) to east of Adventure Avenue (eastern terminus). These logical termini also allow for full inclusion of the intersection footprints.





SR 934/NE 79TH STREET PD&E STUDY PROJECT STUDY AREA

## 1.3 Purpose and Need

#### **1.3.1. Purpose**

The purpose of this project is to evaluate bridge replacement alternatives to address the structural deficiencies of four existing bridges (two bridge pairs) along NE 79th Street. Additionally, a project goal is to maintain emergency evacuation capabilities.

#### 1.3.2. Need

The project is needed to address substandard structural elements and to maintain evacuation and emergency response times.

#### 1.3.2.1 Bridge Deficiencies

The existing bridges were constructed in the early 1970s and have been determined to be Structurally Deficient given the condition of each bridge's superstructure (beams), which is referred to as "Sonovoid" design. Due to the structure type, the number of structural deficiencies, and the low clearance from the water, the bridge superstructures cannot properly be repaired.

Based on FDOT Bridge Inspection Reports prepared in October 2020, each of the four bridges received a Sufficiency Rating of 48.7 (on a scale of 0-100). The Sufficiency Rating is essentially an overall rating of a bridge's fitness to remain in service. A Sufficiency Rating below 50.0 may qualify a bridge for replacement funds.

As part of the inspection process, several structural components were evaluated and assigned a rank or condition based on the NBI system. The ranks/conditions were based on a scale of zero (0) through nine (9). A rank of zero (0) generally means that the bridge is out of service, beyond corrective action, and in need of replacement; a rank of nine (9) means the bridge is in excellent condition and no deficiencies have been identified. The ranks/conditions for the structural components examined in the reports are as follows:

Bridge ID Numbers 870083 (westbound) and 870549 (eastbound)

Deck: 4 (Poor)

• Superstructure: 4 (Poor)

Substructure: 6 (Satisfactory)

Bridge ID Numbers 870084 (westbound) and 870550 (eastbound)

Deck: 4 (Poor)

• Superstructure: 4 (Poor)

Substructure: 7 (Good)

#### 1.3.2.2 Safety

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management (FDEM) and Miami-Dade County, NE 79th Street (including the bridges) plays a critical role in facilitating traffic between the beaches and the mainland of Miami during emergency evacuation periods. The project area is located in Storm Surge Planning Zone B, which is at risk for storm surge for Category 2 and higher storms. There is a need for the bridges to continue meeting emergency evacuation requirements.

# 2 Traffic Analysis Methodology

The transportation analysis of SR 934/NE 79th Street from Pelican Harbor Drive to Adventure Avenue has been prepared consistent with the Traffic Analysis Methodology memorandum dated September 22, 2022. This approved methodology is included in **Appendix A**.

The analysis follows the procedures and guidance from the FDOT PD&E Manual dated July 2023, Traffic Analysis Handbook (2021), Project Traffic Forecasting Handbook (2019), FDOT Safety Analysis Guidebook for PD&E Studies (Safety Analysis Guidebook) (2019), Highway Safety Manual (HSM) First Edition with 2014 Supplement, and the FDOT Manual on Intersection Control Evaluation (ICE) dated January 2023. Analytical tools, such as Synchro 11 and Highway Capacity Manual 6<sup>th</sup> Edition (HCM 6), were employed to evaluate the traffic operational characteristics of the arterial corridor and intersections during the AM and PM peak hours.

## 2.1 Study Area

The study corridor of SR 934/NE 79th Street is approximately 0.8 miles in length and includes four study intersections. The intersections are:

- SR 934/NE 79th Street at Pelican Harbor Drive (signalized)
- SR 934/NE 79th Street at Harbor Island Drive (signalized)
- SR 934/NE 79th Street at WSVN Driveway (unsignalized)
- SR 934/NE 79th Street at Adventure Avenue (signalized)

#### 2.2 Traffic Volume Data

A series of traffic volume data was collected for the SR 934/NE 79th Street PD&E Study in October 2022, and is provided in the Traffic Forecasting memorandum dated April 4, 2024. The Traffic Forecasting memorandum was approved by FDOT in March 2023 and revised in October 2023 based on FDOT feedback regarding U-turns and rounding convention and again in April 2024 to address model growth rates and provide supporting TAZ data. The revised Traffic Forecasting memorandum is included in **Appendix B**.

Hourly traffic volume data was collected during a 72-hour period from Tuesday, October 4, 2022, through Thursday, October 6, 2022. This data was collected at all signalized intersection approaches. Further, AM and PM peak hour turning movement counts were collected at the four study intersections on Tuesday, October 4, 2022, and on Thursday, October 6, 2022. These intersection turning movement counts include pedestrian and bicyclist activity at each intersection. Finally, vehicle classification data was gathered on SR 934/NE 79th Street between Pelican Harbor Drive and Harbor Island Drive from Tuesday, October 4, 2022, through Thursday, October 6, 2022.

## 2.3 Analysis Years and Periods

The SR 934/NE 79th Street corridor and intersections have been analyzed given an existing year of 2022, with an Opening Year of 2030 and a design year of 2050. The Opening Year is consistent with FDOT D6 intentions with construction funded for fiscal year 2028.

Based on existing traffic volume data collected, a system-wide AM peak hour for a typical weekday was identified to be between 8:00 am and 9:00 am. Similarly, a system-wide PM peak hour was noted to be between 5:00 pm and 6:00 pm.

# **3 Existing Conditions**

SR 934/NE 79th Street between Pelican Harbor Drive and Adventure Avenue is a 6-lane divided east-west arterial that links the barrier island with the mainland of the Florida peninsula. It also represents the primary surface street facility for North Bay Village.

The Village includes three islands that are linked by two bridge pairs. Residential, multi-story condominiums are the primary land use in the area, although retail uses are situated near the eastern border of the Village. It is noted that the Pelican Harbor marina and public boat launch is located at Pelican Harbor Drive (western terminus of the study).

## 3.1 Existing Geometry

SR 934/NE 79th Street between Pelican Harbor Drive and Adventure Avenue consists of three travel lanes in each direction generally separated by a raised median. At each study intersection the presence of left- and right-turn lanes was verified via field reviews. The intersection lane geometry is graphically depicted in **Figure 3.1**.

## 3.2 Existing Roadway Characteristics

The corridor is classified as Urban Principal Arterial – Other and is designated with a context classification of C5 – Urban Center. Such facilities are characterized by a mix of uses set within small blocks with a well-connected roadway network. They are typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

Between Pelican Harbor Drive and Adventure Avenue, SR 934/NE 79th Street has an access management designation of Access Class 5. Access Class 5 roadways are controlled access facilities where adjacent land has been extensively developed and where the probability of major land use change is not high. These roadways are distinguished by existing or planned restrictive medians. For facilities with a posted speed limit less than 45 miles per hour (mph), the minimum spacing standard for full median opening and signalized intersection is 1,320 feet, while the minimum spacing for a directional median opening should be 660 feet. Driveway connections along Access Class 5 roadways should be at least 245 feet apart, per Florida Administrative Code (F.A.C.) Rule Chapter: 14-97.

The current posted speed limit on SR 934/NE 79th Street immediately west and east of Pelican Harbor Drive is 35 mph. East of Pelican Harbor Drive, the posted speed limit on SR 934/NE 79th Street is reduced to 30 mph and remains at that speed to the eastern terminus of the study area.





SR 934/NE 79TH STREET PD&E STUDY EXISTING LANE CONFIGURATION

#### 3.2.1. Transit Facilities

Currently, Miami-Dade Transit operates two bus routes that travel along SR 934/NE 79th Street within the study area. They are Route 79 and 112 Route L. In addition, the City of North Bay Village operates the North Bay Village Shuttle, which serves local destinations within the city.

Route 79 is a limited-stop weekday morning and afternoon service. It travels from Northside Metrorail station to Collins Avenue in Miami Beach. 112 Route L is a transit service with stops between Hialeah and Lincoln Road in Miami Beach. It is a local bus service that operates every day of the week.

Far and near side bus stops accommodating eastbound and westbound riders, respectively, are located on the east side of the Pelican Harbor Drive intersection. Benches are provided for these bus stops, but they are not covered to protect would-be riders from the elements.

A bus stop is also located on westbound SR 934/NE 79th Street just east of Harbor Island Drive, while a bus stop is present on eastbound SR 934/NE 79th Street just west of Harbor Island Drive. Finally, bus stops are present on eastbound and westbound SR 934/NE 79th Street just west of Adventure Avenue. Each of these bus stops includes benches and covered shelters.

## 3.3 Existing Traffic Volumes

Traffic volume data was collected in October 2022 and documented in the Traffic Forecasting memorandum. The Traffic Forecasting memorandum was approved by FDOT in March 2023 and revised in April 2024 based on FDOT feedback and is included in **Appendix B**.

As depicted in **Figure 3.2**, existing year (2022) Annual Average Daily Traffic (AADT) volumes along SR 934/NE 79th Street are between 38,500 vehicles per day and 42,000 vehicles per day. Daily volumes on the minor cross streets are varied. Volumes on Pelican Harbor Drive north and south of SR 934/NE 79th Street are less than 1,000 vehicles per day. At Harbor Island Drive north of SR 934/NE 79th Street, the recorded daily volume was 7,200 vehicles per day, while south of the corridor it was only 1,200 vehicles per day. Finally, near the eastern terminus of the study area, the daily traffic volume on the WSVN driveway was approximately 600 vehicles per day, while daily volumes on Adventure Avenue south of SR 934/NE 79th Street was 3,400 vehicles per day.

Existing year (2022) peak hour turning movement counts were collected at each of the four study intersections. Based on the collected data, a system-wide AM and PM peak hour was determined to be 8:00 AM to 9:00 AM and 5:00 PM to 6:00 PM, respectively. **Figure 3.3** graphically depicts the approved peak hour turning movement data at each intersection. **Figure 3.4** shows the existing year (2022) peak hour pedestrian and bicycle volumes on crosswalks at each intersection.





SR 934/NE 79TH STREET PD&E STUDY EXISTING YEAR (2022) AADT VOLUMES





SR 934/NE 79TH STREET PD&E STUDY





EXISTING YEAR (2022) PEDESTRIAN AND BICYCLE VOLUMES ON CROSSWALKS

## **3.4 Existing Traffic Operations**

Existing conditions analysis was performed to evaluate the traffic operations of the SR 934/NE 79th Street corridor and the four noted study intersections. As described in the approved Traffic Analysis Methodology, dated September 22, 2022, Synchro 11 and Highway Capacity Manual (HCM) 6th Edition methodologies were utilized for the analysis. Key measures of effectiveness for the intersection analyses include target level of service (LOS), vehicular delay, volume-to-capacity ratios, and 95th percentile queue lengths. The 95th percentile queue lengths were estimated based on Synchro 11 methodology. For the arterial analysis, the measures of effectiveness are target LOS and travel speed. Arterial LOS and travel speed was calculated using Synchro 11 methodologies.

The existing conditions traffic operations analysis accounted for the existing pedestrian and bicycle activity counted in the crosswalks and included conflicting volumes and number of calls for pedestrian phasing. For analysis purposes, no right-turn-on-red (RTOR) was assumed for existing conditions at all study area intersections. This is consistent with HCM 6 guidelines to not include RTOR unless counted in the field, as well as the recommendation to not include RTOR for future conditions. Traffic operations analyses are based on current signal timings as obtained from the Traffic Signals and Signs Division of the Miami-Dade County Department of Transportation and Public Works (DTPW). The existing signal timings are included in **Appendix C**. Traffic analysis factors, such as peak hour factors and peak hour truck percentages, are based on approved values documented in the Traffic Analysis Methodology, dated September 22, 2022, and the Traffic Forecasting memorandum dated April 4, 2024.

#### 3.4.1. Intersection Level of Service Analysis

Detailed intersection traffic operations analyses of existing AM and PM peak hour conditions have been conducted. Analyses are prepared consistent with Synchro 11 and HCM 6 methodologies, where appropriate, and intersection capacity analysis worksheets are included in **Appendix D**. Due to the limitations of HCM 6 in analyzing non-standard signal phasing, i.e. split phasing, HCM 2000 methodologies were used for the SR 934/NE 79th Street at Harbor Island Drive intersection. **Tables 3.1** through **3.12** summarize the findings of the intersection capacity analyses, including calculated queue lengths by movement for each intersection. These queue lengths were validated based on field reviews observing current AM and PM peak hour operating conditions on October 4, 2023. Although the field observations occurred a year after traffic volume data was collected, schools were in session for both time periods and seasonal travel patterns were similar.

#### 3.4.1.1 Pelican Harbor Drive Intersection

Results of the intersection capacity analysis indicate that the intersection of SR 934/NE 79th Street at Pelican Harbor Drive presently operates at LOS A during both the AM and PM peak hours. Overall intersection delays are 4.1 and 4.8 seconds per vehicle, respectively. All individual intersection turn movements operate at LOS D or better during both peak periods, and all movements function with a volume-to-capacity ratio below 0.46. Queue lengths are contained within each movement's turn lane storage bay during both peak periods, and no spillback into adjacent lanes occurs.

**Table 3.1 Pelican Harbor Drive - Existing AM Peak Hour Operations** 

			E	xisting Condition	s (202	2) A	M PEAK HOUR	
Intersection	Appr.	Mvmt.	Volume	Moveme	ent		Overall Intersec	tion
			volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS
		LT/UT	11	2.6	Α	0.04		
	EB	TH	1,716	3.7	Α	0.46		
		RT	2	2.1	Α	0.00		
		LT/UT	4	2.9	Α	0.01		
SR 934/NE	WB	TH	1,560	3.8	Α	0.40		
79th Street at Pelican		RT	3	4.1	Α	0.40	4.1	^
Harbor		LT	3	52.3	D	0.03	4.1	Α
Drive	NB	TH	1	0.0	Α	0.00		
5		RT	3	51.9	D	0.07		
		LT	0	0.0	Α	0.00		
	SB	TH	3	0.0	Α	0.00		
		RT	8	53.2	D	0.22		

#### Notes:

- 1) Existing Conditions LOS and delay results based on HCM 6 methodologies.
- 2) Existing signal timing splits were provided by Miami-Dade County.

**Table 3.2 Pelican Harbor Drive - Existing PM Peak Hour Operations** 

				xisting Condition	s (202	2) P	M PEAK HOUR		
Intersection	Appr.	Mvmt.	Mvmt.	Volume	Moveme	ent		Overall Intersec	tion
			volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS	
		LT/UT	9	3.3	Α	0.02			
	EB	TH	1,475	3.9	Α	0.38			
		RT	3	2.5	Α	0.00			
	WB	LT/UT	6	3.1	Α	0.00			
SR 934/NE		TH	1,719	4.4	Α	0.44			
79th Street at Pelican		RT	6	4.7	Α	0.44	4.8	Α	
Harbor		LT	14	51.6	D	0.13	4.0	A	
Drive	NB	TH	0	0.0	Α	0.00			
51116		RT	1	49.5	D	0.01			
	SB	LT	4	49.7	D	0.03			
		TH	0	0.0	Α	0.00			
		RT	20	51.2	D	0.25			

#### Notes:

- 1) Existing Conditions LOS and delay results based on HCM 6 methodologies.
- 2) Existing signal timing splits were provided by Miami-Dade County.

Table 3.3 Pelican Harbor Drive - Existing AM and PM Peak Hour Queues

			95th Percentile Queue Length (ft)				
Intersection	Movement	Storage	AM	PM			
intersection	Movement	(ft)	Existing (2022)	Existing (2022)			
	EBL/U	200	11	9			
	EBT		421	325			
	EBR	200	0	0			
SR 934/NE 79th	WBL/U	200	6	7			
Street at Pelican	WBT/R		364	411			
Harbor Drive	NBL	250	9	24			
	NBT/R		9	0			
	SBL	50	0	11			
	SBT/R		16	0			

Notes:

#### 3.4.1.2 Harbor Island Drive Intersection

As summarized in **Table 3.4** and **Table 3.5**, results of the intersection capacity analysis indicate that the intersection of SR 934/NE 79th Street at Harbor Island Drive operates at LOS C during the existing AM and PM peak periods. Overall intersection delays are approximately 24.6 and 33.5 seconds per vehicle, respectively. All individual intersection turn movements operate at LOS E or better during both peak periods and all movements function with a volume-to-capacity ratio below 0.79. Because of the split phased operation employed for the minor street at this intersection, which is a non-standard NEMA phasing configuration not supported under the HCM 6 methodology, the capacity analysis was based on HCM 2000 methodology.

Queue lengths during the AM peak hour are generally stored within the turn lane storage bays along SR 934/NE 79th Street without affecting the arterial roadway's operations. However, during the existing PM peak hour the eastbound left-turn movement has a 95th percentile queue length of approximately 441 feet, which exceeds the turn lane storage of 180 feet by about 261 feet (or ten vehicle lengths). The westbound right-turn movement during the existing PM peak hour has a 95th percentile queue length of approximately 140 feet, which exceeds the turn lane storage of 120 feet by 20 feet (or approximately one vehicle length). Also, it is noted that the eastbound and westbound through movements have a 95th percentile queue length of 454 and 640 feet, respectively. These through movement queues are likely to block access to the adjacent turn lanes, resulting in shorter queues than what is being reported in Synchro.

The northbound left turn has a 95th percentile queue length of 67 feet during the AM peak hour and 45 feet during the PM peak hour, which exceeds the turn lane storage of 25 feet. The southbound left turn has a 95th percentile queue length of 106 feet during the AM peak hour and 98 feet during the PM peak hour, which exceeds the turn lane storage of 65 feet. During the existing AM and PM peak hour the southbound right-turn movement has a 95th percentile

<sup>1) 95</sup>th percentile queue length based on Synchro 11 methodology.

queue length of 159 feet and 104 feet, respectively, which exceeds the turn lane storage of 65 feet.

The field observation verified that the northbound and southbound queues do not negatively affect the operation of SR 934/NE 79th Street. Southbound queues exceeding storage capacity are accommodated by the capacity of the adjacent stop-controlled intersection (East Drive/West Drive and Harbor Island Drive Intersection). Vehicles were observed waiting at East Drive and West Drive until they could find storage space at Harbor Island Drive. A comparable situation was noted for the northbound queues, which are accommodated by the North Bay Island driveway capacity.

Table 3.4 Harbor Island Drive - Existing AM Peak Hour Operations

			E	xisting Condition	s (202	2) A	M PEAK HOUR	
Intersection	Appr.	Mvmt.	Volume	Moveme	ent		Overall Intersec	tion
			volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS
		LT/UT	95	11.9	В	0.32		
	EB	TH	1,608	17.4	В	0.56		
		RT	18	7.4	Α	0.02		
		LT/UT	23	13.4	В	0.17		
SR 934/NE	WB	TH	1,311	22.1	C	0.51		
79th Street		RT	75	11.4	В	0.08	24.6	C
at Harbor		LT	37	66.5	E	0.28	24.0	
Island Drive	NB	TH	0	66.0	E	0.22		
		RT	24	66.0	E	0.22		
		LT/UT	121	66.0	E	0.43		
	SB	TH	2	66.1	E	0.44		
		RT	219	70.1	Е	0.79		

#### Notes:

<sup>1)</sup> Existing Conditions LOS and delay results based on HCM 2000 methodologies.

<sup>2)</sup> Existing signal timing splits were provided by Miami-Dade County.

**Table 3.5 Harbor Island Drive - Existing PM Peak Hour Operations** 

			E	xisting Condition	s (202	2) P	M PEAK HOUR	
Intersection	Appr.	Mvmt.	Volume	Moveme	ent		Overall Intersection	
			volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS
		LT/UT	208	42.6	D	0.62		
	EB	TH	1,250	17.3	В	0.44		
		RT	27	8.3	Α	0.03		
	WB	LT/UT	17	21.0	C	0.09		
SR 934/NE		TH	1,583	43.4	D	0.77		
79th Street		RT	126	20.1	C	0.16	33.5	_
at Harbor		LT	20	65.6	Е	0.17	33.3	C
Island Drive	NB	TH	5	65.0	Е	0.12		
		RT	9	65.0	Е	0.12		
		LT/UT	105	62.4	Е	0.32		
	SB	TH	4	62.4	Е	0.31		
		RT	126	42.3	D	0.30		

#### Notes:

- 1) Existing Conditions LOS and delay results based on HCM 2000 methodologies.
- 2) Existing signal timing splits were provided by Miami-Dade County.

Table 3.6 Harbor Island Drive - Existing AM and PM Peak Hour Queues

			95th Percentile Queue Length (ft)			
Intersection	Movement	Storage	AM	PM		
		(ft)	Existing (2022)	Existing (2022)		
	EBL/U	180	91	#441		
	EBT		640	454		
	EBR	125	13	18		
	WBL/U	180	17	m24		
CD 024/NE 70th Street	WBT		535	684		
SR 934/NE 79th Street at Harbor Island Drive	WBR	120	77	140		
at Harbor Island Drive	NBL	25	67	45		
	NBT/R		50	34		
	SBL/U	65	106	98		
	SBT		107	96		
	SBR	65	159	104		

#### Notes:

- 1) **RED** = 95th percentile queue length exceeds available storage.
- 2) 95th percentile queue length based on Synchro 11 methodology.
- 3) m = volume for 95th percentile queue is metered by upstream signal.
- 4) # = 95th percentile volume exceeds capacity, queue may be longer.

#### 3.4.1.3 WSVN Driveway Intersection

This intersection is unsignalized and operates under two-way stop-control. Results of the intersection capacity analysis are summarized in **Table 3.7** and **Table 3.8**. The results indicate that the southbound shared left-turn and right-turn movement at the WSVN Driveway operates at LOS C and LOS D during the existing AM and PM peak hours, respectively. Individual movement delays range between 20.7 seconds per vehicle and 30.8 seconds per vehicle. It is noted that the peak hour volumes present on the minor street are relatively low, and the corresponding volume-to-capacity ratios range between 0.05 and 0.20. This signifies that adequate capacity is provided for the minor street turn movements operating under stop control.

The eastbound left-turn movement on SR 934/NE 79th Street presently operates at LOS C with 20.7 seconds of delay during the AM peak hour, and LOS D with 30.1 seconds of delay during the PM peak hour. Adequate gaps in the oncoming traffic stream are produced by the signalized intersection at Adventure Avenue, which permits the eastbound left-turn movement to safely complete the turn during peak periods.

Since eastbound and westbound through movements operate under free flow conditions, no through movement queues are directly formed as a result of this intersection's operations. However, the eastbound left-turn movement must await adequately sized gaps in the opposing traffic flow. Such traffic flow characteristics result in modest queues that are often one vehicle length (25 feet) or less during the peak period. Such a queue is accommodated by the current turn lane storage bay, but the existing condition is substandard.

**Existing Conditions (2022) -- AM PEAK HOUR** Intersection Mvmt. Movement **Overall Intersection** Appr. Volume LOS V/C Delay (sec/veh) LOS Delay (sec/veh) LT/UT 16 20.7 C 0.07 EB SR 934/NE TH 1,744 0.0 0.00 Α 79th Street TH 1,396 Α 0.00 0.2 0.0 Α at WSVN **WB** RT 6 0.0 Α 0.00 **Driveway** SB LT/RT 12 21.6 C 0.05

**Table 3.7 WSVN Driveway - Existing AM Peak Hour Operations** 

#### Notes:

1) Existing Conditions LOS and delay results based on HCM 6 methodologies.

**Table 3.8 WSVN Driveway - Existing PM Peak Hour Operations** 

			E	xisting Condition	s (202	2) P	M PEAK HOUR	
Intersection	Appr.	Mvmt.		Movement			Overall Intersection	
			Volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS
an an	FD	LT/UT	7	30.1	D	0.05	0.4	А
SR 934/NE	EB	TH	1,361	0.0	Α	0.00		
79th Street at WSVN	VA/D	TH	1,698	0.0	Α	0.00		
at wsviv Driveway	WB	RT	2	0.0	Α	0.00		
Briveway	SB	LT/RT	31	30.8	D	0.20		

#### Notes:

Table 3.9 WSVN Driveway - Existing AM and PM Peak Hour Queues

			95th Percentile Queue Length (ft)			
Intersection	Movement	Storage	AM	PM		
		(ft)	Existing (2022)	Existing (2022)		
	EBL/U	70	5	5		
SR 934/NE 79th	EBT		0	0		
Street at WSVN	WBT		0	0		
Driveway	WBR		0	0		
	SBL/R		5	18		

#### Notes:

#### 3.4.1.4 Adventure Avenue Intersection

As summarized in **Table 3.10** and **Table 3.11**, results of the capacity analysis indicate that the intersection of SR 934/NE 79th Street at Adventure Avenue operates at LOS A during the existing AM and PM peak periods. Overall intersection delays are approximately 6.2 and 5.7 seconds per vehicle, respectively. All individual intersection turn movements operate at LOS E or better during both peak periods and all movements function with a volume-to-capacity ratio below 0.85.

Existing queue lengths on SR 934/NE 79th Street at Adventure Avenue are accommodated by the current turn lane storage bays. The westbound left-turn queue is approximately 30 feet during both the AM and PM peak hours, and drivers typically are able to clear the signalized intersection within a single cycle.

<sup>1)</sup> Existing Conditions LOS and delay results based on HCM 6 methodologies.

<sup>1) 95</sup>th percentile queue length based on HCM 6 methodology.

**Table 3.10 Adventure Avenue - Existing AM Peak Hour Operations** 

			Е	xisting Condition	s (202	2) A	M PEAK HOUR	
Intersection	Appr.	Mvmt.	Volume	Moveme	ent		Overall Intersec	tion
			volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS
	ED	TH	1,663	0.7	Α	0.48		
SR 934/NE	EB	RT	82	1.2	Α	0.48		
79th Street	VA/D	LT/UT	47	3.9	Α	0.15	6.2	۸
at Adventure	WB	TH	1,263	3.8	Α	0.32	6.2	Α
Avenue	NB	LT	139	75.0	E	0.85		
rivellac		RT	47	64.2	Е	0.33		

#### Notes:

- 1) Existing Conditions LOS and delay results based on HCM 6 methodologies.
- 2) Existing signal timing splits were provided by Miami-Dade County.

**Table 3.11 Adventure Avenue - Existing PM Peak Hour Operations** 

			Existing Conditions (2022) PM PEAK HOUR							
Intersection	Appr.	Mvmt.	Volume	Moveme	ent	Overall Intersection				
				Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS		
SR 934/NE 79th Street at Adventure Avenue	EB	TH	1,262	0.4	Α	0.38		Α		
		RT	103	0.8	Α	0.38	5.7			
	VA/D	LT/UT	45	3.4	Α	0.12				
	WB	TH	1,588	3.8	Α	0.41				
	NB	LT	112	76.1	E	0.82				
		RT	40	66.0	Е	0.33				

#### Notes:

- 1) Existing Conditions LOS and delay results based on HCM 6 methodologies.
- 2) Existing signal timing splits were provided by Miami-Dade County.

Table 3.12 Adventure Avenue - Existing AM and PM Peak Hour Queues

			95th Percentile Queue Length (ft)			
Intersection	Movement	Storage	AM	PM		
		(ft)	Existing (2022)	Existing (2022)		
	EBT		519	603		
CD 024/NE 704	EBR		0	0		
SR 934/NE 79th Street at Adventure	WBL/U	150	30	30		
Avenue	WBT		220	315		
Aveilue	NBL		188	158		
	NBR	400	36	33		

#### Notes:

1) 95th percentile queue length based on Synchro 11 methodology.

#### 3.4.2. Arterial Level of Service Analysis

A corridor analysis was performed along SR 934/NE 79th Street from Pelican Harbor Drive to Adventure Avenue. Roadway segments were defined between the three signalized intersections of the study area, and analysis was performed using Synchro 11 software. The arterial roadway segment analysis results are summarized in **Table 3.13** and **Table 3.14** for the existing AM and PM peak hours. **Appendix E** includes the arterial analysis worksheets for the existing conditions assessment.

Arterial analysis results show that eastbound SR 934/NE 79th Street currently operates at LOS C during the AM and PM peak hours. Overall corridor speeds in the eastbound direction are estimated to be 21.1 and 20.5 mph in the AM and PM peak hours, respectively. Each of the three roadway segments is operating at LOS D or better during both peak periods. Westbound SR 934/NE 79th Street is operating at LOS C during the AM and PM peak hours . Travel speeds for westbound traffic are approximately 22.2 mph and 19.8 mph in the AM and PM peak hours, respectively.

Table 3.13 Arterial Travel Time & LOS Summary – Existing AM Peak Hour

Table 6.16 Arterial Travel Time & 200 Cammary Existing Am T car Trous									
Arterial	Appr.		Posted Speed (mph)	Existing Conditions (2022) AM PEAK HOUR					
		Cross Street		Running Time (sec)	Signal Delay (sec)	Travel Time (sec)	Speed (mph)	Arterial LOS	
NE 79th St	ЕВ	Pelican Harbor Drive	30	25.4	6.5	31.9	22.6	C	
		Harbor Island Drive	30	64.8	20.3	85.1	21.6	C	
		Adventure Avenue	30	35.7	16.2	51.9	19.5	C	
		Total		125.9	43.0	168.9	21.1	С	
	WB	Adventure Avenue	30	32.5	6.0	38.5	24.0	C	
		Harbor Island Drive	30	35.7	24.9	60.6	16.7	D	
		Pelican Harbor Drive	30	64.8	6.1	70.9	25.9	В	
		Total		133.0	37.0	170.0	22.2	С	

Table 3.14 Arterial Travel Time & LOS Summary – Existing PM Peak Hour

	Appr.	Cross Street	Posted Speed (mph)	Existing Conditions (2022) PM PEAK HOUR				
Arterial				Running Time (sec)	Signal Delay (sec)	Travel Time (sec)	Speed (mph)	Arterial LOS
NE 79th St	ЕВ	Pelican Harbor Drive	30	25.4	6.3	31.7	22.7	С
		Harbor Island Drive	30	64.8	19.7	84.5	21.7	С
		Adventure Avenue	30	35.7	22.5	58.2	17.4	D
		Total		125.9	48.5	174.4	20.5	С
	WB	Adventure Avenue	30	32.5	6.4	38.9	23.7	С
		Harbor Island Drive	30	35.7	43.5	79.2	12.8	Е
		Pelican Harbor Drive	30	64.8	7.0	71.8	25.6	В
		Total		133.0	56.9	189.9	19.8	С

## **3.5 Existing Conditions Safety Analysis**

Existing crash analysis was performed and documented as a part of the Project Traffic Analysis Report. A brief synopsis of the existing safety analysis findings are provided below. For a more detailed summary, the Existing Safety Analysis memorandum, dated April 2024, is included in **Appendix F**.

Crash data for the five-year period from January 1, 2018, through December 31, 2022, was gathered from the Signal Four Analytics database. The three signalized study intersections and corresponding roadway segments were evaluated. In addition to the five-year crash summaries, the analysis utilized crash rates, statewide average crash rates and High Crash Location lists to identify high crash locations.

As documented in the Existing Safety Analysis memorandum, no intersection or roadway segment has been identified as a high crash location by FDOT.

Based on the crash data obtained from Signal Four Analytics for the five-year period, a total of 170 crashes were identified within the study area. There were 45 crashes reported in 2018, 45 crashes in 2019, 13 crashes in 2020, 33 crashes in 2021 and 34 crashes in 2022. The low crash frequency identified in 2020 can likely be attributed to the effects of the Covid-19 Pandemic.

There were 139 reported crashes involving property damage only; 30 crashes involving injuries; and one (1) fatal crash (which occurred in 2022) was reported during the five-year period. Rearend crashes were the most reported crash type accounting for 92 crashes (54.1% of all crashes). Sideswipe crashes were the second highest crash type accounting for 37 crashes (21.8% of all crashes). Most of the crashes (71.8%) occurred during the daytime.

Based on the crash data for the five-year period, 71.8% of all reported incidents (122) occurred during daylight, while only a small percentage of crashes happened during dawn and dusk conditions (1.8% (3) and 1.2% (2), respectively). Dark condition was associated with 25.3% of the total crashes (43). In terms of weather conditions, there were 148 reported crashes during the clear weather condition while cloudy and rain conditions accounted for 5.3% (9) and 7.6% (13) of the total crashes, respectively. Distracted driving was reported in 8.2% (14) of total crashes.

The sole fatal crash within the study area occurred in 2022. It was a single vehicle crash where the vehicle left the roadway between Pelican Harbor Drive and Harbor Island Drive and crashed into the rocks and water.

#### 3.5.1. Pelican Harbor Drive Intersection

At the intersection of SR 934/NE 79th Street and Pelican Harbor Drive, a total of 47 crashes were reported between 2018 and 2022. Rear-end was the most reported crash type, accounting for 25 crashes (53.2% of all crashes). Additionally, there were nine (9) sideswipe crashes reported at the intersection. Per the Highway Safety Manual (HSM), possible contributing factors for the high number of reported rear-end crashes include inappropriate approach speeds, poor visibility of signals, and unexpected stops on approach.

Property damage only were reported for 39 crashes, while eight (8) crashes involved injuries. No fatal crashes occurred at the intersection during the 5-year analysis period. One (1) pedestrian and two (2) bicycle crashes were recorded during the five-year period. Based on analysis contained within the Existing Safety analysis memorandum and a review of available FDOT information, this intersection is not listed on the FDOT D6 Five-Year High Crash Location list.

#### 3.5.2. Harbor Island Drive Intersection

There was a total of 60 crashes reported at the intersection of SR 934/NE 79th Street and Harbor Island Drive/North Bay Island between 2018 and 2022. Rear-end crashes were the most reported crash type, accounting for 31 crashes (51.7% of all crashes). There also were 17 sideswipe crashes reported at the intersection. Possible contributing factors for the high number of reported sideswipe crashes include unexpected stops on an intersection approach, excessive speeds, and narrow lanes.

Of the total number of crashes at the intersection, 54 involved property damage only, and six (6) crashes involved injuries. No fatal crashes were reported at this location between 2018 and 2022. The intersection of SR 934/NE 79th Street and Harbor Island Drive is not listed on the FDOT-D6 Five-Year High Crash Location list.

#### 3.5.3. Adventure Avenue Intersection

A total of 21 crashes were reported at the intersection of SR 934/NE 79th Street and Adventure Avenue during the five-year period from 2018 to 2022. Rear-end was the most reported crash type, accounting for 11 crashes (52.4% of all crashes). Additionally, there were four (4) sideswipe crashes reported at the intersection. One (1) bicycle crash was recorded during the five-year period.

Property damage only crashes accounted for 16 crashes, while there were five (5) injury crashes. No fatal crashes were reported at the Adventure Avenue intersection between 2018 and 2022. This intersection is not listed on the D6 Five-Year High Crash Location list.

#### 3.5.4. Roadway Segment between Pelican Harbor Drive and Harbor Island Drive

On SR 934/NE 79th Street between Pelican Harbor Drive and Harbor Island Drive/North Bay Island, a total of 34 crashes were reported during the five-year period between 2018 and 2022. Within this segment, rear-end crashes were the most reported crash type, accounting for 21 crashes (61.8% of all crashes). There also were four (4) non-collision crashes reported within the segment. The non collision crashes were due to the drivers losing control and striking the barriers.

Property damage only crashes were reported in 24 crashes, while nine (9) crashes involved injuries. There was one (1) fatal crash reported within this roadway segment during the five-year study period. Based on analysis contained within the Existing Safety analysis memorandum and a review of available FDOT information, this roadway segment of SR 934/NE 79th Street is not identified on the D6 Five-Year High Crash Location list.

#### 3.5.5. Roadway Segment between Harbor Island Drive and Adventure Avenue

SR 934/NE 79th Street between Harbor Island Drive/North Bay Island and Adventure Avenue experienced 8 crashes between 2018 and 2022. Rear-end was the most reported crash type, accounting for four (4) crashes.

Of the total number of reported crashes, six (6) crashes involved property damage only, while two (2) were injury crashes. No fatal crashes were reported within this segment of SR 934/NE 79th Street between 2018 and 2022. Based on current data, the segment is not listed on the D6 Five-Year High Crash Location list.

## **4 Future Conditions**

Future year conditions are based on a No Build Alternative and Build Alternatives. The No-Build Alternative assumes that no improvements would be implemented within the project corridor. It serves as a baseline for comparison against the other four Build alternatives. The Build alternatives are potential improvements to the four bridges that exist along SR 934/NE 79th Street within the study area. These four Build alternatives are:

- Alternative 1A: Minor Rehabilitation Alternative -- the bridges' current deficiencies per the latest bridge inspection reports are remediated.
- Alternative 1B: Major Rehabilitation Alternative -- the bridges' superstructures are replaced while their substructures remain as existing.
- Alternative 2A: Replacement Alternative (low-profile) -- the four existing bridges are removed and replaced with two bridge structures that have similar profiles to the existing bridges.
- Alternative 2B: Replacement Alternative (raised profile) -- the four existing bridges
  are removed and replaced with two bridge structures. The Proposed Profile is raised
  approximately 6 feet so the proposed bridges meet the FDOT minimum vertical
  clearance requirement.

The traffic forecast analysis confirms the need to maintain the existing 6-lane section on SR 934/NE 79th Street, therefore the opening year and design year analysis does not include any roadway capacity improvements. Intersection analysis was performed to identify the need for improvements, including turn bay storage lengths and signal phasing modifications. Because there are no capacity improvements proposed under any of the Build alternatives, the roadway and intersection conditions under the No-Build and Build alternatives are the same.

#### 4.1 Future Travel Demand Forecast

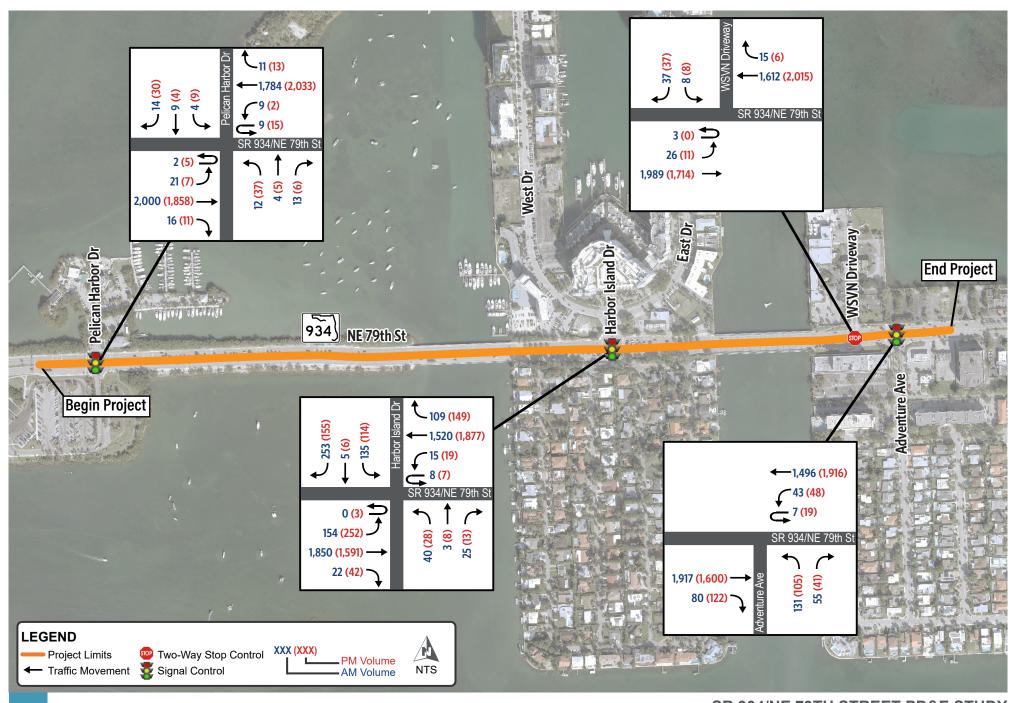
A revised technical Traffic Forecasting Memorandum was prepared on April 4, 2024, on behalf of the SR 934/NE 79th Street PD&E Study. The memorandum documents the data, factors, existing traffic volumes, transportation model subarea validation efforts, and resultant Opening Year and Design Year daily and intersection peak hour turning movement volumes. The Traffic Forecasting Memorandum is included in **Appendix B**.

Based on the analysis, the agreed upon annual growth rate for SR 934/NE 79th Street from west of Pelican Harbor Drive to east of Adventure Avenue is 0.56 percent. This represents an average of the validated SERPM model growth rates along the corridor's segments and is consistent with the lower growth projected for the TAZs east of the causeway compared to the mainland. Future Design Year (2050) AADTs along SR 934/NE 79th Street are projected to be between 44,500 vehicles per day and 48,500 vehicles per day. **Figure 4.1** graphically depicts the Opening Year and Design Year AADTs within the study area. **Figures 4.2** and **4.3** graphically depict the AM and PM peak hour intersection turning movement volumes for 2030 and 2050 conditions, respectively.

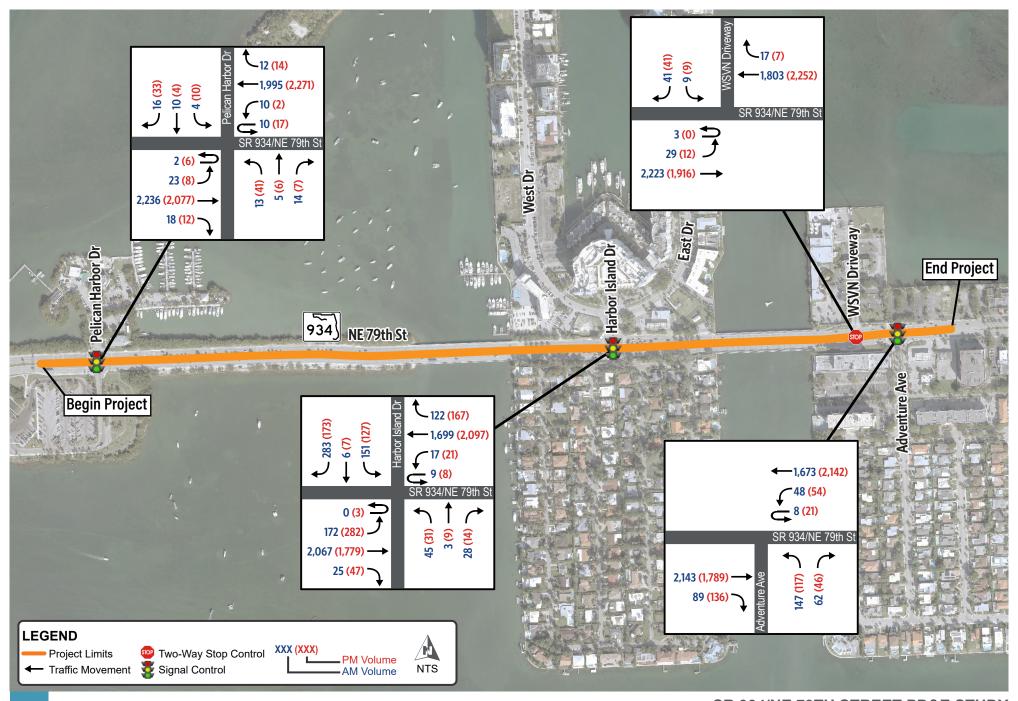




SR 934/NE 79TH STREET PD&E STUDY FUTURE YEARS (2030 AND 2050) AADT VOLUMES









SR 934/NE 79TH STREET PD&E STUDY DESIGN YEAR (2050) INTERSECTION TURNING MOVEMENT VOLUMES

#### 4.2 Future Intersection Control Evaluation

An Intersection Control Evaluation (ICE) Stage 1 screening assessment was conducted for the four intersections along the SR 934/NE 79th Street corridor study area. This analysis was prepared consistent with the procedures outlined in the Manual on Intersection Control Evaluation, dated January 2023.

Stage 1 screening assessments include potential intersection control strategies and evaluates them using Capacity Analysis for Planning of Junctions (CAP-X) and Safety Performance for Intersection Control Evaluation (SPICE) worksheet tools, and the findings are summarized in the ICE Form. Such worksheet tools and forms are provided for each intersection in **Appendix G**.

#### 4.2.1. SR 934/NE 79th Street at Pelican Harbor Drive

The intersection at Pelican Harbor Drive is currently signalized and consists of four approaches. The south approach provides access for a public boat launch and park. As a result, vehicles utilizing the south approach often include boat trailers and represent a lengthy design vehicle.

Intersection control strategies that were reviewed include:

- Signal Control
- Roundabout
- Median U-turn (MUT)
- Partial Median U-turn (PMUT)
- Restricted Crossing U-turn (RCUT) signalized
- Thru Cut signalized

CAP-X analyses were performed for the noted potential intersection control strategies. Results summarized in the ICE Form reveal that all of the control strategies will have adequate capacity through 2050 except a Roundabout. Analyses indicate that a Roundabout will have volume-to-capacity ratios in excess of 1.0 during the 2050 PM peak period. Hence, a Roundabout control strategy is not considered viable at this location.

SPICE was also conducted to evaluate and rank each of the intersection control strategies. Results indicate that the top ranked control strategies are Signal Control, MUT, and RCUT (signalized).

The SR 934/NE 79th Street corridor is a constrained system where bridges link small, narrow islands to the barrier island and mainland, and water surrounds much of the corridor. Consequently, a review of the physical viability of implementing various intersection control strategies was performed. This review revealed that the MUT, PMUT, and RCUT are not feasible strategies because the necessary U-turn movements would impact the bridges located east and west of the intersection. It would also require large bulbouts to accommodate the U-turn maneuvers where an insufficient amount of land exists to construct such a feature without a structure.

The signalized Thru Cut strategy would require excessive re-routing that is considered unreasonable. Northbound and southbound through movements at the intersection would have to turn right or left at the intersection, rather than travel directly through the intersection. These drivers would instead travel west across a bridge to the mainland or east across a bridge to access Harbor Island Drive. Then, the driver would complete a U-turn maneuver to travel back to Pelican Harbor Drive. Such maneuvers add more than one mile to the trip length that is currently accommodated by simply traveling through the signalized intersection.

The remaining intersection control strategy is Signal Control, which is currently employed at the intersection. CAP-X analysis indicates Design Year (2050) volumes can be accommodated with volume-to-capacity ratios less than 0.58 during both peak periods. With additional multimodal accommodations, Signal Control is the one viable control strategy for the Pelican Harbor Drive intersection.

#### 4.2.2. SR 934/NE 79th Street at Harbor Island Drive

Harbor Island Drive at SR 934/NE 79th Street is currently signalized and consists of four approaches. The intersection operates with split phasing for the northbound and southbound approaches due to lane configurations. Further, it is situated about 420 feet between bridges to the east and west that connect the Harbor Island/North Bay Island to the mainland and barrier island.

Intersection control strategies that were reviewed include:

- Signal Control
- Roundabout
- Median U-turn (MUT)
- Partial Median U-turn (PMUT)
- Restricted Crossing U-turn (RCUT) signalized
- Thru Cut signalized

CAP-X analyses were performed for the noted potential intersection control strategies. Results summarized in the ICE Form reveal that all control strategies will have adequate capacity through 2050 except a Roundabout. Analyses indicate that a Roundabout will have volume-to-capacity ratios in excess of 1.0 during the 2050 AM and PM peak hours. As a result, a Roundabout control strategy is not considered viable at the Harbor Island Drive intersection.

SPICE was also conducted to evaluate and rank each of the intersection control strategies. Results indicate that the top ranked control strategies are Signal Control, MUT, and PMUT.

The proximity the Harbor Island Drive intersection has to the bridges immediately adjacent to the west and east presents a physical constraint concerning the viability of various types of alternative intersection control strategies. Consequently, a review of the physical viability of implementing various intersection control strategies was performed. This review revealed that the MUT, PMUT, and RCUT are not feasible strategies because the necessary U-turn movements would impact the bridges located east and west of the intersection. It would also

require large bulb-outs to accommodate the U-turn maneuvers where an insufficient amount of land exists to construct such a feature without acquiring right-of-way.

Implementing a signalized Thru Cut configuration would require excessive re-routing of northbound and southbound drivers. These through movements at the intersection would have to turn right or left at the intersection, rather than travel directly through the intersection. Instead, they would travel west across a bridge just east of Pelican Harbor Drive or east across a bridge to a location east of Adventure Avenue. Then, the driver would complete a U-turn maneuver to travel back to Harbor Island Drive. Such maneuvers add unnecessary travel time and trip length that is currently accommodated by simply traveling through the signalized intersection.

The remaining intersection control strategy is Signal Control, which is currently employed at the intersection. CAP-X analysis indicates Design Year (2050) volumes can be accommodated with volume-to-capacity ratios less than 0.79 during both peak periods. With additional multimodal accommodations, Signal Control is the one viable control strategy for the Harbor Island Drive intersection.

#### 4.2.3. SR 934/NE 79th Street at WSVN Driveway

SR 934/NE 79th Street at WSVN Driveway is currently an unsignalized tee intersection that operates under two-way stop control. Traffic flow on SR 934/NE 79th Street is free flow, while the north approach is controlled by a stop sign. The intersection is located about 200 feet west of the signalized intersection at Adventure Avenue and about 200 feet east of a bridge.

Intersection control strategies that were reviewed include:

- Two-Way Stop Control
- Signal Control
- Roundabout
- Median U-turn (MUT)
- Partial Median U-turn (PMUT)
- Restricted Crossing U-turn (RCUT) unsignalized
- Continuous Green Tee

CAP-X analyses were performed for the noted potential intersection control strategies. Results summarized in the ICE Form reveal that an RCUT configuration will have volume-to-capacity ratios in excess of 1.0 during the 2050 PM peak hour. In addition, Two-Way Stop Control will have volume-to-capacity ratios in excess of 1.0 during the 2050 AM peak hour and 2050 PM peak hour. As a result, an RCUT control strategy is not considered viable at the WSVN Driveway intersection. However, Two-Way Stop Control remains a viable strategy as it is currently implemented, and the close proximity to a signalized intersection at Adventure Avenue creates systemic gaps in the traffic stream that cannot be evaluated using CAP-X.

SPICE was also conducted to evaluate and rank each of the intersection control strategies. Results indicate that the top ranked control strategies are Two-Way Stop Control, RCUT, and MUT.

The unsignalized WSVN Driveway intersection is approximately 200 feet east of an existing bridge. This, coupled with the signalized intersection at Adventure Avenue, presents a physical constraint concerning the viability of various types of alternative intersection control strategies. A review of the physical viability of implementing various intersection control strategies was performed. This review revealed that the MUT and PMUT are not feasible strategies because the necessary U-turn movements would impact the bridge located west of the intersection. It would also require large bulbouts to accommodate the U-turn maneuvers where an insufficient amount of land exists to construct such a feature without acquiring right-of-way.

Signal control is also not considered a viable configuration as the traffic volumes on the cross street likely do not meet signal warrant criteria. Further, this unsignalized intersection is located just 200 feet west of an existing traffic signal. Such a distance does not support signal control and fails to satisfy access management standards for signalized intersections along the SR 934/NE 79th Street corridor.

A multilane Roundabout strategy was evaluated. Accommodating this control strategy requires a large physical footprint since SR 934/NE 79th Street consists of 3 lanes in each direction. The resultant impact upon the adjacent bridge and signalized intersection at Adventure Avenue renders this Roundabout strategy unviable.

Implementing a Continuous Green Tee configuration would provide a dedicated receiving lane for southbound left-turning vehicles onto SR 934/NE 79th Street. In addition to right-of-way needs along SR 934/NE 79th Street to provide the additional roadway width to add such a receiving lane, the physical proximity of the signalized intersection at Adventure Avenue is considered a fatal flaw for this configuration. The distance between WSVN Driveway and Adventure Avenue is approximately 200 feet, which is insufficient to accommodate an acceleration lane to safely merge southbound left-turning vehicles prior to the signalized intersection.

The remaining intersection control strategy evaluated is Two-Way Stop Control, which is currently used at the intersection. The proximity of signal control at Adventure Avenue provides artificial gaps in the traffic stream along SR 934/NE 79th Street. Such gaps allow exiting vehicles from the WSVN Driveway to enter the SR 934/NE 79th Street traffic flow. Two-Way Stop Control is the one viable control strategy for the WSVN Driveway intersection.

#### 4.2.4. SR 934/NE 79th Street at Adventure Avenue

The intersection of SR 934/NE 79th Street and Adventure Avenue has a tee configuration that is currently signalized. The south approach provides access for a mixture of residential, retail, and office uses. The intersection is situated about 400 feet east of a bridge and about 200 feet east of the WSVN Driveway.

Intersection control strategies that were reviewed include:

- Signal Control
- Roundabout
- Median U-turn (MUT)

- Restricted Crossing U-turn (RCUT) signalized
- Continuous Green Tee

CAP-X analyses were performed for the noted potential intersection control strategies. Results summarized in the ICE Form reveal that all control strategies would provide adequate capacity during both peak hours through 2050. It is noted that the Roundabout control strategy is projected to function with volume-to-capacity ratio 0.99 during the 2050 PM peak hour. Such a result suggests potential capacity deficiencies may arise given a Roundabout configuration.

SPICE was also conducted to evaluate and rank each of the intersection control strategies. Results indicate that the top ranked control strategies are Signal Control, MUT, and Continuous Green Tee.

Adventure Avenue is located approximately 400 feet east of a bridge linking this island to the Harbor Island/North Bay Island. Such proximity presents a potential constraint concerning the viability of various types of alternative intersection control strategies. Consequently, a review of the physical viability of implementing various intersection control strategies was performed. This review revealed that the Continuous Green Tee configuration is not viable. The distance between Adventure Avenue and WSVN Driveway is approximately 200 feet, which is insufficient to accommodate an acceleration lane to safely merge northbound left-turning vehicles prior to the unsignalized intersection and the bridge.

The RCUT and MUT strategies are also not feasible because the necessary U-turn movements would impact the bridge located west of the intersection. As a result, such U-turn maneuvers would have to be performed between the bridge and Harbor Island Drive, which is suboptimal spacing for such U-turns. Further, it would also require large bulb-outs to accommodate the U-turn maneuvers where an insufficient amount of land exists to construct such a feature without acquiring right-of-way.

Implementing a Roundabout configuration at SR 934/NE 79th Street and Adventure Avenue was evaluated. Accommodating this control strategy requires a large physical footprint since SR 934/NE 79th Street consists of 3 lanes in each direction. The resultant impact upon nearby intersections and the adjacent bridge, as well as the right-of-way needs in this highly developed area causes the Roundabout strategy to not be viable.

The remaining intersection control strategy is Signal Control, which is currently employed at the intersection. CAP-X analysis indicates Design Year (2050) volumes can be accommodated with volume-to-capacity ratios less than 0.63 during both peak periods. With additional multimodal accommodations and recently implemented signal timing modifications intended to enhance pedestrian safety, Signal Control is the one viable control strategy for the Adventure Avenue intersection.

### 4.3 Future Traffic Operations

Opening Year (2030) and Design Year (2050) future conditions analysis was performed to evaluate the traffic operations of the SR 934/NE 79th Street corridor and the four noted study intersections. Procedures outlined in the approved Traffic Analysis Methodology, dated September 22, 2022, were utilized for the analysis. Similar to existing conditions, the future traffic operations analysis accounted for the pedestrian and bicycle activity counted in the crosswalks. For analysis purposes the existing pedestrian and bicycle volumes were used for future conditions. The future conditions analysis also assumed no RTOR per HCM 6 guidelines.

Future year traffic operations analyses are based on current signal timings as obtained from the Traffic Signals and Signs Division of the Miami-Dade County Department of Transportation and Public Works (DTPW). Existing cycle lengths have been retained, although signal phasing splits may be optimized where necessary to meet LOS target. Per Traffic Analysis Methodology, dated September 22, 2022, the target LOS for SR 934 is LOS D. The minimum acceptable peak period operating LOS for SR 934 is "120% of Capacity" per Miami-Dade County Transportation Element.

#### 4.3.1. Intersection Level of Service Analysis (Future Conditions)

Detailed intersection traffic operations analyses of future Opening Year (2030) and Design Year (2050) AM and PM peak hour conditions have been conducted. Analyses are prepared consistent with Synchro 11 and HCM 6 methodologies, where appropriate, and future conditions intersection capacity analysis worksheets are included in **Appendix H.** Due to the limitations of HCM 6 in analyzing non-standard signal phasing, i.e. split phasing, HCM 2000 methodologies were used for the SR 934/NE 79th Street at Harbor Island Drive intersection. The reported 95th percentile queue lengths and arterial LOS and travel speed were estimated based on Synchro 11 methodology.

Traffic operations analyses utilized existing intersection cycle lengths, but phase splits were optimized, where appropriate, for future conditions. **Tables 4.1** through **4.24** summarize the findings of the 2030 and 2050 intersection capacity and queuing analyses for each intersection.

#### 4.3.1.1 SR 934/NE 79th Street at Pelican Harbor Drive

Results of the intersection capacity analysis are summarized in **Tables 4.1** through **4.6** and indicate that the intersection of SR 934/NE 79th Street at Pelican Harbor Drive will operate at LOS A during both the AM and PM peak hours under 2030 and 2050 conditions. Overall intersection delays are between 6.1 and 7.3 seconds per vehicle. All individual intersection turn movements operate at LOS D or better during both peak periods, and all movements function with a volume-to-capacity ratio below 0.61 during both the Opening Year and Design Year. Queue lengths are contained within each movement's turn lane storage bay during both peak periods under 2030 and 2050 conditions, and no spillback into adjacent lanes is anticipated to occur.

Table 4.1 Pelican Harbor Drive - Opening Year 2030 AM Peak Hour Operations

				Opening Year 2	2030 -	- AM F	PEAK HOUR		
Intersection	Appr.	Mvmt.	Volume	Moveme	Movement			Overall Intersection	
			volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS	
		LT/UT	23	3.8	Α	0.09			
	EB	TH	2,000	5.5	Α	0.54			
		RT	16	2.9	Α	0.01	6.1		
	WB	LT/UT	18	4.2	Α	0.04		А	
SR 934/NE		TH	1,784	5.4	Α	0.47			
79th Street		RT	11	5.8	Α	0.47			
at Pelican Harbor		LT	12	51.0	D	0.10	6.1		
Drive	NB	TH	4	0.0	Α	0.00			
		RT	13	50.1	D	0.19			
		LT	4	50.1	D	0.03			
	SB	TH	9	0.0	Α	0.00			
		RT	14	50.5	D	0.25			

- 1) Future Conditions LOS and delay results based on HCM 6 methodologies.
- 2) Existing signal timing cycle lengths were maintained for future analyses.

Table 4.2 Pelican Harbor Drive - Opening Year 2030 PM Peak Hour Operations

			Opening Year 2030 PM PEAK HOUR							
Intersection	Appr.	Mvmt.	Volume	Movement			Overall Intersection			
			volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS		
		LT/UT	12	4.6	Α	0.04				
	EB	TH	1,858	5.4	Α	0.50				
		RT	11	3.1	Α	0.01				
		LT/UT	17	4.2	Α	0.01	6.5			
SR 934/NE	WB	TH	2,033	5.6	Α	0.54				
79th Street at Pelican		RT	13	5.8	Α	0.54		۸		
Harbor		LT	37	52.0	D	0.29	6.5	Α		
Drive	NB	TH	5	0.0	Α	0.00				
5		RT	6	48.0	D	0.09				
		LT	9	48.5	D	0.06	_			
	SB	TH	4	0.0	Α	0.00				
		RT	30	49.7	D	0.32				

- 1) Future Conditions LOS and delay results based on HCM 6 methodologies.
- 2) Existing signal timing cycle lengths were maintained for future analyses.

Table 4.3 Pelican Harbor Drive - Opening Year 2030 AM and PM Peak Hour Queues

		Storage	95th Percentile (	Queue Length (ft)
Intersection	Movement	(ft)	2030 AM	2030 PM
	EBL/U	200	13	10
	EBT		415	440
	EBR	200	0	0
SR 934/NE 79th	WBL/U	200	11	13
Street at Pelican	WBT/R		350	515
Harbor Drive	NBL	250	25	48
	NBT/R		22	17
	SBL	50	12	17
	SBT/R		28	27

Table 4.4 Pelican Harbor Drive – Design Year 2050 AM Peak Hour Operations

			Design Year 2050 AM PEAK HOUR							
Intersection	Appr.	Mvmt.	Volume	Movement			Overall Intersection			
						volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)
		LT/UT	25	4.5	Α	0.11	6.0			
	EB	TH	2,236	6.3	Α	0.60				
		RT	18	3.1	Α	0.02				
		LT/UT	20	5.1	Α	0.06				
SR 934/NE	WB	TH	1,995	6.0	Α	0.53				
79th Street		RT	12	6.4	Α	0.53		_		
at Pelican Harbor		LT	13	51.1	D	0.11	6.8	Α		
Drive	NB	TH	5	0.0	Α	0.00				
		RT	14	50.0	D	0.20				
		LT	4	50.1	D	0.03	1			
	SB	TH	10	0.0	Α	0.00				
		RT	16	50.6	D	0.28				

- 1) Existing Conditions LOS and delay results based on HCM 6 methodologies.
- 2) Existing signal timing cycle lengths were maintained for future analyses.

<sup>1) 95</sup>th percentile queue length based on Synchro 11 methodology.

Table 4.5 Pelican Harbor Drive – Design Year 2050 PM Peak Hour Operations

				Design Year 2	050	PM PI	EAK HOUR	
Intersection	Appr.	Mvmt.	Volume	Movement			Overall Intersection	
			volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS
		LT/UT	14	5.7	Α	0.05		
	EB	TH	2,077	6.1	Α	0.56	7.2	
		RT	12	3.2	Α	0.01		
		LT/UT	19	4.9	Α	0.01		А
SR 934/NE	WB	TH	2,271	6.5	Α	0.61		
79th Street		RT	14	6.7	Α	0.61		
at Pelican Harbor		LT	41	51.8	D	0.31	7.3	
Drive	NB	TH	6	0.0	Α	0.00		
		RT	7	47.5	D	0.10		
		LT	10	48.2	D	0.07		
	SB	TH	4	0.0	Α	0.00		
		RT	33	49.2	D	0.32		

- 1) Future Conditions LOS and delay results based on HCM 6 methodologies.
- 2) Existing signal timing cycle lengths were maintained for future analyses.

Table 4.6 Pelican Harbor Drive - Design Year 2050 AM and PM Peak Hour Queues

		Storage	95th Percentile C	Queue Length (ft)
Intersection	Movement	(ft)	2050 AM	2050 PM
	EBL/U	200	13	11
	EBT		499	528
	EBR	200	0	0
SR 934/NE 79th	WBL/U	200	12	14
Street at Pelican	WBT/R		413	627
Harbor Drive	NBL	250	26	52
	NBT/R		24	18
	SBL	50	12	20
	SBT/R		31	28

#### Notes:

1) 95th percentile queue length based on Synchro 11 methodology.

#### 4.3.1.2 SR 934/NE 79th Street at Harbor Island Drive

As summarized in **Tables 4.7** through **4.12**, results of the future conditions intersection capacity analysis indicate that the intersection of SR 934/NE 79th Street at Harbor Island Drive will operate at LOS C during the 2030 and 2050 AM peak hours and at LOS D during the 2030 and 2050 PM peak periods. Overall intersection delays range between 26.1 and 44.3 seconds per vehicle. All individual intersection turn movements operate at LOS E or better during both peak periods in 2030 and 2050, and all movements function with a volume-to-capacity ratio equal to or below 1.0. Because of the split phased operation employed for the minor street at this intersection, which is a non-standard NEMA phasing configuration not supported under the HCM 6 methodology, the capacity analysis was based on HCM 2000 methodology.

Queue lengths during the 2030 AM peak hour are generally stored within the turn lane storage bays along SR 934/NE 79th Street without affecting the arterial roadway's operations. However, during the 2030 PM peak hour the eastbound left-turn movement has a 95th percentile queue length of approximately 535 feet, which exceeds the turn lane storage of 180 feet by about 355 feet (or more than fourteen vehicle lengths). By 2050, the eastbound left-turn movement is expected to have a queue length of 256 feet during the AM peak period and 606 feet during the PM peak hour. Both exceed the current vehicular storage by 76 feet and 428 feet, respectively.

It is noted that the eastbound through movement has a 95th percentile queue length of 987 feet during the 2050 AM peak hour, and 631 feet during the 2050 PM peak hour. Such a queue length would likely block access to the eastbound left-turn lane, resulting in left-turn queues that are shorter than what is being reported in Synchro. Given that the bridge is approximately 400 feet west of the Harbor Island Drive intersection, it is recommended that the available eastbound left-turn vehicular storage be maximized to the extent feasible to accommodate future queue lengths.

During the 2030 PM peak hour the westbound right-turn movement has a 95th percentile queue length of approximately 138 feet, which exceeds the turn lane storage of 120 feet by about 18 feet, but with adjustments to signal timing splits this queue is reduced to 49 feet in the 2050 PM peak hour. It is noted that the westbound through movement has a 95th percentile queue length of 823 feet during the 2050 AM peak hour, which is expected to increase to 890 feet in the 2050 PM peak hour. Such a queue length would extend upstream to the bridge, but not directly block intersection operations at the WSVN Driveway since this intersection is nearly 1,200 feet east of Harbor Island Drive.

The northbound left turn has a 95th percentile queue length of approximately 54 to 78 feet during the 2030 and 2050 peak hours, exceeding the turn lane storage of 25 feet. The southbound left turn has a 95th percentile queue length of approximately 103 to 129 feet during the 2030 and 2050 peak hours exceeding the turn lane storage of 65 feet. Similarly, for the southbound right turn, the 95th percentile queue length falls within the range of approximately 124 to 204 feet during the 2030 and 2050 peak hours, also exceeding the designated turn lane storage of 65 feet.

Field observations of existing conditions determined that the northbound and southbound queues do not negatively affect the operation of SR 934/NE 79th Street. Southbound queues exceeding storage capacity are accommodated by the capacity of the adjacent stop-controlled intersection (East Drive/West Drive and Harbor Island Drive Intersection). A comparable situation was noted for the northbound queues. Similar operations would be expected under future conditions as well, with queued vehicles waiting for space at the Harbor Island Drive intersection.

Operational improvements were evaluated at the SR 934/NE 79th Street and Harbor Island Drive intersection that included longer cycle lengths and removal of the existing northbound/southbound split phasing, but this did not significantly reduce the eastbound left-turn queue, and in some cases made the through movement queues worse.

Table 4.7 Harbor Island Drive – Opening Year 2030 AM Peak Hour Operations

				Opening Year 2	2030 -	- AM F	PEAK HOUR							
Intersection	Appr.	Mvmt.	Volume	Moveme	ent		Overall Intersection							
									Volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS
		LT/UT	154	20.3	С	0.56								
	EB	TH	1,850	19.1	В	0.63								
		RT	22	7.5	Α	0.02	26.1							
	WB	LT/UT	23	19.1	В	0.21		С						
SR 934/NE		TH	1,520	24.0	С	0.61								
79th Street		RT	109	8.9	Α	0.12								
at Harbor		LT	40	66.7	Е	0.30	26.1							
Island Drive	NB	TH	3	66.0	Е	0.23								
		RT	25	66.0	Е	0.23								
		LT/UT	135	66.2	Е	0.47								
	SB	TH	5	66.1	Е	0.46								
		RT	253	70.6	E	0.82								

<sup>1)</sup> Future Conditions LOS and delay results based on HCM 2000 methodologies.

<sup>2)</sup> Existing signal timing cycle lengths were maintained for future analyses.

Table 4.8 Harbor Island Drive - Opening Year PM Peak Hour Operations

				Opening Yea	r 2030	PM	PEAK HOUR		
Intersection	Appr.	Mvmt.	Volume	Moveme	Movement			ection	
					volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)
		LT/UT	255	41.4	D	0.60			
	EB	TH	1,591	19.4	В	0.56			
		RT	42	8.5	Α	0.04		6	
		LT/UT	26	20.7	С	0.19			
SR 934/NE	WB	TH	1,877	67.4	Е	0.99			
79th Street		RT	149	24.4	С	0.20	1		
at Harbor		LT	28	65.9	Е	0.21	44.3	D	
Island Drive	NB	TH	8	65.6	Е	0.17			
		RT	13	65.6	Е	0.17			
		LT/UT	114	62.5	Е	0.34	L		
	SB	TH	6	62.6	Е	0.34			
		RT	155	37.2	D	0.31			

- 1) Future Conditions LOS and delay results based on HCM 2000 methodologies.
- 2) Existing signal timing cycle lengths were maintained for future analyses.

Table 4.9 Harbor Island Drive - Opening Year 2030 AM and PM Peak Hour Queues

		Storage	95th Percentile C	Queue Length (ft)
Intersection	Movement	(ft)	2030 AM	2030 PM
	EBL/U	180	174	#535
	EBT		#818	618
	EBR	125	15	24
	WBL/U	180	17	m18
CD 024/NF 704b Ctroot	WBT		#684	#872
SR 934/NE 79th Street at Harbor Island Drive	WBR	120	81	138
at Harbor Island Drive	NBL	25	72	54
	NBT/R		55	45
	SBL/U	65	117	103
	SBT		116	104
	SBR	65	180	124

- 1) **RED** = 95th percentile queue length exceeds available storage.
- 2) 95th percentile queue length based on Synchro 11 methodology.
- 3) m = volume for 95th percentile queue is metered by upstream signal.
- 4) # = 95th percentile volume exceeds capacity, queue may be longer.

Table 4.10 Harbor Island Drive - Design Year 2050 AM Peak Hour Operations

				Design Year	2050	AM PEA	K HOUR		
Intersection	Appr.	Mvmt.	Volume	Move	Movement			Overall Intersection	
			volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS	
		LT/UT	172	40.9	D	0.61	20.4		
	EB	TH	2,067	21.4	С	0.71			
		RT	25	7.7	Α	0.02			
		LT/UT	26	27.9	С	0.30		С	
SR 934/NE	WB	TH	1,699	27.6	С	0.72			
79th Street		RT	122	9.0	Α	0.14			
at Harbor		LT	45	67.1	Е	0.33	29.1		
Island Drive	NB	TH	3	66.2	Е	0.25			
		RT	28	66.2	Е	0.25			
		LT/UT	151	66.3	Е	0.51			
	SB	TH	6	66.2	Е	0.50			
		RT	283	66.7	Е	0.81			

- 1) Future Conditions LOS and delay results based on HCM 2000 methodologies.
- 2) Existing signal timing cycle lengths were maintained for future analyses.

Table 4.11 Harbor Island Drive - Design Year 2050 PM Peak Hour Operations

				Design Year	2050 -	PM PEA	K HOUR				
Intersection	Appr.	Mvmt.	Volume	Movement			Overall Intersec	tion			
						volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS
		LT/UT	285	54.4	D	0.77	42.4				
	EB	TH	1,779	19.5	В	0.61					
		RT	47	8.6	Α	0.05					
	WB	LT/UT	29	16.9	В	0.24					
SR 934/NE		TH	2,097	61.0	Е	1.00					
79th Street		RT	167	22.2	С	0.21		_			
at Harbor		LT	31	69.2	Е	0.30	42.4	D			
Island Drive	NB	TH	9	68.4	Е	0.23					
		RT	14	68.4	Е	0.23					
		LT/UT	127	62.7	Е	0.37					
	SB	TH	7	62.7	Е	0.37					
		RT	173	41.1	D	0.38					

- 1) Future Conditions LOS and delay results based on HCM 2000 methodologies.
- 2) Existing signal timing cycle lengths were maintained for future analyses.

Table 4.12 Harbor Island Drive – Design Year 2050 AM and PM Peak Hour Queues

		Storage	95th Percentile C	Queue Length (ft)
Intersection	Movement	(ft)	2050 AM	2050 PM
	EBL/U	180	#256	#606
	EBT		#987	631
	EBR	125	16	26
	WBL/U	180	m25	m10
CD 024/NE 704h C44	WBT		#823	#890
SR 934/NE 79th Street at Harbor Island Drive	WBR	120	83	49
at Harbor Island Drive	NBL	25	78	65
	NBT/R		59	52
	SBL/U	65	129	112
	SBT		129	114
	SBR	65	204	163

- 1) **RED** = 95th percentile queue length exceeds available storage.
- 2) 95th percentile queue length based on Synchro 11 methodology.
- 3) m = volume for 95th percentile queue is metered by upstream signal.
- 4) # = 95th percentile volume exceeds capacity, queue may be longer

#### 4.3.1.3 SR 934/NE 79th Street at WSVN Driveway

The WSVN Driveway will continue to be unsignalized under future conditions and operate as a two-way stop-controlled intersection. Results of the intersection capacity analysis are summarized in **Tables 4.13** through **4.18**. The analysis indicates that the southbound shared left-turn and right-turn movement at the WSVN Driveway operates at LOS F during the 2030 and 2050 AM and PM peak hours. Individual movement delays range approximately between 53.3 seconds per vehicle and 193.7 seconds per vehicle. It is noted that the peak hour volumes present on the minor street are relatively low (i.e. less than 50 vehicles per hour in 2050), and the corresponding volume-to-capacity ratios range between 0.40 and 0.88. This finding suggests that adequate capacity is provided for the minor street turn movements operating under stop control.

The eastbound left-turn movement on SR 934/NE 79th Street operates at LOS D with 29.2 seconds of delay per vehicle during the 2030 AM peak hour, and LOS E with 43.1 seconds of delay per vehicle during the 2030 PM peak hour. However, delays are expected to increase by 2050 such that the eastbound left turn will operate at LOS E during the morning peak period and LOS F during the afternoon peak hour. Vehicular delays are projected to be 38.4 seconds per vehicle and 59.1 seconds per vehicle, respectively.

Adequate gaps in the oncoming traffic stream are expected to continue to occur due to the signalized intersection at Adventure Avenue. The signal control produces recurring gaps in the

traffic stream that allow the eastbound left-turn movement to safely complete the turn during future peak periods.

Since eastbound and westbound through movements operate under free flow conditions, no through movement queues are directly formed as a result of this intersection's operations. The eastbound left-turn movement does incur some delay and as a result queues are formed for this movement. Queueing analysis indicates that the 95th percentile queue length expected to occur under future conditions is approximately 23 feet during the 2050 AM peak hour. Although this queue can be accommodated by the current turn lane storage bay, the existing turn lane is substandard. Improvements are recommended to lengthen the turn bay to meet current design standards.

Table 4.13 WSVN Driveway – Opening Year 2030 AM Peak Hour Operations

			Opening Year 2030 AM PEAK HOUR					
Intersection	Appr.	Mvmt.	Volume	Movement			Overall Intersection	
			voiume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS
	- FD	LT/UT	29	29.2	D	0.17		
SR 934/NE	EB	TH	1,989	0.0	Α	0.00	0.9	А
79th Street at WSVN	VA/D	TH	1,612	0.0	Α	0.00		
Driveway	WB	RT	15	0.0	Α	0.00		
Driveway	SB	LT/RT	45	53.3	F	0.40		

Notes:

Table 4.14 WSVN Driveway – Opening Year 2030 PM Peak Hour Operations

			Opening Year 2030 PM PEAK HOUR							
Intersection	Appr.	Mvmt.	Values	Moveme	ent		Overall Intersection			
			Volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS		
	FD	LT/UT	11	43.1	Е	0.11				
SR 934/NE	EB	TH	1,714	0.0	Α	0.00	1.2	А		
79th Street at WSVN	WB	TH	2,015	0.0	Α	0.00				
Driveway		RT	6	0.0	Α	0.00				
Driveway	SB	LT/RT	45	85.9	F	0.54				

<sup>1)</sup> Future Conditions LOS and delay results based on HCM 6 methodologies.

<sup>1)</sup> Future Conditions LOS and delay results based on HCM 6 methodologies.

Table 4.15 WSVN Driveway - Opening Year 2030 AM and PM Peak Hour Queues

		Storage	95th Percentile Queue Length (ft)				
Intersection	Movement	(ft)	2030 AM	2030 PM			
	EBL/U	70	15	10			
SR 934/NE 79th	EBT		0	0			
Street at WSVN	WBT		0	0			
Driveway	WBR		0	0			
	SBL/R		43	60			

Table 4.16 WSVN Driveway – Design Year 2050 AM Peak Hour Operations

		Mvmt.	Design Year 2050 AM PEAK HOUR							
Intersection	Appr.		V 1	Movement			Overall Intersection			
			Volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS		
	ro.	LT/UT	32	38.4	E	0.24	1.5	А		
SR 934/NE	EB	TH	2,223	0.0	Α	0.00				
79th Street at WSVN	VA/D	TH	1,803	0.0	Α	0.00				
Driveway	WB	RT	17	0.0	Α	0.00				
Briveway	SB	LT/RT	50	104.4	F	0.63				

Notes:

Table 4.17 WSVN Driveway - Design Year 2050 PM Peak Hour Operations

			Design Year 2050 PM PEAK HOUR							
Intersection	Appr.	Mvmt.	Volume	Moveme	ent		Overall Intersection			
			voiume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS		
	FD	LT/UT	12	59.1	F	0.16				
SR 934/NE	EB	TH	1,916	0.0	Α	0.00	2.5	А		
79th Street at WSVN	WB	TH	2,252	0.0	Α	0.00				
Driveway		RT	7	0.0	Α	0.00				
Driveway	SB	LT/RT	50	193.7	F	0.88				

<sup>1) 95</sup>th percentile queue length based on HCM 6 methodology.

<sup>1)</sup> Future Conditions LOS and delay results based on HCM 6 methodologies.

<sup>1)</sup> Future Conditions LOS and delay results based on HCM 6 methodologies.

Table 4.18 WSVN Driveway – Design Year 2050 AM and PM Peak Hour Queues

		Storage	95th Percentile Queue Length (ft)			
Intersection	Movement	(ft)	2050 AM	2050 PM		
	EBL/U	70	23	13		
SR 934/NE 79th	EBT		0	0		
Street at WSVN	WBT		0	0		
Driveway	WBR		0	0		
	SBL/R		73	100		

#### 4.3.1.4 SR 934/NE 79th Street at Adventure Avenue

As summarized in **Tables 4.19** through **4.24**, results of the capacity analysis indicate that the intersection of SR 934/NE 79th Street at Adventure Avenue will operate at LOS A during the 2030 and 2050 AM and PM peak periods. Overall intersection delays will be between 5.2 and 6.3 seconds per vehicle. All individual intersection turn movements will operate at LOS E or better during both peak periods through 2050 conditions and all movements function with a volume-to-capacity ratio below 0.85.

Future 2030 and 2050 queue lengths on SR 934/NE 79th Street at Adventure Avenue will be accommodated by the current turn lane storage bays. The westbound left-turn queue is expected to be nearly 58 feet during the 2050 AM peak hour, while the provided storage is approximately 150 feet.

Table 4.19 Adventure Avenue – Opening Year 2030 AM Peak Hour Operations

			Opening Year 2030 AM PEAK HOUR							
Intersection	Appr.	Mvmt.		Movement			Overall Intersection			
			Volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS		
	FD	TH	1,917	0.8	Α	0.54				
SR 934/NE	EB	RT	80	1.6	Α	0.54	5.9	А		
79th Street	VA/D	LT/UT	50	3.9	Α	0.19				
at Adventure	WB	TH	1,496	4.0	Α	0.38				
Avenue	NB	LT	131	75.2	E	0.84				
	ND	RT	55	65.4	E	0.40				

- 1) Future Conditions LOS and delay results based on HCM 6 methodologies.
- 2) Existing signal timing cycle lengths were maintained for future analyses.

<sup>1) 95</sup>th percentile queue length based on HCM 6 methodology.

Table 4.20 Adventure Avenue - Opening Year 2030 PM Peak Hour Operations

			Opening Year 2030 PM PEAK HOUR							
Intersection	Appr.	Mvmt.		Moveme	ent		Overall Intersection			
			Volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS		
	FD	TH	1,600	0.6	Α	0.46				
SR 934/NE	EB	RT	122	1.1	Α	0.46		А		
79th Street	VA/D	LT/UT	67	3.3	Α	0.17	5.2			
at Adventure	WB	TH	1,916	4.0	Α	0.48				
Avenue	NB	LT	105	76.5	Е	0.81				
rivellac	NB	RT	41	67.0	Е	0.35				

- 1) Future Conditions LOS and delay results based on HCM 6 methodologies.
- 2) Existing signal timing cycle lengths were maintained for future analyses.

Table 4.21 Adventure Avenue – Opening Year 2030 AM and PM Peak Hour Queues

		Storage	95th Percentile Queue Length (ft)			
Intersection	Movement	(ft)	2030 AM	2030 PM		
	EBT		543	715		
CD 024/NE 704	EBR		0			
SR 934/NE 79th Street at Adventure	WBL/U	150	31	40		
Avenue	WBT		280	404		
Avenue	NBL		181	148		
	NBR	400	38	34		

#### Notes:

Table 4.22 Adventure Avenue – Design Year 2050 AM Peak Hour Operations

			Design Year 2050 AM PEAK HOUR							
Intersection Appr		Mvmt.	Volume	Movement			Overall Intersection			
		voiume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS			
	ED	TH	2,143	1.2	Α	0.61				
SR 934/NE	EB	RT	89	2.2	Α	0.62	6.3	А		
79th Street	VA/D	LT/UT	56	4.3	Α	0.24				
at Adventure	WB	TH	1,673	4.7	Α	0.43				
Avenue	NID	LT	147	74.4	Е	0.85				
Avenue	NB	RT	62	64.2	Е	0.40				

- 1) Future Conditions LOS and delay results based on HCM 6 methodologies.
- 2) Existing signal timing cycle lengths were maintained for future analyses.

<sup>1) 95</sup>th percentile queue length based on Synchro 11 methodology.

Table 4.23 Adventure Avenue – Design Year 2050 PM Peak Hour Operations

			Design Year 2050 PM PEAK HOUR							
Intersection	Appr.	Mvmt.	Volume	Movement			Overall Intersection			
			volume	Delay (sec/veh)	LOS	V/C	Delay (sec/veh)	LOS		
	FD	TH	1,789	8.0	Α	0.52	5.6	Α		
SR 934/NE	EB	RT	136	1.5	Α	0.52				
79th Street	VA/D	LT/UT	75	3.6	Α	0.22				
at Adventure	WB	TH	2,142	4.7	Α	0.54				
Avenue	NID	LT	117	75.9	Е	0.83				
Avenue	NB	RT	46	66.1	Е	0.36				

- 1) Future Conditions LOS and delay results based on HCM 6 methodologies.
- 2) Existing signal timing cycle lengths were maintained for future analyses.

Table 4.24 Adventure Avenue – Design Year 2050 AM and PM Peak Hour Queues

		Storage	95th Percentile Queue Length (ft)			
Intersection	Movement	(ft)	2050 AM	2050 PM		
	EBT		640	553		
CD 024/NE 704	EBR		0	0		
SR 934/NE 79th Street at Adventure	WBL/U	150	58	54		
Avenue	WBT		328	487		
Avenue	NBL		200	162		
	NBR	400	41	36		

#### Notes:

#### 4.3.2. Arterial Level of Service Analysis (Future Conditions)

Given forecasted 2030 and 2050 conditions, a corridor analysis was performed along SR 934/NE 79th Street from Pelican Harbor Drive to Adventure Avenue. Roadway segments were defined between the three signalized intersections of the study area, and analysis was performed using Synchro 11 software. **Appendix I** includes the arterial analysis worksheets for the future 2030 and 2050 conditions.

Arterial analysis results reveal that SR 934/NE 79th Street will operate at LOS C during the 2030 AM and PM peak hours in both directions of travel. Overall 2030 peak hour corridor speeds in the eastbound direction are estimated to be 20.9 and 19.3 mph in the AM and PM peak hours, respectively. Each of the three roadway segments will function at LOS D or better during both peak periods.

<sup>1) 95</sup>th percentile queue length based on Synchro 11 methodology.

Westbound SR 934/NE 79th Street is also projected to operate at LOS C during the 2030 AM and PM peak hours. Travel speeds for westbound traffic are expected to be approximately 21.9 mph and 18.1 mph in the AM and PM peak hours, respectively. Each of the three roadway segments will function at LOS E or better during both peak periods. The arterial roadway segment analysis results for 2030 conditions are summarized in **Table 4.25** and **4.26**.

Table 4.25 Arterial Travel Time & LOS Summary – Opening Year 2030 AM Peak Hour

	Appr.	Cross Street	Posted Speed (mph)	Opening Year 2030 AM PEAK HOUR					
Arterial				Running Time (sec)	Signal Delay (sec)	Travel Time (sec)	Speed (mph)	Arterial LOS	
	ЕВ	Pelican Harbor Drive	30	25.4	6.7	32.1	22.5	С	
		Harbor Island Drive	30	64.8	21.6	86.4	21.2	C	
		Adventure Avenue	30	35.7	16.5	52.2	19.4	С	
NE		Total		125.9	44.8	170.7	20.9	C	
79th St	WB	Adventure Avenue	30	32.5	6.4	38.9	23.7	С	
		Harbor Island Drive	30	35.7	26.0	61.7	16.4	D	
		Pelican Harbor Drive	30	64.8	6.9	71.7	25.6	В	
		Total		133.0	39.3	172.3	21.9	С	

Table 4.26 Arterial Travel Time & LOS Summary – Opening Year 2030 PM Peak Hour

			Doctor	Opening Year 2030 PM PEAK HOUR					
Arterial	Appr.	Cross Street	Posted Speed (mph)	Running Time (sec)	Signal Delay (sec)	Travel Time (sec)	Speed (mph)	Arterial LOS	
	ЕВ	Pelican Harbor Drive	30	25.4	8.1	33.5	21.5	С	
		Harbor Island Drive	30	64.8	22.2	87.0	21.1	С	
		Adventure Avenue	30	35.7	29.0	64.7	15.6	D	
NE		Total		125.9	59.3	185.2	19.3	С	
79th St	WB	Adventure Avenue	30	32.5	7.0	39.5	23.4	С	
		Harbor Island Drive	30	35.7	60.1	95.8	10.6	Е	
		Pelican Harbor Drive	30	64.8	7.7	72.5	25.3	В	
		Total		133.0	74.8	207.8	18.1	С	

Similarly, arterial analysis was conducted given 2050 peak period conditions. Results reveal that SR 934/NE 79th Street will also operate at LOS C during the 2050 AM and PM peak hours in both directions of travel. Overall 2050 peak hour corridor speeds in the eastbound direction are estimated to be 20.4 and 19.7 mph in the AM and PM peak hours, respectively. Each of the three roadway segments will function at LOS D or better during both peak periods.

Westbound SR 934/NE 79th Street is projected to operate at LOS C during the 2050 AM and PM peak hours. Travel speeds for westbound traffic are expected to be approximately 21.4 mph and 18.3 mph during the AM and PM peak hours, respectively. It is noted that the westbound segment of SR 934/NE 79th Street between Adventure Avenue and Harbor Island Drive is projected to operate at LOS E with travel speeds of about 11 miles per hour during the 2050 PM peak period. All remaining individual roadway segments will operate at LOS D or better during both the 2050 AM and PM peak hours. The arterial roadway segment analysis results for 2050 conditions are summarized in **Table 4.27** and **4.28**.

Table 4.27 Arterial Travel Time & LOS Summary – Design Year 2050 AM Peak Hour

	Appr.	Cross Street	Posted Speed (mph)	Design Year 2050 AM PEAK HOUR					
Arterial				Running Time (sec)	Signal Delay (sec)	Travel Time (sec)	Speed (mph)	Arterial LOS	
	ЕВ	Pelican Harbor Drive	30	25.4	7.4	32.8	22.0	С	
		Harbor Island Drive	30	64.8	23.4	88.2	20.8	С	
		Adventure Avenue	30	35.7	18.0	53.7	18.8	С	
NE		Total		125.9	48.8	174.7	20.4	C	
79th St	WB	Adventure Avenue	30	32.5	7.2	39.7	23.2	С	
		Harbor Island Drive	30	35.7	28.7	64.4	15.7	D	
		<b>Pelican Harbor Drive</b>	30	64.8	7.5	72.3	25.4	В	
		Total		133.0	43.4	176.4	21.4	С	

Table 4.28 Arterial Travel Time & LOS Summary – Design Year 2050 PM Peak Hour

	Appr.	Cross Street	Posted Speed (mph)	Design Year 2050 PM PEAK HOUR					
Arterial				Running Time (sec)	Signal Delay (sec)	Travel Time (sec)	Speed (mph)	Arterial LOS	
	ЕВ	Pelican Harbor Drive	30	25.4	9.5	34.9	20.6	С	
		Harbor Island Drive	30	64.8	21.3	86.1	21.3	С	
		Adventure Avenue	30	35.7	24.3	60.0	16.9	D	
NE		Total		125.9	55.1	181.0	19.7	С	
79th St	WB	Adventure Avenue	30	32.5	7.9	40.4	22.8	С	
		Harbor Island Drive	30	35.7	54.1	89.8	11.3	Е	
		Pelican Harbor Drive	30	64.8	10.5	75.3	24.4	В	
		Total		133.0	72.5	205.5	18.3	С	

## **4.4 Future Conditions Safety Analysis**

A quantitative future safety analysis using Crash Modification Factors (CMFs) was performed for the Build Alternative. In addition to bridge rehabilitation or replacement improvements, the Build Alternative will extend the westbound and eastbound bike lanes westwardly, create safety improvements for pedestrians such as pedestrian and bicycle railings on both bridges within the project area, and close a directional median opening on SR 934/NE 79th Street west of the WSVN Driveway. This analysis measures the effectiveness of a safety treatment by quantifying the change in average crash frequency as a result of a proposed design alternative.

CMFs are applied to the historical number of crashes for an area to determine what the expected number of crashes will be after an engineering countermeasure is applied. Conversely, the Crash Reduction Factor (CRF) is the percentage of historical crashes that would be expected to be corrected, or reduced, if an engineering countermeasure were applied to a location. CMFs and CRFs are derived from before and after studies associated with the respective roadway countermeasures.

The anticipated crash reduction from implementation of the proposed improvements is based on published CRFs from the Federal Highway Administration's (FHWA) Crash Modification Factor (CMF) Clearinghouse and from FDOT's State Safety Office Crash Reduction Factors.

A brief synopsis of the future safety analysis findings is provided. For a more detailed summary, the Future Safety Analysis memorandum, dated April 2024, is included in **Appendix J.** 

#### 4.4.1. Intersection Crash Reduction

Based on the conceptual planned improvements for SR 934/NE 79th Street, a set of intersection-specific countermeasures are included that are intended to reduce crashes. These intersection countermeasures include Backplates with retroreflective borders; High Visibility Crosswalks; and Left Turn Flashing Yellow Arrow signal indicators. High Visibility Crosswalks and Left Turn Flashing Yellow Arrows address pedestrian and left-turn crashes at each intersection.

The quantitative safety analysis revealed that applying the three countermeasures at the signalized intersections within the study area will result in approximately 20.75 fewer overall crashes over a 5-year period, or 4.15 crashes per year.

#### 4.4.2. Roadway Segment Crash Reduction

Under the Build Alternative, no roadway capacity improvements are proposed along SR 934/NE 79th Street between Pelican Harbor Drive and Adventure Avenue. However, bicycle lane improvements from Pelican Harbor Drive to Harbor Island Drive are provided. The provision of bicycle lanes is offset by a reduced lane width for the three vehicular travel lanes in each direction. While the installation of bicycle lanes within a roadway segment provides a positive crash reduction effect, a reduced lane width results in a slight increase in sideswipe crashes.

As summarized in the Future Safety Analysis memorandum in **Appendix J**, the inclusion of bicycle lanes with reduced lane widths for the roadway segment between Pelican Harbor Drive and Harbor Island Drive will result in approximately 0.1 more crashes over a 5-year period under the Build Alternative's conceptual planned improvements.

## **5 Conclusions and Recommendations**

The Florida Department of Transportation (FDOT) District Six is preparing a Project Development and Environment (PD&E) Study to evaluate the replacement of four bridges (two bridge pairs) located along SR 934/NE 79th Street between Pelican Harbor Drive and Adventure Avenue in the incorporated municipalities of the City of Miami and North Bay Village within Miami-Dade County. SR 934/NE 79th Street is an important corridor that carries traffic from the mainland to the barrier islands of North Bay Village and Miami Beach.

The purpose of this project is to evaluate bridge replacement alternatives to address the structural deficiencies of four existing bridges (two bridge pairs) along SR 934/NE 79th Street. Additionally, a project goal is to maintain emergency evacuation capabilities.

The transportation analysis prepared on behalf of this PD&E Study is based on a No Build Alternative and Build Alternatives. The No-Build Alternative assumes that no improvements would be implemented within the project corridor. The Build alternatives are potential improvements to the four bridges that exist along SR 934/NE 79th Street within the study area. These four Build alternatives are:

- Alternative 1A: Minor Rehabilitation Alternative -- the bridges' current deficiencies per the latest bridge inspection reports are remediated.
- Alternative 1B: Major Rehabilitation Alternative -- the bridges' superstructures are replaced while their substructures remain as existing.
- Alternative 2A: Replacement Alternative (low-profile) -- the four existing bridges are removed and replaced with two bridge structures that have similar profiles to the existing bridges.
- Alternative 2B: Replacement Alternative (raised profile) -- the four existing bridges
  are removed and replaced with two bridge structures. The Proposed Profile is raised
  approximately 6 feet so the proposed bridges meet the FDOT minimum vertical
  clearance requirement.

A quantitative safety analysis was performed of the anticipated future conditions under the Build Alternative. In addition to bridge rehabilitation/replacement and bicycle lane improvements, various intersection-specific safety countermeasures were evaluated. These include Backplates with retroreflective borders; High Visibility Crosswalks; and Left Turn Flashing Yellow Arrow signal indicators at the three signalized intersections within the study area. Safety analysis results based on a 5-year data period indicate that these intersection countermeasures would result in approximately 20.75 fewer overall crashes, while the roadway segment improvements (which include bicycle lanes coupled with narrower travel lanes between Pelican Harbor Drive and Harbor Island Drive) will result in about 0.1 more crashes. The net result of the quantitative safety analysis is an overall reduction of more than 20 crashes based on a 5-year data period within the study area.

The traffic forecast analysis confirmed the need to maintain the existing 6-lane section on SR 934/NE 79th Street, therefore the opening year and design year analysis does not include any roadway capacity improvements. Intersection analysis was performed to identify the need for improvements, including turn bay storage lengths and signal phasing modifications. Because there are no capacity improvements proposed under any of the Build alternatives, the roadway and intersection conditions under the No-Build and Build alternatives are the same.

Given no capacity improvements, the transportation analysis results indicate that the SR 934/NE 79th Street arterial will operate at acceptable levels of service during the 2050 Design Year AM and PM peak hours. Further, each of the four study intersections within the corridor will also operate at acceptable levels of service during the 2050 AM and PM peak hours without the need for any capacity improvements, which is 120% of Capacity per the Miami-Dade County Transportation Element and a target LOS D per the Traffic Analysis Methodology, dated September 22, 2022.

At the SR 934/NE 79th Street and Harbor Island Drive intersection, analysis has shown that the eastbound left-turn movement has a 95th percentile queue length of approximately 535 feet in the 2030 PM peak hour, which exceeds the turn lane storage of 180 feet by about 355 feet (or more than fourteen vehicle lengths). By 2050, the eastbound left-turn movement is expected to have a queue length of 606 feet during the PM peak hour. This exceeds the current vehicular storage by 428 feet. Given that the bridge is approximately 400 feet west of the Harbor Island Drive intersection, it is recommended that the available eastbound left-turn vehicular storage be maximized to the extent possible to accommodate future queue lengths. Additionally, the existing eastbound left-turn lane at the SR 934/NE 79th Street and WSVN Driveway is substandard. Although it accommodates the 95th percentile queues in the opening and design year, improvements are recommended to lengthen the turn bay to meet current design standards.

# Appendix A.

# Traffic Analysis Methodology Memorandum (September 2022)

SR 934/NE 79th Street (John F. Kennedy Causeway) from West of Pelican Harbor Drive to Adventure Avenue Project Development and Environment (PD&E) Study

Traffic Analysis Methodology

FM# 449007-1-22-01

Miami-Dade County

September 22, 2022

## **Contents**

1		ic Analysis Objective	
	1.1	Project Description	
2	-	pose and Need	
	2.1	Purpose	
	2.2	Need	
3		ysis Limits	
	3.1	Study Area	
	3.2	Analysis Years	
4	Ope	rational Analysis Tools	4
5	Data	a Collection	5
6	Exis	ting Year (2022) Traffic Development	6
	6.1	Intersection Peak Hour Volume	6
	6.2	Annual Average Daily Traffic (AADT) Volume	7
	6.3	Directional Peak Hour Volume	7
7	Proje	ect Alternatives	8
8	Trav	el Demand Forecasting	8
	8.1	Travel Demand Model	8
	8.2	Subarea Validation	8
	8.3	Growth Rates	10
	8.4	Opening Year and Design Year AADTs	
	8.5	Opening Year and Design Year Peak Hour Volume	10
9	Safe	ty Analysis	
	9.1	Analysis Area	11
	9.2	Analysis Methods	
	9.3	Existing Safety Analysis	
	9.4	Future Safety Analysis	
	9.5	Safety Analysis Documentation	
10	Doc	umentation	12
		Tables	
Table	e 1. Fl	DOT Standard K Factors <sup>1</sup>	11
		DOT Recommended D Factor Ranges¹	
		Figures	
Eia	ro 1 F	Project Location Map	2
		Project Location Map	
-		Subarea Model Limits	
_			

#### 1 Traffic Analysis Objective

The Florida Department of Transportation (FDOT) District Six is conducting a Project Development and Environment (PD&E) Study for State Road 934 (SR 934)/NE 79th Street (John F. Kennedy Causeway) from milepost (MP) 1.077 (west of Pelican Harbor Drive) to MP 1.947 (east of Adventure Avenue) in Miami-Dade County. This Traffic Analysis Methodology outlines the limits, method and assumptions that will be used to analyze and document existing and future traffic conditions within the PD&E Study limits. The analysis results will be documented in the Project Traffic Analysis Report (PTAR). The analysis will follow procedures and guidance from the latest FDOT PD&E Manual, Traffic Analysis Handbook (2021), Project Traffic Forecasting Handbook (2019), FDOT Safety Analysis Guidebook for PD&E Studies (Safety Analysis Guidebook) (2019), and the Highway Safety Manual (HSM).

#### 1.1 **Project Description**

This project involves the potential rehabilitation or replacement of four prestressed concrete slab (Sonovoid) bridges (two bridge pairs) connecting three islands within the Cities of Miami and North Bay Village in Miami-Dade County, as shown in Figure 1. The bridges are part of SR 934/NE 79th Street (John F. Kennedy Causeway), a roadway classified as "Urban Principal Arterial – Other" and a context classification of "C5 – Urban Center", which connects mainland Miami to Miami Beach. The specific limits of the bridge project extend from milepost (MP) 1.077 (west of Pelican Harbor Drive) to MP 1.947 (east of Adventure Avenue). The western bridge pair, comprised of Bridge Identification (ID) Numbers 870083 (westbound) and 870549 (eastbound), is located just west of North Bay Island/Harbor Island. The eastern bridge pair, comprised of Bridge ID Numbers 870084 (westbound) and 870550 (eastbound), is located between North Bay Island/Harbor Island and Treasure Island. The project is approximately 0.87 mile in length.

The existing western bridge pair consists of six lanes, including four 11-foot-wide travel lanes to the inside and two 13.5-foot-wide travel lanes to the outside, and a raised median connecting the two bridge structures. The outside travel lanes include shared-use markings to accommodate bicycles. In addition, a 5-foot-wide raised sidewalk is present on each side of the bridge pair to the outside. The existing eastern bridge pair consists of six 10-foot-wide travel lanes with a raised median connecting the two bridge structures, as well as a 5.5-foot-wide dedicated bicycle lane and a sidewalk varying between 5 and 6 feet in width (separated by guardrail) on each side of the bridge pair to the outside.

The bridge approaches are generally consistent with the typical section of the bridges, except for east of the western bridge pair which includes dedicated bicycle lanes. Crossing over the Biscayne Bay, the bridges have a maximum vertical clearance of 6.78 feet at Mean Low Water and a minimum vertical clearance of 4.78 feet at Mean High Water. Biscayne Bay at the bridge crossings is not deemed a navigable waterway by the United States Coast Guard.

The existing bridges were constructed in the early 1970s and have been determined to be Structurally Deficient given the condition of each bridge's superstructure (beams), which is referred to as "Sonovoid" design. Due to the structure type, the number of structural deficiencies, and the low clearance from the water, the bridge superstructures cannot properly be repaired and must be replaced. Therefore, the Project Development and Environment (PD&E) Study will evaluate bridge rehabilitation and replacement alternatives that are anticipated to be generally within the same footprint of the existing bridges. Future bridge concepts may also include potential provisions for new and/or improved paved shoulders/marked bicycle lanes and sidewalks. The existing right of way varies along the project segment and ranges from approximately 100 to 150 feet. Minimal right of way is anticipated to accommodate the replacement bridges; however, specific right of way requirements for the project will be determined during the PD&E Study.

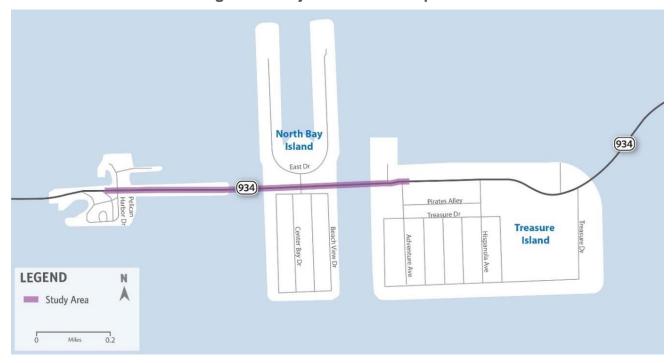


Figure 1. Project Location Map

# Purpose and Need

#### 2.1 Purpose

The purpose of this project is to evaluate bridge rehabilitation or replacement alternatives to address the structural deficiencies of four existing bridges (two bridge pairs) along SR 934/NE 79th Street (John F. Kennedy Causeway).

The purpose of the traffic and safety analysis is to evaluate existing and projected future travel demands to enhance safety and operations within the project limits.

#### 2.2 Need

The need for the project is based on the following criteria:

Bridge Deficiencies: Address Substandard Structural Elements

The existing bridges were constructed in the early 1970s and have been determined to be Structurally Deficient given the condition of each bridge's superstructure (beams), which is referred to as "Sonovoid" design. Due to the structure type, the number of structural deficiencies, and the low clearance from the water, the bridge superstructures cannot properly be repaired and must be replaced.

Based on FDOT Bridge Inspection Reports prepared in October 2020, each of the four bridges received a Sufficiency Rating of 48.7 (on a scale of 0 100). The Sufficiency Rating is essentially an overall rating of a bridge's fitness to remain in service. A Sufficiency Rating below 50.0 may qualify a bridge for replacement funds.

As part of the inspection process, a number of structural components were evaluated and assigned a rank or condition based on the National Bridge Inventory system. The ranks/conditions were based on a scale of zero through 9. A rank of zero generally means that the bridge is out of service, beyond corrective action, and in need of replacement; a rank of 9 means the bridge is in excellent condition and no deficiencies have been identified. The ranks/conditions for the structural components examined in the reports are as follows:

Bridge ID Numbers 870083 (westbound) and 870549 (eastbound)

Deck: 4 (Poor)

Superstructure: 4 (Poor)

Substructure: 6 (Satisfactory)

Bridge ID Numbers 870084 (westbound) and 870550 (eastbound)

Deck: 4 (Poor)

Superstructure: 4 (Poor) Substructure: 7 (Good)

Safety: Maintain Evacuation and Emergency Response Times

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management (FDEM) and Miami-Dade County, SR 934/NE 79th Street (John F. Kennedy Causeway) [including the bridges] plays a critical role in facilitating traffic between the beaches and the mainland of Miami during emergency evacuation periods. The bridges currently meet hurricane evacuation requirements and will continue to meet them if replaced.

# 3 Analysis Limits

# 3.1 Study Area

The project study area for the SR 934 PD&E study is from milepost (MP) 1.077 (west of Pelican Harbor Drive) to MP 1.947 (east of Adventure Avenue) in Miami-Dade County (see **Figure 1**). The study area includes the following intersections and roadway segments between study intersections.

- SR 934 and Pelican Harbor Drive Intersection signalized
- SR 934 and Harbor Island Drive Intersection signalized
- SR 934 and Adventure Avenue Intersection signalized
- SR 934 and Driveway west of Adventure Avenue Intersection unsignalized

## 3.2 Analysis Years

The corridor will be analyzed for the following years:

- Existing Year 2022
- Opening Year 2030
- Design Year 2050

An opening year of 2030 was selected based on construction being funded for fiscal year 2028 per the latest FDOT Work Program Financials, see **Appendix A.** This provides sufficient time after the project is scheduled to be open to public, and when the new traffic pattern stabilizes. The design year was established based on opening year plus 20 years. Morning (AM) peak, and evening (PM) peak traffic conditions will be evaluated for traffic and safety analysis.

# 4 Operational Analysis Tools

The operational performance of SR 934 and the subject intersections will be analyzed according to methodologies provided in the Highway Capacity Manual 6 (HCM 6).

- Synchro software (version 11) will be used for the intersection operational analysis.
   Synchro models will be calibrated using field collected data per the 2021 FDOT Traffic Analysis Handbook. The calibrated model will be used for operational analysis.
- The reported results will be the LOS, delay, V/C ratios and 95th percentile queue lengths from both the Synchro queue reports and HCM 6th edition reports for each movement and overall intersection. The 95th percentile queue lengths will be compared to available turn lane storage lengths to identify spillback locations.
- Segment analysis will be performed between study intersections using Synchro software and will include arterial performance (speed and LOS) and queuing between intersections.

The primary measure of effectiveness for this traffic analysis will be LOS. The target LOS for SR 934 is LOS D, respectively.

#### 5 Data Collection

Data will be collected from various sources including FDOT, Miami-Dade County, and other agencies in addition to field collected data. Field visits will also be conducted to collect information on existing geometry, storage lengths, traffic signal heads, and to determine/verify signal phasing information, such as protected/permitted left-turn operations, right-turn-on-red restrictions, phase overlaps, etc. The signal timing plans for signalized intersections will be obtained from Miami-Dade County. The traffic data to be obtained for the study is listed below and graphically depicted in Figure 2.

#### **Traffic Counts**

72-hour machine counts (volume) will be collected at all intersection approaches at the following locations:

- SR 934 and Pelican Harbor Drive Intersection signalized
- SR 934 and Harbor Island Drive Intersection signalized
- SR 934 and Adventure Avenue Intersection signalized

Weekday 3-hour AM peak and 3-hour PM peak vehicle (car and truck) turning movement (including U-turns), bicycle, and pedestrian counts at the following locations:

- SR 934 and Pelican Harbor Drive Intersection signalized
- SR 934 and Harbor Island Drive Intersection signalized
- SR 934 and Adventure Avenue Intersection signalized
- SR 934 and Driveway west of Adventure Avenue Intersection unsignalized

#### **Vehicle Classification Counts on Roadway Segments and Ramps**

72-hour volume, speed, and classification count on SR 934 between Pelican Harbor Drive and Harbor Island Drive Intersections

#### **Calibration Data**

Field observed queuing and signal timing

#### **Crash Data**

The most recent five-year crash data for study intersections and segments will be gathered from the FDOT Crash Analysis Reporting System (CARS) Online and reviewed for completeness. In addition, FDOT High Crash Locations (HCL) lists will also be reviewed for identification of listed study intersections and segments.

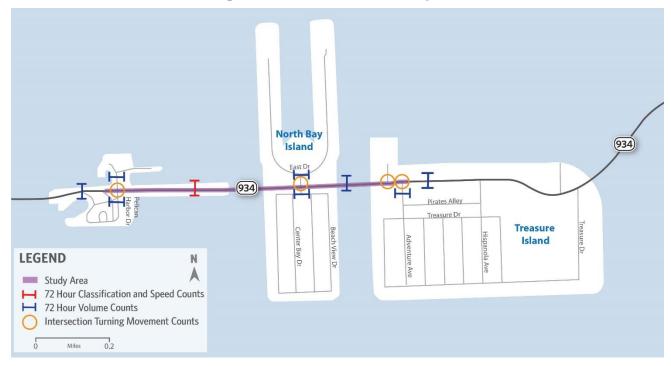


Figure 2. Data Collection Map

#### Existing Year (2022) Traffic Development 6

#### Intersection Peak Hour Volume 6.1

The intersection morning peak hour and the evening peak hour (AM and PM peak hour) volumes will be developed from 6-hour turning movement counts. The methodology for developing balanced existing peak hour traffic numbers is provided below.

- At each intersection, AM and PM peak hour will be calculated.
- A global peak hour will be determined for AM and PM peak hours for the entire study corridor based on consistent peak hour for study intersections along the corridor and peak hour of the critical intersections with higher volumes.
- The Peak Hour Factor (PHF) is defined as the hourly volume during the analysis hour divided by the peak 15-min flow rate within the analysis hour. PHF will be calculated for each intersection for AM and PM global peak hours for each intersection. As noted in FDOT's 2021 Traffic Analysis Handbook, the future year analysis will be performed using a PHF of 0.95 for urban arterials.
- The T-factor, Tf, is the percentage of truck traffic occurring during the peak hour for each intersection. Tf is the total number of trucks entering the intersection divided by the hourly intersection volume during the analysis hour for each AM and PM global peak hour. Truck percentages for each movement will be obtained from the traffic count data and used for the Synchro analysis.

- Each peak hour intersection traffic volume will be seasonally adjusted for day of week and month of year using the seasonal factors from FDOT Florida Traffic Online (2021) web portal.
- Seasonally adjusted peak hour intersection volumes will be compared with seasonally adjusted arrival and departure counts along the corridor and appropriate adjustments will be made.
- Reasonability checks will be made, and existing traffic counts will be balanced by adding and/or subtracting traffic numbers along the corridor. Balancing will avoid any unreasonable additions and subtractions by looking at existing driveways, major generators and attractions along the corridor.

#### Annual Average Daily Traffic (AADT) Volume 6.2

Annual Average Daily Traffic (AADT) will be developed from 72-hour traffic machine counts. The methodology for developing AADT from 72-hour traffic machine counts is provided below.

- The seasonal factor (SF) will be obtained from 2021 Miami-Dade County Peak Season Factor Category Report from FDOT Florida Traffic Online (2021) for each 72-hour traffic machine count site. Seasonal factors will be checked against factors prior to COVID-19 to verify the correct seasonal factors are being applied.
- The axle correction factor (ACF) will be obtained from 2021 Miami-Dade County Weekly Axle Factor Category Report from FDOT Florida Traffic Online (2021) for each 72-hour traffic machine count site.
- Average two-way volume (ADT) will be calculated at each 72-hour traffic machine count site.
- AADT at each 72-hour traffic machine count site will be developed using below formula:

AADT = ADT X SF X ACF

Resulting AADT will be compared to the AADTs from FDOT Florida Traffic Online (2021) for reasonableness.

#### 6.3 Directional Peak Hour Volume

- Balanced traffic counts developed in Section 6.1 will form as a basis for existing directional peak hour volumes.
- The ratio of the traffic volume in the study hour to the AADT is called the K-factor. The peak-to-daily ratios for the existing year volumes will be computed using traffic count data and the Standard K Factor specified in the 2019 FDOT Project Traffic Forecasting Handbook will be used to determine the peak hour volumes for the Opening and Design years (see section 8.5).
- The D-factor is the directional distribution factor and it is defined as proportion of the total, two-way design hour traffic travelling in the peak direction. The D-factors for the existing year volumes will be computed using traffic count data and the recommended D-factors specified in the 2019 FDOT Project Traffic Forecasting

Handbook will be used to determine the peak hour volumes for the Opening and Design years (see section 8.5).

Field and Historical K and D factors will be calculated and reviewed for reasonableness. Historical K and D factors will be obtained for available traffic counts from FDOT Florida Traffic Online (2021).

#### 7 **Project Alternatives**

The PD&E Study will evaluate the following alternatives:

- No-Build Alternative The No-Build (no construction) Alternative will include currently planned and programmed improvements.
- Build Alternatives Up to three build alternatives will be evaluated during the PD&E Study. It is anticipated that the alternatives may have the same through lanes but differ in approach to intersection design and configuration. TSM&O strategies will also be integrated in the recommended alternative.

#### Travel Demand Forecasting 8

This section discusses detailed methodology for the subarea validation, the Opening Year and Design Year traffic forecast development process.

#### 8.1 Travel Demand Model

Development of the future travel demand model will utilize the currently adopted version of the Miami-Dade Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP) travel demand model: Southeast Florida Regional Planning Model Version 8.522 (SERPM v8.522).

#### 8.2 Subarea Validation

A subarea validation will be conducted using the SERPM v8.522. The SERPM v8.522 was developed in accordance with LRTP throughout FDOT District 6, which was validated for year 2015. The goal of the base year model calibration and validation is to improve the correlation between model estimates and observed conditions on the roadways within the study area; and ensure the reasonableness of the daily traffic demand forecasts. Reasonableness and project level model accuracy of the subarea will be based on assessment standards described in Table 3-3 of the 2019 FDOT Project Traffic Forecasting Handbook. The Florida Traffic Online 2015 AADT data will be used for the model validation.

The physical and operational features of the area roadway networks will be reviewed for conformity to the actual conditions of the validation year. The network review is focused on roadway characteristics, such as area type (AT), facility type (FT), number of lanes, speed and turn penalty. Review of the input TAZ-level population and employment, land use, and other network checks will be performed. Adjustments to the model, will be made in order to accurately reflect the 2015 roadway network and improve the model performance, while maintaining or improving the validation statistics outside the study area. Model validation results such as volume to count ratios and Root Mean Square Error (RMSE) percentages will be summarized at the subarea level. Review of validation results at the regional level will also be performed to ensure the subarea validation does not disrupt the regional model accuracy. Adjustment factors will be developed using the subarea model validation performed for the 2015 base year consistent with Section 3.10.4 of the 2019 FDOT Traffic Forecasting Handbook. A map of the proposed SR 934 model subarea is depicted in **Figure 3**.

Following the subarea base year (2015) validation, the future year (2045) model will be developed by carrying forward updates from the base year network. A network review will again be performed for the 2045 network including area type, facility type, number of lanes, land uses, population and employment growth, and programmed roadway improvements. The SERPM v8.522 2045 cost feasible model trip table will be maintained from the same sub-area modeling. For the purposes of this study, a single set of future demand volumes will be used to evaluate the future conditions since no increase to capacity modifications in number of lanes are anticipated for the project.

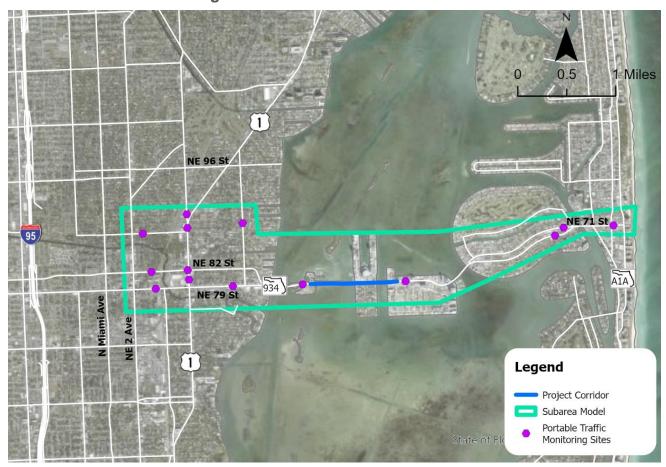


Figure 3. Subarea Model Limits

#### 8.3 **Growth Rates**

Appropriate growth rate will be developed for the project corridor and this growth rate will be applied to Existing AADT to generate Opening Year (2030) and Design Year (2050) AADT. Steps involved in development of AADTs are listed below:

- Population and employment estimate growth rates for Miami-Dade County will be calculated using BEBR data.
- Historic AADTs from the past ten years will be obtained from the FDOT Florida Transportation Online website for Portable Traffic Monitoring Sites (PTMS) 870533, 870142, and 870145; located on SR 934 east and west of the project corridor.
- FDOT Trends Analysis Spreadsheet will be utilized to calculate trends growth rate based on historic AADTs.
- Recommended growth rates will be developed based on SERPM v8.522 model assignment growth rates, population and employment estimate growth rates, and historic trends growth rates for the project segment through a comparative review of available sources. A minimum growth rate of 0.5% may be used for SR 934.

Within the project corridor, growth rates for side street traffic within North Bay Village is expected to remain low as the area is largely built out with single-family homes located on the south side of SR 934 restricting development opportunities. Low to minimal growth is also anticipated on the north side of the island where the land use is dense residential with limited commercial land uses. It is anticipated that most of the growth will occur on SR 934, a causeway connecting the mainland with the barrier islands. These growth rate assumptions will be verified with future land use maps and other relevant documents from North Bay Village.

#### Opening Year and Design Year AADTs 8.4

Recommended growth rates will be applied to Existing Year (2022) AADT to generate Opening Year (2030) and Design Year (2050) AADT. As previously mentioned, since no modifications to the number of lanes are anticipated for SR 934, only one set of future AADTs will be developed for Opening Year (2030) and Design Year (2050).

#### 8.5 Opening Year and Design Year Peak Hour Volume

FDOT approved TMTool will be utilized to develop future turning movement volumes for each intersection under both AM and PM peak hours. TMTool utilizes Existing AADT volumes, existing intersection peak hour volumes, appropriate growth rates, future AADT volumes, and recommended K and D factors to develop Opening Year (2030) and Design Year (2050) peak hour volumes. The recommended K and D factors will be based on the recommended range of values for urban arterials from the 2019 FDOT Project Traffic Forecasting Handbook<sup>1</sup> and selected based on the comparison of data collected and data obtained from the Florida Traffic Online website for PTMS 870533, 870142, and 870145. Table 1 and Table 2 show the FDOT Standard K Factor and D Factor target thresholds.

Table 1. FDOT Standard K Factors<sup>1</sup>

Area <b>(Population)</b>	Facility Type	Standard K Factor (% AADT)*	Representative Time Period
Large Urbanized Areas with Core Freeways (1,000,000+)	Freeways	8.0 - 9.0 ***	Typical weekday peak period or hour
	Arterials & Highways	9.0 **	Typical weekday peak hour

<sup>&</sup>lt;sup>1</sup>Source: 2019 FDOT Project Traffic Forecasting Handbook

Table 2. FDOT Recommended D Factor Ranges<sup>1</sup>

Road Type	Low	D	High	Standard Deviation
Rural Freeway	52.3	54.8	57.3	1.73
Rural Arterial	51.1	58.1	79.6	6.29
Urban Freeway	50.4	55.8	61.2	4.11
Urban Arterial	50.8	57.9	67.1	4.60

<sup>&</sup>lt;sup>1</sup>Source: 2019 FDOT Project Traffic Forecasting Handbook

Opening Year (2030) and Design Year (2050) peak hour volumes developed for each intersection will be summarized and balanced along SR 934 under both AM and PM peak hours. Finally, all numbers will be checked for reasonableness.

### 9 Safety Analysis

This section discusses detailed methodology for existing and future safety analysis.

### Analysis Area 9.1

The analysis will be performed for all intersections and roadway segments evaluated in the PTAR. In general, intersections will include an influence area of approximately 250 feet on each approach.

#### 9.2 **Analysis Methods**

The analysis will consist of existing and future conditions. The existing analysis will consist of a five-year historical crash data analysis. The future analysis will consist of evaluating proposed alternatives based on observed crashes adjusted with crash modification factors (CMFs).

<sup>\*\*</sup>Value is 7.5% in approved Multimodal Transportation Districts where automobile movements are deemphasized. This lower value represents an extensive multi-hour peak period rather than a peak hour.

<sup>\*\*\*</sup>Value is 8.0% for FDOT-designated urbanized core freeways and may either be 8.5% or 9.0% for non-core freeways. Values less than 9% essentially represent a multi-hour peak period rather than a peak hour.

### 9.3 **Existing Safety Analysis**

The existing safety analysis will include a compilation of crash data, crash rate and safety ratio calculations, heat maps, and identification of crash trends and characteristics. Crash trends will be identified by evaluating observed crashes by location, type, time of day, year, severity, presence of overhead lighting, weather, distraction, contributing factors, and other characteristics. Based on the obtained data, the existing safety analysis will identify high crash locations, areas of safety concern and potential crash countermeasures based on probable causes and crash trends.

### 9.4 **Future Safety Analysis**

A CMFs analysis, as described in Section 5.1 of the Safety Analysis Guidebook, will be performed for all the build alternatives. This analysis method measures the effectiveness of a safety treatment by quantifying the change in average crash frequency as a result of a proposed design alternative. HSM resources, including the CMF Clearing House, NCHRP, and FHWA studies will be used as necessary.

### 9.5 Safety Analysis Documentation

The safety analysis will be documented in the PTAR of the PD&E Study. The documentation will include details of the analytical procedures and results of the existing and future safety analysis. It will include tables and figures summarizing crash data, crash rates, safety ratios, crash contributing factors, applicable CMFs, and other relevant data.

#### 10 **Documentation**

This traffic analysis will be documented in the Project Traffic Analysis Report (PTAR). The documentation will include details of the analytical procedures and results of the travel demand forecasts, operation and safety analyses. It will include tables and figures summarizing traffic forecasts (AADT, AM and PM peak hour intersection volumes, directional peak hour volumes) and results of the operations analyses (LOS, delays, and queue lengths).

# Appendix A. FDOT Work Program Financials

### Financials for Project 449007-2 (SR 934/NE 79 ST FROM W OF PELICAN HARBOR DR TO E OF ADVENTURE AVE

Filtered by:

Selected Version: CA

Work Program Financials

Ver	Description	PDC	Programmed	Committed	Remaining	Fund	PGM	Federal Aid #	Status
CA	IN-HOUSE (31) 01 2025	\$50,000	\$50,000	\$0	\$50,000				
		\$50,000	\$50,000	\$0	\$50,000	ACBR	00		CANDIDA
CA	CONSULTANTS/CONTRACTORS (32) 01 2025	\$3,200,000	\$3,200,000	\$0	\$3,200,000				
		\$3,200,000	\$3,200,000	\$0	\$3,200,000	ACBR	00		CANDIDA
CONS	STRUCTION (5X)								
Ver	Description	PDC	Programmed	Committed	Remaining	Fund	PGM	Federal Aid #	Status
CA	CONSULTANTS/CONTRACTORS (52) 01 2028	\$32,054,000	\$37,150,586	\$0	\$37,150,586				
		\$32,054,000	\$37,150,586	\$0	\$37,150,586	ACBR	03		CANDID
CONS	STRUCTION SUPPORT (6X)								
Ver	Description	PDC	Programmed	Committed	Remaining	Fund	PGM	Federal Aid #	Statu
CA	IN-HOUSE (61) 01 2028	\$100,000	\$115,900	\$0	\$115,900				
		\$100,000	\$115,900	\$0	\$115,900	ACBR	00		CANDIDA
CA	CONSULTANTS/CONTRACTORS (62) 01 2028	\$5,000,000	\$5,795,000	\$0	\$5,795,000				
		\$5,000,000	\$5,795,000	\$0	\$5,795,000	ACBR	00		CANDID
	CONSULTANTS/CONTRACTORS (62) 02	\$320,000	\$370,880	\$0	\$370,880				
CA	2028			ćo	\$370,880	ACBR	40		CANDIDA
CA	2028	\$320,000	\$370,880	\$0	7370,000	-			
CA	2028  CONSULTANTS/CONTRACTORS (62) 60 2028	\$320,000 \$120,000	\$370,880 \$139,080	\$0 \$0	\$139,080				

No Construction Estimates found.

Right of Way Estimates

No Right Of Way Estimates found.

# Appendix B.

## **Traffic Forecasting Memorandum (April 2024)**

SR 934/NE 79th Street (John F. Kennedy Causeway) from West of Pelican Harbor Drive to Adventure Avenue Project Development and Environment (PD&E) Study

Traffic Forecasting Memo

FM# 449007-1-22-01

Miami-Dade County

April 4, 2024

### **Contents**

1	Traffi	ic Analysis Objective	3
	1.1	Project Description	3
2	Data	Collection	5
	2.1	Traffic Counts	5
	2.2	Classification Counts	5
3	Exist	ing Year (2022) Traffic Development	6
	3.1	Annual Average Daily Traffic (AADT) Volume	6
	3.2	Field Traffic Factors	6
	3.3	Directional Peak Hour Volume	7
	3.4	Intersection Peak Hour Volume	8
	3.5	Recommended Traffic Factor Development	
		3.5.1 Recommended Traffic Factors	10
4	Suba	rea Model Validation	12
	4.1	Highway Network Reasonableness Check	12
	4.2	Validation Results	13
5	Traffi	ic Forecasting	15
	5.1	BEBR Population Projections	15
	5.2	SERPM v8.522 Future Modeling	15
		5.2.1 SERPM 2045 Roadway Network	16
	5.3	Historic and Trend Growth Rates	16
	5.4	Model Growth Rates and Opening/Design Year AADTs	17
	5.5	Opening Year and Design Year Peak Hour Volume	19
		Tables	
Tabl	e 1 Exi	isting Year (2022) AADT	6
Tabl	e 2 Fie	eld Traffic Factors	7
Tabl	e 3 Dir	ectional Peak Hour Volumes	8
		ersection Peak Hour Factors	
		commended Traffic Factors	
Tabl	e 6 Vo	lume over Count Ratios by Volume Group & Percent Error	13
		lume over Count Ratios by Corridor	
		ISE Percentage Statistics	
		BR Population Projections	
		istoric and Trend Growth Rates	
		rowth Rate Comparisons	
Tabl	e 12 F	orecasted 2050 AADT	18

## **Figures**

Figure 1. Project Location Map	
Figure 2. Data Collection Map	
Figure 3 Existing (2022) AM & PM Peak Hour Turning Movement Volumes	
Figure 4 Existing (2022) AM & PM Peak Hour Turning Movement Truck Percentages	9
Figure 5 Subarea Model Limits	12
Figure 6 Opening (2030) AM & PM Peak Hour Turning Movement Volumes	20
Figure 7 Design (2050) AM & PM Peak Hour Turning Movement Volumes	20

## 1 Traffic Analysis Objective

The Florida Department of Transportation (FDOT) District Six is conducting a Project Development and Environment (PD&E) Study for State Road 934 (SR 934)/NE 79th Street (John F. Kennedy Causeway) from milepost (MP) 1.077 (west of Pelican Harbor Drive) to MP 1.947 (east of Adventure Avenue) in Miami-Dade County. This Traffic Forecasting memo provides the required existing traffic data, as well as the forecasted 2030 and 2050 data as per the approved Traffic Analysis Methodology to be used for the preparation of the Project Traffic Analysis Report (PTAR). The data collection procedures follow those of the Manual on Uniform Traffic Studies (MUTS), and traffic forecasting procedures follow those of the 2019 Project Traffic Forecasting Handbook (PTF).

## 1.1 Project Description

This project involves the potential rehabilitation or replacement of four prestressed concrete slab (Sonovoid) bridges (two bridge pairs) connecting three islands within the Cities of Miami and North Bay Village in Miami-Dade County, as shown in **Figure 1**. The bridges are part of SR 934/NE 79th Street (John F. Kennedy Causeway), a roadway classified as "Urban Principal Arterial – Other" and a context classification of "C5 – Urban Center", which connects mainland Miami to Miami Beach. The specific limits of the bridge project extend from milepost (MP) 1.077 (west of Pelican Harbor Drive) to MP 1.947 (east of Adventure Avenue). The western bridge pair, comprised of Bridge Identification (ID) Numbers 870083 (westbound) and 870549 (eastbound), is located just west of North Bay Island/Harbor Island. The eastern bridge pair, comprised of Bridge ID Numbers 870084 (westbound) and 870550 (eastbound), is located between North Bay Island/Harbor Island and Treasure Island. The project is approximately 0.87 mile in length.

The existing western bridge pair consists of six lanes, including four 11-foot-wide travel lanes to the inside and two 13.5-foot-wide travel lanes to the outside, and a raised median connecting the two bridge structures. The outside travel lanes include shared-use markings to accommodate bicycles. In addition, a 5-foot-wide raised sidewalk is present on each side of the bridge pair to the outside. The existing eastern bridge pair consists of six 10-foot-wide travel lanes with a raised median connecting the two bridge structures, as well as a 5.5-foot-wide dedicated bicycle lane and a sidewalk varying between 5 and 6 feet in width (separated by guardrail) on each side of the bridge pair to the outside.

The bridge approaches are generally consistent with the typical section of the bridges, except for east of the western bridge pair which includes dedicated bicycle lanes. Crossing over the Biscayne Bay, the bridges have a maximum vertical clearance of 6.78 feet at Mean Low Water and a minimum vertical clearance of 4.78 feet at Mean High Water. Biscayne Bay at the bridge crossings is not deemed a navigable waterway by the United States Coast Guard.

The existing bridges were constructed in the early 1970s and have been determined to be Structurally Deficient given the condition of each bridge's superstructure (beams), which is referred to as "Sonovoid" design. Due to the structure type, the number of structural deficiencies, and the low clearance from the water, the bridge superstructures cannot properly be repaired and must be replaced. Therefore, the Project Development and

Environment (PD&E) Study will evaluate bridge rehabilitation and replacement alternatives that are anticipated to be generally within the same footprint of the existing bridges. Future bridge concepts may also include potential provisions for new and/or improved paved shoulders/marked bicycle lanes and sidewalks. The existing right of way varies along the project segment and ranges from approximately 100 to 150 feet. Minimal right of way is anticipated to accommodate the replacement bridges; however, specific right of way requirements for the project will be determined during the PD&E Study.



Figure 1. Project Location Map

## 2 Data Collection

The traffic data obtained for the study is listed below and graphically depicted in **Figure 2**. Raw data traffic worksheets are provided in **Appendix A**.

### 2.1 Traffic Counts

Seventy-two-hour machine counts (volume) were collected from Tuesday, October 4, 2022, through Thursday, October 6, 2022, at all intersection approaches at the following locations:

- 1. SR 934 and Pelican Harbor Drive Intersection signalized
- 2. SR 934 and Harbor Island Drive Intersection signalized
- 3. SR 934 and Adventure Avenue Intersection signalized

Weekday 3-hour AM peak (7:00AM – 10:00AM) and 3-hour PM (4:00AM – 7:00AM) peak vehicle (car and truck) turning movement (including U-turns), bicycle, and pedestrian counts were collected on October 4<sup>th</sup> and 6<sup>th</sup>, 2022, at the following locations:

- 1. SR 934 and Pelican Harbor Drive Intersection signalized
- 2. SR 934 and Harbor Island Drive Intersection signalized
- 3. SR 934 and Adventure Avenue Intersection signalized
- 4. SR 934 and Driveway west of Adventure Avenue Intersection unsignalized

### 2.2 Classification Counts

Seventy-two-hour classification counts were collected from Tuesday, October 4, 2022, through Thursday, October 6, 2022, on SR 934 between Pelican Harbor Drive and Harbor Island Drive Intersections.

Figure 2. Data Collection Map



## 3 Existing Year (2022) Traffic Development

## 3.1 Annual Average Daily Traffic (AADT) Volume

The Annual Average Daily Traffic (AADT) volumes were developed from the 72-hour traffic machine counts. The AADT for each machine count site was developed by applying a seasonal factor (SF) of 0.97 obtained from the 2021 Miami-Dade County Peak Season Factor Category Report from FDOT Florida Traffic Online (2021). An axle correction factor (ACF) of 0.96 obtained from the 2021 Miami-Dade County Weekly Axle Factor Category Report from FDOT Florida Traffic Online (2021) was also applied to intersection approach volume only counts. **Table 1** summarizes the existing AADTs for each intersection approach. The resulting AADTs were compared to the AADTs from FDOT Florida Traffic Online (FTO) 2021 for reasonableness. Related FTO data can be found in **Appendix B**.

Table 1 Existing Year (2022) AADT

Location	2022 AADT
SR 934 - West of Pelican Harbor Drive	42,000
SR 934 - East of Pelican Harbor Drive	42,000
SR 934 - East of Harbor Island Drive	39,500
SR 934 - East of Adventure Avenue	38,500
Pelican Harbor Drive - South of SR 934	800
Pelican Harbor Drive – North of SR 934	700
North Bay Island Drive - South of SR 934	1,200
Harbor Island Drive - North of SR 934	7,200
Channel 7 Drive - North of SR 934	600
Adventure Avenue - South of SR 934	3,400

## 3.2 Field Traffic Factors

The ratio of the traffic volume in the study hour to the AADT is called the peak-to-daily volume ratio. The peak hour peak direction distribution percentage is the directional distribution factor, defined as the proportion of the total, two-way design hour traffic travelling in the peak direction. The ratio of heavy vehicles is called the peak hour truck percentage. Using the collected field data, traffic factors for each intersection approach were calculated, see **Table 2**.

**Table 2 Field Traffic Factors** 

		Peak-to- Daily Volume	Peak hour Peak Direction	Peak Hour
Location	Peak Hours*	Ratio	Distribution %	Truck %**
SR 934 - West of Pelican Harbor Drive	AM	0.073	0.511	0.025
ert do i vivest er i elleari i larber Brive	PM	0.074	0.544	0.021
SR 934 - East of Pelican Harbor Drive	AM	0.073	0.504	0.027
Cit 50 1 Zast 611 Gilball Flands Bills	PM	0.073	0.544	0.020
SR 934 - East of Harbor Island Drive	AM	0.071	0.519	0.025
Cit 661 East 611 Idibol Island Billy	PM	0.074	0.571	0.023
SR 934 - East of Adventure Avenue	AM	0.071	0.539	0.028
Cit 60 1 Zast 617 ta ventare 7 tventae	PM	0.075	0.559	0.024
Pelican Harbor Drive - South of SR 934	AM	0.045	0.694	-
	PM	0.131	0.514	-
Pelican Harbor Drive – North of SR 934	AM	0.039	0.704	0.037
Telloan Thaibor Brive Horar or Ort 304	PM	0.130	0.527	0.000
North Bay Island Drive - South of SR 934	AM	0.078	0.591	0.032
THORIT BUY ISIGING BING COURT OF CIT 504	PM	0.080	0.521	0.031
Harbor Island Drive - North of SR 934	AM	0.067	0.667	0.014
Transcribiana Brive Profut of Circoon	PM	0.077	0.586	0.004
Channel 7 Drive - North of SR 934	AM	0.105	0.810	-
Ghamier Bive North of Green	PM	0.088	0.868	-
Adventure Avenue - South of SR 934	AM	0.080	0.681	-
, 12.5.1.1.1.0 / Vollage - Could of Oft 004	PM	0.081	0.538	-

<sup>\*</sup>Peak Hours vary by location; \*\*Truck Data not available for volume only count locations

### 3.3 Directional Peak Hour Volume

Directional peak hour volumes for the existing (2022) condition were calculated from the field collected data. **Table 3** summarizes the AM and PM peak hour directional volume for each intersection approach based on field collected data to determine the peak volume approach. It should be noted that volumes shown are an average of the three days of collected field data.

**Table 3 Directional Peak Hour Volumes** 

Location	Peak Hours*	Direction 1 (NB/EB)	Direction 2 (SB/WB)
SR 934 - West of Pelican Harbor Drive	AM	1,561	1,492
GIV 954 - West of Felical Flatbol Brive	PM	1,415	1,686
SR 934 - East of Pelican Harbor Drive	AM	1,543	1,518
31 334 - Last of Felical Frial Bol Drive	PM	1,406	1,676
SR 934 - East of Harbor Island Drive	AM	1,450	1,342
31 334 - Last of Flatbol Island Drive	PM	1,265	1,685
SR 934 - East of Adventure Avenue	AM	1,465	1,253
31 334 - Last of Advertible Aveilde	PM	1,262	1,600
Pelican Harbor Drive - South of SR 934	AM	11	25
Pelicali Halboi Dilve - Soutil of SR 934	PM	51	54
Pelican Harbor Drive – North of SR 934	AM	8	19
Pelicali Harbor Drive – North of SK 934	PM	43	48
North Bay Island Drive - South of SR 934	AM	38	55
Notifi Bay Island Drive - South of SK 954	PM	50	46
Harbor Island Drive - North of SR 934	AM	156	327
Halbor Island Drive - North of SK 934	PM	323	228
Channel 7 Drive North of SD 024	AM	51	12
Channel 7 Drive - North of SR 934	PM	7	46
Advanture Avenue Couth of CD 004	AM	186	87
Adventure Avenue - South of SR 934	PM	149	128

<sup>\*</sup>Peak hours vary by location

## 3.4 Intersection Peak Hour Volume

The intersection morning peak hour and the evening peak hour (AM and PM peak hour) volumes were developed from the 6-hour turning movement counts. Based on the collected data, the global AM and PM peak hours were established as 8:00 AM and 5:00 PM, respectively. All intersection volume data was compared to the machine count locations for reasonableness. Seasonally factored, balanced turning movement volumes are presented in **Figure 3**, with corresponding truck factors presented in **Figure 4**.

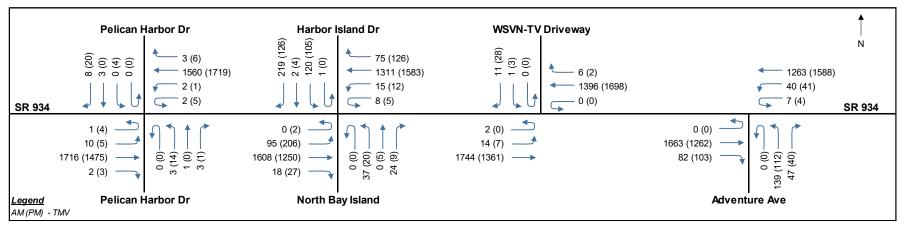
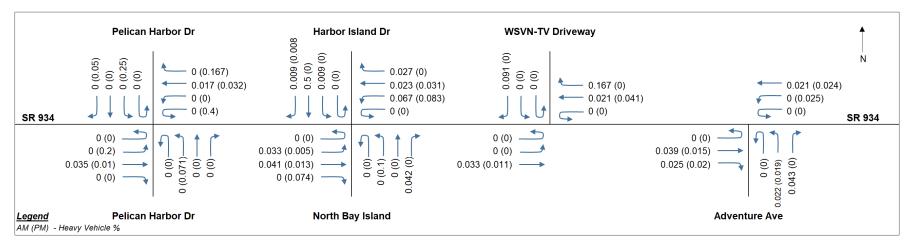


Figure 3 Existing (2022) AM & PM Peak Hour Turning Movement Volumes

Figure 4 Existing (2022) AM & PM Peak Hour Turning Movement Truck Percentages



The Peak Hour Factor (PHF) is defined as the hourly volume during the analysis hour divided by the peak 15-minute flow rate within the analysis hour. PHF was calculated for each intersection for AM and PM global peak hours for each intersection and presented in **Table 4**. As noted in FDOT's 2021 Traffic Analysis Handbook, the future year analysis will be performed using a PHF of 0.95 for urban arterials.

	Peak Hour Factor				
Intersection	AM Peak Hour	PM Peak Hour			
SR 934 and Pelican Harbor Drive	0.93	0.95			
SR 934 and Harbor Island Drive	0.94	0.93			
SR 934 and WSVN TV Driveway	0.96	0.92			

0.96

0.93

**Table 4 Intersection Peak Hour Factors** 

## 3.5 Recommended Traffic Factor Development

SR 934 and Adventure Avenue

The traffic factors established in this section will be used in developing design hour volumes (DHV's) at the study intersections for the future conditions. These characteristics are determined based on the procedures outlined in the 2019 FDOT Project Traffic Forecasting (PTF) Handbook. These factors are important as they play a role in determining the appropriate number of lanes along a facility or design features such as pavement thickness. Key traffic factors include: K-factor, D-factor, Daily Truck Volume (DTV) and Design Hour Truck (DHT) which are further described in this section.

In general terms, the K-factor is the percentage of the daily traffic volume that occurs during the design hour of the day. Specifically, the K-factor is used to convert an AADT volume into a two-way DHV for a given roadway segment. The FDOT has implemented standardized K-factors to be used in traffic forecasting statewide. The Standard K-factor is dependent upon the area type and facility type for a given project. A Standard K-factor of 9.0 percent is typically used for most urban arterials. This means that 9 percent of the daily traffic occurs in the design hour.

The D-factor represents the percentage of traffic traveling in each direction along a roadway segment during the design hour. By applying a D-factor to the previously developed two-way design hour volume, the Direction Design Hourly Volumes (DDHVs) is calculated for a given roadway segment. These segment DDHVs for each leg of an intersection was utilized in developing design hour intersection volumes.

### 3.5.1 Recommended Traffic Factors

The recommended K and D factors is based on the recommended range of values for urban arterials from the 2019 FDOT Project Traffic Forecasting Handbook and selected based on the comparison of data collected and data obtained from the FTO for traffic stations 870533, 870142, and 870145. It should be noted that DHT factors are based on

an average from data collection values. Table  ${\bf 5}$  summarizes the recommended traffic factors:

**Table 5 Recommended Traffic Factors** 

Roadway	K (%)	D (%)	DHT Factors (%)
SR 934	9.0	53.7	2.4
Pelican Harbor Drive	9.0	60.9	1.8
Harbor Island Drive	9.0	62.6	0.9
WSVN-TV Driveway	9.0	83.9	2.7
Adventure Avenue	9.0	60.9	2.7

## 4 Subarea Model Validation

A subarea validation was conducted using the Southeast Regional Planning Model (SERPM) v8.522. The SERPM v8.522 was developed in accordance with Long Range Transportation Plan (LRTP) throughout FDOT District 6, which was validated for year 2015. The goal of the base year model calibration and validation is to improve the correlation between model estimates and observed conditions on the roadways within the study area; and ensure the reasonableness of the daily traffic demand forecasts. Reasonableness and project level model accuracy of the subarea was based on assessment standards described in Table 3-3 of the 2019 FDOT Project Traffic Forecasting Handbook and Table 2.10 of the Florida Standard Urban Transportation Model Structure (FSUTMS) Cube Framework Phase II Model Calibration and Validation Standards. The FTO 2015 AADT data was used for the model validation. The level of accuracy of the model is checked by percent error by volume groups, percent error by facility types, and the percent root mean square error (RMSE) for the study area. A map of the SR 934 model subarea is shown in **Figure 5**.

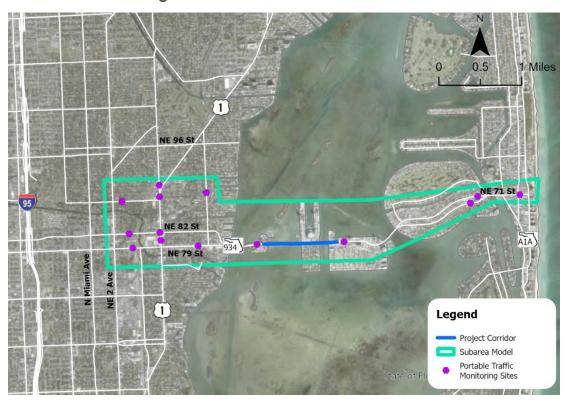


Figure 5 Subarea Model Limits

## 4.1 Highway Network Reasonableness Check

The changes that follow were made to the SERPM v8.522 year 2015 model to reflect the year 2015 traffic conditions. The speed limit for a link on NE 82 Street was changed from 20 to 40 miles per hour (mph). The model plots showing above mentioned changes are included in **Appendix C**.

### 4.2 Validation Results

**Table 6** shows the percent deviation error by volume group. As shown in **Table 5**, the traffic count percent errors for volume groups are within the acceptable FDOT model validation standards except for volume group less than 10,000 which is slightly above the acceptable standard. Although the subject volume group is outside the standard, the majority of the subarea network is comprised of links with volumes greater than 10,000 vehicles.

Table 6 Volume over Count Ratios by Volume Group & Percent Error

Statistic	Acceptable	Preferable	Before	After
< 10000	50%	25%	-55%	-54%
10,000-30,000	30%	20%	-10%	-8%
30,000-50,000	25%	15%	-21%	-20%

**Table 7** shows the volume over count ratios by corridor. The validation results minor improvements and the overall volume to count ratios are 0.94 and 0.96 before and after the subarea validation, respectively.

**Table 7 Volume over Count Ratios by Corridor** 

	Before Validation			After Validation			
Road Name	SERPM Volumes	FTO AADTs	Ratio	SERPM Volumes	FTO AADTs	Ratio	
SR 934/NE 79 Street	45,145	46,500	0.97	45,742	46,500	0.98	
NE 2 Avenue	12,331	13,800	0.89	13,127	13,800	0.95	
NE 10 Avenue	4,898	6,100	0.80	5,395	6,100	0.88	
Biscayne Blvd/US1	28,072	32,700	0.86	28,584	32,700	0.87	
NE 82 Street	20,762	13,000	1.60	20,711	13,000	1.59	
Normandy Drive	15,399	18,000	0.86	15,550	18,000	0.86	
NE 71 Street	6,195	11,700	0.53	6,387	11,700	0.55	
Total	132,802	141,800	0.94	135,496	141,800	0.96	

The percent RMSE for the study area is another aggregate measure of how well the model has been validated against the traffic counts. The RMSE for the study area comprising the study roadway links is 33%, which is accepted by the 45-35% FSUTMS standard. **Table 8** shows the calibrated model has been adjusted reasonably to replicate the existing traffic counts within study area. The base year model plots are provided in **Appendix D**.

**Table 8 RMSE Percentage Statistics** 

Volume Group	Acceptable	Preferable	RMSE%
5,000 - 9,999	45	35	67
10,000 - 14,999	35	27	52
15,000-19,999	30	25	21
20,000-29,999	27	15	34
30,000-49,999	25	15	21
Areawide	45	35	33

Based on the validation efforts performed, the model is considered acceptable for use in estimating future travel demand within the study area. A future year (2045) subarea model scenario was developed based on these calibration efforts to obtain future year volume forecasts, which is discussed in detail in the next section.

## 5 Traffic Forecasting

Based on the approved Traffic Analysis Methodology, the future traffic forecasts were developed for the following analysis years:

- Opening Year 2030
- Design Year 2050

The development of traffic projections for the SR 934 study corridor required review of historical growth, trend growth, and proposed development levels within the corridor vicinity. An annual growth rate was selected for the study roadway segment based upon comparisons of historic growth rates, trends growth rates, projected area-wide growth trends from the Bureau of Economic and Business Research (BEBR) (population growth from BEBR), and model growth rates. The subsequent sections summarize the review of the growth rates and the resulting forecast AADTs.

## 5.1 BEBR Population Projections

The population projections for Miami-Dade County were obtained from the BEBR Volume 55, Bulletin 192, dated February 2022. The BEBR bulletin provides three estimates for future year: low, medium, and high. **Table 9** summarizes the annual population growth rate for Miami-Dade County. The BEBR projections are included in **Appendix D**. **Table 9** shows annual growth rates for Miami-Dade County range from approximately -0.25 percent to 1.16 percent. It should be noted that BEBR data does not account for growth or decline of specific roadway segments. It is a countywide estimate and therefore is useful in comparing the growth rates obtained from other sources. The key takeaway here is that the county population is likely expected to grow and therefore, there will be growth in the study area in general.

		op	alation i lojoo	
County	Estimation	2021	2050 Projections	Annual Growth Rate (2021-2050)
Miami- Dade	Low		2,543,700	-0.25%
	Medium	2,731,939	3,179,600	0.52%
Daue	High		3,815,500	1.16%

**Table 9 BEBR Population Projections** 

## 5.2 SERPM v8.522 Future Modeling

As discussed earlier, the SERPM v8.522 model was used to generate future daily traffic volume projection in the project area. The validation adjustments that were applied to the base year validated 2015 model were carried over to the future year model. For future conditions, the year 2045 model runs were conducted. As of the time of the analysis, the North Bay Village development has not been approved and was not considered in the forecasting analysis. Traffic Analysis Zones (TAZs) within North Bay Village, to the north and south of SR 934, and within Miami Beach were reviewed to ensure projected growth is shown to account for the potential growth from new developments.

#### 5.2.1 SERPM 2045 Roadway Network

Before conducting the year 2045 model run, the roadway network was reviewed to account for any new developments and network connectivity. No updates were made regarding socioeconomic data within SERPM.

The future year travel demand model considered all the programmed and planned improvements in the vicinity of the study area that are consistent with regional transportation plans including the following:

- FDOT Five Year Work Program
- FDOT Strategic Intermodal System (SIS) plans
- Adopted LRTPs and Comprehensive Plans

For the location of the project corridor, no additional changes were observed throughout the regional transportation plans.

#### 5.3 Historic and Trend Growth Rates

Historical AADTs were obtained from the 2021 FTO. Historic growth rates were evaluated using FDOT standard spreadsheets for linear trend analysis. Evaluations were conducted for three (3) FTO count sites. The FDOT Historical AADT reports, historic growth, and trend growth rate analyses for each count station are provided in Appendix B.

**Table 10** summarizes the historical AADT data along with the linear historical growth rates, linear trends growth rates and respective R-square values at each station along SR 934. Based on this disruption affecting growth rates, year 2020 AADTs were adjusted in the trends analysis sheets; however, no locations displayed R-square values greater than 17 percent. Generally, only trend growth rates with an R-square value greater than or equal to 75 percent should be considered when determining growth factors with historical volumes.

**Table 10 Historic and Trend Growth Rates** 

Road	way		SR 934	
Loca	tion	West of NE 10 Avenue	West of Pelican Harbour Drive	East of Adventure Avenue
Ye	ar	Site ID 870145	Site ID 870142	Site ID 870533
20	11	28,200	39,500	38,000
20	12	25,900	43,000	36,500
20	13	25,700	39,000	36,500
20	14	22,100	39,000	27,500
20	15	23,000	46,500	37,500
20	16	26,900	45,500	30,500
20	17	27,000	44,000	39,500
20	18	26,500	41,500	41,000
20	19	27,800	41,500	39,500
20	20	20,600	40,500	37,000
20:	21	25,400	43,500	39,000
	Linear	0.27%	0.63%	1.46%
Historic GR	Exponential	0.31%	0.64%	1.40%
	Decaying	-0.12%	0.79%	0.89%
Trend GR	Linear	0.28%	0.43%	1.25%
(2021-2050)	Exponential	0.30%	0.59%	1.38%
(2021-2030)	Decaying	-0.01	0.14%	0.15%
	Linear	1.62%	11.20%	15.56%
Trend R <sup>2</sup>	Exponential	1.90%	12.22%	13.82%
	Decaying	0.26%	16.72%	5.69%

## 5.4 Model Growth Rates and Opening/Design Year AADTs

After updating roadway networks as previously discussed, one regional 2045 SERPM 8.522 model run was conducted.

The recommended growth rates were determined based on a comprehensive evaluation of BEBR and model growth rates summarized in **Table 11**. Based on this review, it was determined that the 0.56% recommended growth rate is consistent with the lower growth projected for the TAZs east of the causeway compared to the mainland. The applied linear growth rates for the forecasted AADTs are summarized in **Table 12**. The 2030 and 2050 AADTs were developed by applying the selected growth rate shown in **Table 11** to existing 2022 AADTs that were obtained via data collection in the field, and can be found in the Traffic Data Collection Summary found in **Appendix A**. The resulting 2030 and 2050 AADTs are summarized in **Table 12** and the supporting table can be found in **Appendix C**.

**Table 11 Growth Rate Comparisons** 

			C	omparison of	Annual Grov	vth Rate	Danaman da d	
Roadway	Segment	2021 AADT	BEBR	V	/alidated SERI	PM v8.522	Recommended Annual Growth	Notes
			Medium	2015 Count	2045 Count	Growth Rate	Rate	
	West of North Bayshore Drive	20,900	0.63%	25,134	29,209	0.50%		
CD 024	From US-1 to North Bayshore Drive	18,000	0.63%	20,608	25,181	0.67%	0.50%	Average of
SR 934	•	43,500	0.63%	45,742	54,390	0.58%	0.56%	Validated Model
	From Adventure Avenue to Bay Drive West	39,000	0.63%	31,523	36,584	0.50%		

### **Table 12 Forecasted 2050 AADT**

Location	2022 AADT	Forecasted 2030 AADT	Forecasted 2050 AADT
SR 934 - West of Pelican Harbor Drive	42,000	44,000	48,500
SR 934 - East of Pelican Harbor Drive	42,000	44,000	48,500
SR 934 - East of Harbor Island Drive	39,500	41,500	46,000
SR 934 - East of Adventure Avenue	38,500	40,000	44,500
Pelican Harbor Drive - South of SR 934	800	800	900
Pelican Harbor Drive – North of SR 934	700	700	800
North Bay Island Drive - South of SR 934	1,200	1,300	1,400
Harbor Island Drive - North of SR 934	7,200	7,500	8,300
WSVN TV Driveway - North of SR 934	600	600	700
Adventure Avenue - South of SR 934	3,400	3,600	3,900

## 5.5 Opening Year and Design Year Peak Hour Volume

To develop future turning movement volumes for each intersection, FDOT's approved Turning Movement Tool (TMTool) was inputted with Existing (2022) AADT volumes, balanced existing intersection peak hour volumes, appropriate growth rates, future AADT volumes, and recommended K and D factors to develop Design Year (2050) peak hour volumes. It should be noted that the minor disprepancies between existing traffic factors and traffic factors obtained from TMTool are due to the inputs in TMTool utilizing balanced volumes instead of field counts. Opening year (2030) volumes were developed by interpolating volumes between existing and design year. Forecasted, balanced, turning movement volumes for opening and design year are shown in **Figure 6** and **Figure 7** respectively. TMTool sheets will be provided in **Appendix E**.

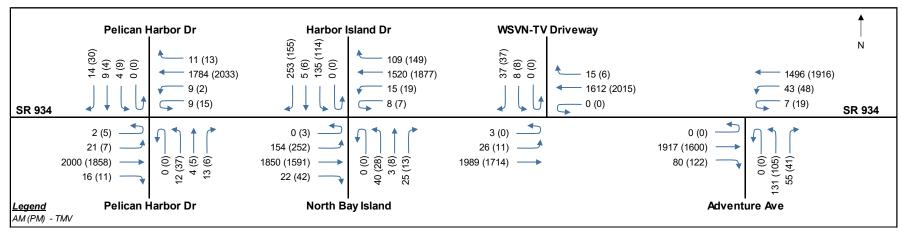
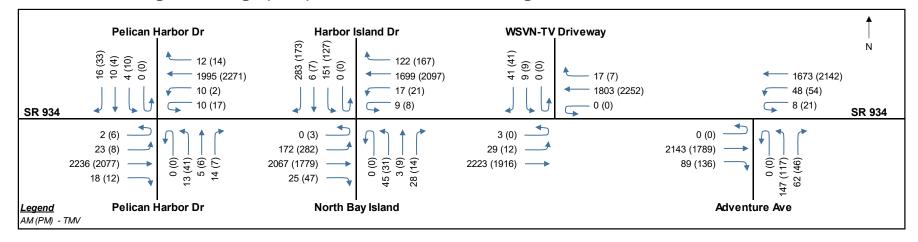


Figure 6 Opening (2030) AM & PM Peak Hour Turning Movement Volumes

Figure 7 Design (2050) AM & PM Peak Hour Turning Movement Volumes



# Appendix A. Traffic Data Collection

## 72-Hour Counts

Date													Tue	sday, Octo	ber 4, 20	)22												
Direction				ADE			Eastbo	und			DM							ANG			West	bound			DM			
Period		Ι	<del>1 1</del>	AM Single-Unit		Articulated	.				PM Single Unit		Articulate	<u> </u>			c:	AM		Articulated	4				PM Single-Unit	1 1	Articulated	
Class	Bikes <sup>1</sup>	Motorcycles <sup>2</sup>	Lights <sup>3</sup>	Trucks <sup>4</sup>	Buses <sup>5</sup>	Trucks <sup>6</sup>	Total	Bikes N	lotorcycle	s Lights	Single-Unit Trucks	Buses	Articulate Trucks	Total	Bikes	Motorcycles	Lights 3	ingle-Unit Trucks	Buses	Trucks	Total	Bikes	Motorcycles	E Lights 3	Trucks	Buses	Trucks	Total
12:00	0	3	75	0	0	0	78	0	5	237	6	2	0	250	0	0	72	0	1	0	73	1	3	294	7	2	2	309
12:15	0	3	74	0	1	0	78	1	4	267	9	1	1	283	0	0	51	0	0	0	51	1	8	314	13	1	1	338
12:30	0	0	72	0	0	0	72	0	4	269	3	1	0	277	0	2	49	0	1	0	52	1	3	292	8	1	2	307
12:45 1:00	0	1	43 42	0	0	0	44	0	5	225 246	6	1	0	237 262	1	2	52 32	0	0	0	55 34	0	3	284 222	8	1	0	296 239
1:15	1	1	43	0	1	1	47	0	6	356	8	4	0	374	0	2	27	0	0	0	29	1	3	286	9	0	0	299
1:30	0	0	35	0	0	0	35	0	3	268	8	2	0	281	0	0	23	0	0	1	24	1	1	287	7	2	1	299
1:45	0	1	44	0	1	0	46	2	2	286	5	3	0	298	0	0	30	0	0	0	30	1	6	309	6	3	2	327
2:00	0	1	29	0	0	0	30	2	4	169	5	1	0	181	0	0	22	0	1	0	23	0	1	226	7	0	0	234
2:15	0	0	38	0	0	0	38	0	10	413	4	3	0	430	0	0	26	0	0	1	27	0	2	376	17	2	2	399
2:30	0	0	28	0	0	0	28	2	9	276	2	3	0	292	0	1	15	0	0	0	16	1	5	302	3	0	1	312
2:45 3:00	0	0	23 20	0	1	0	24 21	1	9	324 293	1	1	0	331 305	0	0	23 25	1	0	0	23 26	0	3	311 348	7	2	0	330 360
3:15	0	0	14	0	0	0	14	0	9	269	7	2	0	287	1	0	20	0	0	0	21	2	6	375	5	1	0	389
3:30	0	0	23	1	0	0	24	1	10	325	2	1	0	339	0	3	25	0	0	0	28	1	5	404	10	3	0	423
3:45	0	0	22	2	1	1	26	3	8	353	5	4	0	373	0	1	18	0	0	0	19	1	5	355	6	2	5	374
4:00	0	0	20	0	0	0	20	2	7	330	3	6	0	348	0	2	18	2	0	0	22	1	11	388	7	4	1	412
4:15	0	0	22	0	0	0	22	0	4	331	3	2	0	340	0	0	26	1	0	0	27	1	2	416	9	9	1	438
4:30	0	0	34 22	1	0	0	36 25	0	11	351 330	3	7	0	366 342	0	1	21	1	0	1	24	0	3	423 418	) 2	/	1	435 434
4:45 5:00	0	0	26	1	1	0	28	0	11	345	1	3	0	360	0	0	40 45	1	0	0	41	0	5 Д	403	3 7	2	2	434
5:15	0	1	39	0	4	1	45	3	3	337	1	2	0	346	0	2	45	0	0	0	47	4	7	398	9	3	1	422
5:30	0	1	54	5	2	0	62	1	5	390	0	1	0	397	0	2	72	1	0	1	76	2	3	399	7	3	0	414
5:45	0	0	84	1	1	0	86	2	7	390	2	3	1	405	0	3	96	3	0	0	102	0	3	359	7	1	1	371
6:00	0	0	81	5	6	1	93	2	11	366	4	2	0	385	0	1	109	0	2	0	112	0	5	319	7	5	1	337
6:15	1	3	115	2	11	1	133	2	14	382	2	0	0	400	0	0	138	1	4	0	143	4	6	255	2	1	1	269
6:30 6:45	0	3	140 216	2	7	1	153 232	0	7	400 336	0	1	0	414 347	0	2	198 206	1	5	0	206 212	2	11	253 237	T 5	2	0	265 257
7:00	0	7	225	2	2	0	236	2	4	350	0	2	0	358	4	5	230	1	1	3	244	0	6	291	5	1	0	303
7:15	2	4	235	8	6	0	255	0	5	304	0	1	0	310	1	6	316	0	2	1	326	1	8	298	4	1	2	314
7:30	0	4	307	10	1	0	322	1	10	314	0	1	0	326	2	4	352	1	3	0	362	0	2	267	3	0	0	272
7:45	0	6	355	1	6	0	368	0	7	315	0	1	0	323	0	8	387	1	3	0	399	0	7	260	1	0	0	268
8:00	0	8	449	11	1	0	469	0	4	257	0	1	0	262	0	2	310	3	2	1	318	0	0	245	0	2	1	248
8:15 8:30	1	/	401 362	11 11	2	2	424 379	1	8	345 274	0	0	0	354 279	0	5	376 352	3	4	1	389 357	0	4	188 205	0	0	0	192 210
8:45	2	3 7	378	7	3 1	1	396	1	8	188	0	2	0	199	0	5	362	1	1	0	369	0	1	192	0	1	0	194
9:00	1	4	314	13	1	0	333	0	11	230	0	0	0	241	2	8	355	4	2	0	371	0	5	149	0	0	0	154
9:15	0	5	322	10	1	0	338	1	4	258	0	1	0	264	4	4	339	5	1	1	354	0	1	145	0	1	0	147
9:30	0	2	292	10	1	1	306	0	4	211	0	0	0	215	0	3	309	6	1	1	320	1	3	147	1	0	0	152
9:45	1	6	229	10	1	0	247	0	2	180	0	0	0	182	2	0	308	3	2	2	317	0	2	147	0	0	1	150
10:00	0	3	271	17	1	2	294	0	6	209	1	1	0	217	0	8	282	5	1	0	296	1	2	126	1	1	0	131
10:15 10:30	0	5 5	237 274	8 14	1	0	249 294	0	7	189 154	0	0	0	197 157	2	5	272 272	12 10	2	1	293 290	1	5	146 118	0	1	0	148 125
10:45	0	5	254	10	1	2	272	0	9	151	0	0	0	160	4	6	275	9	2	2	298	0	1	129	0	0	0	130
11:00	2	1	215	8	1	0	227	0	5	164	0	1	0	170	1	2	261	9	2	3	278	0	1	139	0	2	0	142
11:15	2	8	242	8	1	0	261	0	4	140	1	0	0	145	1	5	260	4	1	0	271	0	4	119	0	1	0	124
11:30	0	6	263	11	2	1	283	0	4	136	0	1	0	141	1	4	281	12	1	0	299	0	2	139	0	0	0	141
11:45	0	9	260	7	2	2	280	0	1	84	102	0	0	85	0	3	247 T 7 7 7 1	10	1	0	261	0	2	96	0	0	0	98
Total Directional	15	126	7,363	214	78	21	7,817 <b>21,6</b> !	34 <b>52</b>	305	13,317	102	73	4	13,835	27	115	7,670	115	51	23	8,001 <b>21</b>	35 <b>,351</b>	194	12,799	209	77	36	13,350
ADT							21,0							43,00	)3						<b>4</b> I	,551						
AADT														41,71														
Daily Truck %														2.3%	6													
*Relevant FHWA	Classes	1- Pedal Bike: 2	P- Motorcyc	les: 3- Passe	nger Cars	and Other T	wo-Axle.	Four-Tire	Single Uni	t Passenger	Vehicles: 4- F	Buses: 5-7	'· Two-Axle	Six-Tire S	inale Uni	t Trucks and	Three or Mo	re Axle Sin	ale Unit T	rucks: 5- Bi	uses: 6- Th	hree or N	Nore Axle Tra	iler or Multi	Frailer Truck		· <del></del>	_ <del></del>

Date													Wed	lnesday, O	ctober 5	, 2022												
Direction							East	bound													Westl	bound						
Period				AM Simula Hai	.	Aut land					PM		A	4				AM		A					PM Simula Hait		A	
Class	Bikes	Motorcycle	es Lights	Single-Uni Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulate Trucks	Total	Bikes	Motorcycle	s Lights S	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total
12:00	0	6	104	0	0	0	110	1	4	265	10	0	1	281	0	0	82	1	1	0	84	0	2	271	25	1	0	299
12:15	0	5	98	0	1	0	104	1	6	304	3	0	2	316	0	3	65	0	0	0	68	0	1	295	37	1	1	335
12:30	0	1	81	0	0	0	82	0	8	238	7	2	0	255	0	3	72	0	1	0	76	0	0	297	10	1	2	310
12:45	0	4	54	0	1	0	59	0	3	236	3	3	0	245	0	2	48	0	0	0	50	0	6	326	9	2	1	344
1:00 1:15	0	0	50 63	0	0	1	52 64	1	6	305 241	0	4	1	319 253	0	2	39 33	1	0	0	36	1	5 8	296 284	9	1	1	310 304
1:30	0	0	40	1	0	0	41	0	5	306	3	1	2	317	0	1	32	1	0	0	34	0	6	299	8	1	1	315
1:45	0	1	33	0	0	0	34	0	7	290	1	1	0	299	0	0	23	1	0	0	24	0	5	273	9	1	0	288
2:00	0	1	35	0	1	0	37	0	7	282	3	2	1	295	1	0	31	0	0	1	33	0	10	291	6	1	2	310
2:15	0	0	27	0	0	0	27	3	2	282	5	0	0	292	0	1	29	0	1	0	31	0	3	275	5	1	3	287
2:30	0	2	26	0	0	0	28	0	4	285	4	2	1	296	0	0	20	0	0	3	23	1	2	347	12	1	0	363
2:45	0	0	21	1	1	0	23	2	8	321	2	4	1	338	0	0	12	0	0	0	12	0	5	304	1	2	0	312
3:00	0	1	20	0	0	0	21	3	6	303	8	1	2	323	0	0	14	0	1	0	15	1	1	380	7	1	1	391
3:15 3:30	0	0	24 17	0	0	0	24	0	5	328 307	4	0	0	339 314	0	0	24 21	0	0	0	25	0	5	388 432	3	0	2	398 447
3:30 3:45	0	0	32	0	0	0	18 32	1	4	307	2	0 2	0	314	0	1	15	0	0	0	16	0	9	375	9	0	0	393
4:00	0	0	29	0	1	0	30	1	7	337	1	0	1	347	0	0	23	0	1	0	24	2	4	356	6	2	1	371
4:15	0	1	26	0	0	0	27	1	4	329	3	2	0	339	0	0	19	0	0	0	19	2	8	425	8	2	0	445
4:30	0	1	23	1	0	1	26	1	7	368	4	3	2	385	0	0	33	0	0	0	33	3	8	421	7	2	1	442
4:45	0	0	25	1	0	0	26	3	6	322	1	2	0	334	1	1	29	3	0	0	34	1	4	365	3	3	0	376
5:00	0	0	30	0	1	1	32	0	5	334	1	0	0	340	0	1	51	1	1	0	54	0	7	335	3	1	0	346
5:15	1	0	42	0	1	1	45	1	6	308	0	2	0	317	0	2	61	0	0	0	63	0	3	333	8	3	3	350
5:30	0	2	50	1	1	1	55	1	4	343	2	1	0	351	0	2	97	1	1	1	102	0	6	334	4	1	3	348
5:45	0	1	82	2	1	1	87	4	8	364	0	3	1	380	2	5	79	0	1	0	87	1	4	325	3	2	5	340
6:00	1	1	85	6	4	0	97	1	6	364	1	2	0	374	0	2	97	4	0	2	105	2	9	315	2	4	1	333
6:15 6:30		2	112 156	6 7	2	1	124 169	3	8	388 354	1	1	1	401 368	0	0	161 143	1	0 2	2	163 149	1	10	299 268	3	2	0	312 280
6:45	0	7	210	6	1	0	224	4	5	355	0	0	0	364	0	1	178	2	2	0	183	1	6	251	3	1	1	263
7:00	0	6	231	3	5	0	245	3	6	337	1	2	0	349	0	0	203	4	1	0	208	1	5	258	0	1	1	266
7:15	0	5	238	4	2	1	250	0	10	310	0	2	0	322	2	3	281	4	1	0	291	2	2	231	1	1	0	237
7:30	1	4	270	10	6	0	291	4	9	332	0	0	1	346	0	7	319	3	3	0	332	0	8	264	1	0	1	274
7:45	0	5	270	18	5	0	298	0	8	281	0	0	0	289	0	1	321	3	3	0	328	1	6	225	1	1	1	235
8:00	0	5	257	11	1	1	275	0	6	316	1	2	1	326	0	7	270	0	1	0	278	1	3	259	0	1	0	264
8:15	0	10	390	13	4	0	417	1	6	265	1	1	0	274	2	1	393	5	1	0	402	0	2	242	2	1	0	247
8:30	1	2	321	14	1	0	339	0	5	256	1	0	0	262	2	3	362	1	1	1	370	0	10	229	1	1	0	241
8:45 9:00	0	4 2	276 291	4 9	2	0	286 304	2	8	260 230	0	0	0	270 236	2	2	382 288	2	2	0	390 298	7	2	181 204	0	0	0	186 212
9:00	1	8	295	10	1	1	316	0	6	200	1	1	0	208	0	1	300	2	3	0	306	0	2	177	1	0	0	180
9:30	1	8	295	14	1	0	319	0	4	202	0	0	0	206	3	2	280	7	2	0	294	1	0	139	0	0	0	140
9:45	1	2	259	6	1	2	271	0	8	189	1	0	0	198	0	4	269	7	2	1	283	0	5	155	0	0	0	160
10:00	1	3	219	13	0	0	236	0	9	198	0	1	0	208	0	4	262	10	0	1	277	0	3	123	1	0	0	127
10:15	2	6	269	13	2	0	292	0	2	172	1	1	0	176	0	2	292	3	2	0	299	0	2	164	0	0	0	166
10:30	0	3	256	11	1	1	272	0	4	186	1	0	0	191	2	6	268	2	1	1	280	0	0	137	0	0	0	137
10:45	0	2	229	11	1	1	244	1	6	154	0	0	0	161	2	1	296	8	1	0	308	0	5	125	0	1	0	131
11:00	3	4	260	10	2	0	279	0	8	157	0	1	1	167	4	7	276	7	1	1	296	0	2	127	1	0	0	130
11:15	0	4	171	6	1	0	182	0	4	142	2	0	0	148	1	5	175	4	1	1	187	0	5	109	0	1	0	115
11:30 11:45	1	/	230	8	7	0	247	0	9	139	1	0	0	145 107	0	6	303	5	<u> </u>	1	317	0	1	127	0	0	7	129
11:45 Total	16	137	236 6,858	228	60	16	254 7,315	45	289	97	89	54	21	107 13,683	24	102	283 7,354	19 117	41	20	309 7,658	27	219	92 12,728	221	51	36	93
Directional	10	137	0,000	220	- 50	10		,998	207	10,103	1 07	J-7	۷ ۱	10,000	<u>-</u> -	102	7,004	117	71	20		940	<u> </u>	12,720	<i>LL</i> I	J 1		10,202
ADT														41,9	938													
AADT														40,6														
Daily Truck %														2.3														
*Relevant FHW	Λ Classon	c· 1 Podal B	ika: 2 Mata	rcycles: 3- F	Passongor	Cars and Oth	har Two-	Aylo Fo	our Tiro Singlo	Unit Pacc	ongor Vohicle	sc. / Ruc	sc. 5 7. Tw.	Nyla Civ T	ira Cinal	a Unit Truck	ks and Throo	or Moro A	yla Cinala	Unit Trucke	. F Bucos	6 Thr	oo or Moro Av	do Trailor o	or Multi Traila	r Trucks		

Date													The	ırsday, Oct	ober 6,	2022												
Direction							Eastl	oound													Westk	bound						
Period				AM			.				PM							AM							PM			
Class	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes N	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total
12:00	0	5	63	0	0	0	68	0	8	288	2	1	0	299	0	4	81	0	1	0	86	3	7	275	5	0	2	292
12:15	0	3	69	0	1	0	73	1	3	291	6	3	1	305	0	0	69	0	0	0	69	2	2	278	11	2	1	296
12:30	0	4	80	0	0	0	84	0	6	316	10	1	3	336	1	2	48	0	1	0	52	0	5	301	6	1	0	313
12:45	1	2	45	0	0	0	48	1	7	266	10	2	1	287	0	2	51	0	0	0	53	1	4	326	11	1	2	345
1:00 1:15	0	0	65 34	0	0	0	68 34	1	7	269 269	5	3	1	289 282	0	0	40 35	0	0	0	44 35	0	3	261 293	γ	0	2	274 306
1:30	0	1	32	0	0	0	33	0	6	300	7	2	2	317	0	0	31	0	0	0	31	0	5	278	7	3	1	294
1:45	0	1	30	0	1	0	32	0	11	279	7	3	0	300	0	1	33	0	0	0	34	0	6	323	10	0	2	341
2:00	0	0	39	0	0	0	39	0	7	348	3	0	1	359	0	1	24	0	0	0	25	1	6	245	5	2	2	261
2:15	0	1	38	0	0	0	39	0	5	290	1	3	0	299	0	1	21	0	1	0	23	1	5	386	13	2	2	409
2:30	0	0	29	0	0	0	29	0	6	337	2	1	0	346	0	1	19	0	0	0	20	0	5	168	4	0	1	178
2:45	0	2	16	0	0	0	18	0	5	320	2	2	2	331	0	0	16	0	0	0	16	0	8	437	23	3	3	474
3:00	0	1	30	0	1	0	32	1	5	281	3	2	0	292	0	1	12	0	1	0	14	0	7	367	7	3	1	385
3:15 3:30	0	0	34	0	0	0	34 29	0	11	311	3	0	3	325	0	1	20 24	0	0	0	21	0	4	374	11	2	0	391 410
3:30 3:45	0	0	23 27	0	1	0	28	2	11	342 313	0	5 3	0	359 324	1	1	14	1	0	0	24 17	0	6	393 381	4 4	3	1	410 395
4:00	0	0	24	0	0	0	24	0	7	346	2	3	2	360	0	1	26	1	1	0	29	0	8	416	6	3	2	435
4:15	0	0	24	0	1	0	25	0	6	346	1	4	0	357	0	0	24	3	0	0	27	2	12	377	9	9	2	411
4:30	0	0	46	0	0	0	46	2	6	357	0	2	1	368	1	1	35	0	0	0	37	0	9	410	9	6	1	435
4:45	0	1	23	1	0	1	26	1	11	292	1	3	0	308	0	0	33	0	0	0	33	1	9	407	8	3	1	429
5:00	2	0	27	0	1	0	30	0	8	395	1	4	0	408	1	2	48	0	0	0	51	3	6	425	7	6	3	450
5:15	0	2	41	0	2	0	45	4	12	325	1	2	1	345	0	1	47	0	0	0	48	1	10	459	3	4	1	478
5:30	1	4	63	3	2	0	73	1	4	368	3	0	0	376	0	2	72	2	0	2	78	1	6	410	7	5	2	431
5:45	0	0	77	2	2	1	82	0	8	358	1	4	0	371	0	0	81	3	0	0	87	0	4	396	4	3	1	408 272
6:00 6:15	0	2	65 130	2	9	0	79 143	1	11	133 598	1	1	0	141 612	0	8	126 167	2	3	0	129 181	1	10	256 484	4	1	0	498
6:30	0	1	143	3	6	2	155	0	8	348	0	0	0	356	0	4	176	4	1	0	185	0	8	361	5	5	1	380
6:45	0	6	217	4	6	1	234	1	6	346	1	2	0	356	2	5	210	3	2	3	225	0	8	335	4	1	0	348
7:00	2	4	190	2	5	1	204	3	9	390	3	3	0	408	4	3	284	0	2	2	295	0	7	292	6	2	0	307
7:15	1	1	250	4	2	4	262	1	4	341	1	2	0	349	0	6	335	2	3	0	346	1	6	297	3	3	0	310
7:30	2	5	263	3	6	1	280	0	3	329	0	0	0	332	2	6	372	3	4	0	387	0	7	259	2	2	0	270
7:45	2	3	391	9	5	0	410	0	3	283	1	1	0	288	0	6	373	0	2	1	382	0	5	253	0	2	0	260
8:00	0	6	363	19	4	2	394	1	8	254	0	0	0	263	3	8	346	4	2	0	363	2	6	243	5	1	0	257
8:15 8:30	0	7	445	14 19	2	0	462	0	8	260 343	1	2	0	273 350	0	6	390 442	2	6	0	405 452	1	8	222 218	0	0	0	230 228
8:45	2	7	408 386	19	1	0	436 407	0	6	270	1	0	0	277	0	5 5	372	0	3	0	383	3	6 4	178	2	0	0	187
9:00	2	5	316	18	1	4	346	1	6	234	3	0	0	244	2	3	372	9	0	2	407	0	4	196	0	1	0	201
9:15	0	1	331	13	3	6	354	0	8	208	0	0	0	216	1	3	349	5	1	0	359	0	3	143	0	0	0	146
9:30	0	3	325	20	1	2	351	0	8	223	0	1	0	232	3	6	349	4	1	0	363	0	4	156	0	1	0	161
9:45	1	5	303	15	0	1	325	0	4	207	0	0	0	211	2	4	290	5	2	4	307	0	6	139	2	0	0	147
10:00	0	3	346	18	0	0	367	0	5	204	1	1	0	211	0	1	327	9	0	1	338	0	2	137	3	1	0	143
10:15	1	2	257	12	2	2	276	0	4	178	1	1	0	184	3	4	294	2	3	1	307	0	2	155	0	0	0	157
10:30	1	4	225	8	2	0	240	1	/	219	0	0	0	227	2	6	271 279	8	1	0	288	1	0	139	0	1	0	141 128
10:45 11:00	0	8	262 242	7	2	0	283 252	0	4	178 157	0	0	0	184 164	0 1	7	279 274	11	1	3 2	294 296	0	3 2	122 144	0	0	0	128
11:00	2	2	233	6	2	1	246	0	2	137	0	0	0	141	1	2	287	6	1	2	299	2	3	119	0	1	1	126
11:30	1	5	277	6	1	1	291	0	8	129	0	1	0	138	0	5	270	13	0	1	289	0	1	143	0	1	1	146
11:45	1	3	268	8	1	2	283	0	3	97	0	0	0	100	0	8	260	7	1	1	277	0	1	139	0	1	0	141
Total	26	119	7,615	241	83	35	8,119	28	306	13,675	95	74	22	14,200	33	143	8,138	119	52	26	8,511	27	266	13,516	230	93	39	14,171
Directional							22,	319													22,	682						
ADT														45,0														
AADT														43,6														
<b>Daily Truck %</b> *Relevant FHWA	<u> </u>	4 5 1 151	0.14	1 2.5		0 10:1			o l .			4.5		2.5		= .						,		. –				

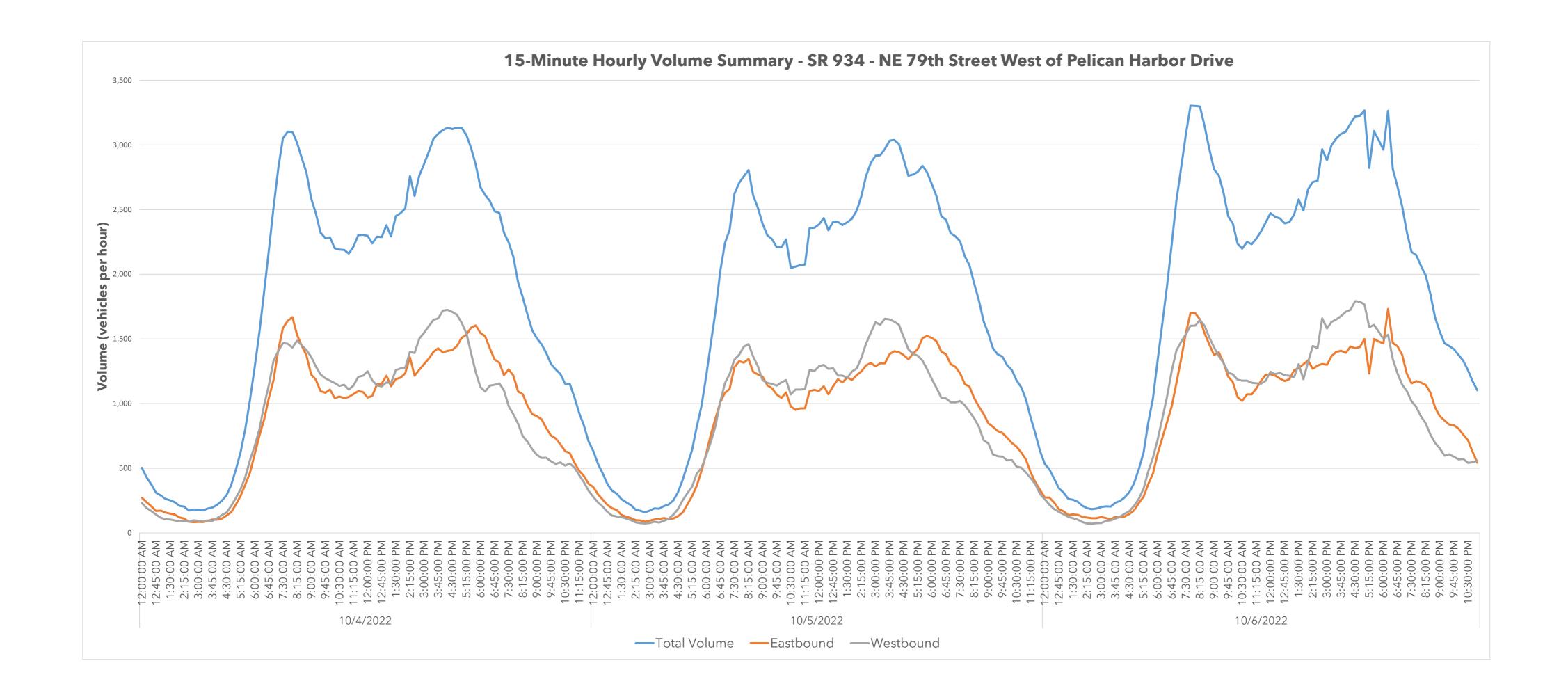
Date	Three Day Average 10/4/2022 - 10/6/2022										
Direction		Eastb	ound			West	oound				
Period	А	М	PI	М	Α	М	Pl	M			
Class	Lights	Heavy	Lights	Heavy	Lights	Heavy	Lights	Heavy			
12:00	85	0	269	7	80	1	285	15			
12:15	84	1	293	9	63	0	300	23			
12:30	79	0	280	9	59	1	300	10			
12:45	50	0	248	9	53	0	317	12			
1:00	54	1	280	10	39	1	265	10			
1:15	47	1	294	9	33	0	293	10			
1:30	36	0	296	9	29	1	292	10			
1:45	37	1	292	7	29	0	308	11			
2:00	35	0	273	5	26	1	260	8			
2:15	35	0	335	5	26	1	349	16			
2:30	28	0	306	5	19	1	277	7			
2:45	21	1	328	5	17	0	357	15			
3:00	24	1	301	6	17	1	369	10			
3:15	24	0	310	7	22	0	385	7			
3:30	21	2	334	3	24	0	417	10			
3:45	27	2	331	5	17	0	377	10			
4:00	24	0	346	6	23	2	395	11			
4:15	24	0	340	5	23	1	415	16			
4:30	35	1	368	5	31	1	426	12			
4:45	24	2	324	4	35	1	404	9			
5:00	28	2	366	3	49	1	394	10			
5:15	42	3	333	3	53	0	405	12			
5:30	58	5	372	2	82	3	387	11			
5:45	81	4	380	5	90	2	364	9			
6:00	79	11	296	4	112	4	305	9			
6:15	122	11	469	2	158	4	356	4			
6:30	149	10	378	2	175	5	302	6			
6:45	220	10	353	2	201	5	284	5			
7:00	222	7	368	4	244	5	287	5			
7:15	245	10	325	2	317	4	282	5			
7:30	285	12	334	1	355	6	269	3			
7:45	344	15	299	1	365	4	252	2			
8:00	363	17	282	2	315	4	253	3			
8:15	418	16	298	2	391	8	222	1			
8:30	368	16	296	1	389	4	224	2			
8:45	354	9	247	1	378	3	187	2			
9:00	312	16	239	1	351	7	189	0			
9:15	321	15	228	1	334	6	157	1			
9:30 9:45	309	17	217	0	318	7	150	1			
10:00	269 282	12 17	197 210	0	293 295	9	151 131	1 2			
10:00				2 2		9		0			
10:15	259 256	13 13	184 191	0	290 278	9	157 134	1			
10:45	254	12	168	0	290	10	128	1			
11:00	243	10	166	1	278	10	138	1			
11:15	243	8	144	1	246	7	120	1			
11:30	263	10	140	1	290	12	137	1			
11:45	261	11	97	0	269	14	110	0			
Total	7,422	325	13,725	176	7,871	185	13,266	331			
Directional	, :==		648		,		653				
ADT		,		43,3	301	,					
AADT				42,0							
Daily Truck %				2.3	3%						

Daily Summary 10/4/2022													
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor						
AM	7:45 AM	3,103	1,640	1,463	0.074	0.529	0.022						
MD	2:45 PM	2,764	1,262	1,502	0.066	0.543	0.020						
PM	4:15 PM	3,133	1,408	1,725	0.075	0.551	0.021						

	Daily Summary 10/5/2022													
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor							
AM	8:15 AM	2,806	1,346	1,460	0.067	0.520	0.024							
MD	2:45 PM	2,862	1,314	1,548	0.068	0.541	0.017							
PM	4:00 PM	3,039	1,405	1,634	0.072	0.538	0.018							

Daily Summary 10/6/2022													
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor						
AM	7:45 AM	3,304	1,702	1,602	0.079	0.515	0.030						
MD	2:45 PM	2,967	1,307	1,660	0.071	0.559	0.028						
PM	5:00 PM	3,267	1,500	1,767	0.078	0.541	0.019						

Three Day Average Summary 10/4/2022 - 10/6/2022														
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor							
AM	8:00 AM	3,053	1,561	1,492	0.073	0.511	0.025							
MD	2:45 PM	2,864	1,294	1,570	0.068	0.548	0.022							
PM	4:15 PM	3,101	1,415	1,686	0.074	0.544	0.021							



Date														esday, Oct	tober 4	, 2022		Tuesday, October 4, 2022 Southbound													
Direction		Northbound																	Southbound												
Period				AM	. 1						PM		A -2 - 1 - 1	. 1				AM							PM						
Class	Bikes	Motorcycles	Lights	Single-Unit	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total			
12:00	0	0	2	0	0	0	2	0	0	4	0	0	0	4	0	0	1	0	0	0	1	0	0	2	0	0	0	2			
12:15	0	0	0	0	0	0	0	0	0	7	1	0	0	8	0	0	0	0	0	0	0	0	0	5	0	0	0	5			
12:30 12:45	0	0	1	0	0	0	1	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	1			
1:00	0	0	2	0	0	0	2	0	0	3	0	0	0	3	0	0	1	0	0	0	1	0	0	0	0	0	0	0			
1:15	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	6	0	0	0	6			
1:30	0	0	0	0	0	0	0	1	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	6	0	0	0	6			
1:45	0	0	3	0	0	0	3	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	4	0	0	0	4			
2:00 2:15	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	2			
2:15	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	1			
2:45	0	0	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0	0	0	0	0	1	0	1	0	2			
3:00	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	1	0	0	0	1	0	0	3	0	0	0	3			
3:15	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1			
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3			
3:45 4:00	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	1	0	3 3			
4:15	0	0	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	5	0	2	0	7			
4:30	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	5	0	1	0	6			
4:45	0	0	1	0	0	0	1	0	0	6	0	0	0	6	0	0	2	0	0	0	2	0	0	6	0	0	0	6			
5:00	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	1			
5:15 5:30	0	0	1	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	2			
5:45	0	0	1	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	3			
6:00	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	4			
6:15	0	0	0	0	1	0	1	0	0	2	0	0	0	2	0	0	2	0	1	0	3	0	0	3	0	0	0	3			
6:30	0	0	1	0	2	0	3	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	8	0	0	0	8			
6:45	0	0	1	0	0	0	1	0	0	7	0	0	0	7	0	0	1	0	2	0	3	0	0	2	0	0	0	2			
7:00 7:15	0	0	2 1	0	0	0	3 1	0	0	11	0	0	0	12 4	0	0	7	0	1	0	3	0	0	4	0	0	0	5			
7:30	0	0	1	0	1	0	2	0	0	6	0	0	0	6	0	0	2	0	1	0	3	0	0	4	0	0	0	4			
7:45	0	0	0	0	1	0	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	3			
8:00	0	0	1	0	1	0	2	0	0	7	0	0	0	7	0	0	3	0	2	0	5	0	0	3	0	0	0	3			
8:15	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	2	0	0	0	2			
8:30 8:45	0	0	2	0	0	0	2	0	0	4 5	0	0	0	4 5	0	0	3	0	0	0	3	0	0	3	0	0	0	3			
9:00	0	0	1	0	0	0	1	0	0	6	0	0	0	6	0	0	3	0	0	0	3	0	0	1	0	0	0	1			
9:15	0	0	2	0	0	0	2	0	0	1	0	0	0	1	0	0	3	0	0	1	4	0	0	0	0	0	0	0			
9:30	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1			
9:45	0	0	0	0	0	1	1	0	0	1	0	0	0	1	0	0	5	0	0	0	5	0	0	1	0	0	0	1			
10:00	0	0	1	0	0	0	1	0	0	5	0	0	0	5	0	0	8	0	0	0	8	0	0	3	0	0	0	3			
10:15 10:30	0	0	2	0	2	0	3	0	0	1	0	0	0	0	0	0	5	0	0	0	6	0	0	3	0	0	0	3			
10:45	0	0	3	0	0	0	3	0	1	1	0	0	0	2	0	0	4	0	0	0	4	1	0	1	0	0	0	2			
11:00	0	0	4	0	0	0	4	0	0	2	0	0	0	2	0	0	7	0	0	0	7	0	0	1	0	0	0	1			
11:15	0	0	9	0	0	0	9	0	0	2	0	0	0	2	0	0	5	0	0	0	5	0	0	0	0	0	0	0			
11:30	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	4	1	0	0	5	0	0	1	0	0	0	1			
11:45	0	0	2	0	0	0	2	0	0	3	0	0	0	3	0	0	8	0	0	0	8	0	0	120	0	7	0	0			
Total Directional	0	0	55	0	9	<u> </u>	65 <b>2</b>	28		154	1	5	U	163	0	0	75	1	8	1	85 <b>2</b>	2 2 <b>4</b>	1	129	U	/	0	139			
ADT														4.	<u>                                       </u>							<u></u>									
AADT														4:	38																
Daily Truck %														7.	3%																
*Relevant FHWA	\ Class	sc. 1 Podal Biko	· 2- Moto	rovolos: 3 P	accondor	Carcand Oth	or Two 7	VIO FO	ur Tiro Singlo I	Init Paccor	agor Vahielos	· A Bucos	5 7. Two /	via Siv Ti	ro Sina	lo Unit Trucks	nd Throo	or Mara Ayla	Singla Llr	sit Trucks: 5	Rusos.	6 Thro	or Moro Aylo	Trailor or N	Aulti Trailar T	rucks					

October 5th, 2022

Provided by: Metric Engineering 13940 SW 136th Street, Suite 200 Miami,FL, 33186, US

Date		Wednesday, October 5, 2022  Northbound  Southbound																										
Direction	Northbound													Southbound														
Period				AM							PM		A .!					AM							PM			
Class	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total
12:00	0	0	1	0	0	0	1	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	7	0	0	0	7
12:15	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	13	0	0	0	13
12:30	0	0	1	0	0	0	1	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	4	0	0	0	4
12:45 1:00	0	0	1	0	0	0	1	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0	0	0	4
1:15	0	0	2	0	0	0	2	0	0	6	0	1	0	7	0	0	1	0	0	0	1	0	0	3	0	0	0	3
1:30	0	0	3	0	0	0	3	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	3
1:45	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	0	1	0	1	4	0	0	0	5
2:00	0	0	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	0	0	0	0	5	0	0	0	5
2:15 2:30	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	6	0	0	0	6
2:45	0	0	0	0	0	0	0	1	0	7	0	0	0	8	0	0	0	0	0	0	0	1	0	5	0	0	0	6
3:00	0	0	1	0	0	0	1	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	3	1	0	0	4
3:15	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	0	1	1	0	5	1	0	0	7
3:30	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8	0	0	0	8
3:45 4:00	0	0	1	0	0	0	1	0	0	5	0	0	0	5	0	0	1	0	0	0	1	0	0	6	5	0	0	9
4:15	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	11	3	0	0	14
4:30	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	1	1	9	1	0	0	12
4:45	0	0	0	0	0	0	0	0	1	7	0	0	0	8	0	0	0	0	0	0	0	1	0	12	0	0	0	13
5:00 5:15	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	1	0	0	0	1	0	1	12	0	0	0	13
5:15 5:30	0	0	1	0	0	0	1	0	0	12	0	0	0	8 12	0	0	0	0	0	0	0	0	1	11 18	0	0	0	11 19
5:45	0	0	0	0	0	0	0	1	0	12	0	0	0	13	0	0	1	0	0	0	1	0	0	21	1	0	0	22
6:00	0	0	0	0	0	0	0	0	1	15	1	0	0	17	0	0	0	0	0	0	0	0	0	16	0	0	0	16
6:15	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	0	1	0	0	0	1	0	1	27	0	0	0	28
6:30	0	0	1	0	0	0	1	0	0	21	0	0	0	21	0	0	1	0	0	0	1	0	0	32	0	0	0	32
6:45 7:00	0	0	1	0	0	0	1	0	0	19 27	0	0	0	21 27	0	0	3	0	0	0	3	1	0	29	0	0	0	18 30
7:15	0	0	0	0	1	0	1	0	0	20	0	0	0	20	1	0	0	0	1	0	2	0	0	21	0	0	0	21
7:30	0	0	0	0	0	0	0	0	0	23	0	0	0	23	0	0	2	0	0	0	2	0	1	25	0	0	0	26
7:45	0	0	2	0	0	0	2	0	0	21	0	0	0	21	0	0	1	0	0	0	1	0	0	27	0	0	0	27
8:00 8:15	0	0	0	0	0	0	0	0	1	23	0	0	1	25	0	0	1	0	0	0	1	0	1	26 21	0	0	0	27
8:15 8:30	0	0	2	0	0	0	2	0	0	28 27	0	0	0	28 27	0	0	1	0	0	0	1	0	0	17	0	0	0	21 17
8:45	0	0	0	0	0	0	0	0	1	32	0	0	0	33	0	0	7	0	0	0	7	0	0	18	0	0	0	18
9:00	0	0	2	0	0	0	2	0	0	25	0	0	0	25	0	0	3	0	0	0	3	0	0	14	0	0	0	14
9:15	0	0	1	0	0	0	1	0	0	18	0	0	0	18	0	0	3	0	0	0	3	0	1	9	0	0	0	10
9:30 9:45	0	0	2	0	0	0	2	0	1	18 13	0	0	0	18 15	0	0	3	0	0	0	3	0	0	5 10	0	0	0	5 10
10:00	1	0	1	0	0	0	2	0	1	17	1	0	0	19	1	0	6	0	0	0	7	0	1	3	0	0	0	4
10:15	0	0	4	0	0	0	4	0	1	15	2	0	0	18	0	0	8	0	0	0	8	0	1	7	0	0	0	8
10:30	0	0	3	0	0	0	3	0	0	21	4	0	0	25	0	0	1	0	0	0	1	0	0	0	0	0	0	0
10:45	0	0	2	0	0	0	2	0	0	1	0	0	0	1	0	0	5	0	0	0	5	0	0	1	0	0	0	1
11:00 11:15	0	0	6	0	0	0	/ 5	0	0	7	0	0	0	2	0	0	8	0	0	0	8	1	0	0	0	0	0	1
11:15	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0
11:45	0	0	3	0	0	0	3	0	0	1	0	0	0	1	0	0	8	0	0	0	8	0	0	1	0	0	0	1
Total	1	1	53	0	1	0	56	4	10	542	9	1	1	567	2	0	85	0	1	0	88	7	10	504	14	1	1	537
Directional							6	23													62	25						
ADT AADT														1,2 1,2	248													
Daily Truck %															211 3%													
*Relevant FHWA		. 1 Dadal Dila	2 M-+-	mayalaay 2 Da		C 1 0 1		<b>л. I.</b> Г.	T' C' I	D	\/ l · l	4 D				1 11 5 = 1	1.71		1 6: 1	U 5 T 1	- D	/ TI						

October 6th, 2022

Provided by: Metric Engineering 13940 SW 136th Street, Suite 200 Miami,FL, 33186, US

Date													Thu	rsday, Oc	tober 6	5, 2022												
Direction							North	nbound													South	bound						
Period				AM							PM		A .!					AM							PM			
Class	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total
12:00	0	0	2	0	0	0	2	0	0	5	0	0	0	5	0	0	1	0	0	0	1	0	0	2	0	0	0	2
12:15	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	0	1	0	0	3	0	0	0	3
12:30	0	0	3	0	0	0	3	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	2
12:45 1:00	0	0	1	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	4 5
1:15	0	0	1	0	0	0	1	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1:30	0	0	1	0	0	0	1	0	0	5	0	0	0	5	0	0	1	0	0	0	1	0	0	3	0	0	0	3
1:45	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0	0	0	5
2:00	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	1	0	0	0	1	0	0	7	0	0	0	7
2:15 2:30	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	0	1	0	0	0	1	0	0	3	0	0	0	3
2:45	0	0	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0	0	0	0	0	2	0	1	0	3
3:00	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1
3:15	0	0	2	0	0	0	2	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	2
3:30	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	1
3:45 4:00	0	0	0	0	0	0	0	0	0	3	0	1	0	6	0	0	0	0	0	0	0	1	0	2	0	1	0	4
4:15	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30	0	0	1	0	0	0	1	0	0	1	0	1	0	2	0	0	1	0	0	0	1	0	0	1	1	2	0	4
4:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	4
5:00												2																
5:15 5:30	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	0	2
5:45	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	1	0	0	0	1	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	1	0	1	0	0	2	0	0	0	2	0	0	1	0	1	0	2	0	0	7	0	0	0	7
6:30	0	0	0	0	1	0	1	0	0	6	0	0	0	6	0	0	0	0	1	0	1	0	0	4	0	0	0	4
6:45 7:00	0	0	2	0	1	0	3	0	0	4	0	0	0	4	0	0	2	0	0	0	2	0	0	0	0	0	0	0
7:15	0	0	4	0	0	0	4	0	0	2	0	0	0	2	0	0	3	0	2	0	5	0	0	4	0	0	0	4
7:30	0	0	2	0	0	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	3
7:45	0	0	1	0	1	0	2	1	1	3	0	0	0	5	0	0	3	0	0	0	3	1	0	5	0	0	0	6
8:00 8:15	0	0	4	0	1	0	5	0	1	3	0	0	0	4	0	0	2	0	2	0	4	0	1	2	0	0	0	3
8:15 8:30	0	0	2	0	0	0	2	0	0	2	0	0	0	2	0	0	2	0	0	0	2	0	0	5	0	0	0	5
8:45	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	0	0	2	0	0	3	0	0	0	3
9:00	0	0	1	0	0	0	1	0	0	2	0	0	0	2	0	0	3	0	0	0	3	1	0	2	0	0	0	3
9:15	0	0	3	0	0	0	3	0	0	3	0	0	0	3	0	0	5	0	0	0	5	0	0	0	0	0	0	0
9:30 9:45	0	0	2	0	0	0	2	0	0	5	0	0	0	5	0	0	2	0	0	0	2	0	0	0	0	0	0	0
9:45 10:00	0	0	2	0	0	0	2	0	0	3	0	0	0	3	1	0	5	0	0	0	6	0	0	1	0	0	0	1
10:15	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	0	1
10:30	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	1
10:45	2	1	1	0	0	0	4	0	0	1	0	0	0	1	0	1	4	0	0	0	5	0	0	3	0	0	0	3
11:00																												
11:15 11:30	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	3 2	0	0	0	2	0	0	2	0	0	0	2
11:45	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	3	1	64	0	6	0	74	1	5	124	2	4	0	136	2	1	68	0	7	0	78	6	2	112	2	6	0	128
Directional							2	10													20	06						
ADT															16													
AADT Daily Truck %															04 5%													
*Relevant FHWA		v 1 Dodal Dik	2. 2. Moto	rovologi 2. Da	2222222	Cara and Ot	har Two	Ayla Fau	r Tira Cinala	I I - 'A D		a. 1 D. a.	F 7. T			ala Habitania	1 71		l C: - l	LI-S T. J.	Г Р	/ TI		1 - 1	NA L. T. II	T		

## Pelican Harbor Drive - North of SR 934 - 72-Hour Classification Summary

Three Day Average Summary

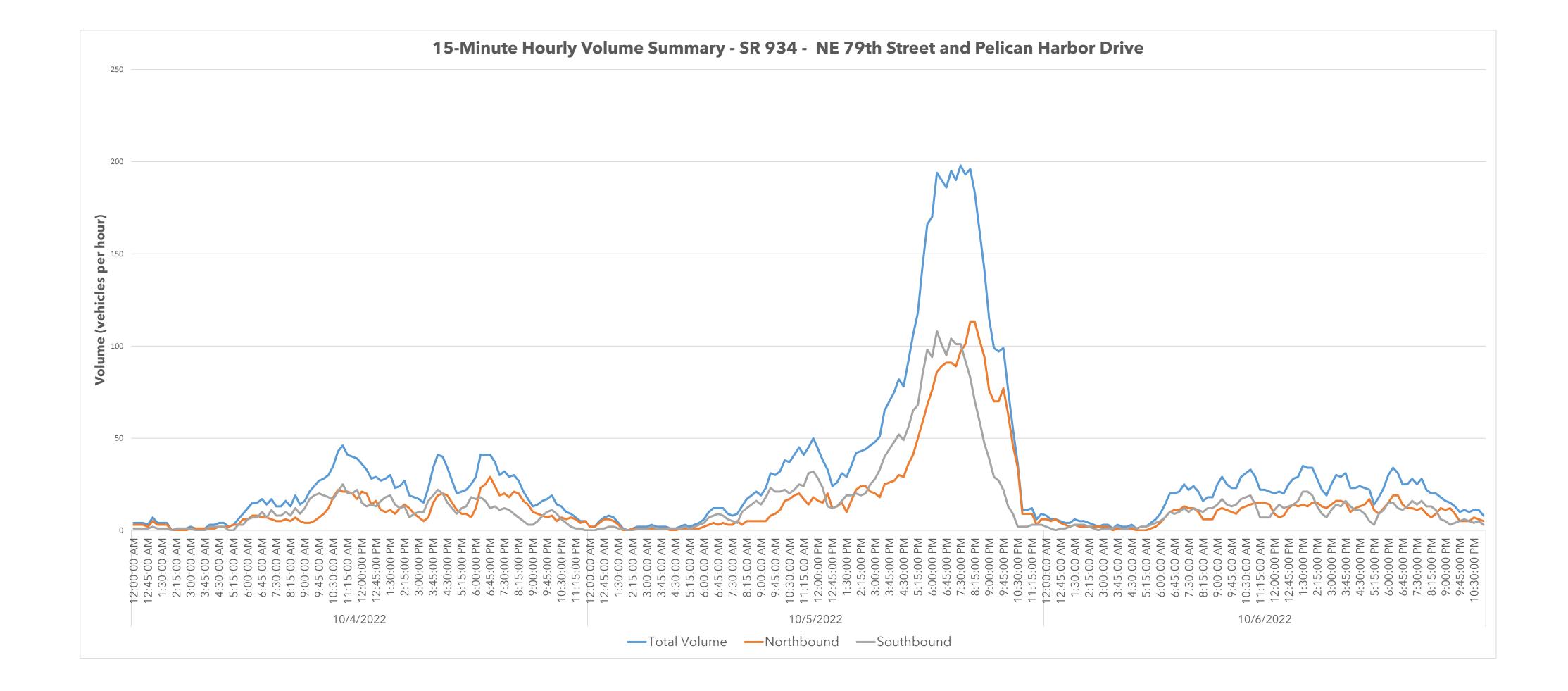
			<u> </u>			2 - 10/6		
Direction		North					bound	
Period	A			M		M		M
Class	Lights	Heavy	Lights	Heavy	Lights	Heavy	Lights	Heavy
12:00	2	0	4	0	1	0	4	0
12:15	0	0	4	0	0	0	7	0
12:30	2	0	4	0	0	0	4	0
12:45	0	0	2	0	0	0	3	0
1:00 1:15	1 1	0	3	0	0	0	2	0
1:30	1	0	4	0		0	4	0
1:45	1	0	2	0	1	0	5	0
2:00	0	o	3	0	- 0	0	4	o
2:15	1	0	3	0	0	0	6	0
2:30	0	0	5	0	0	0	2	0
2:45	0	0	5	1	0	0	3	1
3:00	0	0	4	0	0	0	2	0
3:15	1	0	2	0	0	0	3	0
3:30	0	0	2	0	0	0	4	0
3:45	0	0	5	0	0	0	5	1
4:00 4:15	0	0	3 4	1 1	0	0	3 5	2 2
4:30	0	0	5	0		0	6	2
4:45	0	0	5	0	1	0	8	0
5:00	0	0	5	0	0	0	5	0
5:15	0	0	5	0	0	0	5	0
5:30	0	0	6	0	0	0	8	0
5:45	0	0	6	0	1	0	8	0
6:00	0	0	6	0	0	0	7	0
6:15	0	1	7	0	1	1	13	0
6:30	1 1	1	10 12	0	0	0	15 8	0
6:45 7:00	2	0 1	14	0	2	1	12	0
7:15	2	0	9	0	2	1	9	0
7:30	1	0	10	0	1	0	11	0
7:45	1	1	9	0	1	0	12	0
8:00	2	1	12	0	2	1	11	0
8:15	1	0	11	0	1	0	8	0
8:30	2	0	11	0	2	0	8	0
8:45	1	0	13	0	4	0	7	0
9:00 9:15	1 2	0	11 7	0	3 4	0	6 3	0
9:30	1	0	8	0	2	0	2	0
9:45	2	0	5	0	5	0	4	0
10:00	2	0	9	0	7	0	3	0
10:15	2	1	5	1	5	0	4	0
10:30	2	0	8	1	1	0	1	0
10:45	3	0	1	0	5	0	2	0
11:00	5	0	2	0	8	0	0	0
11:15 11:30	6 4	0	3	0	5	0	0	0
11:30	3	0	0 1	0	3 5	0	1 1	0
Total	57	6	279	5	74	4	257	8
Directional	<u> </u>	34					13	$\overline{}$
ADT				69	90			
AADT					00			
Daily Truck %				3.3	3%			

		Daily Sun	nmary	10/4/2	2022		
Peak Hours	Time	Volume	NB	SB	K Factor	D Factor	T Factor
AM	9:45 AM	27	7	20	0.039	0.741	0.148
MD	11:00 AM	46	21	25	0.066	0.543	0.022
PM	4:00 PM	41	19	22	0.059	0.537	0.195

		Daily Sun	nmary	10/5/2	2022		
Peak Hours	Time	Volume	NB	SB	K Factor	D Factor	T Factor
AM	9:30 AM	31	8	23	0.044	0.742	0.000
MD	11:45 AM	50	18	32	0.071	0.640	0.000
PM	7:30 PM	198	97	101	0.283	0.510	0.005

		Daily Sun	nmary	10/6/2	2022		
Peak Hours	Time	Volume	NB	SB	K Factor	D Factor	T Factor
AM	9:15 AM	29	12	17	0.041	0.586	0.000
MD	1:30 PM	35	14	21	0.050	0.600	0.000
PM	6:15 PM	34	19	15	0.049	0.559	0.000

	Three Day A	verage Sui	mmary	10/4/	2022 - 10/	6/2022	
Peak Hours	Time	Volume	NB	SB	K Factor	D Factor	T Factor
AM	9:30 AM	27	8	19	0.039	0.704	0.037
MD	10:45 AM	39	18	21	0.056	0.538	0.000
PM	6:15 PM	91	43	48	0.130	0.527	0.000



Date													Tu	esday, Oc	tober 4,	, 2022												
Direction							Eastl	oound													Westb	ound						
Period				AM S: L !! :	. 1	A .: 1 . 1					PM						1	AM	, ,	A 12 1 1 1					PM Si I II ii		A .: 1	
Class	Bikes	Motorcycle	s Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total E	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total
12:00	1	4	72	0	0	0	77	0	6	245	8	2	0	261	0	1	68	0	1	0	70	0	4	293	8	1	1	307
12:15	0	3	73	1	1	0	78	1	5	263	9	1	0	279	0	0	53	0	0	0	53	1	6	315	11	1	0	334
12:30 12:45	0	0	74 43	0	0	0	75 45	0	4	261 224	4	1	0	270 236	0	2	45 52	0	1	0	48 55	0	3	281 282	8	1	1	294 294
1:00	0	1	41	0	0	1	43	0	7	233	2	3	2	247	0	1	31	0	1	0	33	0	6	252	7	1	4	270
1:15	1	1	43	0	1	1	47	0	5	375	5	5	1	391	0	2	27	0	0	0	29	1	5	296	9	0	1	312
1:30	0	0	31	0	0	0	31	1	4	274	7	3	1	290	0	0	23	0	0	1	24	3	4	311	10	2	1	331
1:45	0	2	48	0	1	0	51	1	2	283	6	3	0	295	0	0	28	0	0	0	28	1	8	311	9	1	1	331
2:00	0	1	30	0	0	0	31	3	4	144	4	0	0	155	0	0	21	0	1	0	22	0	2	275	7	1	0	285
2:15	0	0	36 27	0	0	0	36	2	8	438	6	4	0	458	0	0	25 15	0	0	1	26	0	3	366 314	14	2	3	388
2:30 2:45	0	0	23	0	0	1	24	1	4	273 325	1	2	0	286 333	0	0	15 23	0	0	1	16 24	0	6	314	3 7	2	2	324 343
3:00	0	0	20	0	1	0	21	2	8	274	0	1	0	285	0	0	25	0	1	0	26	0	5	369	5	2	0	381
3:15	0	0	15	0	0	0	15	0	7	278	7	2	0	294	1	0	21	1	0	0	23	2	12	408	6	1	0	429
3:30	0	0	21	1	0	0	22	0	11	320	2	0	0	333	0	3	24	0	0	0	27	3	5	455	8	1	3	475
3:45	0	0	24	3	1	0	28	1	7	352	4	4	1	369	0	1	16	0	0	0	17	1	7	404	9	2	2	425
4:00	0	0	21	0	0	0	21	1	7	331	1	5	0	345	0	1	20	1	1	0	23	2	12	405	4	4	0	427
4:15 4:30	0	1	21 35	1	0	0	37	0	10	308 361	1	3 1	0	317 373	0	1	26 19	1	0	1	27 22	0	4	397 418	6	7	0	418 430
4:45	2	0	21	0	0	2	25	2	5	309	1	4	0	321	0	0	41	1	0	0	42	2	5	412	4	3	2	428
5:00	0	0	23	1	1	0	25	0	10	351	1	3	0	365	0	0	45	0	1	0	46	1	4	406	3	2	3	419
5:15	0	0	40	0	4	1	45	1	3	340	1	2	0	347	0	2	44	0	0	0	46	5	9	403	9	3	1	430
5:30	1	1	55	4	2	0	63	3	4	384	0	1	0	392	0	5	75	0	1	1	82	4	5	403	7	4	0	423
5:45	0	0	81	2	1	0	84	2	8	396	3	3	1	413	1	2	101	3	1	0	108	0	7	378	4	2	1	392
6:00	0	0	75	6	5	0	86	2	11	343	1	2	0	359	0	1	113	0	2	0	116	2	6	340	7	4	1	360
6:15 6:30	0	3	117 129	2	7	1	134 142	2	16 10	393 380	0	0	1	412 394	0	2	160 203	3	3	0	167 214	2	11 10	274 319	1	3	0	291 335
6:45	1	4	206	5	6	1	223	0	7	331	0	3	0	341	0	4	214	1	3	0	222	4	9	254	5	1	0	273
7:00	0	7	218	2	2	0	229	2	4	360	0	2	0	368	3	5	236	2	1	2	249	1	7	297	5	1	0	311
7:15	1	3	228	5	6	2	245	0	7	293	1	1	0	302	0	5	296	1	1	1	304	1	8	288	4	1	2	304
7:30	0	5	306	5	3	3	322	5	8	317	0	1	0	331	2	5	327	1	4	0	339	0	3	242	3	0	0	248
7:45	0	6	352	1	6	0	365	1	4	306	0	1	0	312	0	9	356	2	4	0	371	0	7	253	0	1	0	261
8:00 8:15	0	7	441 375	9	3	2	462 397	1	4	272	0	0	0	278	0	3	333 398	4	3	0	343	0	1	229 185	0	2	1	233 190
8:30	0	6 3	381	10 9	3	2	398	1	6	335 274	0	0	0	346 281	0	4	352	2	2	0	413 359	3	3	211	0	1	0	219
8:45	2	8	349	4	1	3	367	1	6	183	0	2	0	192	2	8	367	2	2	1	382	0	8	175	0	1	0	184
9:00	3	3	327	16	1	1	351	1	12	223	0	0	0	236	0	9	340	4	1	0	354	0	5	147	0	0	0	152
9:15	0	5	302	10	1	0	318	1	4	260	0	1	0	266	4	5	343	5	1	2	360	0	1	142	0	1	0	144
9:30	0	2	305	11	2	2	322	0	4	217	0	0	0	221	0	4	290	6	1	1	302	1	3	154	1	0	0	159
9:45	2	3	232	9	1	0	247	0	2	179	0	0	0	181	1	1	303	4	2	0	311	0	2	142	1	0	0	145
10:00 10:15	0	2	255 244	14 9	1	3 1	275 258	1	6 7	203 187	0	1	0	210 196	0	6	294 274	4 16	1	1	306 296	0	2	125 150	0	0	0	130 152
10:15	0	4	281	13	1	1	300	0	3	159	0	0	0	162	2	5	286	9	0	2	304	0	5	117	0	1	0	123
10:45	0	6	246	10	1	2	265	0	9	148	0	0	0	157	2	7	267	10	1	0	287	0	2	130	0	0	0	132
11:00	1	2	213	6	2	0	224	0	5	159	0	1	0	165	3	5	262	8	2	6	286	1	2	134	0	2	0	139
11:15	3	8	238	7	1	0	257	0	4	145	1	0	0	150	2	4	262	7	1	3	279	1	3	118	1	1	0	124
11:30	0	5	256	8	0	2	271	0	3	121	0	1	0	125	1	4	272	10	1	4	292	0	2	138	0	0	0	140
11:45 Total	20	7 121	251 7,245	5 191	82	4 40	269 7,699	45	1 296	96	90	74	7	98 13,738	0 28	<u>4</u> 138	7,657	17 128	55	9 38	271 8,044	49	240	92 13,136	0 199	75	0 34	94 13,733
Directional	20	121	7,243	171	UZ	40		,437	۷,70	13,220	70	/4	/	13,/30	20	130	7,037	120	JJ	30	21,7		240	13,130	177	/3	J4	13,/33
ADT														43,	214						/-	-						
AADT															918													
Daily Truck %														2.														
*Relevant FHW	1 Clacco	at 1 Dadal Dik	a. 2 Matara	voloce 2 Da		· ara and Otha	ν Τ.μ.ο Λ.	In Enur	r Tira Cinala I In	i+ Daggan		/ D	L 7. T A	a Civ Tiva	C1: [ - 1	to be Tarrelle and all	. Fl	Al - C:	تعتال حالت	1 L E D	/ Tl	N	4 Al - T :l	- N V II.	11 11 T I			

\*Relevant FHWA Classes: 1- Pedal Bike; 2- Motorcycles; 3- Passenger Cars and Other Two-Axle, Four-Tire Single Unit Passenger Vehicles; 4- Buses; 5-7: Two-Axle, Six-Tire, Single Unit Trucks and Three or More Axle Single Unit Trucks; 5- Buses; 6- Three or More Axle Trailer or Multi Trailer Trucks

Date													Wed	nesday, O	ctober	5, 2022												
Direction							Eastk	oound													Westl	bound						
Period			1 1	AM		A -1 - 1 - 1	<del>,  </del>				PM		A -1 - 1 -			1		AM	•		.			<u> </u>	PM			
Class	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes I	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycle	es Lights	Single-Un Trucks	it Buses	Articulate Trucks	Total	Bikes	Motorcycle	s Lights :	Single-Unit Trucks	Buses	Articulate Trucks	Total
12:00	0	6	102	0	0	0	108	1	4	265	10	0	1	281	0	1	87	1	1	0	90	0	2	271	25	1	0	299
12:15	0	2	106	0	1	0	109	1	6	304	3	0	2	316	0	2	67	0	0	0	69	0	1	295	37	1	1	335
12:30	0	0	82	0	0	0	82	0	8	238	7	2	0	255	0	3	71	0	1	0	75	0	0	297	10	1	2	310
12:45	1	1 2	60 49	0	0	0	62	0	3	236 305	3	3	0	245 319	1	1	47	0	0	0	49	0	6	326 296	9	2	1	344 310
1:00 1:15	0	0	62	0	0	1	52 63	1	6	241	0	4	1	253	0	0	25 28	0	0	0	25 28	1	8	284	9	1	1	304
1:30	0	0	41	1	0	0	42	0	5	306	3	1	2	317	0	0	30	0	0	1	31	0	6	299	8	1	1	315
1:45	0	1	31	0	0	0	32	0	7	290	1	1	0	299	0	0	27	0	0	0	27	0	5	273	9	1	0	288
2:00	0	1	35	0	1	0	37	0	7	282	3	2	1	295	0	0	29	2	1	0	32	0	10	291	6	1	2	310
2:15	0	0	27	0	0	0	27	3	2	282	5	0	0	292	0	1	33	0	0	0	34	0	3	275	5	1	3	287
2:30 2:45	0	2	25 22	1	1	0	24	0	8	285 321	4	2	1	296 338	0	0	19 13	0	0	0	19	1	5	347 304	12	1	0	363 312
3:00	2	0	20	0	0	0	22	3	6	303	8	1	2	323	0	1	15	0	1	0	17	1	1	380	7	1	1	312
3:15	0	0	26	0	0	0	26	0	5	328	4	1	1	339	0	0	25	1	0	0	26	0	7	388	3	0	0	398
3:30	0	0	16	2	0	0	18	0	6	307	1	0	0	314	0	0	21	0	0	0	21	0	5	432	6	2	2	447
3:45	1	0	29	0	0	0	30	1	4	303	2	2	0	312	0	1	17	0	0	0	18	0	9	375	9	0	0	393
4:00	0	0	29	1	1	0	31	1	7	337	1	0	1	347	0	0	21	0	1	0	22	2	4	356	6	2	1	371
4:15 4:30	2	0	25 23	1	0	1	27	1	7	329 368	3	2	0	339 385	0	0	20 33	0	0	0	22 33	2	8 8	425 421	8	2	0	445 442
4:45	0	0	26	0	1	0	27	3	6	322	1	2	0	334	1	1	28	3	0	0	33	1	4	365	3	3	0	376
5:00	0	0	31	0	1	1	33	0	5	334	1	0	0	340	0	1	50	1	1	0	53	0	7	335	3	1	0	346
5:15	1	0	40	0	1	1	43	1	6	308	0	2	0	317	0	1	59	0	0	0	60	0	3	333	8	3	3	350
5:30	1	1	50	1	1	1	55	1	4	343	2	1	0	351	0	2	91	1	1	1	96	0	6	334	4	1	3	348
5:45	0	1	78	3	1	0	83	4	8	364	0	3	1	380	1	3	81	0	1	0	86	1	4	325	3	2	5	340
6:00 6:15	0	2	85 106	4	5	0	96 116	1	6	364 388	1	2	0	374 401	0	2	98 161	4	1	1	107 165	2	9	315 299	2	4	1	333 312
6:30	2	3	158	8	2	1	174	3	8	354	1	1	1	368	1	2	146	0	3	0	152	1	6	268	3	2	0	280
6:45	0	7	205	4	1	1	218	4	5	355	0	0	0	364	0	1	171	3	2	0	177	1	6	251	3	1	1	263
7:00	0	6	216	1	4	2	229	3	6	337	1	2	0	349	1	3	213	4	2	0	223	1	5	258	0	1	1	266
7:15	0	5	245	5	3	1	259	0	10	310	0	2	0	322	2	7	282	2	1	0	294	2	2	231	1	1	0	237
7:30	1	3	258	4	9	2	277	4	9	332	0	0	1	346	2	11	315	5	3	0	336	0	8	264	1	0	1	274
7:45 8:00	0	6	267 255	16 7	5	4	296 275	0	8	281 316	0	0	1	289 326	0	2 12	322 257	4	4	0	333 271	1	6	225 259	0	1	0	235 264
8:15	0	10	380	11	4	1	406	1	6	265	1	1	0	274	1	4	410	5	3	0	423	0	2	242	2	1	0	247
8:30	1	3	315	9	1	4	333	0	5	256	1	0	0	262	3	6	344	4	1	2	360	0	10	229	1	1	0	241
8:45	0	4	278	7	2	1	292	1	8	260	0	1	0	270	2	5	384	3	2	0	396	1	2	181	1	1	0	186
9:00	0	2	274	8	2	1	287	2	4	230	0	0	0	236	0	6	289	3	0	2	300	2	6	204	0	0	0	212
9:15	1	8	308	5	4	4	330	0	6	200	1	1	0	208	0	1	280	4	2	0	287	0	2	177	1	0	0	180
9:30 9:45	0	8 2	270 252	13	1	2	294 263	0	4 8	202 189	1	0	0	206 198	0	1	284 270	8	2	0	293 287	0	0 5	139 155	0	0	0	140 160
10:00	0	3	221	7	0	1	232	0	9	198	0	1	0	208	0	7	268	8	0	2	285	0	3	123	1	0	0	127
10:15	3	6	272	6	2	0	289	0	2	172	1	1	0	176	0	3	285	5	2	1	296	0	2	164	0	0	0	166
10:30	0	2	258	11	1	1	273	0	4	186	1	0	0	191	0	7	277	2	1	1	288	0	0	137	0	0	0	137
10:45	0	3	236	12	1	0	252	1	6	154	0	0	0	161	2	1	302	9	1	1	316	0	5	125	0	1	0	131
11:00	3	4	247 240	11 9	3	1	269	0	8	157	0	1	1	167	5	7	265	3	1	3	284	0	2	127	1	0	0	130
11:15 11:30	0	7	230	8	1	0	259 247	0	4	142 139	1	0	0	148 145	0	6	263 303	5	2	2 1	283 317	0	5 0	109 127	0	0	0	115 129
11:45	1	6	236	7	3	1	254	0	9	97	1	0	0	107	0	5	283	19	1	1	309	0	1	92	0	0	0	93
Total	23	129	6,847	195	69	44	7,307	45	289	13,185	89	54	21	13,683	27	130	7,409	127	47	21	7,761	27	219	12,728	221	51	36	13,282
Directional							20,	,990													21,	043						
ADT														42,0														
AADT														40,7														
<b>Daily Truck %</b> *Relevant FHWA		4 5 1 151	0.14		<u> </u>	0 10										O		-1	A   C'	1 11 5 7								

<sup>\*</sup>Relevant FHWA Classes: 1- Pedal Bike; 2- Motorcycles; 3- Passenger Cars and Other Two-Axle, Four-Tire Single Unit Trucks and Three or More Axle Single Unit Trucks; 5- Buses; 6- Three or More Axle Trailer or Multi Trailer Trucks

Date													Thu	ırsday, Oc	tober 6,	2022												
Direction							Eastl	bound													West	bound						
Period				AM							PM		A .! I .					AM							PM		7:10	
Class	Bikes	Motorcycles	Lights	ingle-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total
12:00	0	5	63	0	0	0	68	0	8	288	2	1	0	299	0	4	81	0	1	0	86	3	7	275	5	0	2	292
12:15	0	3	69	0	1	0	73	1	3	291	6	3	1	305	0	0	69	0	0	0	69	2	2	278	11	2	1	296
12:30	0	4	80	0	0	0	84	0	6	316	10	1	3	336	1	2	48	0	1	0	52	0	5	301	6	1	0	313
12:45	1	2	45	0	0	0	48	1	7	266	10	2	1	287	0	2	51	0	0	0	53	1	4	326	11	1	2	345
1:00 1:15	0	2	65 34	0	0	0	68 34	1	7	269 269	5	4	1	289 282	0	0	40 35	0	0	0	35	0	3	261 293	8	0	2	274 306
1:30	0	1	32	0	0	0	33	0	6	300		2	2	317	0	0	31	0	0	0	31	0	5	278	7	3	1	294
1:45	0	1	30	0	1	0	32	0	11	279	7	3	0	300	0	1	33	0	0	0	34	0	6	323	10	0	2	341
2:00	0	0	39	0	0	0	39	0	7	348	3	0	1	359	0	1	24	0	0	0	25	1	6	245	5	2	2	261
2:15	0	1	38	0	0	0	39	0	5	290	1	3	0	299	0	1	21	0	1	0	23	1	5	386	13	2	2	409
2:30	0	0	29	0	0	0	29	0	6	337	2	1	0	346	0	1	19	0	0	0	20	0	5	168	4	0	1	178
2:45	0	2	16	0	0	0	18	0	5	320	2	2	2	331	0	0	16	0	0	0	16	0	8	437	23	3	3	474
3:00	0	1	30	0	1	0	32	1	5	281	3	2	0	292	0	1	12	0	1	0	14	0	7	367	7	3	1	385
3:15	0	0	34	0	0	0	34	1	7	311	3	0	3	325	0	1	20	0	0	0	21	0	4	374	11	2	0	391
3:30 3:45	0	0	23 27	0	1	0	29 28	2	11	342 313	0	2	0	359 324	1	1	24 14	1	0	0	24 17	0	11 6	393 381	4	3 I	1	410 395
4:00	0	0	24	0	0	0	24	0	6 7	346	2	3	2	360	0	1	26	1	1	0	29	0	8	416	6	3	2	435
4:15	0	0	24	0	1	0	25	0	6	346	1	4	0	357	0	0	24	3	0	0	27	2	12	377	9	9	2	411
4:30	0	0	46	0	0	0	46	2	6	357	0	2	1	368	1	1	35	0	0	0	37	0	9	410	9	6	1	435
4:45	0	1	23	1	0	1	26	1	11	292	1	3	0	308	0	0	33	0	0	0	33	1	9	407	8	3	1	429
5:00	2	0	27	0	1	0	30	0	8	395	1	4	0	408	1	2	48	0	0	0	51	3	6	425	7	6	3	450
5:15	0	2	41	0	2	0	45	4	12	325	1	2	1	345	0	1	47	0	0	0	48	1	10	459	3	4	1	478
5:30	1	4	63	3	2	0	73	1	4	368	3	0	0	376	0	2	72	2	0	2	78	1	6	410	7	5	2	431
5:45	0	0	77	2	2	1	82	0	8	358	1	4	0	371	0	3	81	3	0	0	87	0	4	396	4	3	1	408
6:00	0	4	65	2	/	1	79	2	4	133	1	1	0	141	0	0	126	2	1	0	129	0	10 9	256	4	2	0	272
6:15 6:30	0	2	130 143	2	6	2	143 155	0	11	598 348	0	0	0	612 356	0	о Д	167 176	3 Д	1	0	181 185	0	8	484 361	5 5	5	1	498 380
6:45	0	6	217	4	6	1	234	1	6	346	1	2	0	356	2	5	210	3	2	3	225	0	8	335	4	1	0	348
7:00	2	4	190	2	5	1	204	3	9	390	3	3	0	408	4	3	284	0	2	2	295	0	7	292	6	2	0	307
7:15	1	1	250	4	2	4	262	1	4	341	1	2	0	349	0	6	335	2	3	0	346	1	6	297	3	3	0	310
7:30	2	5	263	3	6	1	280	0	3	329	0	0	0	332	2	6	372	3	4	0	387	0	7	259	2	2	0	270
7:45	2	3	391	9	5	0	410	0	3	283	1	1	0	288	0	6	373	0	2	1	382	0	5	253	0	2	0	260
8:00	0	6	363	19	4	2	394	1	8	254	0	0	0	263	3	8	346	4	2	0	363	2	6	243	5	1	0	257
8:15	0	1	445	14	2	0	462	1	8	260	1	2	1	273	0	6	390	2	6	1	405	0	8	222	0	0	0	230
8:30	7	7	408	19	1	0	436	0	6	343	1	0	0	350	0	3	442	3	4	0	452	7	6	218	1	2	0	228
8:45 9:00	2	5	386 316	10 18	1	4	407 346	0	6	270 234	3	0	0	277 244	2	3	372 391	9	0	0	383 407	0	4	178 196	0	0	0	187 201
9:15	0	1	331	13	3	6	354	0	8	208	0	0	0	216	1	3	349	5	1	0	359	0	3	143	0	0	0	146
9:30	0	3	325	20	1	2	351	0	8	223	0	1	0	232	3	6	349	4	1	0	363	0	4	156	0	1	0	161
9:45	1	5	303	15	0	1	325	0	4	207	0	0	0	211	2	4	290	5	2	4	307	0	6	139	2	0	0	147
10:00	0	3	346	18	0	0	367	0	5	204	1	1	0	211	0	1	327	9	0	1	338	0	2	137	3	1	0	143
10:15	1	2	257	12	2	2	276	0	4	178	1	1	0	184	3	4	294	2	3	1	307	0	2	155	0	0	0	157
10:30	1	4	225	8	2	0	240	1	7	219	0	0	0	227	2	6	271	8	1	0	288	1	0	139	0	1	0	141
10:45	3	8	262	8	2	0	283	1	4	178	1	0	0	184	0	6	279	4	2	3	294	0	3	122	1	2	0	128
11:00 11:15	0	7	242 233	/	1	1	252 246	0	6	157	0	0	0	164	1	7	274	11	1	2	296 299	2	2	144 119	0	1	1	146 126
11:15	1	2 5	233	6	1	1	246	0	8	139 129	0	1	0	141 138	0	5	287 270	13	0	1	289	0	1	143	0	1	1	146
11:45	1	3	268	8	1	2	283	0	3	97	0	0	0	100	0	8	260	7	1	1	277	0	1	139	0	1	0	141
Total	26	119	7,615	241	83	35	8,119		306	13,675	95	74	22	14,200	33	143	8,138	119	52	26		27	266	13,516	230	93	39	14,171
Directional								,319														,682						
ADT														45,														
AADT														43,														
<b>Daily Truck %</b> *Relevant FHWΔ	L													2.														

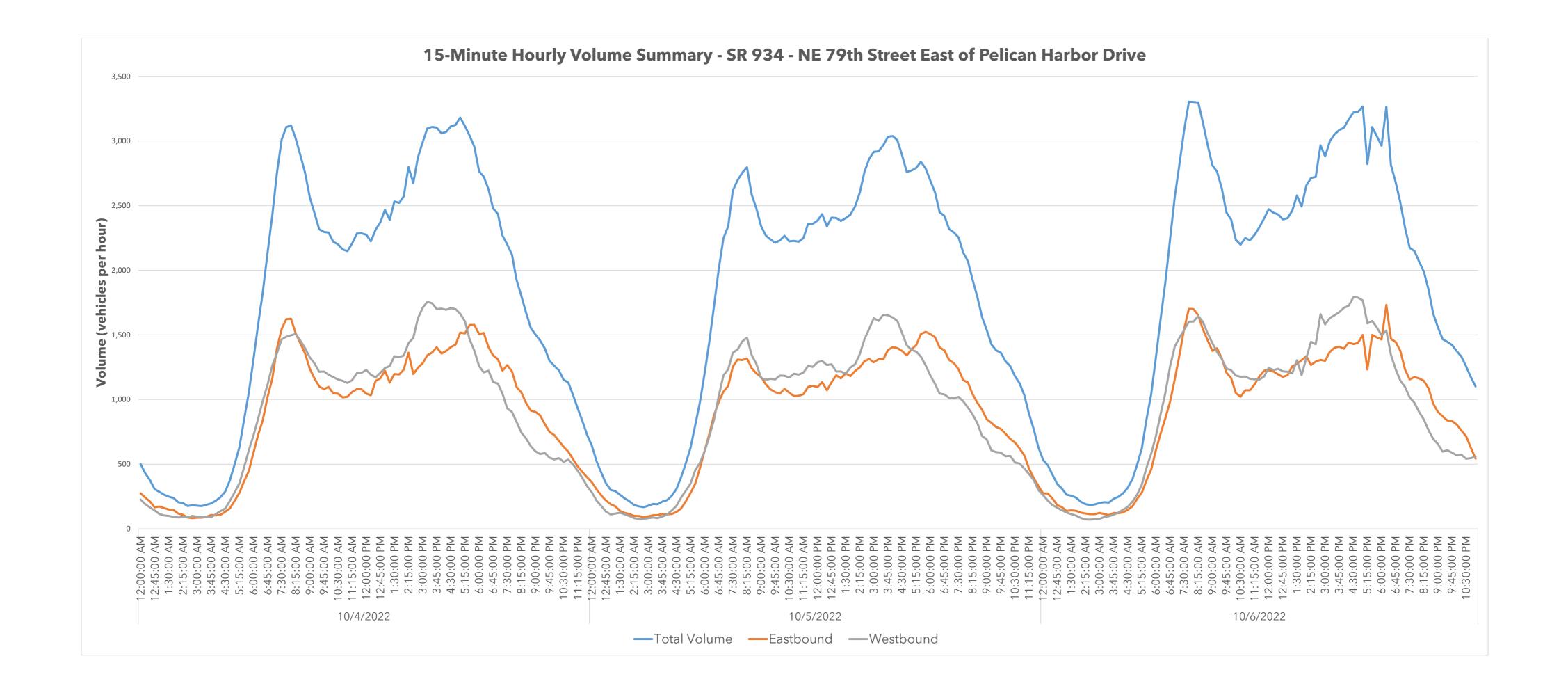
Date		Three	Day Av	erage 10	0/4/202	2 - 10/6/	/2022	
Direction		Eastb	ound			Westk	ound	
Period	A	M	Р	М	A	М	P	М
Class	Lights	Heavy	Lights	Heavy	Lights	Heavy	Lights	Heavy
12:00	84	0	272	8	81	1	285	14
12:15	85	1	292	8	64	0	300	22
12:30	80	0	278	9	57	1	296	10
12:45	51	0	247	9	52	0	316	12
1:00	53	1	276	9	33	1	275	10
1:15	47	1	300	8	31	0	297	10
1:30	35	0	299	9	28	1	302	11
1:45	38	1	291	7	30	0	309	11
2:00	35	0	265	5	25	1	277	9
2:15	34	0	343	6	27	1	346	15
2:30	28	0	305	4	18	0	281	7
2:45	21	1	329	5	17	0	362	14
3:00 3:15	24 25	1	294 312	6 7	18 23	1	377	9 8
3:15	20	0	332	3	23	1	398 435	9
3:45	27	2	330	5 5	17	0	394	10
4:00	25	1	346	5	23	2	402	9
4:15	24	1	333	5	24	2	402	15
4:30	36	1	371	5	30	1	424	12
4:45	24	2	317	4	35	1	402	9
5:00	28	2	368	3	49	1	396	9
5:15	41	3	333	3	51	0	408	12
5:30	59	5	371	2	82	3	390	11
5:45	79	4	383	5	91	3	372	8
6:00	77	10	289	3	114	4	313	8
6:15	120	11	473	2	166	5	363	4
6:30	146	11	371	2	179	5	325	7
6:45	215	10	352	2	202	6	289	5
7:00	214	6	371	4	251	5	289	5
7:15	245	11	322	2	311	4	279	5
7:30	281	12	336	1	347	7	261	3
7:45	342	15	295	1	356	6	250	2
8:00	359	18	287	2	321	5	248	3
8:15	406	16	295	3	406	8	221	1
8:30	373	16	297	1	385	6	227	2
8:45	345	10	245	1	383	4	184	2
9:00	311	17	238	1	347	7	188	0
9:15 9:30	319	15	229	1	329	7 7	156	1 1
9:30 9:45	304 267	18 11	219 196	0	312 292	9	153 150	1
10:00	207	15	208	1	301	9	131	2
10:15	263	12	184	2	289	11	158	0
10:30	258	13	193	0	285	8	133	1
10:45	255	12	167	0	289	10	129	1
11:00	238	11	164	1	276	12	137	1
11:15	244	10	145	1	276	11	120	2
11:30	261	9	135	1	287	12	137	1
11:45	258	11	101	0	267	19	109	0
Total	7,381	330	13,699	172	7,901	208	13,403	324
Directional		21,					836	
ADT				43,4	418			
AADT				42,:				
Daily Truck %				2.4	1%			

		<b>Daily Sum</b>	mary 1	0/4/20	22		
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	8:00 AM	3,121	1,624	1,497	0.074	0.520	0.023
MD	2:45 PM	2,873	1,245	1,628	0.068	0.567	0.018
PM	5:00 PM	3,181	1,517	1,664	0.076	0.523	0.017

		<b>Daily Sum</b>	mary 1	0/5/20	22		
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	8:15 AM	2,797	1,318	1,479	0.066	0.529	0.027
MD	2:45 PM	2,862	1,314	1,548	0.068	0.541	0.017
PM	4:00 PM	3,039	1,405	1,634	0.072	0.538	0.018

		Daily Sum	mary 1	0/6/20	22		
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	7:45 AM	3,304	1,702	1,602	0.078	0.515	0.030
MD	2:45 PM	2,967	1,307	1,660	0.070	0.559	0.028
PM	5:00 PM	3,267	1,500	1,767	0.078	0.541	0.019

	Three Day Av	erage Sun	nmary 1	0/4/20	22 - 10/6	/2022	
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	8:00 AM	3,061	1,543	1,518	0.073	0.504	0.027
MD	2:45 PM	2,900	1,288	1,612	0.069	0.556	0.021
PM	4:15 PM	3,082	1,406	1,676	0.073	0.544	0.020



Date													Tue	sday, Oct	tober 4,	2022												
Direction				A.D.C.			Eastb	oound			DM							A 2 4			Westk	bound			DM			
Period				AM		Autionlata	.			1 1	PM Single Unit		A				1 1,	AM Single Unit	1 1	Autioulated				1	PM Single Unit	1	Autionlated	
Class	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes N	Motorcycles	Lights	Single-Unit Trucks	Buses '	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total
12:00	0	5	66	0	0	0	71	0	4	234	3	2	1	244	0	1	75	0	1	0	77	0	3	295	7	1	2	308
12:15	0	3	58	0	1	0	62	1	6	223	5	2	1	238	0	0	57	0	0	0	57	1	8	306	12	1	0	328
12:30	0	0	67	0	0	0	67	2	3	245	5	1	0	256	0	4	40	0	1	0	45	1	3	266	9	1	1	281
12:45 1:00	1	1	52 42	0	0	0	54 44	0	4	248	6	2	0	260 167	0	2	47 34	0	0	0	49 36	2	4	274 250	8	1	0	289 272
1:15	0	1	32	0	1	1	35	0	3	155 378	3 7	4	2	394	0	2	30	0	0	0	32	2	3	274	10	0	1	290
1:30	1	0	32	0	0	0	33	0	4	227	5	2	1	239	0	0	23	0	0	1	24	1	5	299	8	3	1	317
1:45	0	1	43	0	0	0	44	0	2	284	7	3	0	296	0	0	24	0	0	0	24	1	7	324	8	2	2	344
2:00	0	0	27	0	0	0	27	1	2	83	3	1	0	90	0	0	20	0	1	0	21	1	4	285	8	2	1	301
2:15	0	0	25	0	0	0	25	2	10	465	5	2	1	485	0	0	25	0	0	1	26	1	1	307	14	1	0	324
2:30	0	0	19	0	0	0	19	3	10	282	3	3	0	301	0	1	16	0	0	0	17	1	/	291	4	0	0	303
2:45 3:00	0	1	16	0	0	0	17	1	7	310 284	2	1	0	320 295	0	1	26 24	0	1	0	26 26	0	7	297 379	6	2	0	317 394
3:15	0	0	10	0	0	0	10	0	6	228	5	2	0	241	0	0	21	0	0	0	21	1	12	410	7	2	0	432
3:30	0	0	15	0	0	0	15	0	9	297	3	1	0	310	0	3	22	0	0	0	25	2	5	406	11	2	0	426
3:45	0	0	18	0	1	0	19	2	6	323	5	3	1	340	0	1	14	0	0	0	15	1	10	408	9	3	2	433
4:00	0	0	17	0	0	0	17	0	5	262	2	2	0	271	0	1	15	1	1	0	18	1	11	374	5	4	0	395
4:15	0	0	23	0	0	0	23	0	4	309	4	4	0	321	0	0	21 17	1	0	0	22	2	2	425	9	11 2	0	449
4:30 4:45	1	0	35 26	0	0	0	36 27	0	1	311 308	2	3	0	317 314	0	1	31	1	0	0	20 33	1	7	402 403	4	3 4	0	412 419
5:00	0	1	19	1	1	0	22	0	6	292	1	3	0	302	0	0	42	0	1	0	43	0	7	430	6	1	2	446
5:15	0	0	41	1	3	1	46	1	3	279	1	2	0	286	0	2	41	0	0	0	43	5	11	376	6	4	0	402
5:30	1	1	45	4	2	0	53	0	1	328	1	1	0	331	0	2	72	0	1	0	75	3	5	392	4	5	1	410
5:45	0	0	67	1	2	0	70	1	6	325	2	2	1	337	0	4	88	2	2	0	96	1	9	363	2	2	1	378
6:00 6:15	0	1 3 111 2 10 1 128 0 9 346 1 1 0 357 0 2 139 1 4 0 146 3 9 285 4 1 0															370 302											
6:30	0	1     3     111     2     10     1     128     0     9     346     1     1     0     357     0     2     139     1     4     0     146     3     9     285     4     1     0       0     3     131     2     7     1     144     0     12     342     1     1     1     357     1     3     160     3     3     0     170     2     8     304     0     2     0       1     3     229     4     7     0     244     0     7     303     0     3     1     7     180     1     3     0     192     4     12     245     2     2     0														316												
6:45	1																265											
7:00	0	5	219	1	3	0	228	2	2	317	0	2	0	323	2	5	204	2	2	2	217	3	4	269	9	0	0	285
7:15	5	5	229	4	6	0	249	1	8	253	1	1	0	264	0	5	291	1	2	1	300	3	4	287	4	1	1	300
7:30	0	3	306	5	4	2	320	2	4	279	0	1	0	286	2	3	297	1	5	0	308	0	3	227	3	0	0	233
7:45 8:00	1	2	384 420	2	4	3	394 437	0	4 2	266 237	0	0	0	272 239	0	9	331 301	2	5	0	347 313	2	2	246 256	0	1	0	255 263
8:15	2	5	341	10	2	2	362	1	2	282	1	1	0	287	0	7	343	3	5	0	358	0	6	207	0	0	0	213
8:30	1	3	346	9	3	2	364	3	5	267	0	0	0	275	2	2	321	2	3	0	330	1	4	198	0	2	0	205
8:45	3	3	355	5	3	1	370	1	7	201	0	2	0	211	1	9	340	3	2	0	355	0	6	195	0	1	0	202
9:00	2	5	311	12	0	1	331	3	9	195	0	0	0	207	3	7	319	5	1	0	335	0	5	141	0	0	0	146
9:15	1	4	284	10	2	0	301	1	0	204	0	0	0	205	4	6	309	5	1	0	325	0	1	147	0	1	0	149
9:30 9:45	0	3	304 226	9 7	2	0	319 238	0	4 2	206 177	0	0	0	211 179	2	5	280 276	6 3	2	1	294 285	1	კ 1	142 142	0	0	0	146 144
10:00	1	1	216	17	2	3	230	0	4	167	0	1	0	179	0	7	256	6	1	0	270	0	2	126	1	1	0	130
10:15	0	1	230	12	1	2	246	0	3	168	0	1	0	172	0	4	247	13	4	1	269	1	1	148	0	0	0	150
10:30	1	0	264	12	0	0	277	0	4	146	0	0	0	150	2	6	262	9	0	1	280	0	5	120	0	1	0	126
10:45	0	4	228	17	2	2	253	0	7	131	0	0	0	138	5	4	241	9	2	0	261	0	1	127	0	0	0	128
11:00	2	1	186	5	0	2	196	1	4	140	0	1	0	146	5	4	235	9	1	1	255	1	3	135	0	2	0	141
11:15 11:30	3 n	6	280 250	8	3 n	0	300 261	0	4 2	125 118	0	0	0	130 121	0	2	259 257	8	1	0	273 271	0	პ ე	117 137	0	0	0	121 139
11:30	1	4	277	5	2	3	292	0	1	86	0	0	0	87	0	5	237	9	1	0	248	0	2	96	0	0	0	98
Total	30	86	7,010	186	85	33	7,430	31	231	11,957	90	69	10	12,388	32	142	7,001	120	66	11		54	249	12,883	207	82	22	13,497
Directional							19,														20,							
ADT															687													
AADT															466													
<b>Daily Truck %</b> *Relevant FHWA	Classos	1. Padal Rika	2. 2. Motoro	ryclas. 3. P.	assender (	Cars and O+1	her Two A	xle Four	Tire Single I	Init Passo	nger Vehicles	4- Rusas	· 5-7· Two-^		<b>4%</b> re Single	Unit Trucks	and Three	or More Avia	Single I	Init Trucks: 5	Buses A	- Three	or More Avia	Trailer or N	Aulti Trailor T	rucke		

Process   Proc	Date													Wed	nesday, O	ctober	5, 2022												
The column   The	Direction							East	bound			2004							455			Westl	bound			D14			
1200   1   2   20   3   3   3   5   5   5   5   5   5   5	Period					.	A safession at							A satisfied as					AM C'lll'	.	Audinologia						1 7		
17239 C	Class	Bikes N	Motorcycle	s Lights S		Buses		Total	Bikes I	Motorcycles	Lights		Buses		Total	Bikes	Motorcycles	Lights	Trucks	Buses	Trucks	Total	Bikes	Motorcycles	Lights		Buses		Total
1320 C 1 1 2/2 0 0 0 1/2 1 2 2 0 0 0 1/2 1 1 2 2 10 1 1 2 2 10 1 1 1 2 2 10 1 1 1 2 2 10 1 1 1 2 2 10 1 1 1 2 2 10 1 1 1 2 2 10 1 1 1 2 2 1 1 1 2 2 1 1 1 2 2 1 1 1 1	12:00	1	5	88	0	0	0	94	1	6	252	7	1	1	268	0	2	77	1	1	0	81	2	6	260	11	1	0	280
17-16-16-16-16-16-16-16-16-16-16-16-16-16-	12:15	0	4	88	0	1	0	93	2	4	280	3	0	3	292	0	2	70	0	0	0	72	1	4	296	13	1	1	316
140		0	1		0	0	0		1	7		10	2	1		0	3		0	1	0		0	8		7	1	3	
1416 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0	1		0	0		58	0	3		7	1	1		0	1		0	0	0		1	7		6	1	1	
1430 0 0 0 0 737 2 0 10 0 0 737 2 0 10 0 0 747 28 0 1 0 2 778 0 0 1 0 2 778 0 0 1 0 2 778 0 0 1 0 2 779 1		0	2		0	1	0	49	0	7		5	0	0		0	3		0	0	0		3	8		6	1	0	
1460 C 2 2 37 0 0 0 0 29 0 6 6 29 1 1 2 0 29 0 1 22 0 29 0 20 2 2 1 0 0 0 22 0 0 0 29 0 1 29 0 29 0		0			2	0	0		0	7		6	1	2			1		1	0	0		0	9		7	1	0	
240		0			0	0	0		0	6		1	2	0		0	0		1	0	0		0	6		9	2	0	
24.5   1.		0			1	0	_		0	9		5	1	1		1	0		1	0	1		1	9		8	1	1	
2.46		0			0	0	0		0	3		5	0	1		0	1		0	1	0		1	3		8	1	0	
3-00 1 0 12 0 12 0 1 0 0 30 30 3 0 1 0 0 20 30 3 0 1 0 0 30 30 3 0 1 0 0 28 3 0 0 0 0 1 1 0 0 18 0 18 8 8 8 3 0 0 39 30 30 30 30 30 30 30 30 30 30 30 30 30	2:30	0	2	26	0	0	0	28	1	3	269	3	2	0	278	0	0	24	0	0	0	24	3	4	339	10	1	1	358
3-15 0 0 0 50 0 0 19 0 0 19 0 1 1 0 0 19 0 1 1 0 0 19 0 1 1 0 0 19 0 1 1 0 0 19 0 1 1 0 0 19 0 1 1 0 1 0		0	0		1	0	0	24	5	7		9	2	0		1	0		0	0	0	17	2	8		5	2	0	
3.64 0 0 1 28 1 0 0 0 129 1 3 278 1 0 0 0 23 0 0 19 0 0 23 0 0 19 0 0 0 0 19 0 0 372 0 2 1 308 0 0 0 19 0 0 23 0 0 1 0 0 0 23 0 0 1 10 0 0 0 19 1 0 372 0 2 1 308 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1			0	1	-		3	4		7	1	1		0	1		0	1	0		2	4		6	1	0	
3.45   0		0	0		0	0			3	1		6	1	0		0	0		1	0	0		0	8		3	0	0	
4.00 0 0 0 28 1 1 0 0 30 0 5 5 312 1 1 0 290 0 5 312 1 1 0 229 0 0 0 0 20 0 1 0 21 3 5 5 344 7 1 0 2 346 4 1 1 0 2 4 4 1 0 0 1 3 4 3 5 4 3 0 4 3 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		0	0		1	0	0	1 /	1	3		1		0		0	0		0	0	0		0				2	1	
4-15		0	0		1	1	0		0	5		1	1	1		0	0		0	1	0		3	5		7	1	0	
4.45 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1	0		1	0	0		1	5		5	2	0		0	1		1	0	0		3	12		7	2	0	
4.45   0   0   24   1   0   0   25   2   9   300   1   2   0   316   0   1   26   1   1   1   30   1   5   346   3   3   0   300   3		1	1		1	0	1	31	3	6		2	3	2			1		0	0	0		2	11		6	3	0	
5-50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0	0		1	0	0	25	2	9		1	2	0		0	1		1	1	1		1	5		3	3	0	
5.45	5:00	0	0	27	0	1	1	29	0	6	282	0	2	0		0	1	48	1	1	0	51	0	8	374	2	3	0	
54.	5:15	1	0	33	0	1	1	36	0	8	286	0	1	0	295	0	2	52	0	0	0	54	1	5	374	7	2	0	389
6-00 0 0 0 75 2 6 0 83 1 7 315 2 8 0 83 1 7 315 2 8 0 329 0 2 90 2 1 1 1 9 9 6 2 10 323 2 4 0 341 615 615 60 1 1 369 0 1 1 350 0 1 1 350 0 323 34 3 0 323 34 3 0 323 34 3 0 323 34 3 0 323 34 3 0 323 34 3 0 323 34 3 0 323 34 3 0 323 34 3 0 323 34 3 0 323 34 3 0 323 34 3 0 323 34 3 0 323 34 3 0 323 34 3 0 323 34 3 0 323 3 0 3 323		0	1		1	1	1		3	4		1	2	0		1	2		1	1	1		2	12		10	1	0	
6-6-30		0	1		2	1	1		2	6		1	1	1			3		1	1	0		2	5		7	2	0	
6-436   0   3   142   9   2   1   157   3   5   320   1   1   0   330   0   3   126   0   3   10   132   1   7   260   4   1   0   273   7-705   1   5   205   2   4   3   200   0   6   314   1   2   0   332   2   4   199   2   2   0   209   3   6   275   2   1   1   288   7-30   1   5   205   2   4   3   200   0   6   314   1   2   0   323   2   4   199   2   2   0   209   3   6   275   2   1   1   288   7-30   1   5   255   8   5   2   274   0   7   282   0   1   1   291   1   1   1   272   3   3   3   0   290   1   8   291   1   1   1   0   302   7-345   0   2   255   259   6   1   7   280   0   12   299   0   2   299   0   2   263   0   1   2   247   1   1   1   262   2   2   2   2   2   2   2   2		0	0		2	6			1	7		2	4	0		U	2		2	1	1		2			2	4	0	
6-65 6 1 6 6 199 4 1 1 0 211 2 5 309 0 0 1 317 0 1 145 1 2 0 149 1 5 280 7 1 1 275 7:90 1 5 505 2 4 3 3 20 0 6 314 1 2 0 323 2 4 199 2 2 0 209 3 6 275 2 1 1 288 7:15 0 3 3 241 2 2 2 2 280 0 8 8 301 0 1 1 275 7:30 1 5 255 8 5 5 2 266 0 7 222 0 1 1 1 275 8:00 2 2 275 1 3 7 5 302 0 12 280 0 1 2 280 0 0 1 1 1 291 1 1 1 272 3 3 0 1 299 1 1 1 1 0 288 8:00 2 5 5 259 6 1 7 7 80 0 2 259 0 2 259 0 2 2 259 0 2 2 259 0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		0			0	2	1			5		1	1	0			3		·	3	0		1	1 Z		3 1	1	0	
7-15		1			,	1	0		2	5		0	0	1			1		1	2	0		1	5		7	1	1	
7.30		1	5		2	4	3		0	6		1	-	0		2	4		2	_	0		3	6		2	1	1	
7.45		0	3		2	2	2		0	8		0	1	0		3	5		3	1	0		0	3		1	1	0	
8:00   2   5   29   6   1   7   280   0   2   259   0   2   0   263   0   12   247   1   1   1   262   2   2   280   0   1   0   285   8:15   1   6   329   10   2   1   349   0   3   253   4   0   1   261   3   4   321   4   4   0   336   0   4   233   5   2   0   244   8:30   1   2   336   6   2   2   349   1   0   286   0   0   0   207   3   6   290   3   1   2   305   0   11   224   0   1   0   236   8:45   0   2   275   4   2   1   284   1   2   245   2   1   0   251   1   8   305   3   2   1   320   0   2   192   0   1   0   236   8:46   0   3   207   4   0   2   216   1   0   286   0   0   0   251   1   8   305   3   2   1   320   0   2   192   0   1   0   195   9:00   3   3   207   4   0   2   216   1   0   286   0   0   0   251   1   8   305   3   2   1   320   0   2   192   0   1   0   195   9:15   0   6   370   12   3   1   392   0   1   183   1   0   0   185   0   2   265   4   2   0   273   0   1   180   1   0   0   0   182   9:30   1   5   244   1   1   3   285   0   0   159   0   0   0   159   2   6   263   6   4   1   282   0   271   1   1   11   0   148   9:45   1   2   255   4   1   3   266   0   0   159   0   0   0   159   2   6   263   6   4   1   282   0   5   143   0   0   0   148   9:45   1   2   245   3   4   4   4   4   4   4   4   4   4	7:30	1	5	255	8	5	2	276	0	7	282	0	1	1	291	1	11	272	3	3	0	290	1	8	291	1	1	0	302
8:35 1 6 329 10 2 1 349 0 3 253 4 0 1 261 3 34 4 321 4 4 0 336 0 4 233 5 2 0 244 8:30 1 2 2 345 2 1 2 2 345 2 1 0 224 6 2 3 3 6 6 2 2 345 2 1 2 2 4 5 2 1 0 224 5 2 1 0 224 6 2 3 3 6 2 2 3 3 6 2 1 3 2 0 0 1 1 2 2 4 0 1 0 2 3 6 8 4 3 2 1 3 2 0 0 1 1 2 2 4 0 1 0 2 3 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	7:45	0	2	275	13	7	5	302	0	12	280	0	0	0	292	1	3	278	1	4	0	287	2	7	213	2	2	0	
8:30   1   2   336   6   2   2   349   1   0   266   0   0   0   207   3   6   290   3   1   2   305   0   11   224   0   1   0   236   8:45   0   2   275   4   2   1   284   1   2   245   2   1   0   208   0   0   209   0   7   292   2   0   0   301   3   3   203   0   0   0   209   9:15   0   6   370   12   3   3   1   392   0   1   183   1   0   0   185   0   2   265   4   2   0   273   0   1   180   1   0   0   0   182   9:30   1   5   264   11   1   3   285   0   0   159   0   0   159   0   0   159   2   6   263   6   4   1   282   0   5   143   0   0   0   148   10:00   0   0   203   5   0   1   209   0   9   171   1   1   0   182   2   8   252   7   0   1   270   1   2   120   0   1   0   174   10:15   0   2   2   2   2   2   2   2   2   2		2	5			1	7		0	2		0	2	0		0	12		1	1	1		2	2		0	1	0	
8:45 0 2 275 4 2 1 284 1 2 245 2 1 0 255 2 1 0 256 2 1 0 256 2 1 0 257 2 2 0 0 30 3 2 1 320 0 2 192 0 1 0 195 9:00 0 3 207 4 0 0 2 216 1 0 288 0 0 0 0 289 0 7 292 2 0 0 301 3 3 203 0 0 0 0 289 9:15 0 6 370 12 3 1 392 0 1 183 1 0 0 185 0 2 265 4 2 0 273 0 1 180 1 10 0 182 9:30 1 2 255 4 1 3 3 266 0 0 159 0 0 0 159 0 0 0 159 2 6 265 4 1 2 225 4 1 1 31 0 0 0 182 10:00 0 0 0 209 10 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		1			10	2	1		0	3		4	_	1		3	4		4	4	0		0	4			2	0	
9:00 0 3 207 4 0 2 216 1 0 208 0 0 0 209 0 7 292 2 0 0 0 301 3 3 3 203 0 0 0 209 9:15 0 6 370 12 3 1 392 0 1 183 1 0 0 150 0 0 150 0 0 182 9:30 1 5 264 11 1 3 3 285 0 0 150 0 0 0 150 0 0 150 5 5 5 264 5 2 0 271 1 1 11 131 0 0 0 133 9:45 1 2 255 4 1 3 3 266 0 0 159 0 0 0 159 0 0 0 159 2 6 6 263 6 4 1 1 282 0 5 143 0 0 0 148 10:00 0 0 2 265 4 9 0 2 265 4 9 0 1 209 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1			6	_	2	-	1	0		0	0	0		3			3	1	2		0	_		-	1	0	
9:15 0 6 370 12 3 1 392 0 1 183 1 0 0 0 185 0 2 265 4 2 0 273 0 1 180 1 0 0 182 9:30 1 5 264 11 1 3 3 285 0 0 159 0 0 0 159 5 5 254 5 2 0 271 1 1 131 0 0 0 133 9:36 1 2 255 4 1 2 255 4 1 2 255 4 1 2 2 25 4 1 1 1 3 3 266 0 0 159 0 0 0 159 2 6 2 6 263 6 4 1 2 82 0 5 1 131 0 0 0 0 133 10:00 0 0 203 5 0 1 209 0 9 171 1 1 1 0 182 2 8 252 7 0 1 1 270 1 2 120 0 1 0 124 10:15 0 2 2 264 9 0 2 2 277 1 0 146 1 1 0 146 1 1 0 149 1 3 266 4 2 0 276 0 3 176 0 0 0 179 10:30 0 1 242 8 0 0 25 1 1 25 1 0 146 1 1 0 147 1 3 266 4 2 0 276 0 3 176 0 0 0 179 10:45 0 1 245 7 0 1 254 0 3 150 0 0 1 174 3 6 268 4 1 1 1 283 0 1 316 0 0 0 133 10:45 1 1:10 0 1 245 7 0 1 1 254 0 3 150 0 0 1 1 147 4 7 240 6 0 0 307 1 4 135 0 1 0 141 11:10 0 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		0			4		2		1			0	0	0		0	7		2	0	0		3	2			0	0	
9:30   1   5   264   11   1   3   285   0   0   150   0   0   150   0   0   150   0   0   150   0   0   150   0   0   150   0   0   150   0   0   150   0   0   150   0   0   150   0   0   150   0   0   150   0   0   150   0   0   150   0   0   150   0   0   150   0   0   150   0   150   0   150   0   150   0   150		0			12		1		0	1		1		0			2		4	2	0		0	1		1	0	0	
9:45		1	5			1	3		0	0		0		0		5	5		5	2	0		1	1		0	0	0	
10:00 0 0 203 5 0 1 209 0 9 171 1 1 1 0 182 2 8 252 7 0 1 270 1 2 120 0 1 0 124  10:15 0 2 264 9 0 2 277 1 0 146 1 1 0 149 1 3 266 4 2 0 276 0 3 176 0 0 0 179  10:30 0 1 242 8 0 0 251 1 2 170 0 0 0 1 174 3 6 268 4 1 1 1 283 0 1 1 32 0 0 0 133  10:45 0 1 228 9 0 3 241 2 6 137 0 1 1 147 4 7 240 6 0 1 258 0 3 123 0 1 0 141  11:00 0 1 228 9 0 0 3 241 2 6 137 0 1 1 147 4 7 240 6 0 1 258 0 3 123 0 1 0 127  11:15 0 3 255 1 0 0 0 241 3 2 125 1 1 0 124 2 0 0 1 125 1 1 1 124 2 0 0 1 1 127  11:30 0 3 232 6 0 0 241 3 2 125 1 1 0 0 145 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1	2			1	3		0	0		0	-	0		2	6		6	4	1		0	5		-	0	0	
10:30 0 1 242 8 0 0 0 251 1 2 170 0 0 0 1 174 3 6 268 4 1 1 1 283 0 1 132 0 0 0 133  10:45 0 1 245 7 0 1 254 0 3 150 0 0 0 153 2 2 2 293 9 1 0 307 1 4 135 0 1 0 141  11:00 1 1 228 9 0 3 241 2 6 137 0 1 1 147 4 7 240 6 0 1 258 0 3 123 0 1 0 125  11:15 0 3 215 1 0 0 214 3 2 125 1 1 1 124 2 0 0 0 128 1 1 6 259 8 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		0			5	0	1		0	9		1	1	0		2	8		7	0	1		1	2		0	1	0	
10:45 0 1 245 7 0 1 254 0 3 150 0 0 0 153 2 2 2 293 9 1 0 307 1 4 135 0 1 0 141  11:00 0 1 228 9 0 3 241 2 6 137 0 1 1 14 4 7 240 6 0 1 258 0 3 123 0 1 0 127  11:15 0 3 215 1 0 0 0 219 1 1 1 124 2 0 0 0 128 1 6 259 8 1 2 277 0 7 107 0 1 0 115  11:30 0 3 232 6 0 0 0 241 3 2 125 1 1 0 0 132 1 1 1 1 124 2 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10:15	0	2	264	9	0	2	277	1	0	146	1	1	0	149	1	3	266	4	2	0	276	0	3	176	0	0	0	179
11:00 0 1 228 9 0 3 241 2 6 137 0 1 1 147 4 7 240 6 0 1 258 0 3 123 0 1 0 127  11:15 0 3 215 1 0 0 0 219 1 1 124 2 0 0 0 128 1 6 259 8 1 2 277 0 7 107 0 1 0 115  11:30 0 3 232 6 0 0 0 241 3 2 125 1 1 0 0 135  11:45 0 4 213 8 0 0 225 0 6 88 0 0 0 94 2 4 276 11 1 0 294 0 1 97 0 0 0 98  Total 14 93 6,600 167 47 46 6,967 53 228 11,948 110 50 21 12,410 39 149 6,780 107 50 16 7,141 52 284 12,685 203 58 11 13,293  Directional  AADT  AADT  Enalty Truck%		0	1		8	0	0		1	2		0	0	1		3	6		4	1	1		0	1			0	0	
11:15 0 3 215 1 0 0 219 1 1 124 2 0 0 0 128 1 6 259 8 1 2 277 0 7 107 0 1 0 1 0 1150  11:30 0 3 232 6 0 0 0 241 3 2 125 1 1 0 0 0 34 3 2 125 1 1 0 0 132 0 5 269 8 1 1 2 277 0 7 107 0 1 0 1 0 1 150  11:45 0 4 213 8 0 0 225 0 6 88 0 0 0 94 2 4 276 11 1 0 0 294 0 1 97 0 0 0 0 98  Total 14 93 6,600 167 47 46 6,967 53 228 11,948 110 50 21 12,410 39 149 6,780 107 50 16 7,141 52 284 12,685 203 58 11 13,293  Directional Table 14 93 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		0	1		7	_	1		0	3		0	0	0		2	2		,	1	0		1	4			1	0	
11:30 0 3 232 6 0 0 241 3 2 125 1 1 0 132 0 5 269 8 1 1 1 284 1 2 130 1 0 1 135 1 145 0 4 213 8 0 0 225 0 6 88 0 0 0 94 2 4 276 11 1 0 294 0 1 97 0 0 0 98 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		0	1		9				2	6		0	1	1		4	7			0	1		0	3			1	0	
11:45 0 4 213 8 0 0 0 225 0 6 88 0 0 0 94 2 4 276 11 1 0 294 0 1 97 0 0 0 98  Total 14 93 6,600 167 47 46 6,967 53 228 11,948 110 50 21 12,410 39 149 6,780 107 50 16 7,141 52 284 12,685 203 58 11 13,293  Directional Table 1		0			4	-			3	2		1	1	0		0	5		-	1	1		1	2		1	0	1	
Total 14 93 6,600 167 47 46 6,967 53 228 11,948 110 50 21 12,410 39 149 6,780 107 50 16 7,141 52 284 12,685 203 58 11 13,293  Directional		0			8	0			0	6		0	0	0		2	4			1	0		0	1		0	0	0	
Directional         19,377           ADT         39,811           AADT         38,617           Daily Truck %         2.2%		14	•		167	47			53	228		110		21		39	149			50	16	_	52	284			58	11	13,293
AADT 38,617 Daily Truck % 2.2%																													
Daily Truck % 2.2%																													
	Daily Truck %		4 B 1 !=::	0 **	1 0 -		0 10		A	T' C' '	1 : 5	37.15.1	4.5				1 11 5 = 1	1 =1			11.5.7	F 5	,		L = "	NA 100 = 10			

Date													Thu	ursday, Oc	tober 6,	2022												
Direction							Eastl	bound													West	bound						
Period		1		AM	.		- 1			1 1	PM	1 1					1 1	AM			- 1				PM	1 1		
Class	Bikes	Motorcycles	Lights	Single-Uni Trucks	Buses	Articulated Trucks	d Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulate Trucks	d Total	Bikes	Motorcycles	Lights	Single-Uni Trucks	Buses	Articulate Trucks	d Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total
12:00	0	4	56	0	0	0	60	0	5	212	3	0	0	220	0	3	79	0	1	0	83	1	5	220	7	1	2	236
12:15	0	1	59	0	1	0	61	3	5	258	6	2	1	275	1	0	61	0	0	0	62	0	4	266	9	2	1	282
12:30	1	3	69	0	0	0	73	2	5	294	10	1	1	313	0	3	49	0	1	0	53	2	6	267	5	2	0	282
12:45	2	0	42	0	0	0	44	1	5	251	8	1	2	268	0	4	49	0	0	0	53	0	2	316	11	1	2	332
1:00 1:15	0	3	60 30	0	0	0	64 31	1	8	253 265	6	3	2	272 277	0	1	42 37	0	0	0	44 38	2	3	245 284	3	1	2	256 296
1:30	0	1	30	0	0	0	31	1	6	290	7	2	2	308	0	1	28	0	0	0	29	0	5	288	5	3	1	302
1:45	0	1	23	0	0	0	24	4	7	273	6	2	2	294	0	0	34	0	0	0	34	1	7	289	4	1	5	307
2:00	0	0	37	0	1	0	38	0	7	330	6	1	0	344	0	2	20	0	0	0	22	4	5	247	6	1	0	263
2:15	0	1	32	0	0	0	33	0	5	278	1	3	0	287	0	1	16	0	1	0	18	2	6	365	9	3	2	387
2:30 2:45	0	1 2	30 15	0	0	0	31 18	1	8	313 309	3	0	0	325 319	0	1	21 18	0	0	0	22	1	4 Q	148 436	3 14	0	2	158 464
2:45 3:00	0	0	26	0	1	0	27	2	4	283	3	2	0	294	0	0	18	0	1	0	18 12	0	9	376	3	4	1	393
3:15	0	1	29	0	0	0	30	1	8	267	4	0	0	280	0	1	21	0	0	0	22	2	2	378	4	2	2	390
3:30	0	1	24	5	0	0	30	1	3	336	0	5	1	346	0	0	26	0	0	0	26	0	9	379	6	0	4	398
3:45	0	0	28	0	1	0	29	0	7	299	3	1	0	310	0	2	12	1	0	0	15	1	7	385	1	4	2	400
4:00	0	0	23	0	0	0	23	0	4	315	2	3	1	325	0	3	25	1	1	0	30	1	11	394	8	4	2	420
4:15 4:30	0	0	24 42	0	0	0	25 42	2	4	339 340	1	3	2	349 354	0	2	23 28	0	0	0	24 30	3	9 11	338 417	8	12	0	370 442
4:45	0	1	24	1	0	1	27	1	5	251	2	3	1	263	0	0	30	0	0	0	30	1	10	402	8	5	2	428
5:00	0	0	27	0	1	0	28	0	5	329	1	4	0	339	0	2	45	0	1	0	48	4	8	444	7	5	5	473
5:15	0	1	40	0	2	0	43	1	5	331	0	2	1	340	0	1	45	0	0	0	46	0	9	445	4	3	2	463
5:30	0	4	64	2	1	0	71	0	3	319	3	0	0	325	0	2	68	1	1	1	73	1	7	410	8	4	2	432
5:45 6:00	0	1	76	2	3	1	83	1	1	296	1	4	0	303	0	2	74	2	0	0	78	1	7	410	3	3	1	425
6:00	0	3	69 116	5 1	11	0	81 131	2	o 7	127 531	1	1	0	137 542	0	8	110 145	0	4	0	114 157	2	10 10	365 415	7	2	0	388 432
6:30	3	0	144	2	8	1	158	0	8	309	0	0	0	317	0	4	160	2	4	0	170	3	8	326	2	3	1	343
6:45	0	2	227	2	6	1	238	1	8	343	1	2	1	356	2	4	184	1	2	1	194	2	6	321	5	1	0	335
7:00	0	2	189	1	4	1	197	0	9	346	2	3	0	360	2	3	239	0	3	1	248	0	12	297	7	1	0	317
7:15	0	4	227	4	3	3	241	0	4	307	0	1	0	312	1	6	290	2	2	0	301	5	8	276	2	2	0	293
7:30 7:45	0	3	253 346	3	3	0	263 354	0	3 1	301 314	1	1	0	306 317	0	5 7	319 312	0	5	0	330 323	3	11	302 228	2	2	0	315 243
8:00	0	1	388	10	0	0	399	2	5	227	0	0	0	234	2	6	312	3	6	0	329	1	5	245	1	3	0	255
8:15	0	0	426	3	0	0	429	1	0	167	1	2	1	172	0	4	357	3	4	0	368	2	5	222	0	0	0	229
8:30	0	4	354	10	0	3	371	3	5	360	0	0	1	369	2	5	386	4	3	0	400	1	8	225	1	2	0	237
8:45	2	3	344	5	1	1	356	0	2	265	1	0	0	268	3	6	336	2	3	1	351	0	6	166	1	0	0	173
9:00 9:15	1	0	333 317	18 10	1	1	360 333	7	3	195 163	0	0	0	201 167	0	3	307 293	8	1	0	326 305	0	4 1	198 137	0	1 0	0	203 141
9:30	0	3	317	14	2	3	341	1	2	201	0	1	0	205	3	6	293	4	1	0	303	0	4	154	1	1	0	160
9:45	1	3	304	15	0	0	323	2	1	179	0	0	0	182	3	6	277	7	2	2	297	0	4	134	3	0	0	141
10:00	0	1	303	11	1	1	317	0	1	180	0	1	0	182	1	1	291	10	1	0	304	0	2	131	1	1	0	135
10:15	0	0	284	14	2	0	300	0	4	147	1	1	0	153	7	4	285	8	0	1	305	0	5	165	0	0	0	170
10:30 10:45	0	1 2	244 249	11	0	2	258 260	1	2	187 159	0	0	0	190 164	1	7	260 250	8	1	1	278 268	2	0	134 126	1	0 2	0	137 132
11:00	0	0	218	9	0	0	224	0	5	135	0	0	0	164 141	0	6	232	9	1	0	248	1	3	140	0	0	0	132 144
11:15	0	0	169	6	1	1	177	1	2	117	0	0	0	120	1	3	251	7	1	2	265	3	4	127	0	1	1	136
11:30	0	1	263	3	0	1	268	0	8	113	0	1	0	122	0	6	272	11	1	0	290	0	2	122	1	1	0	126
11:45	0	1	193	4	0	1	199	1	3	86	0	0	0	90	0	3	191	3	1	1	199	0	2	140	0	1	0	143
Total	12 70 7,189 182 64 27 7,544 43 218 12,490 93 72 21 12,937 32 147 7,214 116 63 15 7,587 58 290 13,245 187 100 47 13,927  20,481																											
Directional ADT							20,	,461						41,	 995						21,	,514						
AADT														40,														
Daily Truck %														2.4														

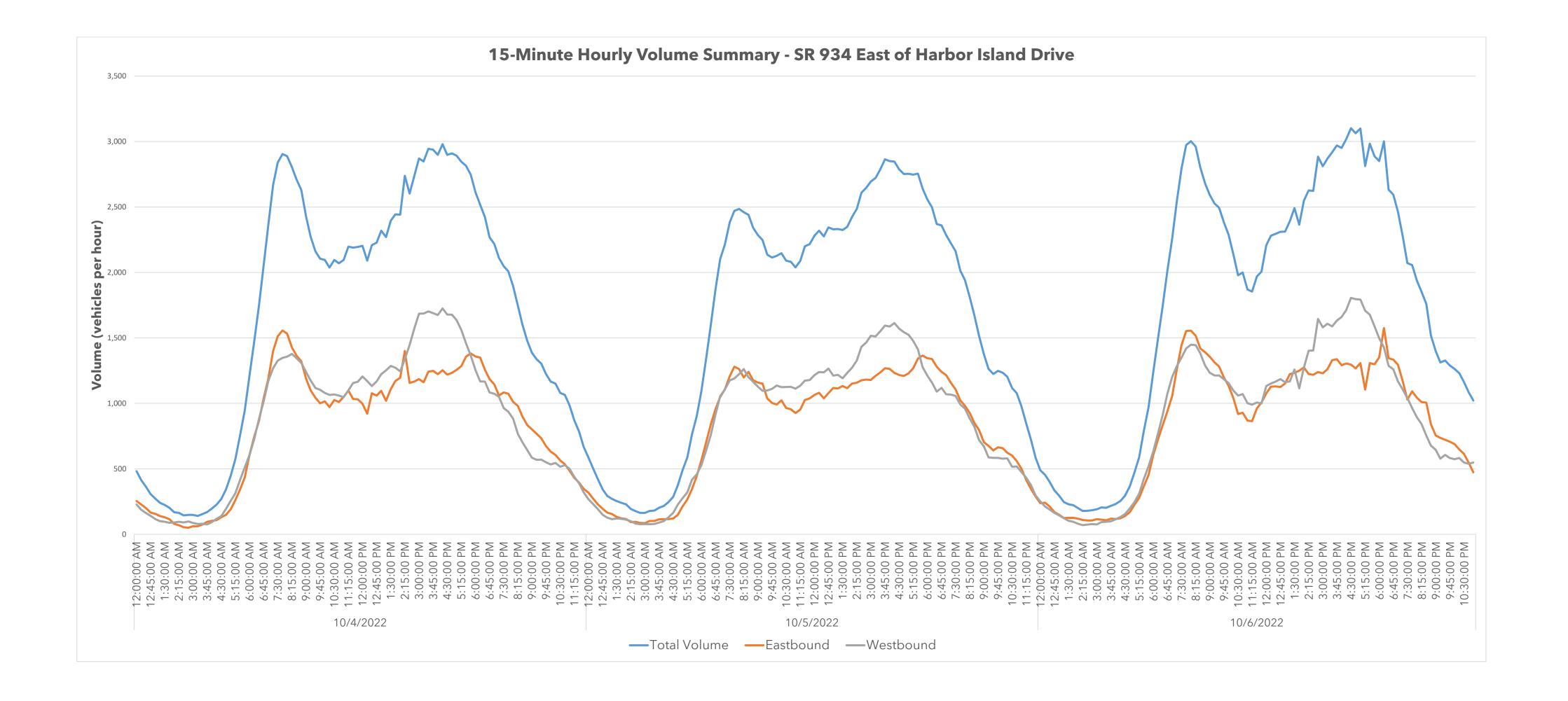
Date		Three	Day Ave	erage 10	)/4/202			
Direction		Eastb	ound			Westl	oound	
Period	Α	М	Р	М	Α	М	P	М
Class	Lights	Heavy	Lights	Heavy	Lights	Heavy	Lights	Heavy
12:00	75	0	238	6	79	1	264	11
12:15	71	1	261	8	64	0	295	13
12:30	71	0	264	10	55	1	274	10
12:45	52	0	250	9	49	0	307	10
1:00	51	1	235	6	41	1	269	8
1:15	37	1	297	10	34	0	291	9
1:30	34	1	271	9	26	1	302	10
1:45	32	0	285	8	27	0	299	11
2:00	34	1	233	6	24	1	282	9
2:15	28	0	340	6	26	1	320	13
2:30	26	0	297	5	21	0	266	7
2:45	16	1	314	7	20	0	353	13
3:00	19	1	287	6	19	1	376	8
3:15	23	0	263	6	20	0	398	7
3:30	19	2	309	4	23	0	394	11
3:45	23	1	318	6	16	0	389	11
4:00	23	1	301	4	21	2	381	10
4:15	25	1	320	7	21	1	401	16
4:30	35	1	324	5	26	1	420	10
4:45	25	1	293	5	30	1	393	10
5:00	25	2	307	4	46	1	425	10
5:15	39	3	305	2	48	0	409	9
5:30	57	4	319	3	77	2	405	12
5:45	77	4	321	4	82	3	374	7
6:00	75	10	262	4	99	4	357	9
6:15	114	10	421	2	147	4	347	5
6:30	142	11	333	2	152	5	306	4
6:45	223	8	326	3	175	4	285	6
7:00	209	6	332	3	220	5	290	7
7:15	238	9	294	1	286	4	278	4
7:30	275	11	293	2	303	6	280	3
7:45	337	13	293	1	314	5	237	4
8:00	359	13	245	1	295	6	265	3
8:15	370	10	236	4	346	8	226	2
8:30	349	12	283	0	339	6	224	2
8:45	329	8	241	2	336	6	189	1
9:00	290	13	205	1	314	7	186	0
9:15	328	14	185	0	294	7	157	1
9:30	300	15	188	1	284	7	146	1
9:45	265	10	173	0	279	9	143	1
10:00	242	14	177	1	273	9	128	2
10:15	260	14	156	2	272	11	166	0
10:30	251	11	171	0	272	9	131	1
10:45	243	13	152	0	268	10	133	1
11:00	212	8	143	1	244	9	136	1
11:15	225	7	125	1	262	10	123	1
11:30	250	6	124	1	271	11	132	1
11:45	231	8	90	0	238	9	113	0
Total	7,034		12,400	179	7,178		13,265	305
Directional		19,	894		224	20,	937	
ADT				40,				
AADT					600			
Daily Truck %				2.3	3%			

		<b>Daily Sum</b>	mary 1	0/4/20	22		
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	7:45 AM	2,905	1,557	1,348	0.073	0.536	0.027
MD	2:15 PM	2,739	1,401	1,338	0.069	0.512	0.023
PM	4:15 PM	2,980	1,254	1,726	0.075	0.579	0.021

		<b>Daily Sum</b>	mary 1	0/5/20	22		
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	8:00 AM	2,485	1,262	1,223	0.063	0.508	0.027
MD	2:45 PM	2,647	1,182	1,465	0.067	0.553	0.020
PM	3:45 PM	2,864	1,269	1,595	0.072	0.557	0.021

		Daily Sum	mary 1	0/6/20	22		
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	8:00 AM	3,003	1,555	1,448	0.076	0.518	0.021
MD	2:45 PM	2,884	1,239	1,645	0.073	0.570	0.023
PM	4:30 PM	3,102	1,296	1,806	0.078	0.582	0.024

	Three Day Av	erage Sun	nmary '	10/4/20	022 - 10/6	/2022	
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	8:00 AM	2,792	1,450	1,342	0.071	0.519	0.025
MD	2:45 PM	2,756	1,196	1,560	0.070	0.566	0.022
PM	4:15 PM	2,950	1,265	1,685	0.074	0.571	0.023



Date													Tue	esday, Octo	ober 4, :	2022												
Direction							Eastb	ound													Westk	oound						
Period	<del>                                     </del>		1 1	AM Single Unit	1 1	A with a volutional	1			1 1.	PM Single Unit	1	A	ا ا				AM	.	Autioulata	4			1 4	PM	1 17	Articulated	1
Class	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulate Trucks	Total	Bikes	Motorcycle	es Lights 2	Trucks	t Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total
12:00	0	4	60	0	0	0	64	0	4	231	5	2	0	242	0	1	72	0	1	0	74	0	2	270	7	0	5	284
12:15	0	1	55	0	1	0	57	1	5	212	6	2	1	227	0	0	56	0	0	0	56	3	8	277	7	1	0	296
12:30	0	0	66	0	0	0	66	0	3	216	5	1	0	225	0	4	38	0	1	0	43	2	3	239	6	1	2	253
12:45	1	1	50	0	0	0	52	0	7	250	6	1	0	264	0	2	52	0	0	0	54	1	5	242	9	1	0	258
1:00 1:15	0	1	41 29	0	0	1	43	7	5	167 363	2	0	1	176 375	0	1	31 29	0	0	0	33	2	8	232 247	3	1	2	248 259
1:15	1	0	27	0	0	0	31 28	0	Δ	205	4 Δ	2	1	216	1	0	22	0	0	1	24	0	Δ	274	6 7	2	1	288
1:45	0	1	41	0	0	0	42	1	1	280	3	3	0	288	0	0	24	0	0	0	24	1	7	301	6	2	2	319
2:00	0	1	29	0	1	0	31	0	2	97	4	1	0	104	0	0	17	0	1	0	18	1	4	276	11	2	1	295
2:15	0	0	24	0	0	0	24	1	7	453	5	2	1	469	0	0	25	0	0	0	25	1	2	294	11	1	1	310
2:30	0	0	23	0	0	0	23	2	8	296	1	3	0	310	0	1	14	0	0	0	15	1	8	282	6	0	1	298
2:45	0	0	16	0	0	1	17	1	3	314	5	3	0	326	0	0	22	0	0	0	22	1	5	286	8	5	2	307
3:00	0	1	17	0	1	0	19	0	9	260	2	0	1	272	0	3	21	0	1	0	25	0	8	370	6	3	0	387
3:15 3:30	0	0	13 13	0	0	0	13 13	0	10	221 260	<b>б</b>	<u> </u>	0	237 275	0	0	19 20	0	0	0	19 23	1	11 7	409 380	10 10	1	0	433 400
3:30	0	0	22	2	1	1	26	0	7	312	4	3	1	327	0	ა 1	13	0	0	0	14	2	10	413	8	4	1	438
4:00	0	0	13	1	0	0	14	0	6	301	2	2	0	311	0	2	15	2	1	0	20	2	12	377	4	3	2	400
4:15	0	0	21	0	0	0	21	0	6	306	3	4	0	319	0	0	22	0	0	0	22	2	2	405	7	12	1	429
4:30	0	0	30	1	0	0	31	0	7	306	2	1	0	316	0	1	17	0	0	2	20	0	4	392	3	3	0	402
4:45	1	1	24	0	0	0	26	0	1	291	3	3	0	298	0	1	28	1	0	0	30	2	7	375	3	4	1	392
5:00	0	1	17	1	1	0	20	1	7	297	1	3	0	309	0	0	45	0	1	0	46	0	7	423	6	2	0	438
5:15	0	0	43	1	3	1	48	2	5	289	2	1	0	299	0	2	36	0	0	0	38	4	10	338	5	2	0	359
5:30 5:45	0	2	48 70	2	2 1	0	56 73	პ ვ	3 6	332 322	1	2	1	340 335	0		69 77	2	1	0	73 81	2	10	376 317	2	2	0	390 333
6:00	0	0	79	5	5	1	90	2	11	310	3	2	0	328	0	0	98	0	0	0	98	2	10	333	6	5	1	357
6:15	2	1	105	1	10	0	119	2	9	345	1	1	0	358	0	0	128	1	4	0	133	3	7	268	2	1	2	283
6:30	0	3	134	4	7	0	148	2	11	319	1	1	1	335	0	0	154	1	3	0	158	3	9	300	1	2	0	315
6:45	1	3	215	4	6	1	230	2	10	308	1	3	0	324	3	0	176	1	2	0	182	3	11	241	5	1	0	261
7:00	0	6	207	1	3	0	217	2	4	291	1	2	0	300	0	5	193	2	2	2	204	5	5	297	6	2	0	315
7:15	3	4	222	2	5	4	240	1	7	235	1	1	0	245	0	5	263	1	2	0	271	5	6	262	2	0	1	276
7:30 7:45	1	5	312	5	4	3	330	3	6	258	0	1	0	268	0	4	288 293	1	5	0	298	1	6	218	3	0	0	228
7:45 8:00		3	345 399	2 6	5 4	0	357 412	0	3	260 234	1	0	0	266 238	0	Λ	295 295	2	4	0	305 306	3	7	258 240	0	2	0	269 249
8:15	0	7	367	9	2	2	387	2	4	284	1	1	0	292	0	7	324	3	2	0	336	1	5	199	0	1	0	206
8:30	0	3	352	9	3	0	367	1	6	261	0	0	0	268	2	2	299	3	2	1	309	4	4	164	0	0	0	172
8:45	0	5	370	6	2	2	385	0	10	185	0	2	0	197	2	9	302	2	1	0	316	0	8	175	0	1	0	184
9:00	1	2	306	11	1	0	321	1	8	190	0	0	0	199	3	5	303	4	2	1	318	0	4	147	0	0	0	151
9:15	1	1	273	13	0	0	288	0	4	192	0	0	0	196	4	6	299	5	2	1	317	0	1	141	0	1	0	143
9:30		3	284	7	0	1	296	0	2	207	0	1	0	210	0	5	266	4	2	0	277	2	3	143	0	0	0	148
9:45 10:00	2	4 2	217 239	5 15	1	) ]	228 262	0	3 2	175 160	0	0	0	178 163	2	3	265 230	2	2	1 0	275 246	<u> </u>	2	132 129	1	0	0	136 133
10:00	0	2	239	9	1	ა ვ	235	0	0	171	0	1	0	172	0	4	245	14	2	2	267	1	2	142	0	0	0	145
10:13	1	5	226	6	0	0	238	0	2	146	0	0	0	148	2	5	241	9	0	1	258	0	4	114	0	1	0	119
10:45	0	3	268	12	2	2	287	0	6	134	0	0	0	140	4	3	228	8	2	1	246	0	3	115	0	0	0	118
11:00	0	4	144	5	1	0	154	0	4	129	0	1	0	134	7	3	220	3	2	1	236	1	2	132	0	2	0	137
11:15	2	7	299	9	2	0	319	1	6	113	1	0	0	121	2	4	243	7	1	0	257	0	3	103	0	1	0	107
11:30	0	2	235	7	0	3	247	0	2	131	0	0	0	133	1	4	246	8	3	0	262	0	2	117	0	0	0	119
11:45	10	5	232	5	1	3	246	0	1	77	0	1	0	79	1	6	229	7	2	0	245	7.1	2	91	102	0	0	93
Total Directional	19	98	6,842	170	78	34	7,241	39   <b>393</b>	250	11,696	92	66	9	12,152	36	126	6,612	101	61	14	6,950	71   830	261	12,256	183	81	28	12,880
ADT	1	19,393 39,223																										
AADT														38,0														
Daily Truck %														2.3														

Date													Wedı	nesday, O	ctober 5	, 2022												
Direction				ADE			Eastk	ound			DM							A D.G.			Westl	bound			DM			
Period				AM Single-Unit		Articulated	1				PM Single-Unit		Articulated					AM Single-Uni	i+	Articulated					PM Single-Unit		Articulated	
Class	Bikes	Motorcycles	Lights	Trucks	Buses	Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses '	Trucks	Total	Bikes I	Motorcycle	s Lights	Trucks	it Buses	Trucks	Total	Bikes	Motorcycles	Lights	Trucks	Buses	Trucks	Total
12:00	1	4	90	0	0	0	95	1	4	247	10	1	2	265	1	2	80	1	1	0	85	4	6	238	8	1	1	258
12:15	0	5	85	1	1	0	92	1	6	257	7	0	3	274	1	1	65	0	0	0	67	0	5	293	12	1	2	313
12:30	0	1	67	0	0	0	68	2	10	216	6	2	0	236	1	2	67	0	1	0	71	0	8	253	9	1	1	272
12:45 1:00	0	2 1	53 41	0	1	0	56 43	0	6	240 255	5 4	2	0	252 265	0	1	42 41	0	0	0	43 42	4	8	288 281	4	1	2	307 298
1:15	0	0	48	0	0	0	48	0	7	274	3	9	1	294	0	2	30	0	1	0	33	2	6	284	5	1	2	300
1:30	0	0	36	0	0	0	36	1	7	275	7	0	0	290	0	1	29	0	0	0	30	3	5	285	5	1	1	300
1:45 2:00	0	3	20 33	0	1	0	37	2	7	320 235	4	2	0	326 250	0	1	20 28	1	0	1	22 31	2	6 7	238 261	6	1	0	255 279
2:15	0	0	28	0	0	0	28	0	2	249	4	0	1	256	0	1	36	0	0	0	37	1	4	252	11	1	2	271
2:30	0	2	23	0	0	0	25	5	1	254	3	3	0	266	0	0	25	0	0	0	25	3	4	300	8	1	0	316
2:45 3:00	0	0	24	1	0	0	25 14	2	6	295	4	2	0	309 284	0	0	15 21	0	0	0	15 23	1	6	304 346	5	2	0	318 358
3:15	2	0	13 25	0	0	0	27	2	3	267 294	6	1	0	306	0	0	15	1	0	0	16	0	10	390	4	0	0	404
3:30	0	0	17	1	0	0	18	0	3	290	1	0	0	294	0	0	18	0	0	0	18	0	11	382	4	3	1	401
3:45	1	0	17	0	0	0	18	4	8	288	5	1	0	306	0	1	22	0	0	0	23	1	7	341	9	1	1	360
4:00 4:15	0	0	24 22	1	0	0	26 24	0	3	330 281	6	2	0	339 292	0	1	15 19	0	0	0	16 21	3	3 11	340 407	4	3	1	356 429
4:30	1	0	20	1	0	1	23	4	8	293	3	2	2	312	0	1	27	0	0	0	28	2	9	397	6	2	1	417
4:45	0	0	23	1	0	0	24	2	8	287	3	2	0	302	0	1	24	3	0	0	28	1	5	329	11	3	0	349
5:00 5:15	0	0	25 32	0	1	1	27 34	0	6	285 260	0	2	0	293 271	0	1	48 50	1	1	0	51	0	8	367 356	3	3	0	381 373
5:30	1	1	56	2	1	0	61	4	4	279	1	2	0	290	0	3	79	1	1	1	52 85	4	3 7	380	5	1	2 5	402
5:45	0	1	78	1	1	2	83	1	6	317	0	1	1	326	0	4	67	1	2	0	74	3	4	311	3	2	4	327
6:00	0	1	76	2	4	0	83	0	7	311	2	4	0	324	2	1	87	1	1	1	93	2	9	298	3	3	0	315
6:15 6:30	2	2	100 138	6	3	3	108 154	0	10 7	333 309	0	1	0	345 320	0	1	138 119	1	2	0	141 124	0	13 7	302 240	2 4	3 1	1	321 254
6:45	1	4	181	5	1	0	192	6	6	264	0	0	1	277	0	0	137	2	2	0	141	1	6	259	9	1	0	276
7:00	2	5	200	4	4	2	217	4	7	298	0	2	0	311	2	4	191	1	2	0	200	2	7	263	1	1	1	275
7:15 7:30	1	4	229 261	4 10	2	0	240 275	2	8 10	290 264	0	1	0	301 279	3	4 8	244 274	3	1	0	255 289	0	3 10	243 286	1	1	0	248 299
7:45	0	4	274	12	4	3	297	0	14	269	0	0	0	283	2	2	247	2	4	0	257	5	4	220	3	1	0	233
8:00	1	5	264	8	1	7	286	0	6	266	0	2	0	274	1	11	240	2	1	0	255	2	4	263	0	1	0	270
8:15	1	8	304	11	3	1	328	1	5	239	1	1	1	248	3	4	278	4	4	0	293	1	3	212	5	0	0	221
8:30 8:45	0	3	309 235	11 6	3	0	327 248	0	5 8	235 231	2	0	0	240 242	1	5	284 282	3 2	2	2 1	298 293	0	13 3	192 181	0	1	0	206 185
9:00	0	2	175	6	0	1	184	1	4	202	0	1	0	208	0	7	270	1	0	0	278	3	4	189	0	0	0	196
9:15	0	1	370	12	2	1	386	1	4	196	0	1	0	202	1	1	252	2	3	0	259	0	3	181	1	1	0	186
9:30 9:45	1	5 2	258 267	11 6	1 2	2	278 279	0	6 10	161 168	1	0	0	169 179	2	4	254 271	5 5	2 2	0 2	269 286	1	6	135 147	0	0	0	137 153
10:00	1	5	199	9	0	0	214	1	10	172	0	1	0	184	1	9	252	6	1	1	270	1	6	120	2	0	0	129
10:15	2	5	263	14	2	0	286	0	0	140	0	1	0	141	1	3	270	3	2	0	279	0	2	169	0	0	0	171
10:30	0	1	226	12	1	1	241	0	5	175	0	0	1	181	1	5	267	3	1	1	278	2	1	125	0	0	0	128
10:45 11:00	0 2	3 1	251 227	11 10	1	0	266 241	0	9	158 134	0	0	1	165 146	3 5	7	280 226	6	1	1	294 246	0	3	128 121	0	0	0	134 124
11:15	1	4	231	3	1	1	241	0	5	124	2	0	0	131	0	5	248	8	1	1	263	0	6	103	1	1	0	111
11:30	2	3	246	9	0	0	260	2	3	117	5	1	0	128	2	5	258	6	1	2	274	0	4	109	0	1	1	115
11:45 Total	3	3 8 210 7 2 0 230 0 8 85 0 0 0 93 2 3 267 8 2 0 282 0 1 85 0 0 0 8														86 12,817												
Directional	31	103	6,394	206	49	31		65 <u> </u>	293	11,729	106	58	18	12,269	44	129	6,519	96	50	15	6,853 <b>19,</b> 6	67 <b>670</b>	276	12,194	188	56	36	114,01/
ADT														38,							- 7							
AADT															590													
Daily Truck %														2.3	3%													

Date													Th	ırsday, Oc	tober 6, 2	022												
Direction Period				A D.4			Eastk	ound			PM							A D.4			Westb	ound			DM			
Period				AM Single-Unit		Articulated	1				Single-Unit		Articulate	4				AM Single-Unit		Articulated					PM Single-Unit		Articulated	
Class	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Trucks	Total	Bikes	Motorcycles	Lights	Trucks	Buses	Trucks	Total	Bikes N	lotorcycles	s Lights	Single-Unit Trucks	Buses	Trucks	Total	Bikes	Motorcycles	Lights	Trucks	Buses	Trucks	Total
12:00	0	5	51	0	0	0	56	0	5	260	4	1	0	270	0	3	76	0	1	0	80	1	7	253	5	1	2	269
12:15	0	1	57	0	1	0	59	1	3	247	7	1	3	262	0	1	65	0	0	0	66	0	5	256	9	1	1	272
12:30	0	3	61	0	0	0	64	1	4	255	12	1	2	275	1	3	47	0	1	0	52	2	5	269	5	2	0	283
12:45 1:00	1	3	42 55	0	0	0	43 59	0	3	267 244	5	2	3	280 264	0	5	46 42	0	0	0	51	0	2	316 228	9	1	2	330 244
1:15	0	1	26	0	0	0	27	3	3	281	5	3	2	297	0	1	32	0	0	0	33	2	3	266	7	0	1	279
1:30	0	1	28	0	0	0	29	1	8	264	3	2	1	279	0	1	31	0	0	0	32	0	5	277	4	3	1	290
1:45	0	1	21	0	0	0	22	1	6	261	6	2	1	277	0	0	33	0	0	0	33	1	7	269	8	1	3	289
2:00	0	0	30	0	1	0	31	0	4	327	5	1	0	337 272	0	2	20 19	0	0	0	22	4	5	243 349	6	1	1	260
2:15 2:30	0	1	30 24	0	0	0	25	1	3 9	266 245	0	3	1	256	1	1	17	0	0	0	21 19	1	4	122	14 3	0	0	373 131
2:45	0	2	11	0	0	0	13	0	2	322	1	4	1	330	0	0	16	0	0	0	16	1	7	449	14	3	1	475
3:00	0	0	23	0	1	0	24	1	7	278	3	0	0	289	0	0	11	0	1	0	12	0	8	349	4	5	1	367
3:15	0	1	28	0	0	0	29	0	8	284	4	1	0	297	0	1	18	0	0	0	19	3	1	367	2	2	2	377
3:30 3:45	0	0	20 28	0	1	0	26 29	0	4	308 286	3	5 1	0	325 294	1	1	23 10	1	0	0	23	1	10	402 360	5 1	4	3	420 379
4:00	0	0	18	0	0	0	18	1	0	303	1	4	1	310	0	2	25	2	1	0	30	1	10	367	6	3	2	389
4:15	0	0	22	2	0	0	24	2	6	321	3	5	0	337	0	0	25	0	0	0	25	3	10	336	7	10	0	366
4:30	0	0	39	1	0	0	40	3	6	308	3	3	0	323	1	1	26	0	0	0	28	0	11	409	7	6	0	433
4:45 5:00	0 2	0	20 21	1	0	1	23 24	0	6 5	255 307	1	1 3	1	265 316	0	0	29 43	0	0	0	29 46	0	9	378 415	7	3	2	399 443
5:15	0	2	36	0	2	0	40	0	6	296	0	2	1	305	0	1	40	0	0	0	41	0	10	420	3	3	2	438
5:30	1	3 63 2 1 0 70 1 5 314 2 0 0 322 2 1 67 1 1 2 74 1 8 389 10 4 0 412																										
5:45	0	1	1 75 2 3 0 81 0 2 277 0 4 0 283 1 1 74 1 0 0 77 3 4 390 1 3 1 402																									
6:00	0	1	61	5	5	2	74	1	5	142	3	2	0	153	0	1	111	1	1	0	114	1	9	341	7	3	0	361
6:15 6:30	0	1	3 116 0 9 0 128 2 4 475 3 1 0 485 1 5 136 0 4 0 146 3 7 407 2 4 1 424 1 125 4 8 2 141 0 5 304 2 0 0 311 1 3 158 3 4 0 169 1 7 293 2 3 1 307																									
6:45	1	4	235	2	6	1	249	0	7	310	1	2	0	320	1	4	167	0	2	1	175	2	7	326	3	1	0	339
7:00	1	3	192	1	5	2	204	0	8	307	2	3	0	320	4	1	224	0	3	1	233	1	8	289	6	1	0	305
7:15	1	5	236	4	2	2	250	0	4	281	0	1	0	286	1	5	245	2	2	0	255	5	8	288	2	3	0	306
7:30 7:45	0	5 4	264 367	3 7	4	0	282 382	0	5	284 305	1	1	0	289 312	0	6	289 303	0	5	0	301 311	3	6 8	282 215	2	2	0	295 228
8:00	2	3	383	12	4	4	408	0	4	197	0	0	0	201	3	7	297	6	7	0	320	1	7	240	5	1	0	254
8:15	0	0	403	6	2	3	414	1	6	156	0	0	1	164	1	4	336	1	1	0	343	1	6	227	0	0	0	234
8:30	0	4	410	11	1	4	430	0	7	367	1	1	0	376	1	5	347	2	5	0	360	1	8	197	1	2	0	209
8:45 9:00	1 2	6 7	387 344	7 17	3 n	4	408 372	0	5 5	248 190	1	0	0	254 199	3	6 5	320 272	9	2	1 0	333 289	0	6 4	157 196	2	0	0	165 201
9:15	1	0	310	13	1	3	328	0	5	190	0	0	0	196	1	3	274	6	1	0	285	0	4	136	0	0	0	140
9:30	1	4	328	13	2	5	353	0	11	191	0	1	0	203	2	6	276	6	1	0	291	0	5	153	0	1	0	159
9:45	2	4	281	15	0	0	302	0	3	188	0	0	0	191	4	5	269	5	2	2	287	0	4	140	3	0	0	147
10:00	0	1	303	16	0	0	320	0	2	157	1	1	0	161	1	1	248	10	0	0	260	0	2	129	1	1	0	133
10:15 10:30	0	3	288 250	11 9	5 2	0 2	308 267	0	9	140 171	0	0	0	146 181	1	7	272 249	6	2 1	0	292 267	0	5 0	153 130	1	0	0	158 132
10:45	1	6	194	9	11	0	221	0	5	150	1	0	0	156	0	7	205	7	2	2	223	0	4	116	1	1	0	122
11:00	0	3	231	3	1	0	238	0	5	130	0	1	0	136	0	7	237	9	1	1	255	0	2	131	0	0	0	133
11:15	3	1	221	8	1	1	235	0	2	118	0	0	0	120	0	2	248	7	1	2	260	0	5	120	0	1	1	127
11:30 11:45	0	5 2	250 254	5 13	2	1	263 272	0	9	111 86	0	0	0	121 90	1	6 7	256 244	6 5	2	0	270 260	0	2	97 131	1	1 0	0	101 137
Total	26	107	7,262	206	95	40	7,736	26	247	11,975	98	70	20	12,436	43	140	6,818	108	61	15		53	285	12,773	196	94	36	13,437
Directional					· · · · · · ·		20,	-						•	•						20,6							
ADT														40,														
AADT														39,														
Daily Truck %														2.:	5%													

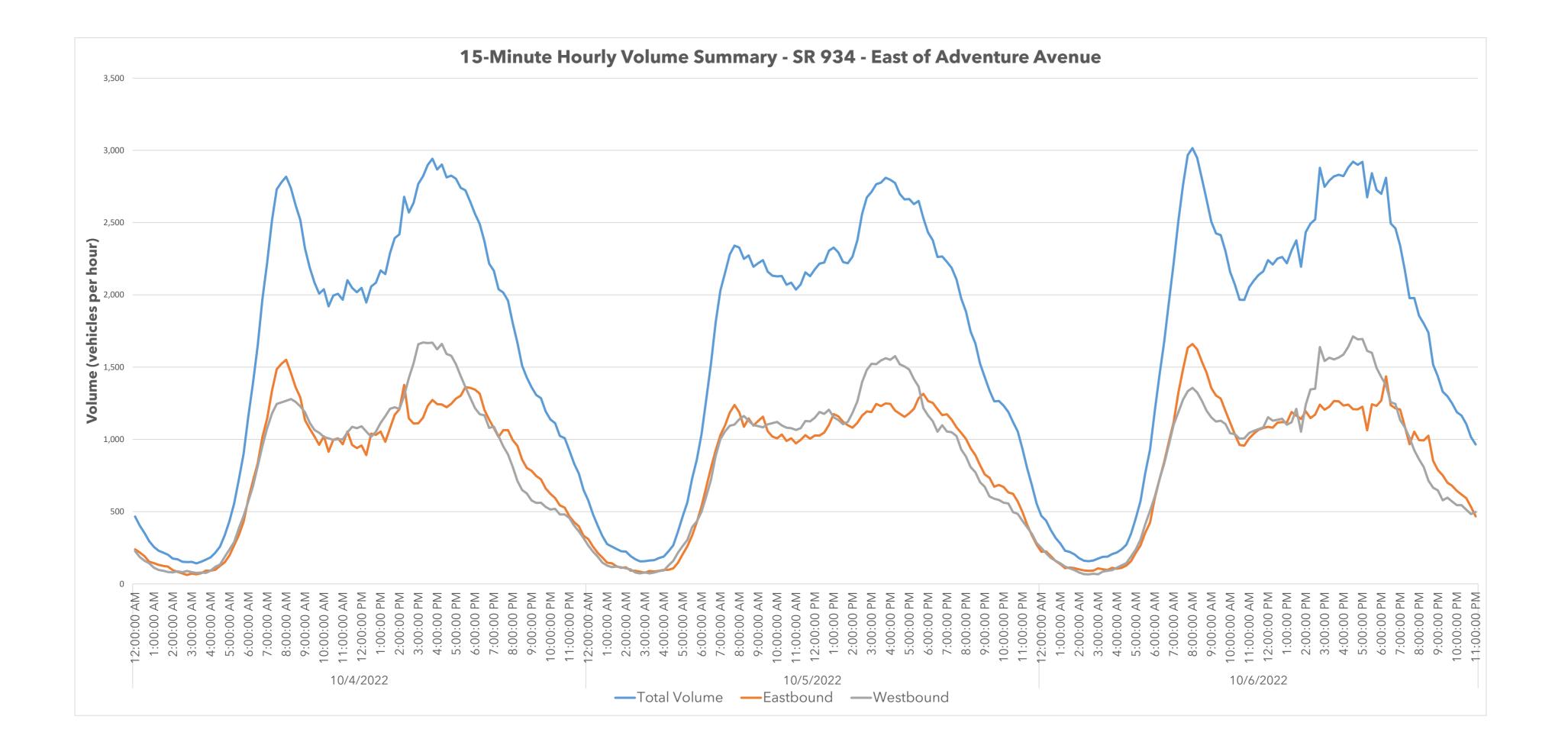
Date				erage 10	0/4/202	22 - 10/6/2022 Westbound							
Direction		Eastb	ound			Westl	oound						
Period	A	М	P	М	Α	М	P	М					
Class	Lights	Heavy	Lights	Heavy	Lights	Heavy	Lights	Heavy					
12:00	72	0	251	8	78	1	260	10					
12:15	68	1	244	10	63	0	282	11					
12:30	66	0	236	10	54	1	260	9					
12:45	50	0	257	8	49	0	288	11					
1:00	47	1	229	6	39	1	255	8					
1:15	35	0	312	10	32	0	271	8					
1:30	31	0	255	7	28	0	284	8					
1:45	28	0	291	6	26	0	277	11					
2:00	32	1	225	6	23	1	268	10					
2:15	28	0	327	5	27	0	303	15					
2:30	24	0	274	4	20	0	242	7					
2:45	18	1	315	7	18	0	353	13					
3:00	18	1	277	5	19	1	363	8					
3:15	23	0	273	7	18	0	398	7					
3:30	17	2	293	5	21	0	397	10					
3:45	23	2	303	6	16	0	382	11					
4:00	18	1	316	4	20	2	372	10					
4:15	22	1	308	8	22	0	393	15					
4:30	30	1	312	5	25	1	408	9					
4:45	23	1	284	5	28	1	369	11					
5:00	22	2	303	3	46	1	411	10					
5:15	38	3	289	3	44	0	381	9					
5:30	58	4	315	2	75	3	390	11					
5:45	75	4	311	3	75	2	348	6					
6:00	73	10	263	5	100	2	335	9					
6:15	110	9	393	3	136	4	337	6					
6:30	135	12	320	2	146	5	287	5					
6:45	215	9	304	3	163	3	285	7					
7:00	205	7	307	3	208	4	292	6					
7:15	235	8	276	1	257	4	273	3					
7:30	284	12	277	2	290	6	271	3					
7:45	333	13	286	1	287	4	240	3					
8:00	353	15	237	1	286	7	254	3					
8:15	363	13	233	2	319	5	218	2					
8:30	360	14	294	1	316	6	194	1					
8:45	336	11	229	2	310	4	177	1					
9:00	280	12	201	1	289	6	182	0					
9:15	319	15	198	0	280	7	155	1					
9:30	295	14	193	1	272	7	148	0					
9:45	259	11	183	0	275	8	144	1					
10:00	251	15	168	1	250	9	130	2					
10:15	261	15	152	1	269	11	158	0					
10:30	238	11	170	0	259	8	126	1					
10:45	242	16	153	0	244	10	124	1					
11:00	204	7	137	1	237	8	131	1					
11:15	256	9	123	1	251	9	113	2					
11:30	248	9	125	2	259	9	110	1					
11:45	238	11	87	0	253	9	105	0					
Total	6,959		12,109	177	6,822		12,744	297					
Directional		19,	549	_		20,	033						
ADT				39,									
AADT				38,									
Daily Truck %				2.4	1%								

		Daily Sum	mary 1	0/4/20	22		
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	8:00 AM	2,818	1,551	1,267	0.073	0.550	0.023
MD	2:15 PM	2,679	1,377	1,302	0.070	0.514	0.025
PM	3:45 PM	2,942	1,273	1,669	0.077	0.567	0.024

	1	Daily Sum	mary 1	0/5/20:	22		
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	7:45 AM	2,341	1,238	1,103	0.061	0.529	0.038
MD	2:45 PM	2,674	1,193	1,481	0.070	0.554	0.018
PM	3:45 PM	2,811	1,249	1,562	0.073	0.556	0.022

		Daily Sum	mary 1	0/6/20	22		
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	8:00 AM	3,016	1,660	1,356	0.079	0.550	0.029
MD	2:45 PM	2,880	1,241	1,639	0.075	0.569	0.023
PM	4:30 PM	2,922	1,209	1,713	0.076	0.586	0.022

	Three Day Ave	erage Sum	nmary 1	0/4/20	22 - 10/6	/2022	
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	8:00 AM	2,718	1,465	1,253	0.071	0.539	0.028
MD	2:45 PM	2,731	1,182	1,549	0.071	0.567	0.023
PM	3:45 PM	2.862	1.262	1.600	0.075	0.559	0.024



Date													Tue	day, Oct	tober 4	, 2022												
Direction	-			A 2 4			East	oound			DM							A.N.			Westk	oound			D14			
Period		1		AM Single Unit		A utioulate d				1	PM Single Unit		Authoritand				1 1	AM Single Unit		A wat and a to				1	PM Single Unit		Austientes	
Class	Bikes	Motorcycle	es Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit	Buses	Articulated Trucks	Total	Bikes	Motorcycle	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total
12:00	0	0	15	0	0	0	15	0	0	59	3	0	0	62	0	0	4	0	0	0	4	1	1	60	1	0	0	63
12:15	0	0	24	0	0	0	24	0	0	65	1	0	0	66	0	0	9	0	0	0	9	0	1	52	1	0	0	54
12:30	0	0	9	0	0	0	9	0	0	51	0	0	0	51	0	0	11	0	0	0	11	0	2	54	0	0	0	56
12:45 1:00	0	0	11 5	0	0	0	5	0	0	41 42	0	0	0	42 42	0	0	11	0	0	0	1	0	1	53 41	0	0	0	54 42
1:15	0	0	12	0	0	0	12	0	0	75	1	0	0	76	0	0	3	0	0	0	3	0	1	67	1	0	0	69
1:30	0	0	5	0	0	0	5	0	0	46	1	0	0	47	0	0	3	0	0	0	3	0	0	56	2	0	0	58
1:45	0	0	5	0	0	0	5	0	1	63	1	0	0	65	0	0	9	0	0	0	9	0	1	70	0	0	0	71
2:00	0	0	5	0	0	0	5	0	0	19	0	0	0	19	0	0	5	0	0	0	5	0	0	58	2	1	0	61
2:15	0	0	11	0	0	0	11	0	0	55	1	0	0	56	0	0	3	0	0	0	3	0	3	69	3	0	0	75 
2:30	0	0	9	0	0	0	9	0	0	49	1	0	0	50	0	0	5	1	0	0	6	0	0	74	1	0	0	75
2:45 3:00	0	0	7	0	0	0	7	0	0	47 69	0	0	0	49 69	0	0	1	0	0	0	1	0	1	52 62	0	0	0	56 63
3:15	0	0	5	0	0	0	5	1	1	65	4	0	0	71	0	0	4	0	0	0	4	0	0	57	0	0	0	57
3:30	0	0	8	0	0	0	8	0	0	62	0	0	0	62	0	1	4	0	0	0	5	0	0	69	0	0	0	69
3:45	0	0	1	0	0	0	1	1	1	72	4	0	0	78	0	0	2	0	0	0	2	0	0	47	2	1	0	50
4:00	0	0	4	0	0	0	4	0	0	62	0	2	0	64	0	0	7	0	0	0	7	1	1	41	1	1	0	45
4:15	0	0	3	0	0	0	3	0	0	46	2	2	0	50	0	0	8	0	0	0	8	0	1	50	1	2	0	54
4:30	0	0	4	0	0	0	4	0	0	66	1	0	0	67	0	0	8	0	0	0	8	0	1	68	0	1	0	70
4:45 5:00	0	0	4	0	0	0	4	0	2	66 75	0	0	0	69 75	1	0	11	0	0	1	0	1	1	46	2	0	0	49 70
5:15	0	0	6	0	0	0	6	0	2		0	0	0		0	0	4	0	0	0	4	1	2	66 48	1	0	0	
5:30	0	0	0 6 0 0 6 0 0 82 0 0 0 82 0 0 12 0 0 1 63 0 0 64																									
5:45	0	0	0 6 0 0 0 6 0 0 82 0 0 0 82 0 0 0 12 0 0 1 63 0 0 64																									
6:00	0	0	9	1	0	0	10	1	0	67	0	0	0	68	0	0	23	0	0	0	23	1	0	64	1	0	0	66
6:15	0	2	9 1 0 0 10 1 0 67 0 0 0 68 0 0 23 0 0 0 23 1 0 64 1 0 0 66 11 0 1 0 14 0 0 84 0 0 0 84 0 0 29 1 1 0 31 0 2 51 0 0 53																									
6:30	0	0	12	0	2	0	14	0	0	59	0	0	0	59	0	0	59	0	0	0	59	0	1	53	0	0	0	54
6:45 7:00	0	0	14 20	0	0	0	14 22	0	0	63	0	0	0	63	0	0	53 56	0	2	0	55 56	0	0	55 49	0	0	0	56 51
7:15	0	0	21	0	0	0	21	0	0	83 82	0	0	0	83 82	0	2	70	0	1	0	73	1	0	48	0	0	0	49
7:30	0	0	31	0	1	0	32	0	2	56	0	0	0	58	1	1	96	1	1	0	100	0	1	50	0	0	0	51
7:45	0	0	22	0	1	0	23	2	0	72	0	0	0	74	0	0	92	0	0	0	92	0	0	43	0	0	0	43
8:00	1	1	40	0	1	1	44	0	0	64	0	0	0	64	1	0	79	0	2	0	82	0	0	31	0	0	0	31
8:15	0	1	49	2	0	0	52	0	0	64	0	0	0	64	1	0	92	0	0	0	93	0	0	30	0	0	0	30
8:30	0	1	49	0	0	0	50	0	0	46	0	0	0	46	0	2	80	0	0	0	82	0	1	33	0	0	0	34
8:45	0	1	44	0	0	0	45	0	0	47 54	0	0	0	47 54	2	0	71 45	0	0	0	73	1	1	25	0	0	0	26 27
9:00 9:15	0	0	28 44	0	0	0	28 44	0	0	54 64	0	0	0	54 64	0	2	65 66	1	0	0	68 67	0	0	26 31	0	0	0	31
9:30	0	0	44	0	0	0	44	0	0	43	0	0	0	43	1	3	49	0	0	0	53	0	0	24	0	0	0	24
9:45	0	0	27	0	0	0	27	0	0	34	0	0	0	34	0	0	60	0	0	0	60	0	0	24	0	0	0	24
10:00	1	2	29	0	0	0	32	0	0	46	0	0	0	46	0	2	52	0	0	0	54	0	0	23	0	0	0	23
10:15	0	0	40	1	2	0	43	0	0	34	0	0	0	34	0	1	56	0	1	0	58	0	0	18	0	0	0	18
10:30	0	0	53	2	0	0	55	0	0	33	0	0	0	33	0	0	58	1	0	0	59	0	0	23	0	0	0	23
10:45 11:00	0	0	34 36	1	0	0	39 37	0	0	27 24	0	0	0	27 24	0	0	59 51	0 4	0	0	59 55	0	0	13	0	0	0	13
11:00	0	0	44	5	0	0	49	0	1	24	0	0	0	25	0	1	53	0	0	0	54	0	0	10	0	0	0	10
11:30	0	1	45	1	0	0	47	0	2	20	0	0	0	22	0	0	46	3	0	0	49	0	0	11	0	0	0	11
11:45	0	3	36	0	0	0	39	0	0	21	0	0	0	21	0	2	57	1	0	0	60	0	0	13	0	0	0	13
Total	3	14	956	16	9	1	999	5	13	2,648	21	5	1	2,693	7	17	1,627	14	8	1	1,674	8	30	2,134	26	7	0	2,205
Directional							3,	692							<u> </u>						3,8	379						
ADT	<del> </del>													7,5														
AADT Daily Truck %	1													7,3	344 4%													
*Relevant FHWA		4.5.1.151				0 101										= .			<u> </u>									

Date													Wedr	esday, C	Octobe	r 5, 2022												
Direction							East	oound			D14							A.D.F.			Westl	bound			D14			
Period			<del>                                     </del>	AM Single Unit	1	A utioulate d				1	PM Single Unit		A sation date of	т —		1	<del>                                     </del>	AM Single Unit		Authordated	1		1	1 1	PM Single Unit	1	A with a volunt a se	
Class	Bikes	Motorcycle	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total
12:00	0	1	19	0	0	0	20	0	0	49	1	0	0	50	0	0	14	0	0	0	14	0	1	63	2	0	0	66
12:15	0	0	21	0	0	0	21	0	0	55	2	0	0	57	0	0	6	0	0	0	6	0	0	59	1	0	0	60
12:30	0	1	11	0	0	0	12	2	0	50	0	0	0	52	0	0	8	0	0	0	8	0	0	63	2	0	0	65
12:45 1:00	0	0	13 10	0	0	0	13 10	0	1	39 45	0	0	0	41 46	0	1	8	0	0	0	9	0	2	43 50	1	0	0	45 53
1:15	0	0	13	0	0	0	13	0	1	58	0	1	0	60	0	0	4	0	0	0	4	0	2	47	0	0	0	49
1:30	0	0	4	0	0	0	4	0	1	53	0	0	0	54	0	0	4	0	0	0	4	0	1	41	0	1	0	43
1:45 2:00	0	0	5	0	0	0	5	0	0	55 59	0	0	0	55 61	0	0	3	0	0	0	3	0	1	53	0	0	0	54 64
2:15	0	0	7	0	0	0	7	0	1	51	2	0	0	54	0	0	3	0	0	0	3	0	2	61 55	1	0	0	58
2:30	0	0	7	0	0	0	7	0	1	46	0	0	0	47	0	0	1	0	0	0	1	0	0	69	0	0	0	69
2:45	0	0	7	0	0	0	7	0	0	60	0	0	0	60	0	0	1	0	0	0	1	1	0	56	1	0	0	58
3:00 3:15	0	0	7	0	0	0	7	0	3	64 43	1	0	0	68 46	0	0	1	0	0	0	1	0	1	54 37	1	0	1	57 39
3:15	0	0	3	0	0	0	3	1	2	61	0	0	0	64	0	0	1	0	0	0	1	1	0	54	0	0	1	56
3:45	0	0	11	0	0	0	11	0	1	49	1	0	0	51	0	0	2	0	0	0	2	0	1	47	4	0	0	52
4:00	0	0	1	0	0	0	1	0	2	53	1	0	0	56	0	0	4	0	0	0	4	0	3	43	0	0	0	46
4:15 4:30	0	0	10	0	0	0	10	0	0	66 59	0	0	0	70 59	0	0	5	0	0	0	5	0	2	56 54	0	0	0	59 56
4:45	0	0	2	0	0	1	3	0	0	67	0	0	0	67	0	0	3	0	0	1	4	0	2	62	1	0	0	65
5:00	0	0	5	0	0	0	5	0	0	73	0	0	0	73	0	0	4	0	0	0	4	0	1	52	0	0	0	53
5:15	0	0       8       0       0       1       9       0       0       67       0       0       0       67       0       0       0       10       0       0       0       0       48       0       0       0       0       48         0       2       0       0       0       2       1       2       83       0       0       0       12       0       0       0       1       42       0       0       0       43																										
5:30 5:45	0																											
6:00	0	0	8	0	0	0	8	0	1	77	0	0	0	78	0	0	18	1	0	0	19	0	1	45	0	0	0	46
6:15	0	0     8     0     0     8     0     1     77     0     0     0     78     0     0     18     1     0     0     19     0     1     45     0     0     0     46       0     9     2     0     1     12     0     3     83     1     0     0     87     0     0     27     0     0     27     0     2     51     0     0     0     53																										
6:30	0	0 10 0 0 0 10 0 1 90 1 0 0 92 0 0 38 0 1 68 0 0 0 69 0 16 0 0 72 0 0 0 72 0 0 32 0 0 32 1 1 41 0 0 0 43																										
6:45 7:00	0	0     16     0     0     16     0     0     72     0     0     0     72     0     0     0     32     0     0     0     32     1     1     41     0     0     0     43       0     12     0     0     12     0     0     0     76     0     0     43     2     0     0     45     0     2     59     0     0     0     61																										
7:15	0																											
7:30	0	0	19	0	0	0	19	0	3	67	0	0	0	70	0	0	70	1	0	0	71	0	1	45	0	0	0	46
7:45	0	1	28	0	0	0	29	0	0	53	0	0	0	53	0	0	72	0	0	0	72	0	1	30	0	0	0	31
8:00 8:15	1	0	21 39	1	0	0	22 42	0	0	67 57	0	0	0	67 57	0	0	52 78	0	0	1	53 79	0	0	41 44	0	0	0	41 44
8:30	1	0	33	2	0	0	36	0	0	62	0	0	0	62	1	0	83	1	0	0	85	0	0	36	1	0	0	37
8:45	1	0	29	0	0	1	31	0	0	48	0	0	0	48	1	0	80	2	0	0	83	0	0	36	1	0	0	37
9:00 0:15	0	0	28	1	0	0	29	0	0	51	0	0	0	51	0	1	55 72	0	0	1	57	0	1	26	0	0	0	27 30
9:15 9:30	0	0	53 34	1	0	0	55 35	0	0	43 46	0	0	0	43 46	0	0	72 68	0	0	0	72 69	0	0	30 33	0	0	0	30 33
9:45	0	0	28	0	0	0	28	0	0	41	0	0	0	41	0	0	51	1	0	0	52	0	0	28	0	0	0	28
10:00	0	0	31	0	0	0	31	0	0	36	0	0	0	36	0	0	55	0	0	0	55	0	0	26	0	0	0	26
10:15 10:30	0	0	36 33	0	0	0	36	0	0	50 37	0	0	0	50 37	0	0	54 47	0	0	0	54	0	0	14	0	0	0	14 21
10:30	0	1	33 45	2	0	0	34 48	0	0	34	0	0	0	34	0	0	63	0	0	0	48 63	0	0	21 18	0	0	0	18
11:00	0	1	39	0	0	0	40	0	0	33	0	0	0	33	0	1	54	0	0	0	55	0	1	16	0	0	0	17
11:15	0	1	44	3	0	0	48	0	0	30	0	0	0	30	1	1	67	0	0	0	69	0	0	20	0	0	0	20
11:30 11:45	0	4	29 50	2	0	0	35 53	0	0	24 24	0	0	0	24 24	0	2	53 59	2	0	0	57 62	0	0	11 4	0	0	0	11 4
Total	4	11	872	20	1	4	912	5	34	2,642	13	1	0	2,695	4	10	1,461	11	1	6	1,493	3	39	2,049	19	1	4	2,115
Directional		-			•	•		607					•	•		•			•			508	•					
ADT															215													
AADT															999 1%													
Daily Truck %																												

Date													Thu	ırsday, Oc	tober 6	, 2022												
Direction							East	bound			D14										West	bound			D14			
Period			1 1	AM Sinala Hair	.	المعادية				1	PM Circula Unit		Austrulate					AM	.	Authordote	4		 		PM Circula Unit		A sticulate	
Class	Bikes	Motorcycle	s Lights :	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes I	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit	Buses	Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total
12:00	0	0	11	0	0	0	11	0	0	51	0	0	0	51	0	0	3	0	0	0	3	0	1	50	1	0	0	52
12:15	0	0	11	0	0	0	11	0	0	40	0	0	0	40	0	0	2	0	0	0	2	0	1	52	0	0	0	53
12:30	0	0	14	0	0	0	14	0	0	50	0	0	0	50	0	0	3	0	0	0	3	0	1	50	0	0	0	51
12:45	0	1	14	0	0	0	15	0	0	49	1	0	0	50	0	0	3	0	0	0	3	0	0	58	0	0	0	58
1:00 1:15	0	0	12 12	0	0	0	12 12	0	0	45 46	3	0	1	49 48	0	1	4	0	0	0	4	0	0	45 46	0	0	1	47 46
1:30	0	0	5	0	0	0	5	0	1	55	0	0	0	56	0	0	3	0	0	0	3	0	1	53	1	0	0	55
1:45	0	0	6	0	0	0	6	0	0	54	0	0	0	54	0	0	3	0	0	0	3	0	0	58	0	0	0	58
2:00	0	0	4	0	0	0	4	0	1	48	0	0	0	49	0	0	4	0	0	0	4	0	1	56	1	0	0	58
2:15	0	0	5	0	0	0	5	0	0	47	0	0	0	47	0	0	3	0	0	0	3	0	1	66	0	0	0	67
2:30	0	0	10	0	0	0	10	1	0	50	1	0	0	52	0	0	4	0	0	0	4	0	0	63	0	0	0	63
2:45	0	0	4	0	0	0	4	0	1	67 55	1	1	0	69 56	0	0	0	0	0	0	0	0	0	66 51	0	1	0	67 55
3:00 3:15	0	0	9	0	0	0	9	1	1	55 58	0	0	0	56 60	0	0	1	0	0	0	1	0	1	51 49	0	0	0	55 50
3:30	0	0	4	0	0	0	4	0	0	66	0	0	0	66	0	0	3	0	0	0	3	0	1	56	0	0	0	57
3:45	0	0	3	0	0	0	3	1	1	61	0	0	0	63	0	0	2	0	0	0	2	0	0	60	1	0	0	61
4:00	0	0	5	0	0	0	5	1	0	65	4	1	0	71	0	0	6	0	0	0	6	0	1	62	3	1	0	67
4:15	0	0	7	0	0	0	7	0	0	58	0	1	0	59	0	0	4	0	0	0	4	0	1	60	1	1	0	63
4:30	0	0	6	0	0	0	6	0	0	63	0	1	0	64	0	0	11	0	0	0	11	0	1	50	0	2	0	53
4:45 5:00	0	0	4	0	0	0	4	0	2	66	0	0	0	69 85	0	0	2	0	0	0	2	0	0	45 51	0	0	0	45 52
5:00	0	0     4     0     0     4     0     5     80     0     0     0     85     0     0     3     0     0     0     1     51     0     0     0     0       0     7     0     0     7     0     4     84     1     0     0     89     0     0     9     0     0     9     0     2     69     0     0     0     71       0     9     1     0     0     1     74     0     0     0     9     0     0     9     0     1     56     0     1     0     58																										
5:30	0	0     7     0     0     7     0     4     84     1     0     0     89     0     0     9     0     0     9     0     2     69     0     0     0     71       0     9     1     0     0     1     74     0     0     0     75     0     0     9     0     0     9     0     1     56     0     1     0     58																										
5:45	0																											
6:00	0	0 3 0 0 0 3 0 0 96 0 0 0 96 0 1 19 0 0 0 0 60 0 0 60																										
6:15	0	0 11 0 1 0 12 0 0 106 1 0 0 107 0 0 26 0 1 0 27 0 0 36 1 0 0 37 0 14 0 1 0 15 0 0 100 0 0 100 1 0 43 0 1 0 45 0 1 62 1 0 0 64																										
6:30	0	0     14     0     1     0     15     0     0     100     0     0     100     1     0     43     0     1     0     45     0     1     62     1     0     0     64       0     15     0     1     0     16     0     2     70     0     0     72     0     0     49     0     1     0     50     0     4     58     0     0     0     62																										
6:45 7:00	0	0     15     0     1     0     16     0     2     70     0     0     0     72     0     0     49     0     1     0     50     0     4     58     0     0     0     62       0     17     0     1     0     18     2     3     82     0     0     87     0     0     52     0     0     0     52     0     1     48     0     0     0     49																										
7:15	0																											
7:30	0	0	28	0	0	0	28	0	2	77	0	0	0	79	0	1	80	0	0	1	82	0	0	45	0	0	0	45
7:45	0	0	17	0	1	0	18	0	0	58	0	0	0	58	0	1	83	0	0	0	84	1	1	58	0	0	0	60
8:00	0	0	33	0	1	0	34	0	0	49	0	0	0	49	0	0	89	0	2	0	91	1	1	39	0	0	0	41
8:15	0	0	25	0	0	0	25	0	0	42	0	0	0	42	0	2	80	0	0	0	82	0	1	33	0	0	0	34
8:30	0	0	42	1	0	0	43	0	0	79	0	0	0	79 40	1	0	87	1	0	1	90	0	3	34	0	0	0	37
8:45 9:00	0	0	40 40	0	0	0	42 40	0	0	68 51	0	0	0	68 51	2	1	87 66	0 2	0	0	88 71	0	2	33 33	0	0	0	33 35
9:15	1	0	35	2	0	0	38	0	0	38	0	0	0	38	0	1	61	0	0	0	62	0	4	23	0	0	0	27
9:30	0	1	41	0	0	0	42	0	0	47	0	0	0	47	1	0	62	1	0	0	64	0	1	20	0	0	0	21
9:45	0	0	34	0	0	0	34	0	1	43	0	0	0	44	0	0	66	0	0	0	66	0	1	24	0	0	0	25
10:00	0	0	46	1	0	0	47	1	1	38	0	0	0	40	0	0	65	1	0	0	66	0	0	22	1	0	0	23
10:15	0	0	42	1	0	0	43	0	1	46	0	0	0	47	1	1	66	1	0	0	69	0	3	20	0	0	0	23
10:30 10:45	0	0	33 39	1	0	0	35 39	0	1	37 30	0	0	0	38 30	0	0	51	2	0	0	53 67	0	0	18 18	0	0	0	18 18
11:00	0	0	39 44	0	0	0	39 44	0	0	30 34	0	0	0	30 34	0	2	66 45	1	0	1	67 49	0	0	18 18	0	0	0	18
11:15	0	0	32	1	0	0	33	0	0	26	0	0	0	26	0	0	59	1	0	0	60	0	1	19	0	0	1	21
11:30	0	0	42	1	0	0	43	0	0	36	0	0	0	36	0	0	57	0	0	0	57	0	0	12	0	0	0	12
11:45	0	0	37	0	0	0	37	0	0	26	0	0	0	26	0	2	52	2	0	0	56	0	1	15	0	0	0	16
Total	2	2	913	10	6	1	934		30	2,735	15	4	1	2,793	7	15	1,593	15	7	4	1,641	3	46	2,134	15	6	2	2,206
Directional							3,	727						7,5	74						3,8	847						
ADT														7,5														
Daily Truck %														1.1														
*Relevant FHWA	Classia	1 D -  D:	2 Matau	l		C	L T	A . I	T' C' I		\/ l · l	4 D	ГЭТ			ada Hait Tarrala	LTL		- C: - I	11-2-TI	- D	/ TI	N.4. A	1 + 1	NA L. T. I			

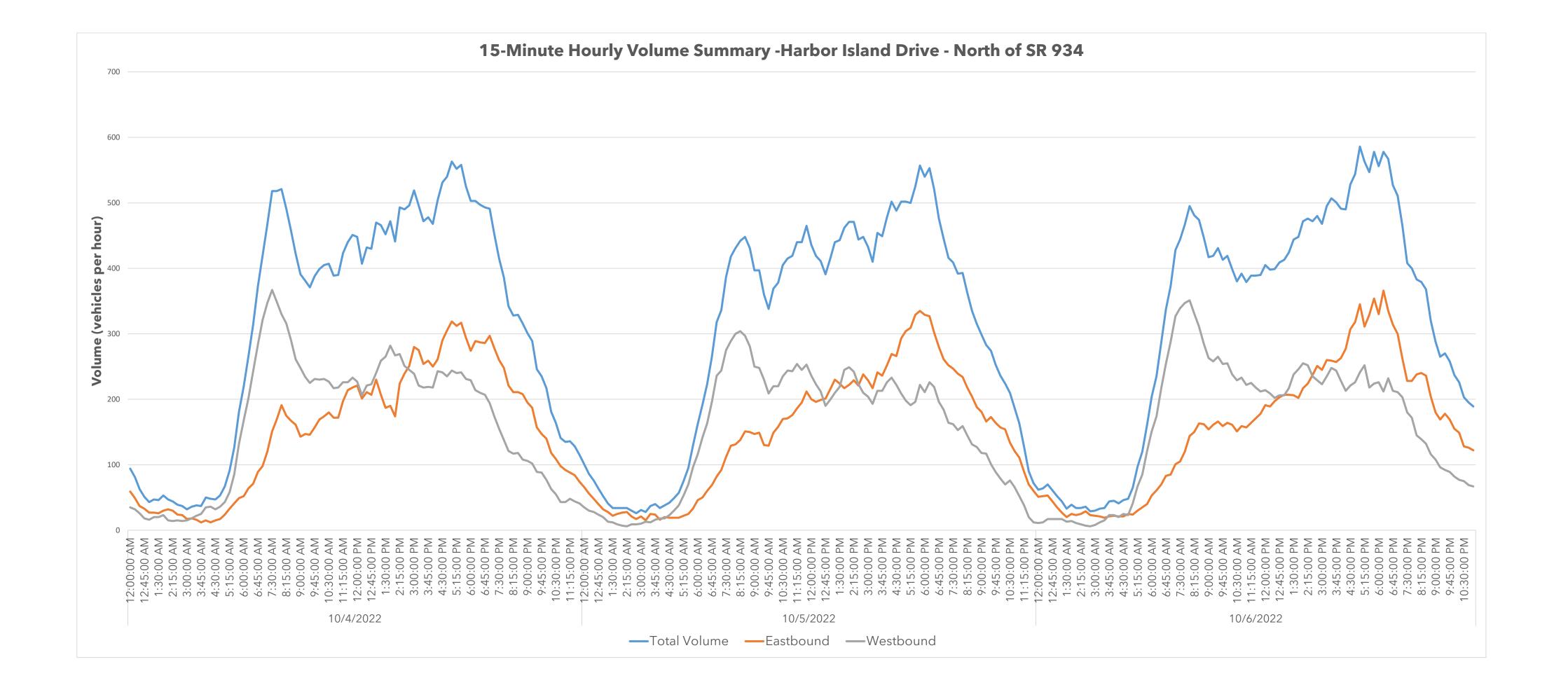
Date				erage 10	)/4/202			
Direction		Eastb					oound	
Period	А	М	P	М	А	М	Р	М
Class	Lights	Heavy	Lights	Heavy	Lights	Heavy	Lights	Heavy
12:00	15	0	53	1	7	0	59	1
12:15	19	0	53	1	6	0	55	1
12:30	12	0	51	0	7	0	57	1
12:45	13	0	44	0	7	0	52	0
1:00	9	0	44	1	5	0	46	1
1:15	12	0	60	1	5	0	54	0
1:30	5	0	52	0	3	0	51	1
1:45 2:00	5 5	0	58 43	0	5 4	0	61 59	0 2
2:15	8	0	51	1	3	0	65	1
2:30	9	0	49	1	3	0	69	0
2:45	6	0	58	1	1	0	59	2
3:00	5	0	64	0	2	0	57	1
3:15	5	0	57	2	4	0	48	1
3:30	5	0	64	0	3	0	60	0
3:45	5	0	62	2	2	0	52	3
4:00	3	0	61	3	6	0	51	2
4:15	7	0	58	2	6	0	57	2
4:30	4	0	63	1	8	0	59	1
4:45	3	0	68	1	6	0	52	1
5:00	3	0	78	0	5	0	58	1
5:15	7	0	78	0	8	0	57	0
5:30	6	0	81	0	11	0	55	0
5:45	6	0	86	0	17	0	56	1
6:00	9	0	65	0	22	1	58	0
6:15	11	2	92	1	27	1	47	0
6:30	12	1	83	0		0	62	0
6:45	15	0	69	0	45	1	53	0
7:00	16	1	82	0	50	1	54	0
7:15	21	0	73	0	62	2	50	0
7:30	26	0	69	0	83	1	47	0
7:45	23	1	62	0	83	0	45	0
8:00	32	1	60	0	74	1	38	0
8:15	39 42	1	54	0	84	0	36	0
8:30 8:45	39	1 1	62 54	0	85 81	1	36 32	0
9:00	32	0	54 52	0	64	1	30	0
9:15	45	1	48	0	67	0	29	0
9:30	40	0	45	0	61	1	26	0
9:45	30	0	40	0	59	0	26	0
10:00	36	0	41	0	58	0	24	0
10:15	39	1	44	0	60	1	18	0
10:30	40	2	36	0	52	1	21	0
10:45	41	1	30	0	63	0	16	0
11:00	40	0	30	0	51	2	15	0
11:15	40	3	27	0	61	0	17	0
11:30	40	1	27	0	53	2	11	0
11:45	42	1	24	0	58	1	11	0
Total	927	19	2,705	19	1,584	19	2,151	23
Directional		3,6	70		147	3,7	777	
ADT					147			
AADT					200			
Daily Truck %				1.1	1%			

		<b>Daily Sum</b>	mary 1	0/4/20	)22		
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	8:00 AM	521	191	330	0.072	0.633	0.012
MD	2:45 PM	496	251	245	0.069	0.506	0.018
PM	5:00 PM	563	319	244	0.078	0.567	0.011

		Daily Sum	mary 1	0/5/20	022		
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	8:30 AM	448	151	297	0.062	0.663	0.020
MD	2:00 PM	471	222	249	0.065	0.529	0.013
PM	5:45 PM	557	335	222	0.077	0.601	0.004

		Daily Sumr	nary 1	0/6/20	)22		
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	8:00 AM	495	144	351	0.069	0.709	0.014
MD	2:45 PM	480	251	229	0.067	0.523	0.010
PM	5:00 PM	586	345	241	0.081	0.589	0.003

	Three Day Ave	erage Sum	mary '	10/4/2	022 - 10/6	/2022	
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	8:00 AM	483	156	327	0.067	0.677	0.014
MD	2:15 PM	479	225	254	0.067	0.530	0.015
PM	5:00 PM	551	323	228	0.077	0.586	0.004



Provided by: Metric Engineering 13940 SW 136th Street, Suite 200 Miami,FL, 33186, US

Three Day Class Summary

Date													Tue	sday, Oc	tober 4,	2022												
Direction							East	bound													Westl	bound						
Period	ļ.,			AM	, , ,					, , ,	PM	,					, , ,	AM			,				PM	, ,		
Class	Bikes	Motorcycle	es Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total
12:00	0	0	1	0	0	0	1	0	0	6	1	0	0	7	0	0	0	0	0	0	0	0	0	8	0	0	0	8
12:15	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	1	0	0	0	1	1	0	7	0	0	0	8
12:30	0	0	1	0	0	0	1	0	0	12	1	0	0	13	0	0	2	0	0	0	2	0	0	5	1	0	0	6
12:45	0	0	2	0	0	0	2	1	0	9	1	0	0	11	0	0	1	0	0	0	1	0	0	15	1	0	0	16
1:00	0	0	1	0	0	0	1	0	0	8	0	0	0	8	0	0	1	0	0	0	1	0	0	10	2	0	0	12
1:15 1:30	0	0	0	0	0	0	0	0	0	9	0	0	0	11 9	0	0	1	0	0	0	1	0	1	9	0	0	0	15 10
1:45	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	0	0	0	0	14	1	0	0	15
2:00	0	0	3	0	0	0	3	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	9	0	0	0	9
2:15	0	0	2	0	0	0	2	0	0	15	1	0	0	16	0	0	1	0	0	0	1	0	0	12	0	0	0	12
2:30	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	14	1	0	0	15
2:45	0	0	2	0	0	0	2	0	0	10	0	0	0	10	0	0	1	0	0	0	1	0	0	13	0	0	0	13
3:00	0	0	1	0	0	0	1	0	0	6	0	0	0	6	0	0	1	0	0	0	1	0	0	10	0	0	0	10
3:15	0	0	3	0	0	0	3	0	0	10	0	0	0	10	0	0	2	0	0	0	2	0	0	10	0	0	0	10
3:30 3:45	0	0	0	0	0	0	1	0	0	9	1	0	0	10	0	0	0	0	0	0	0	0	0	8 10	2	0	0	10
3:45 4:00	0	0	2	0	0	0	2	0	0	10	0	0	0	6 10	0	0	1	0	0	0	1	0	0	9	0	0	0	11
4:15	0	0	1	0	0	0	1	0	0	10	1	1	0	12	0	0	2	0	0	0	2	0	1	9	0	0	0	10
4:30	0	0	0	0	0	0	0	0	1	11	0	0	0	12	0	0	2	0	0	0	2	0	0	13	0	1	0	14
4:45	0	0	0	0	0	0	0	0	1	13	0	0	0	14	0	0	0	0	0	0	0	0	0	8	1	0	0	9
5:00	0	0	0	0	0	0	0	0	0	9	1	0	0	10	0	0	0	0	0	0	0	0	0	10	0	0	0	10
5:15	0	0	0	0	0	0	0	0	0	13	0	0	0	13	0	0	3	0	0	0	3	0	1	16	1	0	0	18
5:30	0	0	1	0	0	0	1	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	12	1	0	0	13
5:45	0	0	2	1	0	0	2	0	0	12	0	0	0	12	0	0	4	0	0	0	4	0	0	9	0	0	0	9
6:00 6:15	0	0	1	1	1	0	∠ 3	0	0	12 16	0	0	0	13 16	0	0	3	0	1	0	4	0	0	6	0	0	0	11
6:30	0	0	1	0	0	0	1	0	0	15	0	0	0	15	0	0	6	1	0	0	7	0	0	8	1	0	0	9
6:45	0	0	4	0	0	0	4	0	0	5	0	0	0	5	0	0	7	0	0	0	7	0	0	8	0	0	0	8
7:00	0	0	4	1	0	0	5	1	1	17	0	0	0	19	0	0	2	0	0	0	2	1	0	10	0	0	0	11
7:15	0	0	10	0	0	0	10	0	0	13	0	0	0	13	0	0	12	0	0	0	12	0	0	8	0	0	0	8
7:30	0	0	4	0	0	0	4	1	0	9	0	0	0	10	0	0	8	0	0	0	8	0	0	6	0	0	0	6
7:45	0	0	5	0	0	0	5	0	0	12	0	0	0	12	0	0	11	0	0	0	11	0	0	6	0	0	0	6
8:00	0	0	12	0	1	0	6 12	0	0	/	0	0	0	/	0	0	14	0	0	0	14	0	0	5	0	0	0	5
8:15 8:30	0	0	12 7	0	0	0	13 7	0	0	4	0	0	0	4 6	0	0	16 14	0	0	0	18 14	0	0	4	0	0	0	4
8:45	0	0	14	0	0	0	14	0	0	5	0	0	0	5	1	0	8	0	0	0	9	0	0	8	0	0	0	8
9:00	0	0	12	1	0	0	13	0	0	3	0	0	0	3	0	0	6	0	0	0	6	0	0	6	0	0	0	6
9:15	0	0	5	0	0	1	6	0	0	5	0	0	0	5	0	0	12	0	0	0	12	0	0	5	0	0	0	5
9:30	0	0	18	0	0	0	18	0	0	5	0	0	0	5	0	0	12	1	0	0	13	0	0	3	0	0	0	3
9:45	0	0	10	0	0	0	10	0	0	5	0	0	0	5	0	0	13	0	0	0	13	0	0	6	0	0	0	6
10:00	0	0	11	0	0	0	11	0	0	3	0	0	0	3	0	0	16	0	0	0	16	0	0	1	0	0	0	1
10:15	0	0	8	0	0	0	8	0	0	2	0	0	0	2	0	0	12	0	0	0	12	0	0	0	0	0	0	0
10:30 10:45	0	0	13	1	0	0	14	0	0	2	0	0	0	2	0	0	15 8	0	0	0	15 8	0	0	2	0	0	0	2
11:00	0	0	5	2	0	0	7	0	0	1	0	0	0	1	0	0	22	1	0	0	23	0	0	3	0	0	0	3
11:15	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0
11:30	0	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	7	0	0	0	7	1	0	1	0	0	0	2
11:45	0	0	10	1	0	1	12	0	0	1	0	0	0	1	0	0	10	0	1	0	11	0	0	1	0	0	0	1
Total	0	0	213	10	2	2	227	3	3	393	10	1	0	410	2	0	269	4	3	0	278	3	3	368	13	1	0	388
Directional							- (	37													6	66						
ADT															303													
AADT Daily Truck %															264 5%													
Daily Truck %	1													3.	J /0													

<sup>\*</sup>Relevant FHWA Classes: 1- Pedal Bike; 2- Motorcycles; 3- Passenger Cars and Other Two-Axle, Four-Tire Single Unit Passenger Vehicles; 4- Buses; 5-7: Two-Axle, Six-Tire, Single Unit Trucks and Three or More Axle Single Unit Trucks; 5- Buses; 6- Three or More Axle Trailer or Multi Trailer Trucks

•		
Three Day Class Summary		
Thice Day Class Sulfillially		

Date													Wed	nesday, O	ctober	5, 2022												
Direction							East	bound			D14							455			Westl	bound			D14			
Period			1 1,	AM Simala Unit		المعادية				1	PM Single Unit		Austinulas a			1		AM	.	Authorlated	.				PM Circula Unit		A	
Class	Bikes	Motorcycle	s Lights 3	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes I	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total
12:00	0	0	1	0	0	0	1	0	1	10	3	0	0	14	0	0	1	0	0	0	1	0	1	9	1	0	0	11
12:15	0	0	2	0	0	0	2	0	1	12	1	0	0	14	0	0	2	0	0	0	2	0	0	11	2	0	0	13
12:30	0	0	1	0	0	0	1	0	1	6	1	0	0	8	0	0	1	0	0	0	1	0	1	6	2	0	0	9
12:45	1	0	1	0	0	0	2	0	0	5	0	0	0	5	0	0	1	0	0	0	1	0	0	8	1	0	0	9
1:00 1:15	0	0	0	0	0	0	0	0	0	12 g	0	0	0	12 8	0	0	0	0	0	0	0	0	0	6	0	0	0	0
1:30	0	0	1	0	0	0	1	0	0	6	1	0	0	7	0	0	1	0	0	0	1	0	0	8	0	0	0	8
1:45	1	0	0	0	0	0	1	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	1	14	0	0	0	15
2:00	0	0	1	0	0	0	1	0	0	10	0	0	1	11	0	0	1	0	0	0	1	0	0	9	0	0	1	10
2:15	0	0	0	0	0	0	0	0	1	12	2	0	0	15	0	0	0	0	0	0	0	0	0	8	0	0	0	8
2:30	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	5	0	0	0	5
2:45 3:00	0	0	2	0	0	0	2	0	0	15 5	0	0	0	15	0	0	1	0	0	0	1	0	0	19	7	0	0	20 10
3:00 3:15	0	0	0	0	0	0	0	0	0	3 7	0	0	0	6 7	0	0	1	0	0	0	1	0	0	6	0	0	0	6
3:30	0	0	1	0	0	0	1	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	11	0	0	0	11
3:45	0	0	3	0	0	0	3	0	0	12	0	0	0	12	0	0	1	0	0	0	1	0	0	18	0	0	0	18
4:00	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	0	1	0	0	4	0	0	0	4
4:15	0	0	2	0	0	0	2	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	8	0	0	0	8
4:30	0	0	1	0	0	0	1	0	0	12	0	0	0	12	0	0	3	0	0	0	3	0	0	5	0	0	0	5
4:45 5:00	0	0	0	0	0	0	0	0	0	14 15	0	0	0	14 15	0	0	2	0	0	0	2	0	0	7	0	0	0	7
5:15	0	0	2	0	0	0	2	0	0	16	0	0	0	16	0	0	2	0	0	0	2	0	0	19	1	0	1	21
5:30	0	0	0	0	0	0	0	0	1	12	2	0	0	15	0	0	2	0	0	0	2	0	1	12	0	0	0	13
5:45	0	0	0	0	0	0	0	0	0	17	0	0	0	17	1	0	1	0	0	0	2	0	0	10	1	0	0	11
6:00	0	0	1	0	0	0	1	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	11	1	0	0	12
6:15	0	0	0	0	0	0	0	1	1	6	0	0	0	8	0	0	1	0	0	0	1	1	1	8	0	0	0	10
6:30 6:45	0	0	1	0	0	0	1	0	0	9	1	0	0	9	0	0	3	0	0	0	3	0	0	8	0	0	0	8
7:00	0	0	6	0	0	0	6	0	0	15	0	0	0	15	0	0	5	0	0	0	5	0	1	8	0	0	0	9
7:15	0	0	3	1	0	0	4	0	1	6	0	0	0	7	0	0	7	0	0	0	7	0	0	8	1	0	0	9
7:30	0	0	7	0	0	0	7	0	0	10	0	0	0	10	0	0	10	0	0	0	10	0	0	9	0	0	0	9
7:45	0	0	5	0	0	0	5	0	0	10	0	0	0	10	0	0	10	0	0	0	10	0	0	6	0	0	0	6
8:00	0	0	9	0	0	1	10	0	0	15	0	0	0	15	0	0	7	0	0	0	7	0	0	12	0	0	0	12
8:15	1	0	9	2	0	0	12	0	0	6	3	0	0	9	0	0	12	1	0	0	13	0	0	6	1	0	0	7
8:30 8:45	0	0	10 7	0	0	0	10 7	0	0	6	0	0	0	6	0	0	13 11	0	0	0	13	0	0	0	2	0	0	9
9:00	0	0	5	0	0	0	5	0	0	8	0	0	0	8	0	0	13	0	1	1	15	0	0	6	0	0	0	6
9:15	0	0	13	0	0	0	13	0	0	3	0	0	0	3	0	0	11	0	0	0	11	0	0	2	0	0	0	2
9:30	0	0	7	1	0	0	8	0	0	2	0	0	0	2	0	0	14	0	0	0	14	0	0	2	0	0	0	2
9:45	0	0	11	0	0	0	11	0	0	7	0	0	0	7	0	0	10	0	0	0	10	0	0	5	0	0	0	5
10:00	0	1	5	1	0	0	7	0	0	6	0	0	0	6	0	1	9	1	0	0	11	0	0	1	0	0	0	1
10:15 10:30	0	0	5	0	0	0	5	0	0	3	0	0	0	8	0	0	12	1	0	0	13	0	0	9	0	0	0	9
10:30	0	0	10	0	0	0	10	0	0	6	0	0	0	6	0	0	9	1	0	0	10	0	0	6	0	0	0	6
11:00	0	0	8	0	0	0	8	1	0	2	0	0	0	3	0	1	8	0	0	0	9	0	0	3	0	0	0	3
11:15	0	1	12	0	0	0	13	0	0	1	1	0	0	2	0	0	7	0	0	0	7	0	0	2	0	0	0	2
11:30	1	0	7	2	0	0	10	0	0	2	0	0	0	2	0	0	6	1	0	0	7	0	0	1	0	0	0	1
11:45	0 0 6 0 0 0 6 0 0 1 1 0 0 2 0 0 8 0 0 1 0 0 0 1																											
Total Directional	4	2	178	8	0	1	193	2   15	/	395	16	0		422	1		217	5	1	1	227	1 12	6	359	17	0		385
ADT														1,2	<u> </u>						- 0							
AADT														1,1														
Daily Truck %														4.:	3%													
*Relevant FHWA	Classon	1 Dodal Dil	(a. 2 Matar	rovology 2 D	laccon acr (	Cara and Ot	har Tura	Ayla Fau	Tire Circula	Lloit Dooos	\ \ - <del></del>	. 1 D	F 7. T	۸ ا م C :	Time Cim	مراميس تعالمانم	Thurs	1 1 A	ula Cinala	بويام بست هندا ا	. F. D.,,	/ Th	400 04 NAO AV	I - T : I	N 4   <del>       </del>	T		

Date													Thu	rsday, Oc	tober 6	5, 2022												
Direction							Eastl	bound													West	bound						
Period				AM							PM					·		AM							PM			
Class	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total	Bikes	Motorcycles	Lights	Single-Unit Trucks	Buses	Articulated Trucks	Total
12:00	0	0	1	0	0	0	1	0	0	9	1	0	0	10	0	0	0	0	0	0	0	0	0	9	0	0	0	9
12:15	0	0	0	0	0	0	0	0	0	5	1	0	0	6	0	0	1	0	0	0	1	0	1	13	1	0	0	15
12:30	0	0	1	0	0	0	1	0	0	9	0	0	0	9	0	0	1	0	0	0	1	0	0	13	0	0	0	13
12:45 1:00	0	0	0	0	0	0	0	0	0	4	7	0	0	5 11	0	0	1	0	0	0	1	0	0	11	0	0	0	9 11
1:15	0	0	1	0	0	0	1	0	0	7	0	0	0	7	0	0	1	0	0	0	1	0	0	10	0	0	0	10
1:30	0	0	1	0	0	0	1	0	0	12	1	0	0	13	0	0	2	0	0	0	2	0	0	6	2	0	0	8
1:45	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	14	1	0	0	15
2:00	0	0	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	0	0	0	0	9	1	0	0	10
2:15	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	15	0	0	0	15
2:30	0	0	0	0	0	0	0	0	0	10	1	0	0	11	0	0	0	0	0	0	0	0	0	6	2	0	0	8
2:45 3:00	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	12 9	0	0	0	14 9
3:15	0	0	3	0	0	0	3	0	0	5	0	0	0	5	0	0	1	0	0	0	1	0	0	6	0	0	0	6
3:30	0	0	1	0	0	0	1	0	0	6	1	0	0	7	0	0	1	0	0	0	1	0	0	5	1	0	0	6
3:45	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	14	0	0	0	14
4:00	0	0	0	0	0	0	0	0	0	10	1	0	1	12	0	0	0	0	0	0	0	0	0	7	0	0	0	7
4:15	0	0	0	0	0	0	0	0	0	19	0	0	0	19	0	0	0	2	0	0	2	0	0	13	0	0	1	14
4:30 4:45	0	0	2	0	0	0	2	0	0	16	0	0	0	17	0	0	1	0	0	0	1	0	0	9	1	1	0	11 4
5:00	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	11	0	0	0	11
5:15	0	0	2	0	0	0	2	0	0	16	1	0	0	17	0	0	3	0	0	0	3	0	0	12	0	0	0	12
5:30	0	0	2	0	0	0	2	0	0	6	2	0	0	8	0	0	1	0	0	0	1	0	0	4	0	0	0	4
5:45	0	0	1	0	0	0	1	0	0	8	0	0	0	8	0	0	0	0	0	0	0	1	0	7	2	0	0	10
6:00	0	0	1	0	0	0	1	0	0	9	1	0	0	10	0	0	3	0	0	0	3	0	0	8	0	0	0	8
6:15	0	0	1	0	1	0	2	0	0	19	0	0	0	19	0	0	1	0	1	0	2	0	0	10	1	0	0	11
6:30 6:45	0	0	0	0	0	0	0	0	0	14 15	0	0	0	14 15	0	0	7	0	0	0	7	0	0	12	0	0	0	12
7:00	0	0	3	0	0	0	3	0	0	7	0	0	0	7	0	0	7	0	0	0	7	0	0	7	0	0	0	7
7:15	0	0	2	0	0	0	2	0	0	7	0	0	0	7	0	0	6	0	0	0	6	0	0	9	0	0	0	9
7:30	0	0	6	1	0	0	7	0	0	8	0	0	0	8	0	0	5	0	0	0	5	0	0	3	0	0	0	3
7:45	0	0	7	0	0	0	7	0	0	7	0	0	0	7	0	0	10	0	0	0	10	0	0	6	0	0	0	6
8:00	0	0	6	0	1	0	7	0	0	6	0	0	0	6	0	1	19	0	0	0	20	0	0	7	0	0	0	7
8:15 8:30	0	0	10	0	0	0	10	0	0	3	0	0	0	3	0	0	14	0	1	0	15	0	0	4	0	0	0	4
8:30 8:45	0	0	7	1	0	0	11 8	0	0	7	0	0	0	o 7	0	0	22 9	0	0	0	22 9	0	0	3	0	0	0	3
9:00	0	0	13	1	0	0	14	0	0	8	0	0	0	8	0	0	10	1	0	0	11	1	0	4	0	0	0	5
9:15	0	0	7	0	0	1	8	0	0	8	0	0	0	8	0	0	10	1	0	0	11	0	0	3	0	0	0	3
9:30	0	0	9	0	0	0	9	0	0	4	0	0	0	4	0	0	10	0	0	0	10	0	0	3	0	0	0	3
9:45	0	0	10	0	0	0	10	0	0	6	0	0	0	6	0	0	10	0	0	0	10	0	0	2	0	0	0	2
10:00	0	0	14	0	0	0	14	0	0	8	0	0	0	8	0	0	12	0	0	0	12	0	0	5	0	0	0	5
10:15 10:30	0	0	12 7	1	0	0	13	0	0	10	0	0	0	10	0	0	16 7	0	0	0	16 7	0	0	3	0	0	0	3
10:30	0	0	7	1	0	0	8	0	0	7	0	0	0	7	0	0	10	0	0	0	10	0	0	6	0	0	0	6
11:00	0	0	7	0	0	0	7	0	0	7	0	0	0	7	0	0	11	1	0	0	12	0	0	3	0	0	0	3
11:15	0	0	7	1	0	0	8	0	0	9	0	0	0	9	0	0	11	2	0	0	13	0	0	7	0	0	0	7
11:30	0	0	18	1	0	0	19	0	0	2	0	0	0	2	0	0	10	0	0	0	10	0	0	4	0	0	0	4
11:45	0	0	9	1	0	0	10	0	0	7	0	0	0	7	0	0	8	1	0	0	9	0	0	4	0	0	0	4
Total	0	0	195	9	2	1	207	0	0	418	13	0	3	434	0	1	247	8	2	0	258	3	2	353	12	1	4	375
Directional ADT	<del>                                     </del>	641 633 1,274																										
AADT															274 236													
Daily Truck %															<u> </u>													
*Relevant FHW/		4 D	0.14	1 2 5		0 10:																,						

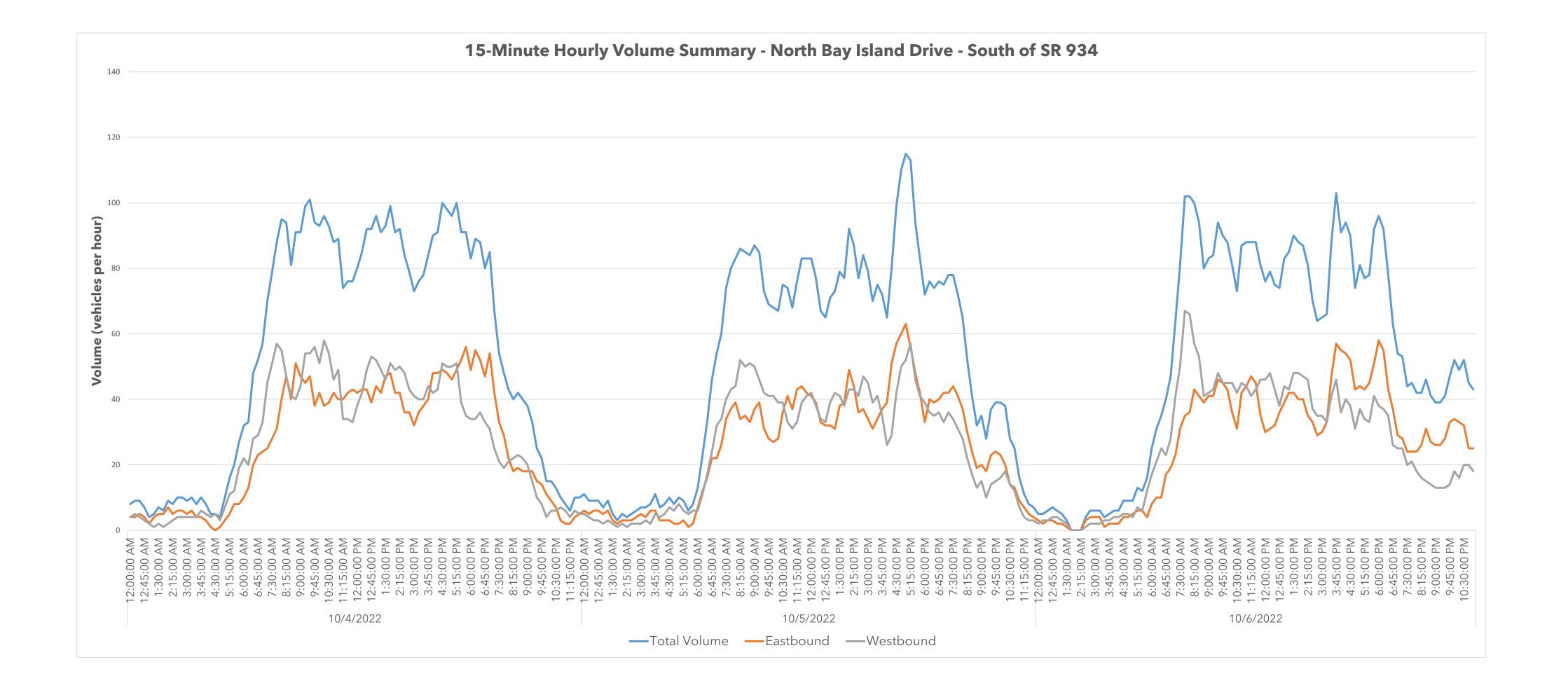
12:00       1       0       9       2       0       0       9         12:15       1       0       10       1       1       0       11         12:30       1       0       9       1       1       0       11         12:30       1       0       9       1       1       0       9         1:15       2       0       8       1       1       0       9         1:15       2       0       8       1       1       0       11         1:30       1       0       9       1       1       0       8         1:45       0       0       10       0       0       0       14         2:00       1       0       10       0       0       0       9         2:15       1       0       12       1       0       0       12         2:30       0       0       9       0       0       0       8         2:45       1       0       11       0       1       0       0       9         3:00       1       0       6       1	1 1 1 0 1 1 1 0 1 1 0 0 0 0 0
Class         Lights         Heavy         Lights         He	0 1 1 1 0 1 1 1 0 1 1 0 0 1 1 1 0 1 1 1 0 1 1 1 0 1 1 1 1 0 1 1 1 0 1 1 1 1 0 1 1 1 1 0 1 1 1 1 0 1 1 1 1 0 1 1 1 1 0 1
12:00       1       0       9       2       0       0       9         12:15       1       0       10       1       1       0       11         12:30       1       0       9       1       1       0       11         12:30       1       0       9       1       1       0       9         1:15       2       0       8       1       1       0       9         1:15       2       0       8       1       1       0       11         1:30       1       0       9       1       1       0       8         1:45       0       0       10       0       0       0       14         2:00       1       0       10       0       0       0       9         2:15       1       0       12       1       0       0       12         2:30       0       0       9       0       0       0       8         2:45       1       0       11       0       1       0       0       9         3:00       1       0       6       1	0 1 1 1 1 0 1 1 1 0 0 1 1 1 0 0 0 0 0
12:15       1       0       10       1       1       0       11         12:30       1       0       9       1       1       0       8         12:45       2       0       6       1       1       0       11         1:00       0       0       10       1       1       0       9         1:15       2       0       8       1       1       0       9         1:30       1       0       9       1       1       0       8         1:45       0       0       10       0       0       0       14         2:00       1       0       10       0       0       0       9         2:15       1       0       12       1       0       0       12         2:30       0       0       9       0       0       0       8         2:45       1       0       1       0       0       9         3:00       1       0       6       1       0       0       9	1 1 1 0 1 1 1 0 1 1 0 0 0 0 0
12:30       1       0       9       1       1       0       8         12:45       2       0       6       1       1       0       11         1:00       0       0       10       1       1       0       9         1:15       2       0       8       1       1       0       9         1:30       1       0       9       1       1       0       8         1:45       0       0       10       0       0       0       14         2:00       1       0       10       0       0       0       9         2:15       1       0       12       1       0       0       12         2:30       0       0       9       0       0       0       8         2:45       1       0       11       0       1       0       0       9         3:00       1       0       6       1       0       0       9       0	1 1 0 1 1 1 0 1 1 0 0 1 0 0 0 0 0 0 0 0
12:45       2       0       6       1       1       0       11         1:00       0       0       10       1       1       0       9         1:15       2       0       8       1       1       0       11         1:30       1       0       9       1       1       0       8         1:45       0       0       10       0       0       0       14         2:00       1       0       10       0       0       0       9         2:15       1       0       12       1       0       0       12         2:30       0       0       9       0       0       0       8         2:45       1       0       11       0       1       0       0       9         3:00       1       0       6       1       0       0       9	1 0 1 1 1 0 1 1 1 0 0 0 0
1:00       0       0       10       1       1       0       9         1:15       2       0       8       1       1       0       11         1:30       1       0       9       1       1       0       8         1:45       0       0       10       0       0       0       14         2:00       1       0       10       0       0       0       9         2:15       1       0       12       1       0       0       12         2:30       0       0       9       0       0       0       8         2:45       1       0       11       0       1       0       15         3:00       1       0       6       1       0       0       9	1 0 1 1 1 0 1 1 0 0 0 0 0
1:15       2       0       8       1       1       0       11         1:30       1       0       9       1       1       0       8         1:45       0       0       10       0       0       0       14         2:00       1       0       10       0       0       0       9         2:15       1       0       12       1       0       0       12         2:30       0       0       9       0       0       0       8         2:45       1       0       11       0       1       0       15         3:00       1       0       6       1       0       0       9	0 1 1 1 0 1 1 1 0 0 0 0
1:30       1       0       9       1       1       0       8         1:45       0       0       10       0       0       0       14         2:00       1       0       10       0       0       0       9         2:15       1       0       12       1       0       0       12         2:30       0       0       9       0       0       0       8         2:45       1       0       11       0       1       0       15         3:00       1       0       6       1       0       0       9	1 1 0 1 1 1 0 1 0 0
1:45     0     0     10     0     0     0     14       2:00     1     0     10     0     0     0     9       2:15     1     0     12     1     0     0     12       2:30     0     0     9     0     0     0     8       2:45     1     0     11     0     1     0     15       3:00     1     0     6     1     0     0     9	1 0 1 1 1 0 1 0 0
2:00     1     0     10     0     0     0     9       2:15     1     0     12     1     0     0     12       2:30     0     0     9     0     0     0     8       2:45     1     0     11     0     1     0     15       3:00     1     0     6     1     0     0     9	1 0 1 1 1 0 1 0 0
2:15     1     0     12     1     0     0     12       2:30     0     0     9     0     0     0     8       2:45     1     0     11     0     1     0     15       3:00     1     0     6     1     0     0     9	1 1 1 0 1 0 0
2:45     1     0     11     0     1     0     15       3:00     1     0     6     1     0     0     9	1 0 1 0 0 0
<b>3:00</b> 1 0 6 1 0 0 9	1 0 1 0 0
	0 1 0 0
	1 0 0 0
<b>3:15</b> 2 0 7 0 1 0 7	0 0 0
3:30 1 0 8 1 0 0 8	0
<b>3:45</b>	0
4:00     1     0     8     1     1     0     7       4:15     1     0     13     1     1     1     10	
<b>4:30</b> 1 0 13 0 2 0 9	_
<b>4:45</b> 0 0 12 0 0 0 6	1
<b>5:00</b> 0 0 12 0 1 0 9	0
<b>5:15</b> 1 0 15 0 3 0 16	1
<b>5:30</b> 1 0 10 1 1 0 10	0
<b>5:45</b> 1 0 12 0 2 0 9	1
<b>6:00</b> 1 0 10 1 2 0 10	0
<b>6:15</b>	0
6:30     1     0     13     0     5     0     9       6:45     5     0     9     0     5     0     8	0
<b>6:45</b> 5 0 9 0 5 0 8 <b>7:00</b> 4 0 14 0 5 0 9	0
<b>7:15</b> 5 0 9 0 8 0 8	0
<b>7:30</b> 6 0 9 0 8 0 6	0
<b>7:45</b> 6 0 10 0 10 0 6	0
<b>8:00</b> 7 1 9 0 14 0 8	0
<b>8:15</b>   11 1 4 1 14 1 5	0
<b>8:30</b> 9 0 7 0 16 0 5	0
<b>8:45</b> 9 0 6 0 10 0 4	1
9:00     10     1     6     0     10     1     6       9:15     8     1     5     0     11     0     3	0
9:30   11 0 4 0 12 0 3	0
<b>9:45</b> 10 0 6 0 11 0 4	0
<b>10:00</b> 10 0 6 0 13 0 2	0
<b>10:15</b> 8 1 7 0 12 0 3	0
<b>10:30</b> 7 1 5 0 11 0 3	0
<b>10:45</b> 10 1 5 0 9 0 5	0
11:00 7 1 4 0 14 1 3	0
11:15     10     0     3     0     9     1     3       11:30     13     1     1     0     8     0     2	0
11:45 8 1 3 0 9 1 2	0
<b>Total</b> 199 11 407 16 248 7 365	16
Directional 633 636	
<b>ADT</b> 1,269	
<b>AADT</b> 1,200	
Daily Truck % 3.9%	

		Daily Sumi	mary 1	0/4/20	)22		
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	9:30 AM	101	47	54	0.084	0.535	0.010
MD	1:45 PM	99	48	51	0.083	0.515	0.030
PM	4:30 PM	100	49	51	0.083	0.510	0.040

		Daily Sumi	mary 1	0/5/20	)22		
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	9:00 AM	87	37	50	0.073	0.575	0.034
MD	2:00 PM	92	49	43	0.077	0.533	0.054
PM	5:00 PM	115	63	52	0.096	0.548	0.043

		Daily Sumr	nary 1	0/6/20	)22		
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor
AM	7:45 AM	102	35	67	0.085	0.657	0.020
MD	1:30 PM	90	42	48	0.075	0.533	0.056
PM	3:45 PM	103	57	46	0.086	0.553	0.058

	Three Day Ave	erage Sum	mary	10/4/2	022 - 10/6	Three Day Average Summary 10/4/2022 - 10/6/2022														
Peak Hours	Time	Volume	EB	WB	K Factor	D Factor	T Factor													
AM	8:00 AM	93	38	55	0.078	0.591	0.032													
MD	2:00 PM	90	43	47	0.075	0.522	0.044													
PM	5:00 PM	96	50	46	0.080	0.521	0.031													



Date	Tuesday	, Octol	oer 4, 202	2	Wednes	day, O	ctober 5, 2	2022	Thursda	y, Octo	ber 6, 202	2
Direction	Northbou	nd	Southbo	und	Northbo	und	Southbo	ound	Northbou	ınd	Southbo	und
Period	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	4	33	5	20	5	29	7	17	5	25	7	19
12:15	3	32	5	20	4	31	3	32	0	25	8	24
12:30	5	28	6	26	1	43	6	26	3	33	1	30
12:45	0	26	3	33	5	30	6	26	1	25	6	22
1:00	3	2	4	2	1	1	3	4	3	0	6	1
1:15	1	31	2	36	1	23	5	16	2	27	1	19
1:30	2	31	2	35	1	23	4	27	0	32	1	30
1:45	1	31	4	22	3	27	1	22	0	45	2	27
2:00	2	20	2	14	1	22	3	25	0	33	4	35
2:15	1	24	2	32	5	18	1	25	1	24	0	16
2:30	1	32	2	19	0	25	2	24	1	21	3	27
2:45	6	27	5	44	1	22	0	23	1	23	1	41
3:00	1	46	0	32	0	21	0	30	0	55	1	33
3:15	1	36	0	31	3	25	3	28	2	34	1	22
3:30	1	43	0	27	0	25	1	24	0	29	0	27
3:45	0	22	1	36	0	26	3	28	2	23	0	24
4:00	1	26	2	33	2	32	2	29	2	40	4	29
4:15	3	32	2	23	1	21	2	30	4	28	4	40
4:30	1	46	1	38	1	35	2	20	1	26	0	30
4:45	2	35	1	31	3	31	1	27	4	36	2	28
5:00	5	33	6	41	3	36	1	21	5	46	3	36
5:15	2	39	0	41	4	32	3	31	4	37	6	24
5:30	5	40	1	32	11	38	4	34	2	42	3	33
5:45	12	45	2	28	7	25	5	28	7	34	4	34
6:00	8	29	5	28	5	32	3	36	6	28	4	15
6:15	12	32	7	38	11	13	5	27	13	28	6	57
6:30	21	26	6	32	12	19	1	24	17	29	3	26
6:45	19	22	12	25	12	15	13	43	26	16	8	36
7:00	28	18	11	25	22	22	5	23	27	28	13	48
7:15	23	27	17	34	24	17	19	28	24	15	19	28
7:30	37	18	22	26 20	22	18	11	27	29	23	17	27
7:45 8:00	48 30	19 17	15 46	28 21	29 35	13 22	15 17	22 31	40 43	18 14	17 37	30 22
8:15	59	13	35	27	25	20	12	24	45	16	37	20
8:30	41	92	17	50	48	67	21	36	45	60	19	46
8:45	50	26	16	21	37	48	24	36	50	28	20	23
9:00	54	10	18	16	34	31	17	33	67	15	25	25
9:15	53	5	29	16	31	10	26	22	38	9	22	14
9:30	43	12	24	19	33	6	25	13	42	17	12	11
9:45	21	11	15	15	33	9	23	14	33	11	21	16
10:00	39	7	18	20	28	7	19	20	37	3	27	9
10:15	28	9	21	16	29	6	17	17	28	6	19	16
10:30	27	4	16	9	28	9	23	9	26	9	16	14
10:45	33	10	20	13	32	5	29	9	22	8	17	14
11:00	36	1	17	2	30	0	22	2	40	1	25	3
11:15	30	6	19	11	28	5	13	13	29	8	11	9
11:30	33	7	21	7	23	10	21	8	29	3	17	7
11:45	19	5	29	14	40	2	20	5	24	5	22	12
Total	855	1,186	514	1,209	714	1,047	469	1,119	830	1,141	502	1,179
Directional	2,041	, . 30	1,72		1,76		1,58		1,971	,	1,68	
ADT	,	3,76			,- 0	3,3			<u>,</u>	3,65		
AADT		3,60				3,2				3,50		
		,,,		Ш		-,-		L		,,,		

## **Adventure Avenue - South of SR 934 - 72-Hour Volume Summary**

Tue Oct 4th - Thurs Oct 6th, 2022

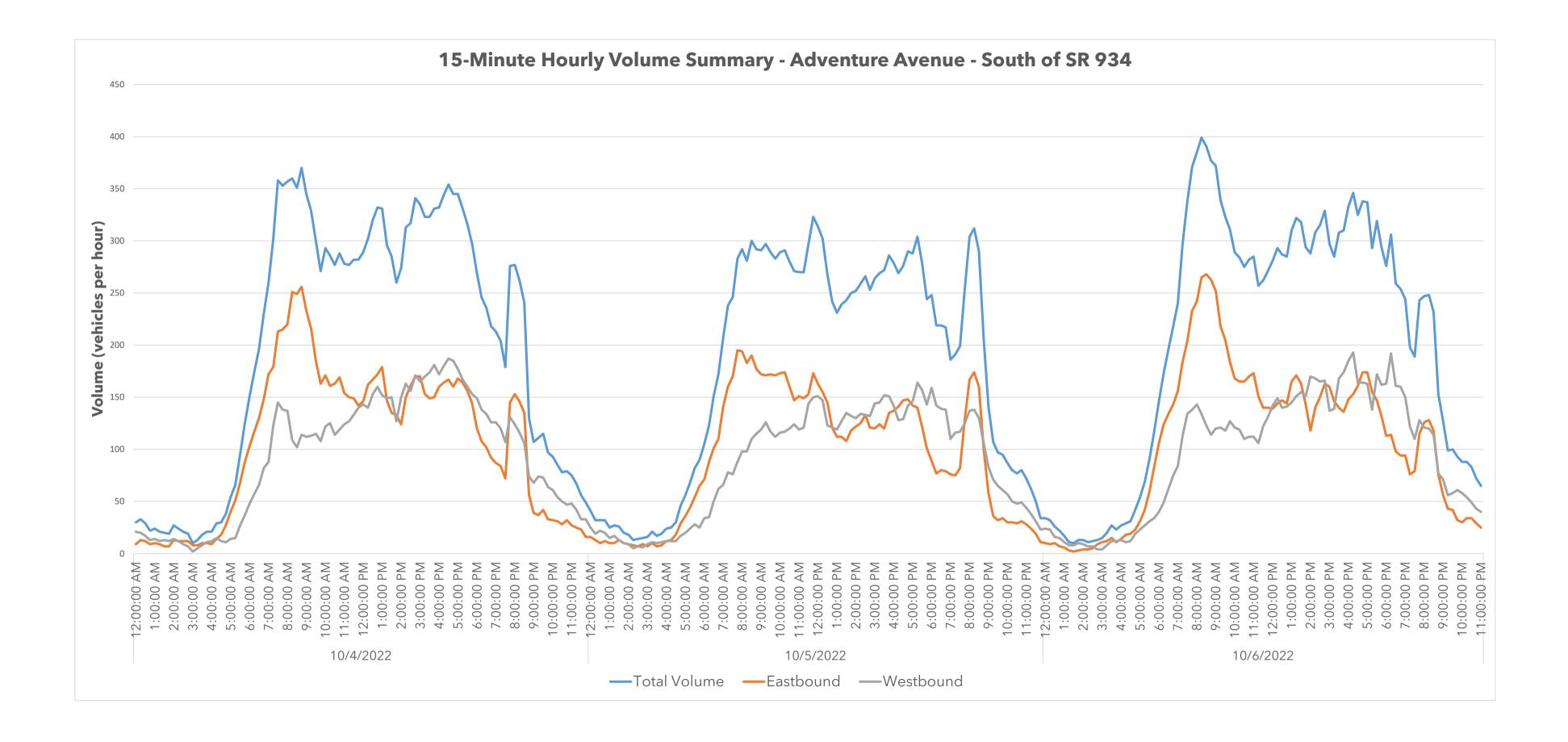
Date		3-Day A	Average	
Direction	Northbou	ınd	Southbo	und
Period	AM	PM	AM	PM
12:00	5	29	6	19
12:15	2	29	5	25
12:30	3	35	4	27
12:45	2	27	5	27
1:00	2	1	4	2
1:15	1	27	3	24
1:30	1	29	2	31
1:45	1	34	2	24
2:00	1	25	3	25
2:15	2	22	1	24
2:30	1	26	2	23
2:45	3	24	2	36
3:00	0	41	0	32
3:15	2	32	1	27
3:30	0	32	0	26
3:45	1	24	1	29
4:00	2	33	3	30
4:15	3	27	3	31
4:30	1	36	1	29
4:45	3	34	1	29
5:00	4	38	3	33
5:15	3	36	3	32
5:30	6	40	3	33
5:45	9	35	4	30
6:00	6	30	4	26
6:15	12	24	6	41
6:30	17	25	3	27
6:45	19	18	11	35
7:00	26	23	10	32
7:15	24	20	18	30
7:30	29	20	17	27
7:45	39	17	16	27
8:00	36	18	33	25
8:15	43	16	28	24
8:30	45	73	19	44
8:45	46	34	20	27
9:00	52	19	20	25
9:15	41 39	8	26	17
9:30 9:45		12	20	14
	29	10	20	15
10:00 10:15	35	6 7	21	16
10:15	28 27	7	19	16
10:45	29		18	11
11:00	35	8	22	12
11:00	29		21 14	2 11
11:15	29	6 7	20	7
11:45	28	4	24	10
Total	800	1,129	492	1,169
Directional	1,929		1,661	
ADT	1,727		590	
AADT			<del>1</del> 00	
AAVI	<u> </u>	٠,٠		

Daily Summary 10/4/2022											
Peak Hours	Time	Volume	NB	SB	K Factor	D Factor					
AM	8:45 AM	370	256	114	0.109	0.69					
MD	2:45 PM	341	170	171	0.100	0.50					
PM	4:30 PM	354	167	187	0.104	0.53					

	Daily Summary 10/5/2022											
Peak Hours	Time	Volume	NB	SB	K Factor	D Factor						
AM	8:30 AM	300	190	110	0.088	0.63						
MD	11:45 AM	323	173	150	0.095	0.54						
PM	5:15 PM	304	140	164	0.089	0.54						

Daily Summary 10/6/2022											
Peak Hours	Time	Volume	NB	SB	K Factor	D Factor					
AM	8:15 AM	399	265	134	0.117	0.66					
MD	2:45 PM	329	163	166	0.097	0.51					
PM	4:15 PM	346	153	193	0.102	0.56					

Three Day Average Summary 10/4/2022 - 10/6/2022											
Peak Hours	Time	Volume	NB	SB	K Factor	D Factor					
AM	8:15 AM	273	186	87	0.080	0.68					
MD	2:45 PM	250	129	121	0.074	0.52					
PM	5:00 PM	277	149	128	0.081	0.54					



Date	Tuesday	, Octol	ber 4, 2022	2	Wednes	day, O	ctober 5, 2	022	Thursday	y, Octo	ber 6, 202	2
Direction	Northbou	nd	Southbo	und	Northbo	und	Southbo	und	Northbou	nd	Southbo	und
Period	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	0	13	1	3	0	8	0	3	0	8	0	2
12:15	0	12	0	6	0	5	0	10	0	8	0	7
12:30	2	8	0	8	4	12	1	5	2	4	0	5
12:45	0	8	0	7	0	4	0	5	0	4	0	9
1:00	1	1	0	0	0	0	0	0	0	0	0	0
1:15	2	10	0	6	2	6	0	9	2	6	0	8
1:30	1	9	0	5	0	6	0	0	0	13	0	4
1:45	3	8	1	4	3	14	0	1	3	15	0	4
2:00	2	3	0	3	3	15	1	5	3	13	0	1
2:15	0	13	0	5	1	10	0	6	2	7	0	7
2:30	0	3	0	0	0	4	0	2	0	3	0	3
2:45	0	11	0	6	2	9	0	2	2	14	0	4
3:00	3	11	0	7	1	9	0	9	1	9	0	6
3:15	3	6	1	1	2	7	1	0	2	6	1	3
3:30	3	6	1	2	1	5	1	0	2	4	1	3
3:45	0	6	0	0	7	5	0	1	3	4	0	4
4:00	3	3	1	9	2	1	2	8	3	4	3	6
4:15	7	2	0	5	8	2	1	7	5	4	0	3
4:30	5	1	1	2	4	4	0	2	6	2	1	3
4:45	2	3	0	6	1	0	0	6	2	3	0	6
5:00	0	1	0	13	2	4	0	17	4	5	1	9
5:15	0	4	1	12	1	1	0	7	2	4	0	10
5:30	0	1	0	7	1	3	0	12	0	1	0	7
5:45	2	1	0	14	2	0	0	13	1	1	0	7
6:00	1	1	0	13	0	0	0	7	1	1	1	27
6:15	3	2	0	8	1	4	0	6	2	2	1	7
6:30	0	1	0	10	0	0	0	12	0	1	1	8
6:45	2	2	0	9	5	3	1	8	3	4	0	7
7:00	4	1	1	8	3	0	0	6	3	1	1	8
7:15	4	1	3	2	2	2	1	4	3	1	3	4
7:30	1	1	0	1	4	4	0	7	2	0	0	0
7:45	5	0	1	2	3	5	1	2	0	4	1	1
8:00	5	0	3	11	3	1	3	12	5	2	4	12
8:15	4	3	1	2	5	2	4	4	5	0	4	2
8:30	6	4	2	2	8	3	1	2	9	1	3	0
8:45	11	2	1	1	4	2	0	0	6	2	3	1
9:00	11	1	1	0	5	1	3	0	16	1	2	0
9:15	10	1	2	0	16	1	5	0	10	0	2	1
9:30	14	0	2	0	19	0	3	0	13	1	2	1
9:45	13	0	0	0	13	0	2	0	16	0	4	0
10:00	9	0	5	0	6	1	7	1	16	2	2	1
10:15	6	0	3	1	7	2	0	0	5	1	4	2
10:30	6	2	2	2	10	3	4	5	7	0	0	0
10:45	8	1	4	9	7	1	1	6	7	1	4	6
11:00	6	0	4	0	2	0	1	0	9	0	1	0
11:15	5	0	3	8	7	0	3	7	2	1	3	6
11:30	4	0	2	14	4	4	4	19	8	1	4	16
11:45	7	1	5	2	9	1	3	7	8	2	3	9
Total	184	168	52	236	190	174	54	245	201	171	60	240
Directional	352		288		364		299		372		300	
ADT		640				66	3			672	2	
AADT		600				60	0			600	)	

## **Channel 7 Drive - North of SR 934 - 72-Hour Volume Summary**

Tue Oct 4th - Thurs Oct 6th, 2022

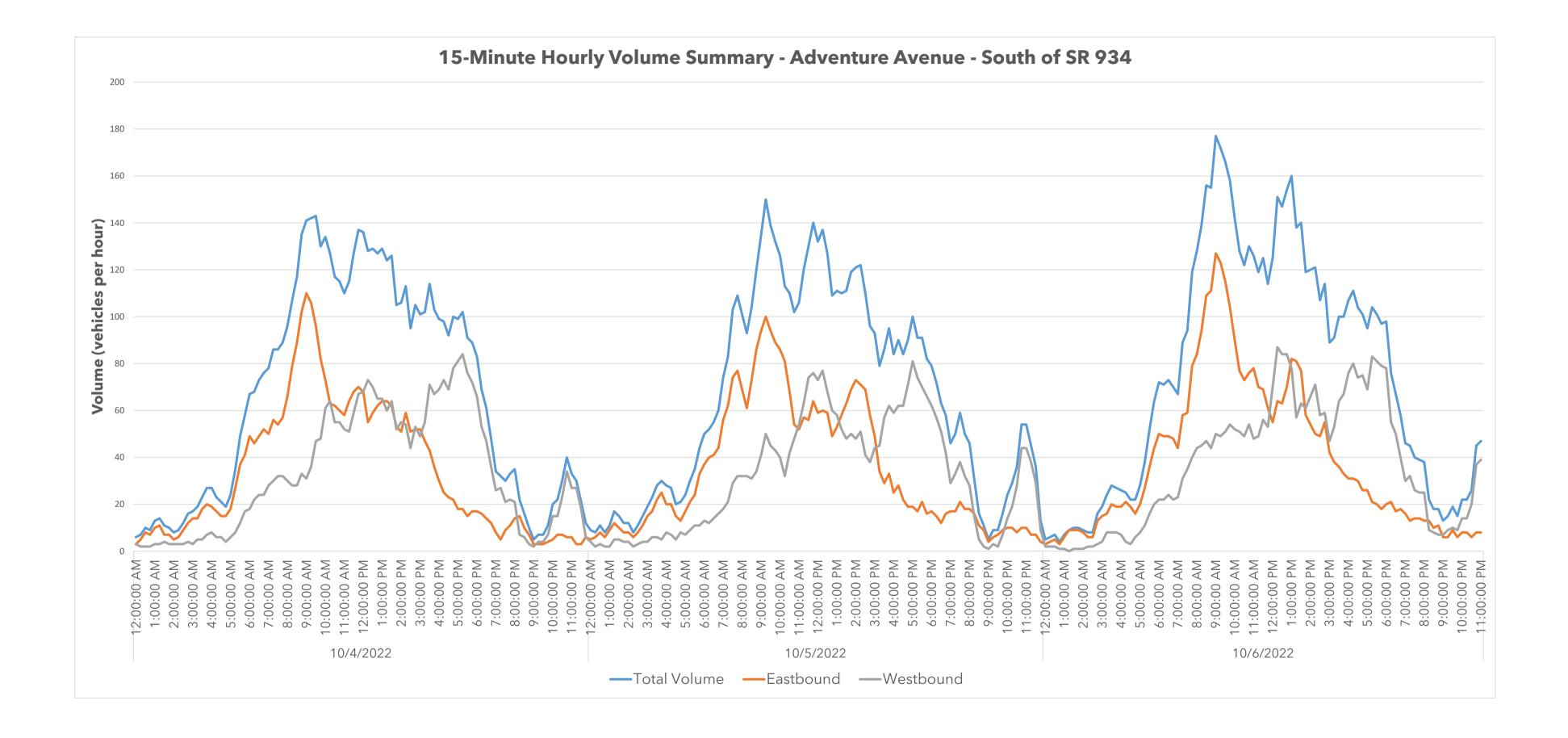
12:15	Date			Average	
12:00	Direction	Northbou	und	Southbo	und
12:15	Period	AM	PM	AM	PM
12:30	12:00	0	10	0	3
12:45	12:15	0	8	0	8
1:00	12:30	3	8	0	6
1:15       2       7       0       8         1:30       0       9       0       3         1:45       3       12       0       3         2:00       3       10       0       3         2:15       1       10       0       6         2:30       0       3       0       2         2:45       1       11       0       4         3:00       2       10       0       7         3:15       2       6       1       1         3:30       2       5       1       2         3:45       3       5       0       2         4:40       3       3       2       8         4:30       5       2       1       2         5:00       2       3       0       13         5:15       1       3       0       10         5:45       2       1       0       10         6:15       2       3       0       16         6:15       2       3       0       16         6:15       2       3       0       7	12:45	0	5	0	7
1:30	1:00	0	0	0	0
1:45       3       12       0       3         2:00       3       10       0       3         2:15       1       10       0       6         2:30       0       3       0       2         2:45       1       11       0       4         3:00       2       10       0       7         3:15       2       6       1       1         3:30       2       5       1       2         4:00       3       3       2       8         4:00       3       3       2       8         4:30       5       2       1       2         4:45       2       2       0       6         5:00       2       3       0       13         5:15       1       3       0       10         6:30       0       2       0       9         5:45       2       1       0       10         6:30       0       1       0       10         6:45       3       3       1       2       3         7:45       3       3       1	1:15	2	7	0	8
1:45	1:30	0	9	0	3
2:00	1:45	3	12	0	3
2:30       0       3       0       2         2:45       1       11       0       4         3:00       2       10       0       7         3:15       2       6       1       1         3:30       2       5       1       2         3:45       3       5       0       2         4:00       3       3       2       8         4:15       7       3       0       5         4:30       5       2       1       2         4:45       2       2       0       6         5:00       2       3       0       13         5:30       0       2       0       9         5:45       1       3       0       10         6:30       0       1       0       16         6:15       2       3       0       7         6:30       0       1       0       10         6:45       3       3       1       2       3         7:15       3       1       2       3       3         7:45       3       3	2:00	3	10	0	3
2:45         1         11         0         4           3:00         2         10         0         7           3:15         2         6         1         1           3:30         2         5         1         2           3:45         3         5         0         2           4:00         3         3         2         8           4:15         7         3         0         5           4:30         5         2         1         2           4:45         2         2         0         6           5:00         2         3         0         13           5:15         1         3         0         10           5:45         2         1         0         16           6:00         1         1         0         16           6:15         2         3         0         7           6:30         0         1         0         10           6:45         3         3         1         2         3           7:00         3         1         1         7         3         1	2:15	1	10	0	6
3:00       2       10       0       7         3:15       2       6       1       1         3:30       2       5       1       2         3:45       3       5       0       2         4:00       3       3       2       8         4:00       3       3       2       8         4:15       7       3       0       5         4:30       5       2       1       2         4:45       2       2       0       6         5:00       2       3       0       13         5:15       1       3       0       10         5:30       0       2       0       9         5:45       2       1       0       11         6:00       1       1       0       16         6:15       2       3       0       7         6:30       0       1       0       10         6:45       3       3       0       8         7:00       3       1       1       7         7:45       3       3       1       2	2:30	0	3	0	2
3:15       2       6       1       1         3:30       2       5       1       2         3:45       3       5       0       2         4:00       3       3       2       8         4:00       3       3       2       8         4:00       5       2       1       2         4:30       5       2       1       2         4:45       2       2       0       6         5:00       2       3       0       13         5:15       1       3       0       10         5:30       0       2       0       9         5:45       2       1       0       11         6:00       1       1       0       16         6:15       2       3       0       7         6:30       0       1       0       10         6:45       3       3       0       8         7:00       3       1       1       7         7:45       3       3       1       2       3         8:00       4       1       3	2:45	1	11	0	4
3:15       2       6       1       1         3:30       2       5       1       2         3:45       3       5       0       2         4:00       3       3       2       8         4:00       3       3       2       8         4:00       5       2       1       2         4:30       5       2       1       2         4:45       2       2       0       6         5:00       2       3       0       13         5:15       1       3       0       10         5:30       0       2       0       9         5:45       2       1       0       11         6:00       1       1       0       16         6:15       2       3       0       7         6:30       0       1       0       10         6:45       3       3       0       8         7:00       3       1       1       7         7:45       3       3       1       2       3         8:00       4       1       3	3:00	2	10	0	7
3:30	3:15				1
3:45       3       5       0       2       8         4:00       3       3       2       8         4:15       7       3       0       5         4:30       5       2       1       2         4:45       2       2       0       6         5:00       2       3       0       13         5:15       1       3       0       10         5:45       2       1       0       11         6:00       1       1       0       16         6:15       2       3       0       7         6:30       0       1       0       10         6:45       3       3       0       8         7:00       3       1       1       7         7:15       3       1       2       3         7:30       2       2       0       3         8:00       4       1       3       12         8:15       5       2       3       3         8:00       4       1       3       12         9:15       12       1       3				1	
4:00       3       3       2       8         4:15       7       3       0       5         4:30       5       2       1       2         4:45       2       2       0       6         5:00       2       3       0       13         5:15       1       3       0       10         5:30       0       2       0       9         5:45       2       1       0       11         6:00       1       1       0       16         6:15       2       3       0       7         6:30       0       1       0       10         6:45       3       3       0       8         7:00       3       1       1       7         7:15       3       1       2       3         7:45       3       3       1       2       3         8:00       4       1       3       12       3         8:30       8       3       2       1       1         9:00       11       1       2       0         9:15       12					
4:15       7       3       0       5         4:30       5       2       1       2         4:45       2       2       0       6         5:00       2       3       0       13         5:15       1       3       0       10         5:30       0       2       0       9         5:45       2       1       0       11         6:00       1       1       0       16         6:15       2       3       0       7         6:30       0       1       0       10         6:45       3       3       0       8         7:00       3       1       1       7         7:15       3       1       2       3         7:30       2       2       0       3         8:00       4       1       3       12         8:30       8       3       2       1         8:45       7       2       1       1         9:00       11       1       2       0         9:45       14       0       2       0					8
4:30       5       2       1       2         4:45       2       2       0       6         5:00       2       3       0       13         5:15       1       3       0       10         5:30       0       2       0       9         5:45       2       1       0       11         6:00       1       1       0       16         6:15       2       3       0       7         6:30       0       1       0       10         6:45       3       3       0       8         7:00       3       1       1       7         7:15       3       1       2       3         7:30       2       2       0       3         7:45       3       3       1       2         8:00       4       1       3       12         8:30       8       3       2       1       1         9:00       11       1       2       0         9:45       12       1       3       0         9:45       14       0       2					
4:45       2       2       3       0       13         5:15       1       3       0       10         5:30       0       2       0       9         5:45       2       1       0       11         6:00       1       1       0       16         6:15       2       3       0       7         6:30       0       1       0       10         6:45       3       3       0       8         7:00       3       1       1       7         7:15       3       1       2       3         7:30       2       2       0       3         8:00       4       1       3       12         8:15       5       2       3       3         8:30       8       3       2       1         9:00       11       1       2       0         9:15       12       1       3       0         9:45       14       0       2       0         9:45       14       0       2       0         10:00       10       1       5					
5:00       2       3       0       13         5:15       1       3       0       10         5:30       0       2       0       9         5:45       2       1       0       11         6:00       1       1       0       16         6:15       2       3       0       7         6:30       0       1       0       10         6:45       3       3       0       8         7:00       3       1       1       7         7:15       3       1       2       3         7:30       2       2       0       3         7:45       3       3       1       2         8:00       4       1       3       12         8:30       8       3       2       1         8:45       7       2       1       1         9:00       11       1       2       0         9:15       12       1       3       0         9:45       14       0       2       0         9:45       14       0       2       0					
5:15       1       3       0       10         5:30       0       2       0       9         5:45       2       1       0       11         6:00       1       1       0       16         6:15       2       3       0       7         6:30       0       1       0       10         6:45       3       3       0       8         7:00       3       1       1       7         7:15       3       1       2       3         7:30       2       2       0       3         7:45       3       3       1       2         8:00       4       1       3       12         8:30       8       3       2       1         8:35       5       2       3       3         8:45       7       2       1       1         9:00       11       1       2       0         9:15       12       1       3       0         9:45       14       0       2       0         9:45       14       0       2       0					
5:30       0       2       0       9         5:45       2       1       0       11         6:00       1       1       0       16         6:15       2       3       0       7         6:30       0       1       0       10         6:45       3       3       0       8         7:00       3       1       1       7         7:15       3       1       2       3         7:30       2       2       0       3         7:45       3       3       1       2         8:00       4       1       3       12         8:15       5       2       3       3         8:30       8       3       2       1         9:00       11       1       2       0         9:15       12       1       3       0         9:45       14       0       2       0         9:45       14       0       2       0         9:45       14       0       2       0         10:00       10       1       5       1					
5:45       2       1       0       11         6:00       1       1       0       16         6:15       2       3       0       7         6:30       0       1       0       10         6:45       3       3       0       8         7:00       3       1       1       7         7:15       3       1       2       3         7:30       2       2       0       3         7:30       2       2       0       3         8:00       4       1       3       12         8:15       5       2       3       3         8:30       8       3       2       1         9:00       11       1       2       0         9:15       12       1       3       0         9:21       12       1       3       0         9:30       15       0       2       0         9:45       14       0       2       0         9:45       14       0       2       0         10:00       10       1       5       1					9
6:00					
6:15       2       3       0       7         6:30       0       1       0       10         6:45       3       3       0       8         7:00       3       1       1       7         7:15       3       1       2       3         7:30       2       2       0       3         7:45       3       3       1       2         8:00       4       1       3       12         8:00       4       1       3       12         8:15       5       2       3       3         8:30       8       3       2       1         9:00       11       1       2       0         9:15       12       1       3       0         9:30       15       0       2       0         9:45       14       0       2       0         9:45       14       0       2       0         9:45       14       0       2       0         10:00       10       1       5       1         10:30       8       2       2       2					
6:30       0       1       0       10         6:45       3       3       0       8         7:00       3       1       1       7         7:15       3       1       2       3         7:30       2       2       0       3         7:45       3       3       1       2         8:00       4       1       3       12         8:15       5       2       3       3         8:30       8       3       2       1         9:00       11       1       2       0         9:15       12       1       3       0         9:30       15       0       2       0         9:45       14       0       2       0         9:45       14       0       2       0         10:00       10       1       5       1         10:30       8       2       2       2         10:45       7       1       3       7         11:00       6       0       2       0         11:15       5       0       3       7 <th></th> <th></th> <th></th> <th></th> <th></th>					
6:45       3       3       0       8         7:00       3       1       1       7         7:15       3       1       2       3         7:30       2       2       0       3         7:45       3       3       1       2         8:00       4       1       3       12         8:15       5       2       3       3         8:30       8       3       2       1       1         9:00       11       1       2       0         9:15       12       1       3       0         9:30       15       0       2       0         9:45       14       0       2       0         9:45       14       0       2       0         10:00       10       1       5       1         10:30       8       2       2       2         10:45       7       1       3       7         11:00       6       0       2       0         11:15       5       0       3       7         11:30       5       2       3 <th></th> <th></th> <th></th> <th></th> <th></th>					
7:00 3 1 1 7 7:15 3 1 2 3 7:30 2 2 0 3 7:45 3 3 1 2 8:00 4 1 3 12 8:15 5 2 3 3 8:30 8 3 2 1 8:45 7 2 1 1 9:00 11 1 2 0 9:15 12 1 3 0 9:15 12 1 3 0 9:45 14 0 2 0 9:45 14 0 2 0 9:45 14 0 2 0 10:00 10 1 5 1 10:15 6 1 2 1 10:30 8 2 2 2 10:45 7 1 3 7 11:00 6 0 2 0 11:15 5 0 3 7 11:10 6 0 2 0 11:15 5 0 3 7 11:30 5 2 3 16 11:45 8 1 4 6  Total 192 171 51 242  Directional 363 293					
7:15       3       1       2       3         7:30       2       2       0       3         7:45       3       3       1       2         8:00       4       1       3       12         8:15       5       2       3       3         8:30       8       3       2       1         9:00       11       1       2       0         9:15       12       1       3       0         9:30       15       0       2       0         9:45       14       0       2       0         9:45       14       0       2       0         10:00       10       1       5       1         10:30       8       2       2       2         10:45       7       1       3       7         11:00       6       0       2       0         11:30       5       2       3       16         11:45       8       1       4       6         Total       192       171       51       242         Directional       363       293					
7:30       2       2       0       3         7:45       3       3       1       2         8:00       4       1       3       12         8:15       5       2       3       3         8:30       8       3       2       1         8:30       8       3       2       1         9:00       11       1       2       0         9:15       12       1       3       0         9:30       15       0       2       0         9:30       15       0       2       0         9:45       14       0       2       0         9:45       14       0       2       0         10:00       10       1       5       1         10:30       8       2       2       2         10:45       7       1       3       7         11:00       6       0       2       0         11:30       5       2       3       16         11:45       8       1       4       6         Total       192       171       51       <					
7:45       3       3       1       2         8:00       4       1       3       12         8:15       5       2       3       3         8:30       8       3       2       1         8:45       7       2       1       1         9:00       11       1       2       0         9:15       12       1       3       0         9:30       15       0       2       0         9:45       14       0       2       0         9:45       14       0       2       0         10:00       10       1       5       1         10:30       8       2       2       2         10:45       7       1       3       7         11:00       6       0       2       0         11:15       5       0       3       7         11:30       5       2       3       16         11:45       8       1       4       6         Total       192       171       51       242         Directional       363       293					
8:00       4       1       3       12         8:15       5       2       3       3         8:30       8       3       2       1         8:45       7       2       1       1         9:00       11       1       2       0         9:15       12       1       3       0         9:30       15       0       2       0         9:45       14       0       2       0         9:45       14       0       2       0         10:00       10       1       5       1         10:30       8       2       2       2         10:45       7       1       3       7         11:00       6       0       2       0         11:15       5       0       3       7         11:30       5       2       3       16         11:45       8       1       4       6         Total       192       171       51       242         Directional       363       293				1	
8:15       5       2       3       3         8:30       8       3       2       1         8:45       7       2       1       1         9:00       11       1       2       0         9:15       12       1       3       0         9:30       15       0       2       0         9:45       14       0       2       0         9:45       14       0       2       0         10:00       10       1       5       1         10:15       6       1       2       1         10:30       8       2       2       2         10:45       7       1       3       7         11:00       6       0       2       0         11:15       5       0       3       7         11:30       5       2       3       16         11:45       8       1       4       6         Total       192       171       51       242         Directional       363       293					
8:30       8       3       2       1         8:45       7       2       1       1         9:00       11       1       2       0         9:15       12       1       3       0         9:30       15       0       2       0         9:45       14       0       2       0         10:00       10       1       5       1         10:15       6       1       2       1         10:30       8       2       2       2         10:45       7       1       3       7         11:00       6       0       2       0         11:15       5       0       3       7         11:30       5       2       3       16         11:45       8       1       4       6         Total       192       171       51       242         Directional       363       293			2		
8:45       7       2       1       1         9:00       11       1       2       0         9:15       12       1       3       0         9:30       15       0       2       0         9:45       14       0       2       0         10:00       10       1       5       1         10:15       6       1       2       1         10:30       8       2       2       2         10:45       7       1       3       7         11:00       6       0       2       0         11:15       5       0       3       7         11:30       5       2       3       16         11:45       8       1       4       6         Total       192       171       51       242         Directional       363       293					1
9:00       11       1       2       0         9:15       12       1       3       0         9:30       15       0       2       0         9:45       14       0       2       0         10:00       10       1       5       1         10:15       6       1       2       1         10:30       8       2       2       2         10:45       7       1       3       7         11:00       6       0       2       0         11:15       5       0       3       7         11:30       5       2       3       16         11:45       8       1       4       6         Total       192       171       51       242         Directional       363       293				1	1
9:30       15       0       2       0         9:45       14       0       2       0         10:00       10       1       5       1         10:15       6       1       2       1         10:30       8       2       2       2         10:45       7       1       3       7         11:00       6       0       2       0         11:15       5       0       3       7         11:30       5       2       3       16         11:45       8       1       4       6         Total       192       171       51       242         Directional       363       293         ADT       656	9:00	11		2	0
9:30       15       0       2       0         9:45       14       0       2       0         10:00       10       1       5       1         10:15       6       1       2       1         10:30       8       2       2       2         10:45       7       1       3       7         11:00       6       0       2       0         11:15       5       0       3       7         11:30       5       2       3       16         11:45       8       1       4       6         Total       192       171       51       242         Directional       363       293         ADT       656	9:15	12	1	3	0
10:00       10       1       5       1         10:15       6       1       2       1         10:30       8       2       2       2         10:45       7       1       3       7         11:00       6       0       2       0         11:15       5       0       3       7         11:30       5       2       3       16         11:45       8       1       4       6         Total       192       171       51       242         Directional       363       293         ADT       656	9:30	15	0	2	0
10:00       10       1       5       1         10:15       6       1       2       1         10:30       8       2       2       2         10:45       7       1       3       7         11:00       6       0       2       0         11:15       5       0       3       7         11:30       5       2       3       16         11:45       8       1       4       6         Total       192       171       51       242         Directional       363       293         ADT       656	9:45	14	0	2	0
10:30     8     2     2     2       10:45     7     1     3     7       11:00     6     0     2     0       11:15     5     0     3     7       11:30     5     2     3     16       11:45     8     1     4     6       Total     192     171     51     242       Directional     363     293       ADT     656	10:00	10	1	5	1
10:30     8     2     2     2       10:45     7     1     3     7       11:00     6     0     2     0       11:15     5     0     3     7       11:30     5     2     3     16       11:45     8     1     4     6       Total     192     171     51     242       Directional     363     293       ADT     656	10:15	6	1	2	1
10:45       7       1       3       7         11:00       6       0       2       0         11:15       5       0       3       7         11:30       5       2       3       16         11:45       8       1       4       6         Total       192       171       51       242         Directional       363       293         ADT       656			2	2	2
11:00     6     0     2     0       11:15     5     0     3     7       11:30     5     2     3     16       11:45     8     1     4     6       Total     192     171     51     242       Directional     363     293       ADT     656					7
11:15     5     0     3     7       11:30     5     2     3     16       11:45     8     1     4     6       Total     192     171     51     242       Directional     363     293       ADT     656	11:00		0		0
11:30     5     2     3     16       11:45     8     1     4     6       Total     192     171     51     242       Directional     363     293       ADT     656					7
11:45     8     1     4     6       Total     192     171     51     242       Directional     363     293       ADT     656					16
Total         192         171         51         242           Directional         363         293           ADT         656					6
Directional         363         293           ADT         656					242
ADT 656					
	ADT		6	56	
AADI   000	AADT		6	00	

Daily Summary 10/4/2022											
Peak Hours	Time	Volume	NB	SB	K Factor	D Factor					
AM	9:30 AM	143	96	47	0.238	0.671					
MD	11:45 AM	137	70	67	0.228	0.511					
PM	3:30 PM	114	43	71	0.190	0.623					

	Daily Summary 10/5/2022											
Peak Hours	Time	Volume	NB	SB	K Factor	D Factor						
AM	9:15 AM	150	100	50	0.250	0.667						
MD	11:45 AM	140	64	76	0.233	0.543						
PM	5:00 PM	100	19	81	0.167	0.810						

	Daily Summary 10/6/2022											
Peak Hours	Time	Volume	NB	SB	K Factor	D Factor						
AM	9:00 AM	177	127	50	0.295	0.718						
MD	1:00 PM	160	82	78	0.267	0.513						
PM	4:15 PM	111	31	80	0.185	0.721						

Three Day Average Summary 10/4/2022 - 10/6/2022											
Peak Hours	Time	Volume	NB	SB	K Factor	D Factor					
AM	9:15 AM	63	51	12	0.105	0.810					
MD	1:30 PM	56	41	15	0.093	0.732					
PM	5:15 PM	53	7	46	0.088	0.868					



Date			ber 4, 2022				ctober 5, 2		Thursday, October 6, 2022			
Direction	Northbou	ınd	Southbo	und	Northbo	und	Southbo	und	Northbou	ınd	Southbo	ound
Period	AM	РМ	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	3	5	1	2	2	7	0	12	4	5	1	3
12:15	0	12	0	7	0	5	0	17	0	7	1	5
12:30	1	3	0	8	1	12	0	6	3	2	0	6
12:45	0	9	0	3	0	3	0	5	1	0	0	6
1:00	4	0	1	0	1	5	0	0	2	1	0	1
1:15	0	5	0	6	3	10	1	5	2	5	0	1
1:30	0	8	0	10	5	1	0	2	1	8	1	5
1:45	4	2	1	6	0	7	1	4	0	2	0	6
2:00	0	3	0	0	0	4	0	7	0	1	1	12
2:15	0	4	0	10	0	9	0	8	2	5	1	6
2:30	0	5	0	1	0	12	0	4	0	7	1	6
2:45	0	6	0	2	0	10	0	7	0	4	0	2
3:00	0	4	1	4	1	8	0	5	0	4	0	1
3:15	0	1	0	1	0	3	1	8	2	3	0	4
3:30	0	2	0	5	0	11	0	11	0	6	0	2
3:45	1	3	0	1	0	10	0	11	0	13	1	10
4:00	0	0	0	3	1	7	1	11	0	2	0	2
4:15	0	5	0	7	0	15	0	18	0	5	0	0
4:30	0	13	0	6	0	6	0	14	1	1	1	4
4:45	1	5	2	9	0	10	0	15	0	3	0	6
5:00	0	4	0	1	0	10	1	14	0	11	0	3
5:15	2	6	0	5	0	14	0	15	0	6	2	1
5:30	0	3	0	3	1	17	0	18	0	4	0	1
5:45	1	5	0	2	0	20	2	22	0	7	1	0
6:00	1	4	0	7	0	18	0	19	0	0	0	0
6:15	1	2	2	5	0	21	0	31	0	1	1	8
6:30	0	7	0	12	1	21	2	39	1	8	0	3
6:45	1	10	1	2		20	1	20		12	1	6
7:00	2	16	1	5		27	5	32	3	7	1	0
7:15	1	6	2	1	2	28	0	24	5	3	4	7
7:30	4	10	1	9	0	29	2	31	2	1	0	1
7:45	0	2	0	3	2	25	2	29	3	4	3	6
8:00	1	10	4	3	2	24	1	28	4	7	2	4
8:15	0	9	0	2	2	29	1	20	1	0	2	2
8:30	2	8	4	3	2	33	1	18	3	3	2	5
8:45	3	7	2	2	3	37	10	18	0	3	2	7
9:00	1	4	3	1	3	28	1	15	3	3	4	2
9:15	2	2	9	0	7	14	8	10	3	5	7	0
9:30	0	2	0	1	3	20	4	4	2	7	2	0
9:45	0	2	10	1	0	23	6	11	6	2	4	1
10:00	1	3	12	2	1	15	7	6	4	3	5	1
10:15	7	0	8	3	7	25 29	10	8	2	0	6	0
10:30 10:45	3	1	0	3	6	29 1	1	2	1	1	9	2
10:45	5 7	1 0	8	1 0	6	1	7 14	1	4 11	0		3
11:00	15	2	10	0	7	0 7	7	0		3	10	1
11:15	15	0		1	5	0		0	6 5	3	2	0
11:30	7	3	6 12	0	4	1	10	1	7	0	0	0
Total	92	224	107	169	91	691	113	606	94	186		154
Directional	92 316	224	276	107	782		719		280	100	242	
ADT	310				/02	1,5			260	52		ı
AADT		600					100			50		
AADI		600	•			1,4	100			500	<u> </u>	

## Pelican Harbor Drive - South of SR 934 - 72-Hour Volume Summary

Tue Oct 4th - Thurs Oct 6th, 2022

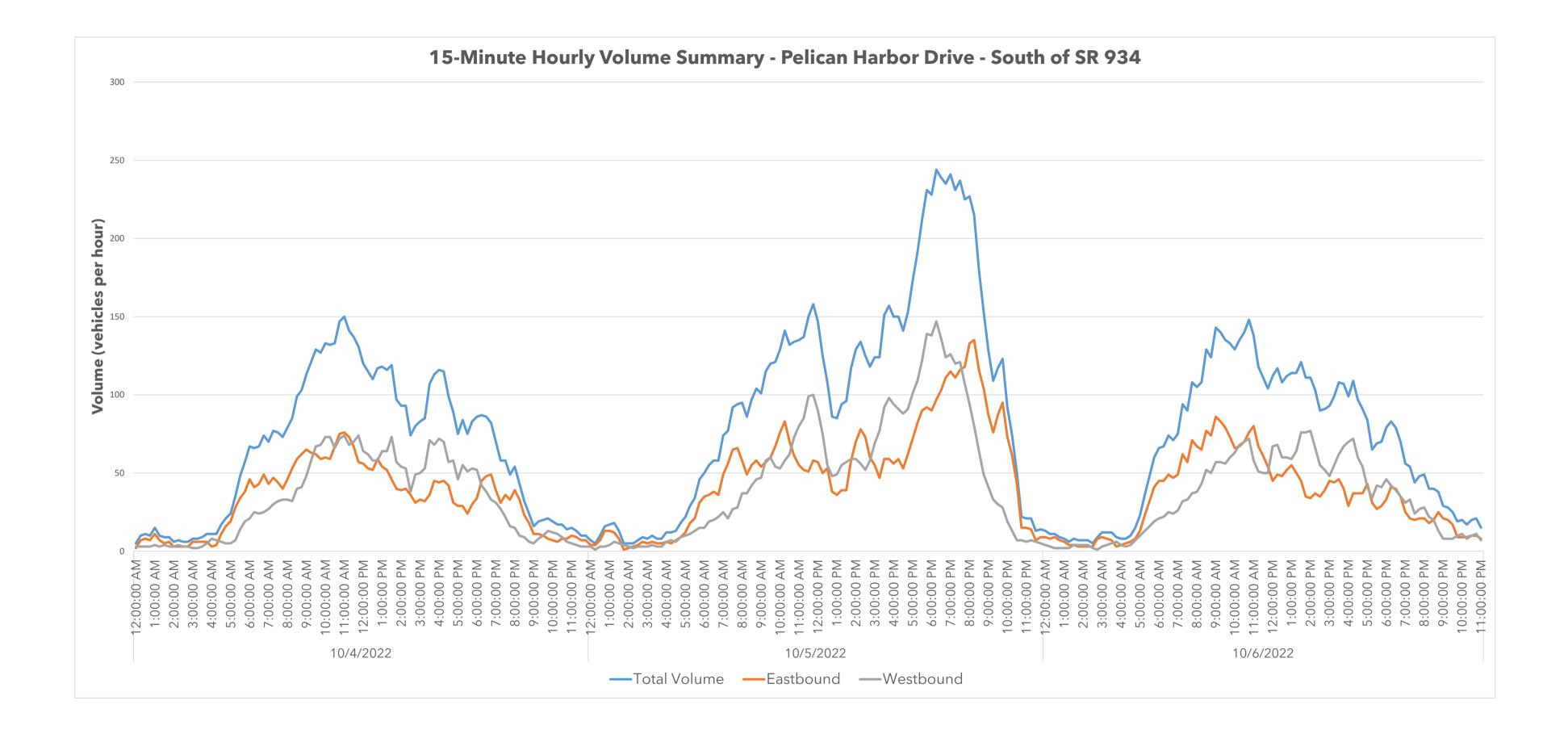
12:15         0         8         0         10           12:30         2         6         0         7           12:45         0         4         0         5           1:00         2         2         0         0           1:15         2         7         0         4           1:30         2         6         0         6           1:45         1         4         1         5           2:00         0         3         0         6           2:30         0         8         0         4           2:30         0         8         0         4           2:45         0         7         0         3           3:00         0         5         0         3           3:30         0         6         0         6           3:30         0         6         0         6           3:30         0         6         0         6           3:45         0         9         0         7           4:00         3         0         7         0           4:35         0	Date			Average	
12:00	Direction	Northbo	und	Southbo	und
12:15	Period	AM	PM	AM	PM
12:30	12:00	3	6	1	6
12:45	12:15	0	8	0	10
1:00	12:30	2	6	0	7
1:15         2         7         0         4           1:30         2         6         0         6           1:45         1         4         1         5           2:00         0         3         0         6           2:15         1         6         0         8           2:30         0         8         0         4           3:00         0         5         0         3           3:00         0         5         0         3           3:15         1         2         0         4           3:30         0         6         0         6           3:45         0         9         0         7           4:00         0         3         0         5           4:30         0         7         0         8           4:30         0         7         0         8           4:45         0         6         1         10           5:00         0         8         0         7           5:30         0         8         0         7           5:30         0	12:45	0	4	0	5
1:30	1:00	2	2	0	0
1:45       1       4       1       5         2:00       0       3       0       6         2:15       1       6       0       8         2:30       0       8       0       4         2:45       0       7       0       4         3:00       0       5       0       3         3:15       1       2       0       4         3:30       0       6       0       6         3:45       0       9       0       7         4:00       0       3       0       5         4:30       0       7       0       8         4:45       0       6       1       10         5:00       0       8       0       6         5:15       1       9       1       7         5:30       0       8       0       7         5:45       0       11       1       1       8         6:00       0       7       0       9       9         6:15       0       8       1       15       18         6:30       1       <	1:15	2	7	0	4
2:00	1:30	2	6	0	6
2:15         1         6         0         8           2:30         0         8         0         4           2:45         0         7         0         4           3:00         0         5         0         3           3:00         0         5         0         3           3:30         0         6         0         6           3:45         0         9         0         7           4:00         0         3         0         5           4:00         0         3         0         5           4:30         0         7         0         8           4:45         0         6         1         10           5:00         0         8         0         7           5:30         0         8         0         7           5:30         0         8         0         7           5:30         0         8         1         15           6:00         0         7         0         9           6:15         0         8         1         15           6:30         1	1:45	1	4	1	5
2:45       0       7       0       4         3:00       0       5       0       3         3:15       1       2       0       4         3:30       0       6       0       6         3:45       0       9       0       7         4:00       0       3       0       5         4:15       0       8       0       8         4:30       0       7       0       8         4:45       0       6       1       10         5:00       0       8       0       6         5:15       1       9       1       7         5:30       0       8       0       7         5:30       0       8       0       7         5:30       0       8       0       7         6:00       0       7       0       9         6:15       0       8       1       15         6:30       1       12       1       18         7:00       2       17       2       12         7:15       3       12       2       1	2:00	0	3	0	6
2:45       0       7       0       4         3:00       0       5       0       3         3:35       1       2       0       4         4:00       0       3       0       5         4:00       0       3       0       5         4:15       0       8       0       8         4:30       0       7       0       8         4:45       0       6       1       10         5:00       0       8       0       6         5:00       0       8       0       7         5:30       0       8       0       7         5:45       0       11       1       1       8         6:00       0       7       0       9       9         6:15       0       8       1       15       1       18         6:30       1       12       1       18       1       15       18       1       15       13       1       14       1       1       9       1       1       1       1       1       1       1       1       1       1	2:15	1	6	0	8
3:00   0   5   0   3 3:15   1   2   0   4 3:30   0   6   0   6 3:45   0   9   0   7 4:00   0   3   0   5 4:15   0   8   0   8 4:30   0   7   0   8 4:45   0   6   1   10 5:00   0   8   0   6 5:15   1   9   1   7 5:30   0   8   0   7 6:15   0   8   1   18 6:00   0   7   0   9 6:15   0   8   1   15 6:30   1   12   1   18 6:45   1   14   1   9 7:00   2   17   2   12 7:15   3   12   2   11 7:30   2   13   1   14 7:45   2   10   2   13 8:00   2   14   2   12 8:15   1   13   1   8 8:30   2   15   2   9 9:00   2   12   3   6 9:15   4   7   8   3 9:30   2   10   2   2 9:45   2   9   7   4 10:00   2   7   8   3 10:15   5   8   8   4 10:30   3   10   1   2 11:15   9   4   9   0 11:45   6   1   7   0 Directional   458   411	2:30	0	8	0	4
3:15       1       2       0       4         3:30       0       6       0       6         4:00       0       3       0       5         4:00       0       3       0       5         4:15       0       8       0       8         4:30       0       7       0       8         5:00       0       8       0       6         5:15       1       9       1       7         5:30       0       8       0       7         5:45       0       11       1       1       8         6:00       0       7       0       9       9         6:15       0       8       1       15       18       6       10       11       1       18       6       6       1       11       1       8       10       7       0       9       9       9       9       1       7       7       0       9       9       9       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1	2:45	0	7	0	4
3:15       1       2       0       4         3:30       0       6       0       6         4:00       0       3       0       5         4:00       0       3       0       5         4:15       0       8       0       8         4:30       0       7       0       8         5:00       0       8       0       6         5:15       1       9       1       7         5:30       0       8       0       7         5:45       0       11       1       1       8         6:00       0       7       0       9       9         6:15       0       8       1       15       18       6       10       11       1       18       6       6       1       11       1       8       10       7       0       9       9       9       9       1       7       7       0       9       9       9       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1	3:00	0	5	0	3
3:45       0       9       0       7         4:00       0       3       0       5         4:15       0       8       0       8         4:30       0       7       0       8         4:45       0       6       1       10         5:00       0       8       0       6         5:15       1       9       1       7         5:30       0       8       0       7         5:45       0       11       1       1       8         6:00       0       7       0       9       9         6:15       0       8       1       15       18       6       10       11       1       18       18       15       18       14       1       19       1       17       2       12       12       11       18       18       18       14       1       19       1       18       18       10       10       2       12       12       12       11       18       18       18       19       11       19       11       18       18       11       13       11	3:15	1	2	0	4
4:00	3:30	0	6	0	6
4:00	3:45	0	9	0	7
4:15       0       8       0       8         4:30       0       7       0       8         4:45       0       6       1       10         5:00       0       8       0       6         5:15       1       9       1       7         5:30       0       8       0       7         5:45       0       11       1       1       8         6:00       0       7       0       9       9         6:15       0       8       1       15       6       6       1       1       1       8       6       6       7       0       9       9       6       6       1       1       1       8       8       1       15       6       6       6       1       1       1       8       8       1       15       6       6       6       1       1       1       8       8       1       15       6       6       4       1       1       9       9       1       1       1       1       1       1       1       1       1       1       1       1       1	4:00	0	3	0	5
4:30       0       7       0       8         4:45       0       6       1       10         5:00       0       8       0       6         5:15       1       9       1       7         5:30       0       8       0       7         5:45       0       11       1       1       8         6:00       0       7       0       9         6:15       0       8       1       15         6:30       1       12       1       18         6:45       1       14       1       9         7:00       2       17       2       12         7:15       3       12       2       11         7:30       2       13       1       14         7:45       2       10       2       13         8:00       2       14       2       12         8:00       2       14       2       12         8:15       1       13       1       8         8:20       2       15       2       9         9:00       2       12       <	4:15	0	8	0	8
4:45       0       6       1       10         5:00       0       8       0       6         5:15       1       9       1       7         5:30       0       8       0       7         5:45       0       11       1       1       8         6:00       0       7       0       9         6:15       0       8       1       15         6:30       1       12       1       18         6:45       1       14       1       9         7:00       2       17       2       12         7:15       3       12       2       11         7:30       2       13       1       14         7:45       2       10       2       13         8:00       2       14       2       12         8:15       1       13       1       8         8:00       2       14       2       12         8:15       1       13       1       8         9:00       2       12       3       6         9:00       2       12	4:30	0		0	8
5:00       0       8       0       6         5:15       1       9       1       7         5:30       0       8       0       7         5:45       0       11       1       8         6:00       0       7       0       9         6:15       0       8       1       15         6:30       1       12       1       18         6:45       1       14       1       9         7:00       2       17       2       12         7:15       3       12       2       11         7:30       2       13       1       14         7:45       2       10       2       13         8:00       2       14       2       12         8:15       1       13       1       8         8:30       2       15       2       9         8:45       2       16       5       9         9:00       2       12       3       6         9:15       4       7       8       3         9:45       2       9       7 <td< th=""><th>4:45</th><th>0</th><th>6</th><th>1</th><th></th></td<>	4:45	0	6	1	
5:15       1       9       1       7         5:30       0       8       0       7         5:45       0       11       1       8         6:00       0       7       0       9         6:15       0       8       1       15         6:30       1       12       1       18         6:45       1       14       1       9         7:00       2       17       2       12         7:15       3       12       2       11         7:30       2       13       1       14         7:45       2       10       2       13         8:00       2       14       2       12         8:15       1       13       1       8         8:30       2       15       2       9         8:45       2       16       5       9         9:00       2       12       3       6         9:15       4       7       8       3         9:30       2       10       2       2         9:45       2       9       7 <t< th=""><th>5:00</th><th></th><th></th><th>0</th><th>6</th></t<>	5:00			0	6
5:30       0       8       0       7         5:45       0       11       1       8         6:00       0       7       0       9         6:15       0       8       1       15         6:30       1       12       1       18         6:45       1       14       1       9         7:00       2       17       2       12         7:15       3       12       2       11         7:30       2       13       1       14         7:45       2       10       2       13         8:00       2       14       2       12         8:00       2       14       2       12         8:30       2       15       2       9         8:45       2       16       5       9         9:00       2       12       3       6         9:15       4       7       8       3         9:30       2       10       2       2         9:45       2       9       7       4         10:00       2       7       8	5:15	1	9	1	7
5:45       0       11       1       8         6:00       0       7       0       9         6:15       0       8       1       15         6:30       1       12       1       18         6:45       1       14       1       9         7:00       2       17       2       12         7:15       3       12       2       11         7:30       2       13       1       14         7:45       2       10       2       13         8:00       2       14       2       12         8:00       2       14       2       12         8:00       2       14       2       12         8:00       2       14       2       12         8:00       2       14       2       12         8:45       2       16       5       9         9:00       2       12       3       6         9:15       4       7       8       3         9:30       2       10       2       2         9:45       2       9       7	5:30	0	8	0	7
6:00       0       7       0       9         6:15       0       8       1       15         6:30       1       12       1       18         6:45       1       14       1       9         7:00       2       17       2       12         7:15       3       12       2       11         7:30       2       13       1       14         7:45       2       10       2       13         8:00       2       14       2       12         8:15       1       13       1       8         8:30       2       15       2       9         8:45       2       16       5       9         9:00       2       12       3       6         9:15       4       7       8       3         9:30       2       10       2       2         9:45       2       9       7       4         10:00       2       7       8       3         10:15       5       8       8       4         10:30       3       10       1					
6:15       0       8       1       15         6:30       1       12       1       18         6:45       1       14       1       9         7:00       2       17       2       12         7:00       2       17       2       12         7:15       3       12       2       11         7:30       2       13       1       14         7:45       2       10       2       13         8:00       2       14       2       12         8:00       2       14       2       12         8:00       2       14       2       12         8:00       2       14       2       12         8:15       1       13       1       8         8:00       2       15       2       9         8:15       1       13       1       8         8:00       2       16       5       9         9:30       2       16       5       9         9:45       4       7       8       3         9:45       2       9       7				0	9
6:30					
6:45       1       14       1       9         7:00       2       17       2       12         7:15       3       12       2       11         7:30       2       13       1       14         7:45       2       10       2       13         8:00       2       14       2       12         8:15       1       13       1       8         8:30       2       15       2       9         8:45       2       16       5       9         9:00       2       12       3       6         9:15       4       7       8       3         9:30       2       10       2       2         9:45       2       9       7       4         10:00       2       7       8       3         10:15       5       8       8       4         10:30       3       10       1       2         11:00       9       0       11       0         11:15       9       4       9       0         11:45       6       1       7					
7:00       2       17       2       12         7:15       3       12       2       11         7:30       2       13       1       14         7:45       2       10       2       13         8:00       2       14       2       12         8:15       1       13       1       8         8:30       2       15       2       9         8:45       2       16       5       9         9:00       2       12       3       6         9:00       2       12       3       6         9:15       4       7       8       3         9:30       2       10       2       2         9:45       2       9       7       4         10:00       2       7       8       3         10:15       5       8       8       4         10:30       3       10       1       2         11:00       9       0       11       0         11:15       9       4       9       0         11:45       6       1       7					
7:15       3       12       2       11         7:30       2       13       1       14         7:45       2       10       2       13         8:00       2       14       2       12         8:15       1       13       1       8         8:30       2       15       2       9         8:45       2       16       5       9         9:00       2       12       3       6         9:15       4       7       8       3         9:30       2       10       2       2         9:45       2       9       7       4         10:00       2       7       8       3         10:15       5       8       8       4         10:30       3       10       1       2         11:00       9       0       11       0         11:30       7       0       5       1         11:45       6       1       7       0         11:45       6       1       7       0         11:45       6       1       7					
7:30       2       13       1       14         7:45       2       10       2       13         8:00       2       14       2       12         8:15       1       13       1       8         8:30       2       15       2       9         8:45       2       16       5       9         9:00       2       12       3       6         9:15       4       7       8       3         9:30       2       10       2       2         9:45       2       9       7       4         10:00       2       7       8       3         10:15       5       8       8       4         10:30       3       10       1       2         11:00       9       0       11       0         11:15       9       4       9       0         11:30       7       0       5       1         11:45       6       1       7       0         11:45       6       1       7       0         11:45       6       1       7					
7:45       2       10       2       13         8:00       2       14       2       12         8:15       1       13       1       8         8:30       2       15       2       9         8:45       2       16       5       9         9:00       2       12       3       6         9:15       4       7       8       3         9:30       2       10       2       2         9:45       2       9       7       4         10:00       2       7       8       3         10:15       5       8       8       4         10:30       3       10       1       2         11:00       9       0       11       0         11:15       9       4       9       0         11:30       7       0       5       1         11:45       6       1       7       0         11:45       6       1       7       0         10:45       89       369       101       310         10:45       10       10       10 <th></th> <th></th> <th></th> <th></th> <th>14</th>					14
8:00       2       14       2       12         8:15       1       13       1       8         8:30       2       15       2       9         8:45       2       16       5       9         9:00       2       12       3       6         9:15       4       7       8       3         9:30       2       10       2       2         9:45       2       9       7       4         10:00       2       7       8       3         10:15       5       8       8       4         10:30       3       10       1       2         11:00       9       0       11       0         11:15       9       4       9       0         11:30       7       0       5       1         11:45       6       1       7       0         Total       89       369       101       310         Directional       458       411         ADT       869	7:45	2	10	2	13
8:15       1       13       1       8         8:30       2       15       2       9         8:45       2       16       5       9         9:00       2       12       3       6         9:15       4       7       8       3         9:30       2       10       2       2         9:45       2       9       7       4         10:00       2       7       8       3         10:15       5       8       8       4         10:30       3       10       1       2         10:45       5       1       7       2         11:00       9       0       11       0         11:30       7       0       5       1         11:45       6       1       7       0         Total       89       369       101       310         Directional       458       411         ADT       869	8:00			2	12
8:30       2       15       2       9         8:45       2       16       5       9         9:00       2       12       3       6         9:15       4       7       8       3         9:30       2       10       2       2         9:45       2       9       7       4         10:00       2       7       8       3         10:15       5       8       8       4         10:30       3       10       1       2         11:00       9       0       11       0         11:15       9       4       9       0         11:30       7       0       5       1         11:45       6       1       7       0         Total       89       369       101       310         Directional       458       411         ADT       869	8:15	1	13	1	8
9:00       2       12       3       6         9:15       4       7       8       3         9:30       2       10       2       2         9:45       2       9       7       4         10:00       2       7       8       3         10:15       5       8       8       4         10:30       3       10       1       2         10:45       5       1       7       2         11:00       9       0       11       0         11:15       9       4       9       0         11:30       7       0       5       1         11:45       6       1       7       0         Total       89       369       101       310         Directional       458       411         ADT       869	8:30	2	15	2	9
9:00       2       12       3       6         9:15       4       7       8       3         9:30       2       10       2       2         9:45       2       9       7       4         10:00       2       7       8       3         10:15       5       8       8       4         10:30       3       10       1       2         10:45       5       1       7       2         11:00       9       0       11       0         11:15       9       4       9       0         11:30       7       0       5       1         11:45       6       1       7       0         Total       89       369       101       310         Directional       458       411         ADT       869	8:45	2	16	5	9
9:15       4       7       8       3         9:30       2       10       2       2         9:45       2       9       7       4         10:00       2       7       8       3         10:15       5       8       8       4         10:30       3       10       1       2         10:45       5       1       7       2         11:00       9       0       11       0         11:15       9       4       9       0         11:30       7       0       5       1         11:45       6       1       7       0         Total       89       369       101       310         Directional       458       411         ADT       869	9:00	2	12	3	6
9:30       2       10       2       2         9:45       2       9       7       4         10:00       2       7       8       3         10:15       5       8       8       4         10:30       3       10       1       2         10:45       5       1       7       2         11:00       9       0       11       0         11:15       9       4       9       0         11:30       7       0       5       1         11:45       6       1       7       0         Total       89       369       101       310         Directional       458       411         ADT       869	9:15	4	7	8	3
9:45       2       9       7       4         10:00       2       7       8       3         10:15       5       8       8       4         10:30       3       10       1       2         10:45       5       1       7       2         11:00       9       0       11       0         11:15       9       4       9       0         11:30       7       0       5       1         11:45       6       1       7       0         Total       89       369       101       310         Directional       458       411         ADT       869	9:30	2	10	2	2
10:00       2       7       8       3         10:15       5       8       8       4         10:30       3       10       1       2         10:45       5       1       7       2         11:00       9       0       11       0         11:15       9       4       9       0         11:30       7       0       5       1         11:45       6       1       7       0         Total       89       369       101       310         Directional       458       411         ADT       869	9:45	2	9	7	4
10:30       3       10       1       2         10:45       5       1       7       2         11:00       9       0       11       0         11:15       9       4       9       0         11:30       7       0       5       1         11:45       6       1       7       0         Total       89       369       101       310         Directional       458       411         ADT       869	10:00	2	7	8	3
10:30       3       10       1       2         10:45       5       1       7       2         11:00       9       0       11       0         11:15       9       4       9       0         11:30       7       0       5       1         11:45       6       1       7       0         Total       89       369       101       310         Directional       458       411         ADT       869	10:15	5	8	8	4
10:45       5       1       7       2         11:00       9       0       11       0         11:15       9       4       9       0         11:30       7       0       5       1         11:45       6       1       7       0         Total       89       369       101       310         Directional       458       411         ADT       869	10:30		10	1	2
11:00       9       0       11       0         11:15       9       4       9       0         11:30       7       0       5       1         11:45       6       1       7       0         Total       89       369       101       310         Directional       458       411         ADT       869	10:45	5	1	7	
11:15       9       4       9       0         11:30       7       0       5       1         11:45       6       1       7       0         Total       89       369       101       310         Directional       458       411         ADT       869			0	11	0
11:30       7       0       5       1         11:45       6       1       7       0         Total       89       369       101       310         Directional       458       411         ADT       869	11:15	9	4	9	0
11:45     6     1     7     0       Total     89     369     101     310       Directional     458     411       ADT     869		7	0	5	1
Total         89         369         101         310           Directional         458         411           ADT         869		6			0
Directional 458 411 ADT 869	Total		369	101	310
	Directional	458		411	
	ADT		8	69	
	AADT		8	00	

Daily Summary 10/4/2022							
Peak Hours	Time	Volume	NB	SB	K Factor	D Factor	
AM	10:45 AM	147	75	72	0.184	0.510	
MD	11:00 AM	150	76	74	0.188	0.507	
PM	4:00 PM	116	44	72	0.145	0.621	

Daily Summary 10/5/2022								
Peak Hours	Time	Volume	NB	SB	K Factor	D Factor		
AM	9:45 AM	121	67	54	0.151	0.554		
MD	11:45 AM	158	58	100	0.198	0.633		
PM	6:15 PM	244	97	147	0.305	0.602		

Daily Summary 10/6/2022							
Peak Hours	Time	Volume	NB	SB	K Factor	D Factor	
AM	9:00 AM	143	86	57	0.179	0.601	
MD	10:45 AM	148	76	72	0.185	0.514	
PM	4:15 PM	109	37	72	0.136	0.661	

Three Day Average Summary 10/4/2022 - 10/6/2022							
Peak Hours	Time	Volume	NB	SB	K Factor	D Factor	
AM	9:30 AM	36	11	25	0.045	0.694	
MD	11:00 AM	63	31	32	0.079	0.508	
PM	6:15 PM	105	51	54	0.131	0.514	



# Existing (2022) TMC Sheets

Thu Oct 6, 2022

Full Length (7 AM-10 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003712, Location: 25.848336, -80.166763

Leg	Eastbo	und				Westbo	ound					Northbo	ound					Southb	ound				
Direction	Eastbo	und				Westbo	und					Northbo	ound					Southb	ound				
Time	L	Т	R	U	App Ped*	L	Т	R	U	App	Ped*	L	Т	R	U	App	Ped*	L	Т	RU	J App	Ped*	Int
2022-10-06 7:00AM	4	207	0	0	<b>211</b> 0	1	268	1	1	271	0	0	1	1	0	2	2	1	1	2		0	488
7:15AM	2	281	0	0	<b>283</b> 0	3	335	1	0	339	0	3	1	0	0	4	0	0	1	1	) <b>2</b>	4	628
7:30AM	_		0	0	<b>293</b> 0		374	0	0	374	0	2	0	0	0	2	2	0	0	0			669
7:45AM	2		2	0	<b>422</b> 0	_	372	0	0	372	0	0	0	1	0	1	1	0	1	0		0	796
Hourly Total			2		<b>1209</b> 0		1349	2	1	1356	0	5	2	2	0	9	5	1	3	3		4	2581
8:00AM	_		0	1	<b>397</b> 0		365	0	0	366	0	2	0	2	0	4	0	0	1	2		0	770
8:15AM	1	469	1	0	<b>471</b> 1	0	393	1	1	395	0	0	1	0	0	1	1	0	1		0 4		871
8:30AM	6		1	0	<b>447</b> 0		434	1	1	436	1	1	0	1	0	2	0	0	0		0 0		885
8:45AM	+		0	0		_	368	1	0	370	0	0	0	0	0	0	1	0	1		0 4		770
Hourly Total	10		2	1	<b>1711</b> 1	2	1560	3	2	1567	1	3	1	3	0	7	2	0	3		0 11	4	3296
9:00AM	1	355	3	0	<b>359</b> 0		357	1	0	358	1	1	0	0	0	1	0	0	0	0		1	718
9:15AM	3		4	0	<b>345</b> 0		328	1	0	329	1	1	1	1	0	3	2	0	0	2			679
9:30AM	2		0	0	<b>350</b> 0	_	319	0	2	322	0	0	1	1	0	2	1	0	1	0		3	675
9:45AM	4		2	0	<b>319</b> 0	_	303	0	0	304	1	0	1	4	0	5	3	0	1	0		1	629
Hourly Total	10		9		<b>1373</b> 0		1307	2	2		3	2	3	6	0	11	6	0	2	2		8	2701
4:00PM	1 3		3	0	<b>348</b> 0		420	1	1	422	0	1	0	2	0	3	1	1	0	4			778
4:15PM	1 1	361	0	0	<b>362</b> 0		455	1	0	456	0	1	0	1	0	2	3	0	0		0 1	1	821
4:30PM	6		1	0	<b>365</b> 0		429	2	0	433	0	0	0	1	0	1	3	3	0	7		1	809
	_		4	0				1		433		0	0		0	1	1	1		3		1	738
4:45PM	0						423		1		0			1					1				
Hourly Total	10		8		<b>1382</b> 0		1727	5	2	1736	0	2	0	5	0	7	8	5	1	15		4	3146
5:00PM	2		2	3		_	413	1	1	415	0	5	0	1	0	6	0	1	0	3			830
5:15PM	0		1	1	333 0		447	2	1	451	1	4	0	0	0	4	0	3	0	5		0	796
5:30PM	1 1	364	0	0	<b>365</b> 0	_	415	2	2	419	0	3	0	0	0	3	2	0	0		0 8	4	795
5:45PM	2		0	0			379	1	1	381	0	2	0	0	0	2	0	0	0		0 4		735
Hourly Total	5		3		<b>1451</b> 0		1654	6	5		1	14	0	1	0	15	2	4	0	20		6	3156
6:00PM	1	151	0	0	<b>152</b> 0		219	0	0	219	0	2	0	0	0	2	2	2	0	1			376
6:15PM	4		5	0	<b>610</b> 0		551	0	1	554	0	1	0	1	1	3	0	3	0		0 4		1171
6:30PM	_		1	3			362	4	0	369	0	3	1	2	0	6	2	1	0	3		2	741
6:45PM	0		3	0	<b>362</b> 0		338	2	0	341	0	5	0	4	0	9	5	2	0		5	3	717
Hourly Total	7	1467	9	3	<b>1486</b> 0	6	1470	6	1	1483	0	11	1	7	1	20	9	8	0	8	) <b>16</b>	8	3005
Total	51	8520	33		<b>8612</b> 1	17	9067	24	13	9121	5	37	7	24	1	69	32	18	9	56	) <b>83</b>	34	17885
% Approach	0.6%	98.9%	0.4%			0.2%	99.4%	0.3%	0.1%	-	-	53.6%	10.1%	34.8%		-	-	21.7%	10.8%	67.5% 0%		-	-
% Total	0.3%	47.6%	0.2%	0%	48.2% -	0.1%	50.7%	0.1%	0.1%	51.0%	-	0.2%	0%	0.1%	0%	0.4%	-	0.1%	0.1%	0.3% 09	6 <b>0.5%</b>	-	-
Motorcycles	2	137	0	0	139 -	1	148	1	0	150	-	1	0	1	0	2	-	1	0	1	) <b>2</b>	-	293
% Motorcycles	3.9%	1.6%	0%	0%	1.6% -	5.9%	1.6%	4.2%	0%	1.6%	-	2.7%	0%	4.2%	0%	2.9%	-	5.6%	0%	1.8% 09	6 <b>2.4%</b>	-	1.6%
Lights	47	8149	32	8	8236 -	15	8678	22	11	8726	-	35	7	22	1	65	-	15	9	54	) <b>78</b>	-	17105
% Lights	92.2%	95.6%	97.0% 1	100%	95.6% -	88.2%	95.7%	91.7% 8	34.6%	95.7%	-	94.6%	100%	91.7% 1	.00% !	94.2%	-	83.3%	100%	96.4% 09	6 <b>94.0%</b>	-	95.6%
Single-Unit Trucks	2	110	0	0	112 -	1	111	1	2	115	-	1	0	0	0	1	-	2	0	1	) <b>3</b>	-	231
% Single-Unit Trucks	3.9%	1.3%	0%	0%	1.3% -	5.9%	1.2%	4.2%	15.4%	1.3%	-	2.7%	0%	0%	0%	1.4%	-	11.1%	0%	1.8% 0%	6 <b>3.6%</b>	-	1.3%
Articulated Trucks	0	33	0	0	33 -	0	32	0	0	32	-	0	0	0	0	0	-	0	0	0	0 0	-	65
% Articulated Trucks	0%	0.4%	0%	0%	0.4% -	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0% 0%	6 <b>0%</b>	-	0.4%
Buses	0	62	0	0	62 -	0	74	0	0	74	-	0	0	0	0	0	-	0	0	0	) <b>0</b>	-	136
% Buses	0%	0.7%	0%	0%	0.7% -	0%	0.8%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0%	0%	0% 0%	6 <b>0%</b>	-	0.8%
Bicycles on Road	0	29	1	0	30 -	0	24	0	0	24		0	0	1	0	1	-	0	0	0	0 0	-	55
% Bicycles on Road	0%	0.3%	3.0%	0%	0.3% -	0%	0.3%	0%	0%	0.3%		0%	0%	4.2%	0%	1.4%		0%	0%	0% 0%	6 <b>0%</b>	-	0.3%
Pedestrians	-	-	-	-	- 1	-	-	-	-	-	3	-	-	-	-	-	20	-	-	-		27	
% Pedestrians	-	-	-	-	- 100%	-	-	-	-	-	60.0%	-	-	-	-	- (	52.5%	-	-	-	-	79.4%	-
Bicycles on Crosswalk	-	-	-	-	- 0	-	-	-	-	-	2	-	-	-	-	-	12	-	-	-		7	
% Bicycles on Crosswalk	-	-	-	-	- 0%	-	-	-	-	-	40.0%	-	-	-	-	- 3	37.5%	-	-	-		20.6%	-
*Pedestrians and Bio	orreles	on C		Л. Т	. I oft D.	Diaht	т. ті	II	. т. т	1,,,,,,													

<sup>\*</sup>Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Thu Oct 6, 2022

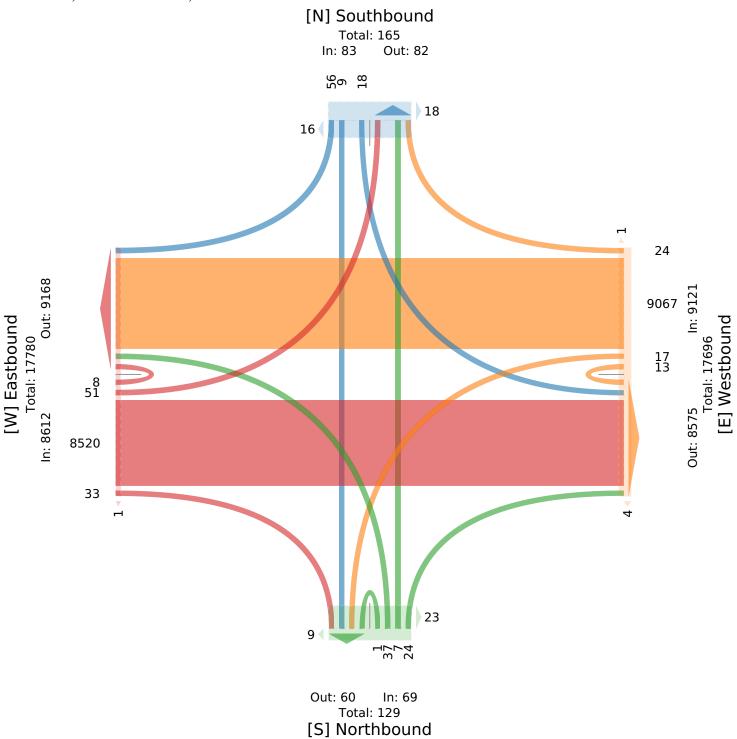
Full Length (7 AM-10 AM, 4 PM-7 PM)

 $All\ Classes\ (Motorcycles, Lights, Single-Unit\ Trucks, Articulated\ Trucks, Buses, Pedestrians, Articulated\ Trucks, Buses, Pedestrians, Articulated\ Trucks, Buses, Pedestrians, Ped$ 

Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003712, Location: 25.848336, -80.166763



#### SR 934 - NE 79th Street and Pelican Harbor D... - TMC

Thu Oct 6, 2022

AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians,

Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003712, Location: 25.848336, -80.166763

Leg Eastbound Westbound Northbound Southbound Direction Eastbound Westbound Northbound Southbound Time U L R U L U App Ped\* U App Ped\* L R App Ped\* App Ped\* L R 2022-10-06 7:45AM 418 0 372 0 0 2 2 422 0 0 372 0 0 1 0 0 1 0 0 0 796 1 8:00AM 2 394 397 365 0 0 366 2 2 0 2 0 770 0 1 0 1 0 4 0 0 1 3 0 8:15AM 1 469 0 471 1 0 393 1 395 0 0 1 0 0 1 1 0 3 0 4 2 871 1 1 1 8:30AM 440 0 447 0 0 434 436 1 1 0 0 2 0 0 0 0 0 885 6 1 1 1 1 0 1 5 3322 Total 11 1721 4 1 1737 1 1 1564 2 2 1569 3 1 4 0 8 2 0 3 0 8 0.6% 99.1% 0.2% 0.1% 0.1% 99.7% 0.1% 0.1% 37.5% 12.5% 50.0% 0% 0% 37.5% 62.5% 0% % Approach 0.3% 51.8% 0.1% 0% **52.3%** 0% 47.1% 0.1% 0.1% **47.2%** 0.1% 0% 0.1% 0% **0.2%** 0.1% 0.2% 0% **0.2%** % Total PHF 0.458 0.917 0.500 0.250 **0.922** 0.250 0.900 0.500 0.500 **0.899** 0.375 0.250 0.500 0.750 0.417 0.937 - 0.500 - 0.500 0 0 0 0 41 Motorcycles 18 0 0 19 0 22 0 0 22 0 0 0 0 0 0 1.2% % Motorcycles 9.1% 1.0% 0% 0% **1.1%** 0% 1.4% 0% 0% 1.4% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 3191 Lights 10 1640 4 1 1655 1 1515 2 2 1520 3 1 4 0 8 0 3 5 0 8 **% Lights** 90.9% 95.3% 100% 100% **95.3%** 100% 96.9% 100% 100% **96.9%** 100% 100% 100% 0% **100%** 0% 100% 100% 0% **100%** 96.1% Single-Unit Trucks 35 0 0 35 0 10 0 0 10 0 0 0 0 0 0 0 0 0 45 % Single-Unit Trucks 0% 2.0% 0% 0% **2.0%** 0% 0.6% 0% 0% **0.6%** 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 1.4% Articulated Trucks 0 11 0 0 11 0 0 0 0 0 0 0 0 0 0 0 0 0 13 0% **0.6%** % Articulated Trucks 0% 0.6% 0% 0% 0.1% 0% 0% 0.1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0.4% 0 13 0 0 0 0 0 0 0 0 0 0 0 0 26 0 13 13 13 0 0 % Buses 0% 0.8% 0% 0% 0.7% 0% 0.8% 0% 0% 0.8% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0.8% Bicycles on Road 0 0 0 0 4 0 0 4 0 0 2 0 0 0 0 0 0 0 0 6 % Bicycles on Road 0% 0.2% 0% 0% 0.2% 0% 0.1% 0% 0% **0.1%** 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0.2% Pedestrians - 100% % Pedestrians - 100% 0% - 100% Bicycles on Crosswalk 0 0 0 -0% % Bicycles on Crosswalk 0% - 100% 0%

Provided by: Metric Engineering

Miami, FL, 33186, US

13940 SW 136th Street, Suite 200,

<sup>\*</sup>Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Thu Oct 6, 2022

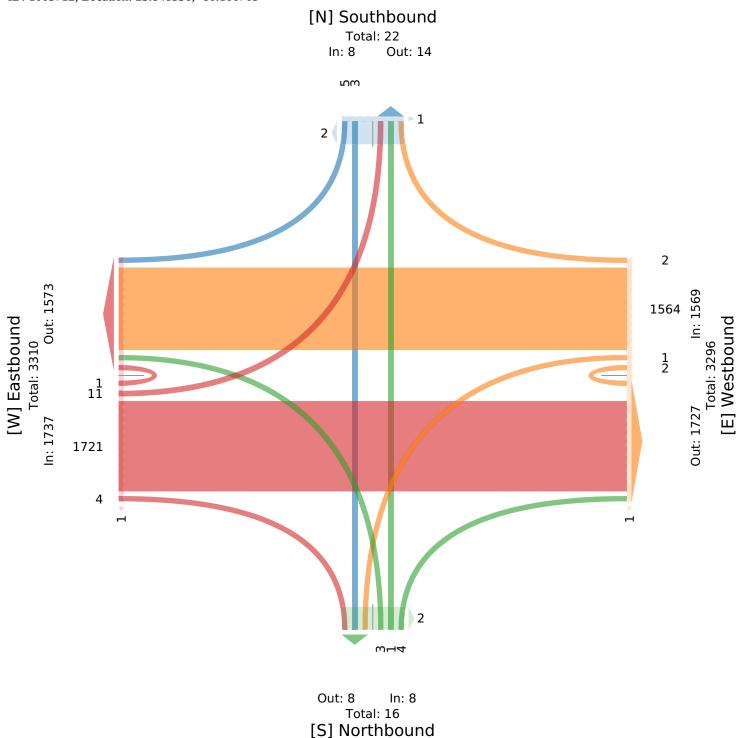
AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour

 $All\ Classes\ (Motorcycles, Lights, Single-Unit\ Trucks, Articulated\ Trucks, Buses, Pedestrians, Articulated\ Trucks, Buses, Pedestrians, Articulated\ Trucks, Buses, Pedestrians, P$ 

Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003712, Location: 25.848336, -80.166763



#### SR 934 - NE 79th Street and Pelican Harbor D... - TMC

Thu Oct 6, 2022

PM Peak (4:15 PM - 5:15 PM)

Pedestrians

% Pedestrians

Bicycles on Crosswalk

% Bicycles on Crosswalk

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003712, Location: 25.848336, -80.166763

Northbound Southbound Leg Eastbound Westbound Direction Eastbound Westbound Northbound Southbound Time U R U App Ped\* L Τ R U App Ped\* L R App Ped\* L T App Ped\* L Т R U 2022-10-06 4:15PM 361 0 0 362 0 455 1 0 456 1 0 1 0 0 0 1 0 821 1 0 2 4:30PM 358 0 365 0 2 429 2 0 433 0 0 0 0 3 0 7 0 10 809 6 1 1 3 1 4:45PM 0 303 0 307 0 0 423 425 0 0 0 3 0 5 738 4 1 1 0 1 1 1 1 5:00PM 398 415 830 2 2 3 405 0 0 413 0 5 0 0 6 0 0 3 0 4 0 1 1 1 1 0 4 4 3198 Total 9 1420 1439 2 1720 5 2 1729 6 0 0 10 5 14 0 20 0.6% 98.7% 0.5% 0.2% 60.0% 0% 40.0% 0% 25.0% 5.0% 70.0% 0% % Approach  $0.1\% \ 99.5\% \ 0.3\% \ 0.1\%$ 0.3% 44.4% 0.2% 0.1% **45.0%** 0.1% 53.8% 0.2% 0.1% **54.1%** 0.2% 0% 0.1% 0% **0.3%** 0.2% 0% 0.4% 0% **0.6%** % Total 0.375 0.890 0.438 0.250 **0.886** PHF - 1.000 0.417 0.250 0.500 0.250 0.944 0.625 0.500 0.947 0.300 - 0.500 0.965 Motorcycles 0 31 0 0 31 1 31 0 0 32 1 0 0 0 0 0 0 64 % Motorcycles 0% 2.2% 0% **2.2%** 50.0% 1.8% 0% 0% **1.9%** 0% 0% 25.0% 0% 10.0% 0% 0% 0% 2.0% Lights 9 1370 3 **1389** 0 1623 5 2 1630 5 0 5 14 0 20 3047 % Lights 100% 96.5% 100% 100% **96.5%** 0% 94.4% 100% 100% **94.3%** 83.3% 0% 75.0% 0% **80.0%** 100% 100% 100% 0% **100%** 95.3% Single-Unit Trucks 0 1 1 0 32 2 0 0 2 28 0 0 29 0 0 0 0 0 0 1.0% % Single-Unit Trucks 0% 0.1% 0% 50.0% 1.6% 0% 0% **1.7%** 16.7% 0% 0% 0% **10.0%** 0% 0% 0% 0% 0% 0% 0.1% Articulated Trucks 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 9 8 8 0 1 % Articulated Trucks 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0.3% 0.1% 0% **0.1%** 0.5% 0% 0.5% 0 13 0 0 0 25 0 0 25 0 0 0 0 0 0 0 0 0 0 38 Buses 13 0% 0% 0% 0% 0% 0% % Buses 0% 0.9% 0% 0% **0.9%** 0% 1.5% 0% 0% **1.4%** 0% 0% 0% 0% 1.2% Bicycles on Road 0 0 0 0 0 0 0 0 0 0 3 0 0 3 5 0 0 5 0 0 8 % Bicycles on Road 0% 0.2% 0% 0% 0.2% 0% 0.3% 0% 0% **0.3%** 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0.3%

0

0

- -

- -

- 71.4%

- 28.6%

0

0

Provided by: Metric Engineering

- -

- 100%

Miami, FL, 33186, US

13940 SW 136th Street, Suite 200,

<sup>\*</sup>Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

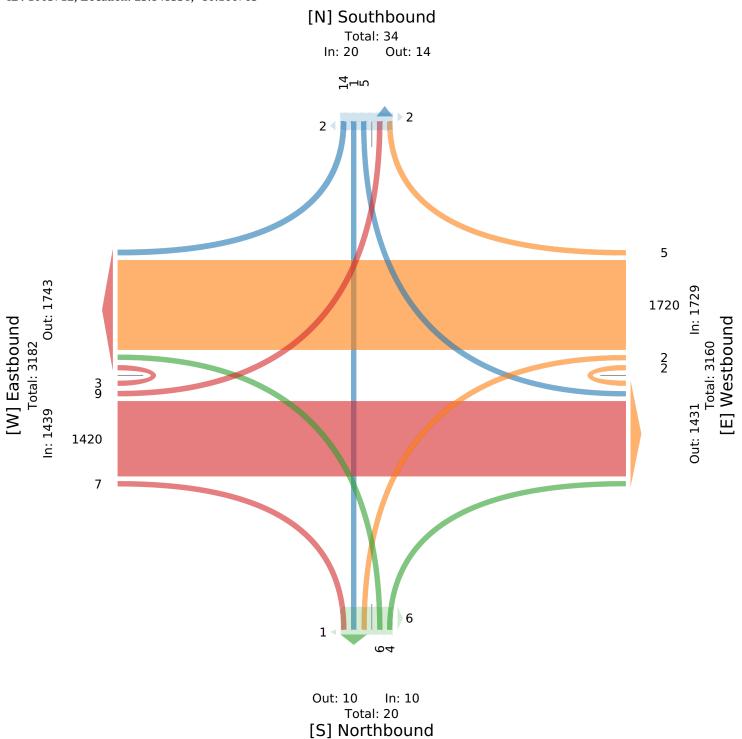
Thu Oct 6, 2022

PM Peak (4:15 PM - 5:15 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003712, Location: 25.848336, -80.166763



#### SR 934-NE 79 Street and Adventure Ave - TMC

Tue Oct 4, 2022

Full Length (4 PM-7 PM, 7 AM-10 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses,

Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003710, Location: 25.84867, -80.154105

0	Eastbound					Westboun					Northboun					
	Eastbound				- 1:	Westboun				- 1.	Northboun				- 1	-
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	
2022-10-04 4:00PM	284	24	0	308	0		364	4	379	0	28	7	0	35	0	
4:15PM	304	21	0	325	0	5	430	1	436	0	20	10	0	30	0	
4:30PM	292	23	0	315	1	9	389	2	400	0	36	10	0	46	0	
4:45PM	259	22	0	281	3		374	1	384	0	31	6	0	37	2	
Hourly Total	1139	90	0	1229	4		1557	8	1599	0	115	33	0	148	2	
5:00PM	308	37	0	345	0		434	0	441	0	24	12	0	36	0	
5:15PM	295	23	0	318	2		344	1	364	0	25	9	0	34	1	
5:30PM	311	23	0	334	0		386	1	396	0	30	8	0	38	0	
5:45PM	334	20	0	354	2		335	2	343	0	33	11	0	44	9	
Hourly Total	1248	103	0	1351	4		1499	4	1544	0	112	40	0	152	10	
6:00PM	314	16	0	330	4		329	3	342	0	22	4	0	26	3	
6:15PM	334	24	0	358	2		264	2	278	0	18	12	0	30	1	
6:30PM	324	22	0	346	5		287	2	301	0	18	10	0	28	3	
6:45PM	285	28	0	313	2		234	5	249	0	11	8	0	19	2	
Hourly Total	1257	90	0	1347	13	44	1114	12	1170	0	69	34	0	103	9	
2022-10-06 7:00AM	191	5	0	196	0		231	1	239	0	27	2	0	29	2	
7:15AM	238	9	0	247	2		284	1	291	0	19	7	0	26	2	
7:30AM	263	15	0	278	2		301	4	310	0	28	5	0	33	4	_
7:45AM	360	14	0	374	2		292	1	297	0	23	13	0	36	2	
Hourly Total	1052	43	0	1095	6		1108	7	1137	0	97	27	0	124	10	
8:00AM	384	31	0	415	0	6	271	2	279	0	37	7	0	44	0	
8:15AM	400	28	0	428	0		320	0	329	0	34	11	0	45	1	
8:30AM	386	10	0	396	2		341	3	356	0	37	13	0	50	0	_
8:45AM	379	13	0	392	1	13	299	2	314	0	31	16	0	47	1	7.
Hourly Total	1549	82	0	1631	3		1231	7	1278	0	139	47	0	186	2	
9:00AM	317	24	0	341	1	9	276	1	286	0	43	18	0	61	1	6
9:15AM	310	17	0	327	0	3	276	1	280	0	26	5	0	31	4	6
9:30AM	303	8	0	311	4	9	272	4	285	0	32	10	0	42	4	6
9:45AM	286	11	0	297	1	8	272	0	280	0	23	7	0	30	2	
Hourly Total	1216	60	0	1276	6		1096	6	1131	0	124	40	0	164	11	25
Total	7461	468	0	7929	36		7605	44	7859	0	656	221	0	877	44	166
% Approach	94.1%	5.9%	0%	-	-	2.7%	96.8%	0.6%	-	-	74.8%	25.2%	0%	-	-	
% Total	44.8%		0%	47.6%	-	1.3%	45.6%	0.3%	47.2%	-	3.9%	1.3%	0%	5.3%	-	
Motorcycles	112	2	0	114	-	1	143	2	146		5	4	0	9	-	2
% Motorcycles	1.5%		0%	1.4%	-	0.5%	1.9%	4.5%	1.9%	-	0.8%	1.8%	0%	1.0%	_	1.6
Lights	7110	453	0	7563	-	206	7237	42	7485	-	634	211	0	845	_	158
% Lights	95.3%		0%	95.4%	-	98.1%	95.2%	95.5%	95.2%	-	96.6%	95.5%		96.4%	_	95.4
Single-Unit Trucks	127	5	0	132		2	96	0	98		10	3	0	13	-	2.
% Single-Unit Trucks	1.7%	1.1%		1.7%	-	1.0%	1.3%	0%	1.2%	-	1.5%	1.4%		1.5%		1.5
Articulated Trucks	28	1	0	29	-	0	11	0	11	-	2	1	0	3		
% Articulated Trucks	0.4%	0.2%		0.4%	-	0%	0.1%	0%	0.1%	-	0.3%	0.5%		0.3%	_	0.3
Buses	51	5	0	56	-	1	69	0	70	-	4	1	0	5	-	1
% Buses	0.7%	1.1%		0.7%	-	0.5%	0.9%	0%	0.9%	-	0.6%	0.5%		0.6%	-	9.0
Bicycles on Road	33	2	0	35	-	0	49	0	49	-	1	1	0	2		
% Bicycles on Road	0.4%	0.4%		0.4%	-	0%	0.6%	0%	0.6%	-	0.2%	0.5%	0%	0.2%		0.5
Pedestrians	-	-	-	-	32	-	-	-	-	0	-	-	-	-	36	
% Pedestrians Bicycles on Crosswalk	-	-	-	-		-	-	-	-	-	-	-	-	-	81.8%	_
			_	_	4	-	_	_	_	0	I -	_	_	_	8	ı

<sup>\*</sup>Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Tue Oct 4, 2022

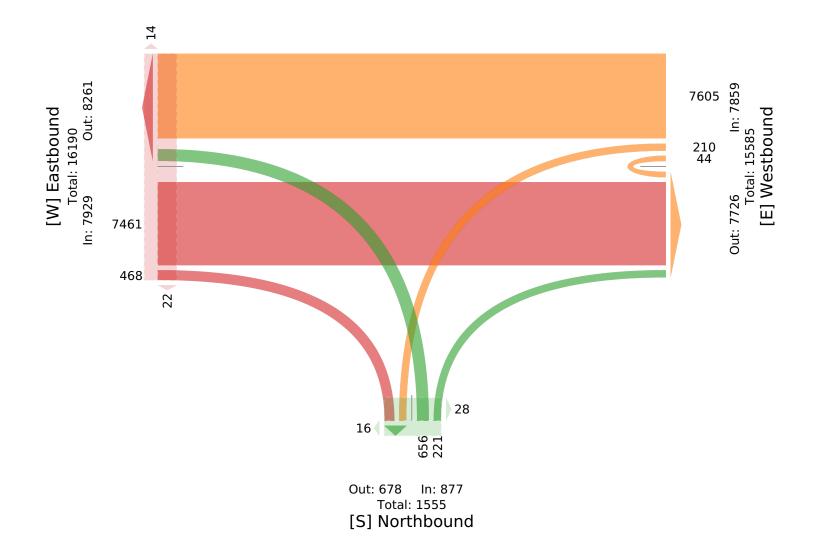
Full Length (4 PM-7 PM, 7 AM-10 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians,

Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003710, Location: 25.84867, -80.154105



#### SR 934-NE 79 Street and Adventure Ave - TMC

Tue Oct 4, 2022

PM Peak (Oct 04 2022 4:15PM - 5:15 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses,

Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003710, Location: 25.84867, -80.154105

Leg	Eastbound					Westbour					Northboun					
Direction	Eastbound					Westbour	ıd				Northboun	ıd				
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2022-10-04 4:15PM	304	21	0	325	0	5	430	1	436	0	20	10	0	30	0	791
4:30PM	292	23	0	315	1	9	389	2	400	0	36	10	0	46	0	761
4:45PM	259	22	0	281	3	9	374	1	384	0	31	6	0	37	2	702
5:00PM	308	37	0	345	0	7	434	0	441	0	24	12	0	36	0	822
Total	1163	103	0	1266	4	30	1627	4	1661	0	111	38	0	149	2	3076
% Approach	91.9%	8.1%	0%	-	-	1.8%	98.0%	0.2%	-	-	74.5%	25.5%	0%	-	-	-
% Total	37.8%	3.3%	0%	41.2%	-	1.0%	52.9%	0.1%	54.0%	-	3.6%	1.2%	0%	4.8%	-	-
PHF	0.947	0.696	-	0.920	-	0.833	0.935	0.500	0.940	-	0.764	0.792	-	0.804	-	0.935
Motorcycles	22	0	0	22	-	0	21	0	21	-	0	1	0	1	-	44
% Motorcycles	1.9%	0%	0%	1.7%	-	0%	1.3%	0%	1.3%	-	0%	2.6%	0%	0.7%	-	1.4%
Lights	1113	103	0	1216	-	30	1558	4	1592	-	109	37	0	146	-	2954
% Lights	95.7%	100%	0%	96.1%	-	100%	95.8%	100%	95.8%	-	98.2%	97.4%	0%	98.0%	-	96.0%
Single-Unit Trucks	13	0	0	13	-	0	25	0	25	-	0	0	0	0	-	38
% Single-Unit Trucks	1.1%	0%	0%	1.0%	-	0%	1.5%	0%	1.5%	-	0%	0%	0%	0%	-	1.2%
Articulated Trucks	0	0	0	0	-	0	2	0	2	-	0	0	0	0	-	2
% Articulated Trucks	0%	0%	0%	0%	-	0%	0.1%	0%	0.1%	-	0%	0%	0%	0%	-	0.1%
Buses	11	0	0	11	-	0	18	0	18	-	1	0	0	1	-	30
% Buses	0.9%	0%	0%	0.9%	-	0%	1.1%	0%	1.1%	-	0.9%	0%	0%	0.7%	-	1.0%
Bicycles on Road	4	0	0	4	-	0	3	0	3	-	1	0	0	1	-	8
% Bicycles on Road	0.3%	0%	0%	0.3%	-	0%	0.2%	0%	0.2%	-	0.9%	0%	0%	0.7%	-	0.3%
Pedestrians	-	-	-	-	4	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

<sup>\*</sup>Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Tue Oct 4, 2022

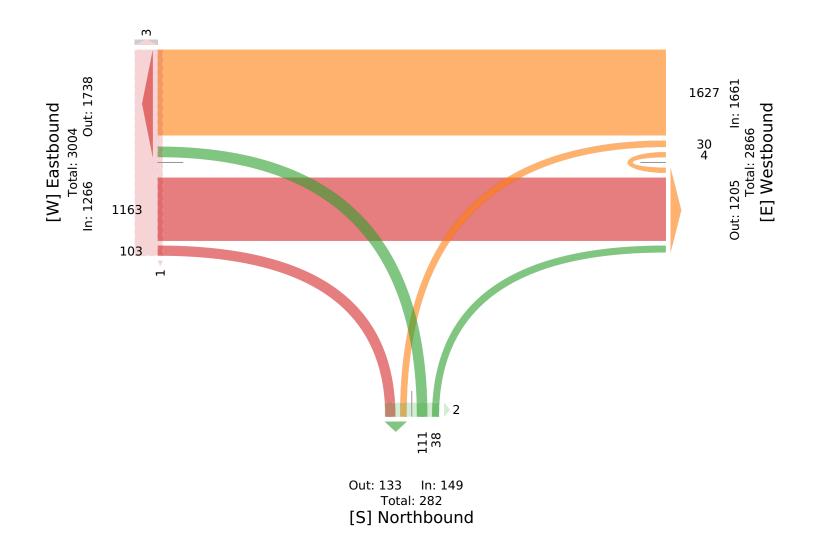
PM Peak (Oct 04 2022 4:15PM - 5:15 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians,

Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003710, Location: 25.84867, -80.154105



#### SR 934-NE 79 Street and Adventure Ave - TMC

Thu Oct 6, 2022

AM Peak (Oct 06 2022 8AM - 9 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses,

Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

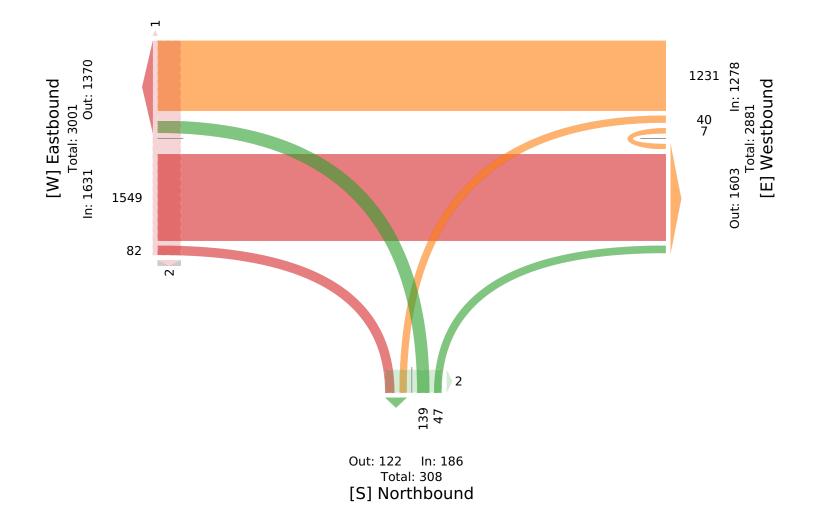
ID: 1003710, Location: 25.84867, -80.154105

Leg Eastbound Westbound Northbound Westbound Northbound Direction Eastbound Time R U App Ped\* Τ U App Ped\* R U App Ped\* Int 2022-10-06 8:00AM 2 7 384 31 0 415 6 271 279 37 0 44 738 0 8:15AM 400 28 0 428 9 320 0 329 0 34 11 0 45 802 8:30AM 386 10 0 396 2 12 341 3 356 0 37 13 0 50 0 802 8:45AM 379 13 0 392 13 299 2 314 0 31 16 0 47 753 7 186 1549 40 1231 1278 0 139 47 2 3095 Total 82 0 1631 0 % Approach 95.0% 5.0% 0% 3.1% 96.3% 0.5% 74.7% 25.3% 0% 0% 0.2% % Total 50.0% 2.6% 52.7% 1.3% 39.8% 41.3% 4.5% 1.5% 0% 6.0% PHF 0.965 0.675 0.949 0.769 0.899 0.583 0.894 0.939 0.767 0.925 0.960 Motorcycles 0 14 17 0 32 14 0 17 0 % Motorcycles 0.9% 0% 0% 0.9% 0% 1.4% 0% 1.3% 0.7% 0% 0% 0.5% 1.0% 1466 79 1545 40 1177 1224 44 179 2948 0 135 0 94.6% 96.3% 0% 94.7% 100% 95.6% 95.8% 97.1% 96.2% 95.3% % Lights 100% 93.6% 0% 55 Single-Unit Trucks 37 0 38 0 0 4 0 13 13 3 1 1 % Single-Unit Trucks 2.4% 1.2% 0% 2.3% 0% 1.1% 0% 1.0% 2.2% 2.1% 0% 2.2% 1.8% Articulated Trucks 11 0 0 11 0 0 0 0 0 1 0 12 0.7% 0.4% % Articulated Trucks 0% 0.7% 0% 0% 0% 0% 0% 2.1% 0% 0.5% 0% 12 1 0 13 0 12 0 12 0 0 0 0 25 0.9% % Buses 0.8% 0% 0.8% 0% 1.0% 0% 0% 0.8% 1.2% 0% 0% 0% Bicycles on Road 9 1 0 10 0 12 0 12 0 1 0 1 23 % Bicycles on Road 0.6% 1.2% 0% 0.6% 0% 1.0% 0% 0.9% 0% 2.1% 0% 0.5% 0.7% Pedestrians 0 % Pedestrians 100% 100% Bicycles on Crosswalk 0 0 0% 0% % Bicycles on Crosswalk ----

<sup>\*</sup>Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

ID: 1003710, Location: 25.84867, -80.154105

Thu Oct 6, 2022 AM Peak (Oct 06 2022 8AM - 9 AM) - Overall Peak Hour All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements



Thu Oct 6, 2022

Full Length (7 AM-10 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003711, Location: 25.848416, -80.158627

Leg	Eastbou	ınd					Westbo	ound					Northb	ound					Southbo	ound					Т
Direction	Eastbou						Westbo						Northb						Southbo						
Time	L	Т	R	U	Арр	Ped*	L	Т	R	U	App	Ped*	L	T	R	U	Арр	Ped*	L	Т	R	U	App	Ped*	Int
2022-10-06 7:00AM	13	188	3	0	204	2	0	241	8	0	249	3	4	1		0	7	4	17	0	33	0	50	2	51
7:15AM	18	236	2	0	256	0	0	278	4	1	283	2	5	0	1	0	6	2	20	0	49	0	69	4	61
7:30AM	21	256	5	2	284	1	0	304	11	0	315	2	2	0	5	0	7	5	23	0	58	0	81	0	68
7:45AM	14	348	2	0	364	0	2	284	6	0	292	0	9	1	0	0	10	0	32	0	54	0	86	0	75
Hourly Total	66	1028	12	2	1108	3	2	1107	29	1	1139	7	20	2	8	0	30	11	92	0	194	0	286	6	256
8:00AM	28	361	2	0	391	5	5	285	15	1	306	1	12	0	8	0	20	2	37	1	54	0	92	2	80
8:15AM	21	420	7	0	448	1	1	321	15	2	339	2	6	0	7	0	13	0	27	1	54	1	83	0	88
8:30AM	24	406	5	0	435	0	4	354	25	3	386	1	13	0	7	0	20	1	29	0	60	0	89	0	93
8:45AM	22	407	4	0	433	0	5	315	20	2	342	4	6	0	2	0	8	0	27	0	51	0	78	0	86
Hourly Total	95	1594	18	0	1707	6	15	1275	75	8	1373	8	37	0	24	0	61	3	120	2	219	1	342	2	348
9:00AM	21	315	10	0	346	2	1	292	19	0	312	1	4	1	6	0	11	3	23	2	48	0	73	3	74
9:15AM	22	282	9	0	313	5	0	268	14	1	283	0	6	1	4	0	11	4	21	0	42	0	63	2	67
9:30AM	26	325	5	0	356	1	3	272	16	1	292	0	5	0	5	0	10	5	21	0	42	0	63	2	72
9:45AM	22	261	5	0	288	2	5	240	17	0	262	3	4	1	5	0	10	2	32	0	36	0	68	7	62
Hourly Total	91	1183	29	0	1303	10	9	1072	66	2	1149	4	19	3	20	0	42	14	97	2	168	0	267	14	276
4:00PM	39	306	8	0	353	0	_	396	30	3	432	0	4	1		0	7	1	24	0	44	0	68	1	86
4:15PM	33	301	12	1	347	0		316	25	7	354	1	5	0		0	14	2	19	0	42	1	62	1	77
4:30PM	39	304	10	1	354	0	_	390	23	2	423	0	6	0		0	11	2	21	1	30	0	52	0	84
4:45PM	45	256	3	1	305	0		378	15	2	399	0	3	0		0	4	1	15	0	32	0	47	2	75
Hourly Total	156	1167	33		1359	0		1480	93	14		1	18	1		0	36	6	79	1	148	1	229	4	323
5:00PM	52	317	5	0	374	5		398	26	1	430	1	7	1		0	10	0	22	1	27	0	50	2	86
5:15PM	53	329	8	2	392	2		439	30	1	474	1	3	4		0	11	1	30	3	34	0	67		94
5:30PM	44	310	6	0	360	2		386	30	2	421	1	4	0		0	4	0	27	0	32	0	59	4	-
5:45PM	57	311	8	0	376	2		360	40	1	401	2	6	0		0	9	1	26	0	33	0	59	3	84
Hourly Total	206	1267	27	2	1502	11	12	1583	126	5		5	20	5		0	34	2	105	4	126	0	235	13	
6:00PM	15	99	3	0	117	11		332	38	2	379	0	4	0		0	8	2	28	0	33	0	61	0	-
6:15PM	76	516	13	3	608	1		342	28	2	380	4	2	2		0	9	6	9	0	28	0	37	3	103
6:30PM	70			0	391	1	4	294		0		0	7	1		0		1			47	0		2	79
6:30PM 6:45PM	36	312 316	8	0	360	7		282	33	1	331 326	1	5	0		0	12 7	3	15 31	0	31	0	63 62	3	75
		1243	32		1476				135		1416		18	3		_					139		223	8	315
Hourly Total	198					10						5				0	36	12	83	1		0			
Total	812	7482	151	10	8455	40	_	7767	524	35	8411	30	132	14		0	239	48	576	10	994		1582	47	1868
% Approach	-	88.5%	1.8%	0.1%	-	-	_	92.3%	6.2%	0.4%	-	-	55.2%		38.9% 0		-	-			62.8%		-	-	₩
% Total	4.3%		0.8%	0.1%		-		41.6%	2.8%	0.2%		-	0.7%	0.1%	0.5% 0		1.3%	-		0.1%	5.3%		8.5%	-	Ь—
Motorcycles	10	112	0	1	123	-	0	133	6	1	140	-	0	0		0	0	-	12	0	11	0	23	-	28
% Motorcycles	1.2%	1.5%		10.0%	1.5%		0%	1.7%	1.1%	2.9%	1.7%	-	0%	0%	0% 0		0%	-	2.1%	0%	1.1%		1.5%	-	1.59
Lights	794	7142	141	9	8086	-	81	7419	502	34	8036	-	127	13		0	227	-	555	8	968		1533	-	1788
% Lights	97.8%					-			95.8%			-			93.5% 0			-	96.4% 8					-	95.79
Single-Unit Trucks	4	123	5	0	132	-	3	104	7	0	114	-	2	1		0	5	-	5	0	6	0	11	-	26
% Single-Unit Trucks	0.5%	1.6%	3.3%	0%	1.6%	-	3.5%	1.3%	1.3%	0%	1.4%	-	1.5%	7.1%	2.2% 0		2.1%	-	0.9%	0%	0.6%		0.7%	-	1.49
Articulated Trucks	2	32	2	0	36	-	0	28	0	0	28	-	2	0		0	3	-	0	0	2	0	2	-	6
% Articulated Trucks	0.2%	0.4%	1.3%	0%	0.4%	-	0%	0.4%	0%	0%		-	1.5%	0%	1.1% 0		1.3%	-	0%	0%	0.2%	0%	0.1%	-	0.49
Buses		51	1	0	54	-	0	73	6	0	79	-	1	0		0	2	-	3	2	3	0	8	-	14
% Buses	0.2%	0.7%	0.7%	0%	0.6%	-	0%	0.9%	1.1%	0%	0.9%	-	0.8%	0%	1.1% 0	%	0.8%	-	0.5% 2	20.0%	0.3%	0%	0.5%	-	0.89
Bicycles on Road	0	22	2	0	24	-	1	10	3	0	14	-	0	0	2	0	2	-	1	0	4	0	5	-	4
% Bicycles on Road	0%	0.3%	1.3%	0%	0.3%	-	1.2%	0.1%	0.6%	0%	0.2%	-	0%	0%	2.2% 0	%	0.8%	-	0.2%	0%	0.4%	0%	0.3%	-	0.29
Pedestrians	-	-	-	-	-	38	-	-	-	-	-	29	-	-	-	-	-	34	-	-	-	-	-	40	
% Pedestrians	-	-	-	-		95.0%	-	-	-	-	-	96.7%	-	-	-	Ξ	- 7	0.8%	-	-	-	-	- 8	35.1%	
			_	_		2	-	_	_	_		1	_	_	_	-		14	_	_		_		7	Γ
Bicycles on Crosswalk	-	-	-	_	-	_	_				_	1		_		_		1-1	_	_		-	-	,	1

<sup>\*</sup>Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Thu Oct 6, 2022

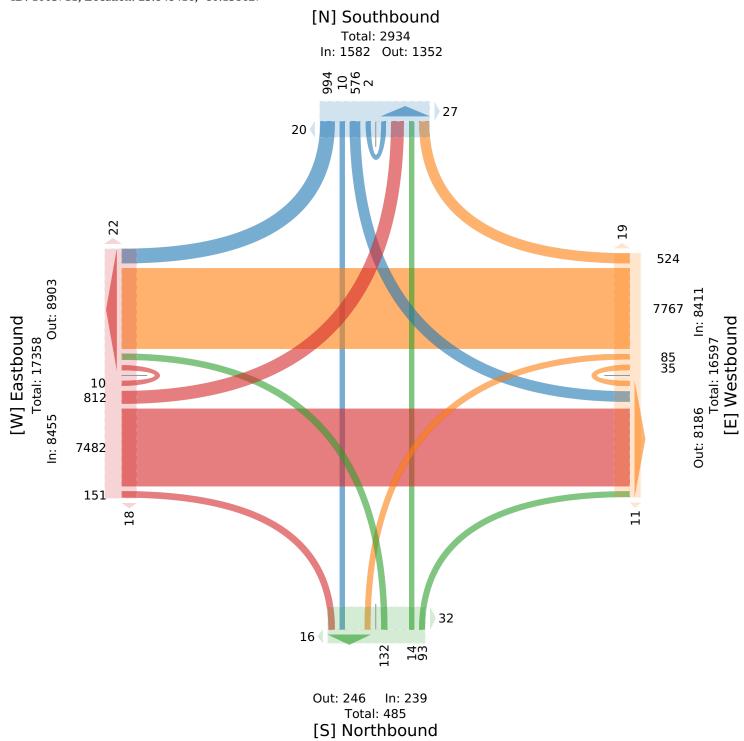
Full Length (7 AM-10 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians,

Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003711, Location: 25.848416, -80.158627



#### SR 934-NE 79 Street and Harbor Island Dr/Nor... - TMC

Thu Oct 6, 2022

AM Peak (8 AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003711, Location: 25.848416, -80.158627

Leg	Eastbo	und					Westbo	ound					Northbo	ound					Southbo	ound					
Direction	Eastbo	und					Westbo	ound					Northbo	ound					Southbo	ound					
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-10-06 8:00AM	28	361	2	0	391	5	5	285	15	1	306	1	12	0	8	0	20	2	37	1	54	0	92	2	80
8:15AM	21	420	7	0	448	1	1	321	15	2	339	2	6	0	7	0	13	0	27	1	54	1	83	0	88
8:30AM	24	406	5	0	435	0	4	354	25	3	386	1	13	0	7	0	20	1	29	0	60	0	89	0	93
8:45AM	22	407	4	0	433	0	5	315	20	2	342	4	6	0	2	0	8	0	27	0	51	0	78	0	86
Total	95	1594	18	0	1707	6	15	1275	75	8	1373	8	37	0	24	0	61	3	120	2	219	1	342	2	348
% Approach	5.6%	93.4%	1.1%	0%	-	-	1.1%	92.9%	5.5%	0.6%	-	-	60.7% (	0% 3	9.3%	0%	-	-	35.1%	0.6%	64.0%	0.3%	-	-	
% Total	2.7%	45.8%	0.5%	0%	49.0%	-	0.4%	36.6%	2.2%	0.2%	39.4%	-	1.1% (	)%	0.7%	0%	1.8%	-	3.4%	0.1%	6.3%	0%	9.8%	-	
PHF	0.848	0.947	0.643	-	0.951	-	0.750	0.900	0.730	0.667	0.887	-	0.712	-	0.750	-	0.763	-	0.804	0.500	0.904	0.250	0.921	-	0.93
Motorcycles	1	18	0	0	19	-	0	17	1	0	18	-	0	0	0	0	0	-	0	0	1	0	1	-	3
% Motorcycles	1.1%	1.1%	0%	0%	1.1%	-	0%	1.3%	1.3%	0%	1.3%	-	0% (	)%	0%	0%	0%	-	0%	0%	0.5%	0%	0.3%	-	1.1
Lights	91	1506	18	0	1615	-	14	1229	70	8	1321	-	37	0	23	0	60	-	118	1	214	1	334	-	333
% Lights	95.8%	94.5%	100%	0%	94.6%	-	93.3%	96.4%	93.3%	100%	96.2%	-	100% (	)% S	5.8%	0% 9	98.4%	-	98.3%	50.0%	97.7%	100%	97.7%	-	95.6
Single-Unit Trucks	2	41	0	0	43	-	1	12	1	0	14	-	0	0	0	0	0	-	0	0	1	0	1	-	
% Single-Unit Trucks	2.1%	2.6%	0%	0%	2.5%	-	6.7%	0.9%	1.3%	0%	1.0%	-	0% (	)%	0%	0%	0%	-	0%	0%	0.5%	0%	0.3%	-	1.7
Articulated Trucks	1	14	0	0	15	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	1	0	1	-	1
% Articulated Trucks	1.1%	0.9%	0%	0%	0.9%	-	0%	0.2%	0%	0%	0.1%	-	0% (	)%	0%	0%	0%	-	0%	0%	0.5%	0%	0.3%	-	0.5
Buses	0	9	0	0	9	-	0	14	1	0	15	-	0	0	1	0	1	-	1	1	0	0	2	-	2
% Buses	0%	0.6%	0%	0%	0.5%	-	0%	1.1%	1.3%	0%	1.1%	-	0% (	)%	4.2%	0%	1.6%	-	0.8%	50.0%	0%	0%	0.6%	-	0.8
Bicycles on Road	0	6	0	0	6	-	0	1	2	0	3	-	0	0	0	0	0	-	1	0	2	0	3	-	1
% Bicycles on Road	0%	0.4%	0%	0%	0.4%	-	0%	0.1%	2.7%	0%	0.2%	-	0% (	)%	0%	0%	0%	-	0.8%	0%	0.9%	0%	0.9%	-	0.3
Pedestrians	-	-	_	-	-	6	-	-	-	-	-	7	-	-	-	-	-	2	-	-	-	-	-	2	
% Pedestrians	-	-	_	-	-	100%	-	-	-	-	- 1	87.5%	-	-	-	-	- (	56.7%	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	12.5%	-	-	-	-	- (	33.3%	-	-	-	-	-	0%	

<sup>\*</sup>Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

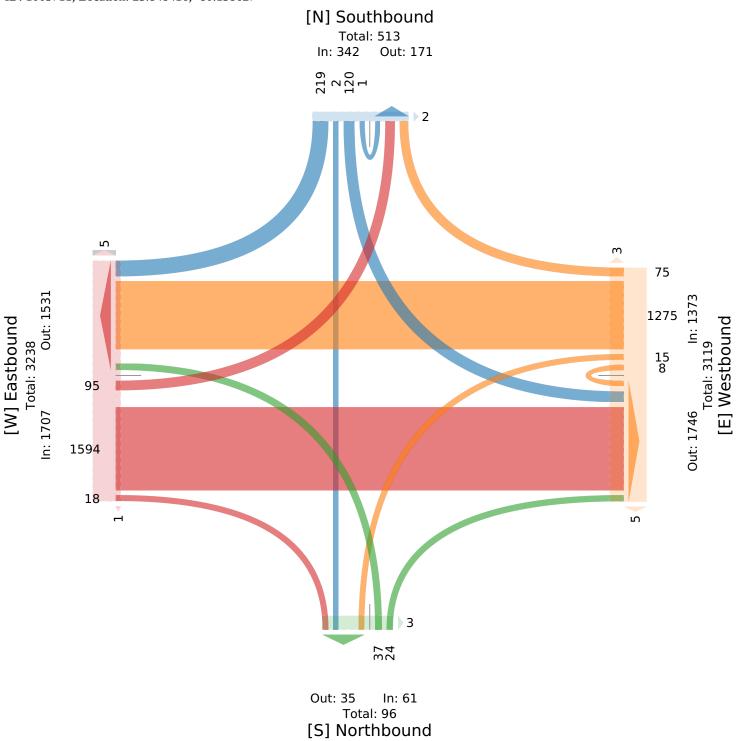
Thu Oct 6, 2022

AM Peak (8 AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003711, Location: 25.848416, -80.158627



#### SR 934-NE 79 Street and Harbor Island Dr/Nor... - TMC

Thu Oct 6, 2022

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003711, Location: 25.848416, -80.158627

Leg	Eastbou	ınd					Westbo	ound					Northb	ound					Southb	ound					
Direction	Eastbou	ınd					Westbo	und					Northb	ound					Southb	ound					
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-10-06 5:00PM	52	317	5	0	374	5	5	398	26	1	430	1	7	1	2	0	10	0	22	1	27	0	50	2	864
5:15PM	53	329	8	2	392	2	4	439	30	1	474	1	3	4	4	0	11	1	30	3	34	0	67	4	944
5:30PM	44	310	6	0	360	2	3	386	30	2	421	1	4	0	0	0	4	0	27	0	32	0	59	4	844
5:45PM	57	311	8	0	376	2	0	360	40	1	401	2	6	0	3	0	9	1	26	0	33	0	59	3	845
Total	206	1267	27	2	1502	11	12	1583	126	5	1726	5	20	5	9	0	34	2	105	4	126	0	235	13	3497
% Approach	13.7%	84.4%	1.8%	0.1%	-	-	0.7%	91.7%	7.3%	0.3%	-	-	58.8%	14.7%	26.5% (	0%	-	-	44.7%	1.7%	53.6% (	)%	-	-	
% Total	5.9%	36.2%	0.8%	0.1%	43.0%	-	0.3%	45.3%	3.6%	0.1%	49.4%	-	0.6%	0.1%	0.3% (	0%	1.0%	-	3.0%	0.1%	3.6% (	)%	6.7%	-	
PHF	0.904	0.965	0.844	0.250	0.960	-	0.600	0.901	0.788	0.625	0.910	-	0.714	0.313	0.563	- 1	0.773	-	0.875	0.333	0.926	- (	0.877	-	0.927
Motorcycles	5	20	0	0	25	-	0	24	1	0	25	-	0	0	0	0	0	-	3	0	1	0	4	-	54
% Motorcycles	2.4%	1.6%	0%	0%	1.7%	-	0%	1.5%	0.8%	0%	1.4%	-	0%	0%	0% (	0%	0%	-	2.9%	0%	0.8% (	)%	1.7%	-	1.5%
Lights	200	1222	25	2	1449	-	11	1512	125	5	1653	-	18	5	9	0	32	-	102	4	124	0	230	-	3364
% Lights	97.1%	96.4%	92.6%	100%	96.5%	-	91.7%	95.5%	99.2%	100%	95.8%	-	90.0%	100%	100% (	0% 9	4.1%	-	97.1%	100%	98.4% (	)% <b>9</b>	7.9%	-	96.2%
Single-Unit Trucks	1	5	1	0	7	-	1	23	0	0	24	-	2	0	0	0	2	-	0	0	1	0	1	-	34
% Single-Unit Trucks	0.5%	0.4%	3.7%	0%	0.5%	-	8.3%	1.5%	0%	0%	1.4%	-	10.0%	0%	0% (	0%	5.9%	-	0%	0%	0.8% (	)%	0.4%	-	1.0%
Articulated Trucks	0	1	0	0	1	-	0	9	0	0	9	-	0	0	0	0	0	-	0	0	0	0	0	-	10
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0.6%	0%	0%	0.5%	-	0%	0%	0% (	0%	0%	-	0%	0%	0% (	)%	0%	-	0.3%
Buses	0	10	1	0	11	-	0	15	0	0	15	-	0	0	0	0	0	-	0	0	0	0	0	-	26
% Buses	0%	0.8%	3.7%	0%	0.7%	-	0%	0.9%	0%	0%	0.9%	-	0%	0%	0% (	0%	0%	-	0%	0%	0% (	)%	0%	-	0.7%
Bicycles on Road	0	9	0	0	9	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	Ş
% Bicycles on Road	0%	0.7%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	0%	0% (	0%	0%	-	0%	0%	0% (	)%	0%	-	0.3%
Pedestrians	-	-	-	-	-	11	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	13	
% Pedestrians	-	-	-	-	- 3	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	- 1	.00%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	

<sup>\*</sup>Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Thu Oct 6, 2022

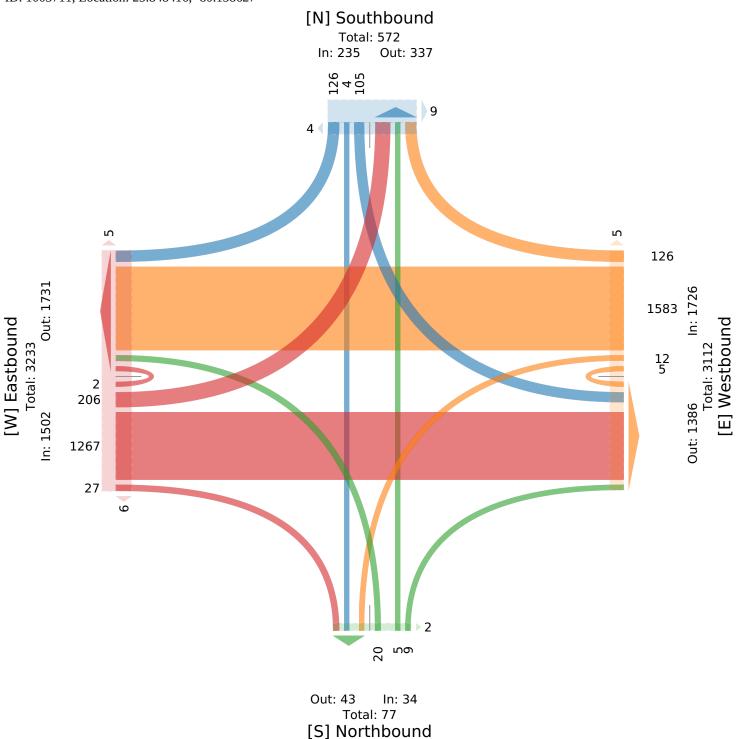
PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians,

Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003711, Location: 25.848416, -80.158627



Thu Oct 6, 2022

Full Length (7 AM-10 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003709, Location: 25.848638, -80.154739

Leg Direction	Eastbou Eastbou						l	tbound tbound					South Northbo	und				Southbou Southbou					
Time	L	Т	R	U	App	Ped*	L	T	RU	U	App 1	Ped*	L	Т	R U	App	Ped*	L '	Γ R	U	App	Ped*	Int
2022-10-06 7:00AM	2	208	0	0	210	0	0	242	1	0	243	0	0	0	0 0	0	2	0	0 1	0	1	3	454
7:15AM	3	258	1	0	262	0	0	299	0	0	299	0	0	0	1 0	1	2	2	) 2	0	4	6	560
7:30AM	0	289	0	0	289	0	0	326	2	0	328	0	0	0	0 0	0	2	0	0 0	0	0	5	61
7:45AM	0	398	0	0	398	0	0	320	0	0	320	0	0	0	0 0	0	1	0	) 1	0	1	1	719
Hourly Total	5	1153	1	0	1159	0	0	1187	3	0	1190	0	0	0	1 0	1	7	2	0 4	0	6	15	235
8:00AM	2	437	0	1	440	0	0	311	3	0	314	0	0	0	0 0	0	1	0	) 2	0	2	1	75
8:15AM	3	452	0	0	455	0	_	354		0	355	0	0	0	0 0	0	2	1	) 4	0	5	2	81
8:30AM	4	439	0	0	443	0	-	377		0	379	0		0	0 0	0	0		) 2	0	2	4	82
8:45AM	5	416	0	1	422	1	$\vdash$	342		0	342	0		0	0 0	0	2		) 3	0	3	1	76
Hourly Total	14	1744	0		1760	1	0	1384			1390	0	_	0	0 0	0	5	1			12	8	316
9:00AM	14	340	0	0	354	0	0	306		0	306	0		0	0 0	0	1		0 1		1	1	66
9:15AM	9	327	0	0	336	0	_	286		0	288	0		0	0 0	0	2		0  0	0	2	0	62
							-							_									
9:30AM	4	339	0	0	343	0	-	287		0	289	0		0	0 0	0	8		0 1		2	4	63
9:45AM	8	297	0	0	305	0		265		0	266	0	_	0	0 0	0	1		0 0	0	1	4	57.
Hourly Total	35	1303	0	0	1338	0	_	1144			1149	0		0	0 0	0	12		) 2	0	6	9	249
4:00PM	2	310	1	1	314	0	_	411		0	412	0		0	0 0	0	0		5	0	5	3	73
4:15PM	2	349	0	1	352	0	-	379		0	381	0		0	0 0	0	2		) 4		4	0	73
4:30PM	1	323	0	0	324	0	-	421		0	421	0		0	0 0	1	0	1			2	1	74
4:45PM	1	274	0	0	275	0	0	409	1	0	410	0	_	0	0 0	0	2	0	0 6	0	6	1	69
Hourly Total	6	1256	1	2	1265	0	0	1620	4	0	1624	0	1	0	0 0	1	4	1	0 16	0	17	5	290
5:00PM	3	343	1	0	347	0	0	414	2	0	416	0	0	0	1 0	1	0	1	8 0	0	9	1	77.
5:15PM	3	330	0	0	333	0	0	372	0	0	372	0	0	0	0 0	0	1	0	9	0	9	0	71
5:30PM	0	358	0	0	358	0	0	327	0	0	327	0	0	0	0 0	0	3	0	0 6	0	6	3	69
5:45PM	1	330	0	0	331	1	0	318	0	0	318	0	0	0	0 0	0	2	2	5 5	0	7	2	65
Hourly Total	7	1361	1	0	1369	1	0	1431	2	0	1433	0	0	0	1 0	1	6	3	) 28	0	31	6	283
6:00PM	1	135	0	0	136	0	0	342	0	0	342	0	0	0	0 0	0	1	3	) 18	0	21	0	49
6:15PM	2	546	0	1	549	0	0	418	0	0	418	0	0	0	0 0	0	3	1	S C	0	9	1	97
6:30PM	0	319	0	0	319	0	0	311	1	0	312	0	0	0	0 0	0	3	1	0 10	0	11	5	64
6:45PM	4	362	0	0	366	0	0	328	1	0	329	0	0	0	0 0	0	2	1	) 4	0	5	3	70
Hourly Total	7	1362	0	1	1370	0	0	1399	2	0	1401	0	0	0	0 0	0	9	6		0	46	9	281
Total	74	8179	3	5	8261	2	0	8165			8187	0		0	2 0	3	43		0 101	0	118		1656
% Approach	0.9% 9			0.1%	0201		_	99.7%	0.3% 0%		-	U			66.7% 0%	-	43	14.4% 0%			110	32	1030
% Approach	0.3% 3		0%						0.3% 07	_			0% 0		0% 0%		_	0.1% 09			0.70/	_	
					49.9%		_	49.3%		0						0%	_						27
Motorcycles	1 40/	141	0	0	142		0	130			131			0	0 0	0	_			0	1		
% Motorcycles		1.7%	0%	0%	1.7%		0%	1.6%	4.5% 09		1.6%		0% 0		0% 0%	0%	-	0% 0%			0.8%	-	1.79
Lights		7804	3	5	7883		0	7810			7829		1		2 0	3	-	16		0	114	-	1582
% Lights	_						_		86.4% 09						100% 0%		-	94.1% 0%				-	95.5%
Single-Unit Trucks	2	106	0	0	108	-	0	104	2		106	-	0		0 0	0	-	1			3	-	21
% Single-Unit Trucks		1.3%	0%		1.3%	-	_	1.3%	9.1% 09		1.3%	-	0% 0		0% 0%	0%	-	5.9% 09				-	1.39
Articulated Trucks	0	25	0	0	25	-	0	33	0		33	-	0	0	0 0	0	-	0		0	0	-	5
% Articulated Trucks	0%	0.3%	0%		0.3%	-	0%	0.4%	0% 09			-	0% 0		0% 0%	0%	-	0% 0%			0%	-	0.49
Buses	0	61	0	0	61	-	0	75	0		75	-	0	0	0 0	0	-	0	0 0	0	0	-	13
% Buses	0%	0.7%	0%	0%	0.7%	-	0%	0.9%	0% 0%	%	0.9%		0% 0	%	0% 0%	0%	-	0% 0%			0%	-	0.89
Bicycles on Road	0	42	0	0	42	-	0	13	0	0	13		0	0	0 0	0	-	0	0 0	0	0	-	5
% Bicycles on Road	0%	0.5%	0%	0%	0.5%		0%	0.2%	0% 0%	%	0.2%		0% 0	%	0% 0%	0%	-	0% 0%	6 0%	0%	0%	-	0.39
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-		_	33	-		-	-	37	
% Pedestrians	-	-	-	-	- 1	00%	-	-	-	-	-	-	-	-		- '	76.7%	-		-	- 7	1.2%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-		-	10	-		-	-	15	
% Bicycles on Crosswalk	<del>                                     </del>			_		0%	-			-			-				23.3%				2	8.8%	

<sup>\*</sup>Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Thu Oct 6, 2022

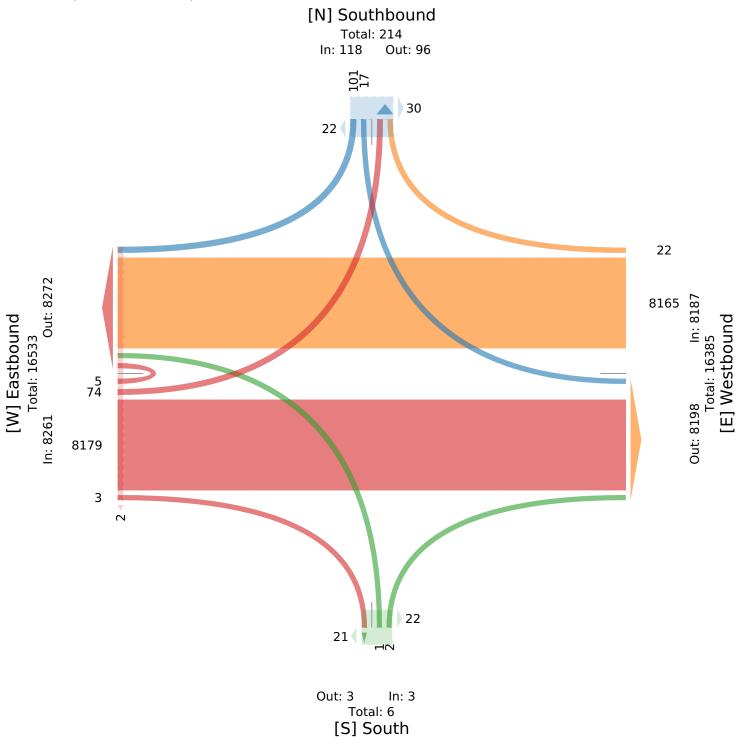
Full Length (7 AM-10 AM, 4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians,

Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003709, Location: 25.848638, -80.154739



Thu Oct 6, 2022

AM Peak (8 AM - 9 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses,

Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

Bicycles on Crosswalk

-

% Bicycles on Crosswalk

ID: 1003709, Location: 25.848638, -80.154739

Leg Eastbound Westbound South Southbound Southbound Direction Eastbound Westhound Northbound Time Τ R U App Ped\* L U App Ped\* L T R U App Ped\* Τ R U App Ped\* Int 2022-10-06 8:00AM 437 2 0 1 440 0 0 311 3 0 314 0 0 0 0 0 0 2 0 2 756 8:15AM 3 452 0 0 455 0 0 354 1 0 355 0 0 0 0 0 0 1 0 4 0 5 815 8:30AM 4 439 0 0 443 0 0 377 2 0 379 0 0 0 0 0 0 0 0 0 2 0 2 4 824 8:45AM 5 416 0 1 422 0 342 0 0 342 0 0 0 0 0 0 2 0 0 3 0 3 767 3162 Total 14 1744 0 2 1760 0 1384 6 0 1390 0 0 0 0 1 0 11 0 12 % Approach 0.8% 99.1% 0% 0.1% 0% 99.6% 0.4% 0% 0% 0% 0% 0% 8.3% 0% 91.7% 0% 0.4% 55.2% 0% 0.1% **55.7%** 0% 43.8% 0.2% 0% 44.0% 0% 0% 0% 0% **0%** 0% 0% 0.3% 0% 0.4% % Total PHF 0.700 0.963 - 0.500 **0.965** 0.914 0.500 - 0.914 0.250 0.688 0.600 0.958 - - - --37 Motorcycles 21 0 21 16 0 16 0 0 0 0 0 0 0 0 % Motorcycles 0% 1.2% 0% 0% 1.2% 0% 1.2% 0% 0% 1.2% 0% 0% 0% 0% 0% 0% 0% 0% 0% 1.2% 0 10 3023 1656 0 1672 0 1335 5 0 1340 0 0 0 0 11 100% 95.0% 0% 100% **95.0%** 0% 96.5% 83.3% 0% **96.4%** 0% 0% 0% 0% 100% 0% 90.9% 0% **91.7%** 95.6% % Lights 47 Single-Unit Trucks 32 0 0 0 0 0 0 0 0 0 0 32 0 13 1 0 14 0 1 % Single-Unit Trucks 1.8% 0% 0% 1.8% 0% 0.9% 16.7% 0% 1.0% 0% 0% 0% 0% 0% 0% 9.1% 0% 8.3% 1.5% **Articulated Trucks** 11 0 0 11 0 0 0 0 0 0 0 0 0 0 0 0 12 0% 0% 0% 0.1% 0% 0% 0% 0% 0.4% % Articulated Trucks 0% 0.6% 0% 0% **0.6%** 0% 0% **0.1%** 0% 0% 0% 0 13 0 13 0 14 0 0 0 0 0 0 0 0 0 0 27 0 0 14 0.7% 0% 1.0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0.9% % Buses 0% 0.7% 0% 0% 0% 0% 1.0% 0 0 Bicycles on Road 0 11 0 0 11 0 5 0 0 5  $0 \ 0 \ 0 \ 0$ 0 0 0 0 16 % Bicycles on Road 0% 0.6% 0% 0% **0.6%** 0% 0.4% 0% 0% **0.4%** 0% 0% 0% 0% 0% 0% 0% 0% 0% 0.5% Pedestrians 0 % Pedestrians - 100% - 80.0% - 100%

0

- 20.0%

-

-

-

0%

-

Provided by: Metric Engineering 13940 SW 136th Street, Suite 200, Miami, FL, 33186, US

0%

<sup>\*</sup>Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Thu Oct 6, 2022

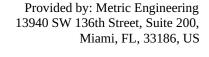
AM Peak (8 AM - 9 AM) - Overall Peak Hour

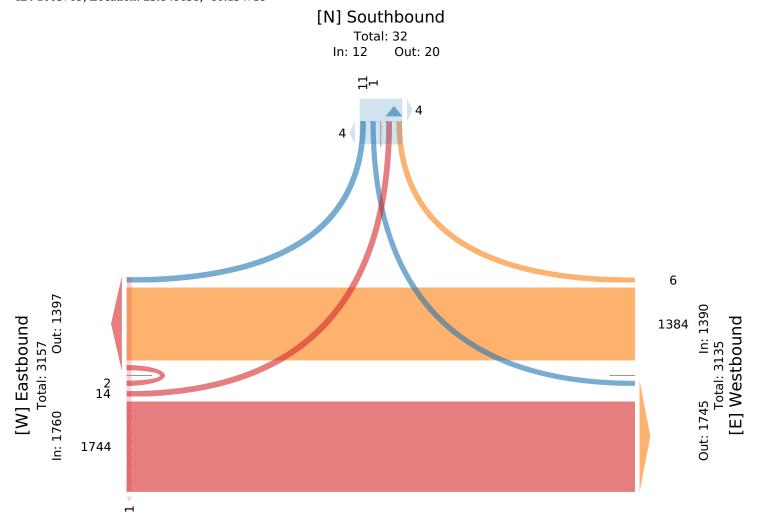
 $All\ Classes\ (Motorcycles, Lights, Single-Unit\ Trucks, Articulated\ Trucks, Buses, Pedestrians,$ 

Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003709, Location: 25.848638, -80.154739







[S] South

Thu Oct 6, 2022

PM Peak (4:15 PM - 5:15 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians,

Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003709, Location: 25.848638, -80.154739

T	Pd	1					X 4 7	.1					C1-						C1-1-						
1 .0	Eastbo							tbound					South						Southb		-				
Direction	Eastbo							tbound					Northbo						Southb						
Time	L	T	R	U	App I	Ped*	L	T	R		App	Ped*				U	App	Ped*		T		U	App	Ped*	
2022-10-06 4:15PM	2	349	0	1	352	0	0	379	2	0	381	0	0	0	0	0	0	2	0	0	4	0	4	0	737
4:30PM	1	323	0	0	324	0	0	421	0	0	421	0	1	0	0	0	1	0	1	0	1	0	2	1	748
4:45PM	1	274	0	0	275	0	0	409	1	0	410	0	0	0	0	0	0	2	0	0	6	0	6	1	691
5:00PM	3	343	1	0	347	0	0	414	2	0	416	0	0	0	1	0	1	0	1	0	8	0	9	1	773
Total	7	1289	1	1	1298	0	0	1623	5	0	1628	0	1	0	1	0	2	4	2	0	19	0	21	3	2949
% Approach	0.5%	99.3%	0.1%	0.1%	-	-	0% 9	99.7%	0.3% (	)%	-	-	50.0% (	)% :	50.0% 0	%	-	-	9.5%	0% :	90.5% (	)%	-	-	-
% Total	0.2%	43.7%	0%	0% -	44.0%	-	0% 5	55.0%	0.2% (	)% !	55.2%	-	0% (	)%	0% 0	%	0.1%	-	0.1%	0%	0.6% (	)%	0.7%	-	-
PHF	0.583	0.923	0.250 (	0.250	0.922	-	-	0.963	0.625	-	0.966	-	0.250	-	0.250	- (	).500	-	0.500	-	0.594	-	0.583	-	0.952
Motorcycles	0	27	0	0	27	-	0	27	1	0	28	-	0	0	0	0	0	-	0	0	1	0	1	-	56
% Motorcycles	0%	2.1%	0%	0%	2.1%	-	0%	1.7%	20.0% (	)%	1.7%	-	0% (	)%	0% 0	%	0%	-	0%	0%	5.3% (	)%	4.8%	-	1.9%
Lights	7	1241	1	1	1250	-	0	1536	4	0	1540	-	1	0	1	0	2	-	2	0	18	0	20	-	2812
% Lights	100%	96.3%	100% 1	100%	96.3%	-	0% 9	94.6%	80.0% (	)% 9	94.6%	-	100% (	)%	100% 0	% 1	100%	-	100%	0% :	94.7% (	)% 9	95.2%	-	95.4%
Single-Unit Trucks	0	3	0	0	3	-	0	33	0	0	33	-	0	0	0	0	0	-	0	0	0	0	0	-	36
% Single-Unit Trucks	0%	0.2%	0%	0%	0.2%	-	0%	2.0%	0% (	)%	2.0%	-	0% (	)%	0% 0	%	0%	-	0%	0%	0% (	)%	0%	-	1.2%
Articulated Trucks	0	1	0	0	1	-	0	3	0	0	3	-	0	0	0	0	0	-	0	0	0	0	0	-	4
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0.2%	0% (	)%	0.2%	-	0% (	)%	0% 0	%	0%	-	0%	0%	0% (	)%	0%	-	0.1%
Buses	0	13	0	0	13	-	0	23	0	0	23	-	0	0	0	0	0	-	0	0	0	0	0	-	36
% Buses	0%	1.0%	0%	0%	1.0%	-	0%	1.4%	0% (	)%	1.4%	-	0% (	)%	0% 0	%	0%	-	0%	0%	0% (	)%	0%	-	1.2%
Bicycles on Road	0	4	0	0	4	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	5
% Bicycles on Road	0%	0.3%	0%	0%	0.3%	-	0%	0.1%	0% (	)%	0.1%	-	0% (	)%	0% 0	%	0%	-	0%	0%	0% (	)%	0%	-	0.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- '	75.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- :	25.0%	-	-	-	-	-	0%	-

<sup>\*</sup>Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

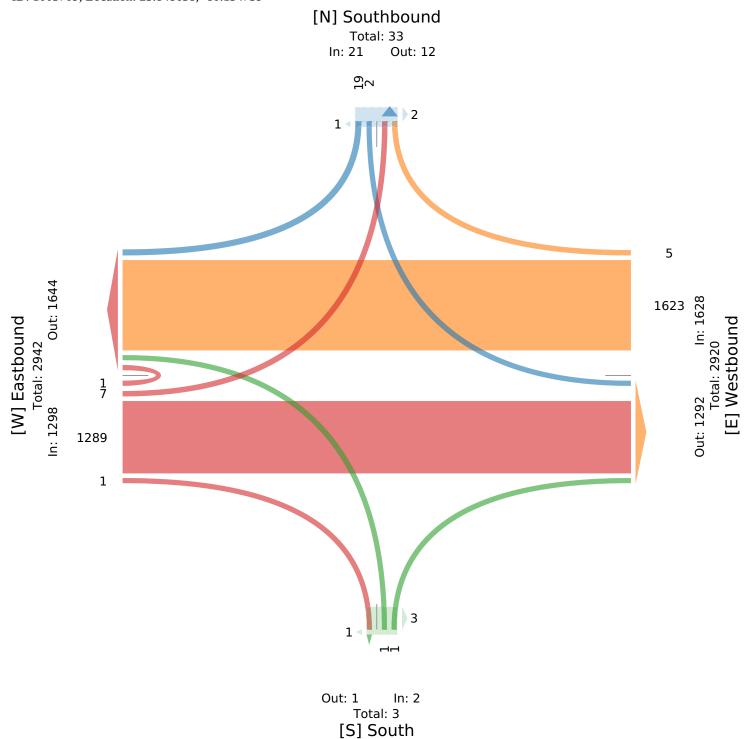
Thu Oct 6, 2022

PM Peak (4:15 PM - 5:15 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1003709, Location: 25.848638, -80.154739



### **Turning Movement Counts Summary**

Truck Percentage																
AM Peak (8:00 AM)																
Intersection	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SR 934 at Pelican Harbor Dr	0.000	0.000	0.034	0.000	0.000	0.000	0.017	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
SR 934 at North Bay Dr	0.000	0.032	0.040	0.000	0.000	0.067	0.022	0.027	0.000	0.000	0.000	0.042	0.000	0.008	0.500	0.009
SR 934 at Channel 7	0.000	0.000	0.032	0.000	0.000	0.000	0.020	0.167	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.091
SR 934 at Adventure Ave	0.000	0.000	0.037	0.024	0.000	0.000	0.020	0.000	0.000	0.022	0.000	0.043	0.000	0.000	0.000	0.000
PM Peak (5:00 PM)																
Intersection	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SR 934 at Pelican Harbor Dr	0.000	0.200	0.010	0.000	0.400	0.000	0.031	0.167	0.000	0.071	0.000	0.000	0.000	0.250	0.000	0.050
SR 934 at North Bay Dr	0.000	0.005	0.013	0.074	0.000	0.083	0.030	0.000	0.000	0.100	0.000	0.000	0.000	0.000	0.000	0.008
SR 934 at Channel 7	0.000	0.000	0.011	0.000	0.000	0.000	0.040	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
SR 934 at Adventure Ave	0.000	0.000	0.014	0.019	0.000	0.024	0.023	0.000	0.000	0.018	0.000	0.000	0.000	0.000	0.000	0.000
Total Vehicles																
AM Peak (8:00 AM)																
Intersection	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SR 934 at Pelican Harbor Dr	1	10	1698	2	2	2	1560	3	0	3	1	3	0	0	3	8
SR 934 at North Bay Dr	0	95	1594	18	8	15	1275	75	0	37	0	24	1	120	2	219
SR 934 at Channel 7	2	14	1744	0	0	0	1384	6	0	0	0	0	0	1	0	11
SR 934 at Adventure Ave	0		1549	82	7	40	1231		0	139		47				
PM Peak (5:00 PM)																
Intersection	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SR 934 at Pelican Harbor Dr	4	5	1439	3	5	1	1654	6	0	14	0	1	0	4	0	20
SR 934 at North Bay Dr	2	206	1267	27	5	12	1583	126	0	20	5	9	0	105	4	126
SR 934 at Channel 7	0	7	1361	1	0	0	1431	2	0	0	0	1	0	3	0	28
SR 934 at Adventure Ave	0		1248	103	4	41	1499		0	112		40				
Heavy Vehicles																
AM Peak (8:00 AM)																
Intersection	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SR 934 at Pelican Harbor Dr	0	0	57	0	0	0	26	0	0	0	0	0	0	0	0	0
SR 934 at North Bay Dr	0	3	64	0	0	1	28	2	0	0	0	1	0	1	1	2
SR 934 at Channel 7	0	0	56	0	0	0	28	1	0	0	0	0	0	0	0	1
SR 934 at Adventure Ave	0		58	2	0	0	25		0	3		2				
PM Peak (5:00 PM)																
Intersection	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SR 934 at Pelican Harbor Dr	0	1	14	0	2	0	51	1	0	1	0	0	0	1	0	1
SR 934 at North Bay Dr	0	1	16	2	0	1	47	0	0	2	0	0	0	0	0	1
SR 934 at Channel 7	0	0	15	0	0	0	57	0	0	0	0	0	0	0	0	0
SR 934 at Adventure Ave	0		18	2	0	1	35		0	2		0				

### **Turning Movement Counts Summary**

Start Time	Global Intersection Totals	Hourly Total
2022-10-06 07:00:00	2,174	10,476
2022-10-06 07:15:00	2,599	11,459
2022-10-06 07:30:00	2,734	12,145
2022-10-06 07:45:00	2,969	12,818
2022-10-06 08:00:00	3,157	12,988
2022-10-06 08:15:00	3,285	12,650
2022-10-06 08:30:00	3,407	12,006
2022-10-06 08:45:00	3,139	11,304
2022-10-06 09:00:00	2,819	10,575
2022-10-06 09:15:00	2,641	
2022-10-06 09:30:00	2,705	
2022-10-06 09:45:00	2,410	
2022-10-06 16:00:00	2,833	11,641
2022-10-06 16:15:00	2,899	12,013
2022-10-06 16:30:00	3,018	12,370
2022-10-06 16:45:00	2,891	12,484
2022-10-06 17:00:00	3,205	12,582
2022-10-06 17:15:00	3,256	11,505
2022-10-06 17:30:00	3,132	12,068
2022-10-06 17:45:00	2,989	11,754
2022-10-06 18:00:00	2,128	11,544
2022-10-06 18:15:00	3,819	
2022-10-06 18:30:00	2,818	
2022-10-06 18:45:00	2,779	

## 2030 & 2050 Forecasted TMCs

						AM Peak (8	3:00 AM) (20	030)								
Intersection	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SR 934 at Pelican Harbor Dr	2	21	2,000	16	9	9	1,784	11	0	12	4	13	0	4	9	14
SR 934 at North Bay Dr	0	154	1,850	22	8	15	1,520	109	0	40	3	25	0	135	5	253
SR 934 at Channel 7	3	26	1,989		0		1,612	15					0	8		37
SR 934 at Adventure Ave	0		1,917	80	7	43	1,496		0	131		55				

						PM Peak (	5:00 PM) (20	030)								
Intersection	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SR 934 at Pelican Harbor Dr	5	7	1,858	11	15	2	2,033	13	0	37	5	6	0	9	4	30
SR 934 at North Bay Dr	3	252	1,591	42	7	19	1,877	149	0	28	8	13	0	114	6	155
SR 934 at Channel 7	0	11	1,714		0		2,015	6					0	8		37
SR 934 at Adventure Ave	0		1,600	122	19	48	1,916		0	105		41				

AM Peak (8:00 AM) (2050)																
Intersection	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SR 934 at Pelican Harbor Dr	2	23	2,236	18	10	10	1,995	12	0	13	5	14	0	4	10	16
SR 934 at North Bay Dr	0	172	2,067	25	9	17	1,699	122	0	45	3	28	0	151	6	283
SR 934 at Channel 7	3	29	2,223		0		1,803	17					0	9		41
SR 934 at Adventure Ave	0		2,143	89	8	48	1,673		0	147		62				

PM Peak (5:00 PM) (2050)																
Intersection	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SR 934 at Pelican Harbor Dr	6	8	2,077	12	17	2	2,271	14	0	41	6	7	0	10	4	33
SR 934 at North Bay Dr	3	282	1,779	47	8	21	2,097	167	0	31	9	14	0	127	7	173
SR 934 at Channel 7	0	12	1,916		0		2,252	7					0	9		41
SR 934 at Adventure Ave	0		1,789	136	21	54	2,142		0	117		46				

# Appendix B. Florida Traffic Online Data

## Peak Season Factor

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8700 MIAMI-DADE NORTH

<sup>\*</sup> PEAK SEASON

## Weekly Axle Factor

#### 2021 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8736		8737	8738	8739
WEEK		825, 985	SR 934	0737	SR 7/US 441, SR 933	SR 25/OKEECHOBEE
1 01/01/	/2021 - 01/02/2021	0.99	211 701	0.96	0.99	0.89
	/2021 - 01/09/2021	0.99		0.96	0.99	0.89
3 01/10/	/2021 - 01/16/2021	0.99		0.96	0.99	0.89
4 01/17/	/2021 - 01/23/2021	0.99		0.96	0.99	0.89
	/2021 - 01/30/2021	0.99		0.96	0.99	0.89
	/2021 - 02/06/2021	0.99		0.96	0.99	0.89
	/2021 - 02/13/2021	0.99		0.96	0.99	0.89
	/2021 - 02/20/2021	0.99		0.96	0.99	0.89
	(2021 - 02/27/2021	0.99		0.96	0.99	0.89
	(2021 - 03/06/2021	0.99		0.96	0.99	0.89
	(2021 - 03/13/2021	0.99		0.96	0.99	0.88
	/2021 - 03/20/2021	0.99		0.96	0.99	0.88
	/2021 - 03/27/2021 /2021 - 04/03/2021	0.99		0.96	0.99	0.88
	/2021 - 04/03/2021 /2021 - 04/10/2021	0.99 0.99		0.96 0.96	0.99 0.99	0.88 0.88
	/2021 - 04/10/2021	0.99		0.96	0.99	0.88
	2021 - 04/17/2021	0.99		0.96	0.99	0.88
	2021 - 04/24/2021	0.99		0.96	0.99	0.89
	2021 - 05/08/2021	0.99		0.96	0.99	0.89
	2021 - 05/15/2021	0.99		0.96	0.99	0.89
	2021 - 05/22/2021	0.99		0.96	0.99	0.89
	2021 - 05/29/2021	0.99		0.96	0.99	0.88
	2021 - 06/05/2021	0.99		0.96	0.99	0.88
24 06/06/	/2021 - 06/12/2021	0.99		0.96	0.99	0.87
25 06/13/	/2021 - 06/19/2021	0.99		0.96	0.99	0.87
26 06/20/	/2021 - 06/26/2021	0.99		0.96	0.99	0.88
	/2021 - 07/03/2021	0.99		0.96	0.99	0.89
28 07/04/	/2021 - 07/10/2021	0.99		0.96	0.99	0.90
	/2021 - 07/17/2021	0.99		0.96	0.99	0.91
	(2021 - 07/24/2021	0.99		0.96	0.99	0.91
	(2021 - 07/31/2021	0.99		0.96	0.99	0.90
	(2021 - 08/07/2021	0.99		0.96	0.99	0.90
	(2021 - 08/14/2021	0.99		0.96	0.99	0.89
	/2021 - 08/21/2021	0.99		0.96 0.96	0.99 0.99	0.89
	/2021 - 08/28/2021 /2021 - 09/04/2021	0.99 0.99		0.96	0.99	0.89 0.89
	/2021 - 09/04/2021	0.99		0.96	0.99	0.89
	2021 - 09/11/2021	0.99		0.96	0.99	0.89
	2021 - 09/25/2021	0.99		0.96	0.99	0.89
	2021 - 10/02/2021	0.99		0.96	0.99	0.89
	2021 - 10/09/2021	0.99		0.96	0.99	0.89
	/2021 - 10/16/2021	0.99		0.96	0.99	0.89
43 10/17/	/2021 - 10/23/2021	0.99		0.96	0.99	0.90
44 10/24/	/2021 - 10/30/2021	0.99		0.96	0.99	0.91
	/2021 - 11/06/2021	0.99		0.96	0.99	0.92
	/2021 - 11/13/2021	0.99		0.96	0.99	0.93
	/2021 - 11/20/2021	0.99		0.96	0.99	0.94
	(2021 - 11/27/2021	0.99		0.96	0.99	0.93
	(2021 - 12/04/2021	0.99		0.96	0.99	0.92
	(2021 - 12/11/2021	0.99		0.96	0.99	0.90
	(2021 - 12/18/2021	0.99		0.96	0.99	0.89
	/2021 - 12/25/2021 /2021 - 12/31/2021	0.99		0.96 0.96	0.99	0.89
33 TZ/Z0/	2021 - 12/31/2021	0.99		0.90	0.99	0.89

## **Historical AADTs**

COUNTY: 87 - MIAMI-DADE

SITE: 1009 - SR 915/NE 6 AV, 400' N SR 5/US-1

YEAR	AADT	DIF	RECTION 1	DIF	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	9500 C	N	4500	S	5000	9.00	54.30	1.70
2020	7900 C	N	3900	S	4000	9.00	54.20	1.50
2019	10000 C	N	5000	S	5000	9.00	54.60	2.60
2018	9700 C	N	4800	S	4900	9.00	54.30	1.90
2017	8600 C	N	4300	S	4300	9.00	55.00	2.40
2016	9500 C	N	4500	S	5000	9.00	54.50	2.10
2015	9300 C	N	4600	S	4700	9.00	54.70	2.50
2014	7400 C	N	3600	S	3800	9.00	54.50	10.80
2013	7700 C	N	3500	S	4200	9.00	52.40	3.00
2012	8400 C	N	3900	S	4500	9.00	55.70	7.70
2011	8500 C	N	3900	S	4600	9.00	55.10	2.00
2010	8100 C	N	4000	S	4100	8.98	54.08	2.10
2009	6800 C	N	3200	S	3600	8.99	53.24	2.60
2008	10300 C	N	4900	S	5400	9.09	55.75	2.90
2007	10500 F	N	4800	S	5700	8.01	54.34	7.20
2006	10500 C	N	4800	S	5700	7.97	54.22	2.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

COUNTY: 87 - MIAMI-DADE

SITE: 5065 - SR 5/US-1, 120' N NE 71 ST

YEAR	AADT	DIF	RECTION 1	DI	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	34000 C	N	16000	S	18000	9.00	54.30	5.40
2020	34000 C	N	16000	S	18000	9.00	54.20	3.90
2019	41000 C	N	18500	S	22500	9.00	54.60	7.70
2018	40500 C	N	18500	S	22000	9.00	54.30	5.80
2017	40000 C	N	18500	S	21500	9.00	55.00	8.70
2016	39000 C	N	16500	S	22500	9.00	54.50	4.70
2015	40000 C	N	18500	S	21500	9.00	54.70	6.50
2014	40000 C	N	19000	S	21000	9.00	54.50	12.20
2013	41000 C	N	20000	S	21000	9.00	52.40	6.10
2012	43000 C	N	20500	S	22500	9.00	55.70	4.60
2011	37500 C	N	17500	S	20000	9.00	55.10	2.80
2010	39000 C	N	18500	S	20500	8.98	54.08	2.80
2009	37500 C	N	18000	S	19500	8.99	53.24	5.30
2008	39000 C	N	17500	S	21500	9.09	55.75	5.70
2007	41000 F	N	19000	S	22000	8.01	54.34	12.90
2006	41000 C	N	19000	S	22000	7.97	54.22	12.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

COUNTY: 87 - MIAMI-DADE

SITE: 5068 - SR 5/US-1, 200' N NE 79 ST/SR 934

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021 2020 2019 2018 2017 2016 2015 2014 2013 2012	36000 C 35000 C 41000 C 36000 C 38500 E 38500 C 40500 C 40500 C 60000 C	N 17500 N 16000 N 18500 N 17000 N 18500 N 20000 N 21500 N 31000 N 20500	S 18500 S 19000 S 22500 S 19000 S 20000 S 20500 S 19000 S 29000 S 21500	9.00 9.00 9.00 9.00 9.00 9.00 9.00 9.00	54.30 54.20 54.60 54.30 55.00 54.50 54.70 54.50 52.40 55.70	3.70 3.20 4.70 4.90 4.50 5.10 4.20 5.10 5.20 5.80
2011 2010 2009 2008 2007 2006	46000 C 39000 C 41500 C 35000 C 33000 F 33000 C	N 22000 N 19500 N 20500 N 17000 N 16000 N 16000	S 24000 S 19500 S 21000 S 18000 S 17000 S 17000	9.00 8.98 8.99 9.09 8.01 7.97	55.10 54.08 53.24 55.75 54.34 54.22	4.50 4.40 3.40 3.70 3.10 4.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

COUNTY: 87 - MIAMI-DADE

SITE: 8351 - NE 2ND AVE, 200' NORTH OF NE 96TH STREET

YEAR	AADT	DIE	RECTION 1	DII	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	11500 C	N	6100	S	5400	9.00	54.30	6.90
2020	11500 C	N	5800	S	5700	9.00	54.20	3.40
2019	12900 C	N	6500	S	6400	9.00	54.60	3.60
2018	10600 C	N	5500	S	5100	9.00	54.30	3.40
2017	11700 C	N	5900	S	5800	9.00	55.00	3.60
2016	13800 C	N	7900	S	5900	9.00	54.50	3.10
2015	13800 C	N	7800	S	6000	9.00	54.70	6.70
2014	12800 C	N	6700	S	6100	9.00	54.50	7.60
2013	15500 C	N	8400	S	7100	9.00	52.40	16.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

COUNTY: 87 - MIAMI-DADE

SITE: 8438 - NE 10 AVE, 200 FT S OF NE 89 ST (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DII	RECTION 1	DII	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	12000 T	N	6100	S	5900	9.00	55.00	4.50
2020	12600 S	N	6400	S	6200	9.00	56.00	3.20
2019	14200 F	N	7200	S	7000	9.00	56.00	3.10
2018	14400 C	N	7300	S	7100	9.00	54.30	4.10
2017	12600 T	N	6700	S	5900	9.00	59.30	2.90
2016	12800 S	N	6800	S	6000	9.00	56.10	2.80
2015	13000 F	N	6900	S	6100	9.00	57.40	4.70
2014	13200 C	N	7000	S	6200	9.00	59.30	7.70
2013	10500 F		0		0	9.00	58.90	16.20
2012	10500 C	N	0	S	0	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

COUNTY: 87 - MIAMI-DADE

SITE: 8707 - NE 2ND AVE 100 FT NORTH OF NE 71ST ST

YEAR	AADT	DIE	RECTION 1	DII	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	10200 S	N	5100	S	5100	9.00	55.00	3.40
2020	10800 F	N	5400	S	5400	9.00	56.00	3.40
2019	12100 C	N	6000	S	6100	9.00	56.00	2.50
2018	9800 T	N	5800	S	4000	9.00	54.30	3.80
2017	11000 S	N	6500	S	4500	9.00	59.30	3.00
2016	11200 F	N	6600	S	4600	9.00	56.10	5.20
2015	11400 C	N	6700	S	4700	9.00	57.40	5.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

COUNTY: 87 - MIAMI-DADE

SITE: 8438 - NE 10 AVE, 200 FT S OF NE 89 ST (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DII	RECTION 1	DII	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	12000 T	N	6100	S	5900	9.00	55.00	4.50
2020	12600 S	N	6400	S	6200	9.00	56.00	3.20
2019	14200 F	N	7200	S	7000	9.00	56.00	3.10
2018	14400 C	N	7300	S	7100	9.00	54.30	4.10
2017	12600 T	N	6700	S	5900	9.00	59.30	2.90
2016	12800 S	N	6800	S	6000	9.00	56.10	2.80
2015	13000 F	N	6900	S	6100	9.00	57.40	4.70
2014	13200 C	N	7000	S	6200	9.00	59.30	7.70
2013	10500 F		0		0	9.00	58.90	16.20
2012	10500 C	N	0	S	0	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

COUNTY: 87 - MIAMI-DADE

SITE: 5189 - SR 934/71 ST, 200' W SR A1A/HARDING AV

YEAR	AADT	DIF	RECTION 1	DIF	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	9700 C	E	5300	W	4400	9.00	54.30	8.70
2020	8000 C	E	4500	W	3500	9.00	54.20	7.60
2019	10700 C	E	5600	W	5100	9.00	54.60	10.20
2018	10500 C	E	5400	W	5100	9.00	54.30	4.30
2017	10800 C	E	5300	W	5500	9.00	55.00	4.30
2016	11100 C	E	5600	W	5500	9.00	54.50	4.30
2015	11700 C	E	5900	W	5800	9.00	54.70	3.80
2014	12000 C	E	6100	W	5900	9.00	54.50	3.80
2013	11600 C	E	5900	W	5700	9.00	52.40	3.70
2012	16600 C	E	7100	W	9500	9.00	55.70	10.50
2011	12000 C	E	5900	W	6100	9.00	55.10	10.50
2010	13800 C	E	5900	W	7900	8.98	54.08	9.50
2009	14400 C	E	6500	W	7900	8.99	53.24	8.40
2008	13800 C	E	6200	W	7600	9.09	55.75	9.60
2007	13800 C	E	5900	W	7900	8.01	54.34	6.60
2006	12700 C	E	5800	W	6900	7.97	54.22	8.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

COUNTY: 87 - MIAMI-DADE

SITE: 0103 - NE 82ST/ONE-WAY-PAIR WB. 750' E NE 7 AVE.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	13500 C	W 13500	0	9.00	99.90	8.70
2020	15000 C	W 15000	0	9.00	99.90	7.60
2019	12500 C	W 12500	0	9.00	99.90	10.20
2018	12500 C	W 12500	0	9.00	99.90	8.50
2017	17000 C	W 17000	0	9.00	99.90	6.90
2016	13500 C	W 13500	0	9.00	99.90	7.20
2015	13000 C	W 13000	0	9.00	99.90	11.80
2014	14000 C	W 14000		9.00	99.90	10.40
2013	11500 C	W 11500	0	9.00	99.90	9.00
2012	11500 C	W 11500	0	9.00	99.90	10.50
2011	13000 C	W 13000	0	9.00	99.90	10.50
2010	10000 C	W 10000	0	8.98	99.99	9.50
2009	11500 C	W 11500	0	8.99	99.99	8.40
2008	11500 C	W 11500	0	9.09	99.99	9.60
2007	12000 C	W 12000	0	8.01	99.99	6.60
2006	11500 C	W 11500	0	7.97	99.99	8.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

COUNTY: 87 - MIAMI-DADE

SITE: 0105 - SR 934/NE 82 ST/ONE-WAY PAIR WB, 200' W NE 3 PL

YEAR	AADT	DI	RECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	17500 C	 W	17500	0	9.00	99.90	8.70
2020	16000 C	W	16000	Ö	9.00	99.90	7.60
2019	16500 C	W	16500	0	9.00	99.90	10.20
2018	14500 C	W	14500	0	9.00	99.90	8.50
2017	16000 C	W	16000	0	9.00	99.90	6.90
2016	17500 C	W	17500	0	9.00	99.90	7.20
2015	17000 C	W	17000	0	9.00	99.90	11.80
2014	17500 C	W	17500		9.00	99.90	10.40
2013	15500 C	W	15500	0	9.00	99.90	9.00
2012	23500 C	W	23500	0	9.00	99.90	10.50
2011	17500 C	W	17500	0	9.00	99.90	10.50
2010	14000 C	W	14000	0	8.98	99.99	9.50
2009	14500 C	W	14500	0	8.99	99.99	8.40
2008	14000 C	W	14000	0	9.09	99.99	9.60
2007	15500 C	W	15500	0	8.01	99.99	6.60
2006	15000 C	W	15000	0	7.97	99.99	8.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

COUNTY: 87 - MIAMI-DADE

SITE: 8439 - NE 87 ST, 200 FT W OF NE 3 AVE (2011 OFFSYS)

YEAR	AADT	DI	RECTION 1	DII	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	4500 T	E	2100	W	2400	9.00	55.00	4.50
2020	4700 S	E	2200	W	2500	9.00	56.00	3.20
2019	5300 F	$\mathbf{E}$	2500	W	2800	9.00	56.00	3.10
2018	5300 C	$\mathbf{E}$	2500	W	2800	9.00	54.30	4.10
2017	4800 T	E	2500	W	2300	9.00	59.30	2.90
2016	4800 S	$\mathbf{E}$	2500	W	2300	9.00	56.10	2.80
2015	4800 F	$\mathbf{E}$	2500	W	2300	9.00	57.40	4.70
2014	4800 C	E	2500	W	2300	9.00	59.30	7.70
2013	4400 F		0		0	9.00	58.90	16.20
2012	4400 C	E	0	W	0	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

COUNTY: 87 - MIAMI-DADE

SITE: 0115 - SR 934/NORMANDY DR. WB. 100' W RUE VERSAILLES.

YEAR	AADT	DI	RECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	17500 C	— — W	17500	0	9.00	99.90	8.70
2020	18500 C	W	18500	Ō	9.00	99.90	7.60
2019	20000 C	W	20000	0	9.00	99.90	10.20
2018	14500 C	W	14500	0	9.00	99.90	8.50
2017	21000 C	W	21000	0	9.00	99.90	6.90
2016	19500 C	W	19500	0	9.00	99.90	7.20
2015	18000 C	W	18000	0	9.00	99.90	11.80
2014	17500 C	W	17500		9.00	99.90	10.40
2013	18500 C	W	18500	0	9.00	99.90	9.00
2012	21500 C	W	21500	0	9.00	99.90	10.50
2011	18000 C	W	18000	0	9.00	99.90	10.50
2010	18000 C	W	18000	0	8.98	99.99	9.50
2009	16000 C	W	16000	0	8.99	99.99	8.40
2008	16500 C	W	16500	0	9.09	99.99	9.60
2007	18000 C	W	18000	0	8.01	99.99	6.60
2006	17000 C	W	17000	0	7.97	99.99	8.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

COUNTY: 87 - MIAMI-DADE

SITE: 0104 - SR 934/NE 79 ST/ONE WAY PAIR EB, 200' W NE 4 CT

YEAR	AADT	DIRECT	ION 1	DIR	ECTION 2	4	K FACTOR	D I	FACTOR	Т	FACTOR
2021	26400 C	E 200	00	 W	6400		9.00		54.30		8.70
2020	25700 C	E 195	00	W	6200		9.00		54.20		7.60
2019	29700 C	E 230	00	W	6700		9.00		54.60		10.20
2018	29600 C	E 225	00	W	7100		9.00		54.30		8.50
2017	25500 C	E 190	00	W	6500		9.00		55.00		6.90
2016	28700 C	E 220	00	W	6700		9.00		54.50		7.20
2015	28800 C	E 225	00	W	6300		9.00		54.70		11.80
2014	30900 C	E 245	00	W	6400		9.00		54.50		10.40
2013	26400 C	E 195	00	W	6900		9.00		52.40		9.00
2012	18000 C	E 180	00		0		9.00		99.90		10.50
2011	23000 C	E 230	00		0		9.00		99.90		10.50
2010	22500 C	E 225	00		0		8.98		99.99		9.50
2009	19500 C	E 195	00		0		8.99		99.99		8.40
2008	20500 C	E 205	00		0		9.09		99.99		9.60
2007	21500 C	E 215	00		0		8.01		54.34		6.60
2006	20500 C	E 205	0 0		0		7.97		54.22		8.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

COUNTY: 87 - MIAMI-DADE

SITE: 0142 - SR 934/NW/NE 79 ST, 350' WEST OF PELICAN HARBOUR DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	43500 C	E 21000	W 22500	9.00	54.30	4.90
2020	40500 C	E 20000	W 20500	9.00	54.20	4.50
2019	41500 F	E 19500	W 22000	9.00	54.60	6.90
2018	41500 C	E 19500	W 22000	9.00	54.30	6.90
2017	44000 C	E 21500	W 22500	9.00	55.00	2.60
2016	45500 C	E 22500	W 23000	9.00	54.50	3.10
2015	46500 C	E 22500	W 24000	9.00	54.70	4.90
2014	39000 C	E 19500	W 19500	9.00	54.50	4.70
2013	39000 C	E 20500	W 18500	9.00	52.40	4.00
2012	43000 C	E 21500	W 21500	9.00	55.70	4.10
2011	39500 C	E 19500	W 20000	9.00	55.10	4.30
2010	39500 C	E 20500	W 19000	8.98	54.08	4.30
2009	35500 C	E 16500	W 19000	8.99	53.24	3.90
2008	37000 C	E 17500	W 19500	9.09	55.75	3.80
2007	38500 F	E 19000	W 19500	8.01	54.34	4.00
2006	38500 C	E 19000	W 19500	7.97	54.22	4.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

COUNTY: 87 - MIAMI-DADE

SITE: 0145 - SR934/NE 79ST./B BAY CSWY./71 ST. 600' W NE 10TH AVE.

YEAR	AADT	DIRECTION 1	DI	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	25400 C	E 18000	W	7400	9.00	54.30	8.70
2020	20600 C	E 13000	W	7600	9.00	54.20	7.60
2019	27800 C	E 18500	W	9300	9.00	54.60	10.20
2018	26500 C	E 19000	W	7500	9.00	54.30	8.50
2017	27000 C	E 18500	W	8500	9.00	55.00	6.90
2016	26900 C	E 19500	W	7400	9.00	54.50	7.20
2015	23000 C	E 16500	W	6500	9.00	54.70	11.80
2014	22100 C	E 15000	W	7100	9.00	54.50	10.40
2013	25700 C	E 18500	W	7200	9.00	52.40	9.00
2012	25900 C	E 18500	W	7400	9.00	55.70	10.50
2011	28200 C	E 21500	W	6700	9.00	55.10	10.50
2010	27000 C	E 19500	W	7500	8.98	54.08	9.50
2009	23600 C	E 17000	W	6600	8.99	53.24	8.40
2008	24800 C	E 17500	W	7300	9.09	55.75	9.60
2007	27700 C	E 20000	W	7700	8.01	54.34	6.60
2006	37500 C	E 16500	W	21000	7.97	54.22	8.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

COUNTY: 87 - MIAMI-DADE

SITE: 0533 - SR 934/N BAY CSWY, 450' EAST OF ADVENTURE AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021 2020 2019 2018 2017 2016 2015 2014	39000 C 37000 C 39500 C 41000 C 39500 C 30500 C 37500 C 27500 C	E 19500 E 18500 E 21500 E 21000 E 20000 E 15500 E 18500 E 12500	W 19500 W 18500 W 18000 W 20000 W 19500 W 15000 W 19000 W 15000	9.00 9.00 9.00 9.00 9.00 9.00 9.00 9.00	54.30 54.20 54.60 54.30 55.00 54.50 54.70 54.50	5.40 2.10 6.40 4.60 8.40 8.70 11.80
2013 2012 2011 2010 2009 2008 2007 2006	36500 C 36500 C 38000 C 35500 C 29500 C 30500 C 31500 C 40500 C	E 17500 E 18000 E 17500 E 17500 E 15000 E 15500 E 16000 E 19500	W 19000 W 18500 W 20500 W 18000 W 14500 W 15000 W 15500 W 21000	9.00 9.00 9.00 8.98 8.99 9.09 8.01 7.97	52.40 55.70 55.10 54.08 53.24 55.75 54.34 54.22	9.00 10.50 10.50 9.50 8.40 9.60 6.60 8.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

COUNTY: 87 - MIAMI-DADE

SITE: 5191 - SR934/NE 79TH ST/NORTH BAY CSWY/71ST ST, 100' W OF RUE VERSAILLES

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	16000 C	E 16000	0	9.00	99.90	8.70
2020	13500 C	E 13500	0	9.00	99.90	7.60
2019	18000 C	E 18000	0	9.00	99.90	10.20
2018	17500 C	E 17500	0	9.00	99.90	8.50
2017	17000 C	E 17000	0	9.00	99.90	6.90
2016	18500 C	E 18500	0	9.00	99.90	7.20
2015	19000 C	E 19000	0	9.00	99.90	11.80
2014	16500 C	E 16500		9.00	99.90	10.40
2013	20500 C	E 20500	0	9.00	99.90	9.00
2012	19500 C	E 19500	0	9.00	99.90	10.50
2011	18500 C	E 18500	0	9.00	99.90	10.50
2010	16500 C	E 16500	0	8.98	99.99	9.50
2009	17500 C	E 17500	0	8.99	99.99	8.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

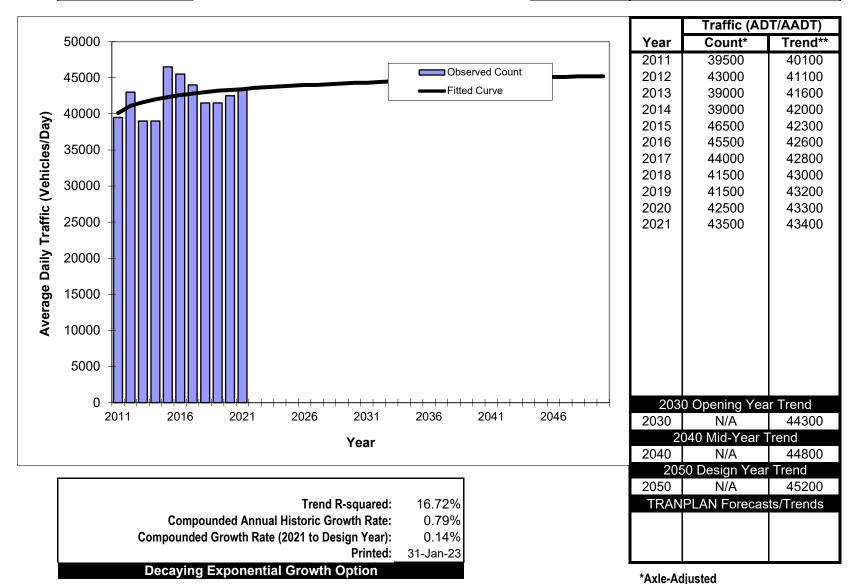
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

## **Trend Growth Analysis**

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0142
Highway:	SR 934

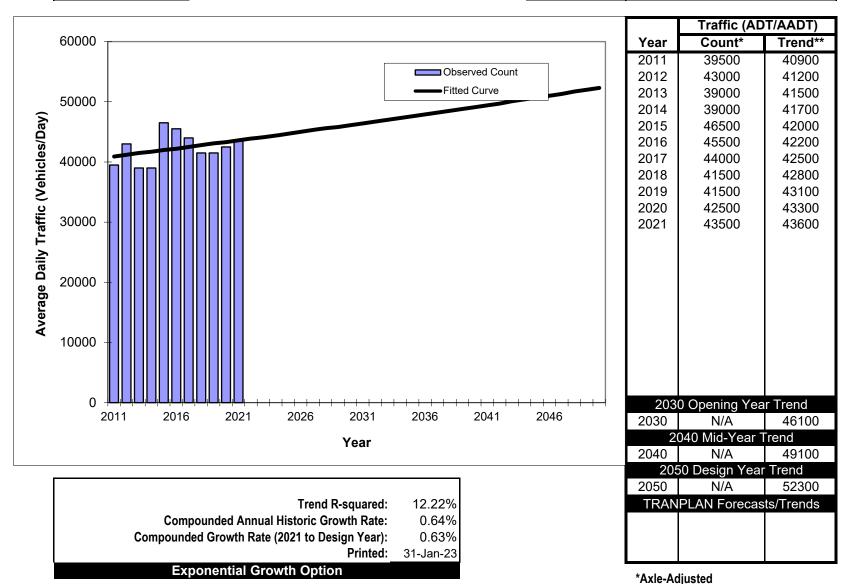


FIN#	1234
Location	1

 County:
 Miami-Dade (87)

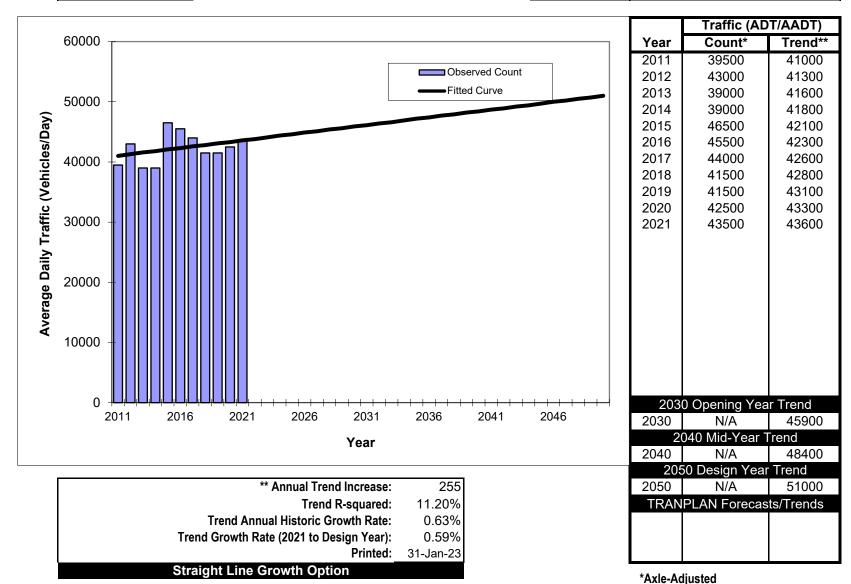
 Station #:
 0142

 Highway:
 SR 934



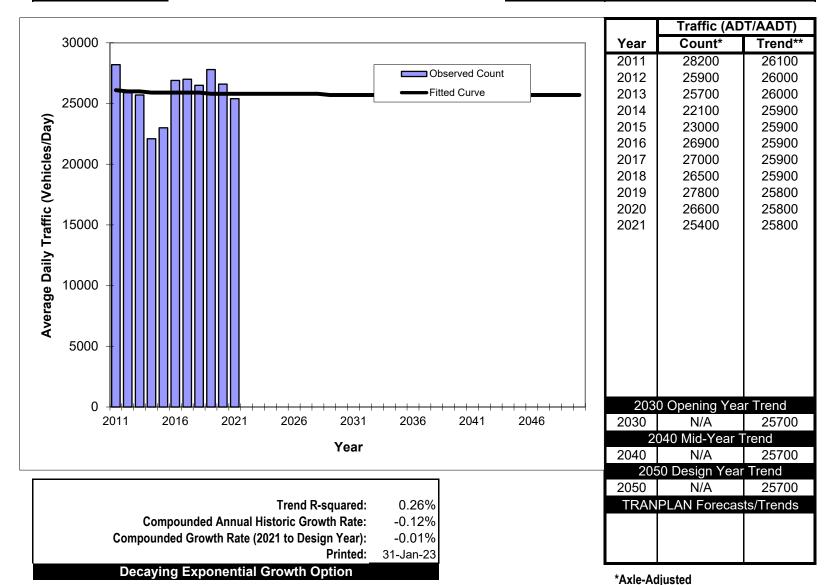
FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0142
Highway:	SR 934



FIN#	1234
Location	1

County: Miami-Dade (87)
Station #: 0145
Highway: SR 934

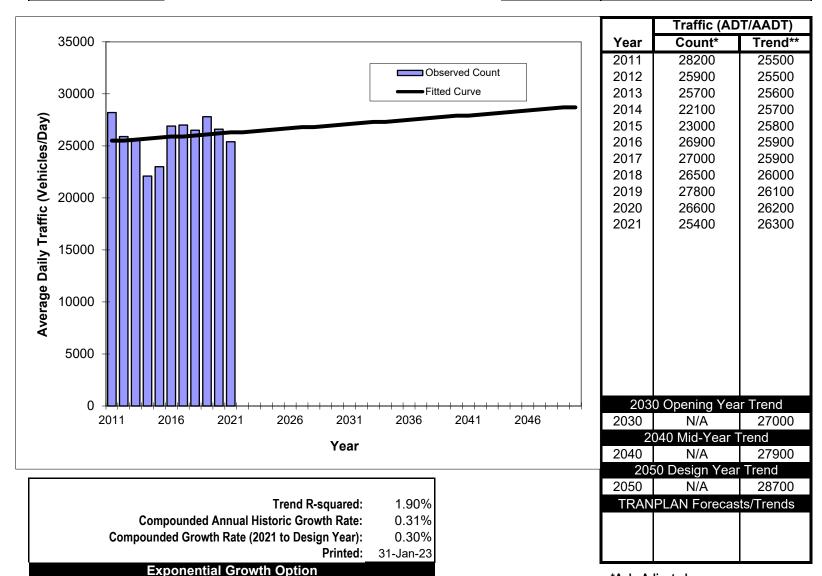


FIN#	1234
Location	1

 County:
 Miami-Dade (87)

 Station #:
 0145

 Highway:
 SR 934



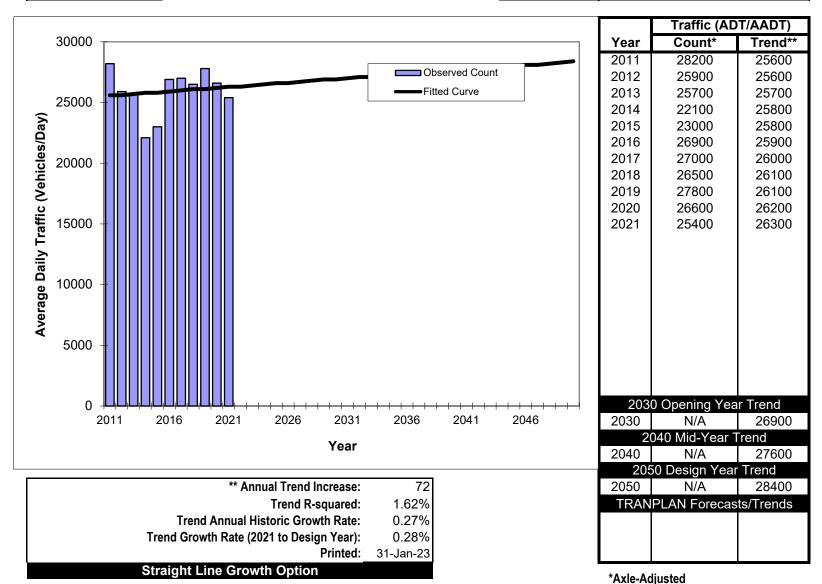
\*Axle-Adjusted

FIN#	1234		
Location	1		

 County:
 Miami-Dade (87)

 Station #:
 0145

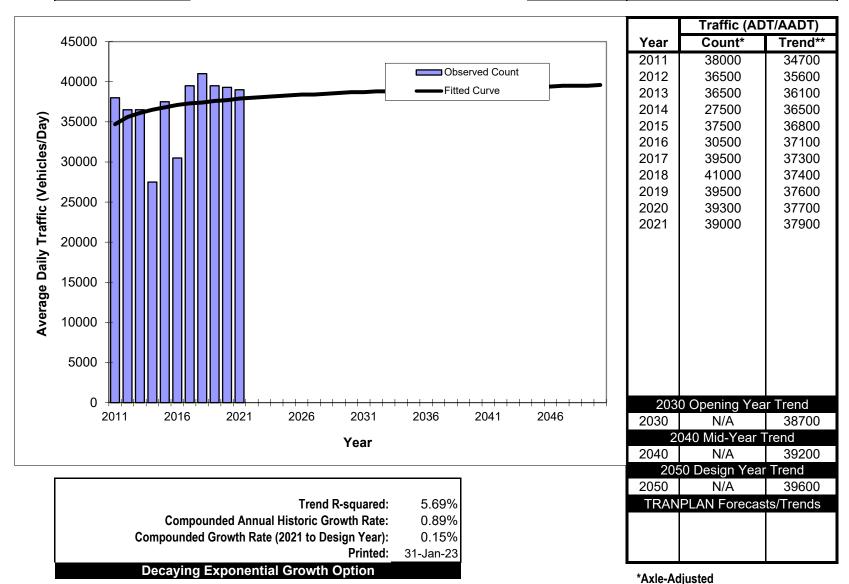
 Highway:
 SR 934



FIN# 1234 Location 1 
 County:
 Miami-Dade (87)

 Station #:
 0533

 Highway:
 SR 934



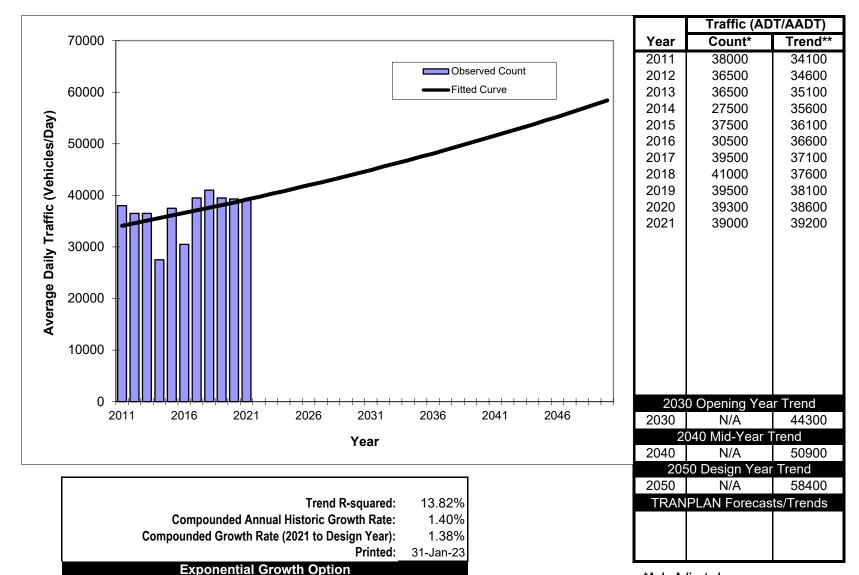
FIN#	1234		
Location	1		

 County:
 Miami-Dade (87)

 Station #:
 0533

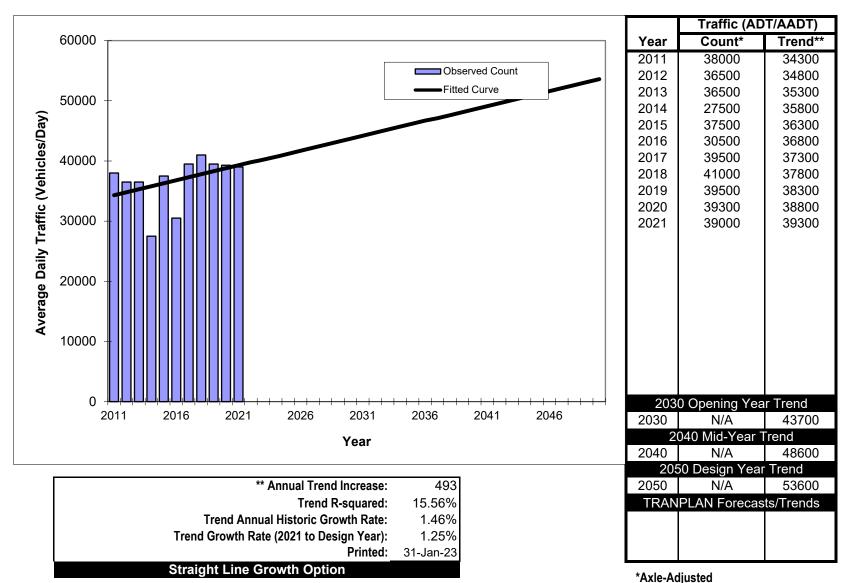
 Highway:
 SR 934

\*Axle-Adjusted



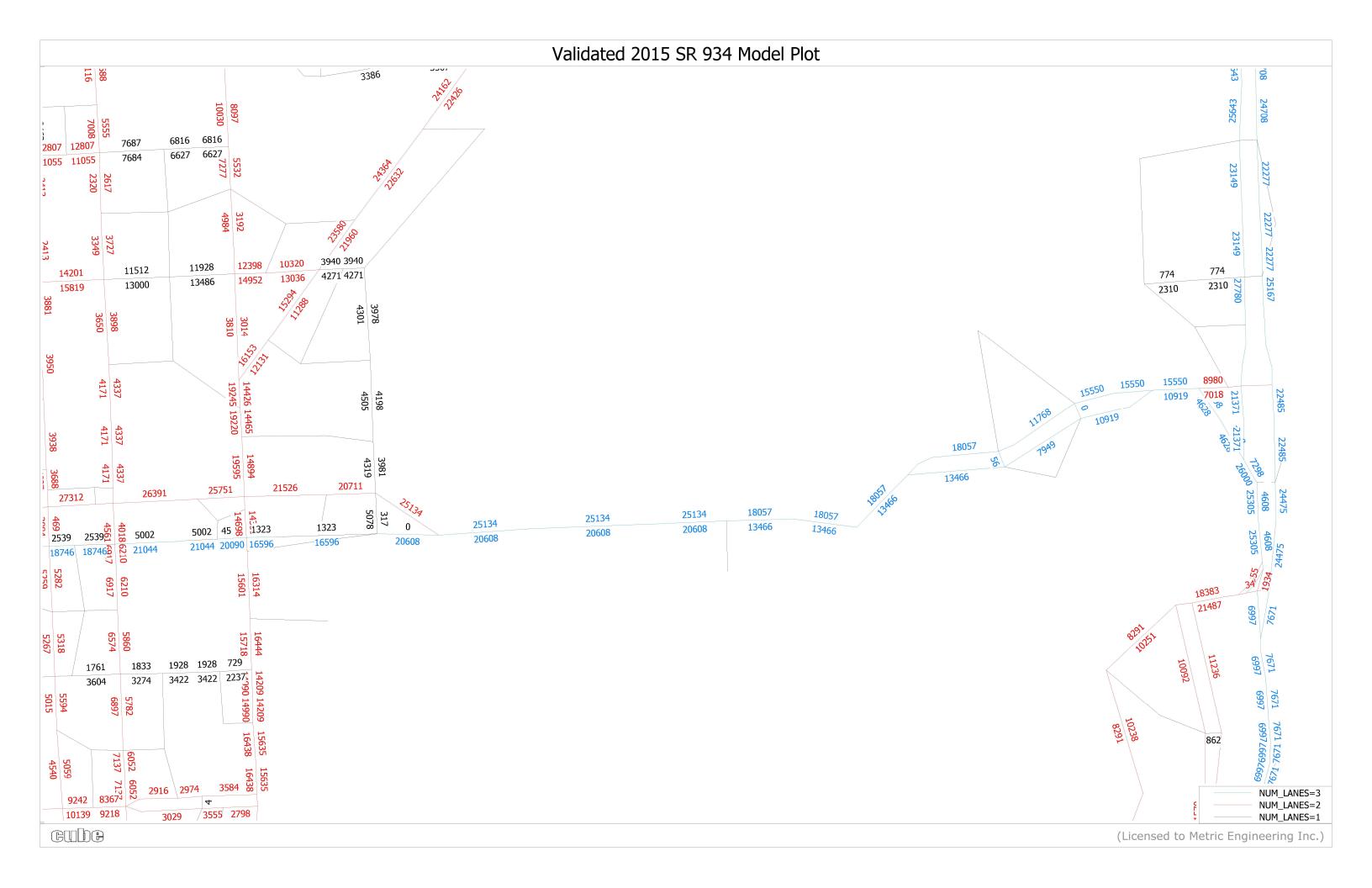
FIN#	1234
Location	1

County:	Miami-Dade (87)			
Station #:	0533			
Highway:	SR 934			

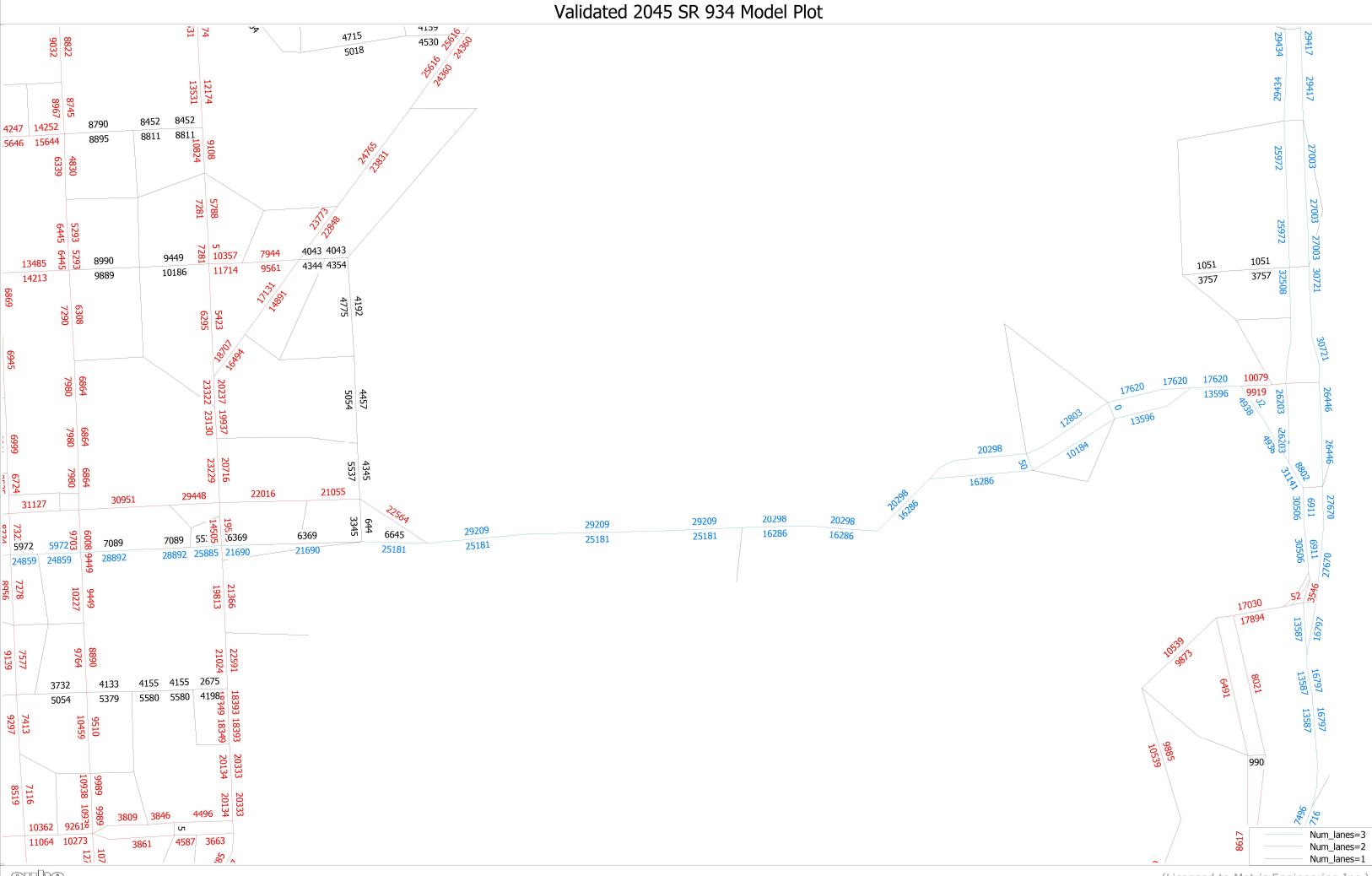


# Appendix C. SERPM 8.522 Model Plots & Calculations

Base 2015 SR 934 Model Plot 3453 AT LIP 71 7511 .3183 7416 2148 5027 3155 4034 4034 3155 4013 4013 4041 6676 21448 4218 3885 4081 4978 44: 46 (1001 496. 3024 30248 185087160 18508717 5073 15666 1992 1992 3568 3568 2325<sub>7</sub> 1425<sub>6</sub> 4881 4437 2871 \ 2904 Num\_Lanes=3 3514 2762 Num\_Lanes=2 982 80.7 Num\_Lanes=1



Base 2045 SR 934 Model Plot 4688 450 160 '11 )36 4438 14438 8921 11104 6865 7603 4031 4031 6739 4286 4296 5061 8274 6585 8540 10172 26581 5361 23613 5772 8540 7497 59:86 2022 2022 26461 3388 6774 29056 25970 21652 20364 9724 4300 4300 2761 43528 18979 5750 5750 9112 NUM\_LANES=3 11406 10438 4701 3812 NUM\_LANES=2 13, \$/ NUM\_LANES=1



## **RMSE Calculations**

Α	В	Rdwy_Name	Validated_Total_Volume	Validated_Two Way Sum	Base_Total_Volume	Base_Two Way Sum	FTO AADT	RMSE%	AreaWide RMSE%
30050	30108	NE 10 Avenue	317	5395	359	4895	6100		33%
30108	30049	NE 10 Avenue	317	5395	359	4895	6100		
30049		NE 10 Avenue	5078	5395	4536		6100		
30108		NE 10 Avenue	5078	5395	4536	4895	6100		
28604		NE 71 Street	4535	6387	1906	6195	11700	0 0 0	
28606 29882	29881	NE 71 Street NE 6 Avenue	1852 3014	6387 6824	4289 3249	6195 7147	11700 7100		
29882	29882		3810	6824	3898	7147	7100		
28596		SR 934-1	7949	7949	7653	7653	19000		
29876		NE 2 Avenue	3650	7548	3468	7725	13800		
29878		NE 2 Avenue	3898	7548	4257	7725	13800		
30129		NE 10 Avenue	3978	8279	4096	8137	13000	_	
33895	30129	NE 10 Avenue	4301	8279	4041	8137	13000		
30049	30130	NE 10 Avenue	3981	8300	4124	8205	13000		
30130		NE 10 Avenue	4319	8300	4081	8205	13000		
29878		NE 2 Avenue	4171	8508	3885	8443	13800		
30032		NE 2 Avenue	4337	8508	4558	8443	13800		
		NE 10 Avenue	4198	8703	4288	8506	13000		
30129		NE 10 Avenue	4505 3992	8703	4218	8506	13000 13800		
30033		NE 2 Avenue NE 2 Avenue	4336	8328 8328	4682 4003	8685 8685	13800		
30032		NE 2 Avenue	4018	8579	5398	9077	13800		
30034		NE 2 Avenue	4561	8579	3679	9077	13800		
28599		SR 934-1	10919	10919	10486	10486	19000		1
34331	28600		10919	10919	10486	10486	19000		
34333		Normandy Drive	11768	11768	11742	11742	18000		
28598		Normandy Drive	11768	11768	11742	11742	18000	52%	
30035	30034	NE 2 Avenue	6210	13127	5171	12331	13800		
30034		NE 2 Avenue	6917	13127	7160	12331	13800		
28594	28596	SR 934-1	13466	13466	13171	13171	19000		]
28512	28604	NE 71 Street	6853	15399	6574	15053	11700		1
28604	28512	NE 71 Street	8546	15399	8479	15053	11700		
28600		Normandy Drive	15550	15550	15399	15399	18000		
34332		Normandy Drive	15550	15550	15399	15399	18000		
28512		NE 71 Street	8980	15998	8899	15575	11700		
28601	28512		7018	15998	6676	15575	11700	21%	
30050		SR 934-1	1323	17919	1001	17391	23000		
30045		SR 934-1	16596	17919	16390		23000		
28595		Normandy Drive	18057	18057	18020		18000		
34329	28594		18057	18057	18020		18000		
		Normandy Drive	18057	18057	18020 0		18000		1
30051		SR 934-1		20608			23000		
30050 30049	36285	SR 934-1 NE 82 Street	20608 20711	20608 20711	20162 20762	20162 20762	23000 13000		
36285		NE 82 Street	21526	21526	21365	21365	13000		
30034		SR 934-1	2539	21285	3024	21532	28800		
34894		SR 934-1	18746	21285	18508	21532	28800		
30033		NE 82 Street	26192	26192	23512	23512	17000		
30045		SR 934-1	4523	24613	4429	24218	28800		
30041		SR 934-1	20090	24613	19789	24218	28800		
30051	30049	NE 82 Street	25134	25134	24983	24983	13000		
30043	30040	NE 82 Street	25751	25751	25374	25374	17000		
30041	30034	SR 934-1	5002	26046	4978	25717	28800	34%	
30034		SR 934-1	21044	26046	20739	25717	28800	3-70	
28600		NE 71 Street	10919	26469	10486	25885	11700		
28601		NE 71 Street	15550	26469	15399	25885	11700		
30040		NE 82 Street	26391	26391	25911	25911	17000		
29885			15294	26582	15207	26325	32700		
30131 29882			11288 12131	26582 28284	11118 11984	26325 28072	32700 32700		
	29882		16153	28284	16088	28072	32700		
	30044		14359	28284 29057	14278		40500		
			14698	29057	14776		40500		
			14666	29808	14651		40500		
	30044		15142	29808	15244		40500		
28591		SR 934-1	13466	31523	13171		37500		1
		SR 934-1	13466	31523	13171	31191	37500		
		SR 934-1	18057	31523	18020		37500		
		SR 934-1	18057	31523	18020	31191	37500		
		SR 934-2	13466	31523	13171		37500		
		SR 934-2	18057	31523	18020		37500		
			15601	31915	15666		42000		
			16314	31915	16346		42000		
	30045		15693	32019	15899		40000	21%	
	36284		16326	32019	16337	32236	40000		
	36282		14465	33685	14430		42000		
36282	30042		19220	33685	19069		42000		
36282 29882	29882 36282		14426 19245	33671 33671	14380 19133	33513 33513	42000 42000		
			19245 14894	336/1 34489	19133	33513 34450	42000		
			14894	34489	14923	34450 34450	41000		
		SR 934-2	20608	45742	20162	45145	46500		
		SR 934-2	25134	45742	24983	45145	46500		
_0000	20021	1-11-2012	23134	43742	24303	45145	-0300		1

### Population and Employment Data Summary per Traffic Analysis Zone

TAZ	8.522_Pop_15	8.522_Emp_15	8.522_Pop_45	8.522_Emp_45	TAZ Location
3280	3019	136	3293	157	West
3281	1855	1555	2577	1833	West
3282	1098	1408	1768	2199	West
3283	2755	273	3030	371	West
3284	2559	916	3264	1090	West
3285	2642	242	3062	377	West
3286	1604	818	2471	979	West
3287	3085	663	3647	1069	West
3304	165	757	366	1012	West
3308	661	271	2938	678	West
3309	2724	586	4266	1800	West
3310	1175	37	1359	41	West
3313	3904	218	4411	313	West
3336	2348	898	3228	1204	West
3337	2991	377	3418	460	West
3521	4336	180	4729	212	East
3522	4620	1381	5286	1876	East
3523	5074	450	5715	555	East
3524	7459	2448	8341	3149	East
3525	4086	660	4476	847	East
3526	4058	2674	4565	3067	East
3307	1938	650	5432	1203	West
3312	1023	220	1091	277	West
3306	2876	1326	3728	1516	West
3305	2608	1058	3129	1168	West
Total	70,663	20,202	89,590	27,453	
East	29,633	7,793	33,112	9,706	
West	41,030	12,409	56,478	17,747	
GR Total			0.89%	1.20%	
GR East			0.39%	0.82%	
GR West			1.26%	1.43%	

## Handbook Excerpts

#### Chapter 3 - Forecasting with Travel Demand Models

Table 3-1 Regionwide Model Accuracy Volume-Count-Ratios

Valuma Over Count Believ	Stand	dards
Volume-Over-Count Ratios	Acceptable	Preferable
Facility	Туре	
Freeway Volume-over-Count (FT1x, FT8x, FT9x)	+/- 7%	+/- 6%
Divided Arterial Volume-over-Count (FT2x)	+/- 15%	+/- 10%
Undivided Arterial Volume-over-Count (FT3x)	+/- 15%	+/- 10%
Collector Volume-over-Count (FT4x)	+/- 25%	+/- 20%
One way/Frontage Road Volume-over-Count (FT6x)	+/- 25%	+/- 20%
Peak Pe	eriod	
Freeway Peak Volume-over-Count	75% of links @ +/-20%	50% of links @ +/-10%
Major Arterial Peak Volume-over-Count	75% of links @ +/-30%	50% of links @ +/-15%
VMT/V	/HT	
Assigned VMT-over-Count Areawide	+/-5%	+/-2%
Assigned VHT-over-Count Areawide	+/-5%	+/-2%
Assigned VMT-over-Count by FT/AT/NL	+/- 25%	+/- 15%
Assigned VHT-over-Count by FT/AT/NL	+/- 25%	+/- 15%
Screenlines	Cut lines	
External Model Cordon Lines	+/- 1%	-
Screenlines with greater than 70,000 AADT	+/- 10%	-
Screenlines with 35,000 to 70,000 AADT	+/- 15%	-
Screenlines with less than 35,000 AADT	+/- 20%	-

Source: FSUTMS-Cube Framework Phase II Model Calibration and Validation Standards, Table 2.9, "Volume-Over-Count Ratios and Percent Error", and discussions on Page 2-19.

Table 3-2 Regionwide Model Accuracy Assessment Percent RMSE

Valuma Danna Vahialaa Dan Dan	Stan	dards
Volume Range, Vehicles Per Day	Acceptable	Preferable
LT 5,000	100%	45%
5,000-9,999	45%	35%
10,000-14,999	35%	27%
15,000-19,999	30%	25%
20,000-29,999	27%	15%
30,000-49,999	25%	15%
50,000-59,999	20%	10%
60,000+	19%	10%
Areawide	45%	35%

Source: FSUTMS-Cube Framework Phase II Model Calibration and Validation Standards, Table 2.11, "Root Mean Square Error (RMSE)", Page 2-21.

Percent error has historically reflected a "plus or minus one lane" criteria in Florida. This concept means that highway assignment accuracy should minimize incorrect future laneage calls resulting from forecasted traffic. With most available error percentages being based on 1965 and 1985 Highway Capacity Manual (HCM) assumptions, new error percentages were calculated for this study based on 2007 Updates to Florida DOT's *Level of Service Handbook*. Appendix G depicts a spreadsheet used during preparation of this report to iteratively adjust and calculate error percentages for volume groups such that most errors would minimize incorrect lane call estimates. In addition to modifying the percent error, the volumes contained in each group also were adjusted to better synchronize with daily volumes contained in the *Level of Service Handbook*. Table 2.10 depicts a range of accepted and preferable accuracy ranges for five volume groups. A desired percentage of links with counts in each volume group will be identified in follow up FDOT-sponsored studies.

Table 2.10 Revised Percent Error by Volume Group

	Stand	dards
Statistic	Acceptable	Preferable
Percent Error: LT 10,000 volume (2L road)	50%	25%
Percent Error: 10,000-30,000 (4L road)	30%	20%
Percent Error: 30,000-50,000 (6L road)	25%	15%
Percent Error: 50,000-65,000 (4-6L freeway)	20%	10%
Percent Error: 65,000-75,000 (6L freeway)	15%	5%
Percent Error: GT 75,000 (8+L freeway)	10%	5%

#### Aggregate VMT Statistics

In addition to accuracy standards for VMT volume-over-count ratios, the literature review uncovered other validation benchmarks that use VMT. The *Quick Response Freight Manual* identified an approximate percent VMT of 11 percent for trucks in a typical urbanized area, although this rate will vary considerably by region. *Accounting for Commercial Vehicles in Urban Transportation Models* documented a commercial vehicle range of 3 to 25 percent of total VMT (11.79 percent average). Commercial vehicles were further divided into three categorical groupings for additional VMT summaries:

- Movement of People School buses, fixed shuttle services, taxis, paratransit, and rental cars (1-5 percent of total VMT; 2.4 percent average);
- Movement of Goods Package and mail delivery, warehouse delivery, construction transport (1-7 percent of total VMT; 3.5 percent average); and
- Services Safety vehicles, utility vehicles, public service vehicles, and business/ personal services (1-13 percent of total VMT; 5.9 percent average).

# Appendix D. BEBR Projections

## Projections of Florida Population by County, 2025–2050, with Estimates for 2021 (continued)

County	Estimates			Projection	s, April 1		
and State	April 1, 2021	2025	2030	2035	2040	2045	2050
MIAMI-DADE Low Medium High	2,731,939	2,682,600 2,823,800 2,965,000	2,674,200 2,922,600 3,171,000	2,649,100 3,001,800 3,354,500	2,615,800 3,068,400 3,521,000	2,579,400 3,126,600 3,673,700	2,543,700 3,179,600 3,815,500
MONROE Low Medium High	83,411	79,200 84,300 89,300	76,600 85,100 93,600	73,900 85,700 97,500	71,300 86,200 101,000	68,800 86,500 104,300	66,400 86,800 107,200
NASSAU Low Medium High	93,012	94,600 101,700 108,800	98,200 110,900 123,700	99,800 118,500 137,200	100,500 125,300 150,000	100,300 131,100 162,000	99,600 136,500 173,300
OKALOOSA Low Medium High	213,204	210,200 223,600 237,000	210,400 233,800 257,100	208,700 241,900 275,200	206,000 248,900 291,900	202,600 254,800 307,100	198,900 260,000 321,100
OKEECHOBEE Low Medium High	39,148	37,900 39,900 41,900	37,100 40,500 44,000	36,100 40,900 45,700	35,100 41,200 47,200	34,100 41,400 48,600	33,300 41,600 49,900
ORANGE Low Medium High	1,457,940	1,483,000 1,577,700 1,672,300	1,534,200 1,704,700 1,875,100	1,558,500 1,807,000 2,055,500	1,566,800 1,893,400 2,220,000	1,565,400 1,969,000 2,372,700	1,559,200 2,038,200 2,517,200
OSCEOLA Low Medium High	406,460	431,000 463,500 495,900	465,100 525,500 586,000	484,400 575,000 665,500	496,100 618,200 740,400	502,700 657,100 811,600	506,100 693,200 880,400
PALM BEACH Low Medium High	1,502,495	1,492,900 1,571,500 1,650,100	1,504,200 1,643,900 1,783,600	1,502,700 1,702,700 1,902,800	1,492,900 1,751,200 2,009,500	1,478,700 1,792,300 2,106,000	1,462,900 1,828,700 2,194,400
PASCO Low Medium High	575,891	585,900 623,300 660,700	605,100 672,400 739,600	614,800 712,800 810,800	617,900 746,700 875,500	617,200 776,300 935,500	614,600 803,400 992,200
PINELLAS Low Medium High	964,490	940,300 979,500 1,018,700	924,800 994,400 1,064,000	908,300 1,006,400 1,104,500	891,900 1,016,500 1,141,000	876,500 1,025,200 1,173,900	862,700 1,033,100 1,203,600
POLK Low Medium High	748,365	762,300 810,900 859,600	790,000 877,800 965,500	804,500 932,700 1,061,000	810,300 979,200 1,148,100	810,500 1,019,500 1,228,500	808,000 1,056,200 1,304,400
PUTNAM Low Medium High	73,673	70,300 74,000 77,700	68,100 74,400 80,700	65,900 74,700 83,500	63,900 75,000 86,000	62,000 75,200 88,300	60,300 75,400 90,500
ST. JOHNS Low Medium High	285,533	302,100 324,800 347,600	324,200 366,400 408,500	337,100 400,200 463,200	345,000 429,900 514,800	349,200 456,500 563,800	351,200 481,100 611,100
ST. LUCIE Low Medium High	340,060	348,200 370,400 392,600	362,900 403,200 443,500	370,700 429,800 488,900	373,200 451,000 528,800	373,400 469,700 566,000	372,500 486,900 601,400

# Appendix E. TM Tool Sheets

Project Descrip	otion:				TMTOC	DL INPUT	SHEET						
		O: 88000000					PREPARE	n rv	Sergio Rios				
	FM NO	D.: 4490007-1-2					FILE:	υ в т.	Version 1				
F	ROJECT LIMIT DESIGN YEA		77 to MP 1.9	947			DATE: T-INTERS	ECTIONS	11/23/2022 Yes				
	INTERSECTIO		Adventure A	venue			MISSING I		North Leg				
	NOTE	· C ·											
	NOTE	.5.											
Historical AAD	Ts:		NORTH LEG	<u> </u>	EAST LEG		SOUTH LE	<u> </u>	WEST LEG				
		<u>YEAR</u>	<u>AADT</u>		<u>AADT</u>		<u>AADT</u>	_	<u>AADT</u>				
			-										
			-										
	Madal Value		-										
	Model Volum	ie.						<u></u>					
Growth Rates:			NORTH	HLEG	<u>EAST</u>	LEG	SOU	TH LEG	WES <sup>-</sup>	Γ LEG			
		ric Trend GR =	-	CGR		CGR		CGR		CGR			
Base Year Mo	Historic + Mod del to Future Ye	lel Trend GR = ar Model GR =	-	CGR CGR		CGR CGR		CGR CGR		CGR CGR			
	Recommended		-	CGR	0.56%	CGR	0.56%	CGR	0.56%	CGR	]		
Choose Metho	dology for Calc	ulating Growt	h Factor on	Fach I on	(Input 1 2 or	3)							
SHOOSE WIELIO	1 = Compound Growth	-	40101 011	-	pat 1, 2 01	2		2	]	2			
	2 = Linear Growth Thr		_		_		_				_		
	3 = Blend of Compour	nd Growth First Ten Yea	ars, Linear Growth 1	Thereafter (Base	ed Upon the Base Yea	r AADT)							
		YEAR	FACTOR	<u>AADT</u>	FACTOR	AADT	FACTOR	<u>AADT</u>	FACTOR	<u>AADT</u>			
		2022	г			20 500	1	2.400	7	20 500	_		
NO. YEARS		2022 8 2030	-	-	1.045	38,500 40,200	1.045	3,400 3,600	1.045	39,500 41,300			
NO. YEARS		18 2040	-	-	1.101	42,400	1.101	3,700	1.101	43,500			
NO. YEARS		28 2050	-	-	1.157	44,500	1.157	3,900	1.157	45,700			
Percent Turns	Calculated Fro		MCs:										
TURN STUDY		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG	2		FROM WEST LEG		
TURN STUDY		(Southbound			(Westbound)			(Northbound			(Eastbound)		
	DIGUT	TUDU		DIGUE	TUDU		DIGUE			DIOLIT	TUB!!		TOT41
A.M.	RIGHT 2-Way Pk Hr \	THRU /ol: -	LEFT	RIGHT	THRU 3,022	LEFT	RIGHT	THRU 326	LEFT	RIGHT	THRU 3,149	LEFT	<u>TOTAL</u>
10/6/2022	-	-	-	-	1,263	47	47	-	139	82	1,663	-	3,256
% TURNS: P.M.	- 2-Way Pk Hr \	- /al:	-	-	96% 2,937	4%	24%	- 302	71%	5%	95% 3,067	-	
10/4/2022	2-vvay FKTII v		-	-	1,588	45	40	-	112	103	1,262	-	3,156
% TURNS:	-	-	-	-	97%	3%	26%	-	73%	8%	92%	-	
Est. % Turns C	alculated From	Base Year AA	DTs & TMC	<u>s:</u>									
SUGGESTED S	STARTING DOIN	JTS											
COGGESTED	TAINING FUII	NORTH LEG			EAST LEG			SOUTH LE	<u>3</u>		WEST LEG		
A M	RIGHT	THRU	<u>LEFT</u>	RIGHT	THRU	<u>LEFT</u>	RIGHT	<u>THRU</u>	<u>LEFT</u>	RIGHT	THRU	<u>LEFT</u>	
A.M. 2022	2 -	-	- 1	-	96%	4%	24%	-	71%	5%	95%	-	
2030	) -	-	-	-	96%	4%	27%	-	69%	5%	95%	-	
2040 2050		-	-	-	96% 96%	4% 4%	27% 28%	-	68% 68%	5% 5%	95% 95%	-	
P.M.		-		-				=					
2022 2030		-	-	-	97% 97%	3% 3%	26% 28%	-	73% 71%	8% 8%	92% 92%	-	
2030		-	-	-	97% 97%	3% 3%	28%	-	71% 70%	8% 8%	92% 92%	-	
2050	) -	-	-	-	96%	4%	30%	-	69%	8%	92%	-	
K & D FACTOR		NORTH LEG			EAST LEG			SOUTH LEG	G		WEST LEG		
	AM		PM	AM		PM	AM		<u>P</u> M	AM		PM	
K FACTOR	اد		1	7.00/		7.69/	0.69/		0.00/	0.00/		7 00/	
2022 2030			-	7.8% 8.2%		7.6% 8.0%	9.6% 9.4%		8.9% 8.9%	8.0% 8.3%		7.8% 8.1%	
2040	-		-	8.6%		8.5%	9.2%		9.0%	8.6%		8.6%	
2050 D FACTOR	-		-	9.0%		9.0%	9.0%		9.0%	9.0%		9.0%	
2022			-	43.4%		55.6%	60.1%		50.7%	55.4%		44.5%	
2030			-	44.2%		55.1%	60.3%		47.4%	54.9%		45.0%	
2040			-	45.3% 46.3%		54.4% 53.7%	60.6% 60.9%		43.2% 39.1%	54.3% 53.7%		45.7% 46.3%	
2050													

TM\_Tool 934 at Adventure Avenue.xlsm 1/27/2023

#### TMTOOL "TURNS" REPORT

#### DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000
FM NO.: 4490007-1-22-01
PROJECT LIMITS: from MP 1.077 to MP 1.947
DESIGN YEAR: 2050
INTERSECTION: SR 934 and Adventure Avenue DATE: 11/23/2022 NOTES:

Note: Boxed number indicates manual adjustment.

PREPARED B	N: SR 934 and Adventure Avent BY: Sergio Rios .E: Version 1	ue											
ESTIMATED TWO-W	AY 24 HOUR AADT FOR EACH	I I EG OF TH	IF INTERS	ECTION:									
ESTIMATED TWO-W	YEAR		NORTH LEG			EAST LEG	ì	5	OUTH LE	G	,	WEST LEG	G
24 HR EST. AADT	2022	=	-	_		38,500	•	-	3,400	_	•	39,500	-
24 HR EST. AADT	2030		-			40,200			3,600			41,300	
24 HR EST. AADT	2040		-			42,400			3,700			43,500	
24 HR EST. AADT	2050		-			44,500			3,900			45,700	
Percent Turns Calcu	lated From Base Year AADTs:	1											
			FROM			FROM			FROM			FROM	
JKTURNS			NORTH LE	<u>=G</u>		EAST LEG	<u> </u>		SOUTH LI	<u>EG</u>		WEST LE	<u>:G</u>
	2022 2-WAY ADT		-			38,500			3,400			39,500	
		<b>RIGHT</b>	<b>THRU</b>	<u>LEFT</u>	<u>RIGHT</u>	<b>THRU</b>	<b>LEFT</b>	RIGHT	THRU	<b>LEFT</b>	RIGHT	THRU	<u>LEFT</u>
		-	-	-	-	39,500	3,400	38,500	-	39,500	3,400	38,500	-
		-	-	-	-	92%	8%	49%	-	51%	8%	92%	-
	2030 2-WAY ADT	DICLIT	- TUDU	LECT	DICUT	40,200 THRU	LEET	DICUT	3,600	LEET	DICUT	41,300	LEET
		RIGHT -	THRU -	<u>LEFT</u>	RIGHT -	41,300	<u>LEFT</u> 3,600	RIGHT 40,200	THRU -	<u>LEFT</u> 41,300	RIGHT 3,600	THRU 40,200	<u>LEFT</u> -
		-		-	-	92%	8%	49%	-	51%	3,600 8%	92%	
	2040 2-WAY ADT	-	_		-	42,400	J /0	7570	3,700	0170	0 70	43,500	-
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	<u>LEFT</u>
		-		-		43,500	3,700	42,400	-	43,500	3,700	42,400	
		-	-	-	-	92%	8%	49%	-	51%	8%	92%	-
	2050 2-WAY ADT		-			44,500			3,900			45,700	
		RIGHT	<u>THRU</u>	<u>LEFT</u>	RIGHT	THRU	<u>LEFT</u>	RIGHT	<u>THRU</u>	<u>LEFT</u>	RIGHT	THRU	<u>LEFT</u>
		-	-	-	-	45,700 92%	3,900 8%	44,500 49%	-	45,700 51%	3,900 8%	44,500 92%	-
				-		9270	0 70	4970	-	3170	0 70	9270	
			ORTH LEG			EAST LEG			OUTH LEG			VEST LEG	
A.M. DESIGN HR. TU	IDNC	RIGHT	THRU	<u>LEFT</u>	RIGHT	<u>THRU</u>	<u>LEFT</u>	RIGHT	<u>THRU</u>	<u>LEFT</u>	RIGHT	<u>THRU</u>	<u>LEFT</u>
2022	EST. TURNS	_	_	_	_	1,259	48	48	_	143	84	1,659	_
2022	LOT. TOTATO					1,200	40	40		140		1,000	
2030	EST. TURNS	-	-	-	-	1,389	51	56	-	144	86	1,779	-
2040	EST. TURNS	-	-	-	-	1,575	52	57	-	146	87	1,933	-
2050	EST. TURNS	-	-	-	-	1,755	56	62	-	147	89	2,092	-
P.M. DESIGN HR. TU													
2022	EST. TURNS	-	-	-	-	1,591	44	40	-	112	101	1,264	-
2030	EST. TURNS	-	-	-	-	1,729	55	43	-	114	111	1,399	-
2040	EST. TURNS	-	-	-	-	1,917	64	44	-	115	122	1,602	-
2050	EST. TURNS	-	-	-	-	2,109	75	46	-	117	136	1,814	-
LINK VOLUME CHEC	rk .		NORTH LEG	3		EAST LEG	:	c	OUTH LE	G	,	WEST LEG	2
DESIGN HOUR A.M.:		FROM	<u>TO</u>	<u>LINK</u>	FROM	<u>TO</u>	LINK	FROM	<u>TO</u>	<u>LINK</u>	FROM	70	LINK
CONTROL LINK VOL		-	<u></u>	-	1,311	1,709	3,020	196	134	330	1,746	1,404	3,150
2022	TURN SUMMARY	-	-	-	1,308	1,709	3,017	196	134	330	1,743	1,404	3,147
CONTROL LINK VOL	LUMES	-	-	-	1,454	1,836	3,290	205	135	340	1,876	1,534	3,410
2030	TURN SUMMARY	-	-	-	1,440	1,836	3,276	203	139	342	1,870	1,535	3,405
CONTROL LINK VOL		-	-	-	1,648	1,992	3,640	207	133	340	2,040	1,720	3,760
2040 CONTROL LINK VOL	TURN SUMMARY	-	-	-	1,628 1,854	1,993 2,156	3,621 4,010	207 214	141 136	348 350	2,026 2,209	1,724 1,901	3,750 4,110
2050	TURN SUMMARY	-		-	1,812	2,150	3,969	214	148	362	2,185	1,901	4,110
DESIGN HOUR P.M.	='	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	ТО	LINK
CONTROL LINK VOL		-	-	-	1,634	1,306	2,940	153	147	300	1,366	1,704	3,070
2022	TURN SUMMARY	-	-	-	1,636	1,306	2,942	153	147	300	1,367	1,704	3,071
CONTROL LINK VOL 2030	TURN SUMMARY	-	-	-	1,776 1,787	1,444 1,444	3,220 3,231	152 160	168 168	320 328	1,510 1 518	1,840 1,845	3,350 3,363
CONTROL LINK VOL		-		-	1,767	1,444	3,610	143	187	330	1,518 1,700	2,020	3,720
2040	TURN SUMMARY	-	-	-	1,983	1,649	3,632	164	190	354	1,733	2,020	3,768
CONTROL LINK VOL		-	-	-	2,151	1,859	4,010	137	213	350	1,904	2,206	4,110
2050	TURN SUMMARY	-	-	-	2,186	1,864	4,050	169	218	387	1,958	2,227	4,185

Project D	)ooorint	ioni				тмто	OL INPU	<u> SHEET</u>						
Project D	escript	<u>1011:</u>												
		SECTION NO:						PREPARED	BY:	Sergio Rios				
	DE	:.FM NO :ROJECT LIMITS	4490007-1-		147			FILE: DATE:		Version 1 1/27/2023				
	FF	DESIGN YEAR:		JII LO IVIP 1.9	41			DATE.		1/2//2023				
	- 1	NTERSECTION:	SR 934 and	Harbor Islan	d Drive									
		NOTES:												
		NOTES.												
Historica	I AADT	<u>s:</u>												
			<u>YEAR</u>	NORTH LEG AADT	<u>i</u>	EAST LEG AADT		SOUTH LEG AADT	<u> </u>	WEST LEG AADT				
		Model Volume:												
Growth R	Rates:			NORTH	I LEG	EAST	LEG	SOUTH	H LEG	WEST	LEG			
<b>.</b>		Historic + Model			CGR CGR		CGR CGR		CGR CGR		CGR CGR			
Base Ye		el to Future Year Recommended G		0.56%	CGR CGR	0.56%	CGR CGR	0.56%	CGR CGR	0.56%	CGR CGR	1		
						<u>'</u>						_		
Choose N		ology for Calcul 1 = Compound Growth Th 2 = Linear Growth Throug	nroughout All Years hout All Years		2		2	] [	2	] [	2			
		3 = Blend of Compound G	Frowth First Ten Ye	ars, Linear Growth T	hereafter (Bas-	ed Upon the Base Yea	ar AADT)							
				<u>FACTOR</u>	AADT	<u>FACTOR</u>	AADT	<u>FACTOR</u>	AADT	<u>FACTOR</u>	<u>AADT</u>	7		
NO. YEAF	RS	8	2022 2030	1.045	7,200 7,500	1.045	39,500 41,300	1.045	1,200 1,300	1.045	42,000 43,900			
NO. YEAR		18		1.101	7,900	1.101	43,500	1.101	1,300	1.101	46,200			
NO. YEAF	RS	28	2050	1.157	8,300	1.157	45,700	1.157	1,400	1.157	48,600			
Percent T	Turns C	alculated From	Base Year 1	MCs:										
TURN ST			FROM NORTH LEG (Southbound	<u> </u>		FROM EAST LEG (Westbound)			FROM SOUTH LE			FROM WEST LEG (Eastbound)		
A.M	1 1	RIGHT 2-Way Pk Hr Vol:	THRU : 512	LEFT	RIGHT	THRU 3,162	LEFT	RIGHT	THRU 104	LEFT	RIGHT	THRU 3,288	LEFT	TOTAL
10/5/20	022	2-way FK Fil Voi.	. 312	121	75	1,311	23	24	0	37	18	1,608	95	3,533
% TUR		64%	1%	35%	5%	93%	2%	39%	0%	61%	1%	93%	6%	
P.M 10/5/20		2-Way Pk Hr Vol: 126	: 574 4	105	126	3,090 1,583	17	9	82 5	20	27	3,214 1,250	208	3,480
% TUR		54%	2%	45%	7%	92%	1%	26%	15%	59%	2%	84%	14%	3,400
		Iculated From B	ase Year A		<u>s:</u>									
SUGGES	STED ST		NORTH LEG		DIOLIT	EAST LEG			SOUTH LE		DIGUE	WEST LEG		
A.M.		RIGHT	THRU	<u>LEFT</u>	RIGHT	<u>THRU</u>	<u>LEFT</u>	RIGHT	<u>THRU</u>	LEFT	RIGHT	<u>THRU</u>	<u>LEFT</u>	
	2022	64%	1%	35%	5%	93%	2%	39%	0%	61%	1%	93%	6%	
	2030	63%	1%	37%	6%	92%	2%	40%	1%	59%	1%	92%	6%	
	2040 2050	62% 62%	1% 1%	37% 37%	6% 7%	92% 91%	2% 2%	40% 40%	1% 1%	59% 58%	1% 1%	92% 92%	7% 7%	
P.M.							,,							
	2022	54%	2%	45%	7%	92%	1%	26%	15%	59%	2%	84%	14%	
	2030 2040	53% 53%	2% 2%	45% 45%	8% 8%	91% 91%	1% 1%	28% 29%	14% 14%	58% 57%	2% 2%	84% 84%	14% 14%	
L	2050	53%	2%	45%	8%	90%	1%	29%	14%	57%	2%	84%	14%	
K & D FA	CTORS		ORTH LEG			EAST LEG			SOUTH LE			WEST LEG		
		AM	ANTITI LEG	PM	AM	EMOI LEG	PM	AM S	OUTH LE	<u>G</u> PM	AM	VVEST LEG	PM	
K FACTOR	R	,			/ 1141									
	2022	7.1%		8.0%	8.0%		7.8%	8.7%		6.8%	7.8%		7.7%	
	2030	7.7%		8.3%	8.3%		8.2%	8.8%		7.5%	8.2%		8.0%	
	2040 2050	8.3% 9.0%		8.6% 9.0%	8.6% 9.0%		8.6% 9.0%	8.9% 9.0%		8.2% 9.0%	8.6% 9.0%		8.5% 9.0%	
D FACTOR		5.070		5.070	3.070		3.070	3.070		3.070	3.070		5.070	
	2022	66.8%		40.9%	44.6%		55.9%	58.7%		41.5%	52.3%		46.2%	
	2030 2040	65.1% 63.0%		40.4% 39.8%	45.1% 45.7%		55.2% 54.5%	59.3% 60.1%		40.8% 39.9%	52.7% 53.2%		46.2% 46.3%	
	2040	60.9%		39.6%	46.3%		54.5% 53.7%	60.1%		39.9% 39.1%	53.7%		46.3%	

#### TMTOOL "TURNS" REPORT

#### DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000
FM NO: 4490007-1-22-01
PROJECT LIMITS: from MP 1.077 to MP 1.947
DESIGN YEAR: 2050
INTERSECTION: SR 934 and Harbor Island Drive
PREPARED BY: Sergio Rios
FILE: Version 1 DATE: 1/27/2023 NOTES:

ESTIMATED INO-W	AY 24 HOUR AADT FOR EAC												_
24 HR EST. AADT	<u>YEAR</u> 2022	1	NORTH LEG 7,200	<u> </u>		EAST LEG 39,500			SOUTH LEG 1,200	<u>i</u>		WEST LEG 42,000	<u> </u>
24 HR EST. AADT	2030		7,500			41,300			1,300			43,900	
24 HR EST. AADT	2040		7,900			43,500			1,300			46,200	
24 HR EST. AADT	2050		8,300			45,700			1,400			48,600	
Percent Turns Calcu	lated From Base Year AADTs	<u>:</u>	FDOM			FDOM			FDOM			FROM	
KTURNS			FROM NORTH LE	<u>EG</u>		FROM EAST LEG	<u>i</u>		FROM SOUTH LE	<u>:G</u>		FROM WEST LE	<u>G</u>
	2022 2-WAY ADT		7,200			39,500			1,200			42,000	
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	RIGHT	<u>THRU</u>	<u>LEFT</u>	RIGHT	<u>THRU</u>	LEFT
		42,000	1,200	39,500	7,200	42,000	1,200	39,500	7,200	42,000	1,200	39,500	7,200
	0000 0 14/41/ 4DT	51%	1%	48%	14%	83%	2%	45%	8%	47%	3%	82%	15%
	2030 2-WAY ADT	RIGHT	7,500 THRU	LEFT	RIGHT	41,300 THRU	LEFT	RIGHT	1,300 THRU	LEFT	RIGHT	43,900 THRU	LEFT
		43,900	1,300	41,300	7,500	43,900	1,300	41,300	7,500	43,900	1,300	41,300	7,500
		51%	2%	48%	14%	83%	2%	45%	8%	47%	3%	82%	15%
	2040 2-WAY ADT	0170	7,900	4070	1470	43,500	270	4070	1,300	71 70	070	46,200	1070
		RIGHT	THRU	LEFT	RIGHT	THRU	<u>LEFT</u>	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		46,200	1,300	43,500	7,900	46,200	1,300	43,500	7,900	46,200	1,300	43,500	7,900
		51%	1%	48%	14%	83%	2%	45%	8%	47%	2%	83%	15%
	2050 2-WAY ADT		8,300			45,700			1,400			48,600	
		RIGHT	THRU	<u>LEFT</u>	RIGHT	THRU	<u>LEFT</u>	RIGHT	THRU	<u>LEFT</u>	RIGHT	THRU	LEFT
		48,600 51%	1,400 1%	45,700 48%	8,300 14%	48,600 83%	1,400 2%	45,700 45%	8,300 8%	48,600 47%	1,400 3%	45,700 82%	8,300 15%
				40%			270			47 70			
		RIGHT	ORTH LEG <u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	EAST LEG <u>THRU</u>	<u>LEFT</u>	S <u>RIGHT</u>	OUTH LEG <u>THRU</u>	LEFT	RIGHT	VEST LEG <u>THRU</u>	LEFT
A.M. DESIGN HR. TU 2022	IRNS EST. TURNS	219	2	120	74	1 212	21	24	0	37	16	1,607	94
				i	74	1,313					16		
2030	EST. TURNS	234	3	131	84	1,415	23	26	1	40	19	1,720	111
2040	EST. TURNS	259	4	142	104	1,551	25	27	2	41	23	1,874	141
2050	EST. TURNS	283	6	151	122	1,693	26	28	3	45	25	2,027	172
P.M. DESIGN HR. TU 2022	IRNS EST. TURNS	125	4	105	125	1,580	16	9	5	20	26	1,250	205
				i									
2030	EST. TURNS	139	5	111	139	1,735	22	11	6	24	34	1,387	225
2040	EST. TURNS	156	6	119	151	1,936	24	12	8	27	38	1,566	253
2050	EST. TURNS	173	7	127	167	2,141	29	14	9	31	47	1,760	285
LINK VOLUME CHEC	CK	1	NORTH LEG	3		EAST LEG			SOUTH LEG	}		WEST LEG	3
DESIGN HOUR A.M.:	<u>:</u>	FROM	<u>TO</u>	LINK	<u>FROM</u>	TO	LINK	FROM	<u>TO</u>	<u>LINK</u>	FROM	<u>TO</u>	LINK
CONTROL LINK VOL	UMES	342	168	510	1,409	1,751	3,160	61	39	100	1,721	1,569	3,290
2022	TURN SUMMARY	341	168	509	1,407	1,751	3,158	61	39	100	1,717	1,569	3,286
CONTROL LINK VOL		374	196	570	1,543	1,877	3,420	68	42	110	1,890	1,690	3,580
2030	TURN SUMMARY	369	197	566	1,523	1,877	3,400	68	45	113	1,850	1,690	3,540
CONTROL LINK VOL	UMES TURN SUMMARY	414	246	660	1,718	2,042	3,760	69	51	120	2,110	1,850	3,960
2040 CONTROL LINK VOL		405 455	247 295	652 750	1,680 1,904	2,043 2,206	3,723 4,110	69 77	53 53	122 130	2,038 2,349	1,850 2,021	3,888 4,370
2050	TURN SUMMARY	440	295 297	737	1,841	2,206	4,110	76	53 57	133	2,349	2,021	4,245
DESIGN HOUR P.M.:		FROM	то	LINK	FROM	то	LINK	FROM	то	LINK	FROM	то	LINK
CONTROL LINK VOL		235	335	570	1,726	1,364	3,090	34	46	80	1,485	1,725	3,210
2022	TURN SUMMARY	234	335	569	1,721	1,364	3,085	34	46	80	1,481	1,725	3,206
CONTROL LINK VOL	UMES	251	369	620	1,861	1,509	3,370	40	60	100	1,631	1,899	3,530
2030	TURN SUMMARY	255	370	625	1,896	1,509	3,405	42	61	102	1,645	1,899	3,544
CONTROL LINK VOL		271	409	680	2,033	1,697	3,730	43	67	110	1,821	2,119	3,940
2040	TURN SUMMARY	280	411	691	2,111	1,697	3,808	46	68	114	1,857	2,119	3,976
CONTROL LINK VOL		292	458	750 760	2,209	1,901	4,110	49	81	130	2,025	2,345	4,370
2050	TURN SUMMARY	308	461	769	2,336	1,901	4,237	54	83	137	2,091	2,345	4,436
2000													

						TMTO	OL INPU	<u> SHEET</u>						
Project D	Descript	tion:												
		SECTION NO:	88000000					PREPAREI	D BY:	Sergio Rios				
			4490007-1-2	22-01				FILE:		Version 1				
	PI	ROJECT LIMITS: DESIGN YEAR:		077 to MP 1.	947			DATE:		1/27/2023				
		INTERSECTION:		Pelican Har	bor Drive			_						
			orr oo r and	- Cilcuit Fla	DOI D.110			_						
		NOTES:												
Historica	al AADT	s:												
				NORTH LE	<u>G</u>	EAST LEG		SOUTH LE	<u>G</u>	WEST LEG				
			<u>YEAR</u>	AADI		<u>AADT</u>		<u>AADT</u>		<u>AADT</u>				
			2011											
			2012 2013											
			2013											
		Model Volume:												
Growth F	Rates:													
C.OWIII F				NORT	H LEG	EAST	LEG	SOUT	H LEG	WES1	LEG			
			<b>-</b>		-							7		
		Historic + Model	Trend GR = Trend GR =		CGR CGR		CGR CGR		CGR CGR		CGR CGR			
Base Ye	ear Mod	el to Future Year			CGR		CGR		CGR		CGR			
		Recommended 0	Frowth Rate:	0.56%	CGR	0.56%	CGR	0.56%	CGR	0.56%	CGR			
Choose	Mathad	ology for Calcul	ating Growt	h Factor on	Fach I on	(Input 1 2 or	. 3)							
01100361		1 = Compound Growth Th	-	ii i actor on	2	(iliput 1, 2 oi	2	1	2	1	2	7		
		2 = Linear Growth Throug	hout All Years					_		•		_		
		3 = Blend of Compound G	Growth First Ten Yea	ars, Linear Growth	Thereafter (Base	d Upon the Base Ye	ar AADT)							
			YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT			
												_		
NO VEA	D0		2022	4.045	700	4.045	42,000	4.045	800	4.045	42,000	_		
NO. YEA NO. YEA		8 18		1.045 1.101	700 800	1.045 1.101	43,900 46,200	1.045 1.101	800 900	1.045 1.101	43,900 46,200			
NO. YEA		28		1.157	800	1.157	48,600	1.157	900	1.157	48,600			
Porcont :	Turne (	Calculated From	Basa Voar T	MCe:										
Percent	i urris C	saiculateu Froiii	FROM	IVICS.		FROM			FROM			FROM		
TURN ST	TUDY		NORTH LEG			EAST LEG			SOUTH LE			WEST LEG		
			(Southbound	)		(Westbound)	1		(Northbound	d)		(Eastbound)		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.N		2-Way Pk Hr Vol				3,286			16			3,300		
10/6/2 % TUF		8 73%	3 27%	0 0%	3 0%	1,560 100%	<u>4</u> 0%	3 43%	1 14%	3 43%	2 0%	1,716 99%	11 1%	3,314
P.N		2-Way Pk Hr Vol		070	070	3,211	070	4070	24	4070	070	3,240	170	
10/6/2		20	0	4	6	1,719	6	1	0	14	3	1,475	9	3,257
% TUF	RNS:	83%	0%	17%	0%	99%	0%	7%	0%	93%	0%	99%	1%	
Est. % Tu	urns Ca	Iculated From B	ase Year AA	ADTs & TMC	Ss:									
euco-c	TED O	TADTING BOILT	c											
SUGGES	אובט צ	TARTING POINT	S NORTH LEG	}		EAST LEG			SOUTH LE	3		WEST LEG		
		<u>RIGHT</u>	THRU	<u>LEFT</u>	<b>RIGHT</b>	THRU	<u>LEFT</u>	RIGHT	THRU	<u>LEFT</u>	RIGHT	THRU	<u>LEFT</u>	
A.M.	2022	73%	27%	0%	0%	100%	0%	43%	14%	43%	0%	99%	1%	
	2022	73% 70%	25%	5%	0%	99%	0%	43%	13%	43%	0%	99%	1%	
	2040	70%	24%	6%	0%	99%	0%	44%	13%	44%	0%	99%	1%	
P.M.	2050	69%	23%	8%	0%	99%	1%	44%	12%	44%	0%	99%	1%	
r.ivi.	2022	83%	0%	17%	0%	99%	0%	7%	0%	93%	0%	99%	1%	
	2030	80%	0%	20%	0%	99%	0%	11%	0%	89%	0%	99%	1%	
	2040 2050	79% 78%	0% 0%	21%	1% 1%	99%	1% 1%	12% 14%	0% 0%	88%	0%	99% 99%	1%	
K & D FA			U 70	22%	170	99%	1 70	1470	U 70	86%	0%	JJ 70	1%	
			ORTH LEG			EAST LEG			SOUTH LE			WEST LEG		
K FACTO	D	AM		PM	AM		PM	AM		PM	AM		PM	
A PACIO	<b>R</b> 2022	3.7%		5.6%	7.8%		7.6%	2.0%		3.0%	7.9%		7.7%	
	2030	5.2%		6.6%	8.2%		8.0%	4.0%		4.7%	8.2%		8.1%	
	2040 2050	7.1% 9.0%		7.8% 9.0%	8.6% 9.0%		8.5% 9.0%	6.5% 9.0%		6.9% 9.0%	8.6% 9.0%		8.5% 9.0%	
D FACTO		3.070		3.070	3.070		3.070	3.070		J.U /0	3.070		J.U /0	
	2022	42.3%		61.5%	47.7%		53.9%	43.8%		62.5%	52.4%		45.9%	
	2030 2040	41.4% 40.2%		61.4% 61.1%	47.3% 46.8%		53.8% 53.8%	42.4% 40.8%		62.0% 61.5%	52.8% 53.2%		46.0% 46.2%	
	2050	39.1%		60.9%	46.3%		53.7%	39.1%		60.9%	53.7%		46.3%	

TM\_Tool 934 at Pelican Harbor.xlsm

#### TMTOOL "TURNS" REPORT

#### DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000
FM NO.: 4490007-1-22-01
PROJECT LIMITS: from MP 1.077 to MP 1.947
DESIGN YEAR: 2050
INTERSECTION: SR 934 and Pelican Harbor Drive
PREPARED BY: Sergio Rios DATE: 1/27/2023 NOTES:

OTHINATED TWO-V	NAY 24 HOUR AADT FOR EAC YEAR		NORTH LE			EAST LEG		c	SOUTH LE	G		WEST LEG	G
4 HR EST. AADT	<u>YEAR</u> 2022		700	<u>G</u>		42,000		3	800	<u>G</u>		42,000	2
4 HR EST. AADT	2030		700			43,900			800			43,900	
4 HR EST. AADT	2040		800			46,200			900			46,200	
4 HR EST. AADT	2050		800			48,600			900			48,600	
Percent Turns Calc	ulated From Base Year AADTs	<u>s:</u>	FDOM			55014			FROM			50011	
KTURNS			FROM NORTH L	<u>EG</u>		FROM EAST LEG	<u>i</u>		FROM SOUTH L	<u>EG</u>		FROM WEST LE	<u>.G</u>
	2022 2-WAY ADT		700			42,000			800			42,000	
		RIGHT	THRU 200	LEFT 10,000	RIGHT	THRU 10.000	LEFT 200	RIGHT	THRU	LEFT 10.000	RIGHT	THRU 10.000	LEFT 700
		42,000 50%	800 1%	42,000 50%	700 2%	42,000 97%	800 2%	42,000 50%	700 1%	42,000 50%	800 2%	42,000 97%	700 2%
	2030 2-WAY ADT	30 /0	700	30 /0	270	43,900	2 /0	30 70	800	30 /0	2 70	43,900	2 /0
	2000 2 1111 712 1	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		43,900	800	43,900	700	43,900	800	43,900	700	43,900	800	43,900	700
		50%	1%	50%	2%	97%	2%	50%	1%	50%	2%	97%	2%
	2040 2-WAY ADT		800			46,200			900			46,200	
		RIGHT	THRU 000	LEFT 46.200	RIGHT	<u>THRU</u>	LEFT 000	RIGHT	THRU 200	LEFT 46.200	RIGHT	<u>THRU</u>	LEFT 200
		46,200 50%	900 1%	46,200 50%	800 2%	46,200 96%	900 2%	46,200 50%	800 1%	46,200 50%	900 2%	46,200 96%	800 2%
	2050 2-WAY ADT	30 /0	800	0070	270	48,600	2.0	30 /0	900	0070	270	48,600	2/0
	=	RIGHT	THRU	<u>LEFT</u>	RIGHT	THRU	<u>LEFT</u>	RIGHT	THRU	<u>LEFT</u>	RIGHT	THRU	LEFT
		48,600	900	48,600	800	48,600	900	48,600	800	48,600	900	48,600	800
		50%	1%	50%	2%	97%	2%	50%	1%	50%	2%	97%	2%
		N <u>RIGHT</u>	ORTH LEG <u>THRU</u>	LEFT	RIGHT	EAST LEG <u>THRU</u>	<u>LEFT</u>	SO <u>RIGHT</u>	OUTH LEG <u>THRU</u>	LEFT	۱ <u>RIGHT</u>	WEST LEG THRU	LEFT
.M. DESIGN HR. T		_				4.504		•				4 700	
2022	EST. TURNS	7	4	0	4	1,561	6	3	1	3	3	1,720	14
2030	EST. TURNS	11	6	1	7	1,678	7	6	2	6	5	1,879	16
2040	EST. TURNS	14	8	2	10	1,834	15	10	4	10	12	2,094	23
2050	EST. TURNS	16	10	4	12	1,992	20	14	5	13	18	2,329	25
P.M. DESIGN HR. TO 2022	URNS EST. TURNS	20	0	4	6	1,719	3	1	0	14	2	1,474	10
2030	EST. TURNS	22	2	6	10	1,875	11	3	2	20	6	1,623	12
2040	EST. TURNS	29	3	- ] 8	12	2,067	13	5	4	33	9	1,801	13
				<u>-</u>						-			
2050	EST. TURNS	33	4	10	14	2,271	19	7	6	41	12	2,003	14
INK VOLUME CHE			NORTH LE			EAST LEG			SOUTH LE			WEST LEG	
ESIGN HOUR A.M.		FROM	<u>TO</u>	<u>LINK</u>	FROM	<u>TO</u>	<u>LINK</u>	FROM	<u>TO</u>	<u>LINK</u>	FROM	<u>TO</u>	LINK
ONTROL LINK VOI 2022	TURN SUMMARY	11 11	19 19	30 30	1,567 1,571	1,723 1,723	3,290 3,294	7 7	13 13	20 20	1,729 1,737	1,571 1,571	3,300 3,308
ONTROL LINK VO		15	25	40	1,694	1,723	3,580	14	16	30	1,737	1,694	3,590
2030	TURN SUMMARY	17	25	42	1,691	1,886	3,577	14	18	32	1,901	1,694	3,595
ONTROL LINK VO	LUMES	23	37	60	1,855	2,105	3,960	24	36	60	2,113	1,857	3,970
2040	TURN SUMMARY	24	37	61	1,859	2,106	3,965	24	36	60	2,129	1,857	3,986
ONTROL LINK VO		28	42	70 70	2,025	2,345	4,370	32	48	80	2,349	2,021	4,370
2050	TURN SUMMARY	30	42	72	2,024	2,347	4,371	32	48	80	2,372	2,021	4,393
ESIGN HOUR P.M.		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOI 2022		24 24	16 16	40 40	1,731	1,479	3,210	15 15	5 5	20	1,487	1,753	3,240
2022 ONTROL LINK VO	TURN SUMMARY	24 28	16 22	40 50	1,729 1,899	1,479 1,631	3,208 3,530	15 23	5 17	20 40	1,485 1,632	1,753 1,918	3,238 3,550
2030	TURN SUMMARY	30	24	54	1,896	1,631	3,527	25	19	44	1,641	1,918	3,559
ONTROL LINK VO		38	22	60	2,116	1,814	3,930	38	22	60	1,821	2,129	3,950
2040	TURN SUMMARY	41	29	70	2,092	1,814	3,906	42	25	67	1,823	2,129	3,952
ONTROL LINK VO		44	26	70	2,349	2,021	4,370	49	31	80	2,025	2,345	4,370
2050	TURN SUMMARY	47	34	81	2,304	2,021	4,325	54	35	89	2,029	2,345	4,374

						ТМТО	OL INPU	T SHEET						
Project D	Descrip	tion:				<u></u>								
		OFOTION NO.	00000000					Joneov Der	D DV	Oi- Di				
		SECTION NO: FM NO.:	4490007-1-2	22-01				PREPAREI FILE:	JBY:	Sergio Rios Version 1				
	Р	ROJECT LIMITS:		77 to MP 1.	947			DATE:		11/23/2022				
		DESIGN YEAR: INTERSECTION:		WSVN TV	Driveway			T-INTERSE MISSING L		Yes South Leg				
		IIII ENGLOTION.	OTT DO T UNG	WOVIN IV	Diivoway			_INIIOOII10 E	.og.	Codin Log				
		NOTES:												
Historica	al AAD1	<u>'s:</u>		NODTILLE	^	FAOTLEO		001171115	0	WEOTLEO				
			YEAR	NORTH LE	<u>6</u>	EAST LEG AADT		SOUTH LE AADT	<u>G</u>	WEST LEG AADT				
				'										
			2011 2012					1 -						
			2013					-						
		Madal Values	2014					-						
		Model Volume:	2035		l				J		I			
Growth I	Rates:						150	201:-						
				NORT	H LEG	EAST	<u>LEG</u>	SOUT	HLEG	<u>WES</u>	LEG			
			Trend GR =		CGR		CGR	-	CGR		CGR			
Page Ve	oor Mod	Historic + Model el to Future Year			CGR CGR		CGR CGR	-	CGR CGR		CGR CGR			
Dase 16	ai wou	Recommended 0		0.56%	CGR	0.56%	CGR	-	CGR	0.56%	CGR			
<u>.</u>			_					•		•		_		
Choose	Method	ology for Calcul 1 = Compound Growth Tr	-	h Factor on	Each Leg	(Input 1, 2 or	· 3) 2	7	-	1	2	1		
		2 = Linear Growth Throug						_		_				
		3 = Blend of Compound G	Growth First Ten Yea	ars, Linear Growth	Thereafter (Base	ed Upon the Base Yea	ar AADT)							
			YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT			
			1127413	INOTOR	, u.u.	THOTOIL	70.01	INOTOR	, u	INOTOR	10101			
NO NEA	<b>D</b> O		2022	4.045	600	4.045	39,500		-	4.045	39,500			
NO. YEA NO. YEA		8 18		1.045 1.101	600 700	1.045 1.101	41,300 43,500	-	-	1.045 1.101	41,300 43,500			
NO. YEA		28		1.157	700	1.157	45,700	-	] -	1.157	45,700			
Percent '	Turne (	Calculated From	Rasa Vaar T	MCe:										
rercent	Turris	Daiculated 1 Tolli	FROM	MO3.		FROM			FROM			FROM		
TURN ST	TUDY		NORTH LEG			EAST LEG			SOUTH LE	_		WEST LEG		
			(Southbound)	)		(Westbound)			(Northboun	3)		(Eastbound)		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.N 10/6/2		2-Way Pk Hr Vol	: 36	1	6	3,149 1,396	_	-	-	-	-	3,169 1,744	16	3,180
% TUF		85%	-	8%	0%	100%	-	-	-	-	-	99%	1%	0,100
P.N		2-Way Pk Hr Vol				3,066		1	-			3,096	7	0.405
10/6/2 % TUF		28 88%	-	3 9%	2 0%	1,698 100%	-	-	-	-	-	1,361 99%	7 1%	3,105
⊏St. % T	urns Ca	Ilculated From B	ase Year AA	UIS & TMC	<u>,s:</u>									
SUGGES	STED S	TARTING POINT								_				
		RIGHT	NORTH LEG THRU	<u>LEFT</u>	RIGHT	EAST LEG THRU	LEFT	RIGHT	SOUTH LE THRU	<u>G</u> LEFT	RIGHT	WEST LEG THRU	<u>LEFT</u>	
A.M.		·	11110	<u>! !</u>	1410111		<u> 1</u>	INDITE	111110	<u></u>	1410111			
	2022		-	8%	0%	100%	-	-	-	-	-	99%	1%	
	2030 2040	81% 80%	-	12% 13%	1% 1%	99% 99%	-	_	-	-	-	99% 99%	1% 1%	
L	2050	79%	-	15%	1%	99%	-	-	-	-	-	99%	1%	
P.M.	2022	88%	_	9%	0%	100%	_	1 -	_	_ 1	_	99%	1%	
	2030	84%	-	13%	0%	100%	-		-	-	-	99%	1%	
	2040	83%	-	14%	0%	100%	-	-	-	-	-	99%	1%	
K & D FA	2050 ACTOR	81% <b>S</b> :	-	16%	0%	100%	-			-		99%	1%	
		<u>NC</u>	ORTH LEG			EAST LEG	_		SOUTH LE			WEST LEG		
K EACTO	ı.D	AM		PM	AM		PM	AM		PM	AM		PM	
K FACTO	2022	6.0%		7.0%	8.0%		7.8%	1 -		_ [	8.0%		7.8%	
	2030	6.9%		7.6%	8.3%		8.1%	-		-	8.3%		8.2%	
	2040 2050	7.9% 9.0%		8.3% 9.0%	8.6% 9.0%		8.6% 9.0%	-		-	8.7% 9.0%		8.6% 9.0%	
D FACTO		3.070		0.070	3.070		3.070	1 -		-	3.070		0.070	
	2022	36.1%		76.2%	44.6%		55.5%	-		-	55.6%		44.2%	
	2030 2040	30.4% 23.2%		78.4% 81.1%	45.1% 45.7%		55.0% 54.3%	_		-	55.0% 54.4%		44.8% 45.6%	
	2050	16.1%		83.9%	46.3%		53.7%	_		_	53.7%		46.3%	

## **Appendix C.**

## **Existing Signal Timings**

### TOD Schedule Report

for 3014: Adventure Av&J. F. Kennedy Blvd

Print Date: 11/16/2022

Print Time: 9:28 AM

<u>Asset</u>		Intersection	L	<u>,</u>	TOD Schedule	Op Mode	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	TOD Setting	Active Active PhaseBank Maximum
3014	Adventure	Av&J. F. Ke	ennedy Blvd	D	OW-4	TOD	[04] HEAVY AM PEAK	150	106	N/A	1 Max 2
			<u>s</u>	<u>plits</u>							
<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>				
-	WBT	-	NBT	WBL	EBT	-	-				
0	70	0	53	0	63	0	13				
	$\leftarrow$		$\blacktriangle$	~	$\rightarrow$	•					

Active Phase	Bank: Pha	se Bank 1						
<u>Phase</u>	<u>Walk</u>	Don't Walk	Min Initial	Veh Ext	Max Limit	<u>Max 2</u>	<u>Yellow</u>	<u>Red</u>
	Phase Bank							
	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	1 - 1 - 1	30 - 40 - 40	0 - 50 - 50	4	3
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 -2.5 - 2.5	12 - 25 - 12	80 - 12 - 8	4	3.2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 10 - 10	80 - 0 - 10	4	3
6 EBT	7 - 7 - 7	32 - 32 - 32	7 - 7 - 7	1 - 1 - 1	30 - 40 - 40	0 - 50 - 50	4	3
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	7 - 7 - 7	28 - 28 - 28	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

<u> </u>	0 - 0 -	0 - 0	- 0	0 - 0	- 0	0 -	0 - 0	0 -	0 -	0 0	- 0 - 0	0 0
8 -	7 - 7 -	7 28 - 28	- 28	0 - 0	- 0	0 -	0 - 0	0 -	0 -	0 0	- 0 - 0	0 0
		•				•		•				•
						Green 1	<u> Fime</u>					
Current			1	2	3	4	5	6	7	8		
TOD Schedule	<u>Plan</u>	<u>Cycle</u>		WBT	-	NBT	WBL	EBT	-	-	Ring Offset	<u>Offset</u>
	Free											
0600	4	150	0	70	0	53	0	63	0	13	0	106
1330	8	150	0	74	0	49	0	67	0	13	0	142
1530	9	150	0	74	0	49	0	67	0	13	0	84
2222		4.40	_		_	=-	_	=0	_	4.0	•	_

Last In Service Date:	unknown				
Permitted Phases					
	<u>12345678</u>				
Default	-2-456-8				
External Permit 0					
External Permit 1	-2-4-6-8				
External Permit 2	-2-4-6-8				

Local TOD Schedule							
<u>Time</u>	<u>Plan</u>	DOW					
0000	Free	Su M T W Th F S					
0600	4	M T W Th F					
0800	4	Su S					
1330	8	M T W Th F					
1530	9	M T W Th F					
2000	11	Su S					
2200	11	MTWThF					

#### **TOD Schedule Report**

for 3014: Adventure Av&J. F. Kennedy Blvd

**Print Date:** 11/16/2022 **Print Time:** 9:28 AM

Curren	t Time of Day Function			Local	Time of Day Function		
<u>Time</u>	<u>Function</u>	Settings *	Day of Week	<u>Time</u>	<u>Function</u>	Settings *	Day of Week
0000	TOD OUTPUTS		SuM T W ThF S	0000	TOD OUTPUTS		SuM T W ThF S

#### \* Settings

Blank - FREE - Phase Bank 1, Max 1 Blank - Plan - Phase Bank 1, Max 2

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

No Calendar Defined/Enabled	

for 3015: Harbor Dr&J. F. Kennedy Blvd

Print Date:

11/16/2022

•	rı	n	t	П	ın	1	е
	ç	)-	2	7	Δ	N	7

Asset		Intersection	<u>L</u>	5	TOD Schedule	Op Mode	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	TOD Setting	Active Active PhaseBank Maximum
3015	Harbor [	Or&J. F. Ken	nedy Blvd	DO	DW-4	TOD	[04] HEAVY AM PEAK	150	106	N/A	1 Max 2
			<u>s</u>	Splits_							
<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>				
EBL	WBT	SBT	NBT	WBL	EBT	-	-				
9	48	35	28	14	43	0	0				
<b>_</b>	<b>←</b>	1	lack	•	$\rightarrow$	•					

Active	<b>Phase</b>	Bank:	Phase	Bank	1

<u>Phase</u>	<u>Walk</u>	Don't Walk	Min Initial	<u>Veh Ext</u>	Max Limit	<u>Max 2</u>	Yellow	Red
	Phase Bank							
	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	20 - 15 - 6	20 - 15 - 6	3.7	3.3
2 WBT	4 - 4 - 4	36 - 36 - 36	4 - 4 - 4	1 - 1 - 1	100 - 50 - 45	0 - 75 - 45	4	3.3
3 SBT	4 - 4 - 4	24 - 24 - 24	7 - 7 - 7	2.5 -2.5 - 2.5	20 - 16 - 12	60 - 16 - 10	4	3.7
4 NBT	4 - 4 - 4	24 - 24 - 24	10 - 10 - 10	4 - 4 - 4	20 - 16 - 10	60 - 16 - 8	4	3.7
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	20 - 15 - 6	20 - 15 - 6	3.7	3.3
6 EBT	4 - 4 - 4	36 - 36 - 36	4 - 4 - 4	1 - 1 - 1	100 - 50 - 45	0 - 75 - 45	4	3.3
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

	_		
l ast In	Service	Date:	unknown

Permitted Phases	
	<u>12345678</u>
Default	123456
External Permit 0	
External Permit 1	-234-6
External Permit 2	-234-6

					9	Green T	<u>ime</u>					
<u>Current</u> TOD Schedule	<u>Plan</u>	<u>Cycle</u>	1 EBL	2 WBT	3 SBT	4 NBT	5 WBL	6 EBT	<b>7</b> -	8	Ring Offset	Offset
	Free		'								,	
0600	4	150	9	48	35	28	14	43	0	0	0	106
1330	8	150	9	55	28	28	11	53	0	0	0	102
1530	9	150	9	55	28	28	11	53	0	0	0	97
2200	11	140	6	47	29	28	10	43	0	0	0	5
	23	90	5	20	27	8	5	20	0	0	0	10

Local TO	Local TOD Schedule									
<u>Time</u>	<u>Plan</u>	<u>DOW</u>								
0000	Free	Su M T W Th F S								
0600	4	MTWThF								
0800	4	Su S								
1330	8	MTWThF								
1530	9	MTWThF								
2000	11	Su S								
2200	11	M T W Th F								

### **TOD Schedule Report**

for 3015: Harbor Dr&J. F. Kennedy Blvd

**Print Date: Print Time:** 11/16/2022 9:27 AM

Current Time of Day Function					Local Time of Day Function				
<u>Time</u>	<u>Function</u>	Settings *	Day of Week	<u>Time</u>	<u>Function</u>	Settings *	Day of Week		
0000	TOD OUTPUTS		SuM T W ThF S	0000	TOD OUTPUTS		SuM T W ThF S		

#### \* Settings

Blank - FREE - Phase Bank 1, Max 1 Blank - Plan - Phase Bank 1, Max 2

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

No Calendar Defined/Enabled							

for 3785: J. F. Kennedy Blvd&Pelican Harbor Dr

Print Date:

11/16/2022

**Print Time:** 12:14 PM

<u>Asset</u>		<u>Intersection</u>	L	5	TOD Schedule	Op Mode	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	TOD Setting	Active Active PhaseBank Maximum
3785	J. F. Kenned	y Blvd&Peli	can Harbor [	Dr DO	OW-4	TOD	[01] EARLY MORNING	100	66	N/A	1 Max 2
			<u>s</u>	<u>plits</u>							
<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>				
EBL	WBT	-	NBT	WBL	EBT	-	SBT				
5	55	0	22	5	55	0	22				
<b>_</b>	<b>←</b>		<b>1</b>	T	$\rightarrow$	•	1				

Active	<b>Phase</b>	Bank:	Phase Bank	1

<u>Phase</u>	<u>Walk</u>	Don't Walk	Min Initial	<u>Veh Ext</u>	Max Limit	<u>Max 2</u>	<u>Yellow</u>	<u>Red</u>
	Phase Bank							
	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 5 - 10	10 - 16 - 16	3.7	2
2 WBT	5 - 5 - 5	17 - 17 - 17	7 - 7 - 7	1 - 1 - 1	40 - 48 - 40	0 - 50 - 50	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	5 - 5 - 5	27 - 27 - 27	7 - 7 - 7	2.5 - 2.5 - 2.5	8 - 8 - 12	12 - 10 - 14	4	2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 5 - 10	12 - 16 - 16	3.7	2
6 EBT	5 - 5 - 5	17 - 17 - 17	7 - 7 - 7	1 - 1 - 1	40 - 48 - 40	0 - 50 - 50	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	5 - 5 - 5	27 - 27 - 27	7 - 7 - 7	2.5 - 2.5 - 2.5	8 - 8 - 12	12 - 10 - 14	4	2

		_	_
l ast In	Service	Date:	unknown

Permitted Phases	
	<u>12345678</u>
Default	12-456-8
External Permit 0	
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

Green Time												
<u>Current</u> TOD Schedule	<u>Plan</u>	<u>Cycle</u>	1 EBL	2 WBT	3 -	4 NBT	5 WBL	6 EBT	<b>7</b> -	8 SBT	Ring Offset	Offset
	Free		·									
0100	Flash											
0600	1	100	5	55	0	22	5	55	0	22	0	66
0700	2	110	5	65	0	22	5	65	0	22	0	32
0930	1	100	5	55	0	22	5	55	0	22	0	66
1330	11	110	8	54	0	30	8	54	0	30	0	82
1530	3	110	5	57	0	30	5	57	0	30	0	32
1800	6	100	15	45	0	22	15	45	0	22	0	68
2230	Free										·	

Local TOD Schedule									
<u>Time</u>	<u>Plan</u>	<u>DOW</u>							
0000	Free	Su M T W Th F	S						
0100	Flash	Su M T W Th F	S						
0600	1	M T W Th F							
0700	Free	Su	S						
0700	2	M T W Th F							
0930	1	M T W Th F							
1330	11	M T W Th F							
1530	3	M T W Th F							
1800	6	M T W Th F							
2230	Free	M T W Th F							

### **TOD Schedule Report**

for 3785: J. F. Kennedy Blvd&Pelican Harbor Dr

**Print Date:** 11/16/2022 **Print Time:** 12:14 PM

Current Time of Day Function					Local Time of Day Function				
<u>Time</u>	<u>Function</u>	Settings *	Day of Week	<u>Time</u>	<u>Function</u>	Settings *	Day of Week		
0000	TOD OUTPUTS		SuM T W ThF S	0000	TOD OUTPUTS		SuM T W ThF S		

#### \* Settings

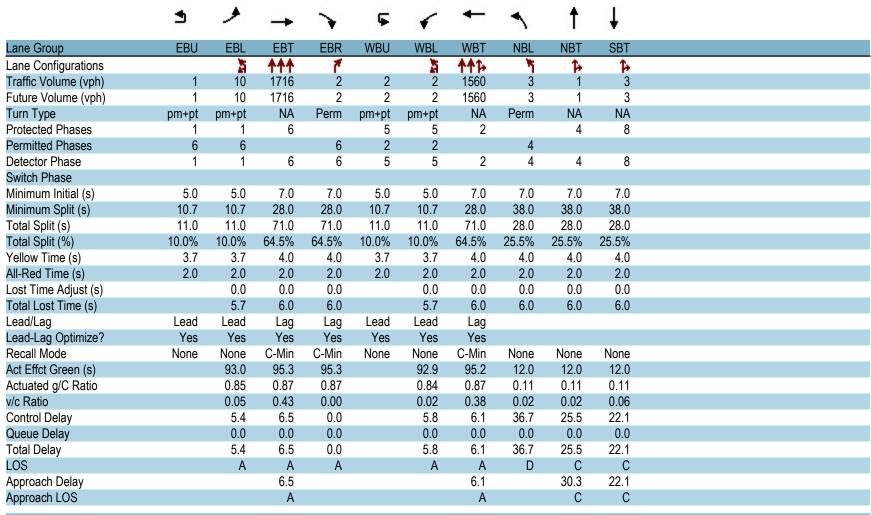
Blank - FREE - Phase Bank 1, Max 1 Blank - Plan - Phase Bank 1, Max 2

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

## Appendix D.

## **Existing Intersection Capacity Analyses**

Timings
1: Pelican Harbor Dr & NE 79th St



Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 32 (29%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

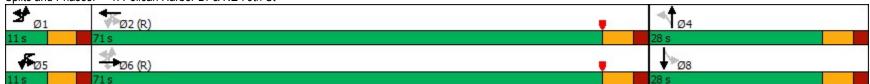
Maximum v/c Ratio: 0.43

Intersection Signal Delay: 6.4
Intersection Capacity Utilization 49.7%

Intersection LOS: A ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Pelican Harbor Dr & NE 79th St



	<b></b>	•	-	•	F	•	•	1	<b>†</b>	ļ	
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBT	SBT	
Protected Phases	1	1	6		5	5	2		4	8	
Permitted Phases	6	6		6	2	2		4			
Minimum Initial (s)	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.7	10.7	28.0	28.0	10.7	10.7	28.0	38.0	38.0	38.0	
Total Split (s)	11.0	11.0	71.0	71.0	11.0	11.0	71.0	28.0	28.0	28.0	
Total Split (%)	10.0%	10.0%	64.5%	64.5%	10.0%	10.0%	64.5%	25.5%	25.5%	25.5%	
Maximum Green (s)	5.3	5.3	65.0	65.0	5.3	5.3	65.0	22.0	22.0	22.0	
Yellow Time (s)	3.7	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0	2.5	2.5	2.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	None	None	None	
Walk Time (s)			5.0	5.0			5.0	5.0	5.0	5.0	
Flash Dont Walk (s)			17.0	17.0			17.0	27.0	27.0	27.0	
Pedestrian Calls (#/hr)			2	2			4	1	1	1	
90th %ile Green (s)	5.3	5.3	55.4	55.4	5.0	5.0	55.1	31.9	31.9	31.9	
90th %ile Term Code	Max	Max	Coord	Coord	Min	Min	Coord	Ped	Ped	Ped	
70th %ile Green (s)	0.0	0.0	91.0	91.0	0.0	0.0	91.0	7.0	7.0	7.0	
70th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Hold	Hold	Min	
50th %ile Green (s)	0.0	0.0	104.0	104.0	0.0	0.0	104.0	0.0	0.0	0.0	
50th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Skip	Skip	Skip	
30th %ile Green (s)	0.0	0.0	104.0	104.0	0.0	0.0	104.0	0.0	0.0	0.0	
30th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Skip	Skip	Skip	
10th %ile Green (s)	0.0	0.0	104.0	104.0	0.0	0.0	104.0	0.0	0.0	0.0	
10th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Skip	Skip	Skip	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 32 (29%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow Control Type: Actuated-Coordinated

1: Pelican Harbor Dr & NE 79th St

Queues Existing AM

	۶	<b>→</b>	*	•	←	1	<b>†</b>	ļ
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	12	1845	2	4	1680	3	4	12
v/c Ratio	0.05	0.43	0.00	0.02	0.38	0.02	0.02	0.06
Control Delay	5.4	6.5	0.0	5.8	6.1	36.7	25.5	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.4	6.5	0.0	5.8	6.1	36.7	25.5	22.1
Queue Length 50th (ft)	0	0	0	0	0	2	1	2
Queue Length 95th (ft)	11	421	0	6	364	9	9	16
Internal Link Dist (ft)		977			2612		419	426
Turn Bay Length (ft)	200		200	200		250		
Base Capacity (vph)	270	4407	1401	236	4493	310	366	371
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.42	0.00	0.02	0.37	0.01	0.01	0.03
Intersection Summary								

	•	۶	<b>→</b>	*	F	•	+	•	1	<b>†</b>	<i>&gt;</i>	-	Ţ	4
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		7	<b>^</b>	7		A	<b>*</b>		7	13		7	<b>f</b>	
Traffic Volume (veh/h)	1	10	1716	2	2	2	1560	3	3	1	3	0	3	8
Future Volume (veh/h)	1	10	1716	2	2	2	1560	3	3	1	3	0	3	8
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	0.99		1.00	1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No			No	
Adj Sat Flow, veh/h/ln		1900	1841	1900		1900	1870	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h		11	1845	2		2	1677	3	3	1	3	0	3	9
Peak Hour Factor		0.93	0.93	0.93		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %		0	4	0		0	2	0	0	0	0	0	0	0
Cap, veh/h		297	4036	1290		245	4173	7	103	14	42	65	14	42
Arrive On Green		0.01	0.80	0.80		0.00	0.79	0.79	0.03	0.03	0.03	0.00	0.03	0.03
Sat Flow, veh/h		1810	5025	1606		1810	5263	9	1413	417	1251	1435	417	1251
Grp Volume(v), veh/h		11	1845	2		2	1085	595	3	0	4	0	0	12
Grp Sat Flow(s),veh/h/ln		1810	1675	1606		1810	1702	1869	1413	0	1668	1435	0	1668
Q Serve(g_s), s		0.1	12.6	0.0		0.0	10.7	10.7	0.2	0.0	0.3	0.0	0.0	8.0
Cycle Q Clear(g_c), s		0.1	12.6	0.0		0.0	10.7	10.7	1.0	0.0	0.3	0.0	0.0	0.8
Prop In Lane		1.00		1.00		1.00		0.01	1.00		0.75	1.00		0.75
Lane Grp Cap(c), veh/h		297	4036	1290		245	2699	1481	103	0	56	65	0	56
V/C Ratio(X)		0.04	0.46	0.00		0.01	0.40	0.40	0.03	0.00	0.07	0.00	0.00	0.22
Avail Cap(c_a), veh/h		361	4036	1290		328	2699	1481	338	0	334	305	0	334
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		0.83	0.83	0.83	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh		2.6	3.4	2.1		2.9	3.5	3.5	52.3	0.0	51.5	0.0	0.0	51.8
Incr Delay (d2), s/veh		0.0	0.4	0.0		0.0	0.4	0.7	0.1	0.0	0.4	0.0	0.0	1.4
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		0.1	5.7	0.0		0.0	5.2	5.9	0.1	0.0	0.2	0.0	0.0	0.6
Unsig. Movement Delay, s/veh														
LnGrp Delay(d),s/veh		2.6	3.7	2.1		2.9	3.8	4.1	52.3	0.0	51.9	0.0	0.0	53.2
LnGrp LOS		A	Α	Α		A	A	A	D	Α	D	A	A	D
Approach Vol, veh/h			1858				1682			7			12	
Approach Delay, s/veh			3.7				3.9			52.1			53.2	
Approach LOS			Α				Α			D			D	
Timer - Assigned Phs	1	2		4	5	6		8						
Phs Duration (G+Y+Rc), s	7.1	93.2		9.7	6.0	94.3		9.7						
Change Period (Y+Rc), s	* 5.7	6.0		6.0	* 5.7	6.0		6.0						
Max Green Setting (Gmax), s	* 5.3	65.0		22.0	* 5.3	65.0		22.0						
Max Q Clear Time (g_c+l1), s	2.1	12.7		3.0	2.0	14.6		2.8						
Green Ext Time (p_c), s	0.0	5.4		0.0	0.0	7.6		0.0						
Intersection Summary														
HCM 6th Ctrl Delay			4.1											
HCM 6th LOS			Α											

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

**Timings Existing AM** 2: Harbor Island Dr & NE 79th St

	•	<b>→</b>	*	F	1	<b>←</b>	•	4	1	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	*	ተተተ	7		Ä	ተተተ	7	7	<b>1</b>	7	ર્ન	7
Traffic Volume (vph)	95	1608	18	8	15	1311	75	37	0	120	2	219
Future Volume (vph)	95	1608	18	8	15	1311	75	37	0	120	2	219
Turn Type	pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	Split	NA	Split	NA	pm+ov
Protected Phases	1	6	4	5	5	2	3!	4	4	3	3	1
Permitted Phases	6		6	2	2		2					3
Detector Phase	1	6	4	5	5	2	3	4	4	3	3	1
Switch Phase												
Minimum Initial (s)	5.0	1.0	10.0	5.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.3	35.7	12.0	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0
Total Split (s)	16.0	50.3	35.7	21.0	21.0	55.3	43.0	35.7	35.7	43.0	43.0	16.0
Total Split (%)	10.7%	33.5%	23.8%	14.0%	14.0%	36.9%	28.7%	23.8%	23.8%	28.7%	28.7%	10.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0	4.0	3.7
All-Red Time (s)	3.3	3.3	3.7	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.3	7.7		7.0	7.3	7.7	7.7	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	103.9	95.8	107.2		87.8	82.0	95.1	13.8	13.8	13.5	13.5	28.8
Actuated g/C Ratio	0.69	0.64	0.71		0.59	0.55	0.63	0.09	0.09	0.09	0.09	0.19
v/c Ratio	0.32	0.53	0.02		0.15	0.50	0.08	0.24	0.19	0.43	0.44	0.77
Control Delay	14.2	20.3	5.7		13.8	24.9	11.3	64.0	62.9	70.7	71.3	58.5
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	20.3	5.7		13.8	24.9	11.3	64.0	62.9	70.7	71.3	58.5
LOS	В	С	Α		В	С	В	Е	Е	Е	Е	Е
Approach Delay		19.8				24.0			63.6		63.0	
Approach LOS		В				С			Е		Е	

Intersection Summary

Cycle Length: 150

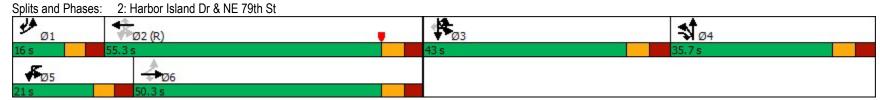
Actuated Cycle Length: 150
Offset: 106 (71%), Referenced to phase 2:WBTL, Start of Yellow Natural Cycle: 135
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77

Intersection Signal Delay: 26.4

! Phase conflict between lane groups.

Intersection LOS: C ICU Level of Service D

Intersection Capacity Utilization 77.7% Analysis Period (min) 15



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Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations	7	<b>^</b>	7		7	<b>^</b> ^	7	7	1			7	र्स	7"
Traffic Volume (vph)	95	1608	18	8	15	1311	75	37	0	24	1	120	2	219
Future Volume (vph)	95	1608	18	8	15	1311	75	37	0	24	1	120	2	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.3	7.7		7.0	7.3	7.7	7.7	7.7			7.7	7.7	7.0
Lane Util. Factor	1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00			0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98		1.00	1.00	0.99	1.00	0.98			1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.85			1.00	1.00	0.85
FIt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00			0.95	0.95	1.00
Satd. Flow (prot)	1805	5036	1515		1728	5085	1548	1805	1515			1698	1680	1583
FIt Permitted	0.12	1.00	1.00		0.11	1.00	1.00	0.95	1.00			0.95	0.95	1.00
Satd. Flow (perm)	237	5036	1515		198	5085	1548	1805	1515			1698	1680	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.92	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94	0.94	0.94
Adj. Flow (vph)	101	1711	19	9	16	1395	80	39	0	26	1	128	2	233
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	101	1711	19	0	25	1395	80	39	26	0	0	65	66	233
Confl. Peds. (#/hr)	2		3		3		2	6		8		8		6
Heavy Vehicles (%)	0%	3%	4%	0%	7%	2%	3%	0%	0%	4%	0%	1%	50%	1%
Turn Type	pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	Split	NA		Split	Split	NA	pm+ov
Protected Phases	1	6	4	5	5	2	3!	4	4		3!	3	3	1
Permitted Phases	6		6	2	2	_	2	•	•		<u> </u>			3
Actuated Green, G (s)	102.0	91.5	103.3	<del>-</del>	83.9	80.4	93.9	11.8	11.8			13.5	13.5	28.1
Effective Green, g (s)	102.0	91.5	103.3		83.9	80.4	93.9	11.8	11.8			13.5	13.5	28.1
Actuated g/C Ratio	0.68	0.61	0.69		0.56	0.54	0.63	0.08	0.08			0.09	0.09	0.19
Clearance Time (s)	7.0	7.3	7.7		7.0	7.3	7.7	7.7	7.7			7.7	7.7	7.0
Vehicle Extension (s)	2.0	1.0	4.0		2.0	1.0	2.5	4.0	4.0			2.5	2.5	2.0
Lane Grp Cap (vph)	313	3071	1043		146	2725	969	141	119			152	151	296
v/s Ratio Prot	0.03	c0.34	0.00		0.00	0.27	0.01	c0.02	0.02			0.04	0.04	c0.08
v/s Ratio Perm	0.19	00.04	0.01		0.09	0.21	0.04	00.02	0.02			0.04	0.04	0.07
v/c Ratio	0.32	0.56	0.02		0.17	0.51	0.08	0.28	0.22			0.43	0.44	0.79
Uniform Delay, d1	11.6	17.3	7.4		15.4	22.3	11.1	65.1	64.8			64.6	64.7	58.1
Progression Factor	1.00	1.00	1.00		0.86	0.96	1.03	1.00	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.2	0.1	0.0		0.2	0.7	0.0	1.5	1.3			1.4	1.5	12.0
Delay (s)	11.9	17.4	7.4		13.4	22.1	11.4	66.5	66.0			66.0	66.1	70.1
Level of Service	В	В	Α		В	C	В	E	E			E	E	E
Approach Delay (s)	D	17.0	А		D	21.4	D	_	66.3				68.6	<b>-</b>
Approach LOS		В				C C			E				E	
Intersection Summary														
HCM 2000 Control Delay			24.6	Н	CM 2000 I	_evel of S	Service		С					
HCM 2000 Volume to Capacity	ratio		0.59											
Actuated Cycle Length (s)			150.0	S	um of lost	time (s)			29.7					
Intersection Capacity Utilization			77.7%		U Level o				D					
Analysis Period (min)			15											
! Phase conflict between lane	groups.													
c Critical Lane Group	J 1 -													

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Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Protected Phases	1	6	4	5	5	2	3!	4	4	3	3	1	
Permitted Phases	6		6	2	2		2					3	
Minimum Initial (s)	5.0	1.0	10.0	5.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0	
Minimum Split (s)	12.0	47.3	35.7	12.0	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0	
Total Split (s)	16.0	50.3	35.7	21.0	21.0	55.3	43.0	35.7	35.7	43.0	43.0	16.0	
Total Split (%)	10.7%	33.5%	23.8%	14.0%	14.0%	36.9%	28.7%	23.8%	23.8%	28.7%	28.7%	10.7%	
Maximum Green (s)	9.0	43.0	28.0	14.0	14.0	48.0	35.3	28.0	28.0	35.3	35.3	9.0	
Yellow Time (s)	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0	4.0	3.7	
All-Red Time (s)	3.3	3.3	3.7	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	1.0	4.0	2.0	2.0	1.0	2.5	4.0	4.0	2.5	2.5	2.0	
Minimum Gap (s)	2.0	1.0	4.0	2.0	2.0	1.0	2.5	4.0	4.0	2.5	2.5	2.0	
Time Before Reduce (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	
Time To Reduce (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	
Recall Mode	None	None	None	None	None	C-Min	None	None	None	None	None	None	
Walk Time (s)		4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0		
Flash Dont Walk (s)		36.0	24.0			36.0	24.0	24.0	24.0	24.0	24.0		
Pedestrian Calls (#/hr)		3	8			2	6	8	8	6	6		
90th %ile Green (s)	15.5	57.2	28.0	7.1	7.1	48.8	28.0	28.0	28.0	28.0	28.0	15.5	
90th %ile Term Code	Gap	Coord	Ped	Gap	Gap	Coord	Ped	Ped	Ped	Ped	Ped	Gap	
70th %ile Green (s)	17.7	91.2	10.9	5.5	5.5	79.0	12.7	10.9	10.9	12.7	12.7	17.7	
70th %ile Term Code	Gap	Coord	Gap	Gap	Gap	Coord	Gap	Gap	Gap	Gap	Gap	Gap	
50th %ile Green (s)	15.8	94.4	10.0	5.1	5.1	83.7	10.8	10.0	10.0	10.8	10.8	15.8	
50th %ile Term Code	Gap	Coord	Min	Gap	Gap	Coord	Gap	Min	Min	Gap	Gap	Gap	
30th %ile Green (s)	13.9	108.4	10.0	0.0	0.0	87.5	8.9	10.0	10.0	8.9	8.9	13.9	
30th %ile Term Code	Gap	Coord	Min	Skip	Skip	Coord	Gap	Min	Min	Gap	Gap	Gap	
10th %ile Green (s)	10.0	128.0	0.0	0.0	0.0	111.0	7.0	0.0	0.0	7.0	7.0	10.0	
10th %ile Term Code	Gap	Coord	Skip	Skip	Skip	Coord	Min	Skip	Skip	Min	Min	Gap	

Intersection Summary

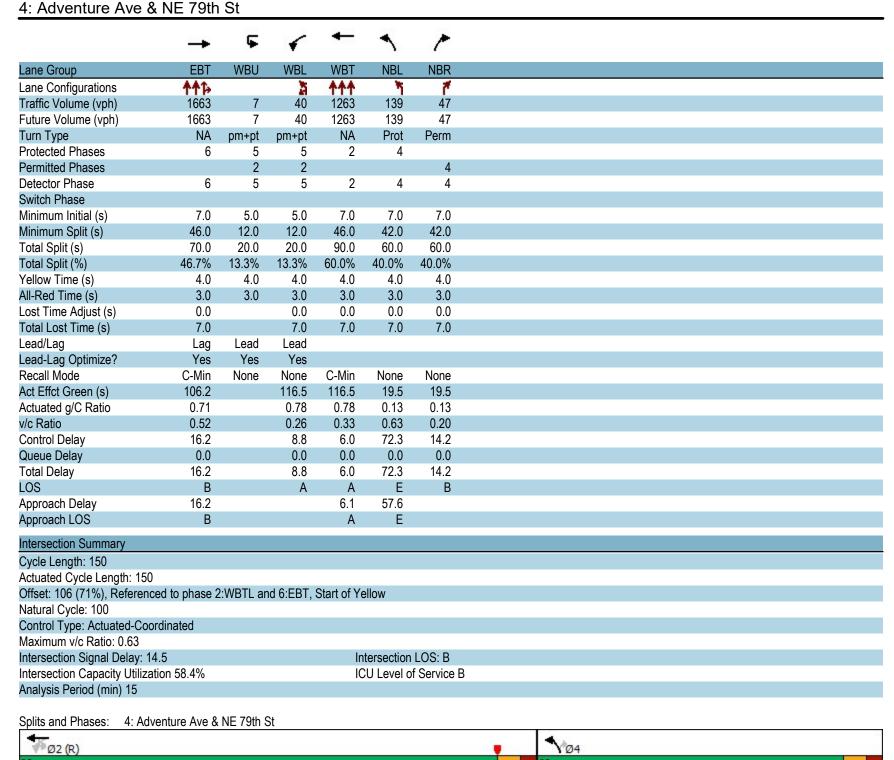
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 106 (71%), Referenced to phase 2:WBTL, Start of Yellow Control Type: Actuated-Coordinated

! Phase conflict between lane groups.

	•	-	*	1	•	•	1	<b>†</b>	-	Ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	101	1711	19	25	1395	80	39	26	65	66	233
v/c Ratio	0.32	0.53	0.02	0.15	0.50	0.08	0.24	0.19	0.43	0.44	0.77
Control Delay	14.2	20.3	5.7	13.8	24.9	11.3	64.0	62.9	70.7	71.3	58.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	20.3	5.7	13.8	24.9	11.3	64.0	62.9	70.7	71.3	58.5
Queue Length 50th (ft)	28	327	3	5	325	33	37	25	66	67	174
Queue Length 95th (ft)	91	640	13	17	535	77	67	50	106	107	159
Internal Link Dist (ft)		2612			1173			426		437	
Turn Bay Length (ft)	180		125	180		120					
Base Capacity (vph)	316	3217	1173	270	2779	1201	336	282	399	395	303
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.53	0.02	0.09	0.50	0.07	0.12	0.09	0.16	0.17	0.77
Intersection Summary											

Intersection							
	0.2						
Int Delay, s/veh	0.2						
Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		Ä	ተተተ	ተተኈ		¥	
Traffic Vol, veh/h	2	14	1744	1396	6	1	11
Future Vol, veh/h	2	14	1744	1396	6	1	11
Conflicting Peds, #/hr	0	8	0	0	8	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None		None
Storage Length	-	70	-	_	-	0	-
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	<u>-</u>	_	0	0	_	0	_
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	3	2	17	0	9
Mymt Flow	2	15	1817	1454	6	1	11
IVIVIIIL I IUW		10	1017	1704	U		11
Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1066	1468	0	-	0	2226	738
Stage 1	-	-	-	-	-	1465	-
Stage 2	-	_	_	_	_	761	-
Critical Hdwy	5.6	5.3	_	_	_	5.7	7.28
Critical Hdwy Stg 1	-	-	_	_	_	6.6	-
Critical Hdwy Stg 2	_	_	_	_	_	6	_
Follow-up Hdwy	2.3	3.1	_	_	_	3.8	3.99
Pot Cap-1 Maneuver	411	236	-		<u>-</u>	73	297
Stage 1	-	230		-	-	127	231
Stage 2	<u>-</u>	-	_	_	_	388	_
Platoon blocked, %		<u>-</u>	-	_		300	_
Mov Cap-1 Maneuver	247	247	-	-	-	67	295
			-		-		
Mov Cap-2 Maneuver	-	-	-	-	-	67	-
Stage 1	-	-	-	-	-	117	-
Stage 2	-	-	-	-	-	385	-
Approach	EB			WB		SB	
HCM Control Delay, s	0.2			0		21.6	
HCM LOS	V.L					C C	
110111 200							
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)		247	-	-	-	230	
HCM Lane V/C Ratio		0.067	-	-	-	0.054	
HCM Control Delay (s)		20.7	-	-	-	21.6	
HCM Lane LOS		С	-	-	-	С	
HCM 95th %tile Q(veh)		0.2	-	-	-	0.2	

**Timings Existing AM** 



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Synchro 11 Report

	-	F	1	•	1	1
Lane Group	EBT	WBU	WBL	WBT	NBL	NBR
Protected Phases	6	5	5	2	4	
Permitted Phases		2	2			4
Minimum Initial (s)	7.0	5.0	5.0	7.0	7.0	7.0
Minimum Split (s)	46.0	12.0	12.0	46.0	42.0	42.0
Total Split (s)	70.0	20.0	20.0	90.0	60.0	60.0
Total Split (%)	46.7%	13.3%	13.3%	60.0%	40.0%	40.0%
Maximum Green (s)	63.0	13.0	13.0	83.0	53.0	53.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	4.0	0.5	٥٢
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.5	2.5
Minimum Gap (s)	1.0	2.0	2.0	1.0	2.5	2.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s) Recall Mode	0.0 C-Min	0.0 None	0.0 None	0.0 C-Min	0.0 None	0.0 None
Walk Time (s)	7.0	NOHE	None	C-IVIII1	None 7.0	7.0
Flash Dont Walk (s)	32.0				28.0	28.0
Pedestrian Calls (#/hr)	2				3	3
90th %ile Green (s)	86.8	7.2	7.2	101.0	35.0	35.0
90th %ile Term Code	Coord	Gap	Gap	Coord	Ped	Ped
70th %ile Green (s)	103.2	5.8	5.8	116.0	20.0	20.0
70th %ile Term Code	Coord	Gap	Gap	Coord	Gap	Gap
50th %ile Green (s)	106.4	5.3	5.3	118.7	17.3	17.3
50th %ile Term Code	Coord	Gap	Gap	Coord	Gap	Gap
30th %ile Green (s)	109.4	5.0	5.0	121.4	14.6	14.6
30th %ile Term Code	Coord	Min	Min	Coord	Gap	Gap
10th %ile Green (s)	125.2	0.0	0.0	125.2	10.8	10.8
10th %ile Term Code	Coord	Skip	Skip	Coord	Gap	Gap

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 106 (71%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Control Type: Actuated-Coordinated

Existing AM Queues

	<b>→</b>	•	<b>←</b>	1	-
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1817	49	1316	145	49
v/c Ratio	0.52	0.26	0.33	0.63	0.20
Control Delay	16.2	8.8	6.0	72.3	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	8.8	6.0	72.3	14.2
Queue Length 50th (ft)	239	9	114	139	0
Queue Length 95th (ft)	519	30	220	188	36
Internal Link Dist (ft)	150		1273	429	
Turn Bay Length (ft)		150			400
Base Capacity (vph)	3505	265	3947	625	580
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.52	0.18	0.33	0.23	0.08
Intersection Summary					

	<b>→</b>	•	F	•	-	1	1
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	ተተጉ			Ä	<b>^</b>	*	7
Traffic Volume (veh/h)	1663	82	7	40	1263	139	47
Future Volume (veh/h)	1663	82	7	40	1263	139	47
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No	1.00		1.00	No	No	1.00
Adj Sat Flow, veh/h/ln	1841	1856		1856	1870	1870	1841
Adj Flow Rate, veh/h	1732	85		42	1316	145	49
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0.90	3		0.90	0.90	0.90	0.90
Cap, veh/h	3613	ა 177		285	4138	171	150
Arrive On Green	1.00	1.00		0.03	0.81	0.10	0.10
		241			5274		
Sat Flow, veh/h	5072			1767		1781	1560
Grp Volume(v), veh/h	1182	635		42	1316	145	49
Grp Sat Flow(s),veh/h/ln	1675	1797		1767	1702	1781	1560
Q Serve(g_s), s	0.0	0.0		0.8	9.9	12.0	4.4
Cycle Q Clear(g_c), s	0.0	0.0		8.0	9.9	12.0	4.4
Prop In Lane		0.13		1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2467	1323		285	4138	171	150
V/C Ratio(X)	0.48	0.48		0.15	0.32	0.85	0.33
Avail Cap(c_a), veh/h	2467	1323		389	4138	629	551
HCM Platoon Ratio	2.00	2.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0		3.8	3.6	66.7	63.3
Incr Delay (d2), s/veh	0.7	1.2		0.1	0.2	8.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.8		0.5	5.5	9.9	7.1
Unsig. Movement Delay, s/veh	J. T	0.0		3.0	0.0	0.0	1.1
LnGrp Delay(d),s/veh	0.7	1.2		3.9	3.8	75.0	64.2
LnGrp LOS	Α	Α		3.5 A	3.0 A	73.0 E	U4.2
Approach Vol, veh/h	1817				1358	194	<u> </u>
•					3.8		
Approach Delay, s/veh	0.9					72.2	
Approach LOS	А				Α	Е	
Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		128.6		21.4	11.1	117.4	
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0	
Max Green Setting (Gmax), s		83.0		53.0	13.0	63.0	
Max Q Clear Time (g_c+l1), s		11.9		14.0	2.8	2.0	
Green Ext Time (p_c), s		4.5		0.4	0.0	6.3	
(1 - )		7.0		0.4	0.0	0.0	
Intersection Summary							
HCM 6th Ctrl Delay			6.2				
HCM 6th LOS			Α				
Notes							

Notes
User approved ignoring U-Turning movement.

Timings **Existing PM** 1: Pelican Harbor Dr & NE 79th St

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Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		1	ተተተ	7		1	ተተጉ	7	ĵ»	*	1
Traffic Volume (vph)	4	5	1475	3	5	1	1719	14	0	4	0
Future Volume (vph)	4	5	1475	3	5	1	1719	14	0	4	0
Turn Type	custom	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		1	6			5	2		4		8
Permitted Phases	1	6		6	5	2		4		8	
Detector Phase	1	1	6	6	5	5	2	4	4	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.7	10.7	28.0	28.0	10.7	10.7	28.0	38.0	38.0	38.0	38.0
Total Split (s)	11.0	11.0	63.0	63.0	11.0	11.0	63.0	36.0	36.0	36.0	36.0
Total Split (%)	10.0%	10.0%	57.3%	57.3%	10.0%	10.0%	57.3%	32.7%	32.7%	32.7%	32.7%
Yellow Time (s)	3.7	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.7	6.0	6.0		5.7	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	None	None	None	None
Act Effct Green (s)		90.3	91.4	91.4		90.3	91.4	12.0	12.0	12.0	12.0
Actuated g/C Ratio		0.82	0.83	0.83		0.82	0.83	0.11	0.11	0.11	0.11
v/c Ratio		0.04	0.36	0.00		0.03	0.43	0.10	0.00	0.03	0.09
Control Delay		6.0	6.3	0.0		6.0	7.0	40.4	0.0	37.2	0.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		6.0	6.3	0.0		6.0	7.0	40.4	0.0	37.2	0.7
LOS		Α	Α	Α		Α	Α	D	Α	D	Α
Approach Delay			6.3				7.0		37.9		6.5
Approach LOS			Α				Α		D		Α

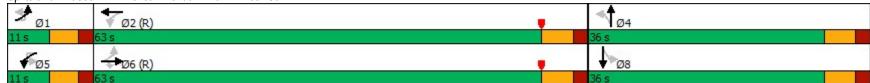
Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 32 (29%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.43

Intersection Signal Delay: 6.8 Intersection Capacity Utilization 51.4% Analysis Period (min) 15

Intersection LOS: A ICU Level of Service A

Splits and Phases: 1: Pelican Harbor Dr & NE 79th St



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Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBT	SBL	SBT	
Protected Phases		1	6			5	2		4		8	
Permitted Phases	1	6		6	5	2		4		8		
Minimum Initial (s)	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.7	10.7	28.0	28.0	10.7	10.7	28.0	38.0	38.0	38.0	38.0	
Total Split (s)	11.0	11.0	63.0	63.0	11.0	11.0	63.0	36.0	36.0	36.0	36.0	
Total Split (%)	10.0%	10.0%	57.3%	57.3%	10.0%	10.0%	57.3%	32.7%	32.7%	32.7%	32.7%	
Maximum Green (s)	5.3	5.3	57.0	57.0	5.3	5.3	57.0	30.0	30.0	30.0	30.0	
Yellow Time (s)	3.7	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0	2.5	2.5	2.5	2.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	None	None	None	None	
Walk Time (s)			5.0	5.0			5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)			17.0	17.0			17.0	27.0	27.0	27.0	27.0	
Pedestrian Calls (#/hr)			2	2			6	1	1	0	0	
90th %ile Green (s)	5.3	5.3	55.1	55.1	5.2	5.2	55.0	32.0	32.0	32.0	32.0	
90th %ile Term Code	Gap	Gap	Coord	Coord	Gap	Gap	Coord	Ped	Ped	Hold	Hold	
70th %ile Green (s)	0.0	0.0	90.8	90.8	0.0	0.0	90.8	7.2	7.2	7.2	7.2	
70th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Gap	Gap	Hold	Hold	
50th %ile Green (s)	0.0	0.0	91.0	91.0	0.0	0.0	91.0	7.0	7.0	7.0	7.0	
50th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Hold	Hold	Min	Min	
30th %ile Green (s)	0.0	0.0	104.0	104.0	0.0	0.0	104.0	0.0	0.0	0.0	0.0	
30th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Skip	Skip	Skip	Skip	
10th %ile Green (s)	0.0	0.0	104.0	104.0	0.0	0.0	104.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Skip	Skip	Skip	Skip	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 32 (29%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow Control Type: Actuated-Coordinated

Queues Existing PM 1: Pelican Harbor Dr & NE 79th St

	٠	-	*	1	<b>←</b>	1	<b>†</b>	-	<b>↓</b>
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	1553	3	6	1815	15	1	4	21
v/c Ratio	0.04	0.36	0.00	0.03	0.43	0.10	0.00	0.03	0.09
Control Delay	6.0	6.3	0.0	6.0	7.0	40.4	0.0	37.2	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.0	6.3	0.0	6.0	7.0	40.4	0.0	37.2	0.7
Queue Length 50th (ft)	1	73	0	1	94	10	0	3	0
Queue Length 95th (ft)	9	325	0	7	411	24	0	11	0
Internal Link Dist (ft)		977			2612		419		426
Turn Bay Length (ft)	200		200	200		250		50	
Base Capacity (vph)	211	4284	1328	220	4198	365	509	317	487
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.36	0.00	0.03	0.43	0.04	0.00	0.01	0.04
Intersection Summary									

	•	۶	<b>→</b>	*	F	•	<b>←</b>	•	1	<b>†</b>	~	<b>/</b>	Ţ	4
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		Ä	<b>^</b>	7		Ä	<b>*</b>		7	f»		7	1	
Traffic Volume (veh/h)	4	5	1475	3	5	1	1719	6	14	0	1	4	0	20
Future Volume (veh/h)	4	5	1475	3	5	1	1719	6	14	0	1	4	0	20
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	0.99		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No		.=	No	
Adj Sat Flow, veh/h/ln		1604	1885	1900		1900	1856	1648	1796	1900	1900	1530	1900	1826
Adj Flow Rate, veh/h		5	1553	3		1	1809	6	15	0	1	4	0	21
Peak Hour Factor		0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		20	1	0		0	3	17	7	0	0	25	0	5
Cap, veh/h		222	4042	1260		301	4067	13	118	0	84	125	0	84
Arrive On Green		0.01	0.79	0.79		0.00	0.78	0.78	0.05	0.00	0.05	0.05	0.00	0.05
Sat Flow, veh/h		1527	5147	1604		1810	5212	17	1329	0	1603	1152	0	1603
Grp Volume(v), veh/h		5	1553	3		1	1172	643	15	0	1	4	0	21
Grp Sat Flow(s),veh/h/ln		1527	1716	1604		1810	1689	1852	1329	0	1603	1152	0	1603
Q Serve(g_s), s		0.1	10.2	0.0		0.0	12.9	12.9	1.2	0.0	0.1	0.4	0.0	1.4
Cycle Q Clear(g_c), s		0.1	10.2	0.0		0.0	12.9	12.9	2.6	0.0	0.1	0.4	0.0	1.4
Prop In Lane		1.00	1010	1.00		1.00	0005	0.01	1.00	^	1.00	1.00	^	1.00
Lane Grp Cap(c), veh/h		222	4042	1260		301	2635	1445	118	0	84	125	0	84
V/C Ratio(X)		0.02	0.38	0.00		0.00	0.44	0.44	0.13	0.00	0.01	0.03 379	0.00	0.25
Avail Cap(c_a), veh/h HCM Platoon Ratio		286 1.00	4042 1.00	1260 1.00		386 1.00	2635	1445 1.00	411 1.00	0 1.00	437 1.00	1.00	1.00	437 1.00
Upstream Filter(I)		1.00	1.00	1.00		0.64	1.00 0.64	0.64	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		3.3	3.6	2.5		3.0	4.1	4.1	51.3	0.00	49.4	49.6	0.00	50.0
Incr Delay (d2), s/veh		0.0	0.3	0.0		0.0	0.3	0.6	0.4	0.0	0.0	0.1	0.0	1.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(95%),veh/ln		0.0	5.1	0.0		0.0	6.0	6.7	0.0	0.0	0.0	0.0	0.0	1.0
Unsig. Movement Delay, s/veh		0.0	J. I	0.0		0.0	0.0	0.7	0.1	0.0	0.0	0.2	0.0	1.0
LnGrp Delay(d),s/veh		3.3	3.9	2.5		3.1	4.4	4.7	51.6	0.0	49.5	49.7	0.0	51.2
LnGrp LOS		A	A	2.5 A		Α	Α.	Α.	D D	Α	73.5 D	D	A	D
Approach Vol, veh/h		, <u>, ,                                 </u>	1561	, <u>, ,                                 </u>			1816			16			25	
Approach Delay, s/veh			3.9				4.5			51.5			50.9	
Approach LOS			Α				Α.			D			D	
•			, , , , , , , , , , , , , , , , , , ,				7.							
Timer - Assigned Phs	1	2		4	5	6		8						
Phs Duration (G+Y+Rc), s	6.4	91.8		11.8	5.9	92.4		11.8						
Change Period (Y+Rc), s	* 5.7	6.0		6.0	* 5.7	6.0		6.0						
Max Green Setting (Gmax), s	* 5.3	57.0		30.0	* 5.3	57.0		30.0						
Max Q Clear Time (g_c+l1), s	2.1	14.9		4.6	2.0	12.2		3.4						
Green Ext Time (p_c), s	0.0	6.1		0.0	0.0	5.7		0.1						
Intersection Summary														
HCM 6th Ctrl Delay			4.8											
HCM 6th LOS			Α											

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

**Timings Existing PM** 2: Harbor Island Dr & NE 79th St

	<b></b>	۶	<b>→</b>	*	F	•	+	•	1	<b>†</b>	-	ļ	1	
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Lane Configurations		Ä	<b>^</b>	7		7	ተተተ	7	×	f)	×	ર્ન	7	
Traffic Volume (vph)	2	206	1250	27	5	12	1583	126	20	5	105	4	126	
Future Volume (vph)	2	206	1250	27	5	12	1583	126	20	5	105	4	126	
Turn Type	pm+pt	pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	Split	NA	Split	NA	pm+ov	
Protected Phases	1!	1	6	4	5	5	2	3	4	4	3	3	1!	
Permitted Phases	6!	6		6	2	2		2					3	
Detector Phase	1	1	6	4	5	5	2	3	4	4	3	3	1	
Switch Phase														
Minimum Initial (s)	5.0	5.0	4.0	10.0	5.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0	
Minimum Split (s)	12.0	12.0	47.3	35.7	12.0	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0	
Total Split (s)	16.0	16.0	60.3	35.7	18.0	18.0	62.3	36.0	35.7	35.7	36.0	36.0	16.0	
Total Split (%)	10.7%	10.7%	40.2%	23.8%	12.0%	12.0%	41.5%	24.0%	23.8%	23.8%	24.0%	24.0%	10.7%	
Yellow Time (s)	3.7	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0	4.0	3.7	
All-Red Time (s)	3.3	3.3	3.3	3.7	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.3	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.3	7.7		7.0	7.3	7.7	7.7	7.7	7.7	7.7	7.0	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	None	None	None	C-Min	None	None	None	None	None	None	
Act Effct Green (s)		100.4	93.4	104.6		73.5	67.8	83.7	13.6	13.6	16.3	16.3	43.1	
Actuated g/C Ratio		0.67	0.62	0.70		0.49	0.45	0.56	0.09	0.09	0.11	0.11	0.29	
v/c Ratio		0.62	0.42	0.03		0.08	0.75	0.15	0.15	0.10	0.32	0.31	0.30	
Control Delay		44.4	19.7	6.6		16.4	43.5	16.1	61.9	60.2	62.7	62.4	28.3	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		44.4	19.7	6.6		16.4	43.5	16.1	61.9	60.2	62.7	62.4	28.3	
LOS		D	В	Α		В	D	В	Е	Е	Е	Е	С	
Approach Delay			22.9				41.2			61.2		44.2		
Approach LOS			С				D			Е		D		
Intersection Cumment														

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 97 (65%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow Natural Cycle: 145

Control Type: Actuated-Coordinated

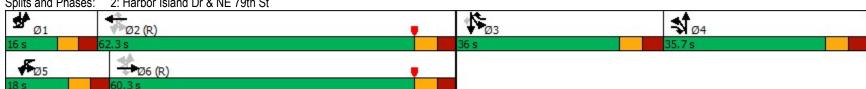
Maximum v/c Ratio: 0.75

Intersection Signal Delay: 33.8 Intersection Capacity Utilization 88.6% Analysis Period (min) 15

Intersection LOS: C ICU Level of Service E

! Phase conflict between lane groups.

Splits and Phases: 2: Harbor Island Dr & NE 79th St



	•	۶	-	*	F	•	•	•	4	<b>†</b>	-	ļ	1	
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Protected Phases	1!	1	6	4	5	5	2	3	4	4	3	3	1!	
Permitted Phases	6!	6		6	2	2		2					3	
Minimum Initial (s)	5.0	5.0	4.0	10.0	5.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0	
Minimum Split (s)	12.0	12.0	47.3	35.7	12.0	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0	
Total Split (s)	16.0	16.0	60.3	35.7	18.0	18.0	62.3	36.0	35.7	35.7	36.0	36.0	16.0	
Total Split (%)	10.7%	10.7%	40.2%	23.8%	12.0%	12.0%	41.5%	24.0%	23.8%	23.8%	24.0%	24.0%	10.7%	
Maximum Green (s)	9.0	9.0	53.0	28.0	11.0	11.0	55.0	28.3	28.0	28.0	28.3	28.3	9.0	
Yellow Time (s)	3.7	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0	4.0	3.7	
All-Red Time (s)	3.3	3.3	3.3	3.7	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.3	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes										
Vehicle Extension (s)	2.0	2.0	1.0	4.0	2.0	2.0	1.0	2.5	4.0	4.0	2.5	2.5	2.0	
Minimum Gap (s)	2.0	2.0	1.0	4.0	2.0	2.0	1.0	2.5	4.0	4.0	2.5	2.5	2.0	
Time Before Reduce (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	0.0	
Time To Reduce (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	0.0	
Recall Mode	None	None	C-Max	None	None	None	C-Min	None	None	None	None	None	None	
Walk Time (s)			4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0		
Flash Dont Walk (s)			36.0	24.0			36.0	24.0	24.0	24.0	24.0	24.0		
Pedestrian Calls (#/hr)			2	5			13	11	5	5	11	11		
90th %ile Green (s)	9.3	9.3	57.7	28.0	6.6	6.6	55.0	28.0	28.0	28.0	28.0	28.0	9.3	
90th %ile Term Code	Max	Max	Coord	Ped	Gap	Gap	Coord	Ped	Ped	Ped	Ped	Ped	Max	
70th %ile Green (s)	25.0	25.0	76.8	10.0	5.5	5.5	57.3	28.0	10.0	10.0	28.0	28.0	25.0	
70th %ile Term Code	Gap	Gap	Coord	Min	Gap	Gap	Coord	Ped	Min	Min	Ped	Ped	Gap	
50th %ile Green (s)	25.9	25.9	95.3	10.0	5.0	5.0	74.4	10.0	10.0	10.0	10.0	10.0	25.9	
50th %ile Term Code	Gap	Gap	Coord	Min	Min	Min	Coord	Gap	Min	Min	Gap	Gap	Gap	
30th %ile Green (s)	29.4	29.4	109.0	10.0	0.0	0.0	72.6	8.3	10.0	10.0	8.3	8.3	29.4	
30th %ile Term Code	Gap	Gap	Coord	Min	Skip	Skip	Coord	Gap	Min	Min	Gap	Gap	Gap	
10th %ile Green (s)	41.2	41.2	128.0	0.0	0.0	0.0	79.8	7.0	0.0	0.0	7.0	7.0	41.2	
10th %ile Term Code	Gap	Gap	Coord	Skip	Skip	Skip	Coord	Min	Skip	Skip	Min	Min	Gap	

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 97 (65%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow Control Type: Actuated-Coordinated

! Phase conflict between lane groups.

	•	<b>→</b>	*	1	<b>←</b>	•	1	†	-	Ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	224	1344	29	18	1702	135	22	15	59	58	135
v/c Ratio	0.62	0.42	0.03	0.08	0.75	0.15	0.15	0.10	0.32	0.31	0.30
Control Delay	44.4	19.7	6.6	16.4	43.5	16.1	61.9	60.2	62.7	62.4	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	19.7	6.6	16.4	43.5	16.1	61.9	60.2	62.7	62.4	28.3
Queue Length 50th (ft)	143	225	4	7	545	57	21	14	60	58	85
Queue Length 95th (ft)	#441	454	18	m24	684	140	45	34	98	96	104
Internal Link Dist (ft)		2612			1173			426		437	
Turn Bay Length (ft)	180		125	180		120					
Base Capacity (vph)	362	3196	1118	280	2276	1007	306	314	323	325	454
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.42	0.03	0.06	0.75	0.13	0.07	0.05	0.18	0.18	0.30

Intersection Summary

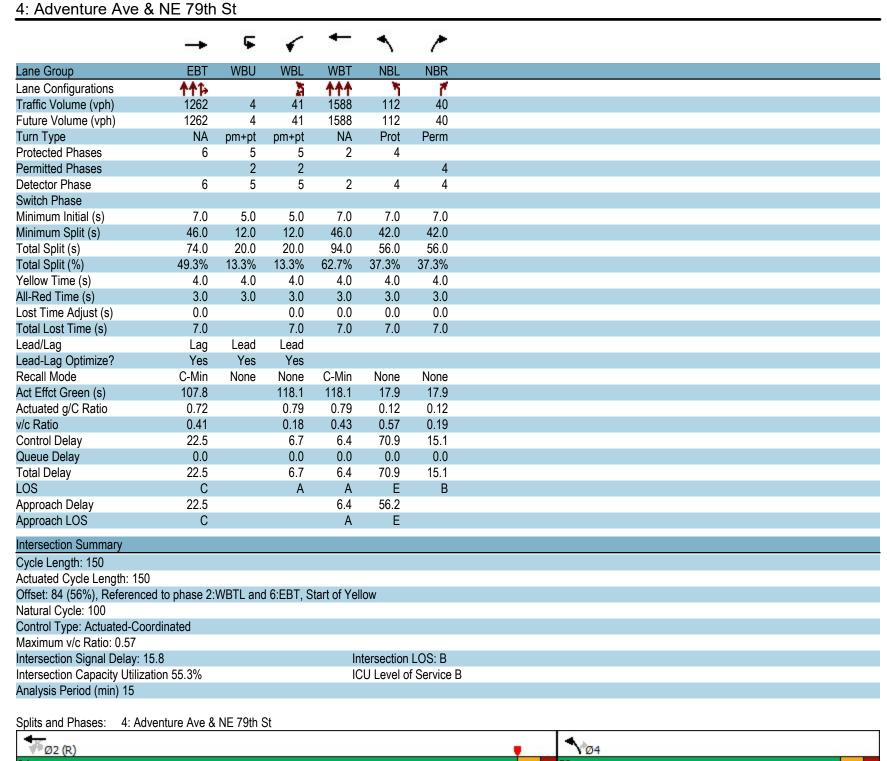
 <sup># 95</sup>th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

	<b></b>	٠	<b>→</b>	•	F	•	<b>←</b>	•	1	<b>†</b>	-	-	<b>↓</b>	4	
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		7	ተተተ	7		Ž.	ተተተ	7	*	f)		7	ર્સ	7	
Traffic Volume (vph)	2	206	1250	27	5	12	1583	126	20	5	9	105	4	126	
Future Volume (vph)	2	206	1250	27	5	12	1583	126	20	5	9	105	4	126	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		7.0	7.3	7.7		7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0	
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00		0.95	0.95	1.00	
Frpb, ped/bikes		1.00	1.00	0.98		1.00	1.00	0.97	1.00	0.99		1.00	1.00	0.99	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.90		1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	
Satd. Flow (prot)		1787	5136	1476		1706	5036	1573	1641	1687		1715	1725	1581	
FIt Permitted		0.05	1.00	1.00		0.19	1.00	1.00	0.95	1.00		0.95	0.96	1.00	
Satd. Flow (perm)		103	5136	1476		344	5036	1573	1641	1687		1715	1725	1581	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	2	222	1344	29	5	13	1702	135	22	5	10	113	4	135	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	224	1344	29	0	18	1702	135	22	15	0	59	58	135	
Confl. Peds. (#/hr)		13		2		2		13			5			11	
Heavy Vehicles (%)	0%	1%	1%	7%	0%	8%	3%	0%	10%	0%	0%	0%	0%	1%	
Turn Type	pm+pt	pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	Split	NA		Split	NA	pm+ov	
Protected Phases	1!	1	6	4	5	5	2	3	4	4		3	3	1!	
Permitted Phases	6!	6		6	2	2		2						3	
Actuated Green, G (s)		99.4	89.0	100.6		69.6	66.2	82.5	11.6	11.6		16.3	16.3	42.5	
Effective Green, g (s)		99.4	89.0	100.6		69.6	66.2	82.5	11.6	11.6		16.3	16.3	42.5	
Actuated g/C Ratio		0.66	0.59	0.67		0.46	0.44	0.55	0.08	0.08		0.11	0.11	0.28	
Clearance Time (s)		7.0	7.3	7.7		7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0	
Vehicle Extension (s)		2.0	1.0	4.0		2.0	1.0	2.5	4.0	4.0		2.5	2.5	2.0	
Lane Grp Cap (vph)		362	3047	989		190	2222	865	126	130		186	187	447	
v/s Ratio Prot		c0.11	0.26	0.00		0.00	c0.34	0.02	c0.01	0.01		c0.03	0.03	0.05	
v/s Ratio Perm		0.30	<u> </u>	0.02		0.04		0.07						0.03	
v/c Ratio		0.62	0.44	0.03		0.09	0.77	0.16	0.17	0.12		0.32	0.31	0.30	
Uniform Delay, d1		40.4	16.8	8.3		21.8	35.4	16.6	64.7	64.4		61.7	61.7	42.1	
Progression Factor		1.00	1.00	1.00		0.96	1.16	1.21	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2		2.2	0.5	0.0		0.1	2.4	0.1	0.9	0.5		0.7	0.7	0.1	
Delay (s)		42.6	17.3	8.3		21.0	43.4	20.1	65.6	65.0		62.4	62.4	42.3	
Level of Service		D	В	Α		С	D	С	E	E		E	Е	D	
Approach Delay (s)			20.7				41.5			65.4			51.6		
Approach LOS			C				D			E			D		
Intersection Summary															
HCM 2000 Control Delay			33.5	П	CM 2000	Level of Se	arvice		С						
HCM 2000 Volume to Capacity ra	atio		0.62	П	OIVI 2000	Feaci Oi O	51 VICE								
Actuated Cycle Length (s)	allO		150.0	0	um of lost	time (c)			29.7						
Intersection Capacity Utilization			88.6%		CU Level o				29.7 E						
Analysis Period (min)			15	IC	O FEASI (	i Gel VICE			<u> </u>						
! Phase conflict between lane g	iroupe		10												
c Critical Lane Group	ji oups.														
o Offical Larie Group															

Intersection						
Int Delay, s/veh	0.4					
•		EDT	WOT	WDD	CDI	CDD
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	- A	<b>^</b>	<b>^^</b>	•	M	00
Traffic Vol, veh/h	7	1361	1698	2	3	28
Future Vol, veh/h	7	1361	1698	2	3	28
Conflicting Peds, #/hr	6	0	0	6	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- 70	None	-	None	-	None
Storage Length	70	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	8	1479	1846	2	3	30
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1854	0	-	0	2461	930
Stage 1	-	-	_	-	1853	-
Stage 2	<u>-</u>	<u>-</u>	<u>-</u>	_	608	<u>-</u>
Critical Hdwy	5.3	_	_	_	5.7	7.1
Critical Hdwy Stg 1	-	_	<u>-</u>	_	6.6	-
Critical Hdwy Stg 2	<u> </u>	_	<u>-</u>		6	_
Follow-up Hdwy	3.1	-	-	_	3.8	3.9
Pot Cap-1 Maneuver	152	_		_	54	234
Stage 1	102	-	<u>-</u>	-	72	204
Stage 2	<u>-</u>	_			466	_
Platoon blocked, %		_	-	-	400	-
	151				51	233
Mov Cap-1 Maneuver		-	-	-		
Mov Cap-2 Maneuver	-	-	-	-	51	-
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	463	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.2		0		30.8	
HCM LOS					D	
Minor Long/Major Maret	EDI	EDT	WDT	MADD	CDI1	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	151	-	-	-	173	
HCM Lane V/C Ratio	0.05	-	-	-	0.195	
HCM Control Delay (s)	30.1	-	-	-	30.8	
HCM Lane LOS	D	-	-	-	D	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7	

Timings

4. Advanture Ave 8 NE 70th St



F<sub>Ø5</sub>

₩Ø6 (R)

	<b>→</b>	F	1	←	1	1
Lane Group	EBT	WBU	WBL	WBT	NBL	NBR
Protected Phases	6	5	5	2	4	
Permitted Phases		2	2			4
Minimum Initial (s)	7.0	5.0	5.0	7.0	7.0	7.0
Minimum Split (s)	46.0	12.0	12.0	46.0	42.0	42.0
Total Split (s)	74.0	20.0	20.0	94.0	56.0	56.0
Total Split (%)	49.3%	13.3%	13.3%	62.7%	37.3%	37.3%
Maximum Green (s)	67.0	13.0	13.0	87.0	49.0	49.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.5	2.5
Minimum Gap (s)	1.0	2.0	2.0	1.0	2.5	2.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Min	None	None	C-Min	None	None
Walk Time (s)	7.0				7.0	7.0
Flash Dont Walk (s)	32.0				28.0	28.0
Pedestrian Calls (#/hr)	10				4	4
90th %ile Green (s)	86.8	7.2	7.2	101.0	35.0	35.0
90th %ile Term Code	Coord	Gap	Gap	Coord	Ped	Ped
70th %ile Green (s)	105.7	5.7	5.7	118.4	17.6	17.6
70th %ile Term Code	Coord	Gap	Gap	Coord	Gap	Gap
50th %ile Green (s)	108.6	5.3	5.3	120.9	15.1	15.1
50th %ile Term Code	Coord	Gap	Gap	Coord	Gap	Gap
30th %ile Green (s)	111.3	5.0	5.0	123.3	12.7	12.7
30th %ile Term Code	Coord	Min	Min	Coord	Gap	Gap
10th %ile Green (s)	126.8	0.0	0.0	126.8	9.2	9.2
10th %ile Term Code	Coord	Skip	Skip	Coord	Gap	Gap

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 84 (56%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Control Type: Actuated-Coordinated

Queues Existing PM

	<b>→</b>	1	←	1	1
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1468	48	1708	120	43
v/c Ratio	0.41	0.18	0.43	0.57	0.19
Control Delay	22.5	6.7	6.4	70.9	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	6.7	6.4	70.9	15.1
Queue Length 50th (ft)	356	8	151	115	0
Queue Length 95th (ft)	603	30	315	158	33
Internal Link Dist (ft)	150		1273	429	
Turn Bay Length (ft)		150			400
Base Capacity (vph)	3608	333	4002	578	556
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.14	0.43	0.21	0.08
Intersection Summary					

	<b>→</b>	*	F	•	<b>←</b>	1	-
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	ተተኈ		50	Ä	<b>^</b>	ነ	7
Traffic Volume (veh/h)	1262	103	4	41	1588	112	40
Future Volume (veh/h)	1262	103	4	41	1588	112	40
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	U	0.99		1.00	U	1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No	1.00		1.00	No	No	1.00
• •	1870	1870		1856	1870	1870	1900
Adj Sat Flow, veh/h/ln		111		44	1708	120	43
Adj Flow Rate, veh/h	1357						
Peak Hour Factor	0.93	0.93		0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2		3	2	2	0
Cap, veh/h	3606	295		366	4211	146	132
Arrive On Green	1.00	1.00		0.03	0.82	0.08	0.08
Sat Flow, veh/h	4976	393		1767	5274	1781	1610
Grp Volume(v), veh/h	961	507		44	1708	120	43
Grp Sat Flow(s),veh/h/ln	1702	1796		1767	1702	1781	1610
Q Serve(g_s), s	0.0	0.0		8.0	13.2	9.9	3.8
Cycle Q Clear(g_c), s	0.0	0.0		0.8	13.2	9.9	3.8
Prop In Lane		0.22		1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2553	1348		366	4211	146	132
V/C Ratio(X)	0.38	0.38		0.12	0.41	0.82	0.33
Avail Cap(c_a), veh/h	2553	1348		469	4211	582	526
HCM Platoon Ratio	2.00	2.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0		3.4	3.5	67.8	65.0
Incr Delay (d2), s/veh	0.4	0.8		0.1	0.3	8.3	1.1
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.5		0.5	7.0	8.5	6.3
Unsig. Movement Delay, s/veh	0.0	0.0		0.0	1.0	0.0	0.0
LnGrp Delay(d),s/veh	0.4	0.8		3.4	3.8	76.1	66.0
LnGrp LOS	0. <del>4</del>	0.6 A		3.4 A	3.0 A	70.1 E	00.0 E
Approach Vol, veh/h	1468				1752	163	<u> </u>
,							
Approach Delay, s/veh	0.6				3.7	73.4	
Approach LOS	Α				Α	Е	
Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		130.7		19.3	11.2	119.5	
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0	
Max Green Setting (Gmax), s		87.0		49.0	13.0	67.0	
Max Q Clear Time (g_c+l1), s		15.2		11.9	2.8	2.0	
Green Ext Time (p_c), s		6.6		0.3	0.0	4.5	
u = /·		0.0		0.0	0.0	7.0	
Intersection Summary							
HCM 6th Ctrl Delay			5.7				
HCM 6th LOS			Α				
Notes							

Notes
User approved ignoring U-Turning movement.

# **Appendix E.**

# **Existing Arterial Analyses**

Arterial Level of Service **Existing AM** 

Arterial Level of Service: EB NE 79th St

	Arterial	Flow	Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(mi)	Speed	LOS
Pelican Harbor Dr	III	30	25.4	6.5	31.9	0.20	22.6	С
Harbor Island Dr	III	30	64.8	20.3	85.1	0.51	21.6	С
Adventure Ave	III	30	35.7	16.2	51.9	0.28	19.5	С
Total	III		125.9	43.0	168.9	0.99	21.1	C

Arterial Level of Service: WB NE 79th St

	Arterial	Flow	Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(mi)	Speed	LOS
Adventure Ave	III	30	32.5	6.0	38.5	0.26	24.0	С
Harbor Island Dr	III	30	35.7	24.9	60.6	0.28	16.7	D
Pelican Harbor Dr	III	30	64.8	6.1	70.9	0.51	25.9	В
Total	III		133.0	37.0	170.0	1.05	22.2	C

Existing PM Arterial Level of Service

## Arterial Level of Service: EB NE 79th St

	Arterial	Flow	Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(mi)	Speed	LOS
Pelican Harbor Dr	III	30	25.4	6.3	31.7	0.20	22.7	С
Harbor Island Dr	III	30	64.8	19.7	84.5	0.51	21.7	С
Adventure Ave	III	30	35.7	22.5	58.2	0.28	17.4	D
Total	III		125.9	48.5	174.4	0.99	20.5	C

## Arterial Level of Service: WB NE 79th St

	Arterial	Flow	Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(mi)	Speed	LOS
Adventure Ave	III	30	32.5	6.4	38.9	0.26	23.7	С
Harbor Island Dr	III	30	35.7	43.5	79.2	0.28	12.8	E
Pelican Harbor Dr	III	30	64.8	7.0	71.8	0.51	25.6	В
Total	III		133.0	56.9	189.9	1.05	19.8	С

# Appendix F.

## **Existing Safety Analysis Memorandum (April 2024)**

SR 934/NE 79th Street (John F. Kennedy Causeway) from West of Pelican Harbor Drive to Adventure Avenue Project Development and Environment (PD&E) Study

**Existing Safety Analysis** 

FM# 449007-1-22-01

Miami-Dade County

April 4, 2024

## **Contents**

1	Intro	duction.		1
	1.1	Projec	t Description	1
2	Cras	h Analys	sis	3
	2.1	Interse	ections	6
		2.1.1	SR 934 at Pelican Harbor Drive	
		2.1.2	SR 934 at North Bay Island Crash Summary	
	0.0	2.1.3	SR 934 at Adventure Avenue	
	2.2	0	ents	
		2.2.1 2.2.2	SR 934 between Pelican Harbor Drive and North Bay Island	
	2.3		Area	
			Tables	
Table	e 1 Int	ersectio	n Crash Summary Traffic Factors	5
Table	e 2 Se	gment C	Crash Summary Traffic Factors	5
Table	e 3 His	storical A	AADTs	5
Table	4 SF	8 934 at	Pelican Harbor Drive Crash Summary	7
Table	5 SF	8 934 at	North Bay Island Crash Summary	8
Table	e 6 SF	8 934 at	Adventure Avenue Crash Summary	10
Table	7 SF	8 934 be	etween Pelican Harbor Drive and North Bay Island	12
Table	8 SF	8 934 be	etween North Bay Island and Adventure Avenue	13
Table	e 9 Cra	ash Sun	nmary	15
			Figures	
Figur	e 1. P	roject L	ocation Map	2
			nalysis Segmentation	
Figur	e 3 C	rash by	Date/Time	16

#### 1 Introduction

The SR 934 Project Development and Environment (PD&E) study evaluates the additional capacity need of SR 934 from Pelican Harbor Drive to Adventure Avenue. In the existing condition, SR 934 is an urban principle arterial, access class 5 facility with posted speeds ranging from 30 miles per hour (MPH) to 35 MPH. The roadway has six travel lanes (three in each direction) and a project length of approximately 0.92 miles from Pelican Harbor Drive to Adventure Avenue. The project is located in Miami-Dade County. The purpose of this PD&E is to evaluate the need for any capacity and multimodal enhancements along the entire corridor.

#### 1.1 **Project Description**

This project involves the potential rehabilitation or replacement of four prestressed concrete slab (Sonovoid) bridges (two bridge pairs) connecting three islands within the Cities of Miami and North Bay Village in Miami-Dade County, as shown in Figure 1. The bridges are part of SR 934/NE 79th Street (John F. Kennedy Causeway), a roadway classified as "Urban Principal Arterial – Other" and a context classification of "C5 – Urban Center", which connects mainland Miami to Miami Beach. The specific limits of the bridge project extend from milepost (MP) 1.077 (west of Pelican Harbor Drive) to MP 1.947 (east of Adventure Avenue). The western bridge pair, comprised of Bridge Identification (ID) Numbers 870083 (westbound) and 870549 (eastbound), is located just west of North Bay Island/Harbor Island. The eastern bridge pair, comprised of Bridge ID Numbers 870084 (westbound) and 870550 (eastbound), is located between North Bay Island/Harbor Island and Treasure Island. The project is approximately 0.87 mile in length.

The existing western bridge pair consists of six lanes, including four 11-foot-wide travel lanes to the inside and two 13.5-foot-wide travel lanes to the outside, and a raised median connecting the two bridge structures. The outside travel lanes include shared-use markings to accommodate bicycles. In addition, a 5-foot-wide raised sidewalk is present on each side of the bridge pair to the outside. The existing eastern bridge pair consists of six 10-foot-wide travel lanes with a raised median connecting the two bridge structures, as well as a 5.5-foot-wide dedicated bicycle lane and a sidewalk varying between 5 and 6 feet in width (separated by guardrail) on each side of the bridge pair to the outside.

The bridge approaches are generally consistent with the typical section of the bridges, except for east of the western bridge pair which includes dedicated bicycle lanes. Crossing over the Biscayne Bay, the bridges have a maximum vertical clearance of 6.78 feet at Mean Low Water and a minimum vertical clearance of 4.78 feet at Mean High Water. Biscayne Bay at the bridge crossings is not deemed a navigable waterway by the United States Coast Guard.

The existing bridges were constructed in the early 1970s and have been determined to be Structurally Deficient given the condition of each bridge's superstructure (beams), which is referred to as "Sonovoid" design. Due to the structure type, the number of structural deficiencies, and the low clearance from the water, the bridge superstructures cannot properly be repaired and must be replaced. Therefore, the Project Development and Environment (PD&E) Study will evaluate bridge rehabilitation and replacement alternatives

that are anticipated to be generally within the same footprint of the existing bridges. Future bridge concepts may also include potential provisions for new and/or improved paved shoulders/marked bicycle lanes and sidewalks. The existing right of way varies along the project segment and ranges from approximately 100 to 150 feet. Minimal right of way is anticipated to accommodate the replacement bridges; however, specific right of way requirements for the project will be determined during the PD&E Study.



Figure 1. Project Location Map

## 2 Crash Analysis

This safety analysis is being conducted based on methods and procedures described in the Florida Department of Transportation (FDOT) PD&E Manual, the 2021 FDOT Traffic Analysis Handbook, 2019 FDOT Safety Analysis Guidebook for PD&E Studies (Safety Analysis Guidebook), and the Highway Safety Manual (HSM).

Crash data for the five-year period of January 1, 2018 through December 31, 2022 was obtained from the Signal Four Analytics database. **Figure 2** shows the breakdown of intersections and segments analyzed. In addition to the five-year crash summaries, the analysis utilized crash rates, statewide average crash rates and High Crash Location lists to identify high crash locations. Detailed crash data and rates are provided in **Appendix A.** 

**Tables 1** and **2** provide a comprehensive summary of the five-year crash totals, crash rates and identified locations on the FDOT High Crash Location List. Crash rates were calculated per million entering vehicles (MEV) for intersections and per million vehicle miles traveled (MVMT) for segments. Intersection and segment crash rate categories were determined based on the coded category within the obtained crash data. Crash rate categories were modified as needed based on intersection or segment characteristics. The following crash rate category was used in the analysis and are referenced in **Tables 1** and **2**:

#### 27 – Urban 6+ Lane Divided Raised

The following sections summarize the crash data, crash rates, and safety ratio results for each of the analyzed locations. Historical AADTs utilized to develop a weighted AADT to better represent travel conditions between 2017 due to impacts from COVID-19 are included in **Table 3**.

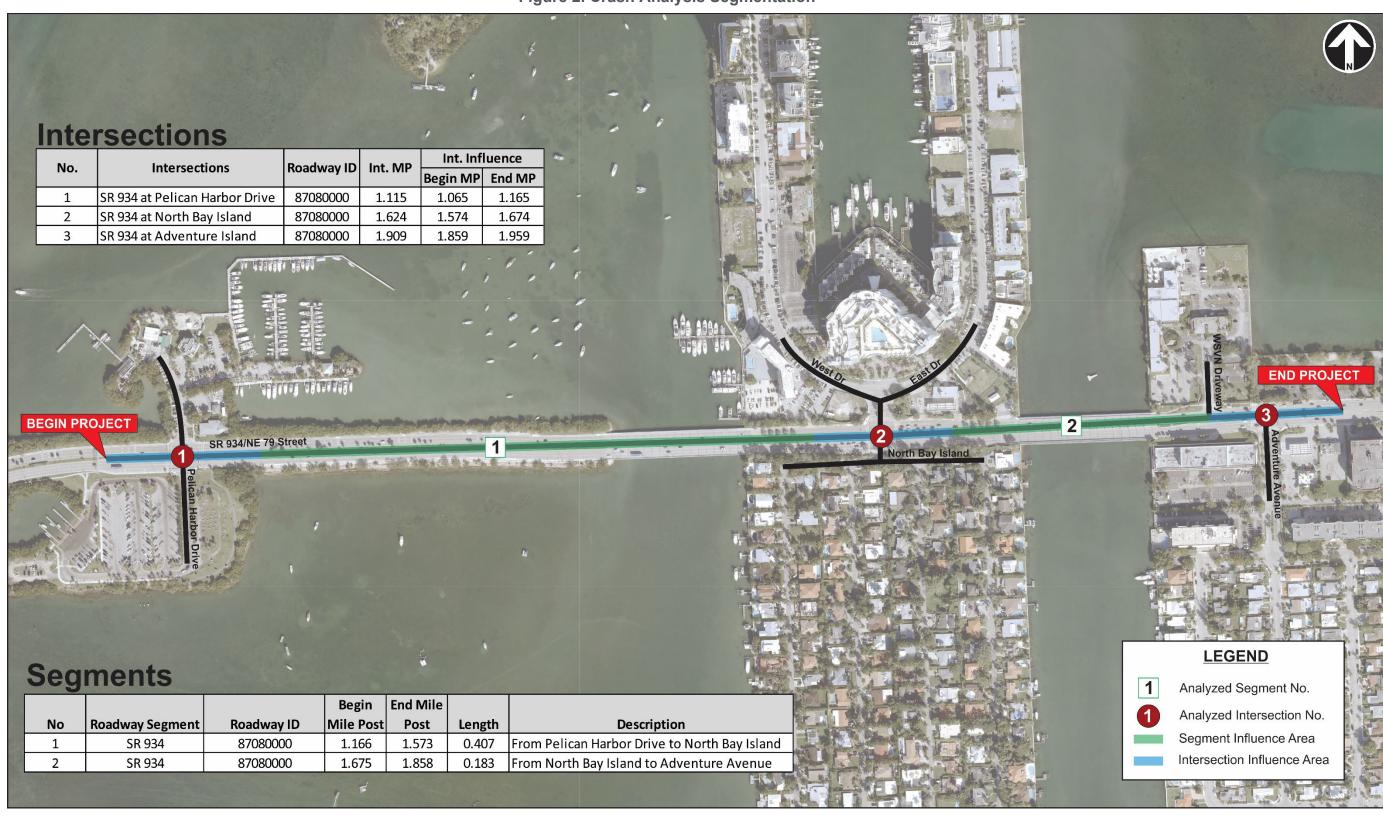


Figure 2. Crash Analysis Segmentation

## **Table 1 Intersection Crash Summary Traffic Factors**

No.	Roadway	Roadway ID	Intersection MP	Influence Begin MP	Influence End MP	No. of Crashes (2018-2022)	No. of Crashes (2018, 2019, 2021, & 2022)	Annual Crash Frequency	Annual Crash Frequency w/out 2020	AADT (5yrAvg.)	Crash Rate (per MEV) 1	Safety Ratio <sup>2</sup>	Crash Rate Category Code	Number of Legs	Statewide Crash Rates	On High Crash List <sup>5</sup>
1	SR 934 at Pelican Harbor Drive	87080000	1.115	1.065	1.165	47	46	9.4	11.5	42,400	0.7433	0.676	27	4	0.746	No
2	SR 934 at North Bay Island	87080000	1.624	1.574	1.674	60	57	12.0	14.3	42,400	0.9213	0.641	27	4	0.746	No
3	SR 934 at Adventure Avenue	87080000	1.909	1.859	1.959	21	18	4.2	4.5	39,400	0.3134	N/A	27	3	0.322	No

<sup>1 -</sup> Crash Rate calculations based on highest Annual Crash Frequency (with/without 2020); 2 - Minimum of 8 crashes per year frequency required for statistical significance; 3 - AADTS are based on an average from Station 870142; 4 - AADTS are based on an average from Station 870533; 5 - 2019 HCL was used for this analysis

## **Table 2 Segment Crash Summary Traffic Factors**

No	Segment	Roadway ID	Begin MP	End MP	Length (mi)	No. of Crashes (2018-2022)	No. of Crashes (2018, 2019, 2021, & 2022)	Annual Crash Frequency	Annual Crash Frequency w/out 2020	AADT (5yrAvg.)	Crash Rate (per MVMT) 1	Safety Ratio <sup>2</sup>	Crash Rate Category Code	Statewide Crash Rates	On High Crash List <sup>5</sup>
1	SR 934 from Pelican Harbor Drive to North Bay Island	87080000	1.166	1.573	0.407	34	31	6.8	7.8	42,400	1.230³	N/A	27	2.742	No
2	SR 934 from North Bay Island to Adventure Avenue	87080000	1.675	1.858	0.183	8	5	1.6	1.3	39,400	0.6084	N/A	27	2.742	No

<sup>1 -</sup> Crash Rate calculations based on highest Annual Crash Frequency (with/without 2020); 2 - Minimum of 8 crashes per year frequency required for statistical significance; 3 - AADTS are based on an average from Station 870142; 4 - AADTS are based on an average from Station 870533; 5 - 2019 HCL was used for this analysis

### **Table 3 Historical AADTs**

Station	AADT 1 (2018)	AADT 1 (2019)	AADT 1 (2020)	AADT 1 (2021)	AADT 1 (2022)	AADT 2 (2018)	AADT 2 (2019)	AADT 2 (2020)	AADT 2 (2021)	AADT 2 (2022)	Two-Way Avg. AADT
870142	19,500	19,500	20,000	21,000	21,500	22,000	22,000	20,500	22,500	23,500	42,400
870533	21,000	21,500	18,500	19,500	19,500	20,000	18,000	18,500	19,500	21,000	39,400

## **FORMULAS**

<u>Crash Rates:</u> Intersection:  $ACR = \frac{1,000,000 \times C}{365 \times N \times V}$  Segment:  $ACR = \frac{1,000,000 \times C}{365 \times N \times V \times L}$ 

Where (MVMT used for segments and MEV for intersections):

ACR = Crash rate expressed as crashes per million entering vehicles (MEV) (million vehicle miles traveled [MVMT] for segments).

C = Total number of intersection/segment crashes in the study period.

N = Number of years of data.

V = AADT

L = Segment Length (miles)

#### 2.1 Intersections

#### SR 934 at Pelican Harbor Drive 2.1.1

A total of 47 crashes were reported at the intersection of SR 934 and Pelican Harbor Drive during the five-year period. Table 4 summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 25 crashes (53.2% of all crashes). Additionally, there were nine (9) sideswipe crashes reported at the intersection. Per the HSM, possible contributing factors for the high number of reported rear-end crashes include inappropriate approach speeds, poor visibility of signals, and unexpected stops on approach.

A total of 39 crashes involved property damage only, eight (8) crashes involved injuries, and no fatal crashes were reported. One (1) pedestrian and two (2) bicycle crashes were recorded during the five-year period. Below details each pedestrian crash report. Based on the recorded crash data and AADT, the intersection experienced an average of 0.610 crashes per MEV. The intersection is below the statewide average and is not listed on the D6 Five-Year High Crash Location list.

#### Pedestrian Crash States:

....Vehicle #1 driver #1 was on the far right lane, traveling west bound on John F Kennedy. cswy. According to driver #1, the light had just turn green as he accelerated his vehicle suddenly struck person #2..."

#### Bicycle Crash States:

- "...Driver 1 stated he had a static green light as he was passing through the intersection. Driver 1 stated he felt an impact towards the right side of the vehicle and when he looked in the rear view mirror the cyclist was on the floor. Driver 1 stated when he was passing through the intersection the cyclist was not on the road in his lane..."
- "...THE BICYCLE ATTEMPTED TO TRAVEL NORTHBOUND. HE DID NOT SEE THE VEHICLE THAT WAS TRAVELING EASTBOUND ON NE 79 ST. AT THIS POINT, THE BICYCLE'S FRONT TIRE AND THE VEHICLE'S RIGHT REAR BUMPER COLLIDED..."

Table 4 SR 934 at Pelican Harbor Drive Crash Summary

SR 934 at	Pelican Harbor		Numb	er of Crashe	s Per Year		Total	% Total
	Drive	2018	2019	2020	2021	2022	Crashes	Crashes
	Rear End	6	7	0	8	4	25	53.2%
	Head On	0	0	0	0	0	0	0.0%
	Angle	1	0	0	0	0	1	2.1%
	Left Turn	1	0	0	0	0	1	2.1%
	Right Turn	0	0	0	0	0	0	0.0%
Crash	Sideswipe	0	2	0	3	4	9	19.1%
Туре	Backed Into	0	0	0	0	0	0	0.0%
	Pedestrian	1	0	0	0	0	1	2.1%
	Bicycle	0	0	0	2	0	2	4.3%
	Other	2	2	1	2	1	8	17.0%
	Non Collision	0	0	0	0	0	0	0.0%
	Total	11	11	1	15	9	47	100%
	PDO Crashes	8	10	1	12	8	39	83.0%
Severity	Fatal Crashes	0	0	0	0	0	0	0.0%
Severity	Injury Crashes	3	1	0	3	1	8	17.0%
	<b>Total Crashes</b>	11	11	1	15	9	47	100.0%
	Daylight	8	10	0	13	5	36	76.6%
	Dusk	0	0	0	0	0	0	0.0%
Lighting	Dawn	0	0	0	1	0	1	2.1%
Conditions	Dark	3	1	1	1	4	10	21.3%
	Unknown	0	0	0	0	0	0	0.0%
	<b>Total Crashes</b>	11	11	1	15	9	47	100.0%
	Clear	10	9	1	15	8	43	91.5%
Weather	Cloudy	0	1	0	0	0	1	2.1%
Condition	Rain	1	1	0	0	1	3	6.4%
	<b>Total Crashes</b>	11	11	1	15	9	47	100.0%
Distracted Driving	Total Crashes	0	0	0	0	0	0	-

#### 2.1.2 SR 934 at North Bay Island Crash Summary

A total of 60 crashes were reported at the intersection of SR 934 and North Bay Island during the five-year period. Table 5 summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 31 crashes (51.7% of all crashes). Additionally, there were 17 sideswipe crashes reported at the intersection. Per the HSM, possible contributing factors for the high number of reported sideswipe crashes include unexpected stops on approach, excessive speeds, and narrow lanes.

A total of 54 crashes involved property damage only, six (6) crashes involved injuries, and no fatal crashes were reported. Based on the recorded crash data and AADT, the intersection experienced an average of 0.779 crashes per MEV. The intersection is above the statewide average and is not listed on the D6 Five-Year High Crash Location list.

Table 5 SR 934 at North Bay Island Crash Summary

SR 934 at N	orth Bay Island		Numbe	r of Crashes	Per Year		Total	% Total
		2018	2019	2020	2021	2022	Crashes	Crashes
	Rear End	9	12	1	5	4	31	51.7%
	Head On	1	0	0	0	0	1	1.7%
	Angle	0	0	0	0	1	1	1.7%
	Left Turn	1	1	1	1	3	7	11.7%
	Right Turn	0	0	0	0	0	0	0.0%
Crash	Sideswipe	6	2	1	4	4	17	28.3%
Type	Backed Into	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0.0%
	Other	0	3	0	0	0	3	5.0%
	Non Collision	0	0	0	0	0	0	0.0%
	Total	17	18	3	10	12	60	100%
	PDO Crashes	15	16	3	9	11	54	90.0%
Severity	Fatal Crashes	0	0	0	0	0	0	0.0%
Severity	Injury Crashes	2	2	0	1	1	6	10.0%
	<b>Total Crashes</b>	17	18	3	10	12	60	100.0%
	Daylight	10	14	3	8	7	42	70.0%
	Dusk	1	0	0	0	0	1	1.7%
Lighting	Dawn	0	0	0	0	0	0	0.0%
Conditions	Dark	6	4	0	2	5	17	28.3%
	Unknown	0	0	0	0	0	0	0.0%
	Total Crashes	17	18	3	10	12	60	100.0%
	Clear	15	14	3	9	11	52	86.7%
Weather	Cloudy	2	3	0	0	1	6	10.0%
Condition	Rain	0	1	0	1	0	2	3.3%
	Total Crashes	17	18	3	10	12	60	100.0%
Distracted Driving	Total Crashes	2	4	0	0	3	9	-

## 2.1.3 SR 934 at Adventure Avenue

A total of 21 crashes were reported at the intersection of SR 934 and Adventure Avenue during the five-year period. **Table 6** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 11 crashes (52.4% of all crashes). Additionally, there were four (4) sideswipe crashes reported at the intersection.

A total of 16 crashes involved property damage only, five (5) crashes involved injuries, and no fatal crashes were reported. Based on the recorded crash data and AADT, the intersection experienced an average of 0.294 crashes per MEV. The intersection is below the statewide average and is not listed on the D6 Five-Year High Crash Location list.

A bicycle crash occurred at this intersection. Below is the description of the crash.

Bicycle crash states:

"...VEHICLE 1 WAS USING THE EXIT/ENTRY DRIVEWAY TO KENNEDY CSWY, WHEN BICYCLIST CRASH WITH VEHICLE 1. BICYCLIST STATED THAT SHE WAS RIDING HER BICYCLE ON THE SIDEWALK AGAINST THE FLOW OF TRAFFIC. BICYCLIST MADE CONTACT WITH THE FRONT RIGHT FRONT BUMPER OF VEHICLE 1 CAUSING MINOR, BUT VISIBLE DAMAGE...."

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Table 6 SR 934 at Adventure Avenue Crash Summary

SR 934 a	t Adventure		Number	of Crashes	Per Year		Total	% Total
A	venue	2018	2019	2020	2021	2022	Crashes	Crashes
	Rear End	3	3	1	2	2	11	52.4%
	Head On	0	0	1	0	0	1	4.8%
	Angle	0	0	0	0	1	1	4.8%
	Left Turn	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0.0%
Crash	Sideswipe	2	1	0	1	0	4	19.0%
Туре	Backed Into	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0.0%
	Bicycle	1	0	0	0	0	1	4.8%
	Other	1	1	1	0	0	3	14.3%
	Non Collision	0	0	0	0	0	0	0.0%
	Total	7	5	3	3	3	21	100%
	PDO Crashes	4	3	3	3	3	16	76.2%
Severity	Fatal Crashes	0	0	0	0	0	0	0.0%
Severity	Injury Crashes	3	2	0	0	0	5	23.8%
	<b>Total Crashes</b>	7	5	3	3	3	21	100.0%
	Daylight	7	3	3	1	3	17	81.0%
	Dusk	0	0	0	1	0	1	4.8%
Lighting	Dawn	0	0	0	0	0	0	0.0%
Conditions	Dark	0	2	0	1	0	3	14.3%
	Unknown	0	0	0	0	0	0	0.0%
	<b>Total Crashes</b>	7	5	3	3	3	21	100.0%
	Clear	6	4	3	3	2	18	85.7%
Weather	Cloudy	0	1	0	0	0	1	4.8%
Condition	Rain	1	0	0	0	1	2	9.5%
	<b>Total Crashes</b>	7	5	3	3	3	21	100.0%
Distracted Driving	Total Crashes	1	1	0	0	0	2	-

#### 2.2 Segments

#### SR 934 between Pelican Harbor Drive and North Bay Island 2.2.1

A total of 34 crashes were reported on the segment of SR 934 between Pelican Harbor Drive and North Bay Island during the five-year period. Table 7 summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 21 crashes (61.8% of all crashes). Additionally, there were four (4) noncollision crashes reported at the segment. The non collision crashes were due to the drivers losing control and striking the barriers.

A total of 24 crashes involved property damage only, nine (9) crashes involved injuries, and one (1) fatal crash was reported. The fatal crash is described below. Based on the recorded crash data and AADT, the segment experienced an average of 5.194 crashes per MVMT. The segment is above the statewide average and is not listed on the D6 Five-Year High Crash Location list.

#### Fatal crash states:

"...Witness stated that vehicle #1 was in the center lane then all of a sudden veered off the road and crashed into the rocks. Vehicle #1's final rest was in the water at the water's edge on its left side..."

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Table 7 SR 934 between Pelican Harbor Drive and North Bay Island

SR 934/N	E 79th Street		Numbe	r of Crashes	Per Year		Total	% Total
Seg	ment 1	2018	2019	2020	2021	2022	Crashes	Crashes
	Rear End	6	6	1	2	6	21	61.8%
	Head On	0	1	0	0	0	1	2.9%
	Angle	0	0	0	0	0	0	0.0%
	Left Turn	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0.0%
Crash	Sideswipe	0	2	1	2	1	6	17.6%
Type	Backed Into	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0.0%
	Other	0	0	1	1	0	2	5.9%
	Non Collision	2	0	0	0	2	4	11.8%
	<b>Total Crashes</b>	8	9	3	5	9	34	100%
	PDO Crashes	6	8	2	2	6	24	70.6%
Severity	Fatal Crashes	0	0	0	0	1	1	2.9%
Severity	Injury Crashes	2	1	1	3	2	9	26.5%
	<b>Total Crashes</b>	8	9	3	5	9	34	100.0%
	Daylight	5	6	1	4	5	21	61.8%
	Dusk	0	0	0	0	0	0	0.0%
Lighting	Dawn	0	0	1	0	1	2	5.9%
Conditions	Dark	3	3	1	1	3	11	32.4%
	Unknown	0	0	0	0	0	0	0.0%
	<b>Total Crashes</b>	8	9	3	5	9	34	100.0%
	Clear	7	8	2	5	7	29	85.3%
Weather	Cloudy	0	0	0	0	1	1	2.9%
Condition	Rain	1	1	1	0	1	4	11.8%
	<b>Total Crashes</b>	8	9	3	5	9	34	100.0%
Distracted Driving	Total Crashes	1	0	0	1	1	3	-

#### 2.2.2 SR 934 between North Bay Island and Adventure Avenue

A total of eight (8) crashes were reported on the SR 934 between North Bay Island and Adventure Avenue during the five-year period. Table 8 summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for four (4) crashes.

A total of six (6) crashes involved property damage only, two (2) crashes involved injuries, and no fatal crashes were reported. Based on the recorded crash data and AADT, the segment experienced an average of 0.787 crashes per MVMT. The segment is below the statewide average and is not listed on the D6 Five-Year High Crash Location list.

Table 8 SR 934 between North Bay Island and Adventure Avenue

SR 934 bet	ween North Bay		Numbe	r of Crashe	s Per Year			
	nd Adventure Avenue	2018	2019	2020	2021	2022	Total Crashes	% Total Crashes
	Rear End	0	2	1	0	1	4	50.0%
	Head On	0	0	0	0	0	0	0.0%
	Angle	0	0	0	0	0	0	0.0%
	Left Turn	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0.0%
Crash	Sideswipe	0	0	1	0	0	1	12.5%
Type	Backed Into	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0.0%
	Other	2	0	1	0	0	3	37.5%
	Non Collision	0	0	0	0	0	0	0.0%
	Total	2	2	3	0	1	8	100%
	PDO Crashes	2	2	2	0	0	6	75.0%
Coverity	Fatal Crashes	0	0	0	0	0	0	0.0%
Severity	Injury Crashes	0	0	1	0	1	2	25.0%
	<b>Total Crashes</b>	2	2	3	0	1	8	100.0%
	Daylight	1	2	3	0	0	6	75.0%
	Dusk	0	0	0	0	0	0	0.0%
Lighting	Dawn	0	0	0	0	0	0	0.0%
Conditions	Dark	1	0	0	0	1	2	25.0%
	Unknown	0	0	0	0	0	0	0.0%
	<b>Total Crashes</b>	2	2	3	0	1	8	100.0%
	Clear	0	2	3	0	1	6	75.0%
Weather	Cloudy	0	0	0	0	0	0	0.0%
Condition	Rain	2	0	0	0	0	2	25.0%
	<b>Total Crashes</b>	2	2	3	0	1	8	100.0%
Distracted Driving	Total Crashes	0	0	0	0	0	0	-

#### 2.3 Study Area

Based on the crash data obtained from Signal Four Analytics for the five-year period, a total of 170 crashes were identified within the study area. Forty-five (45) crashes in 2018, 45 crashes in 2019, 13 crashes in 2020, 33 crashes in 2021 and 34 crashes in 2022. The project crash statistics are summarized in Table 9. The low crash frequency identified in 2020 can likely be attributed to the effects of the Covid-19 Pandemic.

One-hundred thirty-nine (139) crashes involved property damage only, 30 crashes involving injuries and one (1) fatal crash was reported during the five-year period. Rearend crashes were the most reported crash type, accounting for 92 crashes (54.1% of all crashes). Sideswipe crashes were the second highest crash type accounting for 37 crashes (21.8% of all crashes). Most of the crashes (71.8%) occurred during the daytime. **Figure 3** summarizes the crash by Date/Time throughout the study area.

Based on the identified contributing factors for each intersection and segments, the following countermeasures are recommended for consideration during the development of alternatives:

### Signalization

- Yellow and all-red clearance intervals review
- Improve signal progression
- Review left turn phase operations
- Improve visibility of signal heads through improvements such as retroreflective backplates or additional signal heads (especially at large intersections)

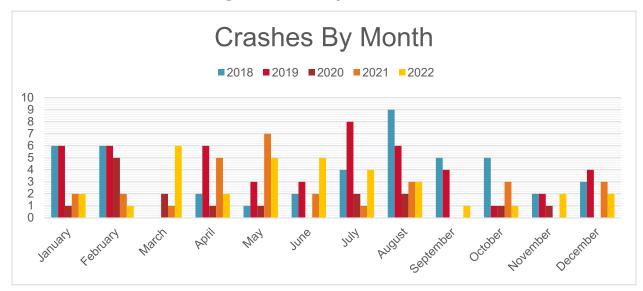
#### Geometric

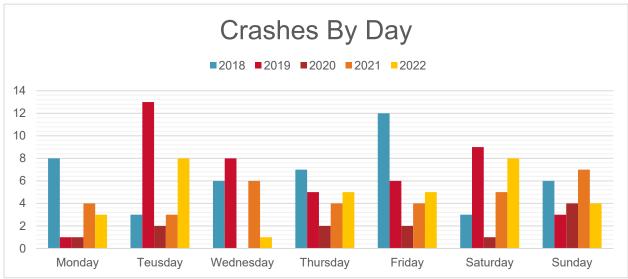
- Reduce conflict points by the addition of indirect left-turns (median uturns, displaced left turns, etc.)
- Increase left turn storage and/or capacity
- Improve signage
- Provide or enhance pedestrian and bicycle facilities

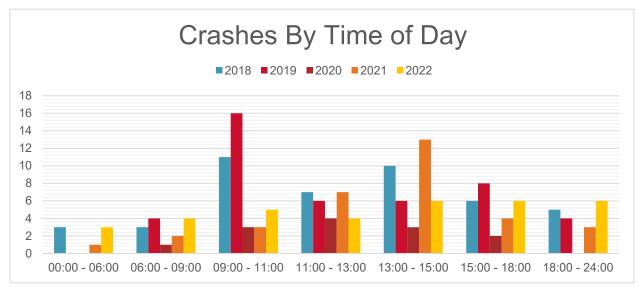
**Table 9 Crash Summary** 

SR 934 from	n Pelican Harbor		Numbe	r of Crashes	Per Year		Total	% Total
Dr to Ad	venture Ave	2018	2019	2020	2021	2022	Crashes	Crashes
	Rear End	24	30	4	17	17	92	54.1%
	Head On	1	1	1	0	0	3	1.8%
	Angle	1	0	0	0	2	3	1.8%
	Left Turn	2	1	1	1	3	8	4.7%
	Right Turn	0	0	0	0	0	0	0.0%
Crash	Sideswipe	8	7	3	10	9	37	21.8%
Type	Backed Into	0	0	0	0	0	0	0.0%
	Pedestrian	1	0	0	0	0	1	0.6%
	Bicycle	1	0	0	2	0	3	1.8%
	Other	5	6	4	3	1	19	11.2%
	Non Collision	2	0	0	0	2	4	2.4%
	Total	45	45	13	33	34	170	100%
	PDO Crashes	35	39	11	26	28	139	81.8%
Severity	Fatal Crashes	0	0	0	0	1	1	0.6%
Severity	Injury Crashes	10	6	2	7	5	30	17.6%
	Total Crashes	45	45	13	33	34	170	100.0%
	Daylight	31	35	10	26	20	122	71.8%
	Dusk	1	0	0	1	0	2	1.2%
Lighting	Dawn	0	0	1	1	1	3	1.8%
Conditions	Dark	13	10	2	5	13	43	25.3%
	Unknown	0	0	0	0	0	0	0.0%
	Total Crashes	45	45	13	33	34	170	100.0%
	Clear	38	37	12	32	29	148	87.1%
Weather	Cloudy	2	5	0	0	2	9	5.3%
Condition	Rain	5	3	1	1	3	13	7.6%
	Total Crashes	45	45	13	33	34	170	100.0%
Distracted Driving	Total Crashes	4	5	0	1	4	14	-

Figure 3 Crash by Date/Time







# Appendix A. Crash Data

						CRASH SUMMARY					
IN	TERSECTING	ROADWAY:	SR 934/NE	79 St John F K	Cennedy Csw	y from Pelican Harbor Dr to Adventu	ire Ave		PR	EPARED BY:	Metric Eng.
	STI	JDY PERIOD:	FROM	01/2018	TO:	12/2018		•		COUNTY:	Miami-Dade
Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WEATHER
86930404	1	-	01/07/18	Sunday	16:02	Rear End	0	0	1	Daylight	Dry
87853874	2	-	01/12/18	Friday	10:30	Rear End	0	0	1	Daylight	Dry
87064962	3	-	01/13/18	Saturday	9:25	Rear End	0	1	0	Daylight	Dry
87064855	4	-	01/19/18	Friday	11:05	Rear End	0	0	1	Daylight	Dry
87064806	5	-	01/19/18	Friday	21:05	Left Turn	0	0	1	Dark - Lighte	Dry
87621769	6	-	01/21/18	Sunday	22:18	Off Road	0	0	1	Dark - Lighte	Dry
87064831	7	-	02/01/18	Thursday	15:40	Rear End	0	2	0	Daylight	Dry
87626840	8	-	02/22/18	Thursday	17:45	Left Turn	0	1	0	Daylight	Dry
87064951	9	-	02/23/18	Friday	18:54	Sideswipe	0	0	1	Dark - Lighte	Dry
87064847	10	-	02/25/18	Sunday	0:20	Rear End	0	0	1	Dark - Lighte	Dry
87064825	11	-	02/28/18	Wednesday	11:19	Rear End	0	0	1	Daylight	Dry
87576348	12	-	02/28/18	Wednesday	15:02	Rear End	0	0	1	Daylight	Dry
87064812	13	-	04/02/18	Monday	14:32	Head On	0	1	0	Daylight	Dry
87625926	14	-	04/09/18	Monday	9:45	Other	0	0	1	Daylight	Dry
87850891	15	-	05/26/18	Saturday	15:15	Rear End	0	1	0	Daylight	Wet
87064874	16	-	06/20/18	Wednesday	12:24	Rear End	0	0	1	Daylight	Dry
87064838	17	-	06/21/18	Thursday	0:15	Rear End	0	1	0	Dark - Lighte	Dry
87064837	18	-	07/02/18	Monday	20:03	Sideswipe	0	0	1	Dusk	Dry
87853475	19	-	07/05/18	Thursday	16:01	Rear End	0	0	1	Daylight	Dry
87064982	20	-	07/13/18	Friday	11:15	Sideswipe	0	0	1	Daylight	Dry
88656128	21	-	07/25/18	Wednesday	7:06	Sideswipe	0	0	1	Daylight	Dry
87855386	22	-	08/05/18	Sunday	9:00	Angle	0	0	1	Daylight	Dry
87855427	23	-	08/06/18	Monday	2:00	Other	0	0	1	Dark - Lighte	Wet
87064887	24	-	08/07/18	Tuesday	14:15	Bicycle	0	1	0	Daylight	Dry
87064967	25	-	08/16/18	Thursday	15:04	Rear End	0	0	1	Daylight	Dry
82345172	26	-	08/17/18	Friday	16:06	Other	0	1	0	Daylight	Wet
87856215	27	-	08/17/18	Friday	20:45	Rear End	0	0	1	Dark - Lighte	Dry
87064889	28	-	08/24/18	Friday	17:50	Sideswipe	0	0	1	Daylight	Dry
87857052	29	-	08/30/18	Thursday	16:05	Rear End	0	0	1	Daylight	Wet
87857091	30	-	08/31/18	Friday	10:00	Rear End	0	1	0	Daylight	Dry
87064894	31	-	09/02/18	Sunday	21:30	Rear End	0	0	1	Dark - Lighte	Dry
87064895	32	-	09/03/18	Monday	19:48	Rear End	0	0		Dark - Lighte	Dry
87651115	33	-	09/04/18	Tuesday	21:34	Off Road	0	0		Dark - Lighte	Dry
87857761	34	-	09/10/18	Monday	21:50	Other	0	0		rk - Not Ligh	Wet
87064959	35	-	09/19/18	Wednesday	7:18	Rear End	0	0	1	Daylight	Dry
87064905	36	-	10/02/18	Tuesday	19:45	Sideswipe	0	0	1	Dark - Lighte	Dry
87859218	37	-	10/03/18	Wednesday	9:45	Unknown	0	0	1	Daylight	Wet
87064906	38	-	10/05/18	Friday	10:29	Rear End	0	0	1	Daylight	Dry
87859439	39	-	10/05/18	Friday	20:30	Rear End	0	0	1	Dark - Lighte	Dry
87860736	40	-	10/27/18	Saturday	13:20	Pedestrian	0	1	0	Daylight	Dry
87064914	41	-	11/01/18	Thursday	10:40	Rear End	0	0	1	Daylight	Dry
87064916	42	-	11/12/18	Monday	7:39	Sideswipe	0	0	1	Daylight	Dry
87863093	43	-	12/02/18	Sunday	13:04	Rear End	0	0	1	Daylight	Dry
87064923	44	-	12/03/18	Monday	14:30	Sideswipe	0	0	1	Daylight	Dry
87064929	45	-	12/28/18	Friday	13:54	Rear End	0	0	1	Daylight	Dry

						CRASH SUMMARY					
IN	TERSECTING	ROADWAY:	SR 934/NE	79 St John F I	Cennedy Csv	y from Pelican Harbor Dr to Adventu	ıre Ave	_	PF	REPARED BY:	Metric Eng.
	STU	JDY PERIOD:	FROM	01/2019	TO:	12/2019					Miami-Dade
Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WEATHER
87588963	1	-	01/26/19	Saturday	11:02	Rear End	0	0	1	Daylight	Wet
87588969	2	-	02/02/19	Saturday	19:05	Rear End	0	0	1	Dark - Lighte	Dry
87588968	3	-	02/05/19	Tuesday	7:24	Sideswipe	0	0	1	Daylight	Dry
88826443	4	-	02/06/19	Wednesday	11:45	Rear End	0	1	0	Daylight	Dry
88825563	5	-	02/09/19	Saturday	12:30	Rear End	0	0	1	Daylight	Dry
87588972	6	-	02/19/19	Tuesday	8:10	Rear End	0	0	1	Daylight	Dry
88827048	7	-	03/01/19	Friday	14:45	Rear End	0	0	1	Daylight	Dry
88828665	8	-	03/24/19	Sunday	16:45	Rear End	0	0	1	Daylight	Dry
87588982	9	-	04/02/19	Tuesday	20:52	Other	0	0	1	Dark - Lighte	Dry
87588984	10	-	04/06/19	Saturday	20:09	Rear End	0	0	1	Dark - Lighte	Dry
88829848	11	-	04/10/19	Wednesday	10:00	Rear End	0	0	1	Daylight	Dry
87588988	12	-	04/17/19	Wednesday	9:18	Rear End	0	0	1	Daylight	Dry
88830401	13	-	04/17/19	Wednesday	11:10	Sideswipe	0	0	1	Daylight	Dry
88831155	14	-	04/30/19	Tuesday	8:50	Rear End	0	0	1	Daylight	Dry
87589000	15	-	05/07/19	Tuesday	16:07	Rear End	0	0	1	Daylight	Dry
87589004	16	-	05/28/19	Tuesday	11:31	Rear End	0	0	1	Daylight	Dry
87589005	17	-	05/28/19	Tuesday	11:32	Sideswipe	0	0	1	Daylight	Dry
89239805	18	-	06/05/19	Wednesday	23:12	Sideswipe	0	0	1	Dark - Lighte	Dry
89240040	19	-	06/08/19	Saturday	9:15	Rear End	0	0	1	Daylight	Dry
87589012	20	-	06/11/19	Tuesday	10:12	Rear End	0	0	1	Daylight	Dry
89241498	21	-	07/01/19	Monday	10:50	Rear End	0	2	0	Daylight	Dry
87589021	22	-	07/09/19	Tuesday	22:00	Rear End	0	1	0	Dark - Lighte	Dry
89242054	23	-	07/10/19	Wednesday	13:50	Other	0	0	1	Daylight	Dry
87589023	24	-	07/11/19	Thursday	9:17	Rear End	0	0	1	Daylight	Dry
87589032	25	-	07/12/19	Friday	14:55	Rear End	0	0	1	Daylight	Dry
87589028	26	-	07/18/19	Thursday	18:34	Sideswipe	0	0	1	Daylight	Dry
87589029	27	-	07/21/19	Sunday	18:26	Other	0	1	0	Daylight	Dry
87589030	28	-	07/27/19	Saturday	3:15	Rear End	0	0	1	Dark - Lighte	Dry
89243654	29	-	08/03/19	Saturday	17:35	Head On	0	0	1	Daylight	Wet
89245024	30	-	08/25/19	Sunday	11:55	Sideswipe	0	0	1	Daylight	Dry
87589042	31	-	08/29/19	Thursday	10:33	Rear End	0	0	1	Daylight	Dry
87589048	32	-	08/30/19	Friday	9:21	Rear End	0	0	1	Daylight	Wet
87589043	33	-	08/30/19	Friday	21:02	Rear End	0	0	1	Dark - Lighte	Dry
87589044	34	-	08/31/19	Saturday	12:53	Left Turn	0	0	1	Daylight	Dry
89246135	35	-	09/11/19	Wednesday	10:15	Rear End	0	0	1	Daylight	Dry
87589059	36	-	09/14/19	Saturday	16:38	Sideswipe	0	0	1	Daylight	Dry
87589055	37	-	09/18/19	Wednesday	23:05	Rear End	0	1	0	Dark - Lighte	Dry
87589058	38	-	09/24/19	Tuesday	18:26	Other	0	0	1	Daylight	Dry
87589062	39	-	10/01/19	Tuesday	15:51	Rear End	0	0	1	Daylight	Dry
87589070	40	-	11/15/19	Friday	15:45	Other	0	0	1	Daylight	Wet
89477865	41	-	11/15/19	Friday	19:45	Other	0	0	1	Dark - Lighte	Wet
87589077	42	-	12/03/19	Tuesday	9:50	Rear End	0	0	1	Daylight	Dry
87589079	43	-	12/05/19	Thursday	13:28	Rear End	0	0	1	Daylight	Dry
87589080	44	-	12/10/19	Tuesday	18:56	Rear End	0	1	0	Dark - Lighte	Dry
87589082	45	-	12/19/19	Thursday	8:10	Rear End	0	0	1	Daylight	Wet

CRASH SUMMARY												
IN	INTERSECTING ROADWAY: SR 934/NE 79 St John F Kennedy Cswy from Pelican Harbor Dr to Adventure Ave PREPARED BY: Metric Eng											
STUDY PERIOD: FROM <b>01/2020</b> TO: <b>12/2020</b>								COUNTY: Miami-Dade				
Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WEATHER	
87589088	1	-	01/05/20	Sunday	14:25	Left Turn	0	0	1	Daylight	Dry	
87589094	2	-	01/28/20	Tuesday	11:22	Head On	0	0	1	Daylight	Dry	
87589098	3	-	02/06/20	Thursday	17:17	Unknown	0	0	1	Daylight	Dry	
87589106	4	-	02/18/20	Tuesday	14:56	Sideswipe	0	1	0	Daylight	Dry	
89485540	5	-	03/06/20	Friday	18:20	Other	0	0	1	Dark - Lighte	Dry	
87589122	6	-	04/30/20	Thursday	9:06	Rear End	0	0	1	Daylight	Dry	
87589123	7	-	05/01/20	Friday	13:38	Other	0	0	1	Daylight	Dry	
87589143	8	-	07/25/20	Saturday	16:45	Rear End	0	0	1	Daylight	Dry	
90123816	9	-	07/26/20	Sunday	7:20	Other	0	1	0	Dawn	Dry	
90124108	10	-	08/02/20	Sunday	20:45	Sideswipe	0	0	1	Dark - Lighte	Wet	
90125067	11	-	08/24/20	Monday	15:52	Rear End	0	0	1	Daylight	Dry	
87589157	12	-	10/11/20	Sunday	11:57	Sideswipe	0	0	1	Daylight	Dry	
87589170	13	-	11/23/20	Monday	14:22	Rear End	0	0	1	Daylight	Dry	

						CRASH SUMMARY					
IN	TERSECTING	ROADWAY:	SR 934/NE	79 St John F K	Cennedy Csv	vy from Pelican Harbor Dr to Adventu	ure Ave		PF	REPARED BY:	Metric Eng.
	STI	UDY PERIOD:	FROM	01/2021	TO:	12/2021		•		COUNTY:	Miami-Dade
Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WEATHER
24209126	1	-	01/20/21	Wednesday	14:26	Other	0	0	1	Daylight	Dry
87589182	2	-	01/26/21	Tuesday	22:55	Sideswipe	0	0	1	Dark - Lighte	Dry
87589183	3	-	02/02/21	Tuesday	17:47	Left Turn	0	0	1	Dark - Lighte	Dry
87589194	4	-	03/09/21	Tuesday	17:30	Sideswipe	0	0	1	Daylight	Dry
24212213	5	-	03/19/21	Friday	12:40	Sideswipe	0	0	1	Daylight	Dry
24212314	6	-	03/20/21	Saturday	22:45	Rear End	0	0	1	Dark - Lighte	Dry
87589196	7	-	03/21/21	Sunday	10:55	Sideswipe	0	0	1	Daylight	Dry
24212549	8	-	03/24/21	Wednesday	17:18	Rear End	0	1	0	Daylight	Dry
24212837	9	-	03/29/21	Monday	20:45	Rear End	0	2	0	Dark - Lighte	Dry
24213155	10	-	04/04/21	Sunday	19:03	Bicycle	0	1	0	Dawn	Dry
24213784	11	-	04/14/21	Wednesday	13:25	Sideswipe	0	0	1	Daylight	Dry
24213845	12	-	04/15/21	Thursday	9:00	Other	0	1	0	Daylight	Dry
24214046	13	-	04/18/21	Sunday	16:17	Rear End	0	1	0	Daylight	Dry
24214380	14	-	04/24/21	Saturday	14:53	Other	0	0	1	Daylight	Dry
87589208	15	-	05/01/21	Saturday	13:05	Sideswipe	0	0	1	Daylight	Dry
24215127	16	-	05/05/21	Wednesday	19:50	Rear End	0	0	1	Daylight	Dry
24215400	17	-	05/09/21	Sunday	17:43	Rear End	0	0	1	Daylight	Dry
87589213	18	-	05/14/21	Friday	17:40	Rear End	0	0	1	Daylight	Dry
90128986	19	-	05/17/21	Monday	11:42	Rear End	0	0	1	Daylight	Dry
24525851	20	-	05/26/21	Wednesday	21:11	Rear End	0	1	0	Daylight	Dry
24525997	21	-	05/29/21	Saturday	14:58	Bicycle	0	0	1	Daylight	Dry
87589222	22	-	06/09/21	Wednesday	15:00	Sideswipe	0	0	1	Daylight	Dry
24527851	23	-	06/27/21	Sunday	15:11	Sideswipe	0	0	1	Daylight	Dry
24529734	24	-	07/25/21	Sunday	6:00	Sideswipe	0	0	1	Daylight	Dry
87589233	25	-	08/09/21	Monday	14:48	Rear End	0	0	1	Daylight	Wet
87589237	26	-	08/12/21	Thursday	17:37	Rear End	0	0	1	Daylight	Dry
87589238	27	-	08/22/21	Sunday	7:15	Rear End	0	0	1	Daylight	Dry
87589258	28	-	10/07/21	Thursday	16:24	Rear End	0	0	1	Daylight	Dry
87589257	29	-	10/09/21	Saturday	2:34	Rear End	0	1	0	Dark - Lighte	Wet
24534695	30	-	10/11/21	Monday	16:55	Rear End	0	0	1	Daylight	Dry
24783119	31	-	12/02/21	Thursday	16:28	Rear End	0	0	1	Daylight	Dry
87589270	32	-	12/10/21	Friday	18:30	Rear End	0	0	1	Dusk	Dry
87589275	33	-	12/31/21	Friday	17:20	Sideswipe	0	0	1	Daylight	Dry

						CRASH SUMMARY					
IN	TERSECTING	ROADWAY:	SR 934/NE	79 St John F K	Cennedy Csv	vy from Pelican Harbor Dr to Adventu	ire Ave		PF	REPARED BY:	Metric Eng.
	STU	JDY PERIOD:	FROM	01/2022	TO:	12/2022		•		COUNTY:	Miami-Dade
Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WEATHER
87589281	1	-	01/18/22	Tuesday	22:25	Sideswipe	0	0	1	Dark - Lighte	Dry
24786372	2	-	01/25/22	Tuesday	0:20	Sideswipe	0	0	1	Dark - Lighte	Dry
87589282	3	-	01/25/22	Tuesday	8:47	Rear End	0	0	1	Daylight	Dry
24786503	4	-	01/27/22	Thursday	0:28	Off Road	0	0	1	Dark - Lighte	Dry
87589286	5	-	02/10/22	Thursday	20:36	Left Turn	0	3	0	Dark - Lighte	Dry
87589285	6	-	02/11/22	Friday	23:30	Rear End	0	1	0	Dark - Lighte	Dry
24789811	7	-	03/15/22	Tuesday	7:29	Off Road	1	0	0	Dawn	Wet
24790036	8	-	03/20/22	Sunday	15:20	Other	0	0	1	Daylight	Dry
87589300	9	-	03/29/22	Tuesday	19:25	Rear End	0	0	1	Daylight	Dry
25275881	10	-	04/11/22	Monday	16:00	Rear End	0	1	0	Daylight	Dry
25277060	11	-	04/30/22	Saturday	8:49	Rear End	0	0	1	Daylight	Wet
87589308	12	-	05/03/22	Tuesday	18:55	Rear End	0	0	1	Daylight	Dry
25277520	13	-	05/06/22	Friday	16:28	Rear End	0	0	1	Daylight	Dry
25277896	14	-	05/12/22	Thursday	11:30	Sideswipe	0	0	1	Dark - Lighte	Dry
87589320	15	-	05/28/22	Saturday	2:00	Angle	0	0	1	Dark - Lighte	Dry
87589322	16	-	05/29/22	Sunday	10:15	Rear End	0	0	1	Daylight	Dry
87589325	17	-	06/03/22	Friday	19:21	Rear End	0	0	1	Daylight	Wet
87589328	18	-	06/12/22	Sunday	14:55	Sideswipe	0	0	1	Daylight	Dry
87589332	19	-	06/25/22	Saturday	20:30	Left Turn	0	0	1	Dark - Lighte	Dry
87589334	20	-	06/27/22	Monday	21:26	Left Turn	0	0	1	Dark - Lighte	Dry
87589344	21	-	06/30/22	Thursday	11:37	Sideswipe	0	0	1	Daylight	Dry
87589337	22	-	07/01/22	Friday	17:56	Rear End	0	0	1	Daylight	Dry
87589345	23	-	07/18/22	Monday	9:30	Angle	0	0	1	Daylight	Dry
87589349	24	-	07/24/22	Sunday	11:56	Rear End	0	0	1	Daylight	Dry
87589350	25	-	07/30/22	Saturday	12:24	Rear End	0	1	0	Daylight	Dry
87589354	26	-	08/06/22	Saturday	16:34	Rear End	0	0	1	Daylight	Dry
25283718	27	-	08/13/22	Saturday	22:10	Rear End	0	0	1	Dark - Lighte	Dry
25284340	28	-	08/23/22	Tuesday	13:14	Rear End	0	0	1	Daylight	Dry
87589369	29	-	09/16/22	Friday	7:15	Sideswipe	0	0	1	Daylight	Dry
25517545	30	-	10/01/22	Saturday	23:30	Rear End	0	1	0	Dark - Lighte	Dry
25520407	31	-	11/12/22	Saturday	12:28	Sideswipe	0	0	1	Daylight	Dry
25520786	32	-	11/17/22	Thursday	21:32	Sideswipe	0	0	1	Dark - Lighte	Dry
87589390	33	-	12/07/22	Wednesday	20:13	Sideswipe	0	0	1	Dark - Lighte	Dry
25230659	34	-	12/20/22	Tuesday	15:53	Rear End	0	0	1	Daylight	Wet

# Appendix G.

## **Intersection Control Evaluation (ICE) Worksheets**

## Florida Department of Transportation Intersection Control Evaluation (ICE) Form Stage 1: Screening

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms are to be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval. Selections must be made in the "Intersection Type" and "Project Funding Source" cells below for the appropriate Stage 1 and Stage 2 forms to fully populate.

Project Name		SR 934/N	NE 79th Street at Pelican Ha	arbor Drive	FDOT Pro	ject#		
Submitted By				Agency/Company	Н	IDR	Date	10/10/2023
Email				FDOT District	District 6	County	Miami-D	ade
Project I	Locality (City	//Town/Village)		North	n Bay Village	<u>.                                      </u>		
Interse	ection Type	At-G	rade Intersection	FDOT Cont	ext Classification	C5 -	Urban Center	
	Project F	unding Source	Federal	Project Type	(	Corridor Improvem	nent Project	
Project Purpose is the catalyst	for this proje		NE 79th Street within North are expected as part of this	t PD&E study is evaluating th n Bay Village. The study area s project.		•	• .	•
(Describ	Project Sett be the area s	ting Description currounding the intersection)	between the mainland and	s on SR 934/NE 79th Street li the barrier island. Near Pelic h as marina and a boat launc	can Harbor Drive,	nds (representing land uses constitu	North Bay Villa te an urban set	nge) situated tting and
transit activity in for activity base	the pedestria n the area an d on surroun	n, bicycle, and and the potential	Pelican Harbor Drive north approaches. Sharrows are marked bicycle lane is prov	ne north and south side of SR and south of NE 79th Street. provided in EB and WB NE 7 rided on Pelican Harbor Drive	Marked pedestria 79th Street to acco	an crosswalks are ommodate bicyclis	located on all f	our

				Maj	jor Street Information					
	Route #:	SR 934	Route Name(s)		NE 79th Street				Milepost	1.115
	Existing Co	ontrol Type	Signa	l	Existing AADT	42,	000	De	sign Year AADT	48,500
Des	sign Vehicle	Florida In	terstate Semitrailer	(WB-62FL)	Control Vehicle		Florida In	terstate Se	mitrailer (WB-62	FL)
		Primary Funct	ional Classification	Ur	ban Principal Arterial - Other			Desi	gn Speed (mph)	35
	Seconda	ry Functional Cla	assification (if app.)					arget Spee	ed (mph) [if app.]	
	Direction		East	bound	Number of Lanes		Study Per	iod #1 Trafl	fic Study Per	iod #2 Traffic
	Sidewalks a	along:	Both sides of	f the approach	Left-Turn	1	Vo	lumes	Vo	lumes
#	Crosswalk	on Approach?	Y	'es	Left-Through	0	Weekda	y AM Peak	Weekda	ıy PM Peak
Approach #1	On-Street E	Bike Facilities?	Y	es es	Through	3	Le	ft 25	Left	14
Appr	Multi-Use P	ath?	١	No	Left-Through-Right	0	Throug	h 2,236	6 Through	2,077
	Scheduled	Bus Service?	Y	'es	Through-Right	0	Rig	ht 18	Right	12
	Bus Stop or	n Approach?	Y	'es	Right-Turn	1		Daily Truc	ck %	.8%
	Direction		West	bound	Number of Lanes		Study Per	iod #1 Trafl	fic Study Per	iod #2 Traffic
	Sidewalks a	along:	Both sides of	f the approach	Left-Turn	1	Vo	lumes	Vo	lumes
4 1	Crosswalk	on Approach?	Y	'es	Left-Through	0	Weekda	y AM Peak	Weekda	ıy PM Peak
oac	On-Street E	Bike Facilities?	Y	'es	Through	2	Le	ft 20	Left	19
Approach #2	Multi-Use P	ath?	1	No	Left-Through-Right	0	Throug	h 1,99	5 Through	2,271
`	Scheduled	Bus Service?	Y	'es	Through-Right	1	Rig	ht 12	Right	14
	Bus Stop or	n Approach?	Y	'es	Right-Turn	0		Daily Truc	ck %	.8%

FDOT ICE: Stage 1

				Mir	nor Street Information					
	Route #:		Route Name(s)		Pelican Harbor Drive			Milep	ost (if app.)	
	Existing Co	ontrol Type	Signal		Existing AADT	8	00	Design	Year AADT	900
Desi	ign Vehicle	Florida Int	erstate Semitrailer	(WB-62FL)	Control Vehicle		Florida In	erstate Semitra		L)
	<u>-</u>	Primary Function	onal Classification	, ,	Urban Local			Design S	peed (mph)	25
	Seconda	ry Functional Cla	ssification (if app.)				Т	arget Speed (m	ph) [if app.]	
	Direction		North	bound	Number of Lanes		Study Per	od #1 Traffic	Study Peri	od #2 Traffic
	Sidewalks a	along:	Both sides of	the approach	Left-Turn	1	, ,	umes	1 1	umes
#	Crosswalk	on Approach?	Ye	es	Left-Through	0	Weekda	y AM Peak	Weekda	y PM Peak
oac	On-Street E	Bike Facilities?	N	lo	Through	0	Le	ft 13	Left	41
Approach #1	Multi-Use P	ath?	Ye	es	Left-Through-Right	0	Throug	h 5	Through	6
`	Scheduled	Bus Service?	N	lo	Through-Right	1	Rigl	nt 14	Right	7
	Bus Stop or	n Approach?	N	lo	Right-Turn	0	Daily	Truck %	3.	6%
	Direction		South	bound	Number of Lanes		Study Per	od #1 Traffic	Study Peri	od #2 Traffic
	Sidewalks a	along:	Both sides of	the approach	Left-Turn	1	Vol	umes	Vol	umes
, #2	Crosswalk	on Approach?	Ye	es	Left-Through	0	Weekda	y AM Peak	Weekda	y PM Peak
Approach #2	On-Street E	Bike Facilities?	N	lo	Through	0	Le	ft 4	Left	10
Appr	Multi-Use P	ath?	N	lo	Left-Through-Right	0	Throug	h 10	Through	4
`	Scheduled	Bus Service?	N	lo	Through-Right	1	Rigl	nt 16	Right	33
	Bus Stop or	n Approach?	N	lo	Right-Turn	0		Daily Truck %	3	6%
	Direction				Number of Lanes		Study Per	od #1 Traffic		od #2 Traffic
	Sidewalks a	along:			Left-Turn		Vol	umes	Vol	umes
h #3	Crosswalk	on Approach?			Left-Through		Weekda	y AM Peak	Weekda	y PM Peak
Approach #3	On-Street E	Bike Facilities?			Through		Le	ft	Left	
Appr	Multi-Use P	ath?			Left-Through-Right		Throug	h	Through	
	Scheduled	Bus Service?			Through-Right		Rigl	nt	Right	
	Bus Stop or	n Approach?			Right-Turn			Daily Truck %		

## Crash History (Existing Intersections Only)

Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:

Existing crash analysis is attached. The intersection is not listed on the FDOT-6 Five Year High Crash Location list.

Control Strategy Evaluation Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental mpacts. **CAP-X Outputs** SPICE Outputs V/C Ratio Crash Justification Weekday PM SSI Weekday AM Ped Prediction Bike Strategy to be Peak Peak Accom. Accom. Rank Rank Advanced? Control Strategy Two-Way Stopn/a n/a n/a n/a n/a n/a No Controlled All-Way Stopn/a n/a n/a n/a n/a n/a No Controlled Existing intersection is signalized, and future Signalized 0.54 0.58 5.24 4.40 3 3 Yes conditions indicate signalization will continue to Control provide adequate capacity through 2050 conditions Roundabout n/a n/a n/a n/a n/a No n/a (1-lane) Insufficient ROW to accommodate multi-lane Roundabout 0.99 1.02 No roundabout without impacting current developments. 4.68 4.41 5 4 (2-lane) Likely capacity deficiencies as V/C ratios exceed Insufficient ROW to accommodate downstream U-turn Median movements due to bridges 0.45 0.48 3.33 4.40 2 1 No U-Turn Insufficient ROW to accommodate downstream U-turn **RCUT** 0.47 movements due to bridges 0.45 1 No 3.18 4.08 5 (Signalized) **RCUT** n/a n/a No n/a n/a n/a n/a (Unsignalized) Jughandle n/a n/a No Displaced Leftn/a n/a n/a n/a n/a n/a No Turn Continuous No n/a n/a n/a n/a n/a n/a Green Tee Quadrant n/a n/a n/a n/a No Roadway NB-SB through movements do not have a reasonable Thru-Cut route to follow given this configuration, and require 0.50 0.55 4.40 2 4.01 No n/a (Signalized) motorists to travel over a drawbridge towards the east. Thru-Cut n/a n/a No n/a n/a n/a n/a (Unsignalized) **Bowtie** n/a n/a n/a n/a n/a n/a No

n/a

3

4.40

3.14

Partial Median U-

Turn (PMUT)

0.47

0.50

Insufficient ROW to accommodate downstream U-turn

movements due to bridges

No

FDOT ICE: Stage 1

		Resolut	ion		
To be filled out by	/ FDOT District Traffic Operations Engineer ar	nd District Design Eng	ineer		
Project De	termination				
Comments					
DTOE Name		Signature		Date	
DDE Name		Signature		Date	

Input Worksheet 1

Project Name:	NE 79th Street at Pelican Harbor Drive
Project Number:	10348806
Location	North Bay Village, FL
Date	2050 AM
Number of Intersection Legs	4
Major Street Direction	East-West

			Tra	ffic Volume D	emand			
			Volume	(Veh/hr)			Perce	nt (%)
	U-Turn	Le	eft	Thru	Right	Heavy \	/ehicles	Volume Growth
	IJ	<b>+</b>		1				
Eastbound	2	2	:3	2236	18	2.4	0%	0.00%
Westbound	10	1	0	1995	12	2.4	0%	0.00%
Southbound	0	4	4	10	16	1.8	0%	0.00%
Northbound	0	1	3	5	14	1.8	0%	0.00%
Adjustment Factor	0.80	0.9	95		0.85			
Suggested	0.80	0.	95		0.85			
	Truck to	PCE Fa	ctor		Suggested =	2.00		2.00
FDC	OT Context Zone			-	C5-Urban Ce	enter		
	,.		2-phas	se signal	Suggested =	1800		1800
_	Lane Volume reshold		3-phas	se signal	Suggested =	1750		1750
			4-phas	se signal	Suggested =	1700	·	1700

	Equivale	nt Passenger	Car Volume	
		Volume	(Veh/hr)	
	U-Turn	Left	Thru	Right
	Ŋ	7	1	r
Eastbound	2	24	2290	18
Westbound	10	10	2043	12
Southbound	0	4	10	16
Northbound	0	13	5	14

	Notes:
Left-Turn Adjustment Factor	Conversion of left-turning vehicles to equivalent through vehicles
Right-turn Adjustment Factor	Conversion of right-turning vehicles to equivalent through vehicles
U-turn Adjustment Factor	Conversion of U-turning vehicles to equivalent through vehicles
Truck to PCE Factor	1 truck = X Passenger Car Equivalents
Critical Lane Volume Sum Limit	Saturation Value for Critical Lane Volume Sum at an intersection

### 2 - Base and Alt Sel **Capacity Analysis for Planning of Junctions Step 2A: Base Conditions Analysis** NE 79th Street at Pelican Harbor Drive Project Name 10348806 Project Number North Bay Village, FL Location 2050 AM Date Major Stree East-West Direction **Existing Intersection Configuration** Traffic Signal **Number of Lanes for Existing Configuration** (Can be edited in "3- Alt Num Lanes Input" as needed) Northbound Southbound Eastbound Westbound **TYPE OF INTERSECTION** Sheet Т R U Т R U L т U Т L L L 1 3 3 Traffic Signal **FULL** 1 0 0 **Results for Existing Configuration** Zone 1 (North) Zone 2 (South) Zone 3 (East) Zone 4 (West) Zone 5 (Center) TYPE OF Sheet

# | TYPE OF | Sheet | CLV | V/C | CLV | V/C

# Existing Configuration Results Overall v/c Ratio O.54 Pedestrian Accommodation 5.24 Bicycle Accommodation 4.40

## Step 2B: Alternative Selection

Rankings Inclusion		Yes/No	Comment
At-Grade Non-Roundabout Intersections	:?	Yes	
Traffic Signal		Yes	
Two-Way Stop Control		No	
All-Way Stop Control		No	
Continuous Green T		No	
	S-W	No	
Quadrant Roadway	N-E	No	
Quadrant Roadway	S-E	No	
	N-W	No	
Partial Displaced Left Turn	-	No	
Displaced Left Turn		No	
Signalized Restricted Crossing U-Turn		Yes	
Unsignalized Restricted Crossing U-Tur	n	No	
Median U-Turn		Yes	
Partial Median U-Turn		Yes	
Bowtie		No	
Signalized ThruCut		Yes	
Unsignalized ThruCut		No	
Roundabouts?		Yes	
50 ICD Miniroundabout		No	
75 ICD Miniroundaobut		No	
1x1		No	
1NS x 2EW		No	
2NS x 1EW		No	
2x2		Yes	
Grade Separated Interchanges?		No	
Diamond			
Partial Cloverleaf A			
Partial Cloverleaf B			
Displaced Left Turn Interchange			
Diverging Diamond Interchange			
Single Point			

Continue to Step 3

Step 3

				ut Wor													
Project Name:		NE	79th	Stre	et at	Pel	ican	На	rbo	r Di	rive						
Project Number:					10	3488	06										
Location:				No	rth B	ay Vii	lage	, FL									
Date:						050 A											
Analysis Type:			At-Gra	ade Inte	ersec	tions	and	Inte	ercha	ange	s						
	Number	of Lanes	for	Non-	rour	ıdab	out	Int	ers	ecti	ons						
TYPE OF IN	TERSECTION	Sheet	<u> </u>	rthbou	ınd	So	uthl	oou	nd	Е	astk	oun	d	W	estb	our	nd
			U	L T	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
	c Signal	FULL	4	1 1	0	4	1	1	0	Z	1	3	1	Δ	1	3	0
U-	Turn	<u>E-W</u>	Ŋ	4	1	$\square$	4	_	1	1	1	3	1	1	1	3	0
	n U-Turn	E-W	Z	1	1	Z	4	1	1	1	K,	3	1	1	4	3	0
Partial Me	dian U-Turn	E-W	1/1	1 1	0	1/	1	1	0	1		3	1	1		3	0
		E 14/	1	4	<del>,</del>		4	_	,		-	•	١	_	4	^	_
Signalize	ed ThruCut	<u>E-W</u>		1	1		1		1		1	3	1		1	3	0
For shared lanes, e				or F	Pla			g c		Ju				S	1	3	0
or shared lanes, e	nter "0" in L or R				Pla			g (		Ju				<b>S</b>	1	3	0
or shared lanes, e	nter "0" in L or R		Inpu	or F	Pla	et 2	ing		of .	Ju				S	1	3	0
For shared lanes, er	nter "0" in L or R	nalys	of La	or F	Pla kshe	et 2 nter	in (	inge	of .			tic	n		estb		

					Input	Wor	kshee	t 2														
Project Name:				NE	79th	Stree	et at	Pelic	an H	larbo	r Driv	/e										
10348806     Location:   North Bay Village, FL																						
•																						
Date: 2050 AM																						
Analysis Type:	Analysis Type: At-Grade Intersections and Interchanges																					
	Volume Echo	with Sha	ared	Lane	e Adj	ustn	nent	for N	lon-r	ounc	labo	ut In	iterse	ectio	ns							
			١	lorth	bound	d	S	outh	oound	Ė	-	Eastb	ound		1	Westl	oound					
Volume Echo with Shared Lane Adjustment for Non-roundabout Intersections  TYPE OF INTERSECTION Sheet Northbound Southbound Eastbound Westbound																						
TYPE OF INTERSECTION         Sheet         U         L         T         R         U         L         T         R         U         L         T         R         U         L         T         R         U         L         T         R         U         L         T         R																						
Traffic	c Signal	Sheet FULL	٥	L 13	T 19	R o	> \	Traffic Signal FULL 13 19 0 4 28 0 24 2290 18 10 2055 0														
Traffic			>	13	-		- \ \	4	-	-11	2	_	_		U 10	<u> </u>	·	_				
Traffic Signalized Res U-1	c Signal stricted Crossing	FULL	- ///	13	-	0	- \\\	4	-	0	Ż	24	2290	18	Ż	10	2055	0				
Traffic Signalized Res U- Mediar	c Signal stricted Grossing Turn	FULL E-W	- / / / /	13	19	0	- \ \ \ \	4	26	0	2	24	2290 2290	18	10	10	2055	0				

## Results Worksheet

Project Name:	NE 79th Street at Pelican Harbor Drive	E	stimated Vo	lume-to-Capac	ity Ratio
Project Number:	10348806		Number	of Configurati	ons
Location	North Bay Village, FL	< 0.750	0.750 - 0.875	0.875 - 1.00	≥ 1.00
Date	2050 AM	5	0	1	0

		Resu	lts fo	r Nor	ı-rou	ndab	out Ir	iterse	ectio	ns				
TYPE OF INTERSECTION	Sheet	Zone 1	(North)	Zone 2	(South)	Zone 3	B (East)	Zone 4	(West)	Zone 5	(Center)	Overall v/c	Pedestrian	Bicycle Accommod
TIPE OF INTERSECTION	Sileet	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	ations	ations
Traffic Signal	<u>FULL</u>			/	/	$\overline{\ \ }$		/		827	<u>0.54</u>	0.54	5.24	4.40
Signalized Restricted Crossing U- Turn	<u>E-W</u>	725	<u>0.40</u>	806	<u>0.45</u>	717	<u>0.40</u>	808	<u>0.45</u>			0.45	3.18	4.08
Median U-Turn	<u>E-W</u>					740	<u>0.41</u>	808	<u>0.45</u>	804	<u>0.45</u>	0.45	3.33	4.40
Partial Median U-Turn	E-W					724	<u>0.40</u>	803	<u>0.45</u>	815	<u>0.47</u>	0.47	3.14	4.40
Signalized ThruCut	E-W									792	<u>0.50</u>	0.50	4.01	4.40

## Results Worksheet

						Re	esults t	for Rou	ındabo	uts					
TYPE OF	Zor	ne 1 (No	rth)	Zo	ne 3 (Ea	st)	Zor	ie 2 (Soi	uth)	Zo	ne 4 (We	est)	Overall v/c	Pedestrian Accommod	Bicycle Accommod
ROUNDABOUT	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Ratio	ations	ations
<u>2 X 2</u>	<u>0.08</u>	<u>0.07</u>		0.83	0.88		<u>0.10</u>	<u>0.10</u>		0.92	0.99		0.99	4.68	4.41

					R	esult	s for	Inter	chan	ges						
TYPE OF	Sheet	Zone 1 Mr	(Rt g)	Zone 2 Mr	(Lt	Zone 3 1	(Ctr. )	Zone 4	(Ctr.	Zone 5 Mi	(Lt rg)	Zone 6 Mi	(Rt rg)	Overall v/c	Pedestrian	Bicycle Accommod
INTERCHANGE	Sileet	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	ations	ations

Roadway Operator	g Speeds	Ramp Speeds (Only for to	tenchanges)
Major Street Speed Limit	30	Dagmai Ramps	20
Minor Street Speed Limit	25	Loop Range	20
Mini Roundabout Entry & Exit Speed	20	00 famps	20
1 Lane Roundabout Entry & Exit Speed	25	Single Paint Samps	30
2 Lane Roundabout Entry & Exit Speed	30		

										Pedestrian Cross	ing Configurations for Non-roundabout Intersections																				
THRE OF WEEPARCOTS	to the section	Out of Directio Multistage	Crossing #1	Crossing #2	Crossing #3	Crossing #6	Crossing #6	Crossing #6	Crossing #7	Crussing #8	Crossing #9	Crussing #10	Crossing #11	Crossing #12	Crussing #13	Crossing #14	Crossing #15	Crassing #16	Crossing #17	Crossing PTB	Score					ind	vidual Crossing Scores				
TIPE OF INTERCENT	Score	n Crossing FLa	snes Veh Volume Conflicting Markings	# Lanes Ven Volume Confiding Marking	gs. # Lanes Veh Volume Conflicting Markings	# Lanes Veh Volume Confiding Markings	# Lanes With Volume Conficting Markings	FLanes Web Volume Conflicting Markings	# Lanes Veh Volume Conficting Marking	FLanes Wh Votune Conficting Ven Type	Markings # Lanes Web Volume Conflicting Mark	ngs #Lanes Ven Volume Conflicting Markin	ngs FLanes Wen Speed Volume Conflicting Mankings	g If Lanes Veh Volume Confiding Markings	Flanes Veh Volume Conficting Markings	# Eases Veh Volume Confiding Makings	# Lanes Speed Volume Conficting Markings	Flanes Wh Volume Confiding Makings	# Lanes Veh Vulume Conflicting Markings	Flance Veh Volume Conficting Markings	Combin #1	F2 F3	84			-	m #10	#11 #12	PI3 PI	4 P15	#16 #17 #18
Traffic Signal	ESS. CO	No Crossing(s) 3 with 2 stages	25 30 StopSignal Marked	1 25 41 Stop/Signal Marked	d 5 30 2075 Stoprilignal Marked	3 30 2218 Stopflignal Marked	3 25 32 StopSignal Marked	1 25 38 Stop-Signal Marked	5 30 2356 StopSignal Market	3 30 2074 StopSignal Controlled	Marked										8.24 4.50	5.00 2.7	425	4.50 5.	3.76	425	00.0	0.00 0.00	0.00 00.0	0.00	60 1.00 0.0
Signalized Restricted Cross Turn	g U- <u>5.27</u> 3.48	Yes Crossing(s) 2 with 3+ stages	2 25 38 StopSignal Marked	1 30 17 Free Flowing Marked	d 3 30 2018 Stoprilignal Marked	2 25 28 Stopfligsal Marked	3 30 2306 Stop-Signal Marked	1 30 28 Free Rowing Marked													3.18 4.75	425 42	475	426 4.	25 0.00	0.00	00.0	0.00 0.00	0.00 00.0	0.00	60 0.00 0.0
Median D-Turn	5.W 130	Yes Crossing(s) 2 with 3+ stages	2 25 15 StopSignal Marked	1 30 36 Yeld Marked	d 3 30 2078 Stoprilignal Marked	3 30 2030 Stopriignal Marked	1 25 27 Yeld Marked	1 25 15 Stop-Signal Marked	1 30 28 Yeld Marke	3 30 2330 StopSignal Corosted	Marked 3 30 2079 StopSignal Marked	and 1 26 20 Yard Market	ed .								3.33 4.75	426 42	425	5.00 S.	4 76	425	25 5.00	0.00 0.00	0.00 00.0	0.00	60 0.00 0
Partial Median U-Turn	<u>5.00</u> 3.44	Yes Crossing(s) 3 with 3+ states	25 19 StopSignal Maked	1 30 36 Yeld Marked	d 3 30 206 Stopriignal Marked	3 30 2000 Pernissive Marked	1 26 14 Yald Marked	3 25 28 StopSignal Marked	1 30 28 Yeld Marke	3 30 2326 StopSignal Controlled	Marked 3 30 2078 Permissive Marked	and 1 25 16 Yard Market	nd .								3.14 4.50	476 42	325	5.00 4.	60 4.76	4.25	50 5.00	0.00 0.00	0.00 00.0	10 0.00	60 0.00 0
Signalized Thrucut	5.27 AM	Ves No 2	25 43 StopSignal Maked	4 30 20% StopSignal Marked	d 3 30 2304 Stop/Signal Marked	1 25 14 Yeld Marked	2 25 41 StopSignal Marked	5 30 2334 StopSignal Marked	3 30 2058 StopSignal Marke	1 1 25 16 Yeld Corpoled	Marked										4.01 4.75	400 42	5.00	475 2.	75 4.25	5.00	00 1.00	0.00 0.00	0.00 00.0	0.00	00 000 0

														Pedestrian C	rossing Configurations for Roundabouts																											
Date of Books 1997	terrection	Out of Directio Multistage	Crossin	an .	Crossing #2		Crossing #3	Crossing 86		Crossing #5	Crossin	· · ·	Crossing #7	Crossing FE	Crossing #9		Crossing #10	Cross	ing#11	Oressi	ming F12	Crussing P13		Crossing #14	Crossing #1	15	Crossing P16	Crossing F	"	Crossing P18						Individual Crossis	ng Scores					
TIPE OF ROSINGADOS	Score	n Crossing Flane	Speed Volume	Conflicting Markings # Lan	se Veh Volume Coefficing Veh Types	Markings Flance Spee	d Voteme Conflicting Marking	FLanes Veh Volume Confi	Ticting Markings # Lanes	Speed Volume Coefficting M.	arkings Flames Yeth Speed Volume	Veh Type Markings FLanes S	eed Votume Conflicting Markings	FLanes Web Wolume Coefficting Ma	Crossing #9  whings   F Lanes   Yeh   Yehren   Yeh Typ	pe Markings Flanes Veh Spee	ah Volume Conflicting Marking	nge #Lanes Web Volume	Veh Type Markings	Flanes Veh Volume	te Veh Type Markings	Figure Veh Volume Veh	Type Markings Flan	nes Speed Volume Veh Type Mark	rkings # Lanes Veh Vulume Ve	onflicting Markings # Lan	tee Veh You're Coefficing Marks	gs Flanes Veh Volume V	onflicting Markings # La	Speed Volume Coefficing Marking	ed Combin	F2 F3	84 B		17 B	n	F10 F11	F12	F13 F14	#15	F16 F17	P10
Two Lane Roundabout	222 ***	No Crossing(x) 2 with 2 stages	30 30	Yard Marked 2	30 41 Free Flowing	g Marked 2 30	2075 Yield Marked Controlled Marked	2 30 2318 Free F	Flowing Marked 2	30 33 Yeld 9 Cursolled 9	Marked 2 20 38	Free Flowing Marked 2	20 2336 Yield Marked	2 30 2074 Free Flowing M	bried																4.60 4	4.00 3.75	3.50 4.50	4.00	3.50 3.50	6.00	0.00 0.00	0.00	0.00 0.00	0.00	0.00 0.00	0.00
														Pedestrian C	Prossing Configurations for Interchanges																											
		Out of	Crossin	an .	Crussing #2		Crossing #3	Crossing #6		Crossing #5	Crossin	-9.89	Crossing #7	Crossing #1	Crossing #9		Crussing #10	Cross	ing#11	Crossi	saing #12	Crussing #13		Crossing #14	Crossing #1	15	Crossing P16	Crossing #	17	Crossing F18						Individual Crossis	ng Scores					

The state of the s

### Capacity Analysis for Planning of Juncti

Multimodal Intersection Configuration for Bicycle Segments

### Use this worksheet to configure the bicycle segment (approach to intersection and a interception attemption included in the applicat.

- Roadway speeds are carried over from inputs on the Multimodal Ped worksheet.
   The user needs to input the bicycle facility type.
- The user needs to input the bicycle facility type.
   The user may adjust the conflicting control type, out of direction travel, riding between lanes, and riding across free-flow rame inputs.
- but defaults are provided for each intersection type.

  The number of adjacent through lanes and adjacent volume refer to the direction of the segment approaching the intersection and adjacent volume refer to the direction of the segment approaching the intersection and adjacent volume refer to the direction of the segment approaching the intersection and adjacent volume refer to the direction of the segment approaching the intersection and adjacent volume refer to the direction of the segment approaching the intersection and adjacent volume refer to the direction of the segment approaching the intersection and adjacent volume refer to the direction of the segment approaching the intersection and adjacent volume refer to the direction of the segment approaching the intersection and adjacent volume refer to the direction of the segment approaching the intersection and adjacent volume refer to the direction of the segment approaching the intersection and adjacent volume refer to the direction of the segment approach and adjacent volume refer to the direction of the segment approach and adjacent volume refer to the direction of the segment approach and adjacent volume refer to the direction of the segment approach and adjacent volume refer to the direction of the segment approach and adjacent volume refer to the direction of the segment approach and adjacent volume refer to the direction of the segment approach and adjacent volume refer to the direction of the segment approach and adjacent volume refer to the direction of the segment approach and adjacent volume refer to the direction of the segment approach and adjacent volume refer to the segment approach and adjacent v
- The user may use the reset button to return the segment values to their default assumptions.

### Most intersection types have four approaches - northbound, southbound, eastbound, and westbound, intersections with more that four approaches have real notes in the Tune of Intersection rolumn describing the location of the additional approaches.

- At interchanges, bucycle travel along ramps is not analyzed, interchanges with one ramp terminal intersection (e.g. single point) have two segments, represening the two major street approaches. Interchanges with two ramp terminal intersections (e.g. diamond) have
- The methodology analyzes bicycle conditions for through movement:

Roadway Operati	ng Speeds
Major Street Speed Limit	30
Minor Street Speed Limit	25
Mini Roundabout Entry & Exit Speed	20
1-Lane Roundabout Entry & Exit Speed	25
2-Lane Roundabout Entry & Exit Speed	30

	Facility Type
Major Street Facility Type	Shared with Vehicles
Minor Street Facility Type	Shared with Vehicles

																			В	icycle Segi	ment Co	nfiguratio	ns for Nor	1-roundab	out Inter	section																			
					No	rthbound					Southb	und				Ea	stbound					Westbound					Northbound	2				Sou	uthbound 2					Eastbound	2				Westbou	ınd 2	
TYPE OF INTERSECTION	Sheet	Score		t Leg AADT	Conflicting Control Type	Out of Direction C	Riding Between Opposing Direction	liding Across Free- Flow Ramp	# Adjacent Thru Lanes	eg AADT C	Conflicting Out ontrol Type Dire	of Opposing Direction	Riding Across Flow Ram	Free- # Adja Thru L	acent Lanes Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	ng Across Free- Flow Ramp	# Adjacent Thru Lanes Leg A	Conflic Control	ing Out of Direction	Riding Between Opposing Direction	Riding Across Fr Flow Ramp	ree- # Adjacent Thru Lanes	t Leg AADT	Conflicting Out of Directio	Riding Between Opposing Direction	Riding Across Fr Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	ding Between Opposing Direction	Riding Across Free Flow Ramp	# Adjacent Thru Lanes Leg	AADT Conflic	ting Out of Type Direction	Riding Between Opposing Direction	Riding Across Fri Flow Ramp	# Adjacent Thru Lanes	t Leg AADT	Conflicting Out Control Type Direct	t of Riding Bets	Riding Across Fr
Traffic Signal	FULL	4.40	1	772	Stop/Signal Controlled	No	No	No	1	783	top/Signal Controlled	o No	No	2	3 48575	Stop/Signal Controlled	No	No	No	3 483	321 Stop/Si Contro	gnal No led No	No	No																					
Signalized Restricted Crossing Turn	U- <u>E-W</u>	4.05	1	772	Stop/Signal Controlled	Yes	No	No	1	783	top/Signal Controlled	is No	No	3	3 49126	Stop/Signal Controlled	No	No	No	3 488	Stop/Si Contro	gnal No led No	No	No																					
Median U-Turn	E-W	4.40	1	772	Stop/Signal Controlled	No	No	No	1	783	top/Signal Controlled	o No	No	3	3 48575	Stop/Signal Controlled	No	No	No	3 483	Stop/Si Contro	gnal No led No	No	No																					
Partial Median U-Turn	<u>E-W</u>	4.40	1	772	Stop/Signal Controlled	No	No	No	1		top/Signal Controlled	o No	No	3	3 48575	Stop/Signal Controlled	No	No	No	3 483	Stop/Si Contro	gnal No led No	No	No																					
Signalized Thrucut	<u>E-W</u>	4.40	1	606	Stop/Signal Controlled	No	No	No	1	617	top/Signal Controlled	o No	No	3	3 48575	Stop/Signal Controlled	No	No	No	3 483	121 Stop/Si Contro	gnal No	No	No																					

		8	icycle Multimoda		n-Roundabout Int	ersections		
Score				Individual Se	gment Scores			
Combined	NB	SB	EB	WB	NB2	SB2	EB2	WB2
4.40	5.00	5.00	3.83	3.83				
4.08	4.33	4.33	3.83	3.83				
4.40	5.00	5.00	3.83	3.83				
4.40	5.00	5.00	3.83	3.83				
4.40	5.00	5.00	3.83	3.83				

		Northbound						Southbound Southbound					Eastbound				Westbound									
TYPE OF ROUNDABOUT	Sheet	Intersection Score	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing Direction	Riding Across Free-Flow Ramp
Two Lane Roundabout	2.X.2	441	2	772	Yield Controlled	No	No	No	2	783	Yield Controlled	No	No	No	2	48575	Yield Controlled	No	No	No	2	48321	Yield Controlled	No	No	No
	Bit is consistent of the constraint of the const																									

- [					Northbound Southbound							Northbound 2						Southbound 2									
	TYPE OF INTERCHANGE	Sheet	Score	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free-Flow Ramp

Score				Individual Cr	ossing Scores			
Combined	NB	SB	EB	WB	NB2	SB2	EB2	WB2
4.41	4.67	4.67	4.17	4.17				

Score Individual Crossing Solvine Charges

Score Solvine Solvine Charges

Combined NB SB NB2 SB2

			Sci	ores						Leg AADT a	nd Roadway S	peed S	core fo	r SUP	Facility	_
Facility Type	SUP		n.Str	eet Lar	100		hared	with V	(eh	1		Volun	ne (AAI	OT)	Speed All (Speed	
Volume (AADT)					Speed					1			3000		5	7
VOIDING (AVADT)	Anv	25	30	40	85	25	30	40	85	1	3000	1 `	- 3000			
3000	5	5	4	4	2	5	4	3	2	1	3001	30	01-700	0	5	
7000	5	4	4	4	2	3	3	2	1	4	7000	-		_		_
99999	5	3	2	2	1	2	1	_1_	1	4	7001		7000		5	
	No	mhor i	of Artio	cent Ti	nu Lar	100						_		_		_
1	5	1								Leg AADT a	nd Roadway S	peed S	core fo	r On-S	Street La	ine Facility
2	4									, ,	Volume		Speed	(mi/h		
3	2										(AADT)	<=25	26-30	31-39	>=40	:11:
4	1.1	.4	or mon	e lanes							su3000	5		4	2	
	Conflic	ting N	lovem	ent Cro	ssing (	Control				3000	<=3000	5	4		2	<=3000 = 5 4 4 2
Free Flowing	1	1								3001	3001-7000	4	4	4	2	3001-7000 = 4 4 4 2
Yield Controlled top/Signal Controlle	4									7000			_	_	-	>7000 = 3 2 2 1
topraignal Control	_ 5	1								7001	>7000	3	2	2	1	
		Out	of Dire	ction T	ravel							•	•		_	
Yes	1									Leg AADT a		peed S				Vehicles Facility
No	5	1									Volume		Speed		>=40	
	Riding	/Stagi	ng Bet	ween '	Fravel	Lanes					(AADT)	<=25	26-30	31-31	>=401	1111
Yes	1	1									<=3000	5	4	3	2	
No	5	J								3000 3001				_	-	<=3000 = 5 4 3 2 3001-7000 = 3 3 2 1
	Ric	dinn A	nmes I	Free_FI	ow Ra	mo				7000	3001-7000	3	3	2	1	>7000 - 2 1 1 1
Yes	1	1								7001	>7000	2	1	- 1	1	
No	5									J					$\perp$	
						_										
North Leg	AADT			783						Major/Minor Sti	eet Facility Iy	pe	Col	ntactio	ng Conti	rot type
South Lea	AADT			77	_	_				snared with ver	icles		210	preign	ai Contri	Desc

		_	
North Leg AADT	783	Major/Minor Street Facility Type	Conflicting Control I
South Leg AADT	772	Snared with Venicles Un-Street Lane	Stop/Signal Controlled
East Log AADT	48321	Shared use Math	Yield Controlled
West Leg AADT	48575		

4b - Summary Results

TYPE OF INTERSECTION	Overall V/C Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Signalized Restricted Crossing U- Turn E-W	0.45	1	3.18	4.08
Median U-Turn E-W	0.45	1	3.33	4.40
Partial Median U-Turn E-W	0.47	3	3.14	4.40
Signalized ThruCut E-W	0.50	4	4.01	4.40
Traffic Signal	0.54	5	5.24	4.40
2 X 2	0.99	6	4.68	4.41
		-	-	
		-		
		-	1	

Summary Report - Page 1 of 2

Project Name:	NE 79th Street at Pelican Harbor Drive
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 AM
Number of Intersection Legs:	4
Major Street Direction	East-West

	Traffic Volume Demand											
			Volume	(Veh/hr)			Perce	nt (%)				
	U-Turn	Le	eft	Thru	Right							
	Ŋ	<b></b>				Heavy Vehicles		Volume Growth				
Eastbound	2	2	3	2236	18	2.4	0%	0.00%				
Westbound	10	1	0	1995	12	2.4	0%	0.00%				
Southbound	0	4	1	10	16	1.80%		0.00%				
Northbound	0	1	3	5	14	1.8	0%	0.00%				
Adjustment Factor	0.80	0.	95		0.85							
Suggested	0.80	0.	95		0.85							
	Truck to	PCE Fa	ctor		Suggested = 2.00			2.00				
FDC	OT Context Zone				C5-Urban Ce	enter						
E-W / Cro	ssing East-West	Legs		Low	Low			Low				
N-S / Cros	sing North-South	Legs		Low	Low			Low				
			2-pha	se signal	Suggested =	1800		1800				
_	Lane Volume reshold		3-pha	se signal	Suggested = 1750		1750					
			4-pha	se signal	Suggested =	1700		1700				

## **Capacity Analysis for Planning of Junctions**

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Signalized Restricted Crossing U-Turn E-W	0.45	1	3.18	4.08
Median U-Turn E-W	0.45	1	3.33	4.40
Partial Median U-Turn E-W	0.47	3	3.14	4.40
Signalized ThruCut E-W	0.50	4	4.01	4.40
Traffic Signal	0.54	5	5.24	4.40
2 X 2	0.99	6	4.68	4.41

# Capacity Analysis for Planning of Junctions Detailed Report - Page 1 of 4

Project Name:	NE 79th Street at Pelican Harbor Drive
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 AM
Number of Intersection Legs:	4
Major Street Direction:	East-West

	Traffic Volume Demand											
			Volume	(Veh/hr)		Perc	ent (%)					
	U-Turn	Le	eft	Thru	Right							
	J	<b>+</b>		1	<b>C</b>	Heavy Vehicles	Volume Growth					
Eastbound	2	2	3	2236	18	2.40%	0.00%					
Westbound				1995	12	2.40%	0.00%					
Southbound				10	16	1.80%	0.00%					
Northbound	0	1	3	5	14	1.80%	0.00%					
Adjustment Factor	0.80	0.	95		0.85							
Suggested	0.80	0.	95		0.85							
	Truck to	PCE Fa	ctor		Suggested =	2.00	2.00					
FDC	T Context Zone				C5-Urban C	enter						
E-W / Cro	ssing East-West	Legs		Low	Low		Low					
N-S / Cros	N-S / Crossing North-South Legs			Low	Low		Low					
	Ī			se signal	Suggested =	1800	1800					
	Lane Volume reshold		3-pha	se signal	Suggested =	1750	1750					
			4-pha	se signal	Suggested =	1700	1700					

# Capacity Analysis for Planning of Junctions Detailed Report - Page 2 of 4

Number o	of Lanes	for	No	n-re	oun	dal	oou	t In	ters	ect	ion	s					
TYPE OF INTERSECTION	Sheet	N	orth	oou	nd	Sc	outh	bou	nd	Е	astb	oun	d	W	estl	our	ıd
TIPE OF INTERSECTION	Sileet	U	L	T	R	υ	L	Т	R	U	L	T	R	U	L	Т	R
Traffic Signal	FULL		1	1	0		1	1	0		1	3	1		1	3	0
Signalized Restricted Crossing U-Turn	E-W		/	/	1		/	/	1	1	1	3	1	1	1	3	0
Median U-Turn	E-W		/	1	1	/	$\overline{\ }$	1	1	1		3	1	1	/	3	0
Partial Median U-Turn	E-W		1	1	0	/	1	1	0	1		3	1	1		3	0
Signalized ThruCut	E-W		1		1		1		1		1	3	1		1	3	0

1	Number	of L	.ane	es f	or I	ntei	rcha	ang	es								
TYPE OF INTERCHANGE	Sheet	No	orthi	oou	nd	Sc	uth	bou	nd	E	astb	oun	d	W	estk	our	d
THE OF INTERCHANGE	Sileet	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R

# Capacity Analysis for Planning of Junctions Detailed Report - Page 3 of 4

	Res	ults f	or No	n-ro	ında	bout	Inters	ectio	ns					
TYPE OF INTERSECTION	Sheet	Zoi (No	ne 1 orth)		ne 2 uth)	Zone 3	(East)	Zor (We	ne 4 est)	Zor (Cer		Overall v/c	Accom	Accom
	Giloot	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	modatio ns	modatio ns
Traffic Signal	FULL		$\nearrow$	$\overline{}$	$\overline{\ \ }$	$\overline{\mathcal{C}}$		$\nearrow$	$\nearrow$	827	0.54	0.54	5.24	4.40
Signalized Restricted Crossing U-Turn	E-W	725	0.40	806	0.45	717	0.40	808	0.45			0.45	3.18	4.08
Median U-Turn	E-W	$\mathbb{Z}$			$\overline{}$	740	0.41	808	0.45	804	0.45	0.45	3.33	4.40
Partial Median U-Turn	E-W					724	0.40	803	0.45	815	0.47	0.47	3.14	4.40
Signalized ThruCut	<u>E-W</u>	$\overline{Z}$	$\overline{Z}$	$\overline{Z}$	$\overline{/}$	/	/	/	$\overline{\ \ }$	792	0.50	0.50	4.01	4.40

# Capacity Analysis for Planning of Junctions Detailed Report - Page 4 of 4

						Resul	ts for F	Rounda	bouts						
TYPE OF	Zo	ne 1 (Nort	h)	Z	one 3 (Eas	it)	Zo	ne 2 (Sou	th)	Z	one 4 (Wes	st)	Overall v/c	Ped Accom	Accom
ROUNDABOUT	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Ratio	modatio ns	modatio ns
2 X 2	0.08	<u>0.07</u>		0.83	0.88		<u>0.10</u>	0.10		0.92	0.99		0.99	4.68	4.41

				F	Resul	ts fo	r Inte	rchar	iges							
TYPE OF INTERCHANGE	Sheet	Zor (Rt I		Zone 2 Mı		Zor (Cti	ne 3 r. 1)	Zon (Ctr		Zone 5 Mr		Zor (Rt I		Overall v/c	Ped Accom	Bicycle Accom
TIPE OF INTERCHANGE	Sileet	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	modatio ns	modatio ns

Input Worksheet 1

Project Name:	NE 79th Street at Pelican Harbor Drive
Project Number:	10348806
Location	North Bay Village, FL
Date	2050 PM
Number of Intersection Legs	4
Major Street Direction	East-West

			Tra	ffic Volume D	emand			
		,	Volume	(Veh/hr)			Perce	ent (%)
	U-Turn	Le	eft	Thru	Right	Heavy V	/ehicles	Volume Growth
	Ŋ	<b>+</b>						
Eastbound	6	8	3	2077	12	2.4	0%	0.00%
Westbound	17	2	2	2271	14	2.4	0%	0.00%
Southbound	0	1	0	4	33	1.8	0%	0.00%
Northbound	0	4	.1	6	7	1.8	0%	0.00%
Adjustment Factor	0.80	0.9	95		0.85			
Suggested	0.80	0.9	95	$\setminus$	0.85			
	Truck to	PCE Fa	ctor		Suggested =	2.00		2.00
FDC	OT Context Zone				C5-Urban Ce	enter		
<b>2</b> W .	,.		2-pha	se signal	Suggested =	1800		1800
_	Lane Volume nreshold		3-pha	se signal	Suggested =	1750		1750
			4-pha	se signal	Suggested =	1700		1700

	Equivale	nt Passenger	Car Volume	
		Volume	(Veh/hr)	
	U-Turn	Left	Thru	Right
	Ŋ	7	1	
Eastbound	6	8	2127	12
Westbound	17	2	2326	14
Southbound	0	10	4	34
Northbound	0	42	6	7

	Notes:
Left-Turn Adjustment Factor	Conversion of left-turning vehicles to equivalent through vehicles
Right-turn Adjustment Factor	Conversion of right-turning vehicles to equivalent through vehicles
U-turn Adjustment Factor	Conversion of U-turning vehicles to equivalent through vehicles
Truck to PCE Factor	1 truck = X Passenger Car Equivalents
Critical Lane Volume Sum Limit	Saturation Value for Critical Lane Volume Sum at an intersection

### 2 - Base and Alt Sel **Capacity Analysis for Planning of Junctions Step 2A: Base Conditions Analysis** NE 79th Street at Pelican Harbor Drive Project Name 10348806 Project Number North Bay Village, FL Location 2050 PM Date Major Stree East-West Direction **Existing Intersection Configuration** Traffic Signal **Number of Lanes for Existing Configuration** (Can be edited in "3- Alt Num Lanes Input" as needed) Northbound Southbound Eastbound Westbound **TYPE OF INTERSECTION** Sheet Т R U Т R U L т U Т L L L 1 3 3 Traffic Signal **FULL** 1 0 0 **Results for Existing Configuration** Zone 1 (North) Zone 2 (South) Zone 3 (East) Zone 4 (West) Zone 5 (Center) TYPE OF Sheet INTERSECTION CLV V/C CLV V/C CLV V/C CLV V/C CLV V/C

# Traffic Signal FULL -- -- -- -- -- 880 -- -- - Existing Configuration Results Overall v/c Ratio Overall v/c Ratio Overall v/c Ratio

### Step 2B: Alternative Selection

Rankings Inclusion		Yes/No	Comment
At-Grade Non-Roundabout Intersections	s?	Yes	
Traffic Signal		Yes	
Two-Way Stop Control		No	
All-Way Stop Control		No	
Continuous Green T		No	
	S-W	No	
Quadrant Roadway	N-E	No	
Quadrant Noadway	S-E	No	
	N-W	No	
Partial Displaced Left Turn		No	
Displaced Left Turn		No	
Signalized Restricted Crossing U-Turn	1	Yes	
Unsignalized Restricted Crossing U-Tur	rn	No	
Median U-Turn		Yes	
Partial Median U-Turn		Yes	
Bowtie		No	
Signalized ThruCut		Yes	
Unsignalized ThruCut		No	
Roundabouts?		Yes	
50 ICD Miniroundabout		No	
75 ICD Miniroundaobut		No	
1x1		No	
1NS x 2EW		No	
2NS x 1EW		No	
2x2		Yes	
Grade Separated Interchanges?		No	
Diamond			
Partial Cloverleaf A			
Partial Cloverleaf B			
Displaced Left Turn Interchange			
Diverging Diamond Interchange			
Single Point			

Continue to Step 3

Step 3

Project Name:		NE	79tl	Stre				1 На	arbo	r Di	rive						
Project Number:						3488											
Location:				No	rth B			, FL									
Date: Analysis Type:			At-Gra	ade Int		050 F		i Inte	ercha	ange	:S						
	Number	of Lanes	for	Non-	rour	ndah	out	Inf	ore	ecti	ons						
				rthbo				bou			astb		d	W	est!	oun	ıd
TYPE OF IN	TERSECTION	Sheet	U	L T	R	U	L	Т	R	U	L	Т	R	U	L	т	R
	c Signal	cted Crossing F.W 1 1 1 1 3 1 1 1 3 0															
U-	Turn	E-W	$\square$	4	1	$\angle$	$\angle$	$\angle$	1	1	1	3	1	1	1	3	0
	n U-Turn	E-W	$\Delta$	<u> </u>	+	/	$\angle$	1	1	1	$\angle$	3	1	1	$\square$	3	0
	dian U-Turn	<u>E-W</u>	4	1 1	نب	Z	1	1	0	1	$\angle$	3	1	1	$\angle$	3	0
Signalize	ed ThruCut	E-W		1/	1		1	/	1		1	3	1		1	3	0
or shared lanes, er																	
					21-		•			l		4! -					
	Capacity A	naiys		or It Wor			Ш	9 (	or ,	Ju	ne	ЩС	M	5			
			mpt	11 1101	Karie												
		Number	of L	anes	for l	Inter	cha	ang	es								
TVDE OF IN	TERCHANGE	Sheet	No	rthbo	ınd	Sc	outh	bou	nd	Е	astb	oun	d	W	estt/	oun	ıd
I TPE OF IN	TERCHANGE	Sileet	U	L T	R	U	L	Т	R	U	L	Т	R	U	L	Т	R

					Inpu	t Wor	kshe	et 2										
Project Name:				NE	79th	Stre	et at	Pelic	an F	larbo	r Dri	ve						
Project Number:							10:	34880	16									
Location:						No	rth Ba	y Villa	ige, F	L								
Date:							20	50 PI	И									
Analysis Type:				Α	t-Gra	de Int	ersect	ions a	and In	tercha	anges							
	Volume Echo	with Sha	ared	Land	e Adj	justr	nent	for N	lon-r	oun	dabo	ut Ir	ters	ectio	ns			_
TYPE OF IN				Land North			_	for N South					ters ound			Westl	bound	i
TYPE OF IN	Volume Echo	with Sha Sheet					_									Westl	bound	_
Traffic	TERSECTION C Signal		_		boun	d		South	boun	d		Easth	ound			Westl L 2		_
Traffic	TERSECTION	Sheet	_	North L	boun	d R		South	boun T	d R		Easth	ound	R		L	Т	
Traffic Signalized Res U-	TERSECTION  c Signal	Sheet <u>FULL</u>	_	North L	boun	R 0		South	boun T	R 0	U	Eastk L 8	T 2127	R 12	U	L 2	T 2340	_
Traffic Signalized Res U- Mediar	TERSECTION  c Signal stricted Crossing	Sheet FULL E-W	_	North L	T 13	d R 0 7		South	boun T	R 0 34	U 6	Eastk L 8	T 2127 2127	R 12 12	U 17	L 2	T 2340 2340	_

## Results Worksheet

Project Name:	NE 79th Street at Pelican Harbor Drive	<u> </u>	stimated Vo	lume-to-Capac	ity Ratio
Project Number:	10348806		Number	of Configurati	ons
Location	North Bay Village, FL	< 0.750	0.750 - 0.875	0.875 - 1.00	≥ 1.00
Date	2050 PM	5	0	0	1

		Resu	lts fo	r Nor	ı-roui	ndab	out Ir	iterse	ection	าร				
TYPE OF INTERSECTION	Sheet	Zone 1	(North)	Zone 2	(South)	Zone 3	B (East)	Zone 4	(West)	Zone 5	(Center)	Overall v/c	Pedestrian	Bicycle
TIPE OF INTERSECTION	Sileet	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	ations	Accommod ations
Traffic Signal	<u>FULL</u>						$\overline{}$		$\overline{/}$	880	0.58	0.58	5.24	4.40
Signalized Restricted Crossing U- Turn	<u>E-W</u>	853	<u>0.47</u>	783	<u>0.43</u>	854	<u>0.47</u>	756	<u>0.42</u>			0.47	3.18	4.08
Median U-Turn	<u>E-W</u>					856	<u>0.48</u>	754	<u>0.42</u>	844	<u>0.47</u>	0.48	3.33	4.40
Partial Median U-Turn	E-W					804	<u>0.45</u>	741	<u>0.41</u>	871	<u>0.50</u>	0.50	3.14	4.40
Signalized ThruCut	E-W									870	0.55	0.55	4.01	4.40

## Results Worksheet

						Re	esults t	for Rou	ındabo	uts					
TYPE OF	Zor	ne 1 (No	rth)	Zo	ne 3 (Ea	st)	Zor	ne 2 (Sou	uth)	Zoi	ne 4 (We	est)	Overall v/c	Pedestrian	Bicycle Accommod
ROUNDABOUT	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Ratio	ations	ations
2 X 2	<u>0.10</u>	<u>0.20</u>		0.96	1.02		<u>0.25</u>	0.06		0.85	0.91		1.02	4.68	4.41

					R	esult	s for	Inter	chan	ges						
TYPE OF	Sheet	Zone 1 Mr	(Rt g)	Zone 2 Mr	(Lt g)	Zone 3	(Ctr.	Zone 4	(Ctr.	Zone 5 Mr	, .	Zone 6 Mi	(Rt rg)	Overall v/c	Pedestrian	Bicycle Accommod
INTERCHANGE		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	ations	ations

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Capacity Analysis for Planning of Junctions

\*\*Total Analysis for

- 1																							Pedestrias Cr	ossing Configurat	ions for Non-roundab	bout intersections	•																																									
- [	Total and authorization	many Index	derressium Directio	Multiplean	Doseing #1		Drossing	10		Creeding #3		Crowde	a se		Crossing #5			reserve PE		Crossing 87			Cruesing #E		Creek	-210		Doesing F13			Crowing #11			Overing F13		04	6619 F13		Crossing	m4		Creening PTS		Cress	g and		Cruesing	og and		Crossing PTE	Boore								Individu	had Crossing Ecores								
	THE OF MIRRIED TON	2411	Ecore n Travel	Multiple Elates 2	net Volume Cordicts (see Yet Typ	Makings Flance	Title Value 1	Conficting Makings Veh Type	States Veh Speed	Volume Confining to	Makings If Laves	Veh Speed Votate	Conflating Man	gs Flancs VM Spec	Votame Conflict Veh Ty	ing Makings 2	anes Veh Veh	the Unit Type	Alogs States To	nd Votame Card	Type Makings	Flares Vol. 3 peed	Value Coefficing Value Value	Martings # Lar	tes Veh Volume	Conflicting Mail Unit Type Mail	extrapt Flates To	ned Votame Cod	dicting Makings h Type	Flares Veh.	Volume Conflicts Value 7ys	ing Makings	States Veh Speed	Name Coefficing Yet Type	Makings FLa	Ines Tipeed Value	to Coefficing	Markings If Lanes	Veh Volume Speed	Conflicting Makings Van Type	States Veh Speed	Votate Gertluting Value Type	Makings File	a Title Value	Conducting Mad Veh Type	tings If Lanes 1	Veh Volume	Confining Man	Kings If Lates Time	Votate Confision	Makings Combin		80	83				7 8		810	m	#13	ans .	P14	215	#16	817	-
	Traffic Bignal	PRACT.	Kan No	Ties Country(k) 3 with 2 slages	25 de Stopding Cardoli	nd Marked 1	23 28 3	Controlled Market	8 30	2339 Shop/Shoral Cardsolled	Mated 3	30 2161	Stop Stoped Mar Controlled Mar	nd 3 29	SS Stop-Sty Cardiol	nd Maked	29 1	Stortuled Certains	ated 5 3	2193 Step Carl	Maked Maked	3 30	2008 Sharthyra Carbuled	Maked																																												
	Eignatived Restricted Crossing U Turn	-	AM THE	Cossings) 2 with 3" stages	25 25 Stephing Corden	nd Marked 1	30 20 P	me Flowing Marked	3 30	2301 ShapSignal Cardioled	Mated 2	29 90	Stop/Signal Ma Controlled Ma	nd 3 30	2160 Ship/Sig Cardiol	nd Maked	1 30 1	Free Finning	ated																																																0.00	
	Median O Turn																																																																		0.00	
	Partial Median Ultura	22 .	AM THE	Tes Cossings) 3 with 3+ stages	25 20 Stephing Corden	nd Marked 1	30 20	Yard Maked Districted	3 30	2331 Shorthgrad Controlled	Mated 3	30 2166	Personal Mar	nd 1 29	7 Year	Maked ind	3 26 8	Stortiged Cartisled	ated 1 3	16 Carl	old Maked	3 30	2158 She/Styre Contrated	Maked 3	30 2393	Personne Mari	ished 1 :	25 34 V	ried Maked																						3.14	4.00	4.75	439	3.50	3.00	430 4	25 42	3.29	8.00	0.00	0.00	6.00	0.00	0.00	0.00	0.00	6.00
	Signatured Throcod	22 -	ARI TH	No 2	25 32 StepStig Cordults	nd Marked 4	30 2300 3	Dop/Styrel Marked Controlled	3 30	21M ShapStignal Controlled	Maked 1	29 7	Yeld Sta Cordulad Sta	nd 2 25	SE Ship/Sig Carded	nd Maked	30 21	S StepStepul Controlled	ated 3 3	2374 Step Carl	Signal Maked	1 29	34 Yeld Controlled	Maked																											4.01	4.73	4.00	429	1.00	4.75	3.75 4	35 5.0	000	0.00	0.00	0.00	600	000	0.00	0.00	0.00	6.00

Out of Country Millions Division Millions Country Millions	Cooring #E	Crossing III Crossing II'	Crossing III	Crossing #9	Overlag #15	Crowling #11	Greating PCI	Crossing P13	Crowing #14	Crossing P15	Crossing PIS	Crowing #17	Crossing PIS						Individual Crossing Scor	ores.			
Some a Conting Flam Veh Vehicus Conting Flam Veh Vehicus Conting Marking Flam Veh Vehicus Conting Marking Flam Veh Vehicus Conting Flam Vehicus Continued Vehicus	triing Markings Flance Not Volume Confining Markings Flance	Yeh Speed Volume Ush Type Markings Flames Speed Volume Veh Type Markings	Flance Teh Valume Confiding Manage	Flame Veh Volume Teh Type Marking	pt Flance Veh Values Coefficing Marking	ngs Flames Total Values Coefficing Marking	gs Flance Vol. Volume Vol. Type Marks	ngs Flance Veh Yelsone Veh Type Mate	gs Flance Speed Volume Confining Makings Fla	to Speed Volume Veh Type Markings # Lanes	Veh Speed Values Veh Type Makings F Lanes Spe	Votume Teb. Type Markings Flames Speed	Volume Veh Type Markings Com	e e	n n			r n	m m	PTG #11	P12 P13	P14 P19	F16 F17 F18
THI OF EXAMBLED   THE	Steing Maked 2 30 55 Your Maked 2	30 16 Fee Floring Marked 2 30 2153 Yield Marked	2 30 2656 Free Plosing Marked										41	4.50 4	3.80	330 430	4.00	3.50	030 0.0	1.00 0.00	0.00 6.00	0.00 0.00	0.00 0.00 0.00

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e carried over from repus on the measurement of the carried over the between lanes, and riding across free-flow ramp inputs it the conflicting control type, out of direction travel, riding between lanes, and riding across free-flow ramp inputs.

Roadway Operati	ng Speeds
Major Street Speed Limit	30
Minor Street Speed Limit	25
Mini Roundabout Entry & Exit Speed	20
1-Lane Roundabout Entry & Exit Speed	25
2-Lane Roundabout Entry & Exit Speed	30

	Facility Type
Major Street Facility Type	Shared with Vehicles
Minor Street Facility Type	Shared with Vehicles

|       |            |                            |                               |  |                        |  |                                  |  |                         |  |  
  |                  |                     |         |                                     |                              |                    |                    |                |                  |                    |   |              | Bio                   | ycle Se              | gment  | Configu   | ırations  | for Non   | -roundal   
  | bout Inte   | rsection  | ons   |   | |
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  |                  | Southbo             | und     |                                     |                              |                    |                    |                | East             | bound              |   |              |                       |                      |        | Wes   | stbound   |   |  
  |   |   |   | Northbo   | ound 2   
   |   |  |   |   |   | Southbound   
  | 2  |   |   | | |
   |   | Ea   | astbound 2  |  |   
  |  |   |   | Westbound 2  |  |   
  |
| Sheet | Score      | re # Ac<br>Thru            | jacent<br>Lanes Leg           | AADT Co  | nflicting<br>trol Type | Out of<br>Direction  | Riding Betwee<br>Opposing Direct | en Riding a  | Across Free-<br>ow Ramp | # Adjacen<br>Thru Lane   | Leg AAI  
  | OT Control       | ing Ou<br>Type Dire | of Ridi | ng Between<br>Opposing<br>Direction | Riding Across I<br>Flow Ramp | ree- # Adj<br>Thru | poent<br>Lanes Leg | ADT Conti      | icting   D       | Out of Fi inection | ding Between<br>Opposing<br>Direction   | Riding Acros | s Free- # A<br>mp Thr | djacent<br>Lanes Leg | AADT C | Conflicting<br>ontrol Type I  | Out of<br>Direction   | Riding Between<br>Opposing<br>Direction   | Riding Across<br>Flow Ram  
  | Free- # Adja<br>Thru Li   | ent<br>nes Leg A  | AADT Contro   | licting Ou<br>of Type Dire  | ut of Continue Contin | ng Between<br>Opposing<br>Direction  
  | Riding Across Fre<br>Flow Ramp                 | e- # Adjacent<br>Thru Lanes   | Leg AAD   | Conflicting<br>Control Type   | Out of<br>Direction   | Riding Beta<br>Opposir<br>Directio  
  | reen Riding Fic   | Across Free-<br>ow Ramp   | # Adjacent<br>Thru Lanes  | Leg AADT Co  
  | Conflicting<br>introl Type   | Out of<br>Direction   | Opposing<br>Direction  | Riding Across Fi<br>Flow Ramp  | ee- # Adjacer<br>Thru Lane  
  | t Leg AAD   | Conflicting<br>Control Type             | Out of<br>Direction  | Riding Between<br>Opposing<br>Direction  | Riding Across Free<br>Flow Ramp  |
| FULL  | 4.40       | •                          | 1                             | 06 Sta   | p/Signal<br>ntrolled   | No   | No                               |  | No                      | 1  | 838  
  | Stop/S<br>Contro | gnal N              |         | No                                  | No                           |                    | 3 50               | 117 Stop       | Signal<br>rolled | No                 | No  | No           |                       | 3 4                  | 9644 S | top/Signal<br>Controlled  | No  | No  | No   
  |   |   |   |   | |
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  |  |   |   |  |  |   
  |
| E-W   | 4.08       |                            | 1                             | 06 Sta   | p/Signal<br>ntrolled   | Yes  | No                               |  | No                      | 1  | 838  
  | Stop/S<br>Contro | gnal Ye             | 10      | No                                  | No                           |                    | 3 50               | 67 Stop<br>Cor | Signal<br>rolled | No                 | No  | No           |                       | 3 5                  | 1022 S | top/Signal<br>Controlled  | No  | No  | No   
  |   |   |   |   | |
   |   |  |   |   |   |  
  |  |   |   |   
   |   |  |   |  |   
  |  |   |   |  |  |   
  |
| E-W   | 4.40       |                            | 1                             | 06 Sta   | p/Signal<br>ntrolled   | No   | No                               |  | No                      | 1  | 838  
  | Stop/S<br>Contro | gnal N              | 0       | No                                  | No                           |                    | 3 50               |                |                  | No                 | No  | No           |                       | 3 4                  | 9644 S | top/Signal<br>Controlled  | No  | No  | No   
  |   |   |   |   | |
   |   |  |   |   |   |  
  |  |   |   |   
   |   |  |   |  |   
  |  |   |   |  |  |   
  |
| E-W   | 4.40       |                            | 1 :                           | 06 Sta   | p/Signal<br>ntrolled   | No   | No                               |  | No                      | 1  | 838  
  | Stop/S<br>Contro | gnal N              | 0       | No                                  | No                           |                    | 3 50               | 17 Stop<br>Cor | Signal<br>rolled | No                 | No  | No           |                       | 3 4                  | 9644 S | top/Signal<br>Controlled  | No  | No  | No   
  |   |   |   |   | |
   |   |  |   |   |   |  
  |  |   |   |   
   |   |  |   |  |   
  |  |   |   |  |  |   
  |
| E-W   | 4.40       |                            | 1                             | 96 St.   | p/Signal<br>ntrolled   | No   | No                               |  | No                      | 1  | 728  
  | Stop/S<br>Contro | gnal N              |         | No                                  | No                           |                    | 3 50               | 17 Stop<br>Cor | Signal<br>rolled | No                 | No  | No           |                       | 3 4                  | 9844 S | top/Signal<br>Controlled  | No  | No  | No   
  |   |   |   |   | |
   |   |  |   |   |   |  
  |  |   |   |   
   |   |  |   |  |   
  |  |   |   |  |  |   
  |
|       | E-W<br>E-W | FULL 444  E-W 444  E-W 444 | FULL 4.40  E-W 4.40  E-W 4.40 | Score   Scor | Score                  | Design   D |                                  | Description   Paging   Log AACT   Confidence   Confiden | Date                    | Design     Design     Design   Desi | Design     Page     Page   Page   Page     Page   Page   Page     Page |                  |                     |         |                                     |                              |                    |                    |                |                  |                    | Part   Part |              |                       | Part                 | Part   | Part   Part | Part   Part | Part   Part | Part   Part | Part   Part | Part   Part | Part   Part | Part   Part | Part      | Part   Part | $\frac{1}{10000000000000000000000000000000000$ | Part   Part | Part   Part | Part   Part | Part   Part | $\frac{1}{1} - \frac{1}{1} - \frac{1}$ | Part   Part | Part   Part | The conting of the c | Part   Part | Fig. 1. The column of the colu | From the proper lange with the proper lange | Fig. Bigs of the column and the colu | Franchis Problem Probl | Frinch problem short problem s | Fried Registral | From From From From From From From From | Frinch Princh Pr | Frinch Princh Pr | Frinch Signer Si |

Score			,	I Scoring for Nor Individual Se	gment Scores			
Combined	NB	SB	EB	WB	NB2	882	EB2	WB2
4.40	5.00	5.00	3.83	3.83				
4.08	4.33	4.33	3.83	3.83				
4.40	5.00	5.00	3.83	3.83				
4.40	5.00	5.00	3.83	3.83				
4.40	5.00	5.00	3.83	3.83				

										Bi	icycle Segm	ent Conf	igurations fo	or Roundabou	its											
					b	orthbound					8	outhbound					E	astbound					v	Westbound		
TYPE OF ROUNDABOUT	Sheet	Intersection Score	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of	Riding Between Opposing Direction		# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of	Riding Between Opposing Direction	Riding Across Free-Flow Ramp
Two Lane Roundabout	2 X 2	641	2	806	Yield Controlled	No	No	No	2	838	Yield Controlled	No	No	No	2	50217	Yield Controlled	No	No	No	2	49844	Yield Controlled	No	No	No
												Rigola Separa	r í saligansian isrlanskungs													
					ь	orthbound					8	outhbound					No	rthbound 2					So	outhbound 2		
TYPE OF INTERCHANGE	Sheet	Intersection Score	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing	Riding Across	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing	Riding Across	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing	Riding Across	# Adjacent Thru Lanes	Leg AADT	Conflicting		Riding Between Opposing	Riding Across

Score				Individual Cr	ossing Scores			
Combined	NB	SB	EB	wB	NB2	882	EB2	WB2
4.41	4.67	4.67	4.17	4.17				
			Bicycle N	Iultimodal Scorir		es		
Score				Individual Cr	ossing Scores			

			Sco	res						Leo AADT a	nd Roadway S				Facility			
Facility Type	SUP		On-Stre	set Lar			hared	with W	ah .	1		Volur	ne (AAI	DT)	Al (Spec			
Volume (AADT)		_	_	_	Speed		_	_		1			3000		- 5			
	Any	25	30	40	85	25	30	40	85	l	3000	"	- 5000					
3000	5	5	4	4	2	5	4	3	2	1	3001	30	01-700	0	5			
7000	5	3	2	4	2	3	3	2	1	ł	7000	-		$\rightarrow$		_		
2020	1 2	1 3		- 2		- 4	-	-	-	1	7001	+	7000		5			
		mber o	f Adja	cent Ti	ru Lar	165				l		_						
	5									Leo AADT a	nd Roadway S	Speed S				ane Facility		
3	4 2										Volume	-	Speed		>=40			. 11.
4	1 î	1 -40	or more	e lanes						l	(AADT)	<=25	26-30	31-31	>=401			1111
											<=3000	5	4	4	2			2222
Free Flowing	Conflic	ating M	overne	ire Cra	ssing (	control				3000	3001,7000	4	4	4	2			-5442
Yield Controlled	4	1								7000	3001-7000	4	4	4	2			. 3221
Stop/Signal Controll	5	]								7001	>7000	3	2	2	1			
		Out	of Dire	rtino T	lower					l		_			-			
Yes	1	]								Leo AADT a	nd Roadway S	Speed S				h Vehicles Facility		
No	5	]								l	Volume		Speed					
	Ridio	n/Stani	nn Ret	ween T	Frauel I	anes				l	(AADT)	<=25	26-30	31-30	>=40			1111
Yes	1		9								<#3000	- 5	4	3	2			
No	5									3000		-		_	ш		<=3000	-5432
	Ric	ding Ad	ross F	ree-Fi	w Ra	mp				7000	3001-7000	3	3	2	1			. 2111
Yes	1	] "								7001	>7000	2	1	1	1			
No	- 5									J		1-	Ľ		ш			
			_			_												
North Leg	AADT			838						najor/minor ou		ype				trot i ype		
South Leg	TOAA			805	5	٦.				ATPORTED WITH VEHI	CNS			PLOST	MI COTE	POINEG		
East Leg	TOW		-	4964	14	1				shared Use Matt	1				troned			
West Lea	AADT	_	_	502	7	-												

			Bicycle M	ultimodal Scorin		es	
Score				Individual Cr	ossing Scores		
Combined	NB	SB	NB2	882			

4b - Summary Results

TYPE OF INTERSECTION	Overall V/C Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Signalized Restricted Crossing U- Turn E-W	0.47	1	3.18	4.08
Median U-Turn E-W	0.48	2	3.33	4.40
Partial Median U-Turn E-W	0.50	3	3.14	4.40
Signalized ThruCut E-W	0.55	4	4.01	4.40
Traffic Signal	0.58	5	5.24	4.40
2 X 2	1.02	6	4.68	4.41
		I		
		I	-	
		•		

Summary Report - Page 1 of 2

Project Name:	NE 79th Street at Pelican Harbor Drive
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 PM
Number of Intersection Legs:	4
Major Street Direction	East-West

			Tra	ffic Volume D	emand					
			Volume			Perce	nt (%)			
	U-Turn	Le	eft	Thru	Right					
	Ŋ	<b>+</b>				Heavy \	/ehicles	Volume Growth		
Eastbound	6	8	3	2077	12	2.4	0%	0.00%		
Westbound	17	2	2	2271	14	2.4	0%	0.00%		
Southbound	0	1	0	4	33	1.8	0%	0.00%		
Northbound	0	4	1	6	7	1.8	0%	0.00%		
Adjustment Factor	0.80	0.	95		0.85					
Suggested	0.80	0.9	95		0.85					
	Truck to	PCE Fa	ctor		Suggested =	2.00		2.00		
FDC	OT Context Zone				C5-Urban Ce	enter				
E-W / Cro	ssing East-West	Legs		Low	Low			Low		
N-S / Cros	sing North-South	Legs		Low	Low			Low		
			2-pha	se signal	Suggested =	1800		1800		
	Lane Volume reshold		3-pha	se signal	Suggested =	1750		1750		
			4-pha	se signal	Suggested =	1700	1700			

## **Capacity Analysis for Planning of Junctions**

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Signalized Restricted Crossing U-Turn E-W	0.47	1	3.18	4.08
Median U-Turn E-W	0.48	2	3.33	4.40
Partial Median U-Turn E-W	0.50	3	3.14	4.40
Signalized ThruCut E-W	0.55	4	4.01	4.40
Traffic Signal	0.58	5	5.24	4.40
2 X 2	1.02	6	4.68	4.41
		-		

# Capacity Analysis for Planning of Junctions Detailed Report - Page 1 of 4

Project Name:	NE 79th Street at Pelican Harbor Drive
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 PM
Number of Intersection Legs:	4
Major Street Direction:	East-West

			Tra	ffic Volume D	emand			
			Volume			Perce	ent (%)	
	U-Turn	Le	eft	Thru	Right			
	J	<b>+</b>		1		Heavy \	/ehicles	Volume Growth
Eastbound	6		3	2077	12	2.4	0%	0.00%
Westbound	17	2	2	2271	14	2.4	0%	0.00%
Southbound	0	1	0	4	33	1.8	0%	0.00%
Northbound	0	4	1	6	7	1.8	0%	0.00%
Adjustment Factor	0.80	0.	95		0.85		_	
Suggested	0.80	0.	95		0.85			
	Truck to	PCE Fa	ctor		Suggested =	2.00		2.00
FDC	T Context Zone				C5-Urban Co	enter		
E-W / Cro	ssing East-West	Legs		Low	Low			Low
N-S / Cros	sing North-South	Legs		Low	Low			Low
			2-pha	se signal	Suggested =	1800		1800
	Lane Volume reshold		3-pha	se signal	Suggested =	1750		1750
			4-pha	se signal	Suggested =	1700		1700

# Capacity Analysis for Planning of Junctions Detailed Report - Page 2 of 4

Number of Lanes for Non-roundabout Intersections																	
Number o																	
TYPE OF INTERSECTION Sheet Northbound Southbound Eastbound Westbound												ıd					
TIPE OF INTERSECTION	Sileet	U	L	Т	R	>	L	Т	R	5	L	T	R	>	L	Т	R
Traffic Signal	FULL		1	1	0		1	1	0		1	3	1		1	3	0
Signalized Restricted Crossing U-Turn	E-W				1		$\overline{Z}$		1	1	1	3	1	1	1	3	0
Median U-Turn	E-W	$\angle$	$\mathbb{Z}$	1	1	$\angle$	$\angle$	1	1	1		3	1	1	$\setminus$	3	0
Partial Median U-Turn	E-W		1	1	0	/	1	1	0	1		3	1	1	/	3	0
Signalized ThruCut	E-W		1		1		1		1		1	3	1		1	3	0

	Number	of L	.ane	es f	or I	nte	rch	ang	es								
TYPE OF INTERCHANGE	Sheet	No	orthi	boui	nd	Sc	outh	bou	nd	Е	astb	oun	ıd	W	est	our	nd
THE OF INTERCHANGE	Sileet	U	L	Т	R	U	L	Т	R	υ	L	Т	R	υ	L	Т	R

# Capacity Analysis for Planning of Junctions Detailed Report - Page 3 of 4

	Results for Non-roundabout Intersections														
TYPE OF INTERSECTION	Sheet	Zoi (No	ne 1 orth)		ne 2 uth)	Zone 3	(East)	Zor (We	ne 4 est)	Zor (Cer		Overall v/c	Accom	Accom	
	Giloot	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	modatio ns	modatio ns	
Traffic Signal	FULL		$\nearrow$	$\overline{\mathcal{I}}$	$\overline{\ \ }$	$\overline{\mathcal{C}}$	$\nearrow$	$\nearrow$	$\nearrow$	880	0.58	0.58	5.24	4.40	
Signalized Restricted Crossing U-Turn	E-W	853	0.47	783	0.43	854	0.47	756	0.42			0.47	3.18	4.08	
Median U-Turn	E-W				$\overline{}$	856	0.48	754	0.42	844	0.47	0.48	3.33	4.40	
Partial Median U-Turn	E-W					804	0.45	741	0.41	871	0.50	0.50	3.14	4.40	
Signalized ThruCut	<u>E-W</u>	$\overline{Z}$	/	$\mathbb{Z}$	/	$\mathbb{Z}$	/	/	/	870	0.55	0.55	4.01	4.40	

# Capacity Analysis for Planning of Junctions Detailed Report - Page 4 of 4

	Results for Roundabouts														
TYPE OF Zone 1 (North) Zone 3 (East)								ne 2 (Sou	th)	Z	one 4 (Wes	st)	Overall v/c	Ped Accom	Accom
ROUNDABOUT	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 1 Lane 2 Lane 3		Ratio	modatio ns	modatio ns
2 X 2	0.10	0.20		<u>0.96</u>	1.02		0.25	0.06		0.85	<u>0.91</u>		1.02	4.68	4.41

				F	Resul	ts fo	r Inte	rchar	iges							
TYPE OF INTERCHANGE	Sheet	Zor (Rt I	ne 1 Virg)	Zone 2 Mı		Zor (Cti		Zon (Ctr		Zone 5 Mr		Zor (Rt I		Overall v/c	Ped Accom	Bicycle Accom
TTPE OF INTERCHANGE	Sileet	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	modatio ns	modatio ns

spice\_Pelican Harbor Dr 2050 v1.xlsm Project Information

	Project Information										
Provide general project info	rmation for reference purposes only.										
Project Name:	SR 934/NE 79th Street PD&E Study										
ntersection:	NE 79th Street at Pelican Harbor Drive										
Agency:	FDOT-6										
Project Reference:	10348806										
City:	North Bay Village										
State:	Florida										
Date:	10/10/2023										
Analyst:	HDR										
Use this button to clear all inputs/outputs and reset the tool to its initial defaults	Reset SPICE Tool										

Control Strategy Selection and Inputs
Specify the Facility Level Inputs and the Control Strategies to be included in the SPICE Analysis.

3	pecijy the Facility Level inputs and the Co
Intersection Type	At-Grade Intersection
Analysis Year	Opening and Design Year
Opening Year	2030
Design Year	2050
Facility Type	On Urban and Suburban Arterial
Number of Legs	4-leg
1-Way/2-Way	2-way Intersecting 2-way
# of Major Street Lanes (both directions)	6 or more
Major Street Approach Speed	Less than 55 mph
Opening Year - Major Road AADT	44,000
Opening Year - Minor Road AADT	800
Design Year - Major Road AADT	48,500
Design Year - Minor Road AADT	900

For more information on how to determine these values, see the "Definitions" worksheet

Control Strategy	Include	Base Intersection		
Traffic Signal	Yes			
Traffic Signal (Alternative Configuration)	No			
Minor Road Stop	No			
All Way Stop	No		No SPF Available	No SPF
1-Lane Roundabout	No		Opening Year AADT Outside of SPF Development Range	Design Year AADT Outside of SPF Development Range
2-Lane Roundabout	Yes		Opening Year AADT Outside of SPF Development Range	Design Year AADT Outside of SPF Development Range
Displaced Left Turn (DLT)	No	Traffic Signal		
Median U-Turn (MUT)	Yes	Traffic Signal		
Signalized Restricted Crossing U-Turn (RCUT)	Yes		Opening Year AADT Outside of SPF Development Range	Design Year AADT Outside of SPF Development Range
Unsignalized Restricted Crossing U-Turn (RCUT)	No			Design Year AADT Outside of SPF Development Range
Signalized Thru-Cut*	Yes		*SSI Only, No Crash Prediction Available	
Unsignalized Thru-Cut*	No		*SSI Only, No Crash Prediction Available	
Bowtie*	No		*SSI Only, No Crash Prediction Available	
Continuous Green-T Intersection	No	Traffic Signal		
Jughandle	No	Traffic Signal		
Partial Median U-Turn (PMUT)	Yes	Traffic Signal	*Please Select	
Other 2*	No	Minor Road Stop	*Please Select	

spice\_Pelican Harbor Dr 2050 v1.xlsm At-Grade Inputs

Major Road Speed Limit (mph) Total Median Width (ft)

Maximum Median Width (ft)

### At-Grade Intersection Inputs Provide inputs needed to compute and apply Part C CMFs. 2-lane Median U-Turn Traffic Signal Traffic Signal (Alt) 1-lane Roundal Signalized RCU1 Turn (DLT) (MUT) Cut Cut Opening Year Major Road AADT All strategies will have the same AADT as Opening Year Minor Road AADT 800 800 800 800 the Base Conditions unless overridden by Design Year Major Road AADT 48500 48500 48500 48500 48500 48500 48500 48500 48500 48500 user. 900 900 Design Year Minor Road AADT Number of Approaches with Left-Turn Lanes Number of Approaches with Right-Turn Lanes Additional Required Do not include stop controlled approaches Control Strategy for minor stop umber of Uncontrolled Approaches with Left-Turn Lanes Inputs umber of Uncontrolled Approaches with Right-Turn Lanes Keep default values below here for planning-level analysis, override with actual values for full HSM Analysis Optional For Stage 1 ICE, Required for Stage 2 ICE Skew Angle Lighting Present # of Approaches Permissive LT Signal Phasing # of Approaches Perm/Prot LT Signal Phasing # of Approaches Protected LT Signal Phasing 0 0 Number of Approaches with Right-Turn-on-Red Prohibited Red Light Cameras Present All yellow cells will be automatically Scroll Down fo Number of Major Street Through Lanes Scroll Down for Roundabout CMF CMF - No Inputs CMF - No Inputs CMF - No Inputs | CMF - No Inputs | CMF - No Inputs | populated by a macro. If users want to do a Signalized RCUT Number of Minor Street Lanes A yellow cell indicate Required Required Required Required planning-level analysis, they can leave the Required SPF Inputs # of Major St Approaches w/ Right-Turn Channelization the value may be used automatic inputs as-is Number of Approaches with U-Turn Prohibited Low (50) Pedestrian Volume by Activity Level 50 50 User Specified Sum of all daily pedestrian crossing volumes Max # of Lanes Crossed by Pedestrians Number of Bus Stops within 1000' of Intersection No No Schools within 1000' of intersection 0 0 Roundabout CMF Inputs Inscribed Circle Diameter (ft) Leg 1 (Major Leg #1) 130 Leg 1 (Major Leg #1) Opening Year Entering AADT 22,000 No Leg has Right-Turn Bypass # of Access Points within 250' of Yield Line Entering Width (ft) 29 # of Entering Lanes # of Circulating Lanes Leg 2 (Major Leg #2) Leg 2 (Major Leg #2) Opening Year Entering AADT 22,000 Leg has Right-Turn Bypass # of Access Points within 250' of Yield Line Entering Width (ft) 29 # of Entering Lanes N/A N/A N/A N/A # of Circulating Lanes N/A N/A N/A Leg 3 (Minor Leg #1) Leg 3 (Minor Leg #1) Opening Year Entering AADT 400 No Leg has Right-Turn Bypass # of Access Points within 250' of Yield Line Entering Width (ft) # of Entering Lanes # of Circulating Lanes Leg 4 (Minor Leg #2) Leg 4 (Minor Leg #2) Opening Year Entering AADT 400 400 Leg has Right-Turn Bypass # of Access Points within 250' of Yield Line Entering Width (ft) 29 # of Entering Lanes # of Circulating Lanes Crossing U-Tur # U-Turn # of Major Roadway Lanes # of Minor Roadway Lanes Total Offset Distance (ft) 1250 Number of Driveway Total Deceleration Lane Length (ft) N/A N/A N/A N/A N/A N/A 750 N/A N/A N/A Total Acceleration Lane Length (ft) 1 <=50 Number of Left-Turn Lanes From Major Road

65

spice\_Pelican Harbor Dr 2050 v1.xlsm Ramp Terminal Inputs

# of Circulating Lanes

					Ramp Terminal	Inputs						
					puts needed to compute a	nd apply Part C CMFs.						
Alternative	Signalized			Diamond (Alt)		ed Diamond		oundabout		oundabout	Single-Point	Signalized Tight
Ramp Terminal	4 Leg Terminal w/ D NB Ramp Terminal	SB Ramp Terminal	4 Leg Terminal w/ I NB Ramp Terminal	Oiagonal Ramps (D4) SB Ramp Terminal	4 Leg Terminal w/ I NB Ramp Terminal	Diagonal Ramps (D4) SB Ramp Terminal	4 Leg Terminal w/ I NB Ramp Terminal	Diagonal Ramps (D4) SB Ramp Terminal		Diagonal Ramps (D4) SB Ramp Terminal	Diamond Both Ramps	Diamond Both Ramps
Opening Year AADT Crossroad - Inside Leg	12000	15000	12000	15000	12000	15000	12000	15000	12000	15000	Both Kamps	Both Ramps
Opening Year AADT Crossroad - Outside Leg	10000	15000	10000	15000	10000	15000	10000	15000	10000	15000	15000	15000
Opening Year AADT Exit Ramp	4500	4500	4500	4500	4500	4500	4500	4500	4500	4500	9000	9000
Opening Year AADT Entrance Ramp	3000	3000	3000	3000	3000	3000	3000	3000	3000	3000	6000	6000
Design Year AADT Crossroad - Inside Leg	30000	30000	30000	30000	30000	30000	30000	30000	30000	30000		
Design Year AADT Crossroad - Outside Leg	31000	29000	31000	29000	31000	29000	31000	29000	31000	29000	31000	31000
Design Year AADT Exit Ramp	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	10000	10000
Design Year AADT Entrance Ramp	3250	3250	3250	3250	3250	3250	3250	3250	3250	3250	6500	6500
Number of Crossroad Lanes Number of through traffic lanes that oppose the left-turn	4	4	4	4	4	4	N/A	N/A	N/A	N/A	N/A	N/A
movement on the inside crossroad leg	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Number of through traffic lanes that oppose the left-turn	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
movement on the outside crossroad leg	2			2	14/74	N/A	IN/A	N/A	IN/A	N/A	N/A	N/A
Number of free-flow right turns from exit ramp to crossroad	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	N/A
CMF Inputs				C CMFs	ICE.							
•			Optional For Stage 1 ICE									
Exit Ramp Skew Angle	N/A	N/A	N/A	N/A	0	0						
Is a non-ramp public street leg present?	No	No	No	No	N/A	N/A						
Exit ramp right turn control	Signal/Stop/yield-	Signal/Stop/yield-	Signal/Stop/yield-	Signal/Stop/yield-	Signal/Stop/yield-	Signal/Stop/yield-						
	controlled	controlled	controlled	controlled	controlled	controlled						
Effective number of lanes serving exit ramp	1	0.5	0.5	1.5	2	2.5						
Number of unsignalized driveways on the outside crossroad	0	0	0	0	N/A	N/A						
leg within 250' of the interchange	Ů	Ů	Ů	Ů	14/74	14/7						
Distance (mi) to the adjacent ramp terminal	0.10	0.10	0.10	0.10	0.10	0.10						
Distance (mi) to the next public street intersection on the	0.15	0.15	0.15	0.15	0.15	0.15						
outside crossroad leg # of unsignalized public street approaches on the outside							_					
crossroad leg within 250' (<0.05 mi) of the interchange	1	1	1	1	1	1						
Median Width (ft)	12.00	12.00	12.00	12.00	12.00	12.00						
Presence of right-turn lane/bay on outside crossroad leg	Yes	Yes	Yes	Yes	Yes	Yes	_					
Presence of left-turn lane/bay on inside crossroad leg	Yes	Yes	Yes	Yes	Yes	Yes	-					
Left-turn lane/bay Width for inside crossroad leg	12.00	12.00	12.00	12.00	12.00	12.00	-					
							_					
Protected Left-turn operation for inside crossroad leg	No	No	No	No	N/A	N/A						
Right turn channelization for outside crossroad leg	No	No	No	No	N/A	N/A						
Right turn channelization for exit ramp	No	No	No	No	N/A	N/A	1					
					,	,						
								Roundabou	it CMF Inputs			
Inscribed Circle Diameter (ft)							130	130	125	125		
Outbound Only Leg							Yes	Yes	Yes	Yes		
Leg 1 (Crossroad Leg - Inside)							5 000		oad Leg - Inside)	7.500		
Opening Year Entering AADT							6,000 No	7,500 No	6,000 No	7,500 No		
Leg has Right-Turn Bypass # of Access Points within 250' of Yield Line							0	0	INO O	NO		
Entering Width (ft)	-						29	29	29	29		
# of Entering Lanes							2	2	2	2		
# of Circulating Lanes							2	2	2	2		
Leg 2 (Crossroad Leg - Outside)									ad Leg - Outside)			
Opening Year Entering AADT							5,000	7,500	5,000	7,500		
Leg has Right-Turn Bypass		N/A	N/A	N/A	N/A	N/A	No	No	No	No	N/A	N/A
# of Access Points within 250' of Yield Line	+						0	0	20	0		
Entering Width (ft) # of Entering Lanes							29	29	29	29		
# of Entering Lanes # of Circulating Lanes									2	2		
Leg 3 (Exit Ramp Inside)								Leg 3 (Exi	t Ramp Leg)	2		
Opening Year Entering AADT							4,500	4,500	4,500	4,500		
Leg has Right-Turn Bypass							No	No	No	No		
# of Access Points within 250' of Yield Line							0	0	0	0		
Entering Width (ft)							29	29	29	29		
# of Entering Lanes							2	2	2	2		
# of Circulating Lanes							2	2	2	2		

spice\_Pelican Harbor Dr 2050 v1.xlsm RTI\_Ranges

		Ramp Termi	nal Inputs			
Provide inputs needed to compute and apply Part C CM	Fs.					
Alternative	Traffic	Signal	Traffic Si	gnal (Alt)	Minor Road	(Ramp) Stop
	4 Leg Terminal w/ D	iagonal Ramps (D4)	4 Leg Terminal w/ D	Diagonal Ramps (D4)	4 Leg Terminal w/ D	iagonal Ramps (D4)
Ramp Terminal	NB	SB	NB	SB	NB	SB
Crossroad AADT	18000	17000	18000	17000	18000	17000
Ramp AADT	5000	4500	5000	4500	5000	4500
Area Type	Urb	oan	Url	ban	Urb	oan
# of Crossroad Lanes	2	2	2	2	2	2

For signalized ramp terminals, the applicable values for  $AADT_m$  and  $AADT_{out}$  range from 14,000 to 60,000 veh/day. AADT volumes smaller than 14,000 should be set to 14,000 in Equation 19-51.

		Part C CMFs Optional For Stage 1 ICE, Required for Stage 2 ICE											
Other CMF Inputs		0	ptional For Stage 1 ICE	, Required for Stag	e 2 ICE								
Crossroad Left Turn Lane Present?	Yes	Yes	Yes	Yes	Yes	Yes							
Crossroad Right Turn Lane Present?	Yes	Yes	Yes	Yes	Yes	Yes							
Skew Angle	skew	Planning	Double	Not/ Applicable	Include in MRS	Include in MRS							
Exit ramp right turn control	mergeRT	Planning	Merge/FF or Signal/Sto	Include in TS	Include in MRS	Include in MRS							
Effective number of lanes serving exit ramp	nex	Planning	1-2, see graphic	Include in TS	Include in MRS	Include in MRS							
Presence of left-turn bay on "in" leg	i LTBayIn	Planning	Yes/No (<100 ft?)	Include in TS	Include in MRS	Include in MRS							
Presence of left-turn bay on "out" leg	i LTBayOut	Planning	Yes/No (<100 ft?)	Include in TS	Include in MRS	Include in MRS							
Presence of right-turn bay on "in" leg	i RTBayIn	Planning	Yes/No (<100 ft?)	Include in TS	Include in MRS	Include in MRS							
Presence of right-turn bay on "out" leg	i RTBayOut	Planning	Yes/No (<100 ft?)	Include in TS	Include in MRS	Include in MRS							
3			, , , , , , , , , , , , , , , , , , , ,										
Number of Stop-controlled public street approaches													
to the crossroad leg outside of the interchange and													
within 250 feet of the ramp terminal	n_ps	Planning	Integer	Include in TS	Include in MRS	Include in MRS							
Number of Stop-controlled driveways to the													
crossroad leg outside of the interchange and within	n dw	Planning	Integer	Include in TS	Not Applicable	Not Applicable							
250 feet of the ramp terminal Distance between subject ramp terminal and	II_uw	riaiiiiiig	Integer	include in 13	Not Applicable	Not Applicable							
adjacent ramp terminal (from terminal center to													
terminal center)	l rmp	Planning	Double	Include in TS	Include in MRS	Include in MRS							
distance between subject ramp terminal and nearest	_ '												
public road intersection in a direction away form the													
freeway	I_str	Planning	Double	Include in TS	Include in MRS	Include in MRS							
Width of median adjacent to turn lane for crossroad													
leg	w_m	Planning	Double	Include in TS	Include in MRS	Include in MRS							
Left-turn lane width for "in" crossroad leg	w_bkIn	Planning	Double (0.0 if not pres	Include in TS	Include in MRS	Include in MRS							
Left-turn lane width for "out" crossroad leg	w_bkOut	Planning	Double (0.0 if not pres	Include in TS	Include in MRS	Include in MRS							
Number of through traffic lanes that oppose the left-													
turn movement on the crossroad leg "in"	n_oppLTIn	Planning	Integer	Include in TS	Not Applicable	Not Applicable							
Number of through traffic lanes that oppose the left- turn movement on the crossroad leg "out"	n onni TOut	Planning	Integer	Include in TS	Not Applicable	Not Applicable							
Protected Left-turn operation indicator for crossroad	n_oppLTOut	riallillig	Integer	include III 13	Not Applicable	Not Applicable							
leg "in"	i protLTIn	Planning	Boolean	Include in TS	Not Applicable	Not Applicable							
Protected Left-turn operation indicator for crossroad													
leg "out"	i_protLTOut	Planning	Boolean	Include in TS	Not Applicable	Not Applicable							
Right turn channelization indicator for crossroad leg													
"in"	i_crtIn	Planning	Boolean	Include in TS	Not Applicable	Not Applicable							
Right turn channelization indicator for crossroad leg													
"out"	i_crtOut	Planning	Boolean	Include in TS	Not Applicable	Not Applicable							
Right turn channelization indicator for exit ramp	i_crtEx	Planning	Boolean	Include in TS	Not Applicable	Not Applicable							
Non-ramp public street leg indicator	i_ps	Planning	Boolean	Include in TS	Not Applicable	Not Applicable							

Table 19-11. Applicable AADT Volume Ranges for Crossroad Ramp Terminal SPFs

Site Type (w)	Control Type (x)	Applicable AADT	Volume Range (veh/day)
		Crossroad	Total All Ramps
Four-leg terminals with	Stop control (ST)	0 to 18,000	0 to 10,000
diagonal ramps (D4)	Signal control (SG)	0 to 47,000	0 to 31,000

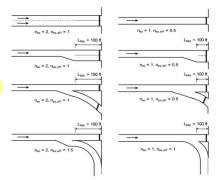


Figure 19-23. Effective Number of Lanes for Various Exit Ramp Configurations

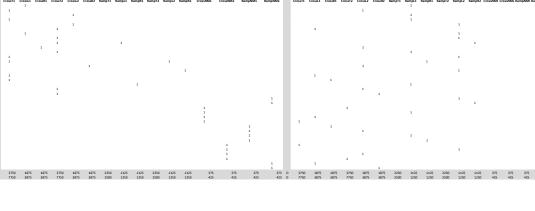
The CMF is applicable to  $W_m$  values in the range of 0 to 50 ft. Similarly, it is applicable to  $W_{h,k}$  values in the range of 0 to 26 ft.

2-6 (5,6 Urban only)

																Traffic Complexity				Pedestrian Comp	lexity
# Conflict Type	Mvmt1	Mvmt1_gen	Mvmt1_SpeedCat	Mvmt2	Mvmt2_gen	Mvmt2_SpeedCat	Q1 Q2		Speed_V1 Sp	Sever peed_V2 Angle	e delta	_V P_FSI	Traffic Control	CrossC R	Conflicting ampC CrossM/	P RampM/P Score	Speed	icting Speed Factor	Indirect Path Indicator	s Non-intuitive movements indi	ator factor
1 Crossing - LT 2 Crossing - LT		CrossL1 CrossT1	Cross left Cross thru	NBL WBL	RampL1 CrossL2	Signal far Cross left	1875 3750	1125 2109375 1875 7031250	20 40			0.42 0.0216 7.52 0.0661	0.505	0	0 0	0		40 0.778 40 0.778			1
3 Crossing - LT	WBL	CrossL2	Cross left	NBL	Ramp11	Signal near	1875	1125 2109375	20	15	230 1	5.90 0.0084	0.505	0	0 0	0	1	40 0.778			1
4 Crossing - LT 5 Crossing - LT	EBT WBL	CrossT1 CrossL2	Cross thru Cross left	NBL SBL	RampL1 RampL2	Signal near Signal far	3750 1875	1125 4218750 1125 2109375	40 20			5.48 0.0496	0.505 0.505	0	0 0			40 0.778 40 0.778			1
6 Crossing - LT	WBT	CrossT2	Cross thru	EBL	CrossL1	Cross left	3750	1875 7031250	40	20	230 2	7.52 0.0661	0.505	0	0 0	0	1	40 0.778			1
7 Crossing - LT 8 Crossing - LT	EBL WBT	CrossL1 CrossT2	Cross left Cross thru	SBL SBL	Rampt2 Rampt2	Signal near Signal near	1875 3750	1125 2109375 1125 4218750	20 40			5.90 0.0084 5.48 0.0496	0.505 0.505	0	0 0			40 0.778 40 0.778			1
9 Merging	WBT,NBL	CrossT2,Rampt	1 Cross thru	SBR	RampR2	Signal near	4875	1125 5484375	40	15	45 1	5.62 0.0078	0.505	0	0 0	0	1	40 0.778			1
10 Merging 11 Merging	EBR WBT	CrossR1 CrossT2	Cross right Cross thru	WBL NBL	CrossL2 RampL1	Cross left Signal far	1875 3750	1875 3515625 1125 4218750	15 40	20 25		7.08 0.0004 4.24 0.0055	0.505	0	0 0			40 0.778 40 0.778			1
12 Merging	EBT	CrossT1	Cross thru	SBL	Ramp12	Signal far	3750	1125 4218750	40	25	45 1	4.24 0.0055	0.505	0	0 0	0	1	40 0.778			1
13 Merging 14 Merging	EBT,SBL WBR	CrossT1,Rampt CrossR2	2 Cross thru Cross right	NBR WBL	RampR1 CrossL2	Signal near Cross left	4875 1875	1125 5484375 1875 3515625	40 15	15 20		5.62 0.0078 7.08 0.0004	0.505	0	0 0			40 0.778 40 0.778			1
15 Diverging	SBR	RampR2	Signal near	SBL	Ramp12	Signal near	1125	1125 1265625	15	15	10	1.31 0.0000	1	0	0 0	0	1	1.000			i
16 Diverging 17 Diverging	EBT	CrossT1 CrossT1	Cross thru Cross thru	EBL EBR	CrossE1	Cross left Cross right	3750 3750	1875 7031250 1875 7031250	40 40	20 15		0.30 0.0016 2.68 0.0036	1	0	0 0		1	1.000			1
18 Diverging 19 Diverging	NBR WRT	RampR1 CrossT2	Signal near Cross thru	NBL WBL	Ramp11 Cross12	Signal near Cross left	1125 3750	1125 1265625 1875 7031250	15 40	15 20		1.31 0.0000 0.30 0.0016	1	0	0 0		1	1.000			1 1
20 Diverging	WBT	CrossT2	Cross thru	WBR	CrossR2	Cross right	3750	1875 7031250	40	15		2.68 0.0036	1	0	0 0		1	1.000			1
21 Nonmotoriza 22 Nonmotoriza		RampNM2 RampNM2	Nonmotorized Nonmotorized	SBL	Rampi2 RampR2	Signal near Signal near	375 375	1125 421875 1125 421875	0	15 15		0.1205	0.505	0	0 0			15 0.500 15 0.500			1
23 Nonmotoriza	ıd	CrossNM1	Nonmotorized	WBT	CrossT2	Cross thru	375	3750 1406250	0	40		0.7512	0.505	0	0 0	0	1	40 0.778	1		2
24 Nonmotorias 25 Nonmotorias		CrossNM1	Nonmotorized Nonmotorized	NBL FRI	Rampi1	Signal far Cross left	375 375	1125 421875 1875 703125	0	25 20		0.3207	0.925 0.505	0	0 0			40 0.778 40 0.778	1		2
26 Nonmotoriza		CrossNM1	Nonmotorized	EBT	CrossT1	Cross thru	375	3750 1406250	0	40		0.7512	0.505	0	0 0			40 0.778	1		2
27 Nonmotorize 28 Nonmotorize		RampNM1 RampNM1	Nonmotorized Nonmotorized	EBR WBL	CrossR1 CrossL2	Cross right Cross left	375 375	1875 703125 1875 703125	0	15 20		0.1205	0.505	0	0 0			40 0.778 40 0.778			1
29 Nonmotoriza 30 Nonmotoriza		RampNM1 RampNM1	Nonmotorized Nonmotorized	NBL NBR	Rampi1	Signal near Signal near	375 375	1125 421875 1125 421875	0	15 15		0.1205	0.505	0	0 0			15 0.500			1
30 Nonmotorial 31 Nonmotorial		CrossNM2	Nonmotorized Nonmotorized	EBT	CrossT1	Cross thru	375 375	3750 1406250	0	40		0.1205	0.505	0	0 0		1	40 0.778	1		2
32 Nonmotorize 33 Nonmotorize		CrossNM2 CrossNM2	Nonmotorized Nonmotorized	SBL WBL	RampL2 CrossL2	Signal far Cross left	375 375	1125 421875 1875 703125	0	25 20		0.3207	0.505 0.505	0	0 0			40 0.778 40 0.778	1		2 2
34 Nonmotoriza	ıd	CrossNM2	Nonmotorized	WBT	CrossT2	Cross thru	375	3750 1406250	0	40		0.7512	0.505	0	0 0		1	40 0.778	1		2
35 Nonmotorize 36 Nonmotorize		RampNM2 RampNM2	Nonmotorized Nonmotorized	EBL WBR	CrossR2	Cross left Cross right	375 375	1875 703125 1875 703125	0	20 15		0.2027	0.505	0	0 0			40 0.778 40 0.778			1
	-	,							-	-			-	-	-	-					-

G Capende G Cape

	Exposure-Severity-								bechude	d in Mymt	1															Included in	Mum12								
,	Complexity Product		CrossT1	CrossL1	CrossR1	CrossT2	CrossL2	CrossR2				ampT2 Ran	noL2 Ra	ampR2 0	CrossNM1	CrossNM2	RampNM1	RampNM2	Cross1	1 Cro	ssL1 Cre	ssR1 Cre	ossT2 C	rossL2 0				RampR1	RamoT2 F	tampt2	RampR2 Cr	ssNM1 Cro	ssNM2 Ram	noNM1 Ram	noNM2
778	17858.88971			1																							1								
778	182504.9982		1																					1											
778	6927.777237						1																				1								
778	82120.74512		1																								1								
778	17858.88971						1																							1					
778	182504.9982					1															1														
778	6927.777237			1																										1					
778	82120.74512					1																								1					
778	16875.6147					1				1																					1				
778	1067.033058				1																			1											
778	9127.690242					1																					1								
778	9127.690242		1																											1					
778	16875.6147		1										1															1							
778	1067.033058							1																1											
1	0.810776943													1																1					
1	11348.31263		1																		1														
1	24976.22992		1																			1													
1	0.810776943										1																1								
1	11348.31263					1																		1											
1	24976.22992 12836.11725					1																			1										
525																		1 1												1	1				
525	12836.11725 829795.2952																	1													1				
556 889															1								1												
556	194655.9785 111987.2143														1												1								
556	829795.2952														1				1		1														
778	65898.65839																					1													
778	55993.60717																1					1													
525	12836.11725																i										1								
525	12836.11725																-										-	4							
556	829795.2952															1	•		1									•							
556	106271.6423															1														1					
556	111987.2143															1								1											
556	829795.2952															1							1												
778	55993.60717																	1			1														
778	65898.65839																	1							1										
		0	3750	1875	1875	3750	1875	1875	2250	1125	1125	2250	1125	1125	375	375	375	375	0 37	50	1875	1875	3750	1875	1875	2250	1125	1125	2250	1125	1125	375	375	375	375
		D	7750	3875	3875	7750	3875	3875	2500	1250	1250	2500	1250	1250	425	425	425	425	D 77			3875	7750	3875	3875	2500	1250	1250	2500	1250	1250	425	425	425	425



Experience Search (Complexity Product Complexity Product Complexity Product Complexity Product Complexity Product Complexity Product Complexity Complexity

spice\_Pelican Harbor Dr 2050 v1.xlsm SSI Inputs

### Safe System for Intersection (SSI) Inputs

Specify the geomtric, exposure, severity, and conflicting traffic complexity inputs required for an SSI analysis.

1. Roadway Geometry	Lanes
Major number thru lanes (one direction)	3
Minor number thru lanes (one direction)	1

Optional Major Street Designation

Select major street direction Median Presence on Major Road Median Presence on Minor Road

_	
	E-W
	Yes
Γ	No

Required Inputs Default Available, Override Optional Planning-Level Default Input Computed Value, Override Optional Computed Value - No Override Disabled Cell (Often based on input selections)

Complete the "Exposure" inputs. These inputs will apply to all interesections selected for analysis.
 Complete the "Severity" inputs

4. Complete the "Conflicting Traffic Complexity" inputs

	Zi Exposure	All lineerse
 A	 	

Average Daily Hailic (vell/day)	Open	Design
Major	44,000	48,500
Minor	800	<u>900</u>

If no turning movment volumes or counts are available, a user can

optionally override the planning-level default turning movment

Are turning movement ADT values are available?

Are peak hour turning movement counts available?

ADT Directional Split
r 0.50 Major 0.50

Minor No If "Yes", input values in <u>Table 2-A</u>
Yes If "Yes", input values in <u>Table 2-B</u> Nonmotorized Total ADT (ped/day) Open Year Total Intersection NM Design Year Total Intersection NM (or overwrite ped movement ADTs below) Nonmotorized Movement ADT (ped/day) Major NM 1 (NM mvmt crossing Maj1)

Major NM 2 Minor NM 1 Minor NM 2

Activity Level	ADT Value (ped/day)
Medium (700)	700
Medium (700)	700

Open	Design
175	175
175	175
175	175
175	175

proportions in <u>Table 2-C</u>						
Table 2-A: Turning Movement (vol/day)						
-	Open Design					
Major Thru 1	21656.46	23871.32				
Major Left Turn 1	193.8957	213.7259				
Major Right Turn 1	149.6477	164.9526				
Major Thru 2	21667.07	23883.02				
Major Left Turn 2	199.2466	219.6241				
Major Right Turn 2	133.6806	147.3524				
Minor Thru 1	115.0463	129.4271				
Minor Left Turn 1	233.1019	262.2396				
Minor Right Turn 1	51.85185	58.33333				

Minor Thru 2

Minor Left Turn 2

Minor Right Turn 2

Table 2-B: Turning Movement Counts (Optional)						
	Mvmt	AM Peak	AM %	PM Peak	PM %	Avg %
Major Thru 1	EBT	2236	0.981132075	2077	0.987637	0.984384
Major Left Turn 1	EBL	25	0.010969724	14	0.006657	0.008813
Major Right Turn 1	EBR	18	0.007898201	12	0.005706	0.006802
					1	
Major Thru 2	WBT	1995	0.984213123	2271	0.985677	0.984945
Major Left Turn 2	WBL	20	0.009866798	19	0.008247	0.009057
Major Right Turn 2	WBR	12	0.005920079	14	0.006076	0.005998
Minor Thru 1	NBT	5	0.15625	6	0.111111	0.13368
Minor Left Turn 1	NBL	13	0.40625		0.759259	0.582755
Minor Right Turn 1	NBR	14	0.4375	7	0.12963	0.283565
Minor Thru 2	SBT	10	0.33333333	4	0.085106	0.20922
Minor Left Turn 2	SBL	4	0.133333333	10	0.212766	0.17305
Minor Right Turn 2	SBR	16	0.533333333	33	0.702128	0.61773

Table 2-C: Turning Proportions (optional)			
	Decimal		
Major Thru 1	0.984384392		
Major Left Turn 1	0.00881344		
Major Right Turn 1	0.006802168		
Major Thru 2	0.984866948		
Major Left Turn 2	0.009056663		
Major Right Turn 2	0.006076389		
Minor Thru 1	0.287615741		
Minor Left Turn 1	0.58275463		
Minor Right Turn 1	0.12962963		
Minor Thru 2	0.653900709		
Minor Left Turn 2	0.173049645		
Minor Right Turn 2	0.173049645		

Turning movment proportions specified in Table 2-C (and by extension, the percentages determined in Table 2-B) are considered to be constant between the Open and Design years of the analysis.

3. Severit	
------------	--

261.5603 294.2553

69.21986 77.87234

69.21986 77.87234

Vehicle Speeds	mph
Major Posted Speed Limit	30
Minor Posted Speed Limit	25
Major thru	30
Major left	20
Major right	15
Minor thru	21.25
Minor left	20
Minor right	15
Stop near	15
Stop far	25
Signal near	15
Signal far	25
RAB entering	20
RAB circulating	25
RAB exiting	30
Nonmotorized	0

Collision Angles	deg
Crossing	90
Crossing - LT	230
Crossing - RAB	60
Merging	45
Diverging	10

P(FSI) Regression Parameters		
alpha	67.29	
k	3.79	

## 4. Conflicting Traffic Complexity

Traffic Control		Decimal
Base Traffic Control Adjustment Value (BTCAV) for permitted		1
Base Traffic Control Adjustment Value (BTCAV) for protected/p	permitted	0.85
Base Traffic Control Adjustment Value (BTCAV) for protected		0.01
Base Traffic Control Adjustment Value (BTCAV) for stop-contro	lled	0.45
	·	
Weight, f, for permitted		0.5
Weight, f, for protected/permitted		
Weight, f, for protected		0.5
Weight, f, for stop-controlled		0.5
Major LT signal phasing (drop-down)	Protect	ed:
Minor LT signal phasing (drop-down)	Protect	ed
Exclusive Pedestrian phasing (drop-down)		No

Traffic Control Parameter (a_traffic control)	
Permitted	1
Protected/permitted	0.925
Protected	0.505
Stop-controlled	0.725

Driver Merging Weights (W)	
Lane 1 (W1)	1
Lane 2 (W2)	0.75
Lane 3+ (W3+)	0.5

Nonmotorized Complexity							
Nonmotorized Turn Score Weights (W)							
Lane 1 (W1)	1						
Lane 2 (W2)	0.75						
Lane 3+ (W3)	0.5						

spice\_Pelican Harbor Dr 2050 v1.xlsm Calibration

		Calibrati	on				
	Optional - Input locally-	developed c	alibration fact	ors for SPFs.			
	At-Grad	de Interse	ction SPFs	I	26.0		
Traffic Control	Facility Type	# legs	1 way/ 2 way	# of lanes on arterial	Default Calibration Factor	Optional User Override	Use Value
	On Rural Two Lane Highway	3 leg	-	-	1.00		1.00
		4 leg 3 leg	-	-	0.92 1.00		0.92 1.00
	On Rural Multilane Highway	4 leg	-	-	0.45		0.45
		3 leg	2x2	5 or fewer	2.50		2.50
Traffic Signal		4 leg	2x2	5 or fewer	2.27		2.27
<i>,</i> , ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,		3 leg	2x2	6 or more	1.00		1.00
(For more information on determining signal type, refer to the "Definitions" worksheet)	On Urban and Suburban Arterial	4 leg	2x2	6 or more	1.00		1.00
type, refer to the Definition's Worksheet,		3 leg 4 leg	1x2 1x2	-	1.00		1.00
		3 leg	1x1	-	1.00		1.00
		4 leg	1x1	-	1.00		1.00
	On High Speed (50+ MPH) Urban and Suburban	3 leg	-	-	1.00		1.00
	Arterial	4 leg	-	-	1.00		1.00
	On Rural Two Lane Highway	3 leg	-	-	1.27		1.27
		4 leg	-	-	0.74 2.20		2.20
	On Rural Multilane Highway	3 leg 4 leg	-	-	1.64		1.64
		3 leg	2x2	5 or fewer	1.14		1.14
		4 leg	2x2	5 or fewer	1.87		1.87
Minor Road Stop		3 leg	2x2	6 or more	1.00		1.00
	On Urban and Suburban Arterial	4 leg	2x2	6 or more	1.00		1.00
		3 leg	1x2	-	1.00		1.00
		4 leg	1x2	-	1.00		1.00
		3 leg	1x1	-	1.00		1.00
	On High Speed (50+ MPH) Urban and Suburban	4 leg	1x1	-	1.00		1.00
	Arterial	3 leg 4 leg	-	-	1.00		1.00
		3 leg	-	-	1.00		1.00
	On Rural Two Lane Highway	4 leg	-	-	1.00		1.00
All-Way Stop	On Rural Multilane Highway	3 leg	-	-	1.00		1.00
All-way Stop	On Kurai Wultilane Highway	4 leg	-	-	1.00		1.00
	On Urban and Suburban Arterial	3 leg	-	-	1.00		1.00
		4 leg	-	-	1.00		1.00
	1-lane roundabout	3 leg	-	-	1.00		1.00
Roundabout		4 leg	-	-	1.00		1.00
	2-lane roundabout	3 leg 4 leg	-	-	1.00		1.00
		3 leg					
Signalized Restricted Crossing U-Turn (RCUT),	signalized Restricted Crossing U-Turn (RCUT), also known Superstreet				1 100		
	•		-	-	1.00		1.00
Unsignalized Restricted Crossing LL-Turn (RCL		4 leg 3 leg	<del> </del>				
Unsignalized Restricted Crossing U-Turn (RCL	JT), also known as J-Turn	4 leg 3 leg 4 leg	-	- - -	1.00		1.00
Unsignalized Restricted Crossing U-Turn (RCL	JT), also known as J-Turn	4 leg 3 leg 4 leg	-	- - -	1.00 1.00	Optional User Override	1.00 1.00
Control	TT), also known as J-Turn  Ramp Terr  Ramp and Intersection Type	4 leg 3 leg 4 leg	-	- - -	1.00 1.00 1.00 SPF Calibration Factor	Optional User Override	1.00 1.00 1.00
<b>Control</b> Signalized Diamond	TT), also known as J-Turn  Ramp Terr	4 leg 3 leg 4 leg	-	- - -	1.00 1.00 1.00 1.00 SPF Calibration Factor	Optional User Override	1.00 1.00 1.00 Use Value
Control Signalized Diamond Diverging Diamond	Ramp Terr Ramp and Intersection Type Four-leg terminals with diagonal ramps (D4)	4 leg 3 leg 4 leg	-	- - -	1.00 1.00 1.00 SPF Calibration Factor	Optional User Override	1.00 1.00 1.00
Control Signalized Diamond Diverging Diamond Single-Point Diamond	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4)  All types  Four-leg terminals with diagonal ramps (D4)	4 leg 3 leg 4 leg	-	- - -	1.00 1.00 1.00 SPF Calibration Factor 1.00	Optional User Override	1.00 1.00 1.00 Use Value 1.00 1.00
Control Signalized Diamond Diverging Diamond Single-Point Diamond Unsignalized Diamond	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs	4 leg 3 leg 4 leg	-	- - -	1.00 1.00 1.00 2 SPF Calibration Factor 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 Use Value 1.00 1.00 1.00 1.00
Control  Signalized Diamond Diverging Diamond Single-Point Diamond Unsignalized Diamond Roundabout	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4)  All types  Four-leg terminals with diagonal ramps (D4)	4 leg 3 leg 4 leg	-	- - -	1.00 1.00 1.00 1.00 SPF Calibration Factor 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 Use Value 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond Diverging Diamond Single-Point Diamond Unsignalized Diamond Roundabout	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs	4 leg 3 leg 4 leg ninal Inter	- - - - rsection SPI	- - -	1.00 1.00 1.00 2 SPF Calibration Factor 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 Use Value 1.00 1.00 1.00 1.00
Control	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4)  All types  Four-leg terminals with diagonal ramps (D4)  1-lane roundabout with 4 legs  2-lane roundabout with 4 legs	4 leg 3 leg 4 leg minal Inter	rsection SPI	- - - FS	1.00 1.00 1.00 1.00 SPF Calibration Factor 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 Use Value 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond Diverging Diamond Single-Point Diamond Unsignalized Diamond Roundabout Signalized Tight Diamond	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs	4 leg 3 leg 4 leg ninal Inter	rsection SPI	- - - FS	1.00 1.00 1.00 1.00 SPF Calibration Factor 1.00 1.00 1.00 1.00	Optional User Override  Optional User Override	1.00 1.00 1.00 Use Value 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond Diverging Diamond Single-Point Diamond Unsignalized Diamond Roundabout	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4)  All types  Four-leg terminals with diagonal ramps (D4)  1-lane roundabout with 4 legs  2-lane roundabout with 4 legs	4 leg 3 leg 4 leg minal Inter			1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00  Use Value 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Control  Signalized Diamond Diverging Diamond Single-Point Diamond Unsignalized Diamond Roundabout Signalized Tight Diamond  Control Displaced Left Turn (DLT)	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4)  All types  Four-leg terminals with diagonal ramps (D4)  1-lane roundabout with 4 legs  2-lane roundabout with 4 legs	4 leg 3 leg 4 leg minal Inter	rsection SPI		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00  Use Value 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Control  Signalized Diamond Diverging Diamond Single-Point Diamond Unsignalized Diamond Roundabout Signalized Tight Diamond  Control Displaced Left Turn (DLT)	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4)  All types  Four-leg terminals with diagonal ramps (D4)  1-lane roundabout with 4 legs  2-lane roundabout with 4 legs	4 leg 3 leg 4 leg hinal Inter  Local CM CMFs with le Inter  Traff	rsection SPI		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond  Diverging Diamond  Single-Point Diamond  Unsignalized Diamond  Roundabout  Signalized Tight Diamond  Control  Displaced Left Turn (DLT)	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	4 leg 3 leg 4 leg 4 leg Cocal CM Company the leg Local CM Company the leg Local CM Traff Traff	Fs occully-develop utility Base resection ic Signal		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond  Diverging Diamond  Single-Point Diamond  Unsignalized Diamond  Roundabout  Signalized Tight Diamond  Control  Displaced Left Turn (DLT)	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	4 leg 3 leg 4 leg 4 leg Cocal CM Company the leg Local CM Company the leg Local CM Traff Traff	Fs socally-develop ult Base rsection fic Signal		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond Diverging Diamond Single-Point Diamond Unsignalized Diamond Roundabout Signalized Tight Diamond  Control  Displaced Left Turn (DLT)  Median U-Turn (MUT)  Signalized Restricted Crossing U-Turn (RCUT),	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	4 leg 3 leg 4 leg 4 leg ninal Inter  Local CM CMFs with le Defa Inter  Traff  Traff	Fs occully-develop utility Base resection ic Signal		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond Diverging Diamond Single-Point Diamond Unsignalized Diamond Roundabout Signalized Tight Diamond  Control  Displaced Left Turn (DLT)  Median U-Turn (MUT)  Signalized Restricted Crossing U-Turn (RCUT),	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	4 leg 3 leg 4 leg 4 leg Cocal CM CMFs with le Traff Traff Minor		ed or new CMFs  Type of Crashes  Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond  Diverging Diamond  Single-Point Diamond  Unsignalized Diamond  Roundabout  Signalized Tight Diamond  Control  Displaced Left Turn (DLT)  Median U-Turn (MUT)  Signalized Restricted Crossing U-Turn (RCUT),  Unsignalized Restricted Crossing U-Turn (RCUT),	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	4 leg 3 leg 4 leg 4 leg Cocal CM Company to the com	Fs Section SPI  Fs Section SPI		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond  Diverging Diamond  Single-Point Diamond  Unsignalized Diamond  Roundabout  Signalized Tight Diamond  Control  Displaced Left Turn (DLT)  Median U-Turn (MUT)  Signalized Restricted Crossing U-Turn (RCUT)  Unsignalized Restricted Crossing U-Turn (RCUT)  Signalized Thru-Cut	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	4 leg 3 leg 4 leg 4 leg ninal Inter  Local CM CMFs with le Inter  Traff Minor   (T Traff	FS socally-develop ult Base rsection fic Signal fic Signal fic Signal fic Signal fic Signal fic Signal	ed or new CMFs  Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond Diverging Diamond Single-Point Diamond Unsignalized Diamond Unsignalized Diamond Roundabout  Signalized Tight Diamond  Control  Displaced Left Turn (DLT)  Median U-Turn (MUT)  Signalized Restricted Crossing U-Turn (RCUT), Unsignalized Restricted Crossing U-Turn (RCL)  Signalized Thru-Cut	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	Local CM  CMFs with le  Traff  Minor  Traff  Minor  Minor	Fs occolly-develop ult Base resection ic Signal ic Signal Road Stop WSC) ic Signal Road Stop	ed or new CMFs  Type of Crashes  Total Fatal-Injury Total Total Fatal-Injury Total	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond  Diverging Diamond  Single-Point Diamond  Unsignalized Diamond  Roundabout  Signalized Tight Diamond  Control  Displaced Left Turn (DLT)  Median U-Turn (MUT)  Signalized Restricted Crossing U-Turn (RCUT),  Unsignalized Restricted Crossing U-Turn (RCUT),  Unsignalized Thru-Cut  Unsignalized Thru-Cut	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	Local CM  Compared to the comp	Fs scally-develop ult Base rsection iic Signal iic Signal iic Signal Road Stop WSC) ic Signal Road Stop	ed or new CMFs  Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond  Diverging Diamond  Single-Point Diamond  Unsignalized Diamond  Roundabout  Signalized Tight Diamond  Control  Displaced Left Turn (DLT)  Median U-Turn (MUT)  Signalized Restricted Crossing U-Turn (RCUT),  Unsignalized Restricted Crossing U-Turn (RCUT),  Unsignalized Thru-Cut  Unsignalized Thru-Cut	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	Local CM  Compared to the comp	Fs occolly-develop ult Base resection ic Signal ic Signal Road Stop WSC) ic Signal Road Stop		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond  Diverging Diamond  Single-Point Diamond  Unsignalized Diamond  Roundabout  Signalized Tight Diamond  Control  Displaced Left Turn (DLT)  Median U-Turn (MUT)  Signalized Restricted Crossing U-Turn (RCUT),  Unsignalized Restricted Crossing U-Turn (RCUT),  Signalized Thru-Cut  Unsignalized Thru-Cut	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	Local CM  CMFs with le  Traff  Minor    Taffi  Minor    Taffi	FS scally-develop uit Base rsection iic Signal iic Signal Road Stop WSC) ic Signal Road Stop WSC)	ed or new CMFs  Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond Diverging Diamond Single-Point Diamond Unsignalized Diamond Unsignalized Diamond Roundabout  Signalized Tight Diamond  Control  Displaced Left Turn (DLT)  Median U-Turn (MUT)  Signalized Restricted Crossing U-Turn (RCUT), Unsignalized Restricted Crossing U-Turn (RCUT), Signalized Thru-Cut  Unsignalized Thru-Cut  Bowtie	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	Local CM  CMFs with le  Traff  Minor    Taffi  Minor    Taffi	Fs scally-develop ult Base rsection iic Signal iic Signal iic Signal Road Stop WSC) ic Signal Road Stop	ed or new CMFs  Type of Crashes  Total Fatal-injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond  Diverging Diamond  Single-Point Diamond  Unsignalized Diamond  Roundabout  Signalized Tight Diamond  Control  Displaced Left Turn (DLT)  Median U-Turn (MUT)  Signalized Restricted Crossing U-Turn (RCUT),  Unsignalized Restricted Crossing U-Turn (RCUT),  Unsignalized Thru-Cut  Unsignalized Thru-Cut  Bowtie  Continuous Green-T Intersection	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	Local CM  Compared to the comp	Fs scally-develop ult Base rsection iic Signal iic Signal Road Stop WSC) ic Signal Road Stop WSC) c Signal	ed or new CMFs  Type of Crashes  Total Fatal-Injury Total Total Fatal-Injury Total	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond Diverging Diamond Single-Point Diamond Unsignalized Diamond Unsignalized Diamond Roundabout  Signalized Tight Diamond  Control  Displaced Left Turn (DLT)  Median U-Turn (MUT)  Signalized Restricted Crossing U-Turn (RCUT), Unsignalized Restricted Crossing U-Turn (RCL) Signalized Thru-Cut  Unsignalized Thru-Cut  Bowtie  Continuous Green-T Intersection  Jughandles	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	Local CM  Compared to the comp	FS scally-develop uit Base rsection iic Signal iic Signal Road Stop WSC) ic Signal Road Stop WSC)	ed or new CMFs  Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond Diverging Diamond Single-Point Diamond Unsignalized Diamond Unsignalized Diamond Roundabout  Signalized Tight Diamond  Control  Displaced Left Turn (DLT)  Median U-Turn (MUT)  Signalized Restricted Crossing U-Turn (RCUT), Unsignalized Restricted Crossing U-Turn (RCL) Signalized Thru-Cut  Unsignalized Thru-Cut  Bowtie  Continuous Green-T Intersection	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	Local CM CMFs with le Traff Minor (T Taffi Traff Traff Traff Traff Traff Traff Traff Traff	Fs scally-develop ult Base rsection iic Signal iic Signal Road Stop WSC) ic Signal Road Stop WSC) c Signal	ed or new CMFs  Type of Crashes  Total Fatal-Injury Total	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond  Diverging Diamond  Single-Point Diamond  Unsignalized Diamond  Roundabout  Signalized Tight Diamond  Control  Displaced Left Turn (DLT)  Median U-Turn (MUT)  Signalized Restricted Crossing U-Turn (RCUT),  Unsignalized Restricted Crossing U-Turn (RCUT),  Unsignalized Thru-Cut  Unsignalized Thru-Cut  Bowtie  Continuous Green-T Intersection  Jughandles  Partial Median U-Turn (PMUT)	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	Local CM CMFs with le Traff Minor (T Taffi Traff Traff Traff Traff Traff Traff Traff Traff	Fs scally-develop ult Base rsection ic Signal ic Signal Road Stop WSC)	ed or new CMFs  Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond Diverging Diamond Single-Point Diamond Unsignalized Diamond Roundabout Signalized Tight Diamond  Control  Displaced Left Turn (DLT)  Median U-Turn (MUT)  Signalized Restricted Crossing U-Turn (RCUT), Unsignalized Restricted Crossing U-Turn (RCUT) Signalized Thru-Cut Unsignalized Thru-Cut Bowtie  Continuous Green-T Intersection	Ramp Terr  Ramp and Intersection Type  Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	Local CM  CMFs with la  Traff  Minor I  Traff  Minor I  Traff  Minor I  Traff  User:	Fs scally-develop ult Base rsection ic Signal ic Signal Road Stop WSC)	ed or new CMFs  Type of Crashes  Total Fatal-Injury Total	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Control  Signalized Diamond Diverging Diamond Single-Point Diamond Unsignalized Diamond Roundabout Signalized Tight Diamond  Control  Displaced Left Turn (DLT)  Median U-Turn (MUT)  Signalized Restricted Crossing U-Turn (RCUT), Unsignalized Restricted Crossing U-Turn (RCUT), Unsignalized Thru-Cut  Unsignalized Thru-Cut  Bowtie  Continuous Green-T Intersection  Jughandles  Partial Median U-Turn (PMUT)	Ramp Terr Ramp and Intersection Type Four-leg terminals with diagonal ramps (D4) All types All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs Optional - Override default also known Superstreet IT), also known as J-Turn	Local CM CMFs with le Traff Minor Traff Minor Traff Traff User: User:	Fs section SPI  Figure SPI  Fs section SPI  Figure SPI  Fi	ed or new CMFs  Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

spice\_Pelican Harbor Dr 2050 v1.xlsm

### Historical Crash Data Input

Note: In order to use Empirical Bayes (EB), the historical intersection type must be a traffic signal or a minor road stop. Additionally, this alternative must be selected to be included in the analysis, and the historical intersection specified below. Up to 10 years of historical data can be used to perform the EB adjustment.

Is historical crash data
available?

Number of years available:
Historical Intx Type:

4ST

Yes

(Up to 10) First Year Data is available:
2018

Uistorical (	Historical Crash Counts		Year										
Historical	Liasii Counts	2018	2019	2020	2021	2022						Total	
	Total	10	11	1	13	9						44	
Combined	Fatal/Injury	8	1	0	1	1						11	
	PDO	2	10	1	12	8						33	
Single-	Total												
Vehicle	Fatal/Injury												
Venicle	PDO												
Multiple-	Total												
Vehicle	Fatal/Injury												
Venicle	PDO												
Veh-Ped	Fatal/Injury	1	0	0	0	0						1	
Veh-Bike	Fatal/Injury	0	0	0	2	0						2	
Total	All	11	11	1	15	9						47	

Computations Only Below This Poin

				Emp	oirical Bayes	Computat	ions (No Da	ta Entry)				
	Yea	r	2018	2019	2020	2021	2022		 			Tota
		Total							 			
	N <sub>predicted</sub>	Fatal/Injur	1.12	1.12	1.12	1.12	1.12		 			5.59
		PDO	1.18	1.18	1.18	1.18	1.18		 			5.89
	n: :	Total							 			
suc	Dispersion	Fatal/Injur	0.60	0.60	0.60	0.60	0.60		 			
lisic	Parameter (k)	PDO	1.14	1.14	1.14	1.14	1.14		 			
Combined Collisions	Weighted	Total							 			
ped	Adjustment	Fatal/Injur	0.60	0.60	0.60	0.60	0.60		 			
jā	(w)	PDO	0.43	0.43	0.43	0.43	0.43		 			-
Ö		Total	5.53	7.30	1.75	8.45	6.15		 			
U	N <sub>expected</sub>	Fatal/Injur	3.88	1.07	0.67	1.07	1.07		 			7.76
		PDO	1.65	6.23	1.08	7.37	5.08		 			21.4
										·	Total	1.00
					Navnaci	ed / N <sub>pred</sub>	icted				F/I	1.39
					expect	eu , pieu	icteu				PDO	3.63
	Yea	r	2018	2019	2020	2021	2022		 			Tota
		Total							 			-
	N <sub>predicted</sub>	Fatal/Injury	,						 			
	p. 02.00.0	PDO							 			
		Total							 			
e) nly	Dispersion Parameter (k)	Fatal/Injur							 			-
Multiple-Vehicle Only (When Applicable)		PDO							 		-	
plic	Weighted	Total	-						 		-	-
A &	Adjustment	Fatal/Injur							 			-
iple ner	(w)	PDO							 			-
きき		Total							 			
Σ -	N <sub>expected</sub>	Fatal/Injur							 			-
		PDO							 			
					<u> </u>						Total	1.00
					Navnaci	ed / N <sub>pred</sub>	icted				F/I	1.00
					expect	eu , pieu	icteu				PDO	1.00
_	Yea	r	2018	2019	2020	2021	2022		 		-	Tota
Vehicle-Pedestrian	N <sub>predicted</sub>	Fatal/Injury	,						 			
lest	Disp. (k)	Fatal/Injur							 			-
Pec	Weight (w)	Fatal/Injur							 			
<u>e</u>												
ehic	N <sub>expected</sub>	Fatal/Injur			<u> </u>				 		_	+
>					N <sub>expec</sub>	ted / N <sub>pred</sub>	icted				F/I	1.00
	Yea	r	2018	2019	2020	2021	2022		 			Tota
9	N <sub>predicted</sub>	Fatal/Injur	0.09	0.09	0.09	0.09	0.09		 			
cylc	Disp. (k)	Fatal/Injur							 			
Ξġ		. ,							 			
e-Bicy	Weight (w)	Fatal/Iniur										
icle-Bi cy	Weight (w) N <sub>expected</sub>	Fatal/Injur Fatal/Injur							 			-

				At-G	rade Inters	ection Facil	ity Type		
Die	persion Parame	tors		Rural	Urban/Su	Urhan/S	uburban Arterials w/ 6	or More	High
Dis	persion rarame	ccis	Rural Two-	Multilane	burban	Orbanys	Lanes	or word	Speed
			Lane Highways	Highways	Arterials		Lancs		эрсси
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
<u>.</u> .	<b>-</b>	3ST	0.54	0.46					
5	Total	3SG	0.31	0.40					
eh e		4ST	0.24	0.49					
Combined Multi and Single Vehicle		4SG	0.11	0.28					
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
S PC		3ST		0.57		0.65	2.00	2.00	
/ulti a	Fatal / Injury	3SG		1.15		0.52	0.95	0.95	
		4ST		0.74		0.60	0.53	0.53	
2 5		4SG		0.22		0.56	1.33	1.33	
i.		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
Ē		3ST		-		0.75	1.03	1.03	
8	PDO	3SG		1		1.00	0.90	0.90	
		4ST				1.14	0.96	0.96	
		4SG		-		0.99	2.00	2.00	
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
		3ST		-	1.14	-			0.69
	Total	3SG		-	0.36	-			0.57
		4ST		1	0.65	-			1.12
		4SG			0.36				0.55
<u>e</u>	Fatal / Injury	Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
Single-Vehicle		3ST							2.10
		3SG			0.24				1.04
		4ST							1.64
		4SG			0.09				0.98
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
		3ST		-	0.29				0.75
	PDO	3SG			0.53				0.74
		4ST		-	0.54				1.40
		4SG		-	0.44				0.84
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
		3ST			0.80				0.85
	Total	3SG			0.33				0.21
	Total	4ST			0.40				0.91
•		4SG			0.39				0.39
Multiple-Vehicle		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
ě		3ST			0.69				0.76
<u>-</u>	Fatal / Injury	3SG			0.30				0.09
흎		4ST		-	0.48				0.89
₹		4SG			0.33	_			0.31
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
	DDO	3ST			0.77				1.11
	PDO	3SG			0.36				0.34
		4ST			0.40				0.94
		4SG			0.44				0.38
_		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
T 'E		3ST				-			
Veh- Pedestriar	Fatal / Injury	3SG			0.52	0.52	0.52	0.52	
ed		4ST				-			
_		4SG			0.24	0.24	0.24	0.24	

		Intersection Facility Type					
AWSC D	ispersion Param	Rural Two-	Rural	Urban/Su			
17-€	8 Report Updat	e	Lane	Multilane	burban		
			Highways	Highways	Arterials		
ŗle		Intx	R2L	RML	U/S Art.		
Combined Multi and Single Vehicle	Total	3AWSC	AWSC				
		4AWSC	0.39	-	-		
	Fatal / Injury	Intx	R2L	RML	U/S Art.		
l Multi a Vehicle		3AWSC			0.07		
mbined N		4AWSC			0.66		
		Intx	R2L	RML	U/S Art.		
	PDO	3AWSC			0.37		
8		4AWSC			0.78		

spice\_Pelican Harbor Dr 2050 v1.xlsm Results

			Safety	Florida Departmer Performance for Inters	nt of Transportation section Control Evalua	ation Tool					
				Res	sults						
				Summary of crash prediction	n results for each alternat	ive					
				Project In	nformation						
Project Name:	SR 934/NE 79th Stree	t PD&E Study		Intersection Type		At-Grade Intersection					
Intersection:	NE 79th Street at Peli	can Harbor Drive		Opening Year						2030	
Agency:	r: FDOT-6			Design Year						2050	
Project Reference:				Facility Type					On Urban a	nd Suburban Arterial	
City:	North Bay Village			Number of Legs						4-leg	
State:	Florida			1-Way/2-Way					2-way li	ntersecting 2-way	
Date:	10/10/2023			# of Major Street Lanes (both	<u> </u>			6 or more			
Analyst:	HDR			Major Street Approach Speed		Less than 55 mph					
			Crash Predic	tion Summary					:	SSI Score	
Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?	Source of Prediction	Opening Year	Design Year	Rank	
Traffic Signal	Total Fatal & Injury	5.09 2.73	5.40 2.90	110.15 59.12	3	Yes	Uncalibrated SPF	<u>83</u>	<u>81</u>	3	
2-lane Roundabout	Total Fatal & Injury	19.65 3.74	22.00 4.24	437.26 83.75	5	No	Uncalibrated SPF	<u>78</u>	<u>76</u>	4	
Median U-Turn (MUT)	Total Fatal & Injury	4.33 1.91	4.59 2.03	93.63 41.38	2	N/A	CMF	<u>85</u>	<u>84</u>	1	
Signalized RCUT	Total Fatal & Injury	11.49 1.80	13.39 2.13	261.09 41.19	1	No	Uncalibrated SPF	<u>76</u>	<u>74</u>	5	
Signalized Thru-Cut	Total Fatal & Injury	No SPF No SPF	No SPF No SPF	No SPF No SPF		N/A	N/A	<u>83</u>	<u>81</u>	2	
Partial Median U-Turn (PMUT)	Total Fatal & Injury	5.09 2.73	5.40 2.90	110.15 59.12	3	N/A	CMF				

-- --

spice\_Pelican Harbor Dr 2050 v1.xlsm SSI Results

## Florida Department of Transportation

Safety Performance for Intersection Control Evaluation Tool

## Safe System for Intersection (SSI) Results

Summary of the safe system intersection results for each alternative

Conversion of Existing
Intersection Type:

Traffic Signal

Select from Dropdown List

## **Opening Year Results**

Control Strategy	SSI Ref Worksheet	SSI Score		SSI Conflict 1	Гуре Score		Exp	osure (Relati	ive to Existin	g)		Average	P(FSI)			Average Co	omplexity	
Control Strategy	Name		Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging
Traffic Signal	Trad_Sig	83	49	95	100	100	1.00	1.00	1.00	1.00	0.23	0.02	0.00	0.00	1.77	1.18	0.88	1.00
2-Lane Roundabout	RAB2x2	78	38	99	100	100	1.00	1.00	1.02	1.01	0.33	0.00	0.00	0.00	2.44	1.22	1.15	1.00
Median U-Turn (MUT)	MUT	85	54	98	100	100	1.02	0.52	2.66	2.02	0.23	0.01	0.00	0.00	1.00	1.01	0.84	1.00
Signalized RCUT	RCUT_Sig	76	35	98	100	100	1.01	0.27	3.50	2.58	0.21	0.03	0.00	0.00	1.61	1.01	0.84	1.00
Signalized Thru-Cut	ThruCut_Sig	83	49	96	100	100	1.01	0.48	2.77	2.12	0.23	0.02	0.00	0.00	1.69	1.58	1.07	1.00

## **Design Year Results**

Control Strategy	SSI Ref Worksheet	SSI Score		SSI Conflict 1	Гуре Score		Ехро	osure (Relat	ive to Existing	g)		Average	P(FSI)			Average Co	omplexity	
Control Strategy	Name	331 30016	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging
Traffic Signal	Trad_Sig	81	46	94	100	100	1.00	1.00	1.00	1.00	0.23	0.02	0.00	0.00	1.77	1.18	0.88	1.00
2-Lane Roundabout	RAB2x2	76	34	99	100	100	1.00	1.00	1.02	1.01	0.33	0.00	0.00	0.00	2.44	1.22	1.15	1.00
Median U-Turn (MUT)	MUT	84	50	98	100	100	1.02	0.53	2.64	2.04	0.23	0.01	0.00	0.00	1.00	1.01	0.84	1.00
Signalized RCUT	RCUT_Sig	74	31	98	100	100	1.01	0.27	3.50	2.61	0.21	0.03	0.00	0.00	1.61	1.01	0.84	1.00
Signalized Thru Cut	ThruCut_Sig	81	46	95	100	100	1.01	0.48	2.77	2.15	0.23	0.02	0.00	0.00	1.69	1.58	1.07	1.00

## Florida Department of Transportation Intersection Control Evaluation (ICE) Form Stage 1: Screening

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms are to be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval. Selections must be made in the "Intersection Type" and "Project Funding Source" cells below for the appropriate Stage 1 and Stage 2 forms to fully populate.

Project Name		SR 934/	NE 79th Street at Harbor Is	land Drive	FDOT Pro	ject#			
Submitted By				Agency/Company	F	IDR	Date	10/10/2023	
Email				FDOT District	District 6	County	Miami-D	ade	
Project L	Locality (City/	Town/Village)		North Bay Village					
Intersection Type At-0		rade Intersection	FDOT Cont	ext Classification	C5 - I	Urban Center			
	Project Fu	unding Source	Federal	Project Type		Corridor Improveme	ent Project		
	for this project being Project Settir	(What t and why is it undertaken?)  ng Description prounding the	NE 79th Street within North are expected as part of this The two sets of bridge pairs	s on SR 934/NE 79th Street li the barrier island. Near Harb	includes this inte	rsection. No roadw	vay capacity in	mprovements age) situated	
transit activity in for activity based	(Describe the area surrounding the intersection)  Multimodal Context Harbo (Describe the pedestrian, bicycle, and approximately		Harbor Island Drive north a approaches. Designated b	ne north and south side of SR and south of NE 79th Street. I icycle lanes on NE 79th Stree rided on Harbor Island Drive r	Marked pedestria et are present in b	n crosswalks are loo	cated on the a	all four	

				Mai	or Street Information						
	Route #:	SR 934	Route Name(s)		NE 79th Street					Milepost	1.624
	Existing Co	ontrol Type	Signa	ıl	Existing AADT 42,000			Design		Year AADT	48,500
Des	ign Vehicle	Florida In	terstate Semitrailer	· (WB-62FL)	Control Vehicle		Florid	a Interst	ate Semitra	iler (WB-62F	·L)
		Primary Funct	ional Classification	Ur	ban Principal Arterial - Other				Design S	peed (mph)	35
	Seconda	ry Functional Cla	ssification (if app.)					Targe	et Speed (m	ph) [if app.]	
	Direction		East	bound	Number of Lanes		Study	Period #	1 Traffic	Study Peri	od #2 Traffic
	Sidewalks a	along:	Both sides of	f the approach	Left-Turn	1		Volume	es .	Vol	umes
#	Crosswalk on Approach?		'es	Left-Through	0	Weekday AM Peak		/I Peak	Weekda	ay PM Peak	
Approach #1	On-Street Bike Facilities?		'es	Through	3		Left	172	Left	285	
-Appr	: Multi-Use Path?		No	Left-Through-Right	0	Thr	ough	2,067	Through	1,779	
`	Scheduled	Bus Service?	Y	'es	Through-Right	0	Right 25		25	Right	47
	Bus Stop o	n Approach?	Y	'es	Right-Turn	1	Da		ly Truck %	4	.8%
	Direction		West	bound	Number of Lanes	Number of Lanes		y Period #1 Traffic		Study Peri	od #2 Traffic
	Sidewalks a	along:	Both sides of	f the approach	Left-Turn	1	, Vol		es .	Vol	umes
£	Crosswalk on Approach?		'es	Left-Through	0	Wee	Weekday AM Peak		Weekda	y PM Peak	
Approach #2	On-Street Bike Facilities?		'es	Through	3		Left	26	Left	29	
Appr	Multi-Use Path?		No	Left-Through-Right	0	Thr	ough	1,699	Through	2,097	
`			'es	Through-Right	0		Right	122	Right	167	
	Bus Stop on Approach?		'es	Right-Turn	1		Dai	ly Truck %	4	.8%	

FDOT ICE: Stage 1

				Mi	nor Street Information					
	Route #:		Route Name(s)	Н	arbor Island Drive/North Bay	Island		Miler	oost (if app.)	
	Existing Co	ontrol Type	Signa		Existing AADT	7,2	200	Design	Year AADT	8,300
Desi	gn Vehicle	Florida Int	terstate Semitrailer	(WB-62FL)	Control Vehicle		Florida Int	erstate Semitra	iler (WB-62F	L)
	•	Primary Function	onal Classification		Urban Local			Design S	peed (mph)	30
	Seconda	ry Functional Clas	ssification (if app.)				T	arget Speed (m	nph) [if app.]	
	Direction		North	bound	Number of Lanes		Study Peri	od #1 Traffic	Study Peri	od #2 Traffic
	Sidewalks a	along:	Both sides of the approach		Left-Turn	1	Vol	umes	Vol	umes
# _	Crosswalk	on Approach?	Y	es	Left-Through	0	Weekda	y AM Peak	Weekda	/ PM Peak
Approach #1	On-Street E	Bike Facilities?	No		Through	0	Le	ft 45	Left	31
Appr	Multi-Use P	ath?	No		Left-Through-Right	0	Throug	h 3	Through	9
`	Scheduled I	eduled Bus Service? No		Through-Right	1	Righ	t 28	Right	14	
	Bus Stop or	n Approach?	No		Right-Turn	0	Daily	Truck %	1.	8%
	Direction		South	bound	Number of Lanes		Study Peri	od #1 Traffic	Study Peri	od #2 Traffic
	Sidewalks a	along:	Both sides of	the approach	Left-Turn	1	Vol	umes	Vol	umes
Approach #2	Crosswalk o	on Approach?	Y	es	Left-Through	1	Weekda	y AM Peak	Weekda	/ PM Peak
loac	On-Street E	Bike Facilities?	N	10	Through	0	Le	ft 151	Left	127
Appl	Multi-Use P	ath?	N	lo	Left-Through-Right	0	Throug	n 6	Through	7
	Scheduled I	Bus Service?	N	10	Through-Right	0	Righ	t 283	Right	173
	Bus Stop or	n Approach?	No		Right-Turn	1		Daily Truck %	1.	8%
	Direction				Number of Lanes		Study Peri	od #1 Traffic	Study Peri	od #2 Traffic
	Sidewalks a	along:			Left-Turn		Vol	umes	Vol	umes
h #3	Crosswalk o	on Approach?			Left-Through		Weekda	y AM Peak	Weekda	/ PM Peak
Approach #3	On-Street E	Bike Facilities?			Through		Le	ft	Left	
Appi	Multi-Use P	ath?			Left-Through-Right		Throug	h	Through	
	Scheduled I	Bus Service?			Through-Right		Right		Right	
	Bus Stop or	n Approach?			Right-Turn			Daily Truck %		

FDOT ICE: Stage 1

Crash History (Existing Intersections Only)
Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:
Existing crash analysis is attached. The intersection is not listed on the FDOT-6 Five Year High Crash Location list.

#### Control Strategy Evaluation Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts. **CAP-X Outputs** SPICE Outputs V/C Ratio Crash Justification Weekday PM SSI Weekday AM Ped Bike Prediction Strategy to be Control Strategy Peak Peak Accom. Accom. Rank Rank Advanced? Two-Way Stopn/a n/a No n/a n/a n/a n/a

n/a

3

n/a

2

1

5

n/a

n/a

n/a

n/a

n/a

2

n/a

4

1

5

n/a

n/a

n/a

n/a

No

Yes

No

No

No

No

No

No

No

No

No

Existing intersection is signalized, and future

Insufficient ROW to accommodate multi-lane

movements due to bridges

movements due to bridges

conditions indicate signalization will continue to

provide adequate capacity through 2050 conditions

roundabout without impacting current developments.

Likely capacity deficiencies as V/C ratios exceed 1.0

Insufficient ROW to accommodate downstream U-turn

Insufficient ROW to accommodate downstream U-turn

Controlled

All-Way Stop-

Controlled

Signalized

Control

Roundabout

(1-lane)

Roundabout

(2-lane)

Median

U-Turn

**RCUT** 

(Signalized)

**RCUT** 

(Unsignalized)

Jughandle

Displaced Left-

Turn

Continuous

Green Tee

Quadrant

Roadway

Thru-Cut

(Signalized)

Thru-Cut

(Unsignalized)

**Bowtie** 

Partial Median U

Turn (PMUT)

n/a

0.72

n/a

1.11

0.57

0.55

n/a

n/a

n/a

n/a

0.62

n/a

n/a

0.63

n/a

0.79

n/a

1.24

0.64

0.57

n/a

n/a

n/a

n/a

0.69

n/a

n/a

0.54

n/a

5.20

n/a

4.60

3.27

3.15

n/a

n/a

n/a

n/a

3.95

n/a

n/a

3.10

n/a

4.37

n/a

4.37

4.37

4.00

n/a

n/a

n/a

n/a

FDOT ICE: Stage 1

		Resolut	ion							
To be filled out by	be filled out by FDOT District Traffic Operations Engineer and District Design Engineer									
Project De	termination									
Comments										
DTOE Name		Signature		Date						
DDE Name		Signature		Date						

Input Worksheet 1

Project Name:	NE 79th Street at Harbor Island Drive
Project Number:	10348806
Location	North Bay Village, FL
Date	2050 AM
Number of Intersection Legs	4
Major Street Direction	East-West

			Tra	ffic Volume D	emand			
		,	Volume	(Veh/hr)			Perce	ent (%)
	U-Turn	Le	eft	Thru	Right	Heavy \	/ehicles	Volume Growth
	Ŋ	<b>(=</b>		1				
Eastbound	0	17	72	2067	25	2.4	0%	0.00%
Westbound	9	1	7	1699	122	2.4	0%	0.00%
Southbound	0	15	51	6	283	0.9	0%	0.00%
Northbound	0	4	5	3	28	0.9	0%	0.00%
Adjustment Factor	0.80	0.9	95		0.85			
Suggested	0.80	0.9	95		0.85			
	Truck to	PCE Fac	ctor		Suggeste	d = 2.00		2.00
FDC	T Context Zone			C5-Urban	Center			
				se signal	Suggested = 1800			1800
0	Critical Lane Volume Threshold			se signal	Suggested = 1750		1750	
				4-phase signal Suggest			ted = 1700	

	Equivale	nt Passenger	Car Volume	
		Volume	(Veh/hr)	
	U-Turn	Left	Thru	Right
	J		1	r
Eastbound	0	176	2117	26
Westbound	9	17	1740	125
Southbound	0	152	6	286
Northbound	0	45	3	28

	Notes:
Left-Turn Adjustment Factor	Conversion of left-turning vehicles to equivalent through vehicles
Right-turn Adjustment Factor	Conversion of right-turning vehicles to equivalent through vehicles
U-turn Adjustment Factor	Conversion of U-turning vehicles to equivalent through vehicles
Truck to PCE Factor	1 truck = X Passenger Car Equivalents
Critical Lane Volume Sum Limit	Saturation Value for Critical Lane Volume Sum at an intersection

# Capacity Analysis for Planning of Junctions Step 2A: Base Conditions Analysis

Project Name:	NE 79th Street at Harbor Island Drive
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 AM
Major Street Direction	

## **Existing Intersection Configuration**

Traffic Signal

	nber of Lar																
TYPE OF INTERSECTION	Sheet	N	orth	boui	nd	Sc	outh	bou	nd	Е	astb	oun	ıd	W	estl	our	ıd
TTPE OF INTERSECTION	Sileet	U	L	Т	R	U	L	Т	R	J	L	Т	R	U	L	Т	R
Traffic Signal	<u>FULL</u>	/	1	1	0	$\overline{/}$	2	1	0	/	1	3	1	$\overline{/}$	1	3	1

	Re	sults	for E	xistir	ng Co	onfigu	ıratio	n					
TYPE OF	Sheet	Zone 1	(North)	Zone 2	(South)	Zone 3	(East)	Zone 4	(West)	Zone 5	(Center)		
INTERSECTION	Sileet	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C		
Traffic Signal	<u>FULL</u>			-						1107		-	

		Existing Configura	ation Res	ults	
Overall v/c Ratio	0.72	Pedestrian Accommodation	5.20	Bicycle Accommodation	4.37

## Step 2B: Alternative Selection

Rankings Inclusion		Yes/No	Comment
At-Grade Non-Roundabout Intersections	s?	Yes	
Traffic Signal		Yes	
Two-Way Stop Control		No	
All-Way Stop Control		No	
Continuous Green T		No	
	S-W	No	
Quadrant Roadway	N-E	No	
Quadrant Noadway	S-E	No	
	N-W	No	
Partial Displaced Left Turn		No	
Displaced Left Turn		No	
Signalized Restricted Crossing U-Turr		Yes	
Unsignalized Restricted Crossing U-Tu	rn	No	
Median U-Turn		Yes	
Partial Median U-Turn		Yes	
Bowtie		No	
Signalized ThruCut		Yes	
Unsignalized ThruCut		No	
Roundabouts?		Yes	
50 ICD Miniroundabout		No	
75 ICD Miniroundaobut		No	
1x1		No	
1NS x 2EW		No	
2NS x 1EW		No	
2x2		Yes	
Grade Separated Interchanges?		No	
Diamond			
Partial Cloverleaf A			
Partial Cloverleaf B			
Displaced Left Turn Interchange			
Diverging Diamond Interchange			
Single Point			

Continue to Step 3

Step 3

Input Worksheet 2  Project Name: NE 79th Street at Harbor Island Drive																	
Project Number: 10348806																	
Project Name:		N	= 79th	Stree	et a	t Hai	rbor	· Isl	ana	Dri	ive						
Project Number:					10:	3488	26										
Location:				Nort	h Ba	y Vill	age,	FL									
Date:						50 A											
Analysis Type:			At-Grade							_							
	Number	of Lanes	for N	on-ro	oun	dab	out	Inte	ers	ecti	ons						
TYPE OF INTERSECTION         Sheet         Northbound         Southbound         Eastbound         Westbound           U         L         T         R         U																	
TYPE OF INTERSECTION         Sheet         U L T R U L T R U L T R U L T R U L T R           Traffic Signal         FUIL.         1 1 0 0 2 1 0 1 3 1 1 3 1																	
Signalized Restricted Crossing F.W. A.																	
U-Turn E-W   1   2   1   1   3   1   1   3   1																	
	d ThruCut	E-W	1	1	1		2	<del>.</del>	1	_	1	3	1	<del> </del>	1	3	1
or shared lanes, en				_					•								
C	apacity A	naiys	IS TO				ne	C	π,	Ju	nc	щ	n	S			
			iliput	VVOIK	3116	51 Z											
		Number	of Lar	es f	or li	nter	cha	nae	es								
			North	bour	nd	So	uthb	our	nd	Е	astb	oun	d	W	/est	bou	nd
TYPE OF IN	TERCHANGE	Sheet	UL	Т	R	U	L	т	R	U	L	Т	R	U	L	Т	R

Input Worksheet 2																		
Project Name:				NE	79th	Stre	eet a	t Han	bor I	sland	l Driv	⁄e						
Project Number:							10.	34880	6									
Location: North Bay Village, FL																		
Date: 2050 AM																		
Date: 2050 AM  Analysis Type: At-Grade Intersections and Interchanges																		
***																		
TYPE OF IN	TERSECTION	Shoot	_	North	boun	t	,	South	boun	d		East	ound			West	bound	i
Volume Echo with Shared Lane Adjustment for Non-roundabout Intersections  TYPE OF INTERSECTION Sheet Northbound Southbound Eastbound Westbound															υ	L	т	F
I TPE OF IN			U															
	c Signal	FULL	7	45	31	0		152	292	0	/	176	2117	26	/	17	1740	12
Traffic	c Signal tricted Crossing	FULL E-W	Ż	45	31	0 28		152	292	0 286	<u>_</u>	176 176	2117	26 26	9	17	1740 1740	L
Traffic Signalized Res U-	tricted Crossing			45	31			152	292 6		0	_			9	_	_	12
Traffic Signalized Res U- Medial	tricted Crossing Turn	E-W		45	Z	28		152	$\angle$	286	_	_	2117	26	_	_	1740	1:

## Results Worksheet

Project Name:	NE 79th Street at Harbor Island Drive	<u> </u>	stimated Vo	lume-to-Capac	ity Ratio
Project Number:	10348806		Number	of Configurati	ons
Location	North Bay Village, FL	< 0.750	0.750 - 0.875	0.875 - 1.00	≥ 1.00
Date	2050 AM	5	0	0	1

		Resu	lts fo	r Nor	ı-rou	ndab	out Ir	iterse	ection	าร				
TYPE OF INTERSECTION	Sheet	Zone 1	(North)	Zone 2	(South)	Zone 3	B (East)	Zone 4	(West)	Zone 5	(Center)	Overall v/c	Pedestrian	Bicycle Accommod
TIPE OF INTERSECTION	Sileet	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	ations	ations
Traffic Signal	<u>FULL</u>				/	/	/	/	$\overline{\hspace{1em}}$	1107	<u>0.72</u>	0.72	5.20	4.37
Signalized Restricted Crossing U- Turn	E-W	859	<u>0.48</u>	849	<u>0.47</u>	690	<u>0.38</u>	982	<u>0.55</u>			0.55	3.15	4.00
Median U-Turn	<u>E-W</u>					907	<u>0.50</u>	996	<u>0.55</u>	1022	<u>0.57</u>	0.57	3.27	4.37
Partial Median U-Turn	E-W					740	<u>0.41</u>	806	<u>0.45</u>	1107	<u>0.63</u>	0.63	3.08	4.37
Signalized ThruCut	E-W									969	<u>0.62</u>	0.62	3.93	4.32

1,796 M 201 G 201 G

Capacity Analysis for Francing of Junctions

The Capacity Analysis of The Capacity

| Topic and configuration are and configuration are assumed as a configuration are as a configuration are assumed as a configuration are as a configuratio

	Prestinates
1000	Yard Controlled heald to vehicles downstream?
1000	Personaliza Left horizon excitadora condestriare arbaner
	Marking Type
	Marked   Domarked

		Administra (Ti	Course Martiners	Creating #1		Crossing #2	Crowing #3	Doesing M		reading #1	Crossing 8		Over	ing 87	Dessity III		Cross	ing 20	Di	wedny F10	Cree	naing P11	Crossing 8	#10	Crossing F13		Crossing F16	0	redry PTS	Ovel	ng F16	Doses	1117	0	ooding PTE	Ecore						Individu	al Crussing Boores					
	E OF INTERSECTION S	Santa To	a Creating Travel	States Veh Volume Codes Speed Volume Veh 7	ing Statings States Veh. Spec	Value Coefficing Making	p. Stanes Veh Values Coefficing Marking	p. If Lanes. Web Volume Confining Value Veb Type	Makings Stanes Veh Vo	une Confining Makings #	Lanes Val. Values C	ordicting Markings If Li	anes Speed Volume	Conducting Makings 8	Lanes Veh Votate Co	offsting Makings S di Type	Lanes Veh Volume	Conflicting Making Veh Type	ngs II Lanes Vots Vota	une Confining Makings	gs States This Value	e Confising Makings Vel-Type Makings	Flares Web Volume 1	Cordisting Markings #La	ares Speed Volume Corfs	Ting Makings Flames To Type Makings Flames To	n Volume Coefficing Ma and Vol. Type Ma	intings States Veh Volume	me Confining Makings	States Value Value	Cordicing Makings 8	anes Tith Values	Cordicing Makings Veh Type	States Veh Vol	one Confining Making	Combin #1	- 12	83 BI		-	er .		#10	P11 P0	P13	4 PIS	P16 P1	e m
	Traffic Signal 2	11 630	No Crassings) with 2 stages	4 29 464 Ship'St Cards	graf Marked 1 25	26 StopSignal Marked Controlled	4 S 30 1891 ShopEignal Makes	d 3 30 2006 Ship/Signal Carbidded	Marked 3 25 :	S StopSignal Stated Controlled	1 29 48 8	optique Maked I	30 2319	StopSignal Marked Controlled	3 30 30F1 Sta	p/Rignel Marked routed																				839 631	8.00	3.75 6.2	4.50	8.00	379	4.39 6.00	030	0.00 0.00	0.00	0.00	0.00 6/	0.00
Bigna	ed Restricted Crossing U- Turn	m 444 '	Yes Countings) salts 3+ slages				4 3 30 1794 ShopEignal Makes																													319 630	4.29	425 4.7	4.29	4.25	6.00	0.00 0.00	030	0.00 0.00	0.00	0.00	0.00 6/	0.00
	Median U/Sura	E 127	Yes Countings) salts 3+ slages	2 29 9 Shight	graf Marked 1 30	301 Yeld Marked	4 3 30 1811 ShopEignal Makes	d 3 30 2014 Ship/Signal Controlled	Marked 1 25 :	S Yeld Stated	1 29 9 8	optique Maked 1	30 43	York Marked Controlled	3 30 36M Sin	p/Rignal Marked related	3 30 1811	Stop/Signal Make Controlled	ed 2 25 63	II Yati Maked	4															3.27 6.75	4.50	425 42	1.00	3.00	479	428 428	430	0.00 0.00	0.00	0.00	0.00 6/	0.00
	dial Median U Turn	22 144	Yes Crossings) with 2r states	4 29 161 Ship/Si	graf Marked 1 30	301 Yeld Marked	4 3 30 1760 ShopEignal Market	d 3 30 2014 Permission Left	Marked 1 25 :	S Yeld Stated	3 29 86 8	optique Maked 1	30 43	York Marked Controlled	3 30 2300 Sin	p/Rignal Marked related	3 30 1811	Perception Make	ed 1 26 28	M Controlled Market	4															3.06 6.26	4.80	425 3.2	8.00	4.50	479	428 3.80	479	0.00 0.00	0.00	0.00	0.00 6/	0.00
	Ognatized Throat	<u>x</u>	Yes. No	3 25 603 25 Grafts	grad Sed Marked 5 30	1991 StepStignal Marked	d 3 30 2276 Ship/Signal Makes	d 1 20 28 Total	Marked 2 25	E Displayed Marked	B 30 2219 0	optique Maked 3	30 1788	StopSignal Marked	1 28 28 G	Yeld Iduled Maked																				380 430	3.79	4.25 5.0	479	3.75	429	4.79 0.00	030	0.00 0.00	0.00	0.00	0.00 6/	0.00

													Pedestrian Cros	sing Configurations for Roundabouts																												
	Intermedian Director Multiplier	Crossing #1	Crossing #2	Crowing #3		Creating BE	Doesing 8		Crossing #6		Overlag #7		Descrip III	Crowling #9		Cruesing #10	Crossing Pf	P11	Crossing #13		Creeing FG	Crossing \$14	Dowl	wing PTS	Overlag F16		Crossing P17	Does	of text							Individual Crossing Sucres						
TYPE OF ROUNDAMOUT	Sheet Score a Crossing	Flance Speed Volume Coefficing Speed Volume Von Types	Markings Flames Veh Yours Conflicting Speed Volume Veh Types	Markings Flance Veh Tulume Veh T	Enling Markings Flance Vi	end Voteme Conflicting Markings	Flance Veh Volume U	inflicting Markings # Lanes	Speed Values Veh Type	Makings # Lanes	Yeh Speed Values Yeh Type 5	Markings Flance Veb To	tolume Veh Type Marking	B Lanes Web Values Conflicting Val Type	Markings States Speed V	Volume Value Markings	Figure Veh Volume V	Conflicting Markings <sup>2</sup>	Lanes Speed Values Value Van Type	Markings Flames Unit Speed	Volume Confining Markings	Flanes Veh Valums Confinding S	atings Flance Took Values	e Vah Type Mankings	FLance Veh Volume Veh T	rgpe Markings Flance Yes	Yatana Cantilating Markings	Stanes Teh Speed Volume	Veh Type Markings Com	die et	10	83 M				an ano	P11	PT2 PT3	814	P15 P16	80	P11
Two Lane Roundabout	2X2 see No Country with 2 size	(N) 2 30 664 Total gen	Markings Filance Veh Volume Conflicting Nature 2 30 304 Fine Finning	Marked 2 30 1891 Yes	teld Maked 2 3	10 2006 Free Flowing Marked	2 30 76 (	Valid Stated 2 Doctored	30 dl Pres Floring	g Maked 2	30 2319 York Curbuled	Marked 2 30	2071 Fee Flooling Status																4	63 6.25	3.79	3.75 3.00	4.50	4.00 3.30	3.50	0.00 0.00	1.00	0.00	0.00	0.00 0.00	600	0.00

Roadway Operati	ng Speeds
Major Street Speed Limit	30
Minor Street Speed Limit	25
Mini Roundabout Entry & Exit Speed	20
1-Lane Roundabout Entry & Exit Speed	25
2-Lane Roundabout Entry & Exit Speed	30

	Facility Type
Major Street Facility Type	On-Street Lane
Minor Street Facility Type	Shared with Vehicles

																					Bicyc	le Segn	nent Co	nfiguration		on-round	labout Int	ersectio	ns																				
					Norti	hbound					Sou	thbound					Eas	tbound						Westbound	i					Northbound	12					Southbound 2					Eastbo	ind 2					Westbo	und 2	
TYPE OF INTERSECTIO	I Sheet	Intersection Score	# Adjacent Thru Lanes	Leg AADT	Conflicting D	Out of Rid irection Oppo	ting Between sing Direction	Riding Across Free Flow Ramp	# Adjacent Thru Lanes	Leg AADT Co	conflicting introl Type	Out of Opposi Direction Directi	ing Riding Ad Flow	Across Free- # w Ramp T	Adjacent Thru Lanes	ag AADT Cor	nflicting trol Type	Out of Direction	ding Between Opposing Direction	Riding Across I Flow Ramp	ree- # Adjaco Thru Lar	es Leg AAE	OT Conflic	ting Out of Type Direction	Riding Betwo Opposing Direction	Riding Acro	iss Free- # Adj tamp Thru t	acent Leg AA	ADT Conflict Control T	ting Out of Type Direction	n Riding Betwe Opposing Direction	Riding Act	cross Free- r Ramp # Adjace Thru Lan	nt Leg AAD1	Conflicting Control Typ	Out of Direction	Riding Between Opposing Direction	Riding Across Fre Flow Ramp	e- # Adjacent Thru Lanes	g AADT Cont	flicting Ou rol Type Dire	t of Riding E Opp ction Dire	etween sing tion Riding	Across Free- ow Ramp	# Adjacent Thru Lanes	AADT Control	ting Ou Type Dire	at of Opposin Opposin Direction	Riding Across Fr Flow Ramp
Traffic Signal	FULL	437	1	1378	Stop/Signal Controlled	No	No	No	1		top/Signal controlled	No No		No	3		p/Signal ntrolled	No	No	No	3	46171	Stop/S Contro	ignal No	No	N																							
Signalized Restricted Crossin Turn	U- E-W	4.00	1	1378	Stop/Signal Controlled	Yes	No	No	2	8246 S	top/Signal controlled	Yes No		No	3		p/Signal ntrolled	No	No	No	3	47329	Stop/S Contro	ignal No	No	N																							
Median U-Turn	<u>E-W</u>	437	1	1378	Stop/Signal Controlled	No	No	No	1		top/Signal controlled	No No		No	3		p/Signal ntrolled	No	No	No	3	46171	Stop/S Contro	ignal No	No	N																							
Partial Median U-Turn	E-W	4.37	1	1378	Stop/Signal Controlled	No	No	No	1	8246 S	top/Signal controlled	No No		No	3	48398 Std Cd	p/Signal ntrolled	No	No	No	3	46171	Stop/S Contro	ignal No	No	N																							
Signalized Thrucut	<u>E-W</u>	4.32	1	1279	Stop/Signal Controlled	No	No	No	2	8147 S	top/Signal controlled	No No		No	3	48398 Str	p/Signal ntrolled	No	No	No	3	46171	Stop/S Contro	ignal No	No	N																							

		В	icycle Multimoda	I Scoring for Nor		tersections		
Score				Individual Se	gment Scores			
Combined	NB	88	EB	WB	NB2	882	EB2	WB2
4.37	5.00	4.50	4.00	4.00				
4.00	4.33	3.67	4.00	4.00				
4.37	5.00	4.50	4.00	4.00				
4.37	5.00	4.50	4.00	4.00				
4.32	5.00	4.33	4.00	4.00				

										Bi	icycle Segm	ent Cont	figurations fo	or Roundabou	its											
					,	orthbound					S	outhbound					E	astbound					v	Vestbound		
TYPE OF ROUNDABOUT	Sheet	Intersection Score	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing Direction	Riding Across Free-Flow Ramp
Two Lane Roundabout	2X2	4.37	2	1378	Yield Controlled	No	No	No	2	8246	Yield Controlled	No	No	No	2	48398	Yield Controlled	No	No	No	2	46171	Yield Controlled	No	No	No
												Right Squa	e Cantigues dans dan kanan danagan													
					,	orthbound					8	outhbound					No	rthbound 2					So	uthbound 2		
TYPE OF INTERCHANGE	Sheet	Intersection Score	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing Direction		# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free-Flow Ramp

			Bicycle M	ultimodal Scorin		its		
Score				Individual Cre	ossing Scores			
Combined	NB	88	EB	WB	NB2	882	EB2	WB2
4.37	4.67	4.17	4.33	4.33				
			Bicycle M	ultimodal Scorin	g for Interchang	es		
Score				Individual Cr	ossing Scores			
Combined	NB	88	NB2	882				

	Scores			Leg AADT a	ind Roadway S				Facility Speed	_		
Facility Type SUP	On-Street Lane	Shared v	with Veh			Volun	w (AAI	)T)	All (Speed	10		
Volume (AADT)	Speed						= 3000		5			
3000 5 5	30 40 85 4 4 2	25 30 5 4	40 85 3 2		3000 3001	30	11,700	0	5	+		
7000 5 4 99999 5 3	2 2 1	3 3	2 1		7000	-	7000	-	5	+		
Number	of Adjacent Thru Lan	05				_	-7000	_	_			
1 5	,			Leo AADT o	ind Roadway S		core fo			ne Facility		
3 2	or more lanes				(AADT)				>=40			::
	lovement Crossing C	iontrol		3000	<=3000	5	4	4	2		<=3000	
Free Flowing 1 Yield Controlled 4				3001 7000	3001-7000	4	4	4	2		>7000	-44
Itop/Signal Controlle 5				7001	>7000	3	2	2	-1			
Ves 1	of Direction Travel			Los AADT	and Donahaman O			- Oh.	and Marin	Vehicles Facility		
No 5				Leig AND I I	Volume		Speed			ventura i acini		
Distantitud	ing Between Travel L	0000			(AADT)	<=25	26-30	31-31	>=40			::
Yes 1	rig Deciment Have t			3000	<=3000	5	4	3	2		<=3000	
	cross Free-Flow Ran			3000 3001 7000	3001-7000	3	3	2	1		3001-7000	1 3 3
Yes 1	20021100100100			7001	>7000	2	1	1	1		-1000	
				•		_	_		_			
North Leg AADT	8246	]		taior/Minor St	reet Pacifity Tv	rpe sor	Cor	metr	na Cont	of Type		
South Log AADT	1378 46171	4		hared with Ver 2n-Street Lane hared Use Mat			Fre	e Hov	of Contr ring troited	olled		
EastLog AADT		4		emed Use Pat			1 80	n con	erum00			
West Leg AADT	48398	1										

			Bicycle M	Iultimodal Scorin	g for Interchang	es .	
Score				Individual Cre	ossing Scores		
Combined	NB	88	NB2	882			

## Results Worksheet

						Re	esults t	for Rou	ındabo	uts					
TYPE OF	Zoı	ne 1 (No	rth)	Zo	ne 3 (Ea	st)	Zor	ne 2 (Sou	uth)	Zoi	ne 4 (We	est)	Overall v/c	Pedestrian Accommod	Bicycle
ROUNDABOUT	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Ratio	ations	ations
2 X 2	<u>0.68</u>	1.03		0.89	0.94		<u>0.35</u>	<u>0.19</u>		<u>1.05</u>	<u>1.11</u>		1.11	4.60	4.37

					R	esult	s for	Inter	chan	ges						
TYPE OF	Sheet	Zone 1 Mr	(Rt g)	Zone 2 Mrg	(Lt g)	Zone 3 1	(Ctr.	Zone 4	(Ctr. 2)	Zone 5 Mi	(Lt rg)	Zone 6 M	(Rt rg)	Overall v/c	Pedestrian	Bicycle Accommod
INTERCHANGE		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	ations	ations

TYPE OF INTERSECTION	Overall V/C Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Signalized Restricted Crossing U- Turn E-W	0.55	1	3.15	4.00
Median U-Turn E-W	0.57	2	3.27	4.37
Signalized ThruCut E-W	0.62	3	3.93	4.32
Partial Median U-Turn E-W	0.63	4	3.08	4.37
Traffic Signal	0.72	5	5.20	4.37
2 X 2	1.11	6	4.60	4.37

Summary Report - Page 1 of 2

Project Name:	NE 79th Street at Harbor Island Drive
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 AM
Number of Intersection Legs:	4
Major Street Direction	East-West

			Tra	ffic Volume D	emand			
			Volume	(Veh/hr)			Perce	nt (%)
	U-Turn	Le	eft	Thru	Right			
	Ŋ	<b></b>				Heavy V	ehicles	Volume Growth
Eastbound	0	17	72	2067	25	2.40	)%	0.00%
Westbound	9	1	7	1699	122	2.40	)%	0.00%
Southbound	0	1	51	6	283	0.90	)%	0.00%
Northbound	0	4	5	3	28	0.90	)%	0.00%
Adjustment Factor	0.80	0.	95		0.85			
Suggested	0.80	0.	95		0.85			
	Truck to	PCE Fa	ctor		Suggested =	2.00		2.00
FDC	OT Context Zone				C5-Urban Ce	enter		
E-W / Cro	ssing East-West	Legs		Low	Low			Low
N-S / Cros	sing North-South	Legs		Low	Low			Low
			2-phas	se signal	Suggested =	1800 1800		
_	Lane Volume reshold		3-phas	se signal	Suggested =	1750 1750		
			4-phas	se signal	Suggested =	1700		1700

## **Capacity Analysis for Planning of Junctions**

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Signalized Restricted Crossing U-Turn E-W	0.55	1	3.15	4.00
Median U-Turn E-W	0.57	2	3.27	4.37
Signalized ThruCut E-W	0.62	3	3.93	4.32
Partial Median U-Turn E-W	0.63	4	3.08	4.37
Traffic Signal	0.72	5	5.20	4.37
2 X 2	1.11	6	4.60	4.37
		-		

# Capacity Analysis for Planning of Junctions Detailed Report - Page 1 of 4

Project Name:	NE 79th Street at Harbor Island Drive
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 AM
Number of Intersection Legs:	4
Major Street Direction:	East-West

			Tra	ffic Volume D	emand			
			Volume	(Veh/hr)			Perce	ent (%)
	U-Turn	Le	eft	Thru	Right			
	Ŋ	<b>+</b>		1		Heavy \	/ehicles	Volume Growth
Eastbound	0	17	72	2067	25	2.4	0%	0.00%
Westbound	9	1	7	1699	122	2.4	-0%	0.00%
Southbound	0	15	51	6	283	0.9	0%	0.00%
Northbound	0	4	5	3	28	0.9	0%	0.00%
Adjustment Factor	0.80	0.	95		0.85		_	
Suggested	0.80	0.	95		0.85			
	Truck to	PCE Fa	ctor		Suggested =	2.00		2.00
FDC	T Context Zone				C5-Urban Co	enter		
E-W / Cro	ssing East-West	Legs		Low	Low			Low
N-S / Cros	sing North-South	Legs		Low	Low			Low
			2-pha	se signal	Suggested =	1800 1800		
	Lane Volume reshold		3-pha	se signal	Suggested =	1750 1750		
			4-pha	se signal	Suggested =	1700		1700

# Capacity Analysis for Planning of Junctions Detailed Report - Page 2 of 4

Number of Lanes for Non-roundabout Intersections																	
TYPE OF INTERSECTION	Sheet	N	orth	oou	nd	Sc	outh	bou	nd	E	astb	oun	ıd	W	estl	our	ıd
TIPE OF INTERSECTION	Sileet	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Traffic Signal	FULL	$\overline{\ \ }$	1	1	0	$\overline{\ \ }$	2	1	0	$\overline{}$	1	3	1	$\overline{\ \ }$	1	3	1
Signalized Restricted Crossing U-Turn	E-W	$\overline{\ \ }$	$\overline{/}$	$\overline{}$	1	$\overline{}$	$\overline{\ \ }$		2	1	1	3	1	1	1	3	1
Median U-Turn	E-W	$\overline{\ \ }$	7	1	1	$\overline{}$	$\overline{\ \ }$	1	2	1	$\overline{/}$	3	1	1	$\overline{/}$	3	1
Partial Median U-Turn	E-W		1	1	0	$\setminus$	2	1	0	2	$\overline{\ \ }$	3	1	1	$\overline{\ \ }$	3	1
Signalized ThruCut	E-W		1		1		2		1		1	3	1		1	3	1

Number of Lanes for Interchanges																	
TYPE OF INTERCHANGE	Sheet	No	orth	boui	nd	Sc	outh	bou	nd	Eastbound Westbour					our	ıd	
TIPE OF INTERCHANGE	Sileet	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R

# Capacity Analysis for Planning of Junctions Detailed Report - Page 3 of 4

Results for Non-roundabout Intersections														
TYPE OF INTERSECTION	Sheet	Zoi (No	ne 1 orth)		ne 2 uth)	Zone 3	(East)	Zor (We	ne 4 est)	Zor (Cer		Overall v/c	Accom	Accom
	Gilost	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	modatio ns	modatio ns
Traffic Signal	FULL		$\nearrow$	$\overline{\mathcal{I}}$	$\overline{\ \ }$	$\overline{\mathcal{C}}$		$\nearrow$	$\nearrow$	1107	0.72	0.72	5.20	4.37
Signalized Restricted Crossing U-Turn	E-W	859	0.48	849	0.47	690	0.38	982	0.55			0.55	3.15	4.00
Median U-Turn	E-W	$\mathbb{Z}$			$\overline{}$	907	0.50	996	0.55	1022	0.57	0.57	3.27	4.37
Partial Median U-Turn	E-W					740	0.41	806	0.45	1107	0.63	0.63	3.08	4.37
Signalized ThruCut	<u>E-W</u>	$\overline{Z}$	/	$\mathbb{Z}$	/	$\mathbb{Z}$		/	/	969	0.62	0.62	3.93	4.32

# Capacity Analysis for Planning of Junctions Detailed Report - Page 4 of 4

	Results for Roundabouts														
TYPE OF	Zo	ne 1 (Nor	th)	Z	one 3 (Eas	st)	Zo	ne 2 (Sou	th)	Z	ne 4 (We	st)	Overall v/c	Ped Accom	Accom
ROUNDABOUT	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Ratio	modatio ns	modatio ns
2 X 2	0.68	1.03		0.89	0.94		<u>0.35</u>	0.19		1.05	<u>1.11</u>		1.11	4.60	4.37

Results for Interchanges																
TYPE OF INTERCHANGE	Sheet	Zor (Rt	ne 1 Mrg)	Zone 2 Mi	(Lt rg)		ne 3 r. 1)	Zor (Cti		Zone 5 Mı		Zor (Rt l		Overall v/c	Ped Accom	Bicycle Accom
TYPE OF INTERCHANGE	Sileet	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	modatio ns	modatio ns

Input Worksheet 1

Project Name:	NE 79th Street at Harbor Island Drive
Project Number:	10348806
Location	North Bay Village, FL
Date	2050 PM
Number of Intersection Legs	4
Major Street Direction	East-West

			Tra	ffic Volume D	emand					
			Volume	(Veh/hr)			Perce	nt (%)		
	U-Turn	Le	eft	Thru	Right	Heavy \	/ehicles	Volume Growth		
	Ŋ	<b>\</b>								
Eastbound	3	28	32	1779	47	2.4	0%	0.00%		
Westbound	8	2	:1	2097	167	2.4	0%	0.00%		
Southbound	0	12	27	7	173	0.9	0%	0.00%		
Northbound	0	(	)	9	14	0.9	0%	0.00%		
Adjustment Factor	0.80	0.9	95		0.85					
Suggested	0.80	0.	95		0.85					
	Truck to	PCE Fa	ctor		Suggested =	2.00		2.00		
FDC	OT Context Zone			-	C5-Urban Ce	enter				
	,.		2-phas	se signal	Suggested =	1800		1800		
_	Lane Volume reshold		3-phas	se signal Suggested = 1750 1750						
			4-phas	se signal	Suggested = 1700 1700					

	Equivalent Passenger Car Volume												
		Volume (Veh/hr)											
	U-Turn	Left	Thru	Right									
	U	1	1	r									
Eastbound	3	289	1822	48									
Westbound	8	22	2147	171									
Southbound	0	128	7	175									
Northbound	0	0	9	14									

	Notes:
Left-Turn Adjustment Factor	Conversion of left-turning vehicles to equivalent through vehicles
Right-turn Adjustment Factor	Conversion of right-turning vehicles to equivalent through vehicles
U-turn Adjustment Factor	Conversion of U-turning vehicles to equivalent through vehicles
Truck to PCE Factor	1 truck = X Passenger Car Equivalents
Critical Lane Volume Sum Limit	Saturation Value for Critical Lane Volume Sum at an intersection

## Step 2A: Base Conditions Analysis

Project Name:	NE 79th Street at Harbor Island Drive
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 PM
Major Street Direction	

#### **Existing Intersection Configuration**

Traffic Signal

	nber of Lar																
TYPE OF INTERSECTION	Northbound Southbound Eastbo								oun	ıd	W	ıd					
TTPE OF INTERSECTION	Sileet	U	L	Т	R	U	L	Т	R	J	L	Т	R	U	L	Т	R
Traffic Signal	<u>FULL</u>	/	1	1	0	$\overline{/}$	2	1	0	/	1	3	1	$\overline{/}$	1	3	1

#### **Results for Existing Configuration** Zone 1 (North) Zone 2 (South) Zone 3 (East) Zone 4 (West) Zone 5 (Center) TYPE OF Sheet INTERSECTION CLV V/C CLV V/C CLV V/C CLV V/C CLV V/C Traffic Signal **FULL** 1206

# Existing Configuration Results Overall v/c Ratio Overall v/c Results Description Results 5.20 Bicycle Accommodation 4.37

#### Step 2B: Alternative Selection

Rankings Inclusion		Yes/No	Comment
At-Grade Non-Roundabout Intersections	s?	Yes	
Traffic Signal		Yes	
Two-Way Stop Control		No	
All-Way Stop Control		No	
Continuous Green T		No	
	S-W	No	
Quadrant Roadway	N-E	No	
Quadrant Noadway	S-E	No	
	N-W	No	
Partial Displaced Left Turn		No	
Displaced Left Turn		No	
Signalized Restricted Crossing U-Turn		Yes	
Unsignalized Restricted Crossing U-Tur	'n	No	
Median U-Turn		Yes	
Partial Median U-Turn		Yes	
Bowtie		No	
Signalized ThruCut		Yes	
Unsignalized ThruCut		No	
Roundabouts?		Yes	
50 ICD Miniroundabout		No	
75 ICD Miniroundaobut		No	
1x1		No	
1NS x 2EW		No	
2NS x 1EW		No	
2x2		Yes	
Grade Separated Interchanges?		No	
Diamond			
Partial Cloverleaf A			
Partial Cloverleaf B			
Displaced Left Turn Interchange			
Diverging Diamond Interchange			
Single Point			

Continue to Step 3

Step 3

Project Number: NE 79th Street at Harbor Island Drive Project Number: 10348806																		
Project Number:						10:	3488	06										
Location:				I	Vorti	h Ba	y Vil	lage	, FL									
Date:						_	50 P											
Analysis Type:			At-Gr								Ť						_	_
	Number	of Lanes				_												
TYPE OF INTERSECTION         Sheet         Northbound         Southbound         Eastbound         Westbound																		
U         L         T         R         U         L         T																		
Traffic Signal   FULL   1   1   0   2   1   0   1   3   1   1   3   1   1   3   1   1																		
Median L		E-W		Z	1	1	$\angle$	$\overline{Z}$	1	2	1		3	1	1		3	1
Partial Media		E-W	Ŋ	1	1	0	$\angle$	2	1	0	2	Ζ	3	1	1	$\angle$	3	1
Signalized	ThruCut	E-W		1		1		2	/	1		1	3	1	$\angle$	1	3	1
or shared lanes, enter																		
					-			•			1		4! -		_			
Uč	pacity A	naiys		ut W				Ш	9 (	π,	Ju	ne	uc	M	S			
			p			,,,,												
		Number	of L	ane	s fo	or l	nter	cha	ing	es								
TYPE OF INTE	RCHANGE	Sheet	No	rthb	oun	d	So	uth	bou	nd	E	astb	oun	d	W	est!	our	ıd
TIFE OF INTE	ROHANGE	Oneet	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	T	R

Input Worksheet 2																		
Project Name: NE 79th Street at Harbor Island Drive																		
Project Number:	10348806																	
Location:	North Bay Village, FL																	
Date: 2050 PM																		
Analysis Type: At-Grade Intersections and Interchanges																		
	Volume Echo with Shared Lane Adjustment for Non-roundabout Intersections																	
	Northbound Southbound Eastbound Westbound																	
TYPE OF IN	TERRECTION	Chast	١	North	oounc	1	8	south	bouri	u		Eastb	ound		١	Westl	bound	•
TYPE OF IN	TERSECTION	Sheet	U	North	T	R	U	L	T	R	U	Eastb L	ound T	R	U	Westl L	T	F
	TERSECTION	Sheet <u>FULL</u>	_	L 0			_			_	_					Westl L 22		_
Traffic			_	L	Т	R	_	L	Т	R	_	L	Т	R		L	Т	F
Traffic Signalized Res U-	c Signal stricted Crossing	FULL	_	L	Т	R 0	_	L	Т	R	U /	L 289	T 1822	R 48	υ /	L 22	T 2147	17
Traffic Signalized Res U- Medial	c Signal stricted Crossing Turn	FULL E-W	_	L	T 23	R 0 14	_	L	T 182	R 0 175	U 	L 289	T 1822 1822	R 48 48	U 8	L 22	T 2147 2147	17 17

## Results Worksheet

Project Name:	NE 79th Street at Harbor Island Drive	<u> </u>	stimated Vo	lume-to-Capac	ity Ratio
Project Number:	10348806		Number	of Configurati	ons
Location	North Bay Village, FL	< 0.750	0.750 - 0.875	0.875 - 1.00	≥ 1.00
Date	2050 PM	4	1	0	1

		Resu	lts fo	r Nor	ı-rou	ndab	out Ir	nterse	ection	าร				
TYPE OF INTERSECTION	Sheet	Zone 1	(North)	Zone 2	(South)	Zone 3	(East)	Zone 4	(West)	Zone 5	(Center)	Overall v/c	Pedestrian	Bicycle Accommod
TIPE OF INTERSECTION	Sileet	CLV	V/C	Ratio	ations	ations								
Traffic Signal	FULL 1200								1206	0.79	0.79	5.20	4.37	
Signalized Restricted Crossing U- Turn	<u>E-W</u>	1024	<u>0.57</u>	680	<u>0.38</u>	798	<u>0.44</u>	899	<u>0.50</u>			0.57	3.15	4.00
Median U-Turn	<u>E-W</u>					1148	<u>0.64</u>	918	<u>0.51</u>	904	<u>0.50</u>	0.64	3.25	4.37
Partial Median U-Turn	E-W					965	<u>0.54</u>	758	<u>0.42</u>	909	0.52	0.54	3.10	4.37
Signalized ThruCut	E-W									1089	<u>0.69</u>	0.69	3.95	4.32

op v, feder seed 5 200 PM r a cox

Capacity Analysis for Planning of Junctions
Wateroda Internation Configuration for Pubmental Continue

Pedestila Framewin Endocrations

- Use this confident en to confige to the pedestrion accord information for all intervention alternatives included in the analysis.

- The user shouldings of the condeway speeds in the read-way speed tools.

- The user shouldings of the condeway speeds in the read-way speed tools.

- The user may applict the cond of develoon travel and antification occurs. Note when modifying the multistage consisting store and the condess of the cond

The number of larvet, which speed, and whicher volumes are automatically calculated from prior user input. The user may adjust these
accessed or
The user may be conflicting which type and marking parties.
 The user may use the resort forms to instantific cooling values to their default assumptions.
 Production in a confliction of the c

remarkant interests and interchanging type has assumed occasions assignments as found in the note of the intervolution came with refer the occasion making large as in executery, must it is assumed as;

Mustings or consign often not assume for occasion of integrations channelsed as in base.

So in each crossing, the substant of bases, which is pass, and value as an assumptionly primed from prior input. The conflicting vehicle type and making gathern are an access in the note of the investments came out that it is assumed up.

Masdesy Operati	ng Speeds	Ramp Speeds (Only for tin	ochanges)
Major Street Speed Limit	30	Sepond Renya	20
Minor Street Speed Limit	25	Loop Ramps	20
Mini Roundabout Entry & Exit Speed	20	60/famps	20
1 Lane Roundabout Entry & Exit Speed	25	Single Paint Samps	30
2 Lane Roundabout Entry & Exit Speed	30		

Capacity Analysis for Planning of Junctions	
Multimodal Intersection Configuration for Pedestrian Crossings	
Crosswalk Marking Legend Continuing Vehicle Type	

 Streethional Controlled
 FreeTowing
 Yield Controlled (yield to vehicles downstream)
 Permissive Left funiess exclusive pedestrian phase)
Marking Type
Barrier Barrier

	HORIZER COLLEGE CONFERENCE OF REPORT COLLEGE C																																															
THE OF WITCHESTON	day or Intersection	Out of Directio Multistage	Document #1	Crossing #2	Crossing #3		Crossing #4	Cree	seeing PS	Crussing		Crossing		Cree	Crossing #8		Crossing 29		Crossing #10		Crossing #11 Crossing:			Cruesing F13		Crossing F14	Crossing #15		Crussing F16	Crossing	***	Crossing	m	Score						led	Sividual Crossing Scores	14						4
TIPE OF INTERCED TON	Score	a Crossing Flance Von Vol	turne Conflicting Markings	FLance With Volume Conflicting Main Speed Volume Veh Type	ings # Lanes Web Volume Conficting Markin	ngs Flanes Web Speed	Volume Conflicting Markings	g Flanes Veh Votune	ne Confiding Makings # La	snee Wen Volume !	onflitting Markings If Lane	se Van Volume '	Conflicting Markings If	Lanes Ven Volume	Conficting Ma Veh Type	arkings Flance Web Speed	d Vulume Conflicting Van Type	Makings #Lanes W	Veh Volume Conflicting 5	Markings Flanes Win Vote	State Conflicting Markings #12	Lanes Web Volume Conflicting Markin	kings Flanes Veh Speed	Volume Conflicting Val. Type	Markings FLan	tee With Volume Conflicting Mankings	# Lanes Veh Vulume Conflicting to Speed	Markings If Lanes Veh Speed	Olume Confliding Mankings	Flance Ven Volume	Conflicting Markings If	Lanes Vote Speed Votume	Conflicting Markings C	Combin g1	82	F2 B	16 25		87		E9 E10	#11	812	F13 F1	ess	216	#17 #18	Æ
Traffic Signal	<u> 500.</u> 600	No Clossing(s) 4 25 3 with 2 states	no StopSignal Marked Controlled	1 25 468 StopSignal Ma	ted 5 30 2368 Stoprilignal Market	ad 3 30	1972 Stop/Signal Marked Controlled Marked	3 25 23	StopSignal Marked 1	25 77 5	op/Signal Marked 5	30 3162 1	Itoprilignal Controlled Marked	3 30 2325	Stop/Signal M Controlled M	darked																		£20 425	5.00	3.75 42	25 4.50	5.00	3.76	4.25	0.00 0.00	0.00	0.00	0.00 6.0	0.00	0.00	0.00	
Signalized Restricted Crussing Turn	U- EM 146	Yes Clossing(s) 3 25 4 with 3+ states	24 StopSignal Marked Controlled	1 30 180 Free Flowing Mar	ted 3 30 2158 Stopriignal Market	nd 2 25	31 Stop/Signal Marked Controlled	3 30 1941	1 StopSignal Marked 1	30 SS F	ne Flowing Marked																							216 4.50	425	425 43	25 4.25	425	0.00	0.00	0.00 0.00	0.00	0.00	0.00 6.0	0.00	0.00	0.00	
Median U-Turn	E-00.	Yes Clossing(s) 2 25 1	til StopSignal Marked Controlled Marked	1 30 460 Yeld Ma	ted 3 30 2183 Stoprilignal Market	ad 3 30	2250 Stop/Signal Marked Controlled	1 1 25 14	Yest Marked 1	25 16 5	op/Signal Marked 1	30 70	Yeld Controlled Marked	3 30 2250	Stop/Signal M Controlled M	derhed 3 30	2180 Stop-Signal Corpoded	Marked 2 2	25 303 Yeld Controlled	Marked														326 476	425	4.25 4.2	25 5.00	5.00	4.75	4.25	425 4.50	0.00	0.00	0.00 6.0	0.00	0.00	0.00	
Partial Median U-Yurn	EM 140	Yes Clossing(s) 4 25 1 with 3+ states	64 StopSignal Marked Controlled	1 30 460 Yeld Ma	ted 3 30 2183 Stoprilignal Market	ad 3 30	2250 Permissive Marked	1 1 25 14	Yest Marked 3	25 16 5	op/Signal Marked 1	30 70	Yeld Controlled Marked	3 30 2122	Stop/Signal M Controlled M	derhed 3 30	2180 Persissive Left	Marked 1 2	25 175 Yeld Controlled	Marked														3.10 4.25	425	4.25 3.1	50 5.00	4.50	4.75	4.25	3.50 5.00	0.00	0.00	0.00 6.0	0.00	0.00	0.00	
Signalized Thrucut	EXT. 244	Yes No 3 25 5	at StopSignal Marked Controlled	5 30 2348 StopSignal Ma	hed 3 30 1868 Stoprilignal Market	nd 1 25	14 Yeld Marked Controlled Marked	2 25 72	StopSignal Marked 5	30 2162 5	optignal untoiled Marked 3	30 2160 1	itopriignal Controlled Marked	1 25 175	Yeld M Corooled M	Arted																		195 4.50	3.75	4.25 5.0	00 4.75	2.75	425	5.00	00.0	0.00	0.00	0.00 60	0.00	0.00	0.00	I

																				Pedestrian Cross	ing Configuration	s for Roundabouts																																		/
No. of Co., and Co.,	day of Intersect	Out of ton Directio Multistace	ce Ce	Crossing #1		Crossing #2		Crossing #3		Crossing #4		Crossing 8			ressing 89		Crossing #7		Cree	ing M		Crossing #9		Crossin	ng #10		Crossing #11		Crossing #13		Crossing F13		Crossing #14		Crossing #15		Crossing F16		Crossing #17		Crossing F18								Individual	Crassing Scores						
THE OF ROUNDAMOUN	Score	a Crossing Travel	FLaces Web Speed	Volume Conflicting Veh Types	Markings Flance Sp	h Volume Coefficting ed Volume Veh Types	Markings Flancs W	fieh Volume Conflicting peed Volume Veh Type	Warkings Flancs V	ed Volume Conflicting end Velume Veli Type	Markings # Lanes	Speed Volume C	Makings F	F Lanes Voh V	une Conflicting Mar	ings # Lanes Vet Spec	a Volume Confi	ficting Markings #	Speed Votum	Conflicting Marking Not Type	F Lanes Volt Speed	Volume Conflicting Veh Type	Markings Flan	nes Wrb Volume	Conflicting Markings Veh Type	Flance Web .	Volume Coefficting M	orkings Flanes Web Speed	Volume Conflicting Veh Type	Markings Flancs Sp	Volume Conflicting Veh Type	Markings #Lanes	Wen Volume Coefficing M.	arkings Flanes Veh Speed	Volume Conflicting Mark	ings # Lanes Veh Speed	Volume Conflicting Mark	ings Flanes Veh Speed	Volume Coefficing to Volume Yes Type	Earkings # Lanes Ve Spe	eh Vulume Conflict veh Typ	ing Markings Combin pa ad	81	F2 F3		- 15		F7 81	n	eto .	#11	P12	F13 F14	ens	216	.0 89
Two Lane Roundabout	222 44	No Crossings: with 2 stage	(4) 2 30 045	310 Yeld Carbulled	Mariad 2 :	600 Free Flowin	Marked 2 3	30 2348 Yield Controlled	Marked 2	g 1972 Free Flowing	Marked 2	30 23 C	Vald rouled Marked	2 30	77 Free Flowing Mi	ked 2 30	2162 Vi	rield Marked	2 30 2325	Free Flowing Marked													Crossing F14  Wh Volume Coefficing Man Type  Was Type									4.54	426 3	3.50 3.50	3.50	4.50	4.00	3.75 3.50	0.00	0.00	0.00	0.00	0.00 0.00	0.00	0.00	0.00
																				Pedestrian Cross	ing Configuration	ss for interchanges																																		
		Out of		Crossing #1		Crossing #2		Crossing #3		Crossing #4		Crossing 8			ressing PS		Crossing #7		Cree	ing M		Crossing #9		Crossin	ig #10		Crossing #11		Crossing #12		Crossing F13		Crossing F14		Crossing #15		Crassing F16		Crossing #17		Crossing F18								Individual	Creesing Scores						

THE STRING REPORT FOR THE STRING REPORT FOR

- intendions to configure the boyels arginere (approach to interaction and crossing of other rookway) information for all others chicked on the analysis. The substitution of the workholders of the configure of the configure of the configure of the configuration of the configuration

Roadway Operatis	ng Speeds
Major Street Speed Limit	30
Minor Street Speed Limit	25
Mini Roundabout Entry & Exit Speed	20
1-Lane Roundabout Entry & Exit Speed	25
2-Lane Roundabout Entry & Exit Speed	30

	Facility Type
Major Street Facility Type	On-Street Lane
Minor Street Facility Type	Shared with Vehicles

																				Bicycle S	egmen	t Config	urations	for Non-	-roundabo	out Inters	ections	;																			
					Nort	nbound					South	ound					Eastbound					w	estbound					Northboun	d 2				Sc	uthbound 2					Eastbo	und 2				Westb	ound 2		
TYPE OF INTERSECTION	I Sheet	Scor	# Adjace Thru Lan	Leg AADT	Conflicting Control Type D	Out of Rid frection Oppo	ing Between osing Direction	ding Across Free- Flow Ramp	# Adjacent Thru Lanes	eg AADT Co	onflicting Ontrol Type Dis	t of Opposit	g Riding Acros	Free- # Ar mp Thru	u Lanes Leg A	AADT Conflicting Control Type	Out of Direction	Opposing Direction	Riding Across Free Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Opposing Direction	Riding Across Fre Flow Ramp	ree- # Adjacent Thru Lanes	Leg AADT	Conflicting Out o Control Type Direction	Opposing Direction	Riding Across F Flow Ramp	thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Opposing Direction	Riding Across Fr Flow Ramp	ee- # Adjacent Thru Lanes	eg AADT Co	onflicting C ntrol Type Dir	at of Opposition Direct	ing Riding Acro	ss Free- # Adji amp Thru L	acent Leg A	ADT Conflicting Control Type Dis	Out of Opportunity	osing Riding	g Across F Flow Ramp
Traffic Signal	FULL	4.37	1	1102	Stop/Signal Controlled	No	No	No	1	8588 St	op/Signal ontrolled	io No	No		3 494	434 Stop/Signal Controlled	No	No	No	3	47538	Stop/Signal Controlled	No	No	No																						
Signalized Restricted Crossin Turn	U- E-W	4.00	1	1102	Stop/Signal Controlled	Yes	No	No	2	8588 St	op/Signal ontrolled	es No	No		3 526	Stop/Signal Controlled	No	No	No	3	47891	Stop/Signal Controlled	No	No	No																						
Median U-Turn	E-W	4.37	1	1102	Stop/Signal Controlled	No	No	No	1	8588 St	op/Signal ontrolled	io No	No		3 494	434 Stop/Signal Controlled	No	No	No	3	47538	Stop/Signal Controlled	No	No	No																						
Partial Median U-Turn	E-W	4.37	1	1102	Stop/Signal Controlled	No	No	No	1	8588 St	op/Signal ontrolled	lo No	No		3 494	434 Stop/Signal Controlled	No	No	No	3	47538	Stop/Signal Controlled	No	No	No																						
Signalized Thrucut	E-W	4.32	1	926	Stop/Signal Controlled	No	No	No	2	8412 St	op/Signal ontrolled	io No	No		3 494	434 Stop/Signal Controlled	No	No	No	3	47538	Stop/Signal Controlled	No	No	No																						

			E	Bicycle Multimoda	al Scoring for No		ersections		
L	Score				Individual Se	gment Scores			
	Combined	NB	SB	EB	WB	NB2	882	EB2	WB2
	4.37	5.00	4.50	4.00	4.00				
	4.00	4.33	3.67	4.00	4.00				
	4.37	5.00	4.50	4.00	4.00				
	4.37	5.00	4.50	4.00	4.00				
Ī	4.32	5.00	4.33	4.00	4.00				

					N	orthbound					8	outhbound					E	astbound					w	estbound		
TYPE OF ROUNDABOUT	Sheet	Score	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction		# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free-Flow Ramp
Two Lane Roundabout	2 X 2	4.37	2	1102	Yield Controlled	No	No	No	2	8588	Yield Controlled	No	No	No	2	49434	Yield Controlled	No	No	No	2	47538	Yield Controlled	No	No	No
												Ricycle Segment	Configuration for latershappy													
					N						S						No						So			
TYPE OF INTERCHANGE	Sheet	Score	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type					Leg AADT	Conflicting Control Type	Out of		Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type			Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of		Riding Across Free-Flow Ramp
	Two Lane Roundabout	Two Lane Roundabout 2.X.2	Two Lane Roundabout 2 X 2 4.37  TYPE OF INTERCHANCE Sheet Intersection Score	TYPE OF ROUNDABOUT Sheet Score # Agreeot Tro Lane Roundabout 2 X 2 437 2  TYPE OF ROTERCHARDS Sheet Intersection # Agreeot Tro Lane Roundabout 2 X 2 437 2	TYPE OF ROUNDABOUT Sheet Ecore This Laws Two Lane Roundabout 255 437 2 1102  TYPE OF INTERCHANGE Sheet Intersection & Agreent Law ANDT	TYPE OF RICHARDADU   Sheet   Intersection   Applicate   Leg AUTO   Confissing   Confission   Confissing   Confission   C	Type OF ROUNCASOUT   Shart   Score   Applecate   Lag AUD   Conflicting   Out of the Conflictin	TYPE OF ROURGABOUT Sheet Intersection P. Appears Leg AADT Conference Court Type Control Type Con	TYPE OF ROUNDABOUT	TYPE OF ROUNDABOUT Sheet Intersection F. April 2018 Log AADT Control Country C	TYPE OF ROUNDABOUT   Sheet   Intersection   Adjacent   Leg AADT   Control Type   Decided   Riching Across   Edge	TYPE OF ROUNCABOUT  Sheet lines and the control of	TYPE OF ROUNDABOUT  Sheet  Service of Roundabout  Sheet  S	TYPE OF ROUNDABOUT Sheet Markedon Store of Thou Lame Roundabout Store St	TYPE OF ROUNDABOUT  Bleet  Store  Application  Tho Laises  Log AADT  Control Type  Over the Manufactoria  The Laine Roundabout  Exp. ADT  The Laine Roundabout  Log AADT  Control Type  Over the Manufactoria  Application  No.	Type of ROMOMBOUT   Sheet   Interaction   Intera	TYPE OF ROUNCABOUT Bleet library Communication Throughout the form the large Mark Communication Throughout Thro	TYPE OF ROUNDABOUT Dieset long or the Lane Roundabout Dieset long APP or Lane Roundabo	TYPE OF RIGINALABOUT Sheet Riginal Registration of the Control Type of Riginal Registration of Type of Riginal	TYPE OF ROUNDARDOUT Sheet Microscolor Sheet Micr	TYPE OF ROUNDAMOUT State	TYPE OF ROUNDARDOUT Sheet Roundards to the Land Roundards to the L	The Fig Parameter   The	TYPE OF ROLLAND ADDRESSED   State   Top   Confidence   Top   Confide	The Fig Fig Ministration   The Land Report   The Land R	Type of ROUNDADOUT   Dealer   Dea

			Bicycle N	lultimodal Scorin	g for Roundabou	ts		
Score				Individual Cr	ossing Scores			
Combined	NB	SB	EB	WB	NB2	882	EB2	WB2
4.37	4.67	4.17	4.33	4.33				

			Bicycle M	Multimodal Scorin	g for Interchange	ıs	
Score				Individual Cn	ossing Scores		
Combined	NB	SB	NB2	882			

			Scc	res						Leg AADT a	nd Roadway S				Facility Speed	_		
Facility Type	SUP	-	On-Stre	et Lar	0	8	hared	with V	eh			Volun	ne (AAI	ן תיכ	All (Speed)	0		
Volume (AADT)		=	_	_	Sceed		_		_				= 3000		5	7		
. ,	Any	25	30	40	85	25	30	40	85		3000							
3000	5	5	4	4	2	5	3	3	1		3001	30	01-700	0	5			
7000 99999	5	3	2	2	1	3 2	1	2	+		7000		7000	_	5	-		
32222			_						_		1001		-7000		ь			
		mber o	f Adjar	ent Ti	ru Lar	100										_		
1 2	5 4									Leg AADT a	nd Roadway S	peed S	Speed			ne Facility		
3	2										(AADT)	c=26			>=40			. 2 2
4	1	*4 0	r more	lanes							. ,							111
	Conflic	tion M		ert Cro	reina (	- netro				3000	<=3000	5	4	4	2		c=2000	- 5 4 4
Free Flowing		1162 100	O'FEIIIE	iik Gio	amenta o	201120				3001	3001,7000	4	4	4	2		3001-7000	-444
Yield Controlled	- 4									7000		<u> </u>			$\perp$		>7000	- 3 2 2
op/Signal Controll	5									7001	>7000	3	2	2	1			
		Out o	of Dire	ction T	ravel							_	_					
Yes	1 5									Leg AADT a		peed S	Speed	r Shar	ed With	Vehicles Facility		
No											(AADT)	c=26			>=40			:11
	Riding	/Stagir	ng Bet	ween '	ravel l	Lanes					(MADT)	25	2000	31-33				111
Yes	5									3000	<=3000	5	4	3	2			-543
NO										3001	3001,7000	3	3	2	1		3001-7000	-332
Yes	Ric	sing Ac	ross F	ree-FI	ow Ra	mp				7000		-		-	-		>7000	-211
Yes No	5									7001	>7000	2	1	1	1			
		_								•		_	_		_			
	ANDT	$\neg$		858	8	٦.												
Morth Lee		_	_	110	2	-			- 1	najor/Minor Str	eet Facility Ty	pe	210	amictir orsign	ng Contro	ol Type sec		
North Leg						1				n-Street Lane hared Use Mati			Fre	e How	ung			
South Leg		_	_		-													
				4753					-	manu care i au	'		1100	ia Con	trosed			

## Results Worksheet

						R	esults	for Rou	ındabo	uts					
TYPE OF	Zor	ne 1 (No	rth)	Zo	ne 3 (Ea	st)	Zor	ne 2 (Sou	uth)	Zoi	ne 4 (We	est)	Overall v/c	Pedestrian	Bicycle
ROUNDABOUT	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Ratio	ations	Accommod ations
2 X 2	0.82	0.86		<u>1.18</u>	1.24		<u>0.06</u>	0.07		<u>0.96</u>	<u>1.02</u>		1.24	4.56	4.37

					R	esult	s for	Inter	chan	ges						
TYPE OF	Sheet	Zone 1 Mr	(Rt g)	Zone 2 Mr	(Lt g)	Zone 3 1	(Ctr. )	Zone 4	(Ctr. 2)	Zone 5 Mr	•	Zone 6 Mı	(Rt rg)	Overall v/c	Pedestrian	Bicycle Accommod
INTERCHANGE		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	ations	ations

4b - Summary Results

TYPE OF INTERSECTION	Overall V/C Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Partial Median U-Turn E-W	0.54	1	3.10	4.37
Signalized Restricted Crossing U- Turn E-W	0.57	2	3.15	4.00
Median U-Turn E-W	0.64	3	3.25	4.37
Signalized ThruCut E-W	0.69	4	3.95	4.32
Traffic Signal	0.79	5	5.20	4.37
2 X 2	1.24	6	4.56	4.37
		ŀ		
		ŀ	-	
		•		

Summary Report - Page 1 of 2

Project Name:	NE 79th Street at Harbor Island Drive
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 PM
Number of Intersection Legs:	4
Major Street Direction	East-West

			Tra	ffic Volume D	emand					
			Volume	(Veh/hr)			Perce	nt (%)		
	U-Turn	Le	eft	Thru	Right					
	J	<b></b>				Heavy \	/ehicles	Volume Growth		
Eastbound	3	28	32	1779	47	2.4	0%	0.00%		
Westbound	8	2	1	2097	167	2.4	0%	0.00%		
Southbound	0	12	27	7	173	0.9	0%	0.00%		
Northbound	0	(	)	9	14	0.9	0%	0.00%		
Adjustment Factor	0.80	0.9	95		0.85					
Suggested	0.80	0.	95		0.85					
	Truck to	PCE Fa	ctor		Suggested =	2.00		2.00		
FDC	OT Context Zone				C5-Urban Ce	enter				
E-W / Cro	ssing East-West	Legs		Low	Low			Low		
N-S / Cros	sing North-South	Legs		Low	Low			Low		
			2-pha	se signal	Suggested =	1800		1800		
	Lane Volume reshold		3-pha	se signal	Suggested =	1750		1750		
			4-pha	se signal	Suggested =	1700	1700			

## **Capacity Analysis for Planning of Junctions**

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Partial Median U-Turn E-W	0.54	1	3.10	4.37
Signalized Restricted Crossing U-Turn E-W	0.57	2	3.15	4.00
Median U-Turn E-W	0.64	3	3.25	4.37
Signalized ThruCut E-W	0.69	4	3.95	4.32
Traffic Signal	0.79	5	5.20	4.37
2 X 2	1.24	6	4.56	4.37
		-		

# Capacity Analysis for Planning of Junctions Detailed Report - Page 1 of 4

Project Name:	NE 79th Street at Harbor Island Drive
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 PM
Number of Intersection Legs:	4
Major Street Direction:	East-West

			Tra	ffic Volume D	emand						
			Volume	(Veh/hr)		Percent (%)					
	U-Turn	Le	eft	Thru	Right						
	J	<b>+</b>		1	<b>C</b>	Heavy Vehic	les Volume Growth				
Eastbound	3	2	32	1779	47	2.40%	0.00%				
Westbound	8	2	:1	2097	167	2.40%	0.00%				
Southbound	0	1:	27	7	173	0.90%	0.00%				
Northbound	0		)	9	14	0.90%	0.00%				
Adjustment Factor	0.80	0.	95		0.85						
Suggested	0.80	0.	95		0.85						
	Truck to	PCE Fa	ctor		Suggested =	2.00	2.00				
FDC	T Context Zone				C5-Urban C	enter					
E-W / Cro	ssing East-West	Legs		Low	Low		Low				
N-S / Cros	sing North-South	Legs		Low	Low		Low				
			2-pha	se signal	Suggested =	1800	1800				
	Critical Lane Volume Threshold 3-pha			se signal	Suggested =	1750	1750				
	4-phase			se signal	Suggested =	1700	1700				

# Capacity Analysis for Planning of Junctions Detailed Report - Page 2 of 4

Number of Lanes for Non-roundabout Intersections																	
TYPE OF INTERSECTION	Sheet	N	orthi	boui	nd	Sc	outh	bou	nd	Е	astb	oun	ıd	W	estl	our	ıd
TIPE OF INTERSECTION	Sileet	υ	L	Т	R	>	L	Т	R	>	L	Т	R	U	L	Т	R
Traffic Signal	FULL	/	1	1	0		2	1	0		1	3	1		1	3	1
Signalized Restricted Crossing U-Turn	E-W		$\overline{Z}$		1		$\overline{Z}$	/	2	1	1	3	1	1	1	3	1
Median U-Turn	E-W		$\overline{Z}$	1	1	/	$\overline{\ }$	1	2	1		3	1	1	$\overline{}$	3	1
Partial Median U-Turn	E-W		1	1	0		2	1	0	2		3	1	1	$\overline{}$	3	1
Signalized ThruCut	E-W	$\angle$	1	$\overline{/}$	1	$\angle$	2	$\overline{Z}$	1	$\angle$	1	3	1	Z	1	3	1

Number of Lanes for Interchanges																	
TYPE OF INTERCHANGE	Sheet	No	orth	boui	nd	Sc	outh	bou	nd	Е	astb	oun	ıd	W	estl	our	ıd
TIFE OF INTERCHANGE	Sileet	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R

# Capacity Analysis for Planning of Junctions Detailed Report - Page 3 of 4

Results for Non-roundabout Intersections														
TYPE OF INTERSECTION	Sheet		ne 1 orth)		ne 2 uth)	Zone 3	(East)	Zor (We	ne 4 est)		ne 5 nter)	Overall v/c	Ped Accom	Accom
THE OF INTERCEOTION	Ollect	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	modatio ns	modations
Traffic Signal	FULL			$\mathbb{Z}$		$\c \c \$				1206	0.79	0.79	5.20	4.37
Signalized Restricted Crossing U-Turn	E-W	1024	0.57	680	0.38	798	0.44	899	0.50			0.57	3.15	4.00
Median U-Turn	E-W			1/	$\overline{}$	1148	0.64	918	0.51	904	0.50	0.64	3.25	4.37
Partial Median U-Turn	E-W					965	0.54	758	0.42	909	0.52	0.54	3.10	4.37
Signalized ThruCut	E-W		$\overline{}$	$\square$	$\overline{}$	$\overline{}$		$\overline{}$	$\overline{\ \ }$	1089	0.69	0.69	3.95	4.32

# Capacity Analysis for Planning of Junctions Detailed Report - Page 4 of 4

	Results for Roundabouts														
TYPE OF	Zo	ne 1 (Nor	th)	Z	one 3 (Eas	it)	Zo	ne 2 (Sou	th)	Z	ne 4 (We	st)	Overall v/c	Ped Accom	Accom
ROUNDABOUT	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Ratio	modatio ns	modatio ns
2 X 2	0.82	0.86		1.18	1.24		<u>0.06</u>	0.07		0.96	1.02		1.24	4.56	4.37

	Results for Interchanges															
TYPE OF INTERCHANGE	Sheet	Zor (Rt	ne 1 Mrg)	Zone 2 Mi	(Lt rg)		Zone 3 (Ctr. 1)		Zone 4 (Ctr. 2)		Zone 5 (Lt Mrg)		ne 6 Virg)	Overall v/c	Ped Accom	Bicycle Accom
TYPE OF INTERCHANGE	Sileet	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	modatio ns	modatio ns

spice\_Harbor Island Dr 2050 v1.xlsm Project Information

	Project Information
Provide general project info	rmation for reference purposes only.
Project Name:	SR 934/NE 79th Street PD&E Study
ntersection:	NE 79th Street at Harbor Island Drive
Agency:	FDOT-6
Project Reference:	10348806
City:	North Bay Village
itate:	Florida
Date:	10/10/2023
Analyst:	HDR
Use this button to clear all inputs/outputs and reset the tool to its initial defaults	Reset SPICE Tool

Control Strategy Selection and Inputs

Specify the Facility Level Inputs and the Control Strategies to be included in the SPICE Analysis.

3	pecijy the Facility Level Inputs and the Co
Intersection Type	At-Grade Intersection
Analysis Year	Opening and Design Year
Opening Year	2030
Design Year	2050
Facility Type	On Urban and Suburban Arterial
Number of Legs	4-leg
1-Way/2-Way	2-way Intersecting 2-way
# of Major Street Lanes (both directions)	6 or more
Major Street Approach Speed	Less than 55 mph
Opening Year - Major Road AADT	44,000
Opening Year - Minor Road AADT	7,500
Design Year - Major Road AADT	48,500
Design Year - Minor Road AADT	8,300

For more information on how to determine these values, see the "Definitions" worksheet

Control Strategy	Include	Base Intersection	
Traffic Signal	Yes		
Traffic Signal (Alternative Configuration)	No		
Minor Road Stop	No		Opening Year AADT Outside of SPF Development Range
All Way Stop	No		No SPF Available
1-Lane Roundabout	No		Opening Year AADT Outside of SPF Development Range
2-Lane Roundabout	Yes		Opening Year AADT Outside of SPF Development Range
Displaced Left Turn (DLT)	No	Traffic Signal	
Median U-Turn (MUT)	Yes	Traffic Signal	
Signalized Restricted Crossing U-Turn (RCUT)	Yes		
Unsignalized Restricted Crossing U-Turn (RCUT)	No		
Signalized Thru-Cut*	Yes		*SSI Only, No Crash Prediction Available
Unsignalized Thru-Cut*	No		*SSI Only, No Crash Prediction Available
Bowtie*	No		*SSI Only, No Crash Prediction Available
Continuous Green-T Intersection	No	Traffic Signal	
Jughandle	No	Traffic Signal	
Partial Median U-Turn (PMUT)	Yes	Traffic Signal	*Please Select
Other 2*	No	Minor Road Stop	*Please Select

Design Year AADT Outside of SPF Development Range No SPF

Design Year AADT Outside of SPF Development Range Design Year AADT Outside of SPF Development Range

Design Year AADT Outside of SPF Development Range

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Maximum Median Width (ft)

#### At-Grade Intersection Inputs Provide inputs needed to compute and apply Part C CMFs. 2-lane Median U-Turn Traffic Signal Traffic Signal (Alt) 1-lane Rounda Signalized RCU1 Turn (DLT) (MUT) Cut Cut Opening Year Major Road AADT All strategies will have the same AADT as Opening Year Minor Road AADT 7500 7500 7500 7500 the Base Conditions unless overridden by Design Year Major Road AADT 48500 48500 48500 48500 48500 48500 48500 48500 48500 48500 user. 8300 8300 Design Year Minor Road AADT 8300 Number of Approaches with Left-Turn Lanes Number of Approaches with Right-Turn Lanes Additional Required Do not include stop controlled approaches Control Strategy for minor stop umber of Uncontrolled Approaches with Left-Turn Lanes Inputs umber of Uncontrolled Approaches with Right-Turn Lanes Keep default values below here for planning-level analysis, override with actual values for full HSM Analysis Optional For Stage 1 ICE, Required for Stage 2 ICE Skew Angle **Lighting Present** # of Approaches Permissive LT Signal Phasing # of Approaches Perm/Prot LT Signal Phasing # of Approaches Protected LT Signal Phasing 0 0 Number of Approaches with Right-Turn-on-Red Prohibited Red Light Cameras Present All yellow cells will be automatically Number of Major Street Through Lanes Scroll Down fo Scroll Down for Roundabout CMF CMF - No Inputs CMF - No Inputs CMF - No Inputs | CMF - No Inputs | CMF - No Inputs | populated by a macro. If users want to do a Signalized RCUT Number of Minor Street Lanes A yellow cell indicate Required Required Required Required planning-level analysis, they can leave the Required SPF Inputs # of Major St Approaches w/ Right-Turn Channelization the value may be used automatic inputs as-is Number of Approaches with U-Turn Prohibited Low (50) Pedestrian Volume by Activity Level 50 50 User Specified Sum of all daily pedestrian crossing volumes Max # of Lanes Crossed by Pedestrians Number of Bus Stops within 1000' of Intersection No No Schools within 1000' of intersection 0 0 Roundabout CMF Inputs Inscribed Circle Diameter (ft) Leg 1 (Major Leg #1) 130 Leg 1 (Major Leg #1) Opening Year Entering AADT 22,000 No Leg has Right-Turn Bypass # of Access Points within 250' of Yield Line Entering Width (ft) 29 # of Entering Lanes # of Circulating Lanes Leg 2 (Major Leg #2) Leg 2 (Major Leg #2) Opening Year Entering AADT 22,000 Leg has Right-Turn Bypass # of Access Points within 250' of Yield Line Entering Width (ft) 29 # of Entering Lanes N/A N/A N/A N/A # of Circulating Lanes N/A N/A N/A Leg 3 (Minor Leg #1) Leg 3 (Minor Leg #1) Opening Year Entering AADT 3750 No Leg has Right-Turn Bypass # of Access Points within 250' of Yield Line Entering Width (ft) # of Entering Lanes # of Circulating Lanes Leg 4 (Minor Leg #2) Leg 4 (Minor Leg #2) Opening Year Entering AADT 3,750 3,750 Leg has Right-Turn Bypass # of Access Points within 250' of Yield Line Entering Width (ft) 29 # of Entering Lanes # of Circulating Lanes Crossing U-Tur # U-Turn # of Major Roadway Lanes # of Minor Roadway Lanes Total Offset Distance (ft) 1250 Number of Driveway Total Deceleration Lane Length (ft) N/A N/A N/A N/A N/A N/A 750 N/A N/A N/A Total Acceleration Lane Length (ft) 1 <=50 Number of Left-Turn Lanes From Major Road Major Road Speed Limit (mph) Total Median Width (ft)

65

spice\_Harbor Island Dr 2050 v1.xlsm Ramp Terminal Inputs

Entering Width (ft)
# of Entering Lanes
# of Circulating Lanes

					Ramp Terminal	Inputs						
					puts needed to compute a	nd apply Part C CMFs.						
Alternative	Signalized			iamond (Alt)		ed Diamond		oundabout	1 1	oundabout	Single-Point	Signalized Tight
	4 Leg Terminal w/ D			Diagonal Ramps (D4)		Diagonal Ramps (D4)		Diagonal Ramps (D4)		Diagonal Ramps (D4)	Diamond	Diamond
Ramp Terminal	NB Ramp Terminal	· .		SB Ramp Terminal	NB Ramp Terminal	SB Ramp Terminal	·	SB Ramp Terminal	NB Ramp Terminal	SB Ramp Terminal	Both Ramps	Both Ramps
Opening Year AADT Crossroad - Inside Leg	12000	15000	12000	15000	12000	15000	12000	15000	12000	15000		
Opening Year AADT Crossroad - Outside Leg	10000	15000	10000	15000	10000	15000	10000	15000	10000	15000	15000	15000
Opening Year AADT Exit Ramp	4500 3000	4500 3000	4500 3000	4500 3000	4500	4500 3000	4500 3000	4500 3000	4500 3000	4500 3000	9000	9000
Opening Year AADT Entrance Ramp  Design Year AADT Crossroad - Inside Leg	30000	3000	3000	30000	3000 30000	30000	3000	30000	30000	3000	6000	6000
Design Year AADT Crossroad - Miside Leg  Design Year AADT Crossroad - Outside Leg	31000	29000	31000	29000	31000	29000	31000	29000	31000	29000	31000	31000
Design Year AADT Eriossi dad - Outside Leg	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	10000	10000
Design Year AADT Entrance Ramp	3250	3250	3250	3250	3250	3250	3250	3250	3250	3250	6500	6500
Number of Crossroad Lanes	4	4	4	4	4	4	N/A	N/A	N/A	N/A	N/A	N/A
Number of through traffic lanes that oppose the left-turn										·		
movement on the inside crossroad leg	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Number of through traffic lanes that oppose the left-turn	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
movement on the outside crossroad leg					,	,		· ·	,	,	,	·
Number of free-flow right turns from exit ramp to crossroad	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	N/A
		•	•	•	•	•	•	•				
CMF Inputs				C CMFs								
·				E, Required for Stage 2 I								
Exit Ramp Skew Angle	N/A	N/A	N/A	N/A	0	0						
Is a non-ramp public street leg present?	No	No	No	No	N/A	N/A						
Fuit vance viels to our santual	Signal/Stop/yield-	Signal/Stop/yield-	Signal/Stop/yield-	Signal/Stop/yield-	Signal/Stop/yield-	Signal/Stop/yield-						
Exit ramp right turn control	controlled	controlled	controlled	controlled	controlled	controlled						
Effective number of lanes serving exit ramp	1	0.5	0.5	1.5	2	2.5						
Number of unsignalized driveways on the outside crossroad					,	,						
leg within 250' of the interchange	0	0	0	0	N/A	N/A						
Distance (mi) to the adjacent ramp terminal	0.10	0.10	0.10	0.10	0.10	0.10	1					
Distance (mi) to the next public street intersection on the							-					
outside crossroad leg	0.15	0.15	0.15	0.15	0.15	0.15						
# of unsignalized public street approaches on the outside	1	1	1	1	1	1						
crossroad leg within 250' (<0.05 mi) of the interchange						alle	_					
Median Width (ft)	12.00	12.00	12.00	12.00	12.00	12.00						
Presence of right-turn lane/bay on outside crossroad leg	Yes	Yes	Yes	Yes	Yes	Yes						
Presence of left-turn lane/bay on inside crossroad leg	Yes	Yes	Yes	Yes	Yes	Yes						
Left-turn lane/bay Width for inside crossroad leg	12.00	12.00	12.00	12.00	12.00	12.00						
Dust start Left town annuation for incide accessed law	No	No	No	No	NI/A	N/A						
Protected Left-turn operation for inside crossroad leg	No	No	No	No	N/A	N/A						
Right turn channelization for outside crossroad leg	No	No	No	No	N/A	N/A						
Right turn channelization for exit ramp	No	No	No	No	N/A	N/A						
								Douadaha	it CME Innuts			
								Koundabou	it CMF Inputs			
Inscribed Circle Diameter (ft)							130	130	125	125		
Outbound Only Leg							Yes	Yes	Yes	Yes		
Leg 1 (Crossroad Leg - Inside)							6.555		pad Leg - Inside)			
Opening Year Entering AAD							6,000	7,500	6,000	7,500		
Leg has Right-Turn Bypas:	=						No	No	No	No		
# of Access Points within 250' of Yield Line Entering Width (ft	-						0	0	29	29		
# of Entering Lane:							25	23	2	2		
# of Circulating Lane							2	2	2	2		
Leg 2 (Crossroad Leg - Outside)								Leg 2 (Crossro	ad Leg - Outside)	-		
Opening Year Entering AAD							5,000	7,500	5,000	7,500		
Leg has Right-Turn Bypass		N/A	N/A	N/A	N/A	N/A	No	No	No	No	N/A	N/A
# of Access Points within 250' of Yield Line							0	0	0	0		
Entering Width (ft	<del>-</del>						29	29	29	29		
# of Entering Lane:	<u>-</u>						2	2	2	2		
# of Circulating Lane:							2	2	2	2		
Leg 3 (Exit Ramp Inside)								Leg 3 (Exi	t Ramp Leg)			
Opening Year Entering AAD							4,500	4,500	4,500	4,500		
Leg has Right-Turn Bypas	-						No	No	No	No		
# of Access Points within 250' of Yield Line							0	0	0	0		
Entering Width (ft							29	29	29	29		

spice\_Harbor Island Dr 2050 v1.xlsm RTI\_Ranges

		Ramp Termi	nal Inputs			
Provide inputs needed to compute and apply Part C CM	Fs.					
Alternative	Traffic	Signal	Traffic Si	gnal (Alt)	Minor Road	(Ramp) Stop
	4 Leg Terminal w/ D	iagonal Ramps (D4)	4 Leg Terminal w/ D	Diagonal Ramps (D4)	4 Leg Terminal w/ D	iagonal Ramps (D4)
Ramp Terminal	NB	SB	NB	SB	NB	SB
Crossroad AADT	18000	17000	18000	17000	18000	17000
Ramp AADT	5000	4500	5000	4500	5000	4500
Area Type	Urb	oan	Ur	ban	Urb	oan
# of Crossroad Lanes	2	2	2	2	2	2

For signalized ramp terminals, the applicable values for  $AADT_m$  and  $AADT_{out}$  range from 14,000 to 60,000 veh/day. AADT volumes smaller than 14,000 should be set to 14,000 in Equation 19-51.

			Part (	CCMFs		
Other CMF Inputs		Op	tional For Stage 1 ICE		2 ICE	
Crossroad Left Turn Lane Present?	Yes	Yes	Yes	Yes	Yes	Yes
Crossroad Right Turn Lane Present?	Yes	Yes	Yes	Yes	Yes	Yes
Skew Angle	skew	Planning	Double	Not/ Applicable	Include in MRS	Include in MRS
Exit ramp right turn control	mergeRT	Planning	Merge/FF or Signal/Sto	, ,,	Include in MRS	Include in MRS
Effective number of lanes serving exit ramp	nex	Planning	1-2, see graphic	Include in TS	Include in MRS	Include in MRS
Presence of left-turn bay on "in" leg	i LTBayIn	Planning	Yes/No (<100 ft?)	Include in TS	Include in MRS	Include in MRS
Presence of left-turn bay on "out" leg	- '	<del>                                     </del>	Yes/No (<100 ft?)			
	i_LTBayOut	Planning	<del>  '                                   </del>	Include in TS	Include in MRS	Include in MRS
Presence of right-turn bay on "in" leg	i_RTBayIn	Planning	Yes/No (<100 ft?)	Include in TS	Include in MRS	Include in MRS
Presence of right-turn bay on "out" leg	i_RTBayOut	Planning	Yes/No (<100 ft?)	Include in TS	Include in MRS	Include in MRS
Number of Stop-controlled public street approaches						
to the crossroad leg outside of the interchange and						
within 250 feet of the ramp terminal	n ps	Planning	Integer	Include in TS	Include in MRS	Include in MRS
Number of Stop-controlled driveways to the						
crossroad leg outside of the interchange and within						
250 feet of the ramp terminal	n_dw	Planning	Integer	Include in TS	Not Applicable	Not Applicable
Distance between subject ramp terminal and						
adjacent ramp terminal (from terminal center to						
terminal center)	I_rmp	Planning	Double	Include in TS	Include in MRS	Include in MRS
distance between subject ramp terminal and nearest						
public road intersection in a direction away form the	1 -4	Diamaina	Davible	to alorda in TC	La alcoda in MADC	In alorda in MADC
freeway Width of median adjacent to turn lane for crossroad	l_str	Planning	Double	Include in TS	Include in MRS	Include in MRS
leg	w m	Planning	Double	Include in TS	Include in MRS	Include in MRS
Left-turn lane width for "in" crossroad leg	w_m	Planning	Double (0.0 if not pres		Include in MRS	Include in MRS
Left-turn lane width for "out" crossroad leg	_	<u> </u>	<del>  ' '                                 </del>			Include in MRS
Number of through traffic lanes that oppose the left-	w_bkOut	Planning	Double (0.0 if not pres	Include in 15	Include in MRS	include in IVIKS
turn movement on the crossroad leg "in"	n oppLTIn	Planning	Integer	Include in TS	Not Applicable	Not Applicable
Number of through traffic lanes that oppose the left-	п_орретпі	i idillilig	integer	include III 13	Not Applicable	Not Applicable
turn movement on the crossroad leg "out"	n oppLTOut	Planning	Integer	Include in TS	Not Applicable	Not Applicable
Protected Left-turn operation indicator for crossroad						
leg "in"	i_protLTIn	Planning	Boolean	Include in TS	Not Applicable	Not Applicable
Protected Left-turn operation indicator for crossroad						
leg "out"	i_protLTOut	Planning	Boolean	Include in TS	Not Applicable	Not Applicable
Right turn channelization indicator for crossroad leg						
"in"	i_crtIn	Planning	Boolean	Include in TS	Not Applicable	Not Applicable
Right turn channelization indicator for crossroad leg						
"out"	i_crtOut	Planning	Boolean	Include in TS	Not Applicable	Not Applicable
Right turn channelization indicator for exit ramp	i_crtEx	Planning	Boolean	Include in TS	Not Applicable	Not Applicable
Non-ramp public street leg indicator	i ps	Planning	Boolean	Include in TS	Not Applicable	Not Applicable

Table 19-11. Applicable AADT Volume Ranges for Crossroad Ramp Terminal SPFs

Site Type (w)	Control Type (x)	Applicable AADT	Volume Range (veh/day)
		Crossroad	Total All Ramps
Four-leg terminals with	Stop control (ST)	0 to 18,000	0 to 10,000
diagonal ramps (D4)	Signal control (SG)	0 to 47,000	0 to 31,000

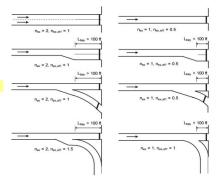


Figure 19-23. Effective Number of Lanes for Various Exit Ramp Configurations

The CMF is applicable to  $W_m$  values in the range of 0 to 50 ft. Similarly, it is applicable to  $W_{h,k}$  values in the range of 0 to 26 ft.

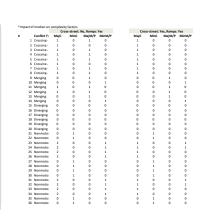
2-6 (5,6 Urban only)

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					Conflicting Traffic Complexity		Pedestrian Complexity	
		Exposure	Severity	Traffic Control	Conflicting Lanes	Conflicting Speed Indirect Paths	Non-intuitive Pedestrian Complexity To	tal Complexity Ex
# ConflictType Mvmt1 Mvmt1_gen Mvmt1_SpeedCat			Speed_V1 Speed_V2 Angle delta_V P_FSI			Speed Factor Indicator	movements indicator factor	Multiplier Con
1 Crossing - LT EBL Cross1 Cross left 2 Crossing - LT EBT Cross1 Cross thru	NBL RampL1 Signal far WBL CrossL2 Cross left	1875 1125 2109375 3750 1875 7031250	20 25 230 20.42 0.0216 40 20 230 27.52 0.0661	0.505 0.505	0 0 0 0 1	40 0.778 40 0.778	1	0.392777778
3 Crossing - LT WBL CrossL2 Cross left	NBL RampL1 Signal near	1875 1125 2109375	20 15 230 15.90 0.0084	0.505	0 0 0 0 1	40 0.778	1	0.392777778
4 Crossing - LT EBT CrossT1 Cross thru	NBL RampL1 Signal near	3750 1125 4218750	40 15 230 25.48 0.0496	0.505		40 0.778	1	0.392777778
5 Crossing - LT WBL CrossL2 Cross left 6 Crossing - LT WBT CrossT2 Cross thru	SBL RampL2 Signal far EBL CrossL1 Cross left	1875 1125 2109375 3750 1875 7031250	20 25 230 20.42 0.0216 40 20 230 27.52 0.0661	0.505 0.505	0 0 0 0 1	40 0.778 40 0.778	1 1	0.392777778
7 Crossing - LT EBL Cross12 Cross thru 7 Crossing - LT EBL Cross11 Cross left	SBL RampL2 Signal near	3750 1875 7031250 1875 1125 2109375	40 20 230 27.52 0.0661 20 15 230 15.90 0.0084	0.505	0 0 0 0 1	40 0.778 40 0.778	1 1	0.392777778
8 Crossing - LT WBT CrossT2 Cross thru	SBL Rampt2 Signal near	3750 1125 4218750	40 15 230 25.48 0.0496	0.505	0 0 0 0 1	40 0.778	1	0.392777778
9 Merging WBT,NBL CrossT2,RampL1 Cross thru	SBR RampR2 Signal near	4875 1125 5484375	40 15 45 15.62 0.0078	0.505		40 0.778	1	0.392777778
10 Merging EBR CrossR1 Cross right 11 Merging WBT CrossT2 Cross thru	WBL CrossL2 Cross left NBL RampL1 Signal far	1875 1875 3515625 3750 1125 4218750	15 20 45 7.08 0.0004 40 25 45 14.24 0.0055	0.505		40 0.778 40 0.778	1	0.77777778 0.392777778
12 Merging EBT CrossT1 Cross thru	SBL RampL2 Signal far	3750 1125 4218750	40 25 45 14.24 0.0055	0.505	0 0 0 0 1	40 0.778	1	0.392777778
13 Merging EBT,SBL CrossT1,RampL2 Cross thru	NBR RampR1 Signal near	4875 1125 5484375	40 15 45 15.62 0.0078	0.505		40 0.778	1	0.392777778
14 Merging WBR CrossR2 Cross right	WBL CrossL2 Cross left	1875 1875 3515625 1125 1125 1265625	15 20 45 7.08 0.0004 15 15 10 1.31 0.0000	1		40 0.778	1	0.77777778
15 Diverging SBR RampR2 Signal near 16 Diverging EBT CrossT1 Cross thru	SBL RampL2 Signal near EBL CrossL1 Cross left	1125 1125 1265625 3750 1875 7031250	15 15 10 1.31 0.0000 40 20 10 10.30 0.0016	1	0 0 0 0 1	1.000 1.000	1	1
17 Diverging EBT CrossT1 Cross thru	EBR CrossR1 Cross right	3750 1875 7031250	40 15 10 12.68 0.0036	1	0 0 0 0 1	1.000	1	1
18 Diverging NBR RampR1 Signal near	NBL Rampt1 Signal near	1125 1125 1265625	15 15 10 1.31 0.0000	1	0 0 0 0 1	1.000	1	1
19 Diverging WBT CrossT2 Cross thru 20 Diverging WBT CrossT2 Cross thru	WBL CrossL2 Cross left WBR CrossR2 Cross right	3750 1875 7031250 3750 1875 7031250	40 20 10 10.30 0.0016 40 15 10 12.68 0.0036	1	0 0 0 0 1	1.000	1	1
20 Diverging WB1 Cross12 Cross thru 21 Nonmotorized RampNM2 Nonmotorized	SBL RampL2 Signal near	3750 1875 7031250 375 1125 421875	40 15 10 12.68 0.0036 0 15 0.1205	0.505		15 0.500	1 1	0.2525
22 Nonmotorized RampNM2 Nonmotorized	SBR RampR2 Signal near	375 1125 421875	0 15 0.1205	0.505	0 0 0 0 1	15 0.500	1	0.2525
23 Nonmotorized CrossNM1 Nonmotorized	WBT CrossT2 Cross thru	375 3750 1406250	0 40 0.7512	0.505	0 0 0 0 1	40 0.778 1	2	0.78555556
24 Nonmotorized CrossNM1 Nonmotorized 25 Nonmotorized CrossNM1 Nonmotorized	NBL RampL1 Signal far EBL CrossL1 Cross left	375 1125 421875 375 1875 703125	0 25 0.3207 0 20 0.2027	0.925 0.505		40 0.778 1 40 0.778 1	2 2	1.438888889 0.785555556
26 Nonmotorized CrossNM1 Nonmotorized	EBT CrossT1 Cross thru	375 3750 1406250	0 40 0.7512	0.505		40 0.778 1	2	0.78555556
27 Nonmotorized RampNM1 Nonmotorized	EBR CrossR1 Cross right	375 1875 703125	0 15 0.1205	1	0 0 0 0 1	40 0.778	1	0.77777778
28 Nonmotorized RampNM1 Nonmotorized 29 Nonmotorized RampNM1 Nonmotorized	WBL CrossL2 Cross left NBL RampL1 Signal near	375 1875 703125 375 1125 421875	0 20 0.2027 0 15 0.1205	0.505 0.505	0 0 0 0 1	40 0.778 15 0.500	1	0.392777778 0.2525
29 Nonmotorized RampNM1 Nonmotorized 30 Nonmotorized RampNM1 Nonmotorized	NBL RampLI Signal near NBR RampRI Signal near	375 1125 421875 375 1125 421875	0 15 0.1205	0.505		15 0.500 15 0.500	1	0.2525
31 Nonmotorized CrossNM2 Nonmotorized	EBT CrossT1 Cross thru	375 3750 1406250	0 40 0.7512	0.505	0 0 0 0 1	40 0.778 1	2	0.78555556
32 Nonmotorized CrossNM2 Nonmotorized	SBL RampL2 Signal far	375 1125 421875	0 25 0.3207	0.505	0 0 0 0 1	40 0.778 1	2	0.78555556
33 Nonmotorized CrossNM2 Nonmotorized 34 Nonmotorized CrossNM2 Nonmotorized	WBL CrossL2 Cross left WBT CrossT2 Cross thru	375 1875 703125 375 3750 1406250	0 20 0.2027 0 40 0.7512	0.505 0.505		40 0.778 1 40 0.778 1	2 2	0.785555556 0.785555556
35 Nonmotorized RampNM2 Nonmotorized	EBL CrossL1 Cross left	375 1875 703125	0 20 0.7512	0.505		40 0.778	1	0.392777778
36 Nonmotorized RampNM2 Nonmotorized	WBR CrossR2 Cross right	375 1875 703125	0 15 0.1205	1	0 0 0 0 1	40 0.778	1	0.77777778

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	Exposure-Severity-								Include	ed in Mym	11															Included in	Mum12								
	Complexity Product		CrossT1	Crossl 1	CrossR1	CrossT2	Crossl 2	CrossR2				tamnT2	tamni 2 ii	tamn82	CrossNM1	CrossNM2	RampNM1	RampNM2		nesT1 d	mssl1 (	ressR1	CrossT2	Cross12 d				lamoR1 F	lamoT2 B	amni 2	RampR2 Cro	WNM1 Crr	ssNMI Ram	nNM1 Ram	mnNM2
78	17858.88971			1									,														1								
78	182504.9982		1																					1											
78	6927.777237						1																				1								
78	82120.74512		1																								1								
78	17858.88971						1																							1					
78	182504.9982					1															1														
78	6927.777237			1																										1					
78	82120.74512					1																								1					
78	16875.6147					1				1																					1				
78	1067.033058				1																			1											
78	9127.690242					1																					1								
78	9127.690242		1																											1					
78	16875.6147		1										1															1							
78	1067.033058							1																1											
1	0.810776943													1																1					
1	11348.31263		1																		1														
1	24976.22992		1																			1													
1	0.810776943										1																1								
1	11348.31263					1																		1											
1	24976.22992					1																			1										
25	12836.11725																	1												1					
25	12836.11725																	1													1				
56	829795.2952														1								1												
89	194655.9785														1												1								
56	111987.2143														1						1														
56	829795.2952														1					1															
78	65898.65839																1					1													
78	55993.60717																1							1											
25	12836.11725																1										1								
25	12836.11725																1											1							
56	829795.2952															1				1															
56	106271.6423															1														1					
56	111987.2143															1								1											
56	829795.2952															1							1												
78	55993.60717																	1			1														
78	65898.65839																	1							1										
		0	3750	1875		3750	1875	1875	2250	1125	1125	2250	1125	1125	375	375	375	375		3750	1875	1875	3750	1875	1875	2250	1125	1125	2250	1125	1125	375			375
		D	7750	3875	3875	7750	3875	3875	2500	1250	1250	2500	1250	1250	425	425	425	425	D	7750	3875	3875	7750	3875	3875	2500	1250	1250	2500	1250	1250	425	425	425	425



# Exposure-Searchy Companies Control Companies C

spice\_Harbor Island Dr 2050 v1.xlsm SSI Inputs

#### Safe System for Intersection (SSI) Inputs

Specify the geomtric, exposure, severity, and conflicting traffic complexity inputs required for an SSI analysis.

1. Roadway Geometry	Lanes
Major number thru lanes (one direction)	3
Minor number thru lanes (one direction)	1

Optional Major Street Designation

No If "Yes", input values in <u>Table 2-A</u>
Yes If "Yes", input values in <u>Table 2-B</u>

Select major street direction Median Presence on Major Road Median Presence on Minor Road

	Required Inputs
	Default Available, Override Optional
	Planning-Level Default Input
	Computed Value, Override Optional
	Computed Value - No Override
	Disabled Cell (Often based on input selections)

Complete the "Exposure" inputs. These inputs will apply to all interesections selected for analysis.
 Complete the "Severity" inputs

- 4. Complete the "Conflicting Traffic Complexity" inputs

2.	. Exposure - All Inter	sections

E-W

Yes

Yes

Average Daily Traffic (veh/day)	Open	Design
Major	44,000	48,500
Minor	<u>7,500</u>	<u>8,300</u>

ADT Directional Split Major 0.50 0.50 Minor

Nonmotorized Total ADT (ped/day) Open Year Total Intersection NM Design Year Total Intersection NM (or overwrite ped movement ADTs below) Nonmotorized Movement ADT (ped/day) Major NM 1 (NM mvmt crossing Maj1)

Major NM 2

Minor NM 1

Minor NM 2

Open	Design
175	175
175	175
175	175
175	175

Activity Level ADT Value (ped/day)

Medium (700)

Medium (700)

Are turning movement ADT values are available?

Are peak hour turning movement counts available?

If no turning movment volumes or counts are available, a user can optionally override the planning-level default turning movment proportions in <u>Table 2-C</u>

Table 2-A: Turning Movement (vol/day)			
	Open	Design	
Major Thru 1	19312.86	21288.04	
Major Left Turn 1	2320.767	2558.118	
Major Right Turn 1	366.3741	403.8441	
Major Thru 2	20103.77	22159.83	
Major Left Turn 2	293.9648	324.0293	
Major Right Turn 2	1602.268	1766.136	
Minor Thru 1	591.1915	654.2519	
Minor Left Turn 1	2186.586	2419.822	
Minor Right Turn 1	972.2222	1075.926	
Minor Thru 2	911.7653	1009.02	
Minor Left Turn 2	1419.117	1570.49	
Minor Right Turn 2	1419.117	1570.49	

Table 2-B: Turning M	ovement Counts (C	ptional)				
	Mvmt	AM Peak	AM %	PM Peak	PM %	Avg %
Major Thru 1	EBT	2067	0.912985866	1779	0.842729	0.877857
Major Left Turn 1	EBL	172	0.075971731	285	0.135007	0.105489
Major Right Turn 1	EBR	25	0.011042403	47	0.022264	0.016653
			_		_	
Major Thru 2	WBT	1699	0.91987006	2097	0.914522	0.917196
Major Left Turn 2	WBL	26	0.014076881	29	0.012647	0.013362
Major Right Turn 2	WBR	122	0.066053059	167	0.07283	0.069442
			_		_	
Minor Thru 1	NBT	3	0.039473684	9	0.166667	0.10307
Minor Left Turn 1	NBL	45	0.592105263	31	0.574074	0.58309
Minor Right Turn 1	NBR	28	0.368421053	14	0.259259	0.31384
			_		_	
Minor Thru 2	SBT	6	0.013636364	7	0.022801	0.018219
Minor Left Turn 2	SBL	151	0.343181818	127	0.413681	0.378431
Minor Right Turn 2	SBR	283	0.643181818	173	0.563518	0.60335

Table 2-C: Turning Proportions (optional)		
	Decimal	
Major Thru 1	0.877857215	
Major Left Turn 1	0.105489419	
Major Right Turn 1	0.016653366	
Major Thru 2	0.913807612	
Major Left Turn 2	0.013362034	
Major Right Turn 2	0.072830353	
Minor Thru 1	0.157651072	
Minor Left Turn 1	0.583089669	
Minor Right Turn 1	0.259259259	
Minor Thru 2	0.2431374	
Minor Left Turn 2	0.3784313	
Minor Right Turn 2	0.3784313	

hru 1	0.877857215
eft Turn 1	0.105489419
Right Turn 1	0.016653366
hru 2	0.913807612
eft Turn 2	0.013362034
tight Turn 2	0.072830353
hru 1	0.157651072

3. Severity	
-------------	--

Vehicle Speeds	mph
Major Posted Speed Limit	30
Minor Posted Speed Limit	25
Major thru	30
Major left	20
Major right	15
Minor thru	21.25
Minor left	20
Minor right	15
Stop near	15
Stop far	25
Signal near	15
Signal far	25
RAB entering	20
RAB circulating	25
RAB exiting	30
Nonmotorized	0

Collision Angles	deg
Crossing	90
Crossing - LT	230
Crossing - RAB	60
Merging	45
Diverging	10

P(FSI) Regression Parameters	
alpha k	67.29
k	3.79

#### 4. Conflicting Traffic Complexity

Traffic Control		Decimal
Base Traffic Control Adjustment Value (BTCAV) for permitted		1
Base Traffic Control Adjustment Value (BTCAV) for protected/p	ermitted	0.85
Base Traffic Control Adjustment Value (BTCAV) for protected		0.01
Base Traffic Control Adjustment Value (BTCAV) for stop-contro	lled	0.45
Weight, f, for permitted		0.5
Weight, f, for protected/permitted		0.5
Weight, f, for protected		0.5
Weight, f, for stop-controlled		0.5
Major LT signal phasing (drop-down)	Protect	ed
Minor LT signal phasing (drop-down)	Protect	ed
Exclusive Pedestrian phasing (drop-down)		No

Traffic Control Parameter (a_traffic control)	
Permitted	1
Protected/permitted	0.925
Protected	0.505
Stop-controlled	0.725

Driver Merging Weights (W)	
Lane 1 (W1)	1
Lane 2 (W2)	0.75
Lane 3+ (W3+)	0.5

Nonmotorized Complexity	
Nonmotorized Turn Score Weights (W)	
Lane 1 (W1)	1
Lane 2 (W2)	0.75
Lane 3+ (W3)	0.5

Turning movment proportions specified in Table 2-C (and by extension, the percentages determined in Table 2-B) are considered to be constant between the Open and Design years of the analysis. spice\_Harbor Island Dr 2050 v1.xlsm

		Calibrati						
	Optional - Input locally			ors for SPFs.				
	At-Gra	de Interse	ction SPFs	I	Defeut			
raffic Control	Facility Type	# legs	1 way/ 2 way	# of lanes on arterial	Default Calibration Factor	Optional User Override	Use Value	
	On Rural Two Lane Highway	3 leg	-	-	1.00		1.00	
		4 leg	-	-	0.92		0.92 1.00	
	On Rural Multilane Highway	3 leg 4 leg	-	-	1.00 0.45		0.45	
		3 leg	2x2	5 or fewer	2.50		2.50	
raffic Signal		4 leg	2x2	5 or fewer	2.27		2.27	
Tarric Signal		3 leg	2x2	6 or more	1.00		1.00	
For more information on determining signal		4 leg	2x2	6 or more	1.00		1.00	
ype, refer to the "Definitions" worksheet)	On Urban and Suburban Arterial	3 leg	1x2	-	1.00		1.00	
		4 leg	1x2	-	1.00		1.00	
		3 leg	1x1	-	1.00		1.00	
		4 leg	1x1	-	1.00		1.00	
	On High Speed (50+ MPH) Urban and Suburban	3 leg	-	-	1.00		1.00	
	Arterial	4 leg	-	-	1.00		1.00	
	On Rural Two Lane Highway	3 leg	-	-	1.27		1.27	
		4 leg	-	-	0.74		0.74	
	On Rural Multilane Highway	3 leg	-	-	2.20		2.20	
	<u> </u>	4 leg	-	-	1.64		1.64	
		3 leg	2x2	5 or fewer	1.14		1.14	
		4 leg	2x2	5 or fewer	1.87		1.87	
linor Road Stop		3 leg	2x2	6 or more	1.00		1.00	
	On Urban and Suburban Arterial	4 leg	2x2	6 or more	1.00		1.00	
		3 leg	1x2	-	1.00		1.00	
		4 leg	1x2	-	1.00		1.00	
		3 leg	1x1	-	1.00		1.00	
	0.001.00.1/50.000000	4 leg	1x1	-	1.00		1.00	
	On High Speed (50+ MPH) Urban and Suburban	3 leg	-	-	1.00		1.00	
	Arterial	4 leg	-	-	1.00		1.00	
	On Rural Two Lane Highway	3 leg	-	-	1.00		1.00	
All-Way Stop		4 leg	-	-	1.00		1.00	
	On Rural Multilane Highway	3 leg	-	-	1.00		1.00	
	on natural materials of many	4 leg	-	-	1.00		1.00	
	On Urban and Suburban Arterial	3 leg	-	-	1.00		1.00	
	on orban and subarban national	4 leg	-	-	1.00		1.00	
Roundabout	1-lane roundabout	3 leg	-	-	1.00		1.00	
	1 idile rodinabode	4 leg	-	-	1.00		1.00	
	2-lane roundabout	3 leg	-	-	1.00		1.00	
	2 iune roundabout	4 leg	-	-	1.00		1.00	
ignalized Restricted Crossing U-Turn (RCUT)	also known Superstreet	3 leg	-	-	1.00		1.00	
ng named nestricted crossing or rain (neor)	, diso known superstreet	4 leg	-	-	1.00		1.00	
Insignalized Restricted Crossing U-Turn (RCL	IT) also known as I-Turn	3 leg	-	-	1.00		1.00	
		4 leg		-	1.00		1.00	
	Ramp Ter	minal Inte	rsection SP	Fs				
ontrol	Ramp and Intersection Type				SPF Calibration Factor	Optional User Override	Use Value	
Signalized Diamond	Four-leg terminals with diagonal ramps (D4)				1.00		1.00	
Diverging Diamond	All types				1.00		1.00	
Single-Point Diamond	All types				1.00		1.00	
Insignalized Diamond	Four-leg terminals with diagonal ramps (D4)				1.00		1.00	
oundabout	1-lane roundabout with 4 legs				1.00		1.00	
	2-lane roundabout with 4 legs				1.00		1.00	
ignalized Tight Diamond					1.00		1.00	
		Local CM						
	Optional - Override default	CMFs with I	ocally-develop	ed or new CMFs	1			
Control			ult Base	Type of Crashes	Default CMF	Optional User Override	Use Value	
			rsection				0.88	
isplaced Left Turn (DLT)					0.88			
isplaced Left Turn (DLT)		Traff	ic Signal	Total Fatal-Injury	0.88		0.88	
		+	ic Signal	Total Fatal-Injury	0.88		0.88	
		+		Total Fatal-Injury Total				
nedian U-Turn (MUT)	, also known Superstreet	Traff	ic Signal	Total Fatal-Injury	0.88 0.85		0.85	
ledian U-Turn (MUT)	, also known Superstreet	Traff	ic Signal	Total Fatal-Injury Total Fatal-Injury	0.88 0.85 0.70		0.85 0.70	
ledian U-Turn (MUT) gnalized Restricted Crossing U-Turn (RCUT)		Traff	ic Signal	Total Fatal-Injury Total Fatal-Injury Total	0.88 0.85 0.70 0.85		0.85 0.70 0.85	
nedian U-Turn (MUT) ignalized Restricted Crossing U-Turn (RCUT)		Traff Traff Minor	ic Signal ic Signal	Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury	0.88 0.85 0.70 0.85 0.78		0.85 0.70 0.85 0.78	
nedian U-Turn (MUT) ignalized Restricted Crossing U-Turn (RCUT) nsignalized Restricted Crossing U-Turn (RCU		Traff Traff Minor (T	ric Signal ric Signal ric Signal Road Stop WSC)	Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury Total	0.88 0.85 0.70 0.85 0.78		0.85 0.70 0.85 0.78 0.65	
ledian U-Turn (MUT) gnalized Restricted Crossing U-Turn (RCUT) nsignalized Restricted Crossing U-Turn (RCU		Traff Traff Minor (T	ric Signal ric Signal ric Signal Road Stop	Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury	0.88 0.85 0.70 0.85 0.78 0.65		0.85 0.70 0.85 0.78 0.65 0.46	
ledian U-Turn (MUT) gnallzed Restricted Crossing U-Turn (RCUT) nsignalized Restricted Crossing U-Turn (RCU gnalized Thru-Cut		Traff  Traff  Minor  (T	ric Signal ric Signal ric Signal Road Stop WSC)	Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury	0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00		0.85 0.70 0.85 0.78 0.65 0.46 1.00	
fedian U-Turn (MUT)  Ignalized Restricted Crossing U-Turn (RCUT)  Insignalized Restricted Crossing U-Turn (RCU)  Ignalized Thru-Cut		Traff  Traff  Minor  (T  Traff  Minor	ric Signal ric Signal ric Signal Road Stop WSC)	Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury	0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00		0.85 0.70 0.85 0.78 0.65 0.46 1.00	
nedian U-Turn (MUT)  ignalized Restricted Crossing U-Turn (RCUT)  nsignalized Restricted Crossing U-Turn (RCU  ignalized Thru-Cut  nsignalized Thru-Cut		Traff  Minor (T  Traff  Minor (T	ric Signal ric Signal ric Signal Road Stop WSC) ric Signal Road Stop WSC)	Total Fatal-Injury	0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00		0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00	
Median U-Turn (MUT)  ignalized Restricted Crossing U-Turn (RCUT)  Insignalized Restricted Crossing U-Turn (RCU  ignalized Thru-Cut  Insignalized Thru-Cut		Traff  Minor (T  Traff  Minor (T	ric Signal ric Signal ric Signal Road Stop WSC) ic Signal Road Stop	Total Fatal-Injury	0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00		0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00	
ledian U-Turn (MUT) gnalized Restricted Crossing U-Turn (RCUT) nsignalized Restricted Crossing U-Turn (RCU gnalized Thru-Cut nsignalized Thru-Cut		Traff Minor (T Traff Minor (T Traff Minor (T	ric Signal ric Signal ric Signal Road Stop WSC) ric Signal Road Stop WSC) ric Signal Road Stop WSC) c Signal	Total Fatal-Injury Total	0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00		0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00	
gnalized Restricted Crossing U-Turn (RCUT) nsignalized Restricted Crossing U-Turn (RCUT) nsignalized Restricted Crossing U-Turn (RCU gnalized Thru-Cut nsignalized Thru-Cut		Traff Minor (T Traff Minor (T Traff Minor (T	ric Signal ric Signal ric Signal Road Stop WSC) ric Signal Road Stop WSC)	Total Fatal-Injury	0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00 1.00		0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00	
dedian U-Turn (MUT)  Ignalized Restricted Crossing U-Turn (RCUT)  Insignalized Restricted Crossing U-Turn (RCUT)  Ignalized Thru-Cut  Insignalized Thru-Cut		Traff	ic Signal ic Signal ic Signal Road Stop WSC) ic Signal Road Stop WSC) ic Signal Road Stop WSC) c Signal	Total Fatal-Injury	0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00 1.00 1.00		0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00 1.00	
fedian U-Turn (MUT)  ignalized Restricted Crossing U-Turn (RCUT)  Insignalized Restricted Crossing U-Turn (RCU  ignalized Thru-Cut  Insignalized Thru-Cut  owtie  ontinuous Green-T Intersection		Traff	ric Signal ric Signal ric Signal Road Stop WSC) ric Signal Road Stop WSC) ric Signal Road Stop WSC) c Signal	Total Fatal-Injury Total	0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 0.96		0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
Median U-Turn (MUT)  ignalized Restricted Crossing U-Turn (RCUT)  insignalized Restricted Crossing U-Turn (RCUT)  ignalized Thru-Cut  insignalized Thru-Cut  owtie  ontinuous Green-T Intersection		Traff  Traff  Minor (T  Traff  Minor (T  Traff  Traff  Traff	ic Signal ic Signal ic Signal Road Stop WSC) ic Signal Road Stop WSC) ic Signal Road Stop WSC) c Signal ic Signal	Total Fatal-Injury Total	0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00 1.00 0.00 1.00 0.05		0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00 1.00 1.00 0.96 0.85	
Displaced Left Turn (DLT)  Median U-Turn (MUT)  Jinsignalized Restricted Crossing U-Turn (RCUT)  Jinsignalized Restricted Crossing U-Turn (RCUT)  Jinsignalized Thru-Cut  Jinsignalized Thru-Cut  Jowtie  Jontinuous Green-T Intersection  Jughandles  Partial Median U-Turn (PMUT)		Traff  Traff  Minor (T  Traff  Minor (T  Traff  Traff  Traff	ic Signal ic Signal ic Signal Road Stop WSC) ic Signal Road Stop WSC) ic Signal Road Stop WSC) c Signal	Total Fatal-Injury Total	0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00 0.96 0.85		0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00 1.00 0.96 0.85 0.74	
fedian U-Turn (MUT)  ignalized Restricted Crossing U-Turn (RCUT)  Insignalized Restricted Crossing U-Turn (RCU  ignalized Thru-Cut  Insignalized Thru-Cut  owtie  ontinuous Green-T Intersection  ughandles  artial Median U-Turn (PMUT)		Traffi Minor (T Traffi Minor (T Traffi Traffi Traffi User:	ic Signal ic Signal ic Signal Road Stop WSC) ic Signal Road Stop WSC) c Signal ic Signal ic Signal	Total Fatal-Injury	0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00 0.96 0.85 0.74 1.00 1.00		0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00 1.00 0.96 0.85 0.74 0.74	
fedian U-Turn (MUT)  ignalized Restricted Crossing U-Turn (RCUT)  Insignalized Restricted Crossing U-Turn (RCU  ignalized Thru-Cut  Insignalized Thru-Cut  owtie  ontinuous Green-T Intersection  ughandles  artial Median U-Turn (PMUT)		Traffi Minor (T Traffi Minor (T Traffi Traffi Traffi User:	ic Signal ic Signal ic Signal Road Stop WSC) ic Signal Road Stop WSC) ic Signal Road Stop WSC) c Signal ic Signal	Total Fatal-Injury Total	0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		0.85 0.70 0.85 0.78 0.65 0.46 1.00	
Aledian U-Turn (MUT)  Insignalized Restricted Crossing U-Turn (RCUT)  Insignalized Restricted Crossing U-Turn (RCUT)  Insignalized Thru-Cut  Insignalized Thru-Cut	JT), also known as J-Turn	Traff  Traff  Minor (T  Traff  Minor (T  Traff  Traff  User:	ic Signal ic Signal ic Signal Road Stop WSC) ic Signal Road Stop WSC) c Signal ic Signal ic Signal	Total Fatal-Injury	0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00 0.96 0.85 0.74 1.00 1.00		0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00 1.00 1.00 0.96 0.85 0.74 0.74 1.00	

spice\_Harbor Island Dr 2050 v1.xlsm

#### Historical Crash Data Input

Note: In order to use Empirical Bayes (EB), the historical intersection type must be a traffic signal or a minor road stop. Additionally, this alternative must be selected to be included in the analysis, and the historical intersection specified below. Up to 10 years of historical data can be used to perform the EB adjustment.

Is historical crash data
available?
Number of years available:
Historical Intx Type:
3ST

(Up to 10) First Year Data is available:
2018

Historical Crash Counts		Year										
Historical	Historical Crash Counts		2019	2020	2021	2022						Total
	Total	17	18	3	10	12						60
Combined	Fatal/Injury	2	2	0	1	1						6
	PDO	15	16	3	9	11						54
Single-	Total											
Vehicle	Fatal/Injury											
venicie	PDO											
Multiple-	Total											
Vehicle	Fatal/Injury											
Venicle	PDO											
Veh-Ped	Fatal/Injury	0	0	0	0	0						0
Veh-Bike	Fatal/Injury	0	0	0	0	0						0
Total	All	17	18	3	10	12						60

Computations Only Below This Poin

				Emp	oirical Baye	s Computat	ions (No Da	ta Entry)					
	Year		2018	2019	2020	2021	2022				-	-	Tota
		Total											
	N <sub>predicted</sub>	Fatal/Injur	3.99	3.99	3.99	3.99	3.99						19.9
		PDO	5.78	5.78	5.78	5.78	5.78						28.9
	Dispersion	Total											-
Combined Collisions	Parameter (k)	Fatal/Injur	0.65	0.65	0.65	0.65	0.65						
is i	raiailletei (k)	PDO	0.75	0.75	0.75	0.75	0.75				-	-	
පි	Weighted	Total		-		-					-		-
ped	Adjustment	Fatal/Injur	0.28	0.28	0.28	0.28	0.28						-
ē	(w)	PDO	0.19	0.19	0.19	0.19	0.19						-
Ö		Total	15.82	16.63	4.63	10.23	11.85						-
Ŭ	N <sub>expected</sub>	Fatal/Injur	2.55	2.55	1.11	1.83	1.83						9.89
		PDO	13.27	14.08	3.52	8.39	10.02						49.2
												Total	1.00
					Nexpect	ted / N <sub>pred</sub>	icted					F/I	0.50
												PDO	1.70
	Yea		2018	2019	2020	2021	2022						Tota
		Total											-
	N <sub>predicted</sub>	Fatal/Injury	/			-							
Multiple-Vehicle Only (When Applicable)	·	PDO				-					-		
	Dispersion	Total		-		-					-	-	
	Parameter (k)	Fatal/Injur											
		PDO											
	Weighted	Total											-
A C	Adjustment	Fatal/Injur											
tip!	(w)	PDO											
⋛⋛		Total											
2	N <sub>expected</sub>	Fatal/Injur											
	PDO												-
												Total	1.00
					Nexpect	ted / N <sub>pred</sub>	icted					F/I	1.00
												PDO	1.00
⊆	Yea	r	2018	2019	2020	2021	2022						Tota
tria	N <sub>predicted</sub>	Fatal/Injury	,			-							-
des	Disp. (k)	Fatal/Injur	-										-
Pe	Weight (w)	Fatal/Injur											-
Vehicle-Pedestrian	N <sub>expected</sub>	Fatal/Injur											
	Capetteu									-	-	<del>                                     </del>	
						ted / N <sub>pred</sub>						F/I	1.00
-	Yea	r	2018	2019	2020	2021	2022						Tota
9	N <sub>predicted</sub>	Fatal/Injur	0.38	0.38	0.38	0.38	0.38						
웆	Disp. (k)	Fatal/Injur											
Bicylc	- iep: (ii)												
cle-Bicylc	Weight (w)	Fatal/Injur											
Vehicle-Bicylce		Fatal/Injur Fatal/Injur											

	At-Grade Intersection Facility Type								
Die	persion Parame	ters		Rural	Urban/Su	Urhan/s	uburban Arterials w/ 6	or More	High
Dispersion Farameters			Rural Two-	Multilane	burban	Lanes			Speed
			Lane Highways	Highways	Arterials		Lailes		Speeu
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
		3ST	0.54	0.46					
9	Total	3SG	0.31	0.40					
ē		4ST	0.24	0.49					
e >		4SG	0.11	0.28					
Combined Multi and Single Vehicle		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
q s		3ST		0.57		0.65	2.00	2.00	
ᇹ	Fatal / Injury	3SG		1.15		0.52	0.95	0.95	
兽		4ST		0.74		0.60	0.53	0.53	
Σ		4SG		0.22		0.56	1.33	1.33	
ě		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
폍		3ST				0.75	1.03	1.03	
ē	PDO	3SG				1.00	0.90	0.90	
		4ST				1.14	0.96	0.96	
		4SG				0.99	2.00	2.00	
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
		3ST			1.14				0.69
	Total	3SG			0.36				0.57
		4ST			0.65				1.12
		4SG			0.36				0.55
<u>o</u>	Fatal / Injury	Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
ᇐ		3ST							2.10
Single-Vehicle		3SG			0.24				1.04
		4ST							1.64
		4SG			0.09				0.98
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
		3ST			0.29				0.75
		3SG			0.53				0.74
		4ST			0.54				1.40
		4SG			0.44				0.84
					_				
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
		3ST			0.80				0.85
	Total	3SG			0.33				0.21
		4ST			0.40				0.91
		4SG			0.39				0.39
icle		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
Multiple-Vehicle		3ST			0.69				0.76
e- <	Fatal / Injury	3SG			0.30				0.78
ti D	/ atar/ injury	4ST			0.30				0.09
Ę									
-		4SG			0.33				0.31
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
		3ST			0.77				1.11
	PDO	3SG			0.36				0.34
		4ST			0.40				0.94
					0.44			-	0.38
		4SG							
		4SG Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
ian		Intx			U/S Art.	2x2	1x2 	1x1 	U/S Art.
eh- sstrian	Fatal / Injury	Intx 3ST	R2L	RML					U/S Art. 
Veh- Pedestrian	Fatal / Injury	Intx	R2L 	RML 	U/S Art.  0.52				

		Intersection Facility Type						
AWSC D	ispersion Param	Rural Two-	Rural	Urban/Su				
17-€	8 Report Updat	Lane	Multilane	burban				
		Highways	Highways	Arterials				
ļlе		Intx	Intx R2L		U/S Art.			
nd Sing	Total	3AWSC	-	-				
		4AWSC	0.39					
i aı ile	Fatal / Injury	Intx	R2L	RML	U/S Art.			
Combined Multi and Single Vehicle		3AWSC	-		0.07			
		4AWSC			0.66			
		Intx	R2L	RML	U/S Art.			
Ē	PDO	3AWSC			0.37			
ပိ		4AWSC			0.78			

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	Florida Department of Transportation Safety Performance for Intersection Control Evaluation Tool												
			Jaiety		sults	ition 1001							
	Summary of crash prediction results for each alternative												
	Project Information												
Durate at Name of	SR 934/NE 79th Stree	+ DD 0 F C+4		Intersection Type	·								
Project Name: Intersection:	NE 79th Street at Har			Opening Year					At-Gra	2030			
		bor Island Drive		Design Year									
Agency:	FDOT-6		10240006	•				<del>                                     </del>	No. 11-l	2050			
Project Reference:	North Day Williams		10348806	Facility Type				<u> </u>	on Orban a	nd Suburban Arterial			
City:	North Bay Village			Number of Legs 1-Way/2-Way						4-leg			
State:	Florida			# of Major Street Lanes (both	dt					ntersecting 2-way			
Date:	10/10/2023			•	airections)	6 or more							
Analyst:	HDR			Major Street Approach Speed						than 55 mph			
			Crash Predic	tion Summary					SSI Score				
Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?	Source of Prediction	Opening Year	Design Year	Rank			
Traffic Signal	Total Fatal & Injury	9.02 4.83	9.56 5.14	195.16 104.76	3	Yes	Uncalibrated SPF	<u>77</u>	<u>74</u>	2			
2-lane Roundabout	Total Fatal & Injury	23.03 4.46	25.80 5.05	512.72 99.80	2	No	Uncalibrated SPF	<u>74</u>	<u>72</u>	4			
Median U-Turn (MUT)	Total Fatal & Injury	7.67 3.38	8.13 3.60	165.89 73.33	1	N/A	CMF	<u>82</u>	<u>80</u>	1			
Signalized RCUT	Total Fatal & Injury	28.78 6.27	33.48 7.38	653.29 143.13	5	Yes	Uncalibrated SPF	<u>73</u>	<u>70</u>	5			
Signalized Thru-Cut	Total Fatal & Injury	No SPF No SPF	No SPF No SPF	No SPF No SPF		N/A	N/A	<u>75</u>	<u>72</u>	3			
Partial Median U-Turn (PMUT)	Total Fatal & Injury	9.02 4.83	9.56 5.14	195.16 104.76	3	N/A	CMF						

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spice\_Harbor Island Dr 2050 v1.xlsm SSI Results

## Florida Department of Transportation

## Safety Performance for Intersection Control Evaluation Tool

## Safe System for Intersection (SSI) Results

Summary of the safe system intersection results for each alternative

Conversion of Existing Intersection Type:

Traffic Signal

Select from Dropdown List

## **Opening Year Results**

Control Strategy SSI Ref Worksheet SS		SSI Score	SSI Conflict Type Score			Exp	Exposure (Relative to Existing)			Average P(FSI)				Average Complexity				
Control Strategy	Name		Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging
Traffic Signal	Trad_Sig	77	49	73	99	100	1.00	1.00	1.00	1.00	0.23	0.02	0.00	0.00	1.22	0.93	0.88	1.00
2-Lane Roundabout	RAB2x2	74	33	93	99	100	1.00	0.99	1.12	1.19	0.33	0.00	0.00	0.00	2.44	1.22	1.15	1.00
Median U-Turn (MUT)	MUT	82	51	93	97	100	1.12	0.35	2.28	2.35	0.23	0.01	0.00	0.00	1.00	1.01	0.84	1.00
Signalized RCUT	RCUT_Sig	73	34	87	97	100	1.03	0.29	2.30	2.64	0.21	0.03	0.00	0.00	1.61	1.01	0.84	1.00
Signalized Thru-Cut	ThruCut_Sig	75	47	71	97	100	1.03	0.67	1.54	1.74	0.23	0.02	0.00	0.00	1.69	1.58	1.07	1.00

## **Design Year Results**

Control Strategy SSI Ref Worksheet SSI		SSI Score	SSI Conflict Type Score				Exposure (Relative to Existing)			Average P(FSI)			Average Complexity					
Control Strategy	Name		Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging
Traffic Signal	Trad_Sig	74	46	68	98	100	1.00	1.00	1.00	1.00	0.23	0.02	0.00	0.00	1.22	0.93	0.88	1.00
2-Lane Roundabout	RAB2x2	72	29	92	98	100	1.00	0.99	1.12	1.19	0.33	0.00	0.00	0.00	2.44	1.22	1.15	1.00
Median U-Turn (MUT)	MUT	80	47	92	96	99	1.12	0.35	2.27	2.35	0.23	0.01	0.00	0.00	1.00	1.01	0.84	1.00
Signalized RCUT	RCUT_Sig	70	30	85	96	99	1.03	0.29	2.30	2.64	0.21	0.03	0.00	0.00	1.61	1.01	0.84	1.00
Signalized Thru Cut	ThruCut_Sig	72	44	65	96	100	1.03	0.67	1.54	1.74	0.23	0.02	0.00	0.00	1.69	1.58	1.07	1.00

## Florida Department of Transportation Intersection Control Evaluation (ICE) Form Stage 1: Screening

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms are to be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval. Selections must be made in the "Intersection Type" and "Project Funding Source" cells below for the appropriate Stage 1 and Stage 2 forms to fully populate.

	e in the intersection type and troject tuning course cens below to the appropriate stage 1 and stage 2 forms to tany populate.											
Project Name		SR 934	I/NE 79th Street at WSVN I	Driveway	FDOT Pro	ject#						
Submitted By				Agency/Company	Н	IDR	Date	10/10/2023				
Email				FDOT District	District 6	County						
Project L	Locality (City/7	Town/Village)		North Bay Village								
Interse	ection Type	At-G	rade Intersection	FDOT Cont	ext Classification	C5 - l	Jrban Center					
	Project Fu	nding Source	Federal	Project Type	(	Corridor Improveme	ent Project					
Project Purpose is the catalyst t	for this project		The SR 934/NE 79th Street PD&E study is evaluating the rehabilitation or replacement of 2 sets of bridge pairs along NE 79th Street within North Bay Village. The study area includes this intersection. No roadway capacity improvements are expected as part of this project.									
(Describ	Project Setting the area sur	ng Description rrounding the intersection)	The two sets of bridge pairs on SR 934/NE 79th Street link developed islands (representing North Bay Village) situated between the mainland and the barrier island. Near WSVN Driveway, land uses contain a mixtire of residential, retail, and office typical of an urban setting.									
transit activity in for activity based	the pedestrian, In the area and	the potential ing land uses	side of WSVN Driveway no approach. Designated bicy marked bicycle lane is prov	ne north and south side of SR orth of NE 79th Street. Market orde lanes on NE 79th Street a rided on WSVN Driveway nort	d pedestrian cross are present in both	swalks are not locat n directions of trave	ted on any inte	ersection				

				Ma	jor Street Information						
	Route #:	SR 934	Route Name(s)		NE 79th Street					Milepost	1.862
	Existing Co	ontrol Type	Two-way Stop	o-Control	Existing AADT	39,	39,500 Design Year AADT 46,000				46,000
Des	sign Vehicle	Florida Int	erstate Semitrailer	· (WB-62FL)	Control Vehicle		Florida	Interstate S	emitrai	iler (WB-62F	L)
		Primary Functi	onal Classification	Uı	ban Principal Arterial - Other			De	sign S <sub>l</sub>	peed (mph)	35
	Seconda	ry Functional Cla	ssification (if app.)					Target Spe	eed (m	ph) [if app.]	
	Direction		East	bound	Number of Lanes		Study F	Period #1 Tra	affic	Study Peri	od #2 Traffic
	Sidewalks a	along:	Both sides of	f the approach	Left-Turn	1	,	Volumes		Vol	umes
#1	Crosswalk	on Approach?	١	No	Left-Through	0	Week	day AM Pea	ık	Weekda	/ PM Peak
Approach #1	On-Street E	Bike Facilities?	Y	es	Through	3		Left 32	2	Left	12
Appr	Multi-Use P	ath?	١	No.	Left-Through-Right	0	Thro	ough 2,2	23	Through	1,916
`	Scheduled	Bus Service?	Y	es	Through-Right	0	F	Right 0		Right	0
	Bus Stop or	n Approach?	Y	'es	Right-Turn	0		Daily Tru	ıck %	4	8%
	Direction		West	bound	Number of Lanes		Study F	Period #1 Tra	affic	Study Peri	od #2 Traffic
	Sidewalks a	along:	Both sides of	the approach	Left-Turn	0	,	Volumes		Vol	umes
#2	Crosswalk	on Approach?	N	No	Left-Through	0	Week	Weekday AM Peak		Weekda	/ PM Peak
	On-Street E	Bike Facilities?	Y	'es	Through	3		Left 0		Left	0
Approach #2	Multi-Use P	ath?	N	No	Left-Through-Right	0	Thro	ough 1,8	03	Through	2,252
`	Scheduled	Bus Service?	Y	'es	Through-Right	0	R	Right 1	7	Right	7
	Bus Stop or	n Approach?	Υ	'es	Right-Turn	0			8%		

				Mir	nor Street Information						
	Route #:		Route Name(s)	IVIII	WSVN Driveway				Milen	ost (if app.)	
	Existing Co	entrol Typo	Two-way Stop	Control	Existing AADT	6	00 T			Year AADT	700
Doci	gn Vehicle	• • •	terstate Semitrailer		Control Vehicle	- 0		Intorc	state Semitra		
Desi	gri veriicie		onal Classification	(VVD-02FL)	Urban Local		Florida	IIILEIS		peed (mph)	25
	Cocondor		ssification (if app.)		Olbali Local			Toro	get Speed (m		20
-	Direction	y Functional Cla	,	bound	Number of Lanes		0, 1, 5				1 //O T //
	Sidewalks a	long		f the approach	Left-Turn			'eriod Volum	#1 Traffic		od #2 Traffic umes
<u></u>				lo		1					
Approach #1		on Approach? ike Facilities?	-		Left-Through	0		<del></del>	M Peak		/ PM Peak
proa				lo	Through	0		Left	9	Left	9
Ap	Multi-Use Pa			lo	Left-Through-Right	0	Thro	Ť	0	Through	0
		Bus Service?		lo	Through-Right	0		Right 41		Right	41
	Bus Stop or	Approach?	N	lo	Right-Turn	0	Dai	Daily Truck %			4%
	Direction				Number of Lanes		,	Study Period #1 Traffic		•	od #2 Traffic
	Sidewalks a				Left-Turn			Volum			umes
Approach #2		on Approach?			Left-Through		Week	day A	M Peak	Weekda	/ PM Peak
loac		ike Facilities?			Through			Left		Left	
Арр	Multi-Use Pa	ath?			Left-Through-Right		Thro	ough		Through	
	Scheduled E	Bus Service?			Through-Right		R	Right		Right	
	Bus Stop or	Approach?			Right-Turn			Da	aily Truck %		
	Direction				Number of Lanes		Study P	Period	#1 Traffic	Study Peri	od #2 Traffic
	Sidewalks a	long:			Left-Turn		\	Volumes		Vol	umes
#3	Crosswalk c	on Approach?			Left-Through		Week	day A	M Peak	Weekday	/ PM Peak
Approach #3	On-Street B	ike Facilities?			Through			Left		Left	
g	Multi-Use Pa	ath?			Left-Through-Right		Thro	ough		Through	
~	Scheduled E	Bus Service?			Through-Right		R	Right		Right	
	Bus Stop or	Approach?			Right-Turn		Daily Truck %				

Crash History (Existing Intersections Only)									
append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance,									
iscuss briefly here:									

Control Strategy Evaluation

Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental

		CAP-X Outputs			SPICE O	utputs		
Control Strategy	V/C Weekday AM Peak	Ratio Weekday PM Peak	Ped Accom.	Bike Accom.	Crash Prediction Rank	SSI Rank	Strategy to be Advanced?	Justification
Two-Way Stop- Controlled	11.71	12.39	2.64	n/a	1	4	Yes	Currently a TWSC intersection. Receives traffic flow gaps due ot proximity to signalized intersections east and west of its location
All-Way Stop- Controlled	n/a	n/a	n/a	n/a	n/a	n/a	No	
Signalized Control	0.51	0.52	4.04	n/a	5	1	No	Intersection is located 220 feet west of existing signal at Adventure Avenue. Such a distance does not support signal control
Roundabout (1-lane)	n/a	n/a	n/a	n/a	n/a	n/a	No	
Roundabout (2-lane)	0.91	0.92	4.96	4.49	7	3	No	Insufficient ROW to accommodate multi-lane roundabout without impacting current developments. Potential capacity deficiencies as V/C ratios are 90+%
Median U-Turn	0.46	0.45	3.33	n/a	3	n/a	No	Insufficient ROW to accommodate downstream U-turn movements due to bridges
RCUT (Signalized)	n/a	n/a	n/a	n/a	n/a	n/a	No	
RCUT (Unsignalized)	0.96	2.00	2.51	n/a	2	5	No	Insufficient ROW to accommodate downstream U-turn movements due to bridges
Jughandle					n/a	n/a	No	
Displaced Left- Turn	n/a	n/a	n/a	n/a	n/a	n/a	No	
Continuous Green Tee	0.38	0.45	2.08	4.06	4	2	No	Insufficient space exists to accommodate SB-to-EB left turn movement acceleration lane due to bridges and Adventure Ave intersection
Quadrant Roadway	n/a	n/a	n/a	n/a			No	
Thru-Cut (Signalized)	n/a	n/a	n/a	n/a	n/a	n/a	No	
Thru-Cut (Unsignalized)	n/a	n/a	n/a	n/a	n/a	n/a	No	
Bowtie	n/a	n/a	n/a	n/a	n/a	n/a	No	
Partial Median U- Turn (PMUT)	0.46	0.47	3.14	n/a	5	n/a	No	Insufficient ROW to accommodate downstream U-turn movements due to bridges

	Resolution									
To be filled out by	FDOT District Traffic Operations Engineer ar	nd District Design Eng	ineer							
Project Det	termination									
Comments										
DTOE Name		Signature		Date						
DDE Name		Signature		Date						

Input Worksheet 1

Project Name:	NE 79th Street at WSVN Driveway
Project Number:	10348806
Location	North Bay Village, FL
Date	2050 AM
Number of Intersection Legs	3
Which leg is the minor street?	N

	Traffic Volume Demand										
		1	Volume	(Veh/hr)		Percent (%)					
	U-Turn	Le	eft	Thru	Right	Heavy \	/ehicles	Volume Growth			
	Ŋ	<b>(=</b>									
Eastbound	3	2	9	2223	0	2.4	0%	0.00%			
Westbound	0	C	)	1803	17	2.4	0%	0.00%			
Southbound	0	9	)	0	41	2.7	0%	0.00%			
Northbound	0	C	)	0	0	0.0	0%	0.00%			
Adjustment Factor	0.80	0.0	95		0.85						
Suggested	0.80	0.9	95		0.85						
	Truck to	PCE Fac	ctor		Suggested =	2.00		2.00			
FDC	OT Context Zone				C5-Urban Ce	enter	iter				
			2-pha	se signal	Suggested =	1800		1800			
Critical Lane Volume Threshold			3-pha	se signal	Suggested = 1750			1750			
			4-pha	se signal	Suggested =	1700	1700				

	Equivale	nt Passenger	Car Volume							
		Volume	(Veh/hr)							
	U-Turn Left Thru Right									
	Ŋ	1								
Eastbound	3	30	2276	0						
Westbound	0	0	1846	17						
Southbound	0	9	0	42						
Northbound	0	0	0	0						

	Notes:
Left-Turn Adjustment Factor	Conversion of left-turning vehicles to equivalent through vehicles
Right-turn Adjustment Factor	Conversion of right-turning vehicles to equivalent through vehicles
U-turn Adjustment Factor	Conversion of U-turning vehicles to equivalent through vehicles
Truck to PCE Factor	1 truck = X Passenger Car Equivalents
Critical Lane Volume Sum Limit	Saturation Value for Critical Lane Volume Sum at an intersection

### 2 - Base and Alt Sel **Capacity Analysis for Planning of Junctions Step 2A: Base Conditions Analysis** NE 79th Street at WSVN Driveway Project Name 10348806 Project Number North Bay Village, FL Location 2050 AM Date Which leg is th Ν minor street? **Existing Intersection Configuration** Two-Way Stop Control **Number of Lanes for Existing Configuration** (Can be edited in "3- Alt Num Lanes Input" as needed) Northbound Southbound Eastbound Westbound **TYPE OF INTERSECTION** Sheet Т R U Т R U L Т U Т L L L 0 3 3 Two-Way Stop Control E-W 0 0 0 0 0 **Results for Existing Configuration** Zone 1 (North) Zone 2 (South) Zone 3 (East) Zone 4 (West) Zone 5 (Center) TYPE OF Sheet INTERSECTION CLV V/C CLV V/C CLV V/C CLV V/C CLV V/C Two-Way Stop Control E-W

# Existing Configuration Results Overall v/c Ratio Pedestrian Accommodation 2.64 Bicycle Accommodation #N/A

### Step 2B: Alternative Selection

Rankings Inclusion		Yes/No	Comment
At-Grade Non-Roundabout Intersections	s?	Yes	
Traffic Signal		Yes	
Two-Way Stop Control		Yes	
All-Way Stop Control		No	
Continuous Green T		Yes	
	S-W	No	
Quadrant Roadway	N-E	No	
Quadrant Roadway	S-E	No	
	N-W	No	
Partial Displaced Left Turn		No	
Displaced Left Turn		No	
Signalized Restricted Crossing U-Turn	ı	No	
Unsignalized Restricted Crossing U-Tur	'n	Yes	
Median U-Turn		Yes	
Partial Median U-Turn		Yes	
Bowtie		No	
Signalized ThruCut		No	
Unsignalized ThruCut		No	
Roundabouts?		Yes	
50 ICD Miniroundabout		No	
75 ICD Miniroundaobut		No	
1x1		No	
1NS x 2EW		Yes	
2NS x 1EW		No	
2x2		No	
Grade Separated Interchanges?		No	
Diamond			
Partial Cloverleaf A			
Partial Cloverleaf B			
Displaced Left Turn Interchange			
Diverging Diamond Interchange			
Single Point			

Continue to Step 3

Step 3

North Bay Village, FL	Project Name:			VF 7	7Qth	Str	eet	at l	1/51	/N I	)riv	211/2	V					
Date:	•			<u>, , , , , , , , , , , , , , , , , , , </u>	Jui	Oti				74 2	21100	, vv u	,					
Number of Lanes for Non-roundabout Intersections   Type of Intersection	•					Nor				, FL								
Number of Lanes for Non-roundabout Intersections	Date:						20	)50 <i>j</i>	M									
TYPE OF INTERSECTION	Analysis Type:			At-G	rade	Inte	rsec	tions	and	Int	ercha	ange	s					
Type of Intersection   Sheet   U L T R U L T		Number	of Lanes	fo	r No	n-r	oun	dat	ou	Int	ers	ecti	ons	-				
Traffic Signal	TYPE OF IN	ITERSECTION	Shoot	N	orth	bou	nd	Sc	outh	bou	nd	E	astb	oun	ıd	W	estl	our
Two-Way Stop Control	TIFLOI	TERSECTION	Sileet	U	L	Т	R	>	L	Т	R	٦	L	Т	R	U	L	Т
Continuous Green T Unsignalized Restricted Crossing U-Turn Median U-Turn Partial Median U-Turn E-W 0 0 0 1 1 1 3 0 1 3 0 1 3 0 1 3 0 1 3 0 1 3 0 1 3 0 1 3 0 1 4 3 0 1 5 3 0 1				$\angle$	_	_	_	$\angle$		_	Ť	$\angle$		_	_	$\angle$	_	3
Unsignalized Restricted Crossing U-Turn Median U-Turn Partial Median U-Turn E-W 0 0 0 1 1 1 3 0 1 0 3 Partial Median U-Turn E-W 0 0 0 1 1 0 0 1 3 0 1 3 Partial Median U-Turn E-W 0 0 0 0 1 1 0 0 1 3 0 1 3 Partial Median U-Turn E-W 1 0 0 0 1 1 0 0 1 3 0 1 3 Partial Median U-Turn E-W 1 0 0 0 1 1 0 0 1 3 0 1 3 Partial Median U-Turn E-W 1 0 0 0 1 1 0 0 1 3 0 1 3 Partial Median U-Turn E-W 1 0 0 0 1 1 0 0 1 3 0 1 3 Partial Median U-Turn E-W 1 0 0 0 1 1 0 0 1 3 0 1 3 Partial Median U-Turn E-W 1 0 0 0 1 1 1 0 0 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 1 1 1 0 0 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 1 1 0 0 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn E-W 1 0 0 0 0 0 0 1 1 0 0 1 1 3 0 1 1 3 Partial Median U-Turn Partia				K,	0	0	0	Z,	_	0	_	Z,		_	0	Z,	0	
Partial Median U-Turn  Partial Median U-Turn  E-W  0 0 0 1 1 3 0 1 3  Partial Median U-Turn  E-W  0 0 0 1 1 0 0 1 3 0 1 3  or shared lanes, enter "0" in L or R  Capacity Analysis for Planning of Junctions  Input Worksheet 2  Number of Lanes for Interchanges				K	K	K	Ļ	4	1	K	_	Ļ			Ķ	4	Ļ	_
Partial Median U-Turn  E-W  0 0 0 1 1 0 0 1 3 0 1 3  or shared lanes, enter "0" in L or R  Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges				Υ,		6	Ť	4	-	<u>_</u>	Ľ.	Ë	-	_	Ť	-		_
Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges				1	0		<u> </u>	4	1	_	_	⊢	<del>/</del>	_	_	-	<del>/</del>	3
Number of Lanes for Interchanges			nalys	is	foi	r P	la	nn	in	g (	of .	Ju	nc	tic	ons	S		
				_					_									
			Number	_				_										
TYPE OF INTERCHANGE   Sheet		TERCHANGE	Sheet	⊢	_	-	_	_	_	-	_	<u> </u>		-		Ь.		T

				Inpu	t Wor	kshe	et 2										
Project Name:			٨	IE 79	th St	reet	at W	SVN	Drive	eway							
Project Number:						10:	34880	16									
Location:					No	rth Ba	y Villa	age, F	L								
Date:						20	50 AI	И									
Analysis Type:			A	\t-Gra	de Int	ersect	ions a	and In	tercha	anges							
Volume	Echo with S	hared	l Lan	e Ad	justr	nent	for N	lon-ı	roun	dabo	ut Ir	iters	ectio	ns			
TYPE OF INTERSECTION	ON Shee		North	boun	d		outh	boun	d		East	ound		,	West	bound	t
TIPE OF INTERSECTI	JN Silee	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	т	
Traffic Signal	FULI		0	0	0		9	42	0		30	2276	0		0	1863	Г
Two-Way Stop Contro	I <u>E-W</u>		0	0	0		9	42	0		30	2276	0		0	1863	Г
Continuous Green T	<u>N</u>		17	17		17	9		42		30	2276	$\overline{}$		$\overline{}$	1863	Г
Unsignalized Restricte Crossing U-Turn	d <u>E-W</u>		17		0	7	/	$\overline{}$	42	3	30	2276	0	0	0	1863	Γ
	E-W		17	0	0	7	$\nearrow$	0	42	3	$\nearrow$	2276	0	0	$\overline{}$	1863	Γ
Median U-Turn	E-W		1 .	_	_		9	42	0	3	$\overline{}$	2276	0	_		1863	Г

## Results Worksheet

Project Name:	NE 79th Street at WSVN Driveway	<u> </u>	stimated Vo	lume-to-Capac	ity Ratio
Project Number:	10348806		Number	of Configurati	ons
Location	North Bay Village, FL	< 0.750	0.750 - 0.875	0.875 - 1.00	≥ 1.00
Date	2050 AM	5	0	2	0

		Resu	lts fo	r Nor	ı-roui	ndab	out Ir	nterse	ection	าร				
TYPE OF INTERSECTION	Sheet	Zone 1	(North)	Zone 2	(South)	Zone 3	(East)	Zone 4	(West)	Zone 5	(Center)	Overall v/c	Pedestrian	Bicycle Accommod
TITE OF INTERSECTION	Officer	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	ations	ations
Traffic Signal	<u>FULL</u>					$\overline{/}$			$\overline{/}$	801	<u>0.51</u>	0.51	4.04	#N/A
Two-Way Stop Control	E-W									-	<u>&gt;10</u>	0.00	2.64	#N/A
Continuous Green T	<u>N</u>			$\overline{\ \ }$		$\overline{\hspace{1em}}$				666	0.38	0.38	2.80	4.06
Unsignalized Restricted Crossing U- Turn	<u>E-W</u>	1858	0.96	2288	<u>0.00</u>	1863	<u>0.01</u>	2309	<u>0.06</u>			0.96	2.51	#N/A
Median U-Turn	<u>E-W</u>					662	<u>0.37</u>	781	<u>0.43</u>	830	0.46	0.46	3.33	#N/A
Partial Median U-Turn	E-W					662	<u>0.37</u>	770	<u>0.43</u>	812	0.46	0.46	3.14	#N/A

## Results Worksheet

						Re	esults 1	for Rou	ındabo	uts					
TYPE OF	Zoı	ne 1 (No	rth)	Zo	ne 3 (Ea	st)	Zor	ne 2 (Soi	uth)	Zoi	ne 4 (We	est)	Overall v/c	Pedestrian	Bicycle Accommod
ROUNDABOUT	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Ratio	ations	ations
1NS X 2EW	<u>0.18</u>			0.85	<u>0.91</u>		<u>0.00</u>			<u>0.70</u>	<u>0.75</u>		0.91	4.96	4.49

					R	esult	s for	Inter	chan	ges						
TYPE OF	Sheet	Zone 1 Mr	(Rt g)	Zone 2 Mr	(Lt g)	Zone 3 1	(Ctr.	Zone 4	(Ctr. 2)	Zone 5 Mr	, .	Zone 6 Mi	(Rt rg)	Overall v/c	Pedestrian	Bicycle Accommod
INTERCHANGE		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	ations	ations

Capacity Analyses for Flexanding of Americans

Ministration and Section 1998

For any order to consider the consideration of the consid

																				Pedestrian C	crossing Configura	tions for Non-ro	oundabout Interse	ctions																																								
		man Mark	consider Directo Mo	Military	Creating #1		Creating #2	0	Downing #2	Crossing 8	14		Creating #5		Crossing #6		Overdo	27		Crossing III			Crowing #8		0	Drawing #10		Crossin	9 811		Crossing #12		Cree	ing F13		Creating F			Crossing #18		Overing #10			Overeig #17		Dist	ing sta	Zoore								Individual C	ressing Econes							
	E OF INTERSECTION	Sheet Se	Scare a C	Distance Spee	Volume Confining to	atings States Speed	Values Coefficing Making	p. States Veh Value	uma Conflicting Markings #1	Lanes Speed Volume C	Confining Makings #1	Lanes Speed Vo	Name Coefficing M. Val. Type	okings Flames To	eh Volume Conflict and Volume Volume	Makings Stane	Veh Volume Speed	Conflicting Makings Valid Type	States Veh Speed	Votate Confliction Value Value Type	Makings FL	ares Speed V	Mana Conflicting Veh Type	Makings II La	anes Speed Vote	Same Confiding San Type	Makings If Laves	Tien Volume	Conflicting Making Veh Type	Flares Veh. Speed	Value Coefficing Value Type	Markings # Lane	Speed Value	Conflicting Mil.	Nings. Flames	Tieth Volume C	efficing Makings 6-Type	Flance Veh V	Volume Conflicting Volume Volt Type	Makings # Lanes	Van Value Co Speed Value Va	officing Makings in Type	Flance TWO Speed	Value Coefficing Veh Type	Markings II Lan	m Veh Volum	Conflicting Star Valid Type Star	tings Combine and	e e		0 #			er er	- "		#10	#11	#G	P13 P	4 #11	216	80	m
	Traffic Signal	2555	888 No O	Ves rescings) 3 30 h 2 slages	51 StoyStyral Car Cardward	maked 1 30	67 Stop/Signal Chronical	nd 5 25 18	E3 StopSignal Unmarked	3 26 2285 2	DoyStgraf Corbuiled Ownshed	3 30	D StopStignal Uni	nated 1 3	g g Shepfing Control	d Unmarked 5	26 2309	StopSignal Unwarker Controlled	3 25	1891 Step-Stigs Contractor	of Unmarked																											4.04	3.25	3.79	00 3.1	0 32	3.75	3.00	3.50	6.00	0.00	0.00	0.00	0.00 6	0 000	0.00	6.00	0.00
	a Way Step Control	E200 -	ann No	No 4 30	STRT Free Flowing Un	matted 6 25	SE Personne Donake	ed 0 30 410	III Pres Plosing Unmaked	7 25 0 7	Let Uwaked																																					2.64	2.00	3.00	31	0 03	0.00	0.00	0.00	0.00	0.00	0.00	6.00	0.00 0	0 000	0.00	6.00	0.00
	ontinuous Green T		200 700 0	Yes reserge) 1 29 12* steem	42 Yeld 5	fated 1 25	20 Stockhold Stated	4 1 30 11	York Maked	3 30 1866 2	SoyStyral Cortisted	4 30 2	CBS Free Finality Un	nated 4 3	G 2309 Pies Plus	ng Unnahed 3	30 1849	ShipSignal Unmaker Cortisted																														2.00	1.00	1.00	75 33	n 20	2.00	3.29	0.00	600	0.00	0.00	0.00	0.00 0.	0 000	0.00	600	0.00
Shedge	and Restricted Crossing U. Turn	-	ass Yes O	Yes reserge) 1 29 12* stores	30 Pennada s	fated 0 30	17 Yeld Maked	3 30 18	ID Free Floring Unmarked	0 28 0	York Marked Controlled	0 25	0 Personne n	lated 3 3	0 2268 Free Plan	ng Unnahed 0	30 0	York Marked Corduled	1 28	81 Yeld Cardelle	Mahad																											2.01	1.00	0.00	25 0.1	0 00	2.26	0.00	8.00	0.00	0.00	0.00	0.00	0.00 0.	0 000	0.00	0.00	0.00
	Median U Turn	-	ass yes O	Ves reseings) 2 29 12* stains	0 StoyStyral 5 Cartolled 5	fated 1 30	47 Yeld Mahed	3 30 19	ID Control Maked	3 30 2218 3	DaySignal Controlled Marked	1 26	0 Yeld N	lated 1 2	S 0 Sheeking Control	Maked 1	30 0	York Marked	3 30	2318 Step-Step Controlle	d Maked :	30 1	tado Stop/Styrel Contested	Maked 1	1 26 8	S1 Controlled	Mated																					3.33	4.79	479	25 43	5 50	5.00	4.79	4.25	4.29	8.00	0.00	0.00	0.00 0.	0 000	0.00	6.00	0.00
	dal Median U Turn	tin .	Ass Yes C	Yes ressings) 3 29 1.2r slages	9 Stop/Signal L	Sated 1 30	67 Veld Marked	4 3 30 18	100 Ship/Signal Marked	3 30 2918	Left Marked	1 28	0 Yeld N	lated 3 2	s o StopSty Cortest	Maked 1	30 0	York Marked	3 30	2309 StepStigs Cardiolis	of Mahed :	30 1	raco Permania Lat	Maked 1	1 29 6	42 Controlled	Mated																					314	4.50	475	25 33	5 50	4.50	479	425	3.80	8.00	0.00	0.00	0.00 0.	0 000	0.00	0.00	0.00

Individual Creating Storms	PT7 Crossing PTE	Crossing P17	Overing F16	Dowling PER Dow	Crossing \$14	Crowing FG	Crossing #13	Crossing #11	Crossing #10	Crowing #8	Crossing #E	Greeking 87	Crowing #E	Crowing #5	Creating MI	Crowling #3	Crossing #2	Bulliday Creating #1	between Dir
Ministration	Confining Markings States Speed Volume Confining Markings	tings Flance Veh Yelune Confining Mark	Waters Coefficing Markings	Volume Conflicting Markings FLance Veh Volume	Flance Veh Volume Coefficient Markings Flance Veh Type	FLames Veh Volume Coefficing Markings	gs Stanes Web Volume Conflicting Marking	ings Flance Veh Tolume Conflicting Markin	Attings States Veh Volume Unit Type Ma	Markings States Teh Volume Conflicting Marki	dogs Flance Veh Volume Veh Type	A Lance With Volume Conflicting Mar	A States Veh Tulume Conflicting Markings	Flance Veh Yolume Conflicting Marki	egs # Lanes Veh Volume Confining Markings #	# Elane Veh Tulume Confining Makings	Settings States Value Conflicting Markings S	Crossing States Veh Volume Coefficing Markin	2 SP ROUNGABOUT Sheet Same a
										Maked	and 2 30 1801 Fee Floring	2 30 2309 Yard Mar	1 29 0 Free Floring Marked	1 28 0 Yeld State	al 2 30 2005 FeeFinning Marked	2 33 1883 Vield Maked	Marked 1 25 47 Free Finning Marked	Criscing(s) 1 29 51 York Market with 2 stages	ne roundatout (NEx2EW) 2X2 see N
										on Crossing Configurations for interchanges	P0-50451								
Individual Creating States										Cossins III	Dones y FE	Overline #7	Dooling #E	Crossing #5	Donling 85	Crowing #3	Overleg #2	Divelog#1	00
	No.			Osanjini Osa	Committee														
		Continuent	Constitute EVA			Constant PT	Francisco ETT	Constant Ett.	Creeding #10	on Crossing Configurations for interchanges	Podostili Creating III	Quedro E	Crossing #E	Coaling ES	Coaling St.	Country #3	Coasing E2	Creating ET	

cap-x\_WSVN Driveway 2050 AM v1.xlsm

### Capacity Analysis for Planning of Junctions

- cycle framework instructions.

  Use this workshort to cordigate the biopic segment figureands to interaction and crossing of other markeny) information for all segment continues the marken.

  Building of the segment of

Roadway Operati	ng Speeds
Major Street Speed Limit	30
Minor Street Speed Limit	25
Mini Roundabout Entry & Exit Speed	20
1-Lane Roundabout Entry & Exit Speed	25
2-Lane Roundabout Entry & Exit Speed	30

	Facility Type
Major Street Facility Type	On-Street Lane
Minor Street Facility Type	Shared with Vehicles

																			Bicycle	Segmei			for Non-	-roundabou	ut Interse																			
					Northbound					Southboun	d				Eastb	oound					W	estbound					Northbound 2					Southbound 2					Eastbo	und 2				Wes	stbound 2	
TYPE OF INTERSECTION	Shee	Score	# Adjacent Thru Lanes Leg	AADT Conflicting Control Typ	Out of Direction	Riding Between Opposing Direction	iding Across Free- Flow Ramp	# Adjacent Thru Lanes	Leg AADT Conflictin	ng Out of pe Directio	Riding Between Opposing Direction	Riding Across Free- Flow Ramp	- # Adjacent Thru Lanes	Leg AADT Co	Conflicting O ontrol Type Dir	Out of Ridir rection C	ing Between Opposing Direction	iding Across Free- Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free- Flow Ramp	# Adjacent Thru Lanes	Leg AADT Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free Flow Ramp	# Adjacent Thru Lanes Leg A	DT Conflictin	g Out of pe Direction	Riding Between Opposing Direction	Riding Across Fre Flow Ramp	e- # Adjacent Thru Lanes	Leg AADT (	Conflicting Or Control Type Dire	ut of Oppo ection Direc	ing Riding Acros	s Free- # Adjacent mp Thru Lanes	Leg AADT	Conflicting Control Type	Out of Opposi Direction Direction	sing Riding Acros
Traffic Signal	FULL	PNIX	0	0 Stop/Signa Controlled	No No	No	No	0	1080 Stop/Sign Controlle		No	No	3	46270 S	top/Signal Controlled	No	No	No	3	45730	Stop/Signal Controlled	No	No	No																				
Two-Way Stop Control	E-W	#NO.	0	0 Yield Control	led No	No	Yes	0	1080 Yield Contro	olled No	No	Yes	3	46270 Fr	ee Flowing	No	No	No	3	45730	Free Flowing	No	No	No																				
Continuous Green T	N.	4.06						1	1090 Stop/Sign Controlle	nal No	No	Yes	3	46270 S	top/Signal Controlled	No	No	No	3	45730	Stop/Signal Controlled	No	No	No																				
Unsignalized Restricted Crossin Turn	g U- <u>E-W</u>	PNIA	0	0 Free Flowin	g Yes	No	Yes	1	1080 Free Flow	ing Yes	No	Yes	3	46502 S	top/Signal Controlled	No	No	No	3	45796	Stop/Signal Controlled	No	No	No																				
Median U-Turn	E-W	PNIX	0	0 Stop/Signa Controlled	No No	No	No	0	1080 Stop/Sign Controlle	nal No	No	No	3	46270 S	top/Signal Controlled	No	No	No	3	45730	Stop/Signal Controlled	No	No	No																				
Partial Median U-Turn	E-W	PNIA	0	0 Stop/Signa Controlled	No No	No	No	0	1080 Stop/Sign Controlle	nel No	No	No	3	46270 S	top/Signal Controlled	No	No	No	3	45730	Stop/Signal Controlled	No	No	No																				

Score				Individual Se	pment Scores			
Combined	NB	88	EB	WB	NB2	882	EB2	WB2
#N/A	#NA	#NA	4.00	4.00				
#N/A	#N/A	INA	3.33	3.33				
4.06		4.17	4.00	4.00				
#N/A	#N/A	2.83	4.00	4.00				
#N/A	#N/A	AWA	4.00	4.00				
#N/A	INA	#N/A	4.00	4.00				

									Bi	cycle Segm	ent Cont	figurations fo	or Roundabou	its											
				,	orthbound					8						E	Eastbound					W	Vestbound		
Sheet	Score	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing Direction			Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free-Flow Ramp
1X2	4.49	1	0	Yield Controlled	No	No	No	1	1080	Yield Controlled	No	No	No	2	46270	Yield Controlled	No	No	No	2	45730	Yield Controlled	No	No	No
											Kody Sema	Carlonosian to Impolance													
					Eastbound					٧	festbound					E	astbound 2					W	estbound 2		
Sheet	Intersection Score	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of	Opposing	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing	Riding Across Free-Flow Ramp
		1X2 4.49  Sheet Intersection	Sheet   Score   # Adjacent   Thru Lanes	Sheet   Score   # Adjacent   Leg AADT	Sheet Interaction FAginest Leg AADT Conflicting Thru Laws 1 0 Void Control Type  1 2 2 4.89 1 0 Void Control Type  Sheet Interaction FAGIness Leg AADT Conflicting Type  ### 1 0 Void Control  Sheet Interaction FAGIness Leg AADT Conflicting Type  #### 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2				District	Diese   Distriction   Subject   Su	Dead	Deat   Description   Descrip	South	Beat	Surface   Surf	South   Sout	Beat   Biansection   Feedback   Beat   Biansection   Feedback   Beat   Biansection   Biansection	Death   Deat	South   Sout	Dead	Section of Contract   Section of Contract	South   Sout	Best   Britanscripton   Best   Britanscripton   Best   Britanscripton   Best   Britanscripton   Best   Britanscripton   Bri	Dead   Individual Control   Part   Part	Based Indicates the first particular of the first part

	Combined	NB	88	EB	WB	NB2	882	EB2	WB2
ı	4.49	4.83	4.83	4.17	4.17				
1				Bicycle N	lultimodal Scorir		es		
						ossina Scores			

			Bicycle M	uitimodai Sconn	g for interchange	35	
Score				Individual Cri	ossing Scores		
Combined	EB	WB	EB2	WB2			

			Sci	ores						Leo AADT a	nd Roadway S	peed S	core fo	< SUP				
Facility Typ	e SUF		On-Str	eet Lar	102	8	hared	with V	eh	1		Volun	ne (AA	от) —	Al (Spee			
Volume (AAI	DT) .			40	Speed						3000		3000		5			
3000	Any 5	5	30	4	85	25 5	30	40	85	ł	3001	20	11.700	0	5	-		
7000	5	4	4 2	4 2	2	3	3	2	1		7000		7000	`	5	-		
32023				_		_	-		_	1	7001		-/000		5			
1	5	imber i	of Adja	cent Ti	hru Lar	105				Leg AADT a	nd Roadway S					ane Facility		
2	4	]									Volume		Speed					
3 4	1	.,	or mor	e lanes							(AADT)	<=25	26-30	31-31	>=40			:::::
	Confi	eting N	loveme	ant Cro	ssing (	Control				3000	<=3000	5	4	4	2		<=3000	- 5 4 4 2
Free Flowin	ng 1	ľ								3001	3001-7000	4	4	4	2			-4442
Stop/Signal Con		1								7001	>7000	3	2	2	1		-1000	
		Out	of Dire	etion T	ravel							_	_					
Yes	1	]								Leg AADT a	nd Roadway S	peed S	core fo	r Shar	ed Wit	h Vehicles Facility		
No	- 5	]									Volume		Speed					
	Distr	a/Staci	D.		Trough!					l	(AADT)	<=25	26-30	31-31	>=40			1111
Yes	1 5	1	ig be	www						3000	<=3000	5	4	3	2			-5432
NO		J dina Ar		inen El	ou Do					3001 7000	3001-7000	3	3	2	1		2001-7000	-3121
Yes	- 1 1	ĭ"		100-11	DW I'CH					7001	>7000	2	1	1	1		-1000	
No	5	_								1		_			_			
Nort	Leg AADT			108	0	٦.				naioriminor osi	mer Farmers 15					Eros Lyon		
Sout	h Leg AADT		Т	0		1				onared with veni on-Street Lane		-	DIS.	prospi e Hoy	ME CON			
East	Log AADT			4573	30	7			8	shared Use Matr			YM	d Cor	troned			

TYPE OF INTERSECTION	Overall V/C Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Continuous Green T N	0.38	1	2.80	4.06
Median U-Turn E-W	0.46	2	3.33	#N/A
Partial Median U-Turn E-W	0.46	2	3.14	#N/A
Traffic Signal	0.51	4	4.04	#N/A
1NS X 2EW	0.91	5	4.96	4.49
Unsignalized Restricted Crossing U- Turn E-W	0.96	6	2.51	#N/A
Two-Way Stop Control E-W	11.71	7	2.64	#N/A
			-	
-		-	-	
				<b></b>

Summary Report - Page 1 of 2

Project Name:	NE 79th Street at WSVN Driveway
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 AM
Number of Intersection Legs:	3
Which leg is the minor street?	N

			Tra	ffic Volume D	emand			
			Volume	(Veh/hr)			Perce	nt (%)
	U-Turn	Le	eft	Thru	Right			
	Ŋ	<b></b>				Heavy V	ehicles	Volume Growth
Eastbound	3	2	9	2223	0	2.40	)%	0.00%
Westbound	0	(	)	1803	17	2.40	)%	0.00%
Southbound	0	9	9	0	41	2.70	)%	0.00%
Northbound	0	(	)	0	0	0.00	)%	0.00%
Adjustment Factor	0.80	0.	95		0.85			
Suggested	0.80	0.	95		0.85			
	Truck to	PCE Fa	ctor		Suggested =	2.00		2.00
FDC	OT Context Zone				C5-Urban Ce	enter		
E-W / Cro	ssing East-West	Legs		Low	Low			Low
N-S / Cros	sing North-South	Legs		Low	Low			Low
			2-pha	se signal	Suggested =	1800		1800
	Critical Lane Volume Threshold		3-pha	se signal	Suggested =	1750		1750
			4-pha	se signal	Suggested =	1700		1700

## **Capacity Analysis for Planning of Junctions**

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Continuous Green T N	0.38	1	2.80	4.06
Median U-Turn E-W	0.46	2	3.33	#N/A
Partial Median U-Turn E-W	0.46	2	3.14	#N/A
Traffic Signal	0.51	4	4.04	#N/A
1NS X 2EW	0.91	5	4.96	4.49
Unsignalized Restricted Crossing U-Turn E-W	0.96	6	2.51	#N/A
Two-Way Stop Control E-W	11.71	7	2.64	#N/A

# Capacity Analysis for Planning of Junctions Detailed Report - Page 1 of 4

Project Name:	NE 79th Street at WSVN Driveway
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 AM
Number of Intersection Legs:	3
Major Street Direction:	North-South

			Tra	ffic Volume D	emand			
			Volume	(Veh/hr)			Perce	nt (%)
	U-Turn	Le	eft	Thru	Right	Heavy \	/ehicles	Volume Growth
Eastbound	3	2	9	2223	0	2.4	0%	0.00%
Westbound	0		)	1803	17	2.4	0%	0.00%
Southbound	0		9	0	41	2.7	0%	0.00%
Northbound	0		)	0	0	0.0	0%	0.00%
Adjustment Factor	0.80	0.	95		0.85			
Suggested	0.80	0.	95		0.85			
	Truck to	PCE Fa	ctor		Suggested =	2.00		2.00
FDC	OT Context Zone				C5-Urban C	enter		
E-W / Cro	ssing East-West	Legs		Low	Low			Low
N-S / Cros	sing North-South	Legs		Low	Low			Low
			2-pha	se signal	Suggested =	1800		1800
Critical Lane	Volume Threshol	d	3-pha	se signal	Suggested =	1750		1750
			4-pha	se signal	Suggested =	1700		1700

# Capacity Analysis for Planning of Junctions Detailed Report - Page 2 of 4

Number	of Lanes	for	· No	n-r	oun	dat	oui	t Int	ers	ect	ions	3					
TYPE OF INTERSECTION	Sheet	N	orth	bou	nd	Sc	uth	bou	nd	Е	astb	oun	d	W	est!	our	nd
THE OF INTEROLOTION	Sileet	U	L	Т	R	5	L	T	R	כ	L	Т	R	υ	L	T	R
Traffic Signal	FULL	$\overline{\ }$	0	0	0	$\setminus$	1	0	0	$\overline{\ \ }$	1	3	0		0	3	0
Two-Way Stop Control	E-W	/	0	0	0	$\setminus$	1	0	0	$\mathbb{Z}$	1	3	0		0	3	0
Continuous Green T	<u>N</u>	$\overline{\ \ }$	$\overline{\mathcal{L}}$	$\overline{/}$		$\overline{\ \ }$	1	$\overline{/}$	1	/	1	3				3	0
Unsignalized Restricted Crossing U-Turn	E-W	$\overline{Z}$	$\overline{Z}$	$\mathbb{Z}$	0	$\overline{Z}$	/	/	1	1	1	3	0	1	0	3	0
Median U-Turn	E-W		$\overline{\mathcal{L}}$	0	0		/	0	1	1		3	0	1		3	0
Partial Median U-Turn	E-W		0	0	0		1	0	0	1		3	0	1		3	0

	Number	of L	and	es f	or I	nte	rcha	ang	es								
TYPE OF INTERCHANGE	Sheet	N	orth	boui	nd	Sc	uth	bou	nd	Е	astb	oun	d	W	est	our	ıd
TIPE OF INTERCHANGE	Silect	υ	L	т	R	U	L	Т	R	υ	L	т	R	υ	L	Т	R

## **Capacity Analysis for Planning of Junctions**

Detailed Report - Page 3 of 4

	Res	ults f	or No	n-ro	undal	bout l	inters	ectio	ns					
TYPE OF INTERSECTION	Sheet	Zone 1	(North)		ne 2 uth)	Zone 3	(East)	Zone 4	(West)	Zor (Cer		Overall v/c Ratio	Ped	Bicycle
2 621.0201.01.	0.1001	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Overall v/c Italio	odations	
Traffic Signal	FULL	$\overline{}$	$\overline{}$	/	$\overline{}$		$\overline{}$	/	$\overline{}$	801	0.51	0.51	4.04	#N/A
Two-Way Stop Control	E-W										<u>&gt;10</u>	>10	2.64	#N/A
Continuous Green T	<u>N</u>	$\overline{}$	$\overline{}$		$\overline{}$	$\overline{}$	$\overline{}$	$\overline{}$		666	0.38	0.38	2.80	4.06
Unsignalized Restricted Crossing U-Turn	E-W	1858	0.96	2288	0.00	1863	0.01	2309	0.06		$\overline{}$	0.96	2.51	#N/A
Median U-Turn	E-W					662	0.37	781	0.43	830	0.46	0.46	3.33	#N/A
Partial Median U-Turn	E-W					662	0.37	770	0.43	812	0.46	0.46	3.14	#N/A

# Capacity Analysis for Planning of Junctions Detailed Report - Page 4 of 4

						Resul	ts for F	Rounda	bouts						
TYPE OF	Zo	ne 1 (Nort	:h)	z	one 3 (Eas	t)	Z	ne 2 (Sou	th)	Z	one 4 (Wes		Overall v/c Ratio	Ped	Bicycle
ROUNDABOUT	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3		odations	
1NS X 2EW	0.18	/		0.85	0.91		0.00	/		0.70	0.75	/	0.91	4.96	4.49

ľ						Resu	lts fo	r Inte	rchar	iges							
ĺ	TYPE OF INTERCHANGE	Sheet	Zone 1 Mr		Zone 2 Mı	(Lt rg)	Zone 3	(Ctr. )	Zone 4 2	, .	Zone 5 Mr	•	Zone 6 Mr	(Rt g)	Overall v/c Ratio	Ped	Bicycle
l	TTPE OF INTERCHANGE	Sileet	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C		odations	

Input Worksheet 1

Project Name:	NE 79th Street at WSVN Driveway
Project Number:	10348806
Location	North Bay Village, FL
Date	2050 PM
Number of Intersection Legs	3
Which leg is the minor street?	N

			Tra	ffic Volume D	emand			
		'	Volume	(Veh/hr)			Perce	nt (%)
	U-Turn	Le	ft	Thru	Right	Heavy \	/ehicles	Volume Growth
	Ŋ	<b>(=</b>						
Eastbound	0	1:	2	1916	0	2.4	0%	0.00%
Westbound	0	C	)	2252	7	2.4	0%	0.00%
Southbound	0	9	)	0	41	2.7	0%	0.00%
Northbound	0	0	)	0	0	0.0	0%	0.00%
Adjustment Factor	0.80	0.9	95		0.85			
Suggested	0.80	0.9	95		0.85			
	Truck to	PCE Fac	ctor		Suggested =	2.00		2.00
FDC	OT Context Zone				C5-Urban Ce	enter		
	,.		2-pha	se signal	Suggested =	1800		1800
_	Lane Volume rreshold		3-pha	se signal	Suggested =	1750		1750
			4-pha	se signal	Suggested =	1700		1700

	Equivale	nt Passenger	Car Volume	
		Volume	(Veh/hr)	
	U-Turn	Left	Thru	Right
	Ŋ	1	1	
Eastbound	0	12	1962	0
Westbound	0	0	2306	7
Southbound	0	9	0	42
Northbound	0	0	0	0

	Notes:
Left-Turn Adjustment Factor	Conversion of left-turning vehicles to equivalent through vehicles
Right-turn Adjustment Factor	Conversion of right-turning vehicles to equivalent through vehicles
U-turn Adjustment Factor	Conversion of U-turning vehicles to equivalent through vehicles
Truck to PCE Factor	1 truck = X Passenger Car Equivalents
Critical Lane Volume Sum Limit	Saturation Value for Critical Lane Volume Sum at an intersection

Overall v/c

Ratio

0.00

### 2 - Base and Alt Sel **Capacity Analysis for Planning of Junctions Step 2A: Base Conditions Analysis** NE 79th Street at WSVN Driveway Project Name 10348806 Project Number North Bay Village, FL Location 2050 PM Date Which leg is th Ν minor street? **Existing Intersection Configuration** Two-Way Stop Control **Number of Lanes for Existing Configuration** (Can be edited in "3- Alt Num Lanes Input" as needed) Northbound Southbound Eastbound Westbound **TYPE OF INTERSECTION** Sheet Т R U Т R U L т U Т L L L 0 3 3 Two-Way Stop Control E-W 0 0 0 0 0 **Results for Existing Configuration** Zone 1 (North) Zone 2 (South) Zone 3 (East) Zone 4 (West) Zone 5 (Center) TYPE OF Sheet INTERSECTION CLV V/C CLV V/C CLV V/C CLV V/C CLV V/C Two-Way Stop Control E-W

# Existing Configuration Results Pedestrian Accommodation 2.64 Bicycle Accommodation #N/A

### Step 2B: Alternative Selection

Rankings Inclusion		Yes/No	Comment
At-Grade Non-Roundabout Intersections	s?	Yes	
Traffic Signal		Yes	
Two-Way Stop Control		Yes	
All-Way Stop Control		No	
Continuous Green T		Yes	
	S-W	No	
Quadrant Roadway	N-E	No	
Quadrant Roadway	S-E	No	
	N-W	No	
Partial Displaced Left Turn		No	
Displaced Left Turn		No	
Signalized Restricted Crossing U-Turn		No	
Unsignalized Restricted Crossing U-Tur	rn	Yes	
Median U-Turn		Yes	
Partial Median U-Turn		Yes	
Bowtie		No	
Signalized ThruCut		No	
Unsignalized ThruCut		No	
Roundabouts?		Yes	
50 ICD Miniroundabout		No	
75 ICD Miniroundaobut		No	
1x1		No	
1NS x 2EW		Yes	
2NS x 1EW		No	
2x2		No	
Grade Separated Interchanges?		No	
Diamond			
Partial Cloverleaf A			
Partial Cloverleaf B			
Displaced Left Turn Interchange			
Diverging Diamond Interchange			
Single Point			

Continue to Step 3

Step 3

Number of Lanes for Non-roundabout Intersections	Date:   2050 PM	Number of Lanes for Non-roundabout Intersections	North Bay Village, FL   2050 PM	Project Name:			VF 7	70th	Str	eet	at l	1/51	/N/ I	)rive	-w/a	V					
North Bay Village, FL	North Bay Village, FL   2050 PM	Location:   North Bay Village, FL	North Bay Village, FL   2050 PM   Analysis Type:   At-Grade Intersections and Interchanges   Number of Lanes for Non-roundabout Intersections	•			<u>, , , , , , , , , , , , , , , , , , , </u>	341	Oti					21100	, wa	<u>,                                     </u>					
Analysis Type:   Al-Grade Intersections and Interchanges	Analysis Type:   At-Grade Intersections and Interchanges	Analysis Type:   Al-Grade Intersections and Interchanges	Analysis Type:   Al-Grade Intersections and Interchanges	•					Nor				, FL								
Number of Lanes for Non-roundabout Intersections	Number of Lanes for Non-roundabout Intersections	Number of Lanes for Non-roundabout Intersections	Number of Lanes for Non-roundabout Intersections	Date:						20	)50 F	РМ									
Northbound	TYPE OF INTERSECTION	Type of Intersection	TYPE OF INTERSECTION	Analysis Type:			At-G	rade	Inte	rsec	tions	and	d Int	ercha	ange	s					
Type OF INTERSECTION   Sheet   U L T R U L T	Type OF INTERSECTION   Sheet   U L T R U L T	Type OF INTERSECTION   Sheet   U L T R U L T	Type of Intersection		Number	of Lanes	fo	r No	n-r	oun	dat	ou	t Int	ers	ecti	ons	;				
Traffic Signal	Traffic Signal	Traffic Signal	Traffic Signal	TYPE OF IN	ITERSECTION	Sheet	N	orth	bou	nd	Sc	outh	bou	nd	Е	astb	oun	ıd	W	est!	oun
Two-Way Stop Control    E-W	Two-Way Stop Control    E-W	Two-Way Stop Control   E-W   0 0 0 1 0 0 1 3 0 0 3	Two-Way Stop Control  Continuous Green T Unsignalized Restricted Crossina Il-Turn  Median U-Turn  Partial Median U-Turn  E-W  O  O  O  O  O  O  O  O  O  O  O  O  O				U				U	_			U	_			U	_	_
Continuous Green T Unsignalized Restricted Crossing U-Turn Median U-Turn Partial Median U-Turn  E-W 0 0 1 1 3 0 1 0 3  Partial Median U-Turn E-W 0 0 0 1 0 0 1 3 0 1 3  France Input Worksheet 2  Number of Lanes for Interchanges Northbound Nort	Continuous Green T Unsignalized Restricted Crossing U-Turn Median U-Turn Partial Median U-Turn  E-W 0 0 0 1 1 3 0 1 0 3  Partial Median U-Turn E-W 0 0 0 1 0 0 1 3 0 1 3  Fahared lanes, enter "0" In L or R  Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  Number of Lanes for Interchanges  Number of Lanes for Interchanges  Northbound Sheet  Northbound Southbound Eastbound Westbound	Continuous Green T Unsignalized Restricted Crossing U-Turn  Median U-Turn  Partial Median U-Turn  E-W  0 0 1 1 3 0 1 0 3  Westbound  Partial Median U-Turn  E-W  0 0 0 1 0 0 1 3 0 1 3  Shared lanes, enter "0" in L or R  Capacity Analysis for Planning of Junctions  Input Worksheet 2  Number of Lanes for Interchanges  Number of Lanes for Interchanges  Northbound  Northbound Southbound Eastbound Westbound	Continuous Green T Unsignalized Restricted Crossing Il-Turn Median U-Turn E-W 0 0 1 1 1 1 3 0 1 0 3 Median U-Turn Partial Median U-Turn E-W 0 0 0 1 0 0 1 3 0 1 3 Marked lanes, enter "0" in L or R  Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  Northbound Southbound Eastbound Westbound TYPE OF INTERCHANGE Sheet Northbound Southbound Southbound Capacity Analysis Sheet Northbound Southbound Capacity Analysis Sheet Northbound Southbound Capacity Analysis Sheet Northbound Capacity Analysis Sheet Northbound Capacity Analysis Sheet C				$\angle$	_	_	_	Z,	_	<u> </u>	Ť	$\angle$		_	_	$\angle$	_	_
Unsignalized Restricted Grossing Ul-Turn Median U-Turn E-W 0 0 1 1 1 1 1 3 0 1 0 3 Partial Median U-Turn E-W 0 0 0 1 0 0 1 3 0 1 3 Partial Median U-Turn E-W 0 0 0 1 0 0 1 3 0 1 3  r shared lanes, enter "0" in L or R  Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  Number of Lanes for Interchanges  Northbound Sheet Northbound Southbound Eastbound Westbound	Unsignalized Restricted Grossing Ul-Turn Median U-Turn E-W 0 0 1 1 1 1 3 0 1 0 3 Partial Median U-Turn E-W 0 0 0 1 0 0 1 3 0 1 3 Partial Median U-Turn E-W 0 0 0 1 0 0 1 3 0 1 3  r shared lanes, enter "0" in L or R  Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  Number of Lanes for Interchanges  Northbound Sheet Northbound Southbound Eastbound Westbound	Unsignalized Restricted Grossinn U-Turm Median U-Turn E-W 0 0 1 1 1 1 3 0 1 0 3 Partial Median U-Turn E-W 0 0 0 1 0 0 1 3 0 1 3 Partial Median U-Turn E-W 0 0 0 1 0 0 1 3 0 1 3 Partial Median U-Turn E-W 0 0 0 1 1 0 0 1 3 0 1 3  Partial Median U-Turn E-W 0 0 0 1 1 0 0 1 3 0 1 3  Partial Median U-Turn E-W 0 0 0 1 1 0 0 1 3 0 1 3  Partial Median U-Turn E-W 0 0 0 1 1 0 0 1 2 3 0 1 3  Partial Median U-Turn E-W 0 0 0 0 1 1 0 0 1 3 0 1 3  Partial Median U-Turn E-W 0 0 0 0 1 1 0 0 1 2 3 0 1 3  Partial Median U-Turn E-W 0 0 0 0 1 1 0 0 1 2 3 0 1 3  Partial Median U-Turn E-W 0 0 0 0 1 1 0 0 1 2 3 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 1 1 0 0 1 2 3 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 1 1 0 0 1 2 3 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 1 1 0 0 1 2 3 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 1 1 0 0 1 2 3 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 1 1 0 0 1 2 3 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 1 1 0 0 1 2 3 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 1 1 0 0 1 2 3 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 1 1 0 0 1 2 3 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 1 1 0 0 1 2 3 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 0 1 0 0 1 2 3 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 0 1 0 0 1 3 0 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 0 1 0 0 1 3 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 0 1 0 0 1 3 0 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 0 0 1 0 0 1 3 0 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 0 0 1 0 0 1 3 0 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 0 0 1 0 0 1 3 0 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 0 0 1 0 0 1 3 0 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 0 0 1 0 0 1 3 0 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 0 0 0 1 0 0 1 3 0 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 0 0 0 1 0 0 1 3 0 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 0 0 0 1 0 0 1 3 0 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 0 0 0 1 0 0 1 3 0 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 0 0 0 1 0 0 1 3 0 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 0 0 0 0 1 0 0 1 3 0 0 1 3  Partial Median U-Turn E-W 0 0 0 0 0 0 0 0 0	Unsignalized Restricted Crossino IL-Turn Median U-Turn E-W 0 0 1 1 1 1 3 0 1 0 3  Partial Median U-Turn E-W 0 0 0 1 3 0 1 3 3 1 3  shared lanes, enter "0" in L or R  Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  Type OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound				Z	0	0	0	Z,	-	0	_	Z,			0	Z,	0	_
Crossing U-Turn  Median U-Turn  E-W  0 0 0 1 3 0 1 3  Partial Median U-Turn  E-W  0 0 0 1 0 0 1 3 0 1 3  r shared lanes, enter "0" in L or R  Capacity Analysis for Planning of Junctions  Input Worksheet 2  Number of Lanes for Interchanges	Crossing U-Turn  Median U-Turn  E-W  0 0 0 1 3 0 1 3 0 1 3 Partial Median U-Turn  E-W  0 0 0 1 0 0 1 3 0 1 3 0 1 3 Partial Median U-Turn  E-W  1 0 0 0 1 1 0 0 1 3 0 1 3 Partial Median U-Turn  Capacity Analysis for Planning of Junctions  Input Worksheet 2  Number of Lanes for Interchanges	Crossing U-Turn  Median U-Turn  E-W  0 0 0 1 3 0 1 3 0 1 3 Partial Median U-Turn  E-W  0 0 0 1 0 0 1 3 0 1 3 0 1 3 Partial Median U-Turn  E-W  1 0 0 0 1 0 0 1 3 0 1 3 Partial Median U-Turn  Shared lanes, enter "0" in L or R  Capacity Analysis for Planning of Junctions  Input Worksheet 2  Number of Lanes for Interchanges  Number of Lanes for Interchanges  Number of Lanes for Interchanges  Northbound Southbound Eastbound Westbound	Median U-Turn Median U-Turn  E-W  0 0 0 0 1 3 0 1 3  Partial Median U-Turn  E-W  0 0 0 1 0 0 1 3 0 1 3  shared lanes, enter "0" in L or R  Capacity Analysis for Planning of Junctions  Input Worksheet 2  Number of Lanes for Interchanges  Number of Lanes for Interchanges  Northbound Southbound Eastbound Westbound				K	K	K	Ķ	4	1	K	Ľ.	Ļ	•		Ķ	Ļ	Ż	_
Partial Median U-Turn  E-W  0 0 0 1 0 0 1 3 0 1 3  r shared lanes, enter "0" in L or R  Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  TYPE OF INTERCHANGE Sheet  Northbound Southbound Southbound Eastbound Westbound	Partial Median U-Turn  E-W  0 0 0 1 0 0 1 3 0 1 3  r shared lanes, enter "0" in L or R  Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  TYPE OF INTERCHANGE Sheet  Northbound Southbound Eastbound Westbound	Partial Median U-Turn  E-W  0 0 0 1 0 0 1 3 0 1 3  shared lanes, enter "0" in L or R  Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  Northbound Southbound Eastbound Westbound	Partial Median U-Turn  E-W  O 0 0 1 0 0 1 3 0 1 3  shared lanes, enter "0" in L or R  Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	Crossi	na U-Turn		K,	K,	Ļ	Ť	Κ,	K,	Ķ		_	1		Ť	-	ů	_
Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound				K	Ķ		_	Κ,	Ķ	_	_	-	Z,		_	-	K	_
Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  Type OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	i ai dai me	ulaii 0-1ulii		/	Ů	L	L u	_	Ė	۰	Ů	•		J	Ů	•		J
Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  Type OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	Capacity Analysis for Planning of Junctions Input Worksheet 2  Number of Lanes for Interchanges  TYPE OF INTERCHANGE Sheet She	or shared lanes, e	nter "0" in L or R																
Number of Lanes for Interchanges  TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	Number of Lanes for Interchanges  TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	Number of Lanes for Interchanges  TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	Input Worksheet 2  Number of Lanes for Interchanges  TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound			nalve	ie	fo	, D	la	nn	in	<b>a</b> (	٦f	lu	nc	tic	n	•		
TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound		Papacity A	шагуз						ш	9 \	<i>,</i> 1,	Ju	HC	uic	ЛК	•		
TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound	TYPE OF INTERCHANGE Sheet Northbound Southbound Eastbound Westbound																		
TYPE OF INTERCHANGE   Sheet	TYPE OF INTERCHANGE   Sheet	TYPE OF INTERCHANGE   Sheet	TYPE OF INTERCHANGE   Sheet			Number	of I	Lan	es f	or I	ntei	rcha	ang	es							
U L T R U L T R U L T R U L T	U L T R U L T R U L T R U L T R U L T R U L T R U L T R U L T R	U L T R U L T R U L T R U L T R U L T R U L T R U L T R U L T R	U L T R U L T R U L T R U L T R U L T R U L T	TYPE OF IN	TERCHANCE	Shoot	N	orth	bou	nd	Sc	outh	bou	nd	Е	astb	oun	d	W	est!	oun
				TIFEOTIN	TERCHANGE	Onect	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т

				Inpu	t Wor	kshee	et 2												
Project Name:			Ν	E 79	th St	reet a	at W	SVN	Drive	eway									
Project Number:						103	34880	6											
Location:					No	rth Ba	y Villa	ge, F	L										
Date:	U L T R U L																		
Analysis Type:			Α	t-Gra	de Int	ersect	ions a	and In	tercha	hanges    Columbia									
Volume E	ho with Sh	ared	Lane	e Adj	ustr	nent	for N	lon-r	oun	dabo	ut Ir	ters	ectio	ns			_		
TYPE OF INTERSECTION	Chast		North	boun	d	5	outh	boun	d		East	ound		1	West	bound	t		
TIPE OF INTERSECTION	Sileet	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	т	Γ		
Traffic Signal	FULL		0	0	0	$\overline{}$	9	42	0		12	1962	0	$\overline{}$	0	2313	Г		
Two-Way Stop Control	E-W		0	0	0		9	42	0		12	1962	0		0	2313	Г		
Continuous Green T	<u>N</u>		1	$\overline{}$			9		0		12	1962	$\overline{}$		$\overline{}$	2313	Г		
Unsignalized Restricted Crossing U-Turn	E-W	7	abla	$\overline{}$	0	7	/	$\overline{\ \ }$	42	0	12	1962	0	0	0	2313	Γ		
Median U-Turn	E-W	7	abla	0	0	7	$\overline{}$	42	0	0	$\nearrow$	1962	0	0	$\overline{}$	2313	Г		
Partial Median U-Turn	E-W	1	0	0	0		9	42	0	0	$\overline{}$	1962	0	0	7	2313	Γ		

## Results Worksheet

Project Name:	NE 79th Street at WSVN Driveway	<u> </u>	stimated Vo	lume-to-Capac	ity Ratio
Project Number:	10348806		Number	of Configurati	ons
Location	North Bay Village, FL	< 0.750	0.750 - 0.875	0.875 - 1.00	≥ 1.00
Date	2050 PM	5	0	1	1

		Resu	lts fo	r Nor	ı-roui	ndab	out Ir	nterse	ection	าร				
TYPE OF INTERSECTION	Sheet	Zone 1	(North)	Zone 2	(South)	Zone 3	(East)	Zone 4	(West)	Zone 5	(Center)	Overall v/c	Pedestrian	Bicycle Accommod
THE OF INTEROCUTION	0001	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	ations	ations
Traffic Signal	<u>FULL</u>			$\overline{/}$					$\overline{/}$	826	0.52	0.52	4.04	#N/A
Two-Way Stop Control	<u>E-W</u>										<u>&gt;10</u>	0.00	2.64	#N/A
Continuous Green T	<u>N</u>			/					/	793	<u>0.45</u>	0.45	2.80	4.06
Unsignalized Restricted Crossing U- Turn	<u>E-W</u>	2310	2.00	1971	<u>0.00</u>	2313	<u>0.00</u>	1974	0.04			2.00	2.51	#N/A
Median U-Turn	<u>E-W</u>					786	<u>0.44</u>	669	<u>0.37</u>	813	0.45	0.45	3.33	#N/A
Partial Median U-Turn	E-W					786	<u>0.44</u>	658	<u>0.37</u>	813	<u>0.46</u>	0.46	3.14	#N/A

## Results Worksheet

						R	esults	for Rou	ındabo	uts					
TYPE OF	Zor	ne 1 (No	rth)	Zo	ne 3 (Ea	st)	Zor	ne 2 (Sou	uth)	Zo	ne 4 (We	est)	Overall v/c	Pedestrian	Bicycle Accommod
ROUNDABOUT	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Ratio	ations	ations
1NS X 2EW	<u>0.27</u>			<u>0.73</u>	0.78		<u>0.00</u>			<u>0.86</u>	0.92		0.92	4.96	4.49

					R	esult	s for	Inter	chan	ges						
TYPE OF	Sheet	Zone 1 Mr	(Rt g)	Zone 2 Mr	(Lt g)	Zone 3	(Ctr. )	Zone 4	(Ctr. 2)	Zone 5 Mr	•	Zone 6 Mı	(Rt rg)	Overall v/c	Pedestrian	Bicycle Accommod
INTERCHANGE		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	ations	ations

JEPI O Servey 20 IM M care

Capacity Analysis for Planning of Junctions

Settlement of Capacity Analysis for Planning of Juncti

+ Registral Regi

THE REPORT OF TH

70 | Washington |

Roadway Operati	ng Speeds
Major Street Speed Limit	30
Minor Street Speed Limit	25
Mini Roundabout Entry & Exit Speed	20
1-Lane Roundabout Entry & Exit Speed	25
2-Lane Roundabout Entry & Exit Speed	30

	Facility Type
Major Street Facility Type	On-Street Lane
Minor Street Facility Type	Shared with Vehicles

																		В	licycle Se	egment	t Configurati	ons for No	n-roundab	out Inters	ections																				
					Northboun	d				Southboun	d				Ea	astbound					Westbour	ıd				Northboun	d 2				Sout	hbound 2					Eastbound 2	_		1		Westb	bound 2		
TYPE OF INTERSECTION	Sheet	Intersection Score	# Adjacent Thru Lanes	Leg AADT Conflic	ting Out of Type Direction	Riding Between Opposing Direction	Riding Across Free- Flow Ramp	# Adjacent Thru Lanes	Leg AADT Control T	ing Out of Type Direction	Riding Between Opposing Direction	Riding Across Free Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction Direct	etween rsing Stion	g Across Free- Now Ramp	# Adjacent Thru Lanes	ng AADT C	Conflicting Out of Direction	f Riding Betwee Opposing Direction	Riding Across Fre Flow Ramp	ree- # Adjacent Thru Lanes	Leg AADT Control 1	ting Out o Type Directi	on Riding Between Opposing Direction	Riding Across Fre Flow Ramp	e- # Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction Dir	Between Ridi loosing action	ing Across Free- Flow Ramp	# Adjacent Thru Lanes Leg	AADT Conflict Control	ting Out of Type Direction	Riding Between Opposing Direction	Riding Across Free- Flow Ramp	# Adjacent Thru Lanes	Leg AADT (	Conflicting C Control Type D	Out of Xirection Ridi	ong Between Ri Opposing Direction	Riding Across Flow Ran
Traffic Signal	FULL	FNA	0	0 Stop/S Contro		No	No	0	772 Stop/Siç Control	gnal No	No	No	3	47648	Stop/Signal Controlled	No No	0	No	3	47230	Stop/Signal No Controlled No	No	No																					/ //	
Two-Way Stop Control	E-W	FNA	0	0 Yield Cor	trolled No	No	Yes	0	772 Yield Cont	trolled No	No	Yes	3	47648 I	Free Flowing	No No	0	No	3	47230 F	Free Flowing No	No	No																					/ //	
Continuous Green T	N	4.06						1	772 Stop/Sig Control	gnal No	No	Yes	3	47648	Stop/Signal Controlled	No No	ю	No	3	47230	Stop/Signal No Controlled No	No	No																					/ /	
Unsignalized Restricted Crossing Turn	E-W	FNA	0	0 Free Fi	wing Yes	No	Yes	1	772 Free Flor	wing Yes	No	Yes	3	47847	Stop/Signal Controlled	No No	0	No	3		Stop/Signal No Controlled No	No	No																					/ //	
Median U-Turn	E-W	FNA	0	0 Stop/S Contro		No	No	0	772 Stop/Sig Control	gnal No	No	No	3	47648	Stop/Signal Controlled	No No	io .	No	3	47230	Stop/Signal No Controlled No	No	No																						
Partial Median U-Turn	E-W	FNA	0	0 Stop/S Contro	gnal No Sed No	No	No	0	772 Stop/Sig Control	gnal No	No	No	3	47648	Stop/Signal Controlled	No No	0	No	3	47230	Stop/Signal No Controlled No	No	No																						

		В	icycle Multimoda	I Scoring for Nor		tersections		
Score				Individual Se	gment Scores			
Combined	NB	SB	EB	WB	NB2	882	EB2	WB2
#N/A	aNA	INA	4.00	4.00				
#N/A	#N/A	#NA	3.33	3.33				
4.06		4.17	4.00	4.00				
#N/A	awa	2.83	4.00	4.00				
#N/A	aNA	INA	4.00	4.00				
#N/A	aNA	INA	4.00	4.00				

										Bi	icycle Segm	ent Conf	igurations fo	or Roundabou	ts											
					ь	lorthbound					8	outhbound					E	astbound					v	Westbound		
TYPE OF ROUNDABOUT	Sheet	Intersection Score	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction		# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction		# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of	Riding Between Opposing Direction	Riding Across Free-Flow Ramp
Mixed Lane roundabout (1NSx2EW)	1.X.2	4.49	1	0	Yield Controlled	No	No	No	1	772	Yield Controlled	No	No	No	2	47648	Yield Controlled	No	No	No	2	47230	Yield Controlled	No	No	No
												Rigola Segucar	Cantiganation for benedenge													
						Eastbound					V	Vestbound					E	stbound 2					w	estbound 2		
TYPE OF INTERCHANGE	Sheet	Intersection Score	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of	Riding Between Opposing	Riding Across Free-Flow Ramp

	Combined	NB	SB	EB	WB	NB2	882	EB2	WB2
	4.49	4.83	4.83	4.17	4.17				
ĺ									
				Bicycle M	ultimodal Scorin		es		
	Score				Individual Cri	ossing Scores			

			Bicycle M	ultimodal Scorin	g for Interchange	es	
Score				Individual Cn	ossing Scores		
Combined	EB	WB	EB2	WB2			

		80	ores						Leo AADT i	nd Roadway S				Facility				
Facility Type	SUP	On-Str	eet Len		Shar	ed w	ith Vi	eh			Volun	ne (AA	DT)	Al (Spec				
Volume (AADT)	Arry 25	30	40	Speed 85 :	25 3		40	85		3000	<	- 3000	-	5				
3000 7000	5 5 5 4	4	4 4	2	5 .		3 2	2		3001 7000	30	01-700	10	5				
20200	5 3		2		2		1	1		7001		7000	$^{+}$	5				
		of Adja	oent Th	ru Lanes							_		_					
2	5								Leo AADT i	nd Roadway S Volume	beed S		y On-I		ane Facility			
3 4	2 1 1	Lor mor	e lanes							(AADT)	<=25	26-30	31-30	>=40			:::	
	Conflicting	Movem	ert Cros	sinn Cor	trol				3000	<=3000	5	4	4	2		<#3000		
Free Flowing Yield Controlled	1 "								3001 7000	3001-7000	4	4	4	2		3001-7000 >7000		
top/Signal Controll	5								7001	>7000	3	2	2	1				
Yes	1 0	t of Dire	ection Tr	avel					Len AADT o	nd Roadway S	need S	once fo	v Sha	and Will	h Vehides Facility			
No	5									Volume	_		(mi/hi					
	Riding/Sta	aina Ber	ween T	ravel Lar	100					(AADT)	<=25	26-30	31-30	>=40			:::	
Yes No	5								3000	<=3000	5	4	3	2		<=3000	- 54	
	Ridina	Across 8	ree-Flo	w Ramo					3881 7000	3001-7000	3	3	2	1		3001-7000 >7000	- 33	2.1
Yes No	1 5								7001	>7000	2	1	1	1				
									•									
North Leg		+-	772	=					tajor/Minor St	eet Facility Ty	ype	Co	nflictii	ng Con	trot Type			
South Leg East Leg		+	4723	n					PROCESS CARNO PROCESS CARNOTTES	1		FIRE	N FIDE	ong				

TYPE OF INTERSECTION	Overall V/C Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Continuous Green T N	0.45	1	2.80	4.06
Median U-Turn E-W	0.45	1	3.33	#N/A
Partial Median U-Turn E-W	0.46	3	3.14	#N/A
Traffic Signal	0.52	4	4.04	#N/A
1NS X 2EW	0.92	5	4.96	4.49
Unsignalized Restricted Crossing U- Turn E-W	2.00	6	2.51	#N/A
Two-Way Stop Control E-W	12.39	7	2.64	#N/A
		•		
		-		

Summary Report - Page 1 of 2

Project Name:	NE 79th Street at WSVN Driveway
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 PM
Number of Intersection Legs:	3
Which leg is the minor street?	N

			Tra	ffic Volume D	emand			
			Volume	(Veh/hr)			Perce	nt (%)
	U-Turn	Le	eft	Thru	Right			
	Ŋ	<b></b>				Heavy Vo	ehicles	Volume Growth
Eastbound	0	1	2	1916	0	2.40	)%	0.00%
Westbound	0	(	)	2252	7	2.40	)%	0.00%
Southbound	0	9	9	0	41	2.70	)%	0.00%
Northbound	0	(	)	0	0	0.00	)%	0.00%
Adjustment Factor	0.80	0.	95		0.85		_	
Suggested	0.80	0.	95		0.85			
	Truck to	PCE Fa	ctor		Suggested =	2.00		2.00
FDC	OT Context Zone				C5-Urban Ce	enter		
E-W / Cro	ssing East-West	Legs		Low	Low			Low
N-S / Cros	sing North-South	Legs		Low	Low			Low
			2-pha	se signal	Suggested =	1800		1800
	Lane Volume reshold		3-pha	se signal	Suggested =	1750		1750
			4-pha	se signal	Suggested =	1700		1700

## **Capacity Analysis for Planning of Junctions**

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Continuous Green T N	0.45	1	2.80	4.06
Median U-Turn E-W	0.45	1	3.33	#N/A
Partial Median U-Turn E-W	0.46	3	3.14	#N/A
Traffic Signal	0.52	4	4.04	#N/A
1NS X 2EW	0.92	5	4.96	4.49
Unsignalized Restricted Crossing U-Turn E-W	2.00	6	2.51	#N/A
Two-Way Stop Control E-W	12.39	7	2.64	#N/A

# Capacity Analysis for Planning of Junctions Detailed Report - Page 1 of 4

Project Name:	NE 79th Street at WSVN Driveway
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 PM
Number of Intersection Legs:	3
Major Street Direction:	North-South

			Tra	ffic Volume D	emand				
			Volume	(Veh/hr)			Perce	nt (%)	
	U-Turn	Le	eft	Thru	Right	Heavy \	/ehicles	Volume Growth	
Eastbound	0	1	2	1916	0	2.4	0%	0.00%	
Westbound	0		)	2252	7	2.4	0%	0.00%	
Southbound	0		9	0	41	2.7	0%	0.00%	
Northbound	0		)	0	0	0.0	0%	0.00%	
Adjustment Factor	0.80	0.	95		0.85				
Suggested	0.80	0.	95		0.85				
	Truck to	PCE Fa	ctor		Suggested =	2.00		2.00	
FDC	OT Context Zone				C5-Urban C	enter			
E-W / Cro	ssing East-West	Legs		Low	Low			Low	
N-S / Cros	sing North-South	Legs		Low	Low			Low	
			2-pha	se signal	Suggested =	: 1800		1800	
Critical Lane	Volume Threshol	ld	3-pha	se signal	Suggested =	1750		1750	
				se signal	Suggested =	1700		1700	

## **Capacity Analysis for Planning of Junctions**

Detailed Report - Page 2 of 4

Number of Lanes for Non-roundabout Intersections																	
TYPE OF INTERSECTION	Sheet	N	orth	boui	nd	Sc	uth	bou	nd	Е	astb	oun	d	W	estk	our	nd
THE OF INTEROLOTION	Sileet	5	L	Т	R	>	L	Т	R	כ	L	T	R	υ	L	T	R
Traffic Signal	FULL	$\setminus$	0	0	0	$\setminus$	1	0	0	$\setminus$	1	3	0		0	3	0
Two-Way Stop Control	E-W	$\setminus$	0	0	0	$\setminus$	1	0	0	$\setminus$	1	3	0		0	3	0
Continuous Green T	<u>N</u>	$\overline{\ \ }$	$\overline{\mathcal{I}}$	$\overline{\mathcal{I}}$	$\overline{\ \ }$	$\overline{\ \ }$	1	$\overline{}$	0		1	3				3	0
Unsignalized Restricted Crossing U-Turn	E-W	$\overline{Z}$	$\overline{Z}$	$\overline{Z}$	0	$\overline{Z}$	/	/	1	1	1	3	0	1	0	3	0
Median U-Turn	E-W		$\angle$	0	0	$\angle$	$\angle$	0	0	1		3	0	1		3	0
Partial Median U-Turn	E-W	$\angle$	0	0	0	$\angle$	1	0	0	1		3	0	1		3	0

	Number	of L	and	es f	or I	ntei	rcha	ang	es								
TYPE OF INTERCHANGE	Sheet	N	orth	boui	nd	Sc	uth	bou	nd	Е	astb	oun	d	Westbound			
TIPE OF INTERCHANGE	Silect	υ	L	т	R	U	L	Т	R	υ	L	Т	R	υ	L	Т	R

## **Capacity Analysis for Planning of Junctions**

Detailed Report - Page 3 of 4

	Res	ults f	or No	n-ro	undal	bout l	Inters	ectio	ns					
TYPE OF INTERSECTION	Sheet	Zone 1	(North)	Zoi (So	ne 2 uth)	Zone 3	(East)	Zone 4	(West)	Zor (Cer		Overall v/c Ratio	Ped	Bicycle
111 2 61 111121(0201)61	011001	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Overall v/c Ratio	odations	
Traffic Signal	FULL			/		$ \  \  \  \  \  \  \  \  \  \  \  \  \ $		$ \  \  \  \  \  \  \  \  \  \  \  \  \ $		826	0.52	0.52	4.04	#N/A
Two-Way Stop Control	E-W										<u>&gt;10</u>	>10	2.64	#N/A
Continuous Green T	<u>N</u>	$\overline{}$	$\overline{}$		$\overline{}$	$\overline{}$	$\overline{}$	$\overline{}$		793	0.45	0.45	2.80	4.06
Unsignalized Restricted Crossing U-Turn	E-W	2310	2.00	1971	0.00	2313	0.00	1974	0.04		$\overline{}$	2.00	2.51	#N/A
Median U-Turn	E-W					786	0.44	669	0.37	813	0.45	0.45	3.33	#N/A
Partial Median U-Turn	<u>E-W</u>			$\angle$	/	786	0.44	658	0.37	813	0.46	0.46	3.14	#N/A

# Capacity Analysis for Planning of Junctions Detailed Report - Page 4 of 4

	Results for Roundabouts														
TYPE OF	Zo	ne 1 (Nort	h)	z	one 3 (Eas	t)	Z	ne 2 (Sou	th)	z	one 4 (Wes		Overall v/c Ratio	Ped	Bicycle
ROUNDABOUT	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3		odations	
1NS X 2EW	0.27	/		0.73	0.78		0.00	/		0.86	0.92		0.92	4.96	4.49

Zone 1 (Rt Zone 2 (Lt Zone 3 (Ctr. Zone 4 (		
TYPE OF INTERCHANGE Sheet Mrg) Mrg) 1) 2)	(Ctr. Zone 5 (Lt Zone 6 (Rt Ped Bic Mrg) Overall v/c Ratio Accomm Acc	icycle
	V/C CLV V/C CLV V/C Odations oda	

spice\_WSVN Driveway 2050 v1.xlsm Project Information

	Project Information											
Provide general project info	rmation for reference purposes only.											
Project Name:	NE 79th Street PD&E Study											
Intersection:	NE 79th Street at WSVN Driveway											
Agency:	FDOT-6											
Project Reference:	10348806											
City:	North Bay Village											
State:	Florida											
Date:	10/10/2023											
Analyst:	HDR											
Use this button to clear all inputs/outputs and reset the tool to its initial defaults	Reset SPICE Tool											

Control Strategy Selection and Inputs

Specify the Facility Level Inputs and the Control Strategies to be included in the SPICE Analysis.

Sp	pecify the Facility Level inputs and the C
Intersection Type	At-Grade Intersection
Analysis Year	Opening and Design Year
Opening Year	2030
Design Year	2050
Facility Type	On Urban and Suburban Arterial
Number of Legs	3-leg
1-Way/2-Way	2-way Intersecting 2-way
# of Major Street Lanes (both directions)	6 or more
Major Street Approach Speed	Less than 55 mph
Opening Year - Major Road AADT	41,500
Opening Year - Minor Road AADT	600
Design Year - Major Road AADT	46,000
Design Year - Minor Road AADT	700

For more information on how to determine these values, see the "Definitions" worksheet

Control Strategy	Include	Base Intersection		
Traffic Signal	Yes			•
Traffic Signal (Alternative Configuration)	No			
Minor Road Stop	Yes			
All Way Stop	No		No SPF Available	No SPF
1-Lane Roundabout	No		Opening Year AADT Outside of SPF Development Range	Design Year AADT Outside of SPF Development Range
2-Lane Roundabout	Yes		Opening Year AADT Outside of SPF Development Range	Design Year AADT Outside of SPF Development Range
Displaced Left Turn (DLT)	No	Traffic Signal		
Median U-Turn (MUT)	Yes	Traffic Signal		
Signalized Restricted Crossing U-Turn (RCUT)	No		Opening Year AADT Outside of SPF Development Range	Design Year AADT Outside of SPF Development Range
Unsignalized Restricted Crossing U-Turn (RCUT)	Yes			
Signalized Thru-Cut*	No		*SSI Only, No Crash Prediction Available	
Jnsignalized Thru-Cut*	No		*SSI Only, No Crash Prediction Available	
Bowtie*	No		*SSI Only, No Crash Prediction Available	
Continuous Green-T Intersection	Yes	Traffic Signal		
lughandle	No	Traffic Signal		
Partial Median U-Turn	Yes	Traffic Signal	*Please Select	
Other 2*	No	Minor Road Stop	*Please Select	

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Total Median Width (ft) Maximum Median Width (ft)

### Provide inputs needed to compute and apply Part C CMFs. 2-lane Roundabou Median U-Turn Signalized Thru Traffic Signal Traffic Signal (Alt) | Minor Road Stop Opening Year Major Road AADT 41500 41500 41500 41500 41500 All strategies will have the same AADT as 600 600 600 600 600 Opening Year Minor Road AADT Optional AADT 600 the Base Conditions unless overridden by 46000 46000 46000 Design Year Major Road AADT 46000 46000 46000 46000 46000 46000 46000 46000 46000 user. 700 700 700 Design Year Minor Road AADT imber of Approaches with Left-Turn Lanes lumber of Approaches with Right-Turn Lanes Additional Required Do not include stop controlled approaches Control Strategy for minor stop umber of Uncontrolled Approaches with Left-Turn Lanes umber of Uncontrolled Approaches with Right-Turn Lanes Keep default values below here for planning-level analysis, override with actual values for full HSM Analysis Part C CMFs Optional For Stage 1 ICE, Required for Stage 2 ICE Skew Angle Lighting Present # of Approaches Permissive LT Signal Phasing # of Approaches Perm/Prot LT Signal Phasing # of Approaches Protected LT Signal Phasing 0 Number of Approaches with Right-Turn-on-Red Prohibited Red Light Cameras Present No No All vellow cells will be automatically Number of Major Street Through Lanes Scroll Down for Roundabout CMF CMF - No Inputs | CMF - No Inputs CMF - No Inputs | populated by a macro. If users want to do a Unsignalized Number of Minor Street Lanes Required Required Required Inputs Required Required Required planning-level analysis, they can leave the A vellow cell indicates **RCUT SPF Inputs** # of Major St Approaches w/ Right-Turn Channelization the value may be used in the SPF computation Number of Approaches with U-Turn Prohibited Low (20) Low (20) N/A 20 User Specified Sum of all daily pedestrian crossing volumes Max # of Lanes Crossed by Pedestrians N/A Number of Bus Stops within 1000' of Intersection No Schools within 1000' of intersection Number of Alcohol Sales Establishments within 1000' of Intersection N/A 0 0 Roundabout CMF Inputs Inscribed Circle Diameter (ft) Leg 1 (Major Leg #1) Leg 1 (Major Leg #1) Opening Year Entering AADT 20,750 No 20,750 Leg has Right-Turn Bypass Entering Width (ft) # of Entering Lanes # of Circulating Lanes Leg 2 (Major Leg #2) Leg 2 (Major Leg #2) Opening Year Entering AADT 20,750 Leg has Right-Turn Bypass No # of Access Points within 250' of Yield Line Entering Width (ft) # of Entering Lanes N/A # of Circulating Lanes N/A N/A N/A N/A N/A N/A N/A N/A N/A Leg 3 (Minor Leg #1) Leg 3 (Minor Leg #1) Opening Year Entering AADT 300 Leg has Right-Turn Bypass # of Access Points within 250' of Yield Line Entering Width (ft) # of Entering Lanes # of Circulating Lanes Leg 4 (Minor Leg #2) Leg 4 (Minor Leg #2) Opening Year Entering AADT Leg has Right-Turn Bypass # of Access Points within 250' of Yield Line # of Entering Lanes # of Circulating Land Restricted rossing U-Turr # U-Turr # of Maior Roadway Lanes # of Minor Roadway Lanes Total Offset Distance (ft) 1250 Number of Driveways Total Deceleration Lane Length (ft) N/A N/A N/A N/A N/A N/A N/A 750 N/A N/A N/A N/A Total Acceleration Lane Length (ft) 750 Number of Left-Turn Lanes From Major Roa Major Road Speed Limit (mph)

spice\_WSVN Driveway 2050 v1.xlsm Ramp Terminal Inputs

					Ramp Terminal I	nputs							
				Provide in	puts needed to compute an	d apply Part C CMFs.							
Alternative	Signalized Diamond Signalized Diamond (Alt) Unsignalized Diamond 1-lane Roundabout 2-lane Roundabout Single-Point Signalized Tight												
	4 Leg Terminal w/ D	Diagonal Ramps (D4)	4 Leg Terminal w/ D	Diagonal Ramps (D4)	4 Leg Terminal w/ D	iagonal Ramps (D4)	4 Leg Terminal w/ [	Diagonal Ramps (D4)	4 Leg Terminal w/ D	Diagonal Ramps (D4)	Diamond	Diamond	
Ramp Terminal	NB Ramp Terminal	SB Ramp Terminal	NB Ramp Terminal	SB Ramp Terminal	NB Ramp Terminal	SB Ramp Terminal	NB Ramp Terminal	SB Ramp Terminal	NB Ramp Terminal	SB Ramp Terminal	Both Ramps	Both Ramps	
Opening Year AADT Crossroad - Inside Leg	12000	15000	12000	15000	12000	15000	12000	15000	12000	15000			
Opening Year AADT Crossroad - Outside Leg	10000	15000	10000	15000	10000	15000	10000	15000	10000	15000	15000	15000	
Opening Year AADT Exit Ramp	4500	4500	4500	4500	4500	4500	4500	4500	4500	4500	9000	9000	
Opening Year AADT Entrance Ramp	3000	3000	3000	3000	3000	3000	3000	3000	3000	3000	6000	6000	
Design Year AADT Crossroad - Inside Leg	30000	30000	30000	30000	30000	30000	30000	30000	30000	30000			
Design Year AADT Crossroad - Outside Leg	31000	29000	31000	29000	31000	29000	31000	29000	31000	29000	31000	31000	
Design Year AADT Exit Ramp	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	10000	10000	
Design Year AADT Entrance Ramp	3250	3250	3250	3250	3250	3250	3250	3250	3250	3250	6500	6500	
Number of Crossroad Lanes	4	4	4	4	4	4	N/A	N/A	N/A	N/A	N/A	N/A	
Number of through traffic lanes that oppose the left-turn movement on the inside crossroad leg	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Number of through traffic lanes that oppose the left-turn movement on the outside crossroad leg	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Number of free-flow right turns from exit ramp to crossroad	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	N/A	

			Do white	C CMFs								
CMF Inputs		O		, Required for Stage 2 I	CE							
Exit Ramp Skew Angle	N/A	N/A	N/A	N/A	0	0						
Is a non-ramp public street leg present?	No	No	No	No	N/A	N/A						
Exit ramp right turn control	Signal/Stop/yield- controlled	Signal/Stop/yield- controlled	Signal/Stop/yield- controlled	Signal/Stop/yield- controlled	Signal/Stop/yield- controlled	Signal/Stop/yield- controlled						
Effective number of lanes serving exit ramp	1	0.5	0.5	1.5	2	2.5						
Number of unsignalized driveways on the outside crossroad leg within 250' of the interchange	0	0	0	0	N/A	N/A						
Distance (mi) to the adjacent ramp terminal	0.10	0.10	0.10	0.10	0.10	0.10						
Distance (mi) to the next public street intersection on the outside crossroad leg	0.15	0.15	0.15	0.15	0.15	0.15						
# of unsignalized public street approaches on the outside crossroad leg within 250' (<0.05 mi) of the interchange	1	1	1	1	1	1						
Median Width (ft)	12.00	12.00	12.00	12.00	12.00	12.00						
Presence of right-turn lane/bay on outside crossroad leg	Yes	Yes	Yes	Yes	Yes	Yes						
Presence of left-turn lane/bay on inside crossroad leg	Yes	Yes	Yes	Yes	Yes	Yes						
Left-turn lane/bay Width for inside crossroad leg	12.00	12.00	12.00	12.00	12.00	12.00						
Protected Left-turn operation for inside crossroad leg	No	No	No	No	N/A	N/A						
Right turn channelization for outside crossroad leg	No	No	No	No	N/A	N/A						
Right turn channelization for exit ramp	No	No	No	No	N/A	N/A						
								Roundabou	it CMF Inputs			
Inscribed Circle Diameter (ft)							130	130	125	125		
Outbound Only Leg							Yes	Yes	Yes	Yes		
Leg 1 (Crossroad Leg - Inside)  Opening Year Entering AADT						-	6,000	7,500	6,000	7,500		
Leg has Right-Turn Bypass						-	No	7,500 No	No	7,500 No	-	
# of Access Points within 250' of Yield Line							0	0	0	0		
Entering Width (ft)							29	29	29	29		
# of Entering Lanes							2	2	2	2		
# of Circulating Lanes							2	2	2	2		
Leg 2 (Crossroad Leg - Outside)									ad Leg - Outside)			
Opening Year Entering AADT		21/2	21/2			21/2	5,000	7,500	5,000	7,500	21/2	21/2
Leg has Right-Turn Bypass	N/A	N/A	N/A	N/A	N/A	N/A	No	No	No	No	N/A	N/A
# of Access Points within 250' of Yield Line Entering Width (ft)						-	0	0	20	20		
# of Entering Lanes						-	29	29	29	29	_	
# of Circulating Lanes						-	2 	2	2	2	-	
Leg 3 (Exit Ramp Inside)								Leg 3 (Exi	t Ramp Leg)	2		
Opening Year Entering AADT							4,500	4,500	4,500	4,500		
Leg has Right-Turn Bypass							No	No	No	No		
# of Access Points within 250' of Yield Line							0	0	0	0		
Entering Width (ft)							29	29	29	29		
# of Entering Lanes							2	2	2	2		
# of Circulating Lanes							2	2	2	2		

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Ramp Terminal Inputs										
Provide inputs needed to compute and apply Part C CN	1Fs.									
Alternative	Traffic	Signal	Traffic Si	ignal (Alt)	Minor Road	(Ramp) Stop				
	4 Leg Terminal w/ D	iagonal Ramps (D4)	4 Leg Terminal w/ [	Diagonal Ramps (D4)	4 Leg Terminal w/ D	iagonal Ramps (D4)				
Ramp Terminal	NB	SB	NB	SB	NB	SB				
Crossroad AADT	18000	17000	18000	17000	18000	17000				
Ramp AADT	5000	4500	5000	4500	5000	4500				
Агеа Туре	Urk	oan	Ur	ban	Urk	oan				
# of Crossroad Lanes	2	2	2	2	2	2				

For signalized ramp terminals, the applicable values for  $AADT_m$  and  $AADT_{out}$  range from 14,000 to 60,000 veh/day. AADT volumes smaller than 14,000 should be set to 14,000 in Equation 19-51.

			Part 0	CMFs		
Other CMF Inputs		Ор	tional For Stage 1 ICE	, Required for Stage	2 ICE	
Crossroad Left Turn Lane Present?	Yes	Yes	Yes	Yes	Yes	Yes
Crossroad Right Turn Lane Present?	Yes	Yes	Yes	Yes	Yes	Yes
Skew Angle	skew	Planning	Double	Not/ Applicable	Include in MRS	Include in MRS
Exit ramp right turn control	mergeRT	Planning	Merge/FF or Signal/Sto	Include in TS	Include in MRS	Include in MRS
Effective number of lanes serving exit ramp	nex	Planning	1-2, see graphic	Include in TS	Include in MRS	Include in MRS
Presence of left-turn bay on "in" leg	i_LTBayIn	Planning	Yes/No (<100 ft?)	Include in TS	Include in MRS	Include in MRS
Presence of left-turn bay on "out" leg	i_LTBayOut	Planning	Yes/No (<100 ft?)	Include in TS	Include in MRS	Include in MRS
Presence of right-turn bay on "in" leg	i_RTBayIn	Planning	Yes/No (<100 ft?)	Include in TS	Include in MRS	Include in MRS
Presence of right-turn bay on "out" leg	i_RTBayOut	Planning	Yes/No (<100 ft?)	Include in TS	Include in MRS	Include in MRS
Number of Stop-controlled public street approaches to the crossroad leg outside of the interchange and within 250 feet of the ramp terminal	n_ps	Planning	Integer	Include in TS	Include in MRS	Include in MRS
Number of Stop-controlled driveways to the crossroad leg outside of the interchange and within 250 feet of the ramp terminal	n_dw	Planning	Integer	Include in TS	Not Applicable	Not Applicable
Distance between subject ramp terminal and adjacent ramp terminal (from terminal center to terminal center)	I_rmp	Planning	Double	Include in TS	Include in MRS	Include in MRS
distance between subject ramp terminal and nearest public road intersection in a direction away form the freeway	I_str	Planning	Double	Include in TS	Include in MRS	Include in MRS
Width of median adjacent to turn lane for crossroad						
eg	w_m	Planning	Double	Include in TS	Include in MRS	Include in MRS
Left-turn lane width for "in" crossroad leg	w_bkIn	Planning	Double (0.0 if not pres		Include in MRS	Include in MRS
Left-turn lane width for "out" crossroad leg	w_bkOut	Planning	Double (0.0 if not pres	Include in TS	Include in MRS	Include in MRS
Number of through traffic lanes that oppose the left- turn movement on the crossroad leg "in"	n_oppLTIn	Planning	Integer	Include in TS	Not Applicable	Not Applicable
Number of through traffic lanes that oppose the left- turn movement on the crossroad leg "out"	n oppLTOut	Planning	Integer	Include in TS	Not Applicable	Not Applicable
Protected Left-turn operation indicator for crossroad eg "in"	i protLTIn		Boolean	Include in TS	Not Applicable	Not Applicable
Protected Left-turn operation indicator for crossroad	I_PIOLETIII	Planning	DOGLEGIT	include III 13	Not Applicable	Not Applicable
eg "out"	i_protLTOut	Planning	Boolean	Include in TS	Not Applicable	Not Applicable
Right turn channelization indicator for crossroad leg 'in"	i_crtIn	Planning	Boolean	Include in TS	Not Applicable	Not Applicable
Right turn channelization indicator for crossroad leg 'out"	i crtOut	Planning	Boolean	Include in TS	Not Applicable	Not Applicable
Right turn channelization indicator for exit ramp	i crtEx	Planning	Boolean	Include in TS	Not Applicable	Not Applicable
Non-ramp public street leg indicator	i ps	Planning		Include in TS	Not Applicable	Not Applicable

Table 19-11. Applicable AADT Volume Ranges for Crossroad Ramp Terminal SPFs

Site Type (w)	Control Type (x)	Applicable AADT	Volume Range (veh/day)
		Crossroad	Total All Ramps
Four-leg terminals with	Stop control (ST)	0 to 18,000	0 to 10,000
diagonal ramps (D4)	Signal control (SG)	0 to 47,000	0 to 31,000

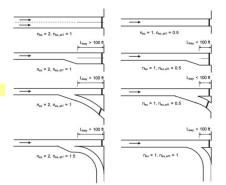


Figure 19-23. Effective Number of Lanes for Various Exit Ramp Configurations

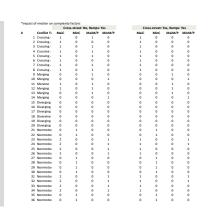
The CMF is applicable to  $W_m$  values in the range of 0 to 50 ft. Similarly, it is applicable to  $W_{h,k}$  values in the range of 0 to 26 ft.

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								Exposure			Sa.	werity			Traffic Control			onflicting onflicting	Traffic Complex	aty	Conflicting	need.	Indirect Paths	Pedestrian Complexity Non-intuitive	Pedestrian Complexity	Total Complexity	Exposure-Severity-
# Conflict Type	Mumt 1	Mymt1 gen	Mymt1 SpeedCat	Mvmt2	Mymt2 gen	Mymt2 SpeedCat	01 02			Speed V1 Spe			ieka V	p esi	manic control	CrossC			RampM/P Sco	ore	Speed Far		Indicator	movements indicator	factor	Multiplier	Complexity Product
1 Crossing - LT		CrossL1	Cross left	NBL.	Rampi1	Signal far	1875	1125	2109375	20	25	230		0.0216	0.505	0	0	0	0	1	40	0.778			1	0.392777778	17858.88971
2 Crossing - LT		CrossT1	Cross thru	WBL	Crosst2	Cross left	3750	1875	7031250	40	20	230	27.52		0.505	0	0	0	0	1	40	0.778			1	0.392777778	182504.9982
3 Crossing - LT		CrossL2	Cross left	NBL.	Rampli	Signal near	1875	1125	2109375	20	15	230	15.90		0.505	0	0	0	0	1	40	0.778			1	0.392777778	6927.777237
4 Crossing - LT		CrossT1	Cross thru	NBL.	Ramp11	Siznal near	3750	1125	4218750	40	15	230	25.48		0.505	0	0	0	0	1	40	0.778			1	0.392777778	82120.74512
	WBL	CrossL2	Cross left	SBL EBL	Ramp12 CrossL1	Signal far Cross left	1875 3750	1125 1875	2109375 7031250	20	25 20	230	20.42		0.505 0.505	0	0	0	0	1	40 40	0.778			1	0.392777778	17858.88971 182504.9982
6 Crossing - LT 7 Crossing - LT	EBL	CrossT2 CrossL1	Cross thru Cross left	SBL	Ramp12	Cross left Signal near	1875	1875	2109375	40 20	15	230	15.90		0.505	0	0	0	0	1	40	0.778			1	0.392777778	182504.9982
	WBT	CrossT2	Cross terr	SBL	Rampi2	Signal near	3750	1125	4218750	40	15	230	25.48		0.505	0	0	0	0	1	40	0.778			1	0.392777778	82120.74512
	WBT.NBL	CrossT2.Rampi		SBR	RampR2	Signal near	4875	1125	5484375	40	15	45	15.62		0.505	0	0	0	0	1	40	0.778			i	0.392777778	16875.6147
	EBR	CrossR1	Cross right	WBL	CrossL2	Cross left	1875	1875	3515625	15	20	45	7.08		1	0	0	ō	0	1	40	0.778			1	0.77777778	1067.033058
11 Merging	WBT	CrossT2	Cross thru	NBL.	Ramp11	Signal far	3750	1125	4218750	40	25	45	14.24	0.0055	0.505	0	0	0	0	1	40	0.778			1	0.392777778	9127.690242
	EBT	CrossT1	Cross thru	SBL	Ramp12	Signal far	3750	1125	4218750	40	25	45	14.24		0.505	0	0	0	0	1	40	0.778			1	0.392777778	9127.690242
	EBT,SBL	CrossT1,Rampi		NBR	RampR1	Signal near	4875	1125	5484375	40	15	45	15.62	0.0078	0.505	0	0	0	0	1	40	0.778			1	0.392777778	16875.6147
	WBR	CrossR2	Cross right	WBL	CrossL2	Cross left	1875	1875	3515625	15	20	45	7.08		1	0	0	0	0	1	40	0.778			1	0.77777778	1067.033058
	SBR	RampR2	Signal near	SBL	Ramp12	Signal near	1125	1125	1265625	15	15	10	1.31		1	0	0	0	0	1		1.000			1	1	0.810776943
	EBT	CrossT1 CrossT1	Cross thru Cross thru	EBL EBR	CrossR1	Cross left Cross right	3750 3750	1875 1875	7031250 7031250	40 40	20 15	10	10.30	0.0016	1	0	0	0	0	1		1.000			1	1	11348.31263 24976.22992
	NBR	RampR1	Signal near	NBL.	Rampi1	Signal near	1125	1125	1265625	15	15	10	1.31				0	0	0	1		1.000					0.810776943
	WBT	CrossT2	Cross thru	WBL	CrossL2	Cross left	3750	1875	7031250	40	20	10	10.30		1	0	0	0	0	1		1.000			1	1	11348.31263
	WBT	CrossT2	Cross thru	WBR	CrossR2	Cross right	3750	1875	7031250	40	15	10	12.68		1	0	0	ō	0	1		1.000			1	1	24976.22992
21 Nonmotorized		RampNM2	Nonmotorized	SBL	Ramp12	Signal near	375	1125	421875	0	15			0.1205	0.505	0	0	0	0	1	15	0.500			1	0.2525	12836.11725
22 Nonmotorized		RampNM2	Nonmotorized	SBR	RampR2	Signal near	375	1125	421875	0	15			0.1205	0.505	0	0	0	0	1	15	0.500			1	0.2525	12836.11725
23 Nonmotorized		CrossNM1	Nonmotorized	WBT	CrossT2	Cross thru	375	3750	1406250	0	40			0.7512	0.505	0	0	0	0	1	40	0.778	1		2	0.78555556	829795.2952
24 Nonmotorized		CrossNM1	Nonmotorized	NBL.	Ramp11	Signal far	375	1125	421875	0	25			0.3207	0.925	0	0	0	0	1	40	0.778	1		2	1.438888889	194655.9785
25 Nonmotorized		CrossNM1	Nonmotorized	EBL	CrossL1	Cross left	375	1875	703125	0	20			0.2027	0.505	0	0	0	0	1	40	0.778	1		2	0.78555556	111987.2143
26 Nonmotorized 27 Nonmotorized		CrossNM1 RampNM1	Nonmotorized Nonmotorized	EBT EBR	CrossT1 CrossR1	Cross thru Cross right	375 375	3750 1875	1406250 703125	0	40 15			0.7512	0.505	0	0	0	0	1	40 40	0.778	1		2	0.78555556 0.77777778	829795.2952 65898.65839
28 Nonmotorized		RampNM1	Nonmotorized	WBL	CrossL2	Cross left	375	1875	703125	0	20			0.2027	0.505	0	0	0	0	1	40	0.778			1	0.392777778	55993.60717
29 Nonmotorized		RampNM1	Nonmotorized	NBL.	Ramp11	Signal near	375	1125	421875	0	15			0.1205	0.505	0	0	0	0	1	15	0.500			i	0.2525	12836.11725
30 Nonmotorized		RampNM1	Nonmotorized	NBR	Ramp81	Signal near	375	1125	421875	0	15			0.1205	0.505	0	0	ō	0	1	15	0.500			1	0.2525	12836.11725
31 Nonmotorized		CrossNM2	Nonmotorized	EBT	CrossT1	Cross thru	375	3750	1406250	0	40			0.7512	0.505	0	0	0	0	1	40	0.778	1		2	0.78555556	829795.2952
32 Nonmotorized		CrossNM2	Nonmotorized	SBL	Ramp12	Signal far	375	1125	421875	0	25			0.3207	0.505	0	0	0	0	1	40	0.778	1		2	0.78555556	106271.6423
33 Nonmotorized		CrossNM2	Nonmotorized	WBL	Crosst2	Cross left	375	1875	703125	0	20			0.2027	0.505	0	0	0	0	1	40	0.778	1		2	0.78555556	111987.2143
34 Nonmotorized		CrossNM2	Nonmotorized	WBT	CrossT2	Cross thru	375	3750	1406250	0	40			0.7512	0.505	0	0	0	0	1	40	0.778	1		2	0.78555556	829795.2952
35 Nonmotorized		RampNM2	Nonmotorized	EBL	CrossL1	Cross left	375	1875	703125	0	20			0.2027	0.505	0	0	0	0	1	40	0.778			1	0.392777778	55993.60717
36 Nonmotorized		RampNM2	Nonmotorized	WBR	CrossR2	Cross right	375	1875	703125	0	15			0.1205	1	0	0	0	0	1	40	0.778			1	0.77777778	65898.65839

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							led in Mvm1																Included in								
CrossT1	1 CrossL1	CrossR1	CrossT2	CrossL2	CrossR2	RamoT1	RampL1	RamoR1	RamoT2	Rampt2	RamoR2	CrossNM1	CrossNM2	RampNM1	RampNM2	c	rossT1	CrossL1	CrossR1	CrossT2	CrossL2	CrossR2	RampT1		RampR1	RampT2	Ramp12	RampR2 Cr	rossNM1 Cri	ossNM1 Ran	noNM1 Ramo
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775	0 387	5 3875	7750	3875	3875	2500	1250	1250	2500	1250	1250	425	425	425	42	5 D	7750	3875	3875	7750	3875	3875	2500	1250	1250	2500	1250	1250	425	4Z5	425



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### Safe System for Intersection (SSI) Inputs

Specify the geomtric, exposure, severity, and conflicting traffic complexity inputs required for an SSI analysis.

1. Roadway Geometry	Lanes
Major number thru lanes (one direction)	3
Minor number thru lanes (one direction)	1

Optional Major Street Designation Select major street direction Median Presence on Major Road

Median Presence on Minor Road

E-W	
Yes	
Yes	

Required Inputs
Default Available, Override Optional
Planning-Level Default Input
Computed Value, Override Optional
Computed Value - No Override
Disabled Cell (Often based on input selections)

Nonmotorized Total ADT (ped/day)

Open Year Total Intersection NM

Complete the "Exposure" inputs. These inputs will apply to all interesections selected for analysis.
 Complete the "Severity" inputs

- 4. Complete the "Conflicting Traffic Complexity" inputs

2. Exposure	- All	Intersection
-------------	-------	--------------

Average Daily Traffic (veh/day)	Open	Design	ADT Direct	ional Split
Major	41,500	<u>46,000</u>	Major	0.50
Minor	<u>600</u>	<u>700</u>	Minor	0.50

No If "Yes", input values in <u>Table 2-A</u>
Yes If "Yes", input values in <u>Table 2-B</u> Are turning movement ADT values are available? Are peak hour turning movement counts available?

If no turning movment volumes or counts are available, a user can optionally override the planning-level default turning movment proportions in Table 2-C

Minor	0.50	Design Year Total Intersection NM
		(or overwrite ped movement ADTs below)
put values in <u>Tab</u>	le 2-A	Nonmotorized Movement ADT (ped/day)
out values in <u>Tab</u>	le 2-B	Major NM 1 (NM mvmt crossing Maj1)

Major NM 2 Minor NM 1 Minor NM 2

Activity Level	ADT Value (ped/day)
Medium (700)	700
Medium (700)	700

Open	Design
233	233
233	233
233	233
θ	θ

Table 2-A: Turning Movement (vol/day)				
	Open	Design		
Major Thru 1	20628.3	22865.1		
Major Left Turn 1	Q	Q		
Major Right Turn 1	121.6997	134.896		
Major Thru 2	20540.64	22767.9		
Major Left Turn 2	209.3621	232.064		
Major Right Turn 2	0	0		
Minor Thru 1	181.8	212.1		
Minor Left Turn 1	19.8	23.1		
Minor Right Turn 1	98.4	114.8		
Minor Thru 2	θ	θ		
Minor Left Turn 2	0	0		
Minor Right Turn 2	θ	θ		

Table 2-B: Turning M	ovement Counts (C	Optional)				
	Mvmt	AM Peak	AM %	PM Peak	PM %	Avg %
Major Thru 1	EBT	1803	0.9390625	2252	0.925226	0.932144
Major Left Turn 1	EBL	100	0.052083333	<del>175</del>	0.071898	0.061991
Major Right Turn 1	EBR	17	0.008854167	7	0.002876	0.005865
Major Thru 2	WBT	2223	0.975	1916	0.981055	0.978027
Major Left Turn 2	WBL	32	0.014035088	12	0.006144	0.01009
<del>Major Right Turn 2</del>	WBR	<del>25</del>	0.010964912	<del>25</del>	0.012801	0.011883
Minor Thru 1	NBT	<del>100</del>	0.66666667	75	0.6	0.633333
Minor Left Turn 1	NBL	9	0.06	9	0.072	0.066
Minor Right Turn 1	NBR	41	0.273333333	41	0.328	0.300667
Minor Thru 2	SBT	75	0.428571429	100	0.5	0.464286
Minor Left Turn 2	SBL	<del>50</del>	0.285714286	<del>50</del>	0.25	0.267857
Minor Right Turn 2	SBR	<del>50</del>	0.285714286	<del>50</del>	0.25	0.267857

Table 2-C: Turning Proportions (optional)			
Decimal			
Major Thru 1	0.994134954		
Major Left Turn 1	Q		
Major Right Turn 1	0.005865046		
Major Thru 2	0.98991026		
Major Left Turn 2	0.01008974		
<del>Major Right Turn 2</del>	е		
Minor Thru 1	0.606		
Minor Left Turn 1	0.066		
Minor Right Turn 1	0.328		
Minor Thru 2	О		
Minor Left Turn 2	О		
Minor Right Turn 2	е		

Turning movment proportions specified in Table 2-C (and by extension, the percentages determined in Table 2-B) are considered to be constant between the Open and Design years of the analysis.

ehicle Speeds	mp
Najor Posted Speed Limit	30
Ninor Posted Speed Limit	25
Najor thru	30
Najor left	20
Najor right	15

21.25 20 15 Minor thru Minor left Minor right 15 25 15 25 20 25 30 0 Stop near Stop far Signal near Signal far RAB entering RAB circulating RAB exiting Nonmotorized

Collision Angles	deg
Crossing	90
Crossing - LT	230
Crossing - RAB	60
Merging	45
Diverging	10

P(FSI) Regression Parameters	
alpha	67.29
k	3.79

### 4. Conflicting Traffic Complexity

Traffic Control		Decimal
Base Traffic Control Adjustment Value (BTCAV) for permitte	d	1
Base Traffic Control Adjustment Value (BTCAV) for protecte	d/permitted	0.85
Base Traffic Control Adjustment Value (BTCAV) for protecte	d	0.01
Base Traffic Control Adjustment Value (BTCAV) for stop-con	trolled	0.45
Weight, f, for permitted		0.5
Weight, f, for protected/permitted		0.5
Weight, f, for protected		0.5
Weight, f, for stop-controlled		0.5
Major LT signal phasing (drop-down)	Protec	ted
Minor LT signal phasing (drop-down)  Protecte		ted
Exclusive Pedestrian phasing (drop-down)		No

Traffic Control Parameter (a_traffic control)								
Permitted	1							
Protected/permitted	0.925							
Protected	0.505							
Stop-controlled	0.725							

Driver Merging Weights (W)								
Lane 1 (W1)	1							
Lane 2 (W2)	0.75							
Lane 3+ (W3+)	0.5							

Nonmotorized Complexity Nonmotorized Turn Score Weights (W)								
Lane 1 (W1)	1							
Lane 2 (W2)	0.75							
Lane 3+ (W3)	0.5							

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	Optional - Input locally-	Calibration Calibration  Calibration  Calib	alibration fact	ors for SPFs.			
Traffic Control	Facility Type	# legs	1 way/ 2 way	# of lanes on arterial	Default Calibration Factor	Optional User Override	Use Value
	On Rural Two Lane Highway	3 leg	-	-	1.00		1.00 0.92
		4 leg 3 leg	-	-	0.92 1.00		1.00
	On Rural Multilane Highway	4 leg	-	=	0.45		0.45
		3 leg	2x2	5 or fewer	2.50		2.50
raffic Signal		4 leg	2x2	5 or fewer	2.27		2.27
		3 leg	2x2	6 or more	1.00		1.00
for more information on determining signal type, refer to the "Definitions" worksheet)	On Urban and Suburban Arterial	4 leg	2x2 1x2	6 or more	1.00		1.00
, , , , , , , , , , , , , , , , , , , ,		3 leg 4 leg	1x2 1x2	-	1.00		1.00
		3 leg	1x1	-	1.00		1.00
		4 leg	1x1	-	1.00		1.00
	On High Speed (50+ MPH) Urban and Suburban	3 leg	-	-	1.00		1.00
	Arterial	4 leg	-	-	1.00		1.00
	On Rural Two Lane Highway	3 leg	-	-	1.27		1.27
		4 leg 3 leg	-	-	0.74 2.20		0.74 2.20
	On Rural Multilane Highway	4 leg		_	1.64		1.64
		3 leg	2x2	5 or fewer	1.14		1.14
		4 leg	2x2	5 or fewer	1.87		1.87
linor Road Stop		3 leg	2x2	6 or more	1.00		1.00
	On Urban and Suburban Arterial	4 leg	2x2	6 or more	1.00		1.00
		3 leg	1x2	-	1.00		1.00
		4 leg 3 leg	1x2 1x1	-	1.00 1.00		1.00
		4 leg	1x1 1x1	-	1.00		1.00
	On High Speed (50+ MPH) Urban and Suburban	3 leg	-	-	1.00		1.00
	Arterial	4 leg	-	-	1.00		1.00
	On Rural Two Lane Highway	3 leg	-	-	1.00		1.00
All-Way Stop		4 leg	-	=	1.00		1.00
	On Rural Multilane Highway	3 leg	-	-	1.00		1.00
		4 leg 3 leg	-	-	1.00		1.00
	On Urban and Suburban Arterial	4 leg	-	-	1.00		1.00
	d land accordance to	3 leg	-	-	1.00		1.00
oundabout	1-lane roundabout	4 leg	-	-	1.00		1.00
oundabout	2-lane roundabout	3 leg	-	-	1.00		1.00
		4 leg	-	-	1.00		1.00
ignalized Restricted Crossing U-Turn (RCUT),	also known Superstreet	3 leg	-	-	1.00		1.00
		4 leg 3 leg	-	-	1.00		1.00
Insignalized Restricted Crossing U-Turn (RCU	T), also known as J-Turn	4 leg	-	-	1.00		1.00
	Ramp Terr	ninal Inter	section SPF	s			
ontrol	Ramp and Intersection Type				SPF Calibration Factor	Optional User Override	Use Value
ignalized Diamond	Four-leg terminals with diagonal ramps (D4)				1.00		1.00
iverging Diamond	All types				1.00		1.00
ngle-Point Diamond nsignalized Diamond	All types Four-leg terminals with diagonal ramps (D4)				1.00		1.00
nsignalized Diamond	1-lane roundabout with 4 legs						
oundabout					1.00		1.00
oundadout	2-lane roundabout with 4 legs				1.00		1.00
	2-lane roundabout with 4 legs						
ignalized Tight Diamond	2-lane roundabout with 4 legs	Local CMI	Fs		1.00 1.00		1.00 1.00
	2-lane roundabout with 4 legs  Optional - Override default			ed or new CMFs	1.00 1.00		1.00 1.00
		CMFs with Ic		ed or new CMFs  Type of Crashes	1.00 1.00	Optional User Override	1.00 1.00
gnalized Tight Diamond		CMFs with Id Defa Inter	ocally-develope oult Base rsection	Type of Crashes	1.00 1.00 1.00 Default CMF		1.00 1.00 1.00 Use Value
gnalized Tight Diamond  ontrol splaced Left Turn (DLT)		CMFs with Id Defa Inter	ocally-develope	Type of Crashes  Total  Fatal-Injury	1.00 1.00 1.00 Default CMF		1.00 1.00 1.00 1.00 Use Value
gnalized Tight Diamond  ontrol  splaced Left Turn (DLT)		Defa Inter	ocally-develope oult Base rsection	Type of Crashes  Total Fatal-Injury Total	1.00 1.00 1.00 Default CMF  0.88  0.88  0.85		1.00 1.00 1.00 1.00 Use Value 0.88 0.88
gnalized Tight Diamond  ontrol  splaced Left Turn (DLT)  ledian U-Turn (MUT)	Optional - Override default	CMFs with Ic  Defa Intel  Traff  Traff	nult Base rsection fic Signal	Type of Crashes  Total  Fatal-Injury  Total  Fatal-Injury	1.00 1.00 1.00 1.00 Default CMF 0.88 0.88 0.85 0.70		1.00 1.00 1.00 1.00 Use Value 0.88 0.88 0.85 0.70
gnalized Tight Diamond  ontrol  splaced Left Turn (DLT)  edian U-Turn (MUT)	Optional - Override default	CMFs with Ic  Defa Intel  Traff  Traff	ocally-develope oult Base rsection fic Signal	Type of Crashes  Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury	1.00 1.00 1.00 1.00 Default CMF 0.88 0.88 0.85 0.70		1.00 1.00 1.00 1.00 Use Value 0.88 0.88 0.85 0.70
gnalized Tight Diamond  Introl  splaced Left Turn (DLT)  edian U-Turn (MUT)  gnalized Restricted Crossing U-Turn (RCUT),	Optional - Override default also known Superstreet	CMFs with Id  Defa Intel  Traff  Traff	nult Base rsection fic Signal fic Signal	Type of Crashes  Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury	1.00 1.00 1.00 1.00 Default CMF 0.88 0.88 0.85 0.70 0.85		1.00 1.00 1.00 1.00 Use Value 0.88 0.88 0.85 0.70 0.85
gnalized Tight Diamond  Introl  splaced Left Turn (DLT)  edian U-Turn (MUT)  gnalized Restricted Crossing U-Turn (RCUT),	Optional - Override default also known Superstreet	CMFs with lo	nult Base rsection fic Signal	Type of Crashes  Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury	1.00 1.00 1.00 1.00 Default CMF 0.88 0.88 0.85 0.70		1.00 1.00 1.00 1.00 Use Value 0.88 0.88 0.85 0.70
gnalized Tight Diamond  ontrol  splaced Left Turn (DLT)  edian U-Turn (MUT)  gnalized Restricted Crossing U-Turn (RCUT), nsignalized Restricted Crossing U-Turn (RCUT)	Optional - Override default also known Superstreet	CMFs with Id  Defa Inter  Traff  Traff  Minor  (T	coally-develope nult Base rsection fic Signal fic Signal fic Signal Road Stop WSC)	Type of Crashes  Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury Total	1.00 1.00 1.00 1.00  Default CMF  0.88 0.88 0.85 0.70 0.85 0.78 0.65		1.00 1.00 1.00 1.00 Use Value 0.88 0.88 0.85 0.70 0.85
enalized Tight Diamond  Introl  splaced Left Turn (DLT)  edian U-Turn (MUT)  gnalized Restricted Crossing U-Turn (RCUT),  nsignalized Restricted Crossing U-Turn (RCU  gnalized Thru-Cut	Optional - Override default also known Superstreet	CMFs with lo	coolly-develope nult Base rsection fic Signal fic Signal fic Signal Road Stop WSC)	Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00  Default CMF  0.88 0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00		1.00 1.00 1.00 1.00 Use Value 0.88 0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00
gnalized Tight Diamond  ontrol  splaced Left Turn (DLT)  edian U-Turn (MUT)  gnalized Restricted Crossing U-Turn (RCUT),  nsignalized Restricted Crossing U-Turn (RCU gnalized Thru-Cut	Optional - Override default also known Superstreet	CMFs with lo	colly-developed tult Base rsection fic Signal fic Signal fic Signal Road Stop WSC) fic Signal Road Stop	Type of Crashes  Total Fatal-Injury Total	1.00 1.00 1.00 1.00 1.00  Default CMF 0.88 0.88 0.85 0.70 0.70 0.85 0.78 0.65 0.46 1.00 1.00		1.00 1.00 1.00 1.00 Use Value 0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00
gnalized Tight Diamond  ontrol  splaced Left Turn (DLT)  edian U-Turn (MUT)  gnalized Restricted Crossing U-Turn (RCUT), nsignalized Restricted Crossing U-Turn (RCU gnalized Thru-Cut	Optional - Override default also known Superstreet	CMFs with lo	coolly-develope nult Base rsection fic Signal fic Signal fic Signal Road Stop WSC)	Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00  Default CMF 0.88 0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00  Use Value 0.88 0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00
gnalized Tight Diamond  ontrol  splaced Left Turn (DLT)  edian U-Turn (MUT)  gnalized Restricted Crossing U-Turn (RCUT), nsignalized Restricted Crossing U-Turn (RCU gnalized Thru-Cut	Optional - Override default also known Superstreet	CMFs with Ic  Defa Inter  Traff  Traff  Minor  (T  Traff  Minor  (T)	colly-developed tult Base rsection fic Signal fic Signal fic Signal Road Stop WSC) fic Signal Road Stop	Type of Crashes  Total Fatal-injury Total Total Fatal-injury Total Total	1.00 1.00 1.00 1.00 1.00 1.00  Default CMF 0.88 0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00  Use Value 0.88 0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00
gnalized Tight Diamond  portrol  splaced Left Turn (DLT)  edian U-Turn (MUT)  gnalized Restricted Crossing U-Turn (RCUT),  nsignalized Restricted Crossing U-Turn (RCU gnalized Thru-Cut  nsignalized Thru-Cut	Optional - Override default also known Superstreet	CMFs with Ic  Defa Intel  Traff  Traff  Minor  (T  Minor  (T  Taffi  Minor  Taffi	ocally-development Base resection  fic Signal fic Signal fic Signal Road Stop WSC)	Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00  Use Value 0.88 0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00 1.00
pnalized Tight Diamond  portrol  splaced Left Turn (DLT)  edian U-Turn (MUT)  gnalized Restricted Crossing U-Turn (RCUT),  nsignalized Restricted Crossing U-Turn (RCU gnalized Thru-Cut  nsignalized Thru-Cut	Optional - Override default also known Superstreet	CMFs with Ic  Defa Intel  Traff  Traff  Minor  (T  Minor  (T  Taffi  Minor  Taffi	ocally-development Base resection  fic Signal  fic Signal  fic Signal  Road Stop  WSC)  fic Signal  Road Stop  WSC)	Type of Crashes  Total Fatal-Injury Total	1.00 1.00 1.00 1.00 1.00 1.00  Default CMF 0.88 0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00  Use Value 0.88 0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00
gnalized Tight Diamond  ontrol  splaced Left Turn (DLT)  ledian U-Turn (MUT)  gnalized Restricted Crossing U-Turn (RCUT), nsignalized Restricted Crossing U-Turn (RCU) gnalized Thru-Cut  nsignalized Thru-Cut	Optional - Override default also known Superstreet	CMFs with Ic  Defa Inter  Traff  Traff  Minor  (T  Traff  Minor  (T  Traff  Traff  Traff	ocally-development Base resection fic Signal fic Signal fic Signal fic Signal Road Stop WSC) fic Signal Road Stop WSC) fic Signal fic Signal fic Signal fic Signal	Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00  Default CMF  0.88 0.88 0.85 0.70 0.78 0.65 0.46 1.00 1.00 1.00 1.00 1.00 0.96		1.00 1.00 1.00 1.00 1.00 1.00  Use Value  0.88 0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00 1.00 1.00 0.96
pnalized Tight Diamond  portrol  splaced Left Turn (DLT)  edian U-Turn (MUT)  gnalized Restricted Crossing U-Turn (RCUT),  nsignalized Restricted Crossing U-Turn (RCU gnalized Thru-Cut  nsignalized Thru-Cut  powtie  ontinuous Green-T Intersection  ghandles	Optional - Override default also known Superstreet	CMFs with Ic  Defa Inter  Traff  Traff  Minor  (T  Traff  Minor  (T  Traff  Traff  Traff	ocally-development Base resection  fic Signal fic Signal fic Signal Road Stop WSC)	Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
entinuous Green-T Intersection ghandles	Optional - Override default also known Superstreet	CMFs with Ic  Defa Inter  Traff  Traff  Minor  (T  Minor  (T  Taffi  Minor  Traff  Traff	ocally-development Base resection fic Signal fic Signal fic Signal fic Signal Road Stop WSC) fic Signal Road Stop WSC) fic Signal fic Signal fic Signal fic Signal	Type of Crashes  Total Fatal-Injury Total	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00  Use Value 0.88 0.88 0.85 0.70 0.85 0.78 0.65 0.46 1.00 1.00 1.00 1.00 1.00 0.96 0.85 0.74 0.74
enalized Tight Diamond  Introl  splaced Left Turn (DLT)  edian U-Turn (MUT)  gnalized Restricted Crossing U-Turn (RCUT),  ssignalized Restricted Crossing U-Turn (RCU  gnalized Thru-Cut  ssignalized Thru-Cut  swite  entinuous Green-T Intersection  ghandles  rital Median U-Turn	Optional - Override default also known Superstreet	CMFs with Ic  Defa Inter  Traff  Traff  Minor  (T  Minor  (T  Taffi  Minor  Traff  Traff	ocally-develop-	Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
enalized Tight Diamond  Introl  splaced Left Turn (DLT)  edian U-Turn (MUT)  gnalized Restricted Crossing U-Turn (RCUT),  ssignalized Restricted Crossing U-Turn (RCU  gnalized Thru-Cut  ssignalized Thru-Cut  swite  entinuous Green-T Intersection  ghandles  rital Median U-Turn	Optional - Override default also known Superstreet	CMFs with Ic  Defa Intel  Traff  Traff  Minor  (T  Traff  Minor  (T  Traff  User:	ocally-develop-	Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
gnalized Tight Diamond  portrol  splaced Left Turn (DLT)  edian U-Turn (MUT)  gnalized Restricted Crossing U-Turn (RCUT),  nsignalized Restricted Crossing U-Turn (RCU  gnalized Thru-Cut  nsignalized Thru-Cut  owtie	Optional - Override default  also known Superstreet  T), also known as J-Turn	CMFs with Ic  Defa Inter  Traff  Traff  Minor  (T  Taffi  Minor  (T  Taffi  User:	ocally-development Base resection fic Signal fic Signal fic Signal fic Signal fic Signal Road Stop WSC) fic Signal Road Stop WSC) fic Signal	Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

spice\_WSVN Driveway 2050 v1.xlsm

### Historical Crash Data Input

Note: In order to use Empirical Bayes (EB), the historical intersection type must be a traffic signal or a minor road stop. Additionally, this alternative must be selected to be included in the analysis, and the historical intersection specified below. Up to 10 years of historical data can be used to perform the EB adjustment.

Is historical crash data available?	No			
Number of years available:		(Up to 10)	First Year Data is available:	
Historical Intx Type:				

	Historical (	Crash Counts	Year										
	nistorical	Liasii Counts	2016	2017	2018	2019	2020					 Total	
		Total											One or more years has 0 total crashes.
	Combined	Fatal/Injury											
		PDO											
	Single-	Total											
	Vehicle	Fatal/Injury											
	venicie	PDO											
	Multiple-	Total											
	Vehicle	Fatal/Injury											
	venicie	PDO											
	Veh-Ped	Fatal/Injury											
[	Veh-Bike	Fatal/Injury											
	Total	All											

Computations Only Below This Point

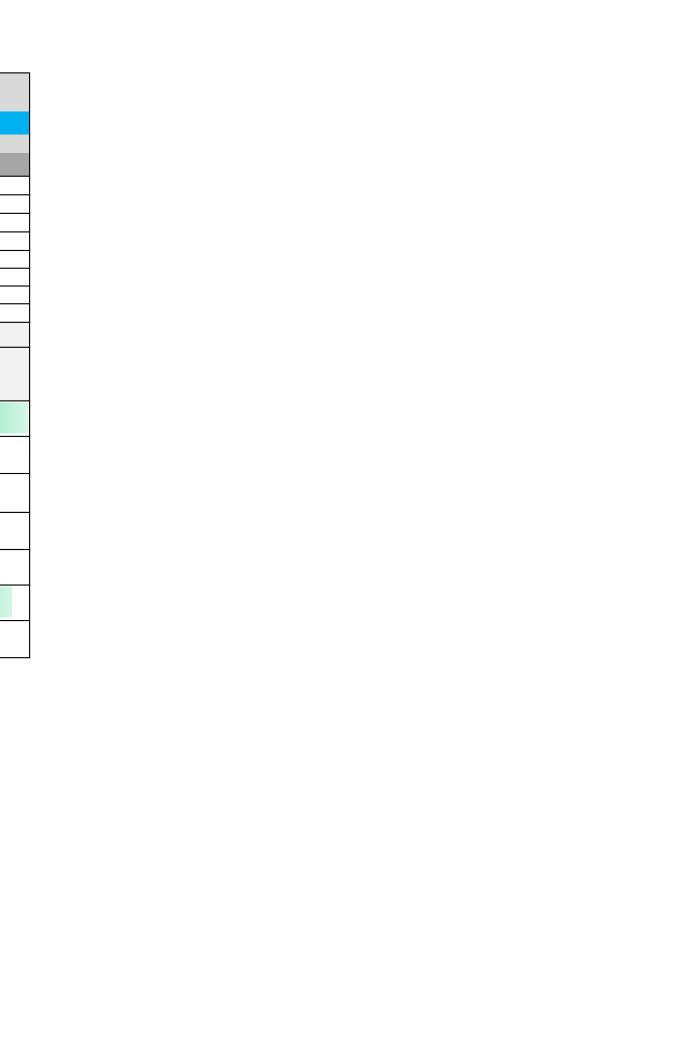
							ons (No Dat	ta Entry)					
	Yea		2016	2017	2018	2019	2020						Tota
		Total											
	N <sub>predicted</sub>	Fatal/Injur											
		PDO											
	Dispersion	Total											
ous	Darameter (k)	Fatal/Injur											
isi	Parameter (K)	PDO											
<u>8</u>	Weighted	Total											
nec	Adjustment	Fatal/Injur											
Combined Collisions	(w)	PDO											
Ö		Total											
	N <sub>expected</sub>	Fatal/Injur											
		PDO											
	N <sub>expected</sub> / N <sub>predicted</sub>												
												PDO	
	Year		2016	2017	2018	2019	2020						Tot
	N <sub>predicted</sub>	Total											
		Fatal/Injur	/										
		PDO											
≥ _		Total											
o ple)		Fatal/Injur											
Multiple-Vehicle Only (When Applicable)		PDO											
/eh (ppl	Weighted	Total											
le-/	Adjustment	Fatal/Injur											
A Pe	(w)	PDO											
≥ ک	l	Total											
	N <sub>expected</sub>	Fatal/Injur PDO											
		PDU										7	+
					N	/ NI						Total	
					expect	$_{ m ed}$ / N $_{ m pred}$	icted					F/I PDO	
	Yea	. 1	2016	2017	2018	2019	2020			l	l		Tot
Vehicle-Pedestrian		Fatal/Injur		2017	2010	2019	2020				-	-	100
esti	N <sub>predicted</sub> Disp. (k)	Fatal/Injur										_	+
bed	Weight (w)	Fatal/Injur										_	+
<u>a</u>													+
jë Si	N <sub>expected</sub>	Fatal/Injur											+
>					N <sub>expect</sub>	ed / N <sub>pred</sub>	icted					F/I	
	Year		2016	2017	2018	2019	2020						Tot
Vehicle-Bicylce	N <sub>predicted</sub>	Fatal/Injur											
Bic	Disp. (k)	Fatal/Injur											
<u>\delta</u>	Weight (w)	Fatal/Injur											
ž	N <sub>expected</sub>	Fatal/Injur											

				At-G	rade Interse	ection Facil	ity Type		
Di-				Rural	burban	/6	uburban Arterials w/ 6 o		
DIS	persion Paramet	ers	Rural Two-	Multilane	Arterials	Urban/S	or More	High Speed	
			Lane Highways	Highways	w/5 or				
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
		3ST	0.54	0.46					
흥	Total	3SG	0.31	0.40					
Ä		4ST	0.24	0.49					
Combined Multi and Single Vehicle		4SG	0.11	0.28					
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
:5 T		3ST		0.57		0.65	2.00	2.00	
ä	Fatal / Injury	3SG		1.15		0.52	0.95	0.95	
퐄		4ST		0.74		0.60	0.53	0.53	
Σ		4SG		0.22		0.56	1.33	1.33	
Je .		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
ē		3ST				0.75	1.03	1.03	
Ö	PDO	3SG				1.00	0.90	0.90	
		4ST				1.14	0.96	0.96	
		4SG				0.99	2.00	2.00	
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art
		3ST			1.14				0.69
	Total	3SG			0.36				0.57
		4ST			0.65				1.12
		4SG			0.36				0.55
o		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
Single-Vehicle		3ST							2.10
, e	Fatal / Injury	3SG			0.24				1.04
g e		4ST							1.64
Sin		4SG			0.09				0.98
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art
		3ST			0.29				0.75
	PDO	3SG			0.53				0.74
		4ST			0.54				1.40
		4SG			0.44				0.84
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
		3ST			0.80				0,85
	T-4-1	3SG			0.33				0.21
	Total	4ST			0.40				0.91
a)		4SG			0.39				0.39
Multiple-Vehicle		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art
Ver		3ST			0.69				0.76
- Je	Fatal / Injury	3SG			0.30	-			0.09
ij		4ST			0.48	1			0.89
Σ		4SG			0.33	1			0.31
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
		3ST	IVZE		0.77				1.11
	PDO	3SG			0.77				0.34
		4ST			0.40				0.34
		45G			0.44				0.38
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.
_		3ST	RZL 	KIVIL	U/S Art.		1X2 	 1XI	U/S AFT.
듵			1 1						
strian	Fatal / Injury				0.52	0.52	0.53	0.52	
Veh- Pedestrian	Fatal / Injury	3SG 4ST			0.52	0.52	0.52	0.52	

		Intersection Facility Type						
AWSC I	Dispersion Param	Rural Two-	Rural	burban				
17-	68 Report Updat	e	Lane	Multilane	Arterials			
			Highways	Highways	w/ 5 or			
e.		Intx	R2L	RML	U/S Art.			
ie Bij	Total	3AWSC	-	1				
<u> </u>		4AWSC	0.39	-				
باغا		Intx	R2L	RML	U/S Art.			
l Multi a Vehicle	Fatal / Injury	3AWSC			0.07			
<del>5</del> >		4AWSC			0.66			
Combined Multi and Single Vehicle		Intx	R2L	RML	U/S Art.			
Ę	PDO	3AWSC	-	-	0.37			
8		4AWSC	-	-	0.78			

spice\_WSVN Driveway 2050 v1.xlsm Results

Florida Department of Transportation Safety Performance for Intersection Control Evaluation Tool												
Results												
Summary of crash prediction results for each alternative												
Project Information												
roject Name: Intersection Type At-Grade Intersection												
ntersection: Opening Year 2030												
Agency:	gency: Design Year 2050											
Project Reference:	Facility Type			C	n Urban a	nd Suburban Arterial						
City:	Number of Legs					3-leg						
State:	1-Way/2-Way	Ale alternations A		_	-	ntersecting 2-way						
Date:	# of Major Street Lanes (bo	<u> </u>		_		6 or more						
Analyst:	Analyst: Major Street Approach Speed Less than 55 mph											
	Crash Predic	ction Summary		SSI Score								
Control Strategy	Crash Prediction Rank	AADT Within SPF Prediction Range?	Source of Prediction	Opening Year	Design Year	Rank						
Traffic Signal	5	Yes	Uncalibrated SPF	<u>82</u>	<u>80</u>	1						
Minor Road Stop	1	Yes	Calibrated SPF w/ EB	<u>68</u>	<u>65</u>	4						
2-lane Roundabout	7	No	Uncalibrated SPF	<u>74</u>	<u>72</u>	3						
Median U-Turn (MUT)	3	N/A	CMF	==	11							
Unsignalized RCUT	2	Yes	Uncalibrated SPF	<u>62</u>	<u>59</u>	5						
Continuous Green-T Intersection	4	N/A	CMF	<u>82</u>	<u>80</u>	2						
Partial Median U-Turn	5	N/A	CMF									



spice\_WSVN Driveway 2050 v1.xlsm SSI Results

## Florida Department of Transportation

## **Safety Performance for Intersection Control Evaluation Tool**

## Safe System for Intersection (SSI) Results

Summary of the safe system intersection results for each alternative

Conversion of Existing
Intersection Type:

Traffic Signal

Select from Dropdown List

## **Opening Year Results**

Control Strategy	SSI Ref Worksheet SSI Score		SSI Conflict Type Score			Ехро	Exposure (Relative to Existing)			Average P(FSI)			Average Complexity					
Control Strategy	Name	331 30016	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging
Traffic Signal	TradT_Sig	82	46	99	100	100	1.00	1.00	1.00	1.00	0.27	0.02	0.00	0.00	1.15	1.01	0.84	1.00
Minor Road Stop	TradT_MRSC	68	22	98	100	100	1.00	1.00	1.00	1.00	0.27	0.03	0.00	0.00	2.08	2.00	1.67	1.00
2-Lane Roundabout	T_2x2_RAB	74	30	100	100	100	1.00	1.00	1.00	1.00	0.33	0.00	0.00	0.00	2.44	1.22	1.12	1.00
Median U-Turn (MUT)																		
Unsignalized RCUT	T_RCUT_Unsig	62	15	99	100	100	1.00	0.91	1.17	1.06	0.25	0.01	0.00	0.00	2.40	1.45	1.21	1.00
Continuous Green-T	CGT	82	46	99	100	100	1.00	1.00	1.00	1.00	0.27	0.02	0.00	0.00	1.15	1.01	1.09	1.00

## **Design Year Results**

Control Strategy	SSI Ref Worksheet SSI Score			SSI Conflict 1	Гуре Score		Exposure (Relative to Existing)			Average P(FSI)				Average Complexity				
Control Strategy	Name	331 30016	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging
Traffic Signal	TradT_Sig	80	42	99	100	100	1.00	1.00	1.00	1.00	0.27	0.02	0.00	0.00	1.15	1.01	0.84	1.00
Minor Road Stop	TradT_MRSC	65	18	97	100	100	1.00	1.00	1.00	1.00	0.27	0.03	0.00	0.00	2.08	2.00	1.67	1.00
2-Lane Roundabout	T_2x2_RAB	72	26	100	100	100	1.00	1.00	1.00	1.00	0.33	0.00	0.00	0.00	2.44	1.22	1.12	1.00
Median U-Turn (MUT)			]															
Unsignalized RCUT	T_RCUT_Unsig	59	12	99	100	100	1.00	0.91	1.17	1.06	0.25	0.01	0.00	0.00	2.40	1.45	1.21	1.00
Continuous Green-T	CGT	80	42	99	100	100	1.00	1.00	1.00	1.00	0.27	0.02	0.00	0.00	1.15	1.01	1.09	1.00

## Florida Department of Transportation Intersection Control Evaluation (ICE) Form Stage 1: Screening

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms are to be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval. Selections must be made in the "Intersection Type" and "Project Funding Source" cells below for the appropriate Stage 1 and Stage 2 forms to fully populate.

	NE 70th Street at Adventure Avenue										
Project Name		NE	79th Street at Adventure Av	/enue	FDOT Pro	ject#					
Submitted By				Agency/Company	Н	IDR	Date	10/10/2023			
Email				FDOT District	District 6	County	Miami-D	ade			
Project I	Locality ( <i>City/</i>	Town/Village)		North Bay Village							
Interse	Intersection Type At-0		rade Intersection	FDOT Cont	FDOT Context Classification		Urban Center				
	Project Fu	unding Source	Federal	Project Type	(	Corridor Improvem	ent Project				
Project Purpose (What is the catalyst for this project and why is being undertaken)											
Project Setting Description			The two sets of bridge pair between the mainland and and office typical of an urba	s on SR 934/NE 79th Street li the barrier island. Near Adve an setting.	ink developed isla enture Avenue, lar	nds (representing I nd uses contain a n	North Bay Villa	age) situated dential, retail,			
Multimodal Context (Describe the pedestrian, bicycle, and transit activity in the area and the petential				ne north and south side of SR f NE 79th Street. Marked peo icycle lanes on NE 79th Stree rided on Adventure Avenue so	destrian crosswalk et are present in b	s are located on the	e west and so	outh			

				Mai	jor Street Information						1	
	Route #:	SR 934	Route Name(s)		NE 79th Street					Milepost	1.909	
		ontrol Type	Signa		Existing AADT	39.	500		Desian	Year AADT	46,000	
Des	sign Vehicle	7.	terstate Semitrailer						iler (WB-62F			
			onal Classification		Control Vehicle ban Principal Arterial - Other		1.0			peed (mph)	35	
	Seconda		ssification (if app.)		barri miopari monari o mor					ph) [if app.]		
	Direction	,	(,	bound	Number of Lanes		Study F	Period #1 Tr			od #2 Traffic	
	Sidewalks a	along:		f the approach	Left-Turn	0	, ,	Volumes	amo	,	umes	
#		on Approach?		'es	Left-Through	0	Week	kday AM Pe	ak Weekda		ay PM Peak	
Approach #1		Bike Facilities?	Y	es	Through	0			)	Left	0	
\ppr(	Multi-Use P	ath?	N	No	Left-Through-Right	0	Thro	ough 2,	143	Through	1,789	
	Scheduled	Bus Service?	Y	'es	Through-Right	3	F	Right 8	9	Right	136	
	Bus Stop or	n Approach?	Y	es	Right-Turn 0 Daily Tru		uck %	4.	.8%			
	Direction		West	bound	Number of Lanes		Study F	Study Period #1 Traffic		Study Peri	od #2 Traffic	
	Sidewalks a	along:	Both sides of	the approach	Left-Turn	1	,	Volumes		Vol	umes	
#2	Crosswalk	on Approach?	Y	'es	Left-Through	0	Week	kday AM Pe	ak	Weekda	y PM Peak	
Approach #2	On-Street E	Bike Facilities?	Y	es	Through	3		Left 5	6	Left	75	
Appr	Multi-Use P	se Path?		No	Left-Through-Right	0	Thro	ough 1,6	673	Through	2,142	
`	Scheduled Bus Service? Y		'es	Through-Right	0	Right 0		)	Right	0		
	Bus Stop on Approach?		'es	Right-Turn	0		Daily Truck %		4.8%			

				Mir	nor Street Information						
	Route #:		Route Name(s)		Adventure Avenue				Milep	ost (if app.)	
	Existing Co	ontrol Type	Signal		Existing AADT	3,4	400			Year AADT	3,900
Desi	gn Vehicle	<u>,,                                    </u>	terstate Semitrailer		Control Vehicle		Florida	a Interstate Semitrailer (WB-62)			·L)
	<u> </u>		onal Classification	,	Urban Local		Design Speed (mph)			30	
	Seconda	ry Functional Cla	ssification (if app.)			Target Speed (mph) [if app.]					
	Direction	•	Northi	bound	Number of Lanes		Study F		I #1 Traffic		od #2 Traffic
	Sidewalks a	along:	Both sides of	the approach	Left-Turn	1		Volun			umes
#	Crosswalk	on Approach?	Ye	es	Left-Through	0	Week	kday A	AM Peak	Weekda	y PM Peak
)ach	On-Street E	Bike Facilities?	N	lo	Through	0		Left	147	Left	117
Approach #1	Multi-Use F	Path?	N	lo	Left-Through-Right	0	Thro	ough	0	Through	0
~	Scheduled	Bus Service?	N	lo	Through-Right	0	R	Right	62	Right	46
	Bus Stop o	n Approach?	N	lo	Right-Turn	1	Da	Daily Truck %		5	4%
	Direction				Number of Lanes		Study F	Study Period #1 Traffic		Study Peri	od #2 Traffic
	Sidewalks	along:			Left-Turn		1 '	Volun	nes	Vol	umes
#2	Crosswalk	on Approach?			Left-Through		Week	kday A	AM Peak	Weekda	y PM Peak
Approach #2	On-Street E	Bike Facilities?			Through			Left		Left	
<sup>4</sup> ppr	Multi-Use F	Path?			Left-Through-Right		Thro	ough		Through	
`	Scheduled	Bus Service?			Through-Right		F	Right		Right	
	Bus Stop o	n Approach?			Right-Turn			D	aily Truck %		
	Direction				Number of Lanes		Study F	Period	l #1 Traffic	Study Peri	od #2 Traffic
	Sidewalks	along:			Left-Turn		,	Volumes		Vol	umes
£# ر	Crosswalk	on Approach?			Left-Through		Weekday AM Peak		AM Peak	Weekda	y PM Peak
Approach #3	On-Street E	Bike Facilities?			Through			Left		Left	
Appr	Multi-Use F	ath?			Left-Through-Right		Through 1		Through		
`	Scheduled	Bus Service?			Through-Right		Right Ri		Right		
	Bus Stop o	n Approach?			Right-Turn		Daily Truck %				

## Crash History (Existing Intersections Only)

Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:

Existing crash analysis is attached. The intersection is not listed on the FDOT-6 Five Year High Crash Location list.

Control Strategy Evaluation

Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental

		CAP-X Outputs			SPICE O	utputs		
Control Strategy	V/C Weekday AM Peak	Ratio Weekday PM Peak	Ped Accom.	Bike Accom.	Crash Prediction Rank	SSI Rank	Strategy to be Advanced?	Justification
Two-Way Stop- Controlled	n/a	n/a	n/a	n/a	n/a	n/a	No	Existing intersection is signalized
All-Way Stop- Controlled	n/a	n/a	n/a	n/a	n/a	n/a	No	Existing intersection is signalized
Signalized Control	0.63	0.55	4.92	n/a	3	1	Yes	Existing intersection is signalized, and future conditions indicate signalization will continue to provide adequate capacity through 2050 conditions
Roundabout (1-lane)	n/a	n/a	n/a	n/a	n/a	n/a	No	
Roundabout (2-lane)	0.94	0.99	4.68	4.37	4	3	No	Insufficient ROW to accommodate multi-lane roundabout without impacting current developments. Potential capacity deficiencies as V/C ratios are 99%
Median U-Turn	0.56	0.50	3.33	n/a	1	n/a	No	Insufficient ROW to accommodate downstream U-tur movements due to bridges
RCUT (Signalized)	0.55	0.50	3.18	n/a	5	4	No	Insufficient ROW to accommodate downstream U-turi movements due to bridges
RCUT (Unsignalized)	n/a	n/a	n/a	n/a	n/a	n/a	No	
Jughandle					n/a	n/a	No	
Displaced Left- Turn	n/a	n/a	n/a	n/a	n/a	n/a	No	
Continuous Green Tee	0.56	0.49	2.83	3.80	2	2	No	Insufficient space exists to accommodate NB-to-WB left turn movement acceleration lane due to bridges and WSVN intersection
Quadrant Roadway	n/a	n/a	n/a	n/a			No	
Thru-Cut (Signalized)	n/a	n/a	n/a	n/a	n/a	n/a	No	
Thru-Cut (Unsignalized)	n/a	n/a	n/a	n/a	n/a	n/a	No	
Bowtie	n/a	n/a	n/a	n/a	n/a	n/a	No	
Other (Type)								

	Resolution								
To be filled out by	o be filled out by FDOT District Traffic Operations Engineer and District Design Engineer								
	Project Determination Project Determination								
Comments									
DTOE Name		Signature		Date					
DDE Name		Signature		Date					

Input Worksheet 1

Project Name:	NE 79th Street at Adventure Avenue
Project Number:	10348806
Location	North Bay Village, FL
Date	2050 AM
Number of Intersection Legs	3
Which leg is the minor street?	S

	Traffic Volume Demand									
		,	Volume	(Veh/hr)			Perce	nt (%)		
	U-Turn	Le	eft	Thru	Right	Heavy Vehicles		Volume Growth		
	Ŋ	<b></b>								
Eastbound	0	(	)	2143	89	2.4	0%	0.00%		
Westbound	8	4	8	1673	0	2.4	0%	0.00%		
Southbound	0	(	)	0	0	2.70%		0.00%		
Northbound	0	14	17	0	62	2.7	0%	0.00%		
Adjustment Factor	0.80	0.9	95		0.85					
Suggested	0.80	0.9	95		0.85					
	Truck to	PCE Fa	ctor		Suggested =	Suggested = 2.00		2.00		
FDC	OT Context Zone				C5-Urban Ce	enter				
				se signal	Suggested = 1800			1800		
_	Critical Lane Volume Threshold			se signal	Suggested = 1750		1750			
		4-pha	se signal	Suggested = 1700			1700			

	Equivalent Passenger Car Volume									
		Volume (Veh/hr)								
	U-Turn Left Thru Right									
	Ŋ	1								
Eastbound	0	0	2194	91						
Westbound	8	49	1713	0						
Southbound	0	0	0	0						
Northbound	0	151	0	64						

Notes:							
Left-Turn Adjustment Factor	Conversion of left-turning vehicles to equivalent through vehicles						
Right-turn Adjustment Factor	Conversion of right-turning vehicles to equivalent through vehicles						
U-turn Adjustment Factor	Conversion of U-turning vehicles to equivalent through vehicles						
Truck to PCE Factor	1 truck = X Passenger Car Equivalents						
Critical Lane Volume Sum Limit	Saturation Value for Critical Lane Volume Sum at an intersection						

Overall v/c

Ratio

0.63

#### **Capacity Analysis for Planning of Junctions** Step 2A: Base Conditions Analysis NE 79th Street at Adventure Avenue Project Name 10348806 Project Number North Bay Village, FL Location 2050 AM Date Which leg is th s minor street? **Existing Intersection Configuration** Traffic Signal **Number of Lanes for Existing Configuration** (Can be edited in "3- Alt Num Lanes Input" as needed) Northbound Southbound Eastbound Westbound **TYPE OF INTERSECTION** Sheet Т R U Т R U L т U Т L L L 0 3 3 Traffic Signal **FULL** 1 0 0 0 0 0 **Results for Existing Configuration** Zone 1 (North) Zone 2 (South) Zone 3 (East) Zone 4 (West) Zone 5 (Center) TYPE OF Sheet INTERSECTION CLV V/C CLV V/C CLV V/C CLV V/C CLV V/C **FULL** Traffic Signal 991 0.63 **Existing Configuration Results**

#### Step 2B: Alternative Selection

**Pedestrian Accommodation** 

4.92

**Bicycle Accommodation** 

Rankings Inclusion		Yes/No	Comment		
At-Grade Non-Roundabout Intersections	s?	Yes			
Traffic Signal		Yes			
Two-Way Stop Control		No			
All-Way Stop Control					
Continuous Green T	Yes				
	S-W				
Quadrant Roadway	N-E	No			
Quadrant (Cadway	S-E	No			
	N-W	No			
Partial Displaced Left Turn		No			
Displaced Left Turn		No			
Signalized Restricted Crossing U-Turn	ı	Yes			
Unsignalized Restricted Crossing U-Tur	'n	No			
Median U-Turn		Yes			
Partial Median U-Turn		No			
Bowtie		No			
Signalized ThruCut		No			
Unsignalized ThruCut		No			
Roundabouts?		Yes			
50 ICD Miniroundabout		No			
75 ICD Miniroundaobut		No			
1x1		No			
1NS x 2EW		No			
2NS x 1EW		No			
2x2		Yes			
Grade Separated Interchanges?					
Diamond					
Partial Cloverleaf A					
Partial Cloverleaf B	Partial Cloverleaf B				
Displaced Left Turn Interchange	Displaced Left Turn Interchange				
Diverging Diamond Interchange					
Single Point	Single Point				

Continue to Step 3

Step 3

#N/A

			Input Works	neet 2			
Project Name:		N	E 79th Stree	t at Adv	enture A	venue	
Project Number:				10348806	3		
Location:			North	Bay Villa	ge, FL		
Date:				2050 AM			
Analysis Type:			At-Grade Inters	sections a	nd Interch	anges	
	Number	of Lanes	for Non-ro	undabo	ut Inters	sections	
TYPE OF IN	TERSECTION	Sheet	Northbound	d Sout	hbound	Eastbound	Westbound
TIPLOTIN	TERSECTION	Sileet	U L T	R U L	. T R	U L T R	U L T R
Traffic	Signal	FULL	1 1	0 / 0	0 0	0 3 0	1 3 0
		_		1 /	11/	1//3/0	1 3 /
Continuo		<u>s</u>		<u>' / /</u>	VV	//	
Signalized Res	tricted Crossing Turn	E-W		1	10	1 0 3 0	1 1 3 0
Signalized Res U- Mediai	tricted Crossing Turn 1 U-Turn		1	- Z Z	0 0	//	
Signalized Res U- Median	tricted Crossing Turn 1 U-Turn	E-W	1	1	0 0	1 0 3 0	1 1 3 0
Signalized Res U- Median	tricted Crossing Turn n U-Turn atter "0" in L or R	E-W	1	annir	0 0	1 0 3 0	1 1 3 0
Signalized Res U- Median or shared lanes, er	tricted Crossing Furn n U-Turn hter "0" in L or R apacity A	E-W E-W	is for Pl	annir	ng of	1 0 3 0	1 1 3 0
Signalized Res U± Medial or shared lanes, et	Turn  1 U-Turn  ther "0" in L or R  apacity A	E-W E-W	is for Pl Input Works	annir	ng of	1 0 3 0	1 1 3 0
Signalized Res U- Medial	tricted Crossing Furn n U-Turn hter "0" in L or R apacity A	E-W E-W	is for Pl Input Works of Lanes fo	annir	o o o	Junction	1 1 3 0 1 3 0
Signalized Res U- Medial	Turn  1 U-Turn  ther "0" in L or R  apacity A	E-W E-W	is for Pl Input Works of Lanes fo	annir	o o o	Junction	1 1 3 0 1 3 0
Signalized Res U± Medial or shared lanes, et	Turn  1 U-Turn  ther "0" in L or R  apacity A	E-W E-W	is for Pl Input Works of Lanes fo	annir	o o o	Junction	1 1 3 0 1 3 0
Signalized Res U± Medial or shared lanes, et	Turn  1 U-Turn  ther "0" in L or R  apacity A	E-W E-W	is for Pl Input Works of Lanes fo	annir	o o o	Junction	1 1 3 0 1 3 0
Signalized Res U± Medial or shared lanes, et	Turn  1 U-Turn  ther "0" in L or R  apacity A	E-W E-W	is for Pl Input Works of Lanes fo	annir	o o o	Junction	1 1 3 0 1 3 0
Signalized Res U- Medial	Turn  1 U-Turn  ther "0" in L or R  apacity A	E-W E-W	is for Pl Input Works of Lanes fo	annir	o o o	Junction	1 1 3 0 1 3 0

					Input	Wor	kshee	et 2										
Project Name:				NE	79tl	h Str	eet a	t Adı	rentu	ire A	venue	9						_
Project Number:							103	34880	6									
Location:						No	rth Ba	y Villa	ge, F	:L								
Date:							20	50 AN	Л									
Analysis Type:				А	t-Gra	de Int	ersect	tions a	and In	tercha	anges							
	Volume Echo	with Sh	ared	Lane	e Adj	ustn	nent	for N	lon-r	roun	dabo	ut Ir	terse	ectio	ns			
TYPE OF INT	FROMESTICAL			North	bound	t		South	boun	d		Eastk	ound		١	Nesti	bound	t
TYPE OF INT	ERSECTION	Sheet	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	ı
Traffic	Signal	FULL		151	64	0	7	0	0	0		0	2285	0		49	1713	
Continuous	s Green T	<u>s</u>	7	151		64	1					/	2285	0		49	1713	
Signalized Restr		E-W	7	$\overline{}$		64	7		$\overline{}$	0	0	0	2285	0	8	49	1713	
Median		E-W		1	0	64			0	0	0	/	2285	0	8		1713	

## Results Worksheet

Project Name:	NE 79th Street at Adventure Avenue	<u> </u>	stimated Vo	lume-to-Capac	ity Ratio
Project Number:	10348806		Number	of Configurati	ons
Location	North Bay Village, FL	< 0.750	0.750 - 0.875	0.875 - 1.00	≥ 1.00
Date	2050 AM	4	0	1	0

		Resu	Its fo	r Nor	า-rou	ndab	out Ir	nterse	ection	าร				
TYPE OF INTERSECTION	Sheet	Zone 1	(North)	Zone 2	(South)	Zone 3	3 (East)	Zone 4	(West)	Zone 5	(Center)	Overall v/c	Pedestrian	Bicycle Accommod
TITE OF INTERSECTION	Officet	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	ations	ations
Traffic Signal	<u>FULL</u>		$\overline{}$		$\overline{}$		$\overline{/}$		$\overline{}$	991	0.63	0.63	4.92	#N/A
Continuous Green T	<u>s</u>									982	<u>0.56</u>	0.56	2.83	3.80
Signalized Restricted Crossing U- Turn	E-W	624	<u>0.35</u>	987	<u>0.55</u>	779	<u>0.43</u>	772	0.43			0.55	3.18	#N/A
Median U-Turn	E-W					779	<u>0.43</u>	833	<u>0.46</u>	1015	<u>0.56</u>	0.56	3.33	#N/A

## Results Worksheet

						Re	esults	for Roι	ındabo	uts					
TYPE OF	Zoı	ne 1 (No	rth)	Zo	ne 3 (Ea	st)	Zor	ne 2 (Sou	uth)	Zoi	ne 4 (We	est)	Overall v/c	Pedestrian	Bicycle Accommod
ROUNDABOUT	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Ratio	ations	ations
<u>2 X 2</u>	<u>0.00</u>	<u>0.00</u>		<u>0.75</u>	0.79		0.89	<u>0.31</u>		<u>0.88</u>	0.94		0.94	4.68	4.37

					R	esult	s for	Inter	chan	ges						
TYPE OF	Sheet	Zone 1 Mr	(Rt g)	Zone 2 Mrg	(Lt g)	Zone 3 1	(Ctr.	Zone 4	(Ctr. 2)	Zone 5 Mi	(Lt rg)	Zone 6 M	(Rt rg)	Overall v/c	Pedestrian	Bicycle Accommod
INTERCHANGE		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	ations	ations

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DOM AS ASSESSED.		Intersection Dire	nd of reality Multiple on		Doseing Pf			Crossing #2			Creeding #3			Crowde	i se			Crossing #8			Crossing 8			Crossing 8				Drawing #E			Crossing B			-	Doesing \$10			Crowing i	#11			Overing F13				Donesing \$13			Drawin	814		Coo	ning PS			Crossing PIE			Cruesing 8	mer.		Creeding	m	Boars									Individu	had Dossing Soc	cores									Л
TIPE OF INTERNAL TO	and the same	Ecore To	n Crowing	8 Lanes Veh Speed	Value Con	Type Makings	Lates Yeb y	Totale Conflicting Veh Type	Makings	States Veh	Volume Circ	Tuling Making	S Lates 1	rend Votame	Conflating 1 Vet Type	Makings # Li	max Vah ,	Mana Confiss Ven Ty	Makings	States Vet	Volume 5	infilling Makin	States To	d Water 5	Settlisting Mar Veti Type	stings Flanes	Speed Vol	Lone Conflicting Vall Type	Markings	States Ven	Williams C	Sedicing Me Sen Type	datings #Lan	ma Timb 15	Name Coding	ing Makings	States Veli	Value	Conflicting Is Vall Type	Makings # Lie	Speed V	Value Val	Making Making Type	ings. Flames	as Van y	Suma Cortin	Sing Making	p Flance	And Volume	Conflicting IS Vall Type	attings If Lane	Yes Votes	ie Conflicting Valid Type	Makings #	Lates Yeb Speed	Votate Vet 7	ting Makings	States Vol.	nd Volume 5	Conficting Man Van Type	ings If Latines 12	int Vitare	Ush Type Maki	ngs. Combine		82	83			M	87				ano	#11	P13	ans.	P14	215	#16	4 817		
Traffic Dignal	ESS.		No Country): with 2 slape	3 30	0 Em	Total States	1 30	g Shorthyne Carbolini	Maxed	B 28	1770 33kg	Chinal Division	4 3 :	29 2288	Step Styred Cardwined	Donated 3	30	218 Shap Sky Cardini	nd Maked	1 30	160 20	optional Mate	1 2	2280 B	Springed Ma	ahed 3	20 10	Stay Styre Contrales	Maked																																			4.82	4.29	479	3.00	3.80	4.25	479	4.00	4.00	030	0.1	1.00	0.00	0.00	6.00	030	0.00	6.00	0.00	2.07	
Continuous Drees T	- 1	1m 3	No Dossings with 3+ step	1 25	e	old Marked	1 29	2 Stop/Styre Controlled	d Maked	1 30	81 Car	teld Marked	3 :	30 2196	Stop/Signal Controlled	Donated 3	30	1884 Fee Plot	ting Unmarked	4 30	1762 Fv	e Filming United	3 30	2196 3	Septiment Uses Septiment	nated																																						2.83	8.00	8.00	473	3.29	2.35	2.00	3.25	6.00	030	0.1	1.00	0.00	0.00	600	030	0.00	6.00	0.00	- 49	T.
Signatured Restricted Crossin Turn	u	14 7	Tes Dossings with 3+ step	2 25	0 Step	tigned Marked	1 30	0 Fee Flows	ng Maked	3 30	1872 3849 Car	Olignal Marked Stated	2 :	29 200	Stop/Signal Controlled	Maked 3	30	2202 Shep/Sky Careboo	nd Maked	1 30	95 Pv	e Finning Mate																																										3.18	479	4.25	439	4.79	4.25	4.20	0.00	6.00	0.00	0.1	1.00	0.00	0.00	600	030	0.00	6.00	0.00	- 49	T.
Median O Turn			Tes Dossings: with 3+ step	2 25	o Step Car	tignal Status utted	1 30	g Yand Controlled	Maxed	3 30	1821 304 Car	Olignal Marked Solled	3 :	30 2202	Stop/Signal Controlled	Maked 1	25	219 Year Cardell	Maked	1 20	0 20	optional Mate	1 2	160	Yold Ma Desirated	ahed 3	30 22	202 Shap Styre Contration	Maked	3 30	1821 St.	Settled M	Marked 1	25	0 Yes Carbo	Maked led																												3.33	479	4.75	4.29	429	3.00	1.00	4.75	439	429	8.1	1.00	0.00	0.00	6.00	030	0.00	6.00	0.00	24	T.

THE REPORT NO. 1 AND ADDRESS A														
III S.														
The control of the														
Federical Costs (Configuration for the Technique														
Section Control Contro	Xors Control C													
Total Control Contro	PER													

cap x\_Adventura R-va 2050 AM v1. stem

#### Capacity Analysis for Planning of Junction

Multimodal intersection Confi

Use this worksheet to configure

Use this worksheet to configure the bicycle segment (approach to intersection and crossing of other roadway) information for all
intersection alternatives included in the analysis

The user needs to input the bicycle facility type.
 The user may adjust the conflicting control type, out of direction travel, riding between lanes, and riding across free

but defaults are provided for each intersection type.

The number of adjacent through lanes and adjacent volume refer to the direction of the segment approaching the intersection automatically calculated from prior user inputs. The user may adjust these as needed.

Bicycle Framework Assumptions

Most intersection types have four:

four approaches have cell notes in the Type of Intersection column describing the location of the additional approaches.

At interchanges, bicycle travel along ramps is not analyzed, interchanges with one ramp terminal intersection (e.g. single point) have

four segments, reprsenting the two major street approaches external to the intercha interchange.

Roadway Operati	ng Speeds
Major Street Speed Limit	30
Minor Street Speed Limit	25
Mini Roundabout Entry & Exit Speed	20
1-Lane Roundabout Entry & Exit Speed	25
2-Lane Roundabout Entry & Exit Speed	30

	Facility Type
Major Street Facility Type	On-Street Lane
Minor Street Facility Type	Shared with Vehicles

																				Bicycle :	Segmen	nt Config	juration	s for Non	-roundabo	ut Intersecti	ons																					
					Northboun	d				South	bound					Eastbo	ound					v	Westbound					Northboun	d 2					Southbound	12					Eastbound 2					,	Vestbound 2		
TYPE OF INTERSECTION	Sheet	Intersection Score	# Adjacent Thru Lanes Leg	AADT Conflict Control	ing Out of Type Direction	Riding Between Opposing Direct	n Riding Across F on Flow Ramp	ree- # Adjacent Thru Lanes	Leg AADT	Conflicting C Control Type Dir	ut of Riding Be ection Oppor Direct	itween Riding Fig.	Across Free- ow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting On Control Type Dire	ut of Piding	g Between oposing rection	iding Across Free- Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free Flow Ramp	# Adjacent Thru Lanes Leg	AADT Control	ting Out of Type Direction	on Riding Between Opposing Direction	Riding Across Flow Ran	Free- # Adjac p Thru La	cent ines Leg AAI	DT Conflictin	ng Out of Ope Direction	Riding Betwee Opposing Direction	Riding Across Fi Flow Ramp	ree- # Adjacen Thru Lane:	t Leg AAD1	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across F Flow Ramp	Free- # Adjacer Thru Lane	es Leg AAD	Conflicting Control Type	Out of Direction	Opposing Direction Riding Fig.	Across F low Ramp
Traffic Signal	FULL	FNA	1 :	914 Stop/Si Contro	nal No	No	No	0	0	Stop/Signal Controlled	No No		No	3	45741	Stop/Signal Controlled	No	No	No	3	44407	Stop/Signal Controlled	No	No	No																							
Continuous Green T	8	3.80	1 2	911 Stop/Si Contro	onal No led No	No	No							3	45741	ree Flowing	No	No	No	3	43613	Free Flowing	No	No	No																							
Signalized Restricted Crossing Turn	U- E-W	FNA	1 3	914 Stop/Si Contro	nal Yes	No	No	0	0	Stop/Signal Controlled	Yes No		No	3	45918	Stop/Signal Controlled	No	No	No	3	47825	Stop/Signal Controlled	No	No	No																							
Median U-Turn	E-W	FNA	1 3	914 Stop/Si Contro	onal No led	No	No	0	0	Stop/Signal Controlled	No No		No	3	45741	Stop/Signal Controlled	No	No	No	3	44407	Stop/Signal Controlled	No	No	No																							

			В	icycle Multimoda	I Scoring for Nor		tersections		
	Score				Individual Se	gment Scores			
-90	Combined	NB	SB	EB	WB	NB2	882	EB2	WB2
	#N/A	4.83	#N/A	4.00	4.00				
	3.80	4.83		3.33	3.33				
	#N/A	4.17	#N/A	4.00	4.00				
	#N/A	4.83	#N/A	4.00	4.00				

										Bi	cycle Segm	ent Conf	igurations fo	or Roundabou	its											
					N	orthbound					8	outhbound					E	astbound					٧	Vestbound		
TYPE OF ROUNDABOUT	Sheet	Intersection Score	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing Direction	Riding Across Free-Flow Ramp
Two Lane Roundabout	2 X 2	437	2	3914	Yield Controlled	No	No	No	2	0	Yield Controlled	No	No	No	2	45741	Yield Controlled	No	No	No	2	44407	Yield Controlled	No	No	No
													ri saligandan to berekasyo	'												
						Eastbound					١.	Vestbound					E	stbound 2					w	estbound 2		
TYPE OF INTERCHANGE	Sheet	Intersection Score	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of	Riding Between Opposing Direction	Riding Across Free-Flow Ramp

			Bicycle M		g for Roundabou	its		
Score				Individual Cr	ossing Scores			
Combined	NB	SB	EB	WB	NB2	882	EB2	WB2
4.37	4.50	4.67	4.17	4.17				
			Bicycle M		g for Interchange	es		
Score				Individual Cr	ossing Scores			
Combined	EB	WB	EB2	WB2				

	Scores		1	nd Roadway S				Fredby.			
	ocores		LEG AADT S	FIG POMORIAN O		ne (AAI		Speed	7		
Facility Type SUP		hared with Veh	1		Voture	ne (AA)	21)	All(Speeds)			
Volume (AADT) Any 25	30 40 85 25	30 40 85	1	3000	<	3000		5			
3000 5 5 7000 5 4	4 4 2 5	4 3 2		3001 7000	300	1-700	0	5			
99999 5 3	2 2 1 2	1 1 1		7001	,	7000	$\top$	5			
Number	of Adjacent Thru Lanes			nd Roadway S			- 0- 1		. 5		
1 1			LEG AADT S	Volume		Speed			e races		
3 2	or more lanes			(AADT)	<=25	26-30	31-39	>=40		::	1:
	fovement Crossing Control		3000	<=3000	5	4	4	2	<=3000		
Free Flowing 1 Yield Controlled 4			3001 7000	3001-7000	4	4	4	2	3001-700 >7000	. 3 2	
Stop/Signal Controlle 5			7001	>7000	3	2	2	1			
Yes 1	of Direction Travel		Leo AADT a	nd Roadway S					ehides Facility		
No 5				Volume		Speed					١,
Didina/Stop	ing Between Travel Lanes			(AADT)	<=25	26-30	31-39	>=40		- ::	
Yes 1 No 5	ng bennesi i ana cana		3000 3001	<=3000	5	4	3	2	cu3001		
	cross Free-Flow Ramp		7000	3001-7000	3	3	2	1	3001-700 >7000	. 21	
Yes 1 No 5			7001	>7000	2	1	1	1			
	0										
North Leg AADT	-		Asjor/Minor Str	eet Facility Ty	pe	Cor	metir	ng Control	стуре		
South Leg AADT	3914 44407	i	shared with Ven On-Street Lane shared Use Mati			tre	E HIOW	el Controll ang trolled	NEO		
East Leg AADT											
West Leg AADT	45741										

4b - Summary Results

TYPE OF INTERSECTION	Overall V/C Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Signalized Restricted Crossing U- Turn E-W	0.55	1	3.18	#N/A
Continuous Green T S	0.56	2	2.83	3.80
Median U-Turn E-W	0.56	2	3.33	#N/A
Traffic Signal	0.63	4	4.92	#N/A
2 X 2	0.94	5	4.68	4.37
		ŀ		
		ŀ	-	
		•		
		-		

Summary Report - Page 1 of 2

Project Name:	NE 79th Street at Adventure Avenue
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 AM
Number of Intersection Legs:	3
Which leg is the minor street?	S

			Tra	ffic Volume D	emand			
			Volume	(Veh/hr)			Perce	nt (%)
	U-Turn	Le	eft	Thru	Right			
	Ŋ	<b>+</b>				Heavy \	/ehicles	Volume Growth
Eastbound	0	(	)	2143	89	2.4	0%	0.00%
Westbound	8	4	8	1673	0	2.4	0%	0.00%
Southbound	0	(	)	0	0	2.7	0%	0.00%
Northbound	0	14	17	0	62	2.7	0%	0.00%
Adjustment Factor	0.80	0.	95		0.85			
Suggested	0.80	0.	95		0.85			
	Truck to	PCE Fa	ctor		Suggested =	2.00		2.00
FDC	OT Context Zone				C5-Urban Ce	enter		
E-W / Cro	ssing East-West	Legs		Low	Low			Low
N-S / Cros	sing North-South	Legs		Low	Low			Low
			2-pha	se signal	Suggested =	1800		1800
	Lane Volume reshold		3-pha	se signal	Suggested =	1750		1750
			4-pha	se signal	Suggested =	1700		1700

## **Capacity Analysis for Planning of Junctions**

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Signalized Restricted Crossing U-Turn E-W	0.55	1	3.18	#N/A
Continuous Green T S	0.56	2	2.83	3.80
Median U-Turn E-W	0.56	2	3.33	#N/A
Traffic Signal	0.63	4	4.92	#N/A
2 X 2	0.94	5	4.68	4.37

# Capacity Analysis for Planning of Junctions Detailed Report - Page 1 of 4

Project Name:	NE 79th Street at Adventure Avenue
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 AM
Number of Intersection Legs:	3
Major Street Direction:	North-South

			Tra	ffic Volume D	emand			
			Volume	(Veh/hr)			Perce	nt (%)
	U-Turn	Le	eft	Thru	Right			
	Ŋ	•				Heavy Ve	hicles	Volume Growth
Eastbound	0	(	)	2143	89	2.409	%	0.00%
Westbound	8	4	8	1673	0	2.409	%	0.00%
Southbound	0	(	)	0	0	2.709	%	0.00%
Northbound	0	14	47	0	62	2.709	%	0.00%
Adjustment Factor	0.80	0.	95		0.85		_	
Suggested	0.80	0.	95		0.85		_	
	Truck to	PCE Fa	ctor		Suggested =	2.00		2.00
FDC	OT Context Zone				C5-Urban Ce	enter		
E-W / Cro	ssing East-West	Legs		Low	Low			Low
N-S / Cros	ssing North-South	Legs		Low	Low			Low
			2-pha	se signal	Suggested =	1800		1800
	Lane Volume rreshold		3-pha	se signal	Suggested =	1750		1750
			4-pha	se signal	Suggested =	1700		1700

## **Capacity Analysis for Planning of Junctions**

Detailed Report - Page 2 of 4

Number o	of Lanes	for	No	n-re	oun	dat	ou	t In	ters	ect	ion	s					
TYPE OF INTERSECTION	Sheet	No	orth	boui	nd	Sc	uth	bou	nd	Е	astb	oun	ıd	W	estl	our	nd
TIPE OF INTERSECTION	Sileet	U	L	Т	R	υ	L	Т	R	ح	L	Т	R	٥	L	Т	R
Traffic Signal	FULL		1	1	0	$\overline{\ \ }$	0	0	0	/	0	3	0		1	3	0
Continuous Green T	<u>s</u>	$\overline{Z}$	1		1	$\overline{\ }$	/	/		/	/	3	0	$\setminus$	1	3	
Signalized Restricted Crossing U-Turn	E-W	$\overline{Z}$	$\mathbb{Z}$		1	$\overline{}$	/	$\angle$	0	1	0	3	0	1	1	3	0
Median U-Turn	E-W	Z	$\angle$	1	1	$\angle$	$\angle$	0	0	1	/	3	0	1	$\angle$	3	0

	Number of Lanes for Interchanges																
TYPE OF INTERCHANGE	Sheet	Northbound Southbound								Е	astb	oun	ıd	Westbound			nd
TIPE OF INTERCHANGE	Sileet	U	L	Т	R	U	L	Т	R	υ	L	Т	R	υ	L	Т	R

# Capacity Analysis for Planning of Junctions Detailed Report - Page 3 of 4

	Results for Non-roundabout Intersections													
TYPE OF INTERSECTION	Sheet	Zone 1 (North)			ne 2 uth)	Zone 3	(East)		ne 4 est)	Zor (Cer	ne 5 nter)	Overall v/c	Accom	Accom
	55.	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	modatio ns	modatio ns
Traffic Signal	FULL	$\vee$		$\mathbb{Z}$						991	0.63	0.63	4.92	#N/A
Continuous Green T	<u>s</u>									982	0.56	0.56	2.83	3.80
Signalized Restricted Crossing U-Turn	E-W	624	0.35	987	0.55	779	0.43	772	0.43		/	0.55	3.18	#N/A
Median U-Turn	E-W			$\overline{}$		779	0.43	833	0.46	1015	0.56	0.56	3.33	#N/A

## **Capacity Analysis for Planning of Junctions**

Detailed Report - Page 4 of 4

	Results for Roundabouts														
TYPE OF	Zo	ne 1 (Nor	:h)	Z	Zone 3 (East) Zone 2 (South) Zone 4 (West)			st)	Overall v/c	Ped Accom	Accom				
ROUNDABOUT	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Ratio	modatio ns	modatio ns
2 X 2	0.00	0.00		0.75	0.79		0.89	<u>0.31</u>		0.88	0.94		0.94	4.68	4.37

				I	Resul	ts fo	r Inte	rchar	nges							
TYPE OF INTERCHANGE	Sheet	Zoi (Rt	ne 1 Mrg)		ne 2 Mrg)		ne 3 r. 1)	Zor (Cti	ne 4 r. 2)	Zor (Lt I	ne 5 Virg)		ne 6 Mrg)	Overall v/c	Ped Accom	Bicycle Accom
	Sileet	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	modatio ns	modatio ns

Input Worksheet 1

Project Name:	NE 79th Street at Adventure Avenue
Project Number:	10348806
Location	North Bay Village, FL
Date	2050 PM
Number of Intersection Legs	3
Which leg is the minor street?	S

			Tra	ffic Volume D	emand				
		,	Volume	(Veh/hr)			Perce	nt (%)	
	U-Turn	Le	eft	Thru	Right	Heavy \	/ehicles	Volume Growth	
	Ŋ	<b></b>							
Eastbound	0	(	)	1789	136	2.4	0%	0.00%	
Westbound	21	5	4	2142	0	2.4	0%	0.00%	
Southbound	0	(	)	0	0	2.7	0%	0.00%	
Northbound	0	11	17	0	46	2.7	0%	0.00%	
Adjustment Factor	0.80	0.9	95		0.85				
Suggested	0.80	0.9	95		0.85				
	Truck to	PCE Fa	ctor		Suggested =	2.00		2.00	
FDC	OT Context Zone				C5-Urban Center				
	,.	2-phase signal				1800		1800	
_	Lane Volume reshold		3-pha	se signal	Suggested =	1750		1750	
			4-pha	se signal	Suggested =	1700		1700	

	Equivale	nt Passenger	Car Volume	
		Volume	(Veh/hr)	
	U-Turn	Right		
	Ŋ		1	
Eastbound	0	0	1832	139
Westbound	22	55	2193	0
Southbound	0	0	0	0
Northbound	0	120	0	47

	Notes:
Left-Turn Adjustment Factor	Conversion of left-turning vehicles to equivalent through vehicles
Right-turn Adjustment Factor	Conversion of right-turning vehicles to equivalent through vehicles
U-turn Adjustment Factor	Conversion of U-turning vehicles to equivalent through vehicles
Truck to PCE Factor	1 truck = X Passenger Car Equivalents
Critical Lane Volume Sum Limit	Saturation Value for Critical Lane Volume Sum at an intersection

## Step 2A: Base Conditions Analysis

Project Name:	NE 79th Street at Adventure Avenue
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 PM
Which leg is the minor street?	

#### **Existing Intersection Configuration**

Traffic Signal

Number of Lanes for Existing Configuration (Can be edited in "3- Alt Num Lanes Input" as needed)																	
TYPE OF INTERSECTION	Sheet	N	orth	boui	nd	Sc	outh	bou	nd	Е	astk	oun	ıd	W	estk	our	ıd
TIPE OF INTERSECTION	Sileet	U	L	Т	R	U	L	Т	R	כ	L	Т	R	U	Г	Т	R
Traffic Signal	FULL	/	1	1	0	/	0	0	0	$\overline{/}$	0	3	0	$\overline{/}$	1	3	0

#### **Results for Existing Configuration** Zone 1 (North) Zone 2 (South) Zone 3 (East) Zone 4 (West) Zone 5 (Center) TYPE OF Sheet INTERSECTION CLV CLV V/C CLV V/C CLV V/C CLV V/C V/C Traffic Signal **FULL** 875 <u>0.56</u>

# Overall v/c Ratio Pedestrian Accommodation Pedestrian Accommodation 4.92 Bicycle Accommodation #N/A

#### Step 2B: Alternative Selection

Rankings Inclusion		Yes/No	Comment
At-Grade Non-Roundabout Intersections	s?	Yes	
Traffic Signal		Yes	
Two-Way Stop Control		No	
All-Way Stop Control		No	
Continuous Green T		Yes	
	S-W	No	
Quadrant Roadway	N-E	No	
Quadrant Noadway	S-E	No	
	N-W	No	
Partial Displaced Left Turn		No	
Displaced Left Turn		No	
Signalized Restricted Crossing U-Turn	1	Yes	
Unsignalized Restricted Crossing U-Tur	'n	No	
Median U-Turn		Yes	
Partial Median U-Turn		No	
Bowtie		No	
Signalized ThruCut		No	
Unsignalized ThruCut		No	
Roundabouts?		Yes	
50 ICD Miniroundabout		No	
75 ICD Miniroundaobut		No	
1x1		No	
1NS x 2EW		No	
2NS x 1EW		No	
2x2		Yes	
Grade Separated Interchanges?		No	
Diamond			
Partial Cloverleaf A			
Partial Cloverleaf B			
Displaced Left Turn Interchange			
Diverging Diamond Interchange			
Single Point			

Continue to Step 3

Step 3

			Input Works	neet 2									
Project Name:		N	E 79th Stree	t at Adve	enture A	venue							
Project Number:		10348806											
Location:		North Bay Village, FL											
Date:		2050 PM											
Analysis Type: At-Grade Intersections and Interchanges													
Number of Lanes for Non-roundabout Intersections													
TYPE OF IN	TERSECTION	Sheet	Northbound	d Sout	hbound	Eastbound	Westbound						
			ULT	R U L	T R	U L T R	U L T R						
Traffic	Signal	FULL		0 / 0	0 0	0 3 0	1 3 0						
				11/1/	1/1/	1 / / 3   0	1 1 3 /						
	us Green T	<u>s</u>		- / /	УY								
Signalized Res U-	tricted Crossing Turn	E-W		1//	0	1 0 3 0	1 1 3 0						
Signalized Res U- Mediai	tricted Crossing Turn 1 U-Turn			- / /	0 0		1 1 3 0						
Signalized Res U- Median	tricted Crossing Turn n U-Turn atter "0" in L or R	E-W E-W	1	1 /	0 0	1 0 3 0	1 3 0						
Signalized Res U- Median or shared lanes, er	tricted Crossing Turn 1 U-Turn	E-W E-W	1	annin	0 0	1 0 3 0	1 3 0						
Signalized Res U- Median or shared lanes, er	tricted Crossing Furn n U-Turn hter "0" in L or R apacity A	E-W E-W	is for Pl Input Works	annin	g of	1 0 3 0	1 3 0						
Signalized Res U± Medial or shared lanes, et	Turn  1 U-Turn  ther "0" in L or R  apacity A	E-W E-W	is for Pl	annin	g of	1 0 3 0	1 3 0						
Signalized Res U- Medial	tricted Crossing Furn n U-Turn hter "0" in L or R apacity A	E-W E-W	is for Pl Input Works of Lanes fo Northbound	annin	g of	1 0 3 0 1 3 0	1 3 0						
Signalized Res Uz- Medial or shared lanes, et	Turn  1 U-Turn  ther "0" in L or R  apacity A	E-W E-W	is for Pl Input Works of Lanes fo Northbound	annin heet 2	0 0 on anges	Junction	1 3 0						
Signalized Res U± Medial or shared lanes, et	Turn  1 U-Turn  ther "0" in L or R  apacity A	E-W E-W	is for Pl Input Works of Lanes fo Northbound	annin heet 2	0 0 on anges	Junction	1 3 0						
Signalized Res U± Medial or shared lanes, et	Turn  1 U-Turn  ther "0" in L or R  apacity A	E-W E-W	is for Pl Input Works of Lanes fo Northbound	annin heet 2	0 0 on anges	Junction	1 3 0						
Signalized Res U± Medial or shared lanes, et	Turn  1 U-Turn  ther "0" in L or R  apacity A	E-W E-W	is for Pl Input Works of Lanes fo	annin heet 2	0 0 on anges	Junction	1 3 0						
Signalized Res U- Medial	Turn  1 U-Turn  ther "0" in L or R  apacity A	E-W E-W	is for Pl Input Works of Lanes fo	annin heet 2	0 0 on anges	Junction	1 3 0						

Project Name:         NE 79th Street at Adventure Avenue           Project Number:         10348806           Location:         North Bay Village, FL           Date:         2050 PM           Analysis Type:         At-Grade Intersections and Interchanges									
Project Number:         10348806           Location:         North Bay Village, FL           Date:         2050 PM									
Location:   North Bay Village, FL									
Date: 2050 PM									
Analysis Type: At-Grade Intersections and Interchanges									
Volume Echo with Shared Lane Adjustment for Non-roundabout Intersections									
TYPE OF INTERSECTION Sheet Northbound Southbound Eastbound West									
TYPE OF INTERSECTION Sheet U L T R U L T R U L T R U L L									
Traffic Signal <u>FULL</u> 120 47 0 0 0 0 1971 0 55									
Continuous Green T <u>S</u> 120 47 1971 0 55									
Signalized Restricted Crossing E-W 47 0 0 0 1971 0 22 55									
Hardin U-Turn E-W 0 47 0 0 0 1971 0 22 55 2193 0 0 0 0 1971 0 22 22 2193									

## Results Worksheet

Project Name:	NE 79th Street at Adventure Avenue	Estimated Volume-to-Capacity Ratio					
Project Number:	10348806		Number	of Configurati	ons		
Location	North Bay Village, FL	< 0.750	0.750 - 0.875	0.875 - 1.00	≥ 1.00		
Date	2050 PM	4	0	1	0		

		Resu	lts fo	r Nor	า-rou	ndab	out Ir	nterse	ection	าร				
TYPE OF INTERSECTION	Sheet	Zone 1	(North)	Zone 2	(South)	Zone 3	3 (East)	Zone 4	(West)	Zone 5	(Center)	Overall v/c	Pedestrian	Bicycle Accommod
TITE OF INTERSECTION	Oneet	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	ations	ations
Traffic Signal	<u>FULL</u>		$\overline{/}$		$\overline{}$	/	/		$\overline{}$	875	0.56	0.56	4.92	#N/A
Continuous Green T	<u>s</u>									869	0.50	0.50	2.83	3.80
Signalized Restricted Crossing U- Turn	<u>E-W</u>	778	<u>0.43</u>	814	<u>0.45</u>	907	<u>0.50</u>	685	0.38			0.50	3.18	#N/A
Median U-Turn	<u>E-W</u>		/			907	<u>0.50</u>	753	0.42	953	0.53	0.53	3.33	#N/A

## Results Worksheet

						R	esults	for Rou	ındabo	uts					
TYPE OF	Zor	ne 1 (No	rth)	Zo	ne 3 (Ea	st)	Zor	ne 2 (Sou	uth)	Zoi	ne 4 (We	est)	Overall v/c	Pedestrian	Bicycle Accommod
ROUNDABOUT	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Ratio	ations	ations
2 X 2	<u>0.00</u>	<u>0.00</u>		0.93	0.99		<u>0.52</u>	<u>0.17</u>		<u>0.78</u>	0.83		0.99	4.68	4.37

					R	esult	s for	Inter	chan	ges						
TYPE OF	Sheet	Zone 1 Mr	(Rt g)	Zone 2 Mrg	(Lt g)	Zone 3 1	(Ctr.	Zone 4	(Ctr. 2)	Zone 5 Mi	(Lt rg)	Zone 6 M	(Rt rg)	Overall v/c	Pedestrian	Bicycle Accommod
INTERCHANGE		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	ations	ations

Augustian for 2007 or 17 cities

Capacity Analysis for Renating of Avanctions

\*\*Manual State | Section | Sec

																Pedesti	ian Crossing Confi	gurations for Non-round	dabout intersections																																						
NAME OF BETTER PARKS	Intermediate Director Multiplicate	Creating		Crossing #2	Dowling	10	Over	916	Ow.	eco III		onery PE		Overlag 87		Crossing III		Dies	end to		Crossing #10		Cree	esing P11		Crossing Pf	,	Di	resing FT3		Ouesing P	me .		Crossing PTS		Crossing F16		Dussin	1877	One	d total	Zoore							lin lin	dividual Crossing Son	194						
TIPE OF INTERNAL CITIES					Clouding of China State of China Sta														<ul> <li>Conflicting Make</li> <li>Valid Type</li> </ul>	ings States Veh Speed	Volume Confining	Makings II Lave	National Votions	te Conflating s	Makings Flares	Speed Volume V	edisting Makings :	Flanes Speed Vote	me Conflicting Mail	etings #Lanes	to Tiped Vilume 1	Coefficing Makings Veh Type	States Veh V	Value Confining State	ekings Status Spee	Value Coefficie of Value Van Typ	Makings Flan	nes Time Value	Coefficing Markings Veh Type	Lanes Veh Volume	Conflicting Makings Valid Type	Combine gt	- 12	83	84						10 #11	FG	P13	814	m	PH .	.0 811
Traffic Signal 2554	No Country(x) with 2 stages	3 30 0	Soy'Signal Marked 1	30 0 Stop/Signal No Controlled	arbed 5 25 2270 <sup>2</sup>	Dop'Eignal Unmarked Controlled	3 25 1901	Stoy/Signal Controlled Consisted	3 30 167	Stop/Signal Marked Controlled	1 30 16	Controlled Mark	nd 5 25	1971 StopStyrel Controlled	Marked 3	25 2313 Sin	p/Rignel Marked routed																									480 438	479	3.00	3.50	6.29	475	4.00	4.50	E 00 00	0.00	0.00	0.00	6.00	030	0.00 0	.000
Continuous Green T	244 No Country(x) with 2+ stage	1 25 47 pm	York Marked 1	25 2 StopSignal 55 Controlled	arted 1 30 139	York Maked Controlled	3 30 1832	Stoy/Signal Controlled Consisted	3 30 2313	Free Plusing Unnaked	4 30 22	II Free Plosing Unna	hed 3 30	1832 ShipStignal Controlled	Unwalted																											3.83 8.00	8.00	4.75	3.29	3.26	2.00	3.29	0.00	0.00 0.0	0.00	0.00	0.00	0.00	030	0.00 0	M 0.00
Signatured Restricted Crossing U-	S18 Yes Country(x) with 2+ stage	g) 2 25 0	Soy'Signal Marked 1	30 0 Free Planting 55	whed 3 30 2335 <sup>3</sup>	Dop'Espel Maked Controlled	2 26 176	Stop/Stgraf Marked Controlled	3 30 1866	Stop/Signal Marked	1 30 13	Free Flowing Mark	-																													318 479	429	4.25	479	6.29	428	0.00	0.00	E 00 0.0	0.00	0.00	0.00	0.00	030	0.00 0	M 0.00
Median Differs LE	Ass Yes Countrigs)	() 2 25 G	Soy'Signal Marked 1	30 0 Yeld No Controlled No	arted 3 30 2380 <sup>3</sup>	Dop'Espel Maked Controlled	3 30 1894	Stop/Stgraf Marked Controlled	1 26 967	Yeld Maked Controlled	1 28 0	StopStyrel Mat. Controlled	nd 1 30	196 Total Controlled	Marked 3	30 1856 Sin	p/Rignel Marked related	3 30 2390	Shop/Signal Man Controlled Man	Ked 1 26	0 Yard Cardisted	Mated																				3.33 4.79	479	4.25	4.29	8.00	3.00	479	4.25	4.25 8.0	0.00	0.00	0.00	0.00	030	0.00 0	M 0.00

		Delegation Director	Th/District	Creating #1	Creating #2	Crowing #3	Crossing 86	Creating #5	Crossing #6	Overlag 87	Crossing #E	Cooking #8	Crossing #10	Crossing #11	Crossing #12	Crossing #G	Crossing #14	Crowing PTS	Oweling #16	Crossing \$17	Cooking IFE		Individual Creezing Stores
	TYPE OF ROUNDAMOUT	Sheet Some a Toront	Crossing Flance Teh Speed	Values Conflicting Markings F	Anne Speed Volume Coefficing Ma	things Stanes Speed Values Confining M.	chings I Lanes Speed Volume Confiding Marking	ngs Flance Veh Volume Conficting Marking	gs FLanes Yeth Yulume Conflicting Marking	g Stanes Teh Volume Conflicting Marking	Figure Vet Speed Volume Vet Type Marking	Figure 2 Value Vet Type Makings	g States Speed Volume Set Type Marking	p Flases Veh Tolume Confining Marking	Flance Speed Volume Confiding Markings	FLames Veh Yolume Confining Markings	ye Flames Veh Yelume Confining Metings	States Teb Volume Coefficing Markings	FLanes You Yourse Confining Markings	FLanes Vet Yelune Confining Marking	F Lanes Speed Volume Veli Type Marking	ngs ad	R R R R R R R R R R R R R R R R R R R
Ī	Two Lane Roundabout	222 am No	Crossings) 2 30 with 2 stages	0 York Marked Controlled	2 30 0 Pres Finning N	arted 2 30 2070 Yeld 5	aked 2 30 1901 Fee Flowing Market	ed 2 30 NF Yeld Makes	d 2 30 190 Free Flowing Makes	2 30 1971 York Make	2 30 2313 Fee Flooling Stated											441	*** \$6 \$6 \$6 \$4 \$6 \$6 \$6 \$6 \$6 \$6 \$7 \$6 \$6 \$6 \$7 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6
											Statesting Core	ine Configurations for Interchanges											
		Distriction Director	TATION .	Cruesing #1	Crossing #2	Crowing #3	Creating MI	Creating #5	Crossing #E	Guesing 87	Crossing ES	Crossing 89	Crossing #10	Crossing #11	Crossing PTD	Crossing FG	Creating P14	Crowing PTS	Greating #16	Crossing P17	Cooling IFE		Solutional Constitute Excess

cop-y, Adventure Ava 2050 PM v1-stem

#### Capacity Analysis for Planning of Junct

#### \_\_\_\_

#### Use this worksheet to configure

Use this worksheet to configure the bicycle segment (approach to intersection and crossing of other roadway) information for all
intersection alternatives included in the people's

The user needs to input the bicycle facility type.

 The user may adjust the conflicting control type, out of direction travel, riding between lanes, and riding across free-flow ramp input: but defaults are provided for each intersection type.

 The number of adjacent through lanes and adjacent volume refer to the direction of the segment approaching the intersectic automatically calculated from prior user inputs. The user may adjust these as needed.
 The user may use the reset button to return the segment values to their default assumptions.

#### Bicycle Framework Assumption Most intersection types ha

At interchanges, bicycle travel along ramps is not analyzed. Interchanges with one ramp terminal intersection (e.g. single point) have

four segments, reprsenting the two major street approaches external to the interchange the tr interchange.

Roading Operating Speeds
Major Street Speed Limit 30
Minor Street Speed Limit 25
Minin Roundabout Entry & 20
1-Lane Roundabout Entry & 25
Exit Speed 2
2-Lane Roundabout Entry 3
2-Lane Roundabout Entry 3
30

	Facility Type
Major Street Facility Type	On-Street Lane
Minor Street Facility Type	Shared with Vehicles

																		E	Bicycle	Segmer	nt Config		s for Nor	n-roundabo	out Interse	ctions																			
					Northbour	vd				Southbound					East	bound					V	Westbound					North	bound 2					Southbourn	12				Eastboun	d 2					Westbound 2	
TYPE OF INTERSECTION	Sheet	Score	# Adjacent Thru Lanes	Leg AADT C	Conflicting Out of Control Type Direction	Riding Between Opposing Direction	Riding Across Free Flow Ramp	# Adjacent Thru Lanes	Leg AADT Conflictin	g Out of pe Direction	Riding Between Opposing Direction	Riding Across Free Flow Ramp	- # Adjacent Thru Lanes	Leg AADT Cor	officting rol Type D	Out of Ridir Or Contraction	ng Between Opposing Direction	ing Across Free- Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Riding Between Opposing Direction	Riding Across Free Flow Ramp	e- # Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Siding On Direction D	ng Between Opposing Direction	Riding Across Free- Flow Ramp Thr	djacent Lanes Leg A	ADT Contro	licting Out of of Type Direction	Riding Betwe Opposing Direction	en Riding Across Fr Flow Ramp	ne- # Adjacent Thru Lanes Le	g AADT Cont	flicting Out of Type Direct	of Opposition Direction	Riding Acros Flow Ra	a Free- # A mp Thri	Adjacent vu Lanes Leg AA	OT Conflicting Control Type	Out of Direction	Opposing Plow Ra
Traffic Signal	FULL	PNIA	1	3980	Stop/Signal No Controlled No	No	No	0	0 Stop/Sign Controlls	nd No	No	No	3	47230 Std	o/Signal strolled	No	No	No	3	45741	Stop/Signal Controlled	No	No	No																					
Continuous Green T	2	3.80	1	2447	Stop/Signal No Controlled No	No	No						3	47230 Fre	Flowing	No	No	No	3	44980	Free Flowing	No	No	No																					
Signalized Restricted Crossing U Turn	E-W	PNIA	1	3980	Stop/Signal Controlled Yes	No	No	0	0 Stop/Sign Controlls	nal yes	No	No	3	47715 Std	o/Signal strolled	No	No	No	3	48630	Stop/Signal Controlled	No	No	No																					
Median U-Turn	E-W	PNIX	1	3980	Stop/Signal No Controlled No	No	No	0	0 Stop/Sign Controlls	nal No	No	No	3	47230 Std	o/Signal strolled	No	No	No	3	45741	Stop/Signal Controlled	No	No	No																					

			В	icycle Multimoda			tersections		
	Score				Individual Se	gment Scores			
ree-	Combined	NB	88	EB	WB	NB2	882	EB2	WB2
	#N/A	4.83	AWA	4.00	4.00				
	3.80	4.83		3.33	3.33				
	#N/A	4.17	#NA	4.00	4.00				
	#N/A	4.83	AWA	4.00	4.00				

										Bi	cycle Segm	ent Cont	figurations fo	r Roundabou	ts											
					N	orthbound					8	outhbound					E	astbound					W	Vestbound		
TYPE OF ROUNDABOUT	Sheet	Intersection Score	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of	Riding Between Opposing Direction	Riding Across Free-Flow Ramp
Two Lane Roundabout	2 X 2	437	2	3980	Yield Controlled	No	No	No	2	0	Yield Controlled	No	No	No	2	47230	Yield Controlled	No	No	No	2	45741	Yield Controlled	No	No	No
												Right Squa	e Canligurations for beautistings.													
						Eastbound					,	Vestbound					E	stbound 2					W	estbound 2		
TYPE OF INTERCHANGE	Sheet	Intersection Score	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of	Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type		Riding Between Opposing Direction	Riding Across Free-Flow Ramp	# Adjacent Thru Lanes	Leg AADT	Conflicting Control Type	Out of Direction	Opposing Direction	Riding Across Free-Flow Ramp

Score				Individual Cr	ossing Scores			
Combined	NB	88	EB	WB	NB2	882	EB2	WB2
4.37	4.50	4.67	4.17	4.17				

Score				Individual Cri	ossing Scores		
Combined	EB	WB	EB2	WB2			

			Sco	res						Leg AADT a	nd Roadway S				Facility	_		
Facility Type	SUP		On-Stre	et La			hared	with V	eh_	1		Volun	ne (AAI	OT) -	Al (Speed	10.		
Volume (AADT)					Speed		-						3000		5			
3000	Any 5	25	30	40	85	25 5	30	40	85	ł	3000	20	11.700		- 5	-		
7000	5	4	4	4	2	3	3	2	1	1	7000	1 30	21-700					
99999	5	3	2	2	1	2	1	1	_ 1	Į.	7001		7000		5			
	No	mhar r	d Aria	nent T	hru Lar	ws				l		_		_				
1	5									Leo AADT a	nd Roadway S					ne Facility		
2	4 2									l	Volume		Speed					
3 4	1		v mon	· Inne						l	(AADT)	<=25	26-30	31-31	>=40			:::::
											<=3000	5	4	4	2			
Free Flowing	Conflic	ting M	overne	nt Cro	ssing (	Control				3000 3001		-	-	_	-			-5442
Yield Controlled	4									7000	3001-7000	4	4	4	2			-3121
top/Signal Control	5									7001	>7000	3	2	2	1			
		Out	of Dire	ction T	ravel							_	_		_			
Yes	1 5									Leo AADT a						Vehicles Facility	,	
	- 5										Volume		Speed		>=40			
		/Staci	ng Bet	ween'	Travel I	Lanes				l	(AADT)	<=25	26-30	31-31	>=40			::::
										3000	<=3000	5	4	3	2		cu3000	-5432
Yes	1																2001-2000	
Yes No	5									3001	9001 7000		0	2	4			
No	1 5	ling Ac	rosa F	ree-Fi	ow Rai	тр				7000	3001-7000	3	3	2	1			-2111
No Yes	1 5 Rid	ling Ac	rosa F	ree-Fi	ow Rai	тр					3001-7000 >7000	3	3	2	1			
No	1 5	sing Ac	rosa F	ree-Fi	ow Ran	тр				7000		-	-	_	_			
No Yes	1 5 Rid	ling Ac	ross F	0		пр				7000 7001	>7000	2	1	1	1 1			
No Yes No	Rici	sing Ac	rross F			mp 				7000 7001	>7000	2	1	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
No Yes No Noth Leg	Rid 1 5 AADT AADT	sing Ac		0	0	mp H				7000 7001	>7000	2	1	1 micur prospr	1 g contr			

4b - Summary Results

TYPE OF INTERSECTION	Overall V/C Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Continuous Green T S	0.50	1	2.83	3.80
Signalized Restricted Crossing U- Turn E-W	0.50	1	3.18	#N/A
Median U-Turn E-W	0.53	3	3.33	#N/A
Traffic Signal	0.56	4	4.92	#N/A
2 X 2	0.99	5	4.68	4.37
		ŀ	-	
		ŀ	-	
		-		
		-		

Summary Report - Page 1 of 2

Project Name:	NE 79th Street at Adventure Avenue
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 PM
Number of Intersection Legs:	3
Which leg is the minor street?	S

	Traffic Volume Demand												
			Volume	(Veh/hr)			Perce	nt (%)					
	U-Turn	Le	eft	Thru	Right								
	Ŋ	<b></b>				Heavy Vo	ehicles	Volume Growth					
Eastbound	0	(	)	1789	136	2.40	1%	0.00%					
Westbound	21	5	4	2142	0	2.40	1%	0.00%					
Southbound	0	(	)	0	0	2.70	)%	0.00%					
Northbound	0	1	17	0	46	2.70	1%	0.00%					
Adjustment Factor	0.80	0.	95		0.85		_						
Suggested	0.80	0.	95		0.85								
	Truck to	PCE Fa	ctor		Suggested =	2.00		2.00					
FDC	OT Context Zone				C5-Urban Ce	enter							
E-W / Cro	ssing East-West	Legs		Low	Low			Low					
N-S / Cros	sing North-South	Legs		Low	Low			Low					
			2-pha	se signal	Suggested =	1800		1800					
	Lane Volume reshold		3-pha	se signal	Suggested =	1750		1750					
			4-pha	se signal	Suggested =	1700		1700					

## **Capacity Analysis for Planning of Junctions**

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Continuous Green T S	0.50	1	2.83	3.80
Signalized Restricted Crossing U-Turn E-W	0.50	1	3.18	#N/A
Median U-Turn E-W	0.53	3	3.33	#N/A
Traffic Signal	0.56	4	4.92	#N/A
2 X 2	0.99	5	4.68	4.37
		-		
		-		

# Capacity Analysis for Planning of Junctions Detailed Report - Page 1 of 4

Project Name:	NE 79th Street at Adventure Avenue
Project Number:	10348806
Location:	North Bay Village, FL
Date:	2050 PM
Number of Intersection Legs:	3
Major Street Direction:	North-South

	Traffic Volume Demand													
			Volume	(Veh/hr)		Pe	ercent (%)							
	U-Turn	Le	eft	Thru	Right	Heavy Vehic	cles Volume Growth							
Eastbound	0	(	)	1789	136	2.40%	0.00%							
Westbound	21	5	4	2142	0	2.40%	0.00%							
Southbound	0	(	)	0	0	2.70%	0.00%							
Northbound	0	1	17	0	46	2.70%	0.00%							
Adjustment Factor	0.80	0.	95		0.85									
Suggested	0.80	0.	95		0.85									
	Truck to	PCE Fa	ctor		Suggested =	2.00	2.00							
FDC	T Context Zone				C5-Urban Co	enter								
E-W / Cro	ssing East-West	Legs		Low	Low		Low							
N-S / Cros	sing North-South	Legs		Low	Low		Low							
			2-pha	se signal	Suggested =	1800	1800							
	Lane Volume reshold		3-pha	se signal	Suggested =	1750	1750							
			4-pha	se signal	Suggested =	1700	1700							

## **Capacity Analysis for Planning of Junctions**

Detailed Report - Page 2 of 4

Number of Lanes for Non-roundabout Intersections																	
TYPE OF INTERSECTION	Sheet	No	orth	bou	nd	Sc	outh	bou	nd	Е	astb	oun	ıd	W	estk	ooun	ıd
TIPE OF INTERSECTION	Sileet	U	L	Т	R	5	L	Т	R	5	L	Т	R	5	L	Т	R
Traffic Signal	FULL	/	1	1	0	$\overline{Z}$	0	0	0	$\overline{/}$	0	3	0		1	3	0
Continuous Green T	<u>s</u>	/	1		1	$\overline{Z}$		/				3	0		1	3	
Signalized Restricted Crossing U-Turn	E-W	$\overline{Z}$	/		1	$\overline{/}$		$\overline{Z}$	0	1	0	3	0	1	1	3	0
Median U-Turn	E-W	$\overline{Z}$		1	1			0	0	1		3	0	1	$\overline{}$	3	0

Number of Lanes for Interchanges																		
TYPE OF INTERCHANGE	Sheet	No	orth	bou	nd	Sc	outh	bou	nd	Е	astb	oun	ıd	l Westbound				
TIFE OF INTERCHANGE	Sileet	U	L	Т	R	U	L	Т	R	υ	L	Т	R	υ	L	Т	R	

# Capacity Analysis for Planning of Junctions Detailed Report - Page 3 of 4

Results for Non-roundabout Intersections														
TYPE OF INTERSECTION	Sheet		Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		ne 4 est)	Zone 5 (Center)		Overall v/c	Accom	Accom
THE OF INTEROESTION	Oneet	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	Ratio	modatio ns	modatio ns
Traffic Signal	FULL	$\c \c \$								875	0.56	0.56	4.92	#N/A
Continuous Green T	<u>s</u>									869	0.50	0.50	2.83	3.80
Signalized Restricted Crossing U-Turn	E-W	778	0.43	814	0.45	907	0.50	685	0.38			0.50	3.18	#N/A
Median U-Turn	<u>E-W</u>					907	0.50	753	0.42	953	0.53	0.53	3.33	#N/A

## **Capacity Analysis for Planning of Junctions**

Detailed Report - Page 4 of 4

	Results for Roundabouts														
TYPE OF	Zo	e 1 (North) Zone 3 (East)					Zo	ne 2 (Sou	th)	Zo	one 4 (Wes	st)	Overall v/c	Ped Accom	Accom
ROUNDABOUT	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Ratio	modatio ns	modatio ns
2 X 2	0.00	0.00		0.93	0.99		0.52	0.17		0.78	0.83		0.99	4.68	4.37

Results for Interchanges																
TYPE OF INTERCHANGE Sheet		Zoi (Rt	ne 1 Mrg)		ne 2 Mrg)	Zone 3 (Ctr. 1)		Zone 4 (Ctr. 2)		Zone 5 (Lt Mrg)			ne 6 Mrg)	Overall v/c	Ped Accom	Bicycle Accom
TIPE OF INTERCHANGE	Sileet	CLV			V/C	CLV V/C		CLV V/C		CLV V/C		CLV V/C Ratio		Ratio	modatio ns	modatio ns

spice\_Adventure Ave 2050 v1.xlsm Project Information

Project Information									
Provide general project info	rmation for reference purposes only.								
Project Name:	NE 79th Street PD&E Study								
ntersection:	NE 79th Street at Adventure Avenue								
Agency:	FDOT-6								
Project Reference:	10348806								
City:	North Bay Village								
State:	Florida								
Date:	10/10/2023								
Analyst:	HDR								
Use this button to clear all inputs/outputs and reset the tool to its initial defaults	Reset SPICE Tool								

Control Strategy Selection and Inputs
Specify the Facility Level Inputs and the Control Strategies to be included in the SPICE Analysis.

Sį	becijy the Facility Level inputs and the Co
Intersection Type	At-Grade Intersection
Analysis Year	Opening and Design Year
Opening Year	2030
Design Year	2050
Facility Type	On Urban and Suburban Arterial
Number of Legs	3-leg
1-Way/2-Way	2-way Intersecting 2-way
# of Major Street Lanes (both directions)	6 or more
Major Street Approach Speed	Less than 55 mph
Opening Year - Major Road AADT	41,500
Opening Year - Minor Road AADT	3,600
Design Year - Major Road AADT	46,000
Design Year - Minor Road AADT	3,900

For more information on how to determine these values, see the "Definitions" worksheet

Control Strategy	Include	Base Intersection	
Traffic Signal	Yes	-1	
Traffic Signal (Alternative Configuration)	No		
Minor Road Stop	No	+	
All Way Stop	No	-	No SPF Available
1-Lane Roundabout	No		Opening Year AADT Outside of SPF Development Range
2-Lane Roundabout	Yes	-	Opening Year AADT Outside of SPF Development Range
Displaced Left Turn (DLT)	No	Traffic Signal	
Median U-Turn (MUT)	Yes	Traffic Signal	
Signalized Restricted Crossing U-Turn (RCUT)	Yes		
Unsignalized Restricted Crossing U-Turn (RCUT)	No	<del></del>	
Signalized Thru-Cut*	No		*SSI Only, No Crash Prediction Available
Unsignalized Thru-Cut*	No		*SSI Only, No Crash Prediction Available
Bowtie*	No	-	*SSI Only, No Crash Prediction Available
Continuous Green-T Intersection	Yes	Traffic Signal	
Jughandle	No	Traffic Signal	
Other 1*	No	Traffic Signal	*Please Select
Other 2*	No	Minor Road Stop	*Please Select

No SPF

Design Year AADT Outside of SPF Development Range Design Year AADT Outside of SPF Development Range

spice\_Adventure Ave 2050 v1.xlsm At-Grade Inputs

Maximum Median Width (ft)

**At-Grade Intersection Inputs** 

#### Provide inputs needed to compute and apply Part C CMFs. 2-lane Traffic Signal Traffic Signal (Alt) 1-lane Roundabe Signalized RCUT Turn (DLT) (MUT) Cut T Intersection Opening Year Major Road AADT 41500 41500 41500 41500 All strategies will have the same AADT as Opening Year Minor Road AADT 3600 3600 3600 3600 the Base Conditions unless overridden by Design Year Major Road AADT Overrides 46000 46000 46000 46000 46000 46000 46000 46000 46000 46000 46000 user. 3900 3900 Design Year Minor Road AADT Number of Approaches with Left-Turn Lanes Number of Approaches with Right-Turn Lanes Additional Required Do not include stop controlled approaches Control Strategy for minor stop umber of Uncontrolled Approaches with Left-Turn Lanes umber of Uncontrolled Approaches with Right-Turn Lanes Keep default values below here for planning-level analysis, override with actual values for full HSM Analysis Part C CMFs Optional For Stage 1 ICE, Required for Stage 2 ICE Skew Angle Lighting Present # of Approaches Permissive LT Signal Phasing # of Approaches Perm/Prot LT Signal Phasing # of Approaches Protected LT Signal Phasing 0 0 Number of Approaches with Right-Turn-on-Red Prohibited Red Light Cameras Present All yellow cells will be automatically Number of Major Street Through Lanes Scroll Down for Scroll Down for Roundabout CMF CMF - No Inputs populated by a macro. If users want to do a Signalized RCUT Number of Minor Street Lanes A yellow cell indicate Required Required Required Required planning-level analysis, they can leave the Required Required SPF Inputs # of Major St Approaches w/ Right-Turn Channelization the value may be used automatic inputs as-is Number of Approaches with U-Turn Prohibited Pedestrian Volume by Activity Level Low (20) Low (20) 20 20 User Specified Sum of all daily pedestrian crossing volumes Max # of Lanes Crossed by Pedestrians Number of Bus Stops within 1000' of Intersection No No Schools within 1000' of intersection 0 0 Roundabout CMF Inputs Inscribed Circle Diameter (ft) Leg 1 (Major Leg #1) 130 Leg 1 (Major Leg #1) Opening Year Entering AADT 20,750 No 20,750 No Leg has Right-Turn Bypass # of Access Points within 250' of Yield Line Entering Width (ft) 29 # of Entering Lanes # of Circulating Lanes Leg 2 (Major Leg #2) Leg 2 (Major Leg #2) Opening Year Entering AADT 20,750 Leg has Right-Turn Bypass # of Access Points within 250' of Yield Line Entering Width (ft) 29 # of Entering Lanes N/A N/A N/A N/A N/A # of Circulating Lanes N/A N/A N/A Leg 3 (Minor Leg #1) Leg 3 (Minor Leg #1) Opening Year Entering AADT 1800 No Leg has Right-Turn Bypass # of Access Points within 250' of Yield Line Entering Width (ft) # of Entering Lanes # of Circulating Lanes Leg 4 (Minor Leg #2) Leg 4 (Minor Leg #2) Opening Year Entering AADT Leg has Right-Turn Bypass # of Access Points within 250' of Yield Line Entering Width (ft) # of Entering Lanes # of Circulating Lanes # U-Turn: # of Major Roadway Lanes # of Minor Roadway Lane Total Offset Distance (ft) 1250 Total Deceleration Lane Length (ft) N/A Total Acceleration Lane Length (ft) 1 <=50 Number of Left-Turn Lanes From Major Road Major Road Speed Limit (mph) 65

spice\_Adventure Ave 2050 v1.xlsm Ramp Terminal Inputs

Entering Width (ft)
# of Entering Lanes
# of Circulating Lanes

					Ramp Terminal	Inputs						
				Provide in	puts needed to compute a	nd apply Part C CMFs.	_					
Alternative		Diamond	Signalized D	iamond (Alt)		ed Diamond		oundabout		oundabout	Single-Point	Signalized Tight
	4 Leg Terminal w/ D			Diagonal Ramps (D4)		Diagonal Ramps (D4)		Diagonal Ramps (D4)	-	Diagonal Ramps (D4)	Diamond	Diamond
Ramp Terminal	NB Ramp Terminal	SB Ramp Terminal	NB Ramp Terminal	SB Ramp Terminal	NB Ramp Terminal	SB Ramp Terminal	NB Ramp Terminal	·	NB Ramp Terminal	·	Both Ramps	Both Ramps
Opening Year AADT Crossroad - Inside Leg	12000	15000	12000	15000	12000	15000	12000	15000	12000	15000	45000	45000
Opening Year AADT Crossroad - Outside Leg	10000	15000	10000	15000	10000	15000	10000	15000	10000	15000	15000	15000
Opening Year AADT Exit Ramp	4500	4500 3000	4500	4500	4500	4500	4500 3000	4500 3000	4500	4500	9000	9000
Opening Year AADT Entrance Ramp Design Year AADT Crossroad - Inside Leg	3000 30000	3000	3000 30000	3000 30000	3000 30000	3000 30000	3000	3000	3000 30000	3000 30000	6000	6000
Design Year AADT Crossroad - Inside Leg  Design Year AADT Crossroad - Outside Leg	31000	29000	31000	29000	31000	29000	31000	29000	31000	29000	31000	31000
Design Year AADT Exit Ramp	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	10000	10000
Design Year AADT Externally  Design Year AADT Entrance Ramp	3250	3250	3250	3250	3250	3250	3250	3250	3250	3250	6500	6500
Number of Crossroad Lanes	4	4	4	4	4	4	N/A	N/A	N/A	N/A	N/A	N/A
Number of through traffic lanes that oppose the left-turn								1			· · · · · · · · · · · · · · · · · · ·	
movement on the inside crossroad leg	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Number of through traffic lanes that oppose the left-turn	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
movement on the outside crossroad leg	2	2	2	2	IN/A	IN/A	IN/A	IN/A	IN/A	IN/A	N/A	IN/A
Number of free-flow right turns from exit ramp to crossroad	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	N/A
Training to the new right turns from exit turns to crossroad												
			Part	C CMFs								
CMF Inputs		(		E, Required for Stage 2 I	ICE							
Exit Ramp Skew Angle	N/A	N/A	N/A	N/A	0	0						
Is a non-ramp public street leg present?	No	No	No	No	N/A	N/A						
Exit ramp right turn control	Signal/Stop/yield- controlled	Signal/Stop/yield- controlled	Signal/Stop/yield- controlled	Signal/Stop/yield- controlled	Signal/Stop/yield- controlled	Signal/Stop/yield- controlled						
Effective number of lanes serving exit ramp	1	0.5	0.5	1.5	2	2.5	+					
Number of unsignalized driveways on the outside crossroad leg within 250' of the interchange	0	0	0	0	N/A	N/A						
Distance (mi) to the adjacent ramp terminal	0.10	0.10	0.10	0.10	0.10	0.10						
Distance (mi) to the adjacent ramp terminal  Distance (mi) to the next public street intersection on the							_					
outside crossroad leg	0.15	0.15	0.15	0.15	0.15	0.15						
# of unsignalized public street approaches on the outside	1	1	1	1	1	1						
crossroad leg within 250' (<0.05 mi) of the interchange	1	1	1	1	1	1						
Median Width (ft)	12.00	12.00	12.00	12.00	12.00	12.00						
Presence of right-turn lane/bay on outside crossroad leg	Yes	Yes	Yes	Yes	Yes	Yes						
Presence of left-turn lane/bay on inside crossroad leg	Yes	Yes	Yes	Yes	Yes	Yes						
Left-turn lane/bay Width for inside crossroad leg	12.00	12.00	12.00	12.00	12.00	12.00	_					
							_					
Protected Left-turn operation for inside crossroad leg	No	No	No	No	N/A	N/A						
Right turn channelization for outside crossroad leg	No	No	No	No	N/A	N/A						
Right turn channelization for exit ramp	No	No	No	No	N/A	N/A						
								Roundabou	it CMF Inputs			
Inscribed Circle Diameter (ft)							130	130	125	125		
Outbound Only Leg							Yes	Yes	Yes	Yes		
Leg 1 (Crossroad Leg - Inside)								Leg 1 (Crossro	oad Leg - Inside)			
Opening Year Entering AADT							6,000	7,500	6,000	7,500		
Leg has Right-Turn Bypass							No	No	No	No		
# of Access Points within 250' of Yield Line							0	0	0	0		
Entering Width (ft)							29	29	29	29		
# of Entering Lanes							2	2	2	2		
# of Circulating Lanes							2	2	2	2		
Leg 2 (Crossroad Leg - Outside)									ad Leg - Outside)			
Opening Year Entering AADT		N1 / A	N1 / A	N1/A	b) / b	N1/A	5,000	7,500	5,000	7,500	NI / A	21/2
Leg has Right-Turn Bypass		N/A	N/A	N/A	N/A	N/A	No	No	No	No	N/A	N/A
# of Access Points within 250' of Yield Line							0	0	- 20	30		
Entering Width (ft)							29	29	29	29		
# of Circulating Lanes							2	2	2	2		
# of Circulating Lanes								Log 2 /Finh		2		
Leg 3 (Exit Ramp Inside)							4,500	4,500	t Ramp Leg) 4,500	4,500		
Opening Year Entering AADT  Leg has Right-Turn Bypass							4,500 No	4,500 No	4,500 No	4,500 No		
# of Access Points within 250' of Yield Line							0	0	140	INU		
Entering Width (ft)							70	20	29	29		

spice\_Adventure Ave 2050 v1.xlsm RTI\_Ranges

		Ramp Termi	nal Inputs										
Provide inputs needed to compute and apply Part C CMFs.													
Alternative	Traffic Signal Traffic Signal (Alt) Minor Road (Ramp) Stop												
	4 Leg Terminal w/ D	iagonal Ramps (D4)	iagonal Ramps (D4)	amps (D4) 4 Leg Terminal w/ Diagonal Ramps (D4)									
Ramp Terminal	NB	SB	NB	SB	NB	SB							
Crossroad AADT	18000	17000	18000	17000	18000	17000							
Ramp AADT	5000	4500	5000	4500	5000	4500							
Area Type	Urk	oan	Ur	ban	Urb	oan							
# of Crossroad Lanes	2	2	2	2	2	2							

For signalized ramp terminals, the applicable values for  $AADT_m$  and  $AADT_{out}$  range from 14,000 to 60,000 veh/day. AADT volumes smaller than 14,000 should be set to 14,000 in Equation 19-51.

			Part (	CMFs		
Other CMF Inputs			Optional For Stage 1 ICE	, Required for Stag	e 2 ICE	
Crossroad Left Turn Lane Present?	Yes	Yes	Yes	Yes	Yes	Yes
Crossroad Right Turn Lane Present?	Yes	Yes	Yes	Yes	Yes	Yes
Skew Angle	skew	Planning	Double	Not/ Applicable	Include in MRS	Include in MRS
Exit ramp right turn control	mergeRT	Planning	Merge/FF or Signal/Sto		Include in MRS	Include in MRS
Effective number of lanes serving exit ramp	nex	Planning	1-2, see graphic	Include in TS	Include in MRS	Include in MRS
Presence of left-turn bay on "in" leg	i LTBayIn	Planning	Yes/No (<100 ft?)	Include in TS	Include in MRS	Include in MRS
Presence of left-turn bay on "out" leg	i LTBayOut	Planning	Yes/No (<100 ft?)	Include in TS	Include in MRS	Include in MRS
Presence of right-turn bay on "in" leg	i RTBayIn	Planning	Yes/No (<100 ft?)	Include in TS	Include in MRS	Include in MRS
<u> </u>	- '		, , ,	Include in TS		
Presence of right-turn bay on "out" leg	i_RTBayOut	Planning	Yes/No (<100 ft?)	include in 15	Include in MRS	Include in MRS
Number of Stop-controlled public street approaches						
to the crossroad leg outside of the interchange and						
within 250 feet of the ramp terminal	n ps	Planning	Integer	Include in TS	Include in MRS	Include in MRS
Number of Stop-controlled driveways to the						
rossroad leg outside of the interchange and within						
50 feet of the ramp terminal	n_dw	Planning	Integer	Include in TS	Not Applicable	Not Applicable
Distance between subject ramp terminal and						
adjacent ramp terminal (from terminal center to						
erminal center)	I_rmp	Planning	Double	Include in TS	Include in MRS	Include in MRS
listance between subject ramp terminal and nearest						
public road intersection in a direction away form the					L L L : AADC	
reeway Width of median adjacent to turn lane for crossroad	I_str	Planning	Double	Include in TS	Include in MRS	Include in MRS
eg	w m	Planning	Double	Include in TS	Include in MRS	Include in MRS
eg eft-turn lane width for "in" crossroad leg	w_m w bkln		Double (0.0 if not pres		Include in MRS	Include in MRS
	_	Planning				
eft-turn lane width for "out" crossroad leg Number of through traffic lanes that oppose the left-	w_bkOut	Planning	Double (0.0 if not pres	Include in 15	Include in MRS	Include in MRS
number of through traffic lanes that oppose the left- turn movement on the crossroad leg "in"	n oppLTIn	Planning	Integer	Include in TS	Not Applicable	Not Applicable
Number of through traffic lanes that oppose the left-	п_орретти	ridilling	Integer	include in 15	Not Applicable	Mot Applicable
turn movement on the crossroad leg "out"	n oppLTOut	Planning	Integer	Include in TS	Not Applicable	Not Applicable
Protected Left-turn operation indicator for crossroad		- Allining	teger			. Joe Applicable
eg "in"	i protLTIn	Planning	Boolean	Include in TS	Not Applicable	Not Applicable
Protected Left-turn operation indicator for crossroad			11.11		1,	, , , , , , , , , , , , , , , , , , , ,
eg "out"	i_protLTOut	Planning	Boolean	Include in TS	Not Applicable	Not Applicable
tight turn channelization indicator for crossroad leg						
in"	i_crtIn	Planning	Boolean	Include in TS	Not Applicable	Not Applicable
Right turn channelization indicator for crossroad leg						
'out"	i_crtOut	Planning	Boolean	Include in TS	Not Applicable	Not Applicable
Right turn channelization indicator for exit ramp	i_crtEx	Planning	Boolean	Include in TS	Not Applicable	Not Applicable
Non-ramp public street leg indicator	i ps	Planning	Boolean	Include in TS	Not Applicable	Not Applicable

Table 19-11. Applicable AADT Volume Ranges for Crossroad Ramp Terminal SPFs

Site Type (w)	Control Type (x)	Applicable AADT	Volume Range (veh/day)
10.00		Crossroad	Total All Ramps
Four-leg terminals with	Stop control (ST)	0 to 18,000	0 to 10,000
diagonal ramps (D4)	Signal control (SG)	0 to 47,000	0 to 31,000

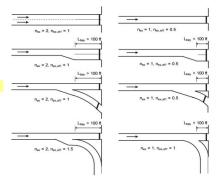


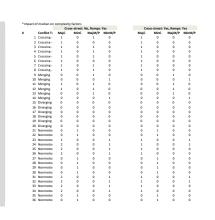
Figure 19-23. Effective Number of Lanes for Various Exit Ramp Configurations

The CMF is applicable to  $W_m$  values in the range of 0 to 50 ft. Similarly, it is applicable to  $W_{h,k}$  values in the range of 0 to 26 ft.

metal-Face 2000 ct a time

1 Crossing - LT EBL 2 Crossing - LT EBT 3 Crossing - LT WBL 4 Crossing - LT WBL 5 Crossing - LT WBL 6 Crossing - LT WBT 7 Crossing - LT WBT 8 Crossing - LT WBT	Momt1_gen Momt1_SpeedCa Cross11 Cross left Cross12 Cross left	NBL Rampt  WBL Crossti  NBL Rampt  WBL Crossti  NBL Rampt  NBL Rampt	Signal far	Q1 Q2	posure	Speed_V1 Spe		erity	ta_V P_I	FSI	Traffic Control	CrossC F	Confli	cting Traffic Complexity icting Lanes sM/P RampM/P Score	Conflictin	g Speed Factor	Indirect Paths Indicator	Pedestrian Complexity Non-intuitive Pedes movements indicator	strian Complexity factor	Total Com Multip
3 Crossing-LT WBL 4 Crossing-LT WBL 5 Crossing-LT WBL 6 Crossing-LT WBT 7 Crossing-LT WBT 8 Crossing-LT WBT 9 Merging WBT,MBL C 10 Merging EBR 11 Merging WBT	Cross12 Cross left CrossT1 Cross thru Cross12 Cross left CrossT2 Cross thru Cross11 Cross left	NBL Rampt		1875	1125 2109375	20	25	230	20.42	0.0216	0.505	0	0 0	0 0	1 40	0.778	illustra	movements and cator	1	0.3
4 Crossing - LT EBT 5 Crossing - LT WBL 6 Crossing - LT WBT 7 Crossing - LT WBT 9 Merging WBT, MBL C 10 Merging EBR 11 Merging WBT	CrossT1 Cross thru CrossL2 Cross left CrossT2 Cross thru CrossL1 Cross left			3750 1875	1875 7031250 1125 2109375	40 20	20 15			0.0661	0.505	0	0 0		1 40	0.778			1	0.3
5 Crossing-LT WBL 6 Crossing-LT WBT 7 Crossing-LT EBL 8 Crossing-LT WBT 9 Merging WBT,NBL C 10 Merging EBR 11 Merging WBT	CrossL2 Cross left CrossT2 Cross thru CrossL1 Cross left				1125 2109375	40	15			0.0496	0.505		0 0		1 40	0.778			1	0.3
7 Crossing - LT EBL 8 Crossing - LT WBT 9 Merging WBT,NBL C 10 Merging EBR 11 Merging WBT	CrossL1 Cross left	SBL Rampt	Signal far	1875	1125 2109375	20	25			0.0216	0.505	0	0 0		1 40	0.778			1	0.3
8 Crossing - LT WBT 9 Merging WBT,NBL C 10 Merging EBR 11 Merging WBT		EBL CrossL: SRI Ramni			1875 7031250 1125 2109375	40 20	20 15			0.0661	0.505		0 0		1 40	0.778			1	0.1
9 Merging WBT,NBL C 10 Merging EBR 11 Merging WBT		SBL RampL SBL RampL			1125 2109375	40	15 15			0.0084	0.505	0	0 0		1 40	0.778			1	0.3
11 Merging WBT	CrossT2,Rampi.1 Cross thru	SBR RampR	Signal near		1125 5484375	40	15			0.0078	0.505	0	0 0		1 40	0.778			1	0.3
	CrossR1 Cross right	WBL CrossL NRI Ramni	Cross left		1875 3515625	15	20	45		0.0004	1	0	0 0		1 40	0.778			1	0.7
	CrossT2 Cross thru CrossT1 Cross thru	NBL RampL SBL RampL			1125 4218750 1125 4218750	40	25 25			0.0055	0.505	0	0 0		1 40	0.778			1	0.30
13 Merging EBT,SBL C	CrossT1,RampL2 Cross thru	NBR RampR			1125 5484375	40	15			0.0078	0.505	0	0 0		1 40	0.778			1	0.3
14 Merging WBR	CrossR2 Cross right	WBL CrossL	Cross left	1875	1875 3515625	15	20	45		0.0004	1	0	0 0	0 0	1 40	0.778			1	0.7
15 Diverging SBR 16 Diverging EBT	RampR2 Signal near CrossT1 Cross thru	SBL RampL EBL CrossL			1125 1265625 1875 7031250	15 40	15 20	10		0.0000	1	0	0 0	0 0	1	1.000			1	
17 Diversing EBT	CrossT1 Cross thru	EBR CrossR		3750	1875 7031250	40	15			0.0036	1	0	0 0	0 0	1	1.000			1	
18 Diverging NBR	RampR1 Signal near	NBL RampL			1125 1265625	15	15	10		0.0000	1	0	0 0	0 0	1	1.000			1	
19 Diverging WBT 20 Diverging WBT	CrossT2 Cross thru CrossT2 Cross thru	WBL CrossL WBR CrossR		3750 3750	1875 7031250 1875 7031250	40 40	20 15			0.0016	1	0	0 0		1	1.000			1	
21 Nonmotorized	RampNM2 Nonmotorized	SBL RampL			1125 421875		15	20		0.1205	0.505	0	0 0		1 15	0.500			1	
22 Nonmotorized	RampNM2 Nonmotorized	SBR RampR	Signal near	375	1125 421875	0	15			0.1205	0.505	0	0 0		1 15	0.500			1	
23 Nonmotorized 24 Nonmotorized	CrossNM1 Nonmotorized CrossNM1 Nonmotorized	WBT CrossT: NBL Rampt:			3750 1406250 1125 421875	0	40 25			0.7512	0.505 0.925	0	0 0		1 40	0.778	1		2	0.7
24 Nonmotorized 25 Nonmotorized	CrossNM1 Nonmotorized CrossNM1 Nonmotorized	NBL Rampt: EBL Crosst:			1125 421875 1875 703125	0	20			0.3207	0.925	0	0 0		1 40	0.778	1		2	0.78
26 Nonmotorized	CrossNM1 Nonmotorized	EBT CrossT	Cross thru		3750 1406250	0	40			0.7512	0.505	0	0 0	0 0	1 40	0.778	1		2	0.78
27 Nonmotorized 28 Nonmotorized	RampNM1 Nonmotorized RampNM1 Nonmotorized	EBR CrossR WBL CrossL		375 375	1875 703125 1875 703125	0	15 20			0.1205	0.505	0	0 0		1 40	0.778			1	0.77
28 Nonmotorized 29 Nonmotorized	RampNM1 Nonmotorized RampNM1 Nonmotorized	WBL CrossL NBL RampL			18/5 /U3125 1125 421875	0	20 15			0.2027	0.505	0	0 0		1 40	0.778			1	0.35
30 Nonmotorized	RampNM1 Nonmotorized	NBR RampR	Signal near	375	1125 421875	0	15			0.1205	0.505	0	0 0	0 0	1 15	0.500			1	
31 Nonmotorized 32 Nonmotorized	CrossNM2 Nonmotorized	EBT CrossT			3750 1406250 1125 421875	0	40			0.7512	0.505	0	0 0		1 40 1 40	0.778	1		2	0.76
32 Nonmotorized 33 Nonmotorized	CrossNM2 Nonmotorized CrossNM2 Nonmotorized	SBL RampL WBL CrossL		375 375	1125 421875 1875 703125	0	25 20			0.3207	0.505	0	0 0		1 40	0.778	1		2	0.76
34 Nonmotorized	CrossNM2 Nonmotorized	WBT CrossT	Cross thru	375	3750 1406250	0	40			0.7512	0.505	0	0 0	0 0	1 40	0.778	1		2	0.78
35 Nonmotorized 36 Nonmotorized	RampNM2 Nonmotorized RampNM2 Nonmotorized	EBL CrossL: WBR CrossR		375 375	1875 703125 1875 703125	0	20 15			0.2027	0.505	0	0 0		1 40	0.778			1	0.36
36 Nonmotorized	NampNM2 Nonmotorized	WBR Crossic	Cross right	3/5	1875 /03125	0	15			0.1205	1	0	0 0	0 0	1 40	0.778			1	0.77

	Exposure-Severity-								Include	d in Mymt	1														Included in	Mymt2								
	Complexity Product		CrossT1	CrossL1	CrossR1	CrossT2	Crosst2	CrossR2				ampT2 I	lampL2 8	ampR2 0	CrossNM1	CrossNM2	RampNM1	RampNM2	CrossT1	CrossL1	CrossR1	CrossT2	CrossL2 0				RampR1 I	tampT2 F	tampt2	RampR2 Cro	ssNM1 Cro	ssNM1 Ram	pNM1 Ram	ipNM2
78	17858.88971			1																						1								
78	182504.9982		1																				1											
78	6927.777237						1																			1								
78	82120.74512		1																							1								
78	17858.88971						1																						1					
78	182504.9982					1														1														
78	6927.777237			1																									1					
78	82120.74512					1																							1					
78	16875.6147					1				1																				1				
78	1067.033058				1																		1											
78	9127.690242					1																				1								
78	9127.690242		1																										1					
78	16875.6147		1										1														1							
78	1067.033058							1															1											
1	0.810776943													1															1					
1	11348.31263		1																	1														
1	24976.22992		1																		1													
1	0.810776943 11348.31263										1															1								
1	11348.31263 24976.22992					1																	1											
	24976.22992 12836.11725					1																		1					1					
25 25	12836.11725 12836.11725																	1 1											1	1				
25	829795.2952																																	
56 00	829795.2952 194655.9785														1							1												
50	111987.2143														1																			
20	829795.2952														1				1															
20	65898.65839																																	
78 70	55993.60717																1						4											
25	12836.11725																i						•			1								
16	12836.11725																- 1									-								
56	829795.2952															1	•		1								•							
56	106271.6423															1													1					
56	111987.2143															1							1											
56	829795.2952															1						1												
78	55993.60717																	1		1														
78	65898.65839																	1						1										
		0	3750	1875	1875	3750	1875	1875	2250	1125	1125	2250	1125	1125	375	375	375	375 O	3750	1875	1875	3750	1875	1875	2250	1125	1125	2250	1125	1125	375	375	375	375
		D	7750	3875	3875	7750	3875	3875	2500	1250	1250	2500	1250	1250	425	425	425	425 D	7750	3875	3875	7750	3875	3875	2500	1250	1250	2500	1250	1250	425	425	425	425



# Egysters Search. Completely Product Completely Product 1000 3023 779964 1379 188171 529

spice\_Adventure Ave 2050 v1.xlsm SSI Inputs

#### Safe System for Intersection (SSI) Inputs

Specify the geomtric, exposure, severity, and conflicting traffic complexity inputs required for an SSI analysis.

1. Roadway Geometry	Lanes
Major number thru lanes (one direction)	3
Minor number thru lanes (one direction)	1

**Optional Major Street Designation** Select major street direction

E-W Median Presence on Major Road Yes Median Presence on Minor Road Yes

Required Inputs Default Available, Override Optional Planning-Level Default Input Computed Value, Override Optional Computed Value - No Override Disabled Cell (Often based on input selections)

Nonmotorized Total ADT (ped/day)

Open Year Total Intersection NM

Design Year Total Intersection NM (or overwrite ped movement ADTs below)

0.5 0.5

0.5

0.5

Protected

Nonmotorized Movement ADT (ped/day)

Complete the "Exposure" inputs. These inputs will apply to all interesections selected for analysis.
 Complete the "Severity" inputs

4. Complete the "Conflicting Traffic Complexity" inputs

2. Exposure - A	III Intersections
-----------------	-------------------

Average Daily Traffic (veh/day) 
 Open
 Design

 41,500
 46,000
 **ADT Directional Split** 0.50 Major Major 0.50 Minor Minor

Are turning movement ADT values are available? Are peak hour turning movement counts available?

If no turning movment volumes or counts are available, a user can optionally override the planning-level default turning movment proportions in Table 2-C

No If "Yes", input values in <u>Table 2-A</u>
Yes If "Yes", input values in <u>Table 2-B</u>

Major NM 2 Minor NM 1

Medium (700)	700
Open	Design
233	233
222	222

Activity Level ADT Value (ped/day)

Medium (700)

Major NM 1 (NM mvmt crossing Maj1)	233
Major NM 2	233
Minor NM 1	233
Minor NM 2	θ

Table 2-A: Turning Movement (vol/day)									
	Open	Design							
Major Thru 1	19682.14	21816.34							
Major Left Turn 1	Q	Q							
Major Right Turn 1	1067.863	1183.656							
Major Thru 2	20071.69	22248.14							
Major Left Turn 2	678.3102	751.8619							
<del>Major Right Turn 2</del>	θ	θ							
Minor Thru 1	581.5085	629.9676							
Minor Left Turn 1	870.5923	943.1417							
Minor Right Turn 1	347.8992	376.8908							
Minor Thru 2	θ	0							
Minor Left Turn 2	θ	θ							
Minor Right Turn 2	Q	0							

Table 2-B: Turning Movement Counts (Optional)											
	Mvmt	AM Peak	AM %	PM Peak	PM %	Avg %					
Major Thru 1	EBT	2143	0.918953688	1789	0.851905	0.885429					
Major Left Turn 1	EBL	100	0.042881647	<del>175</del>	0.083333	0.063107					
Major Right Turn 1	EBR	89	0.038164666	136	0.064762	0.05146					
Major Thru 2	WBT	1673	0.95381984	2142	0.955397	0.954608					
Major Left Turn 2	WBL	56	0.031927024	75	0.033452	0.03269					
<del>Major Right Turn 2</del>	WBR	<del>25</del>	0.014253136	<del>25</del>	0.011151	0.012702					
Minor Thru 1	NBT	<del>100</del>	0.323624595	75	0.315126	0.319375					
Minor Left Turn 1	NBL	147	0.475728155	117	0.491597	0.483662					
Minor Right Turn 1	NBR	62	0.200647249	46	0.193277	0.19696					
Minor Thru 2	SBT	75	0.428571429	100	0.5	0.464286					
Minor Left Turn 2	SBL	<del>50</del>	0.285714286	<del>50</del>	0.25	0.267857					
Minor Right Turn 2	SBR	<del>50</del>	0.285714286	<del>50</del>	0.25	0.267857					

4. Conflicting Traffic Complexity

Table 2-C: Turning Proportions (optional)								
	Decimal							
Major Thru 1	0.948536715							
Major Left Turn 1	Đ							
Major Right Turn 1	0.051463285							
Major Thru 2	0.967310351							
Major Left Turn 2	0.032689649							
<del>Major Right Turn 2</del>	θ							
Minor Thru 1	0.323060292							
Minor Left Turn 1	0.483662397							
Minor Right Turn 1	0.193277311							
Minor Thru 2	θ							
Minor Left Turn 2	θ							
Minor Right Turn 2	Q							

Vehicle Speeds	mph
Major Posted Speed Limit	30
Minor Posted Speed Limit	25
Major thru	30
Major left	20
Major right	15
Minor thru	21.25
Minor left	20
Minor right	15
Stop near	15
Stop far	25
Signal near	15
Signal far	25
RAB entering	20
RAB circulating	25
RAB exiting	30
Nonmotorized	0

3. Severity

Collision Angles	deg
Crossing	90
Crossing - LT	230
Crossing - RAB	60
Merging	45
Diverging	10

67.29 3.79

P(FSI) Regression Parameters

Traffic Control						
Base Traffic Control Adjustment Value (BTCAV) for permitted						
Base Traffic Control Adjustment Value (BTCAV) for protected/permitted						
Base Traffic Control Adjustment Value (BTCAV) for protected						
Base Traffic Control Adjustment Value (BTCAV) for stop-controlled						
Weight, f, for permitted						
Weight, f, for protected/permitted						
Weight, f, for protected						
Weight, f, for stop-controlled						
Major LT signal phasing (drop-down)	F					
Minor LT signal phasing (drop-down)	F					

Exclusive Pedestrian phasing (drop-down)

Traffic Control Parameter (a_traffic control)	
Permitted	1
Protected/permitted	0.925
Protected	0.505
Stop-controlled	0.725

Driver Merging Weights (W)	
Lane 1 (W1)	1
Lane 2 (W2)	0.75
Lane 3+ (W3+)	0.5

Nonmotorized Complexity					
Nonmotorized Turn Score Weights (W)					
Lane 1 (W1)	1				
Lane 2 (W2)	0.75				
Lane 3+ (W3)	0.5				

Turning movment proportions specified in Table 2-C (and by extension, the percentages determined in Table 2-B) are considered to be constant between the Open and Design years of the analysis. spice\_Adventure Ave 2050 v1.xlsm Calibration

		Calibrati	on				
	Optional - Input locally			ors for SPFs.			
	At-Gra	de Interse	ction SPFs	I	Defeut		
raffic Control	Facility Type	# legs	1 way/ 2 way	# of lanes on arterial	Default Calibration Factor	Optional User Override	Use Value
	On Rural Two Lane Highway	3 leg	-	-	1.00		1.00
		4 leg	-	-	0.92		0.92 1.00
	On Rural Multilane Highway	3 leg 4 leg	-	-	1.00 0.45		0.45
		3 leg	2x2	5 or fewer	2.50		2.50
raffic Signal		4 leg	2x2	5 or fewer	2.27		2.27
Tarric Signal		3 leg	2x2	6 or more	1.00		1.00
For more information on determining signal		4 leg	2x2	6 or more	1.00		1.00
ype, refer to the "Definitions" worksheet)	On Urban and Suburban Arterial	3 leg	1x2	-	1.00		1.00
		4 leg	1x2	-	1.00		1.00
		3 leg	1x1	-	1.00		1.00
		4 leg	1x1	-	1.00		1.00
	On High Speed (50+ MPH) Urban and Suburban	3 leg	-	-	1.00		1.00
	Arterial	4 leg	-	-	1.00		1.00
	On Rural Two Lane Highway	3 leg	-	-	1.27		1.27
	gy	4 leg	-	-	0.74		0.74
	On Rural Multilane Highway	3 leg	-	-	2.20		2.20
	<u> </u>	4 leg	-	-	1.64		1.64
		3 leg	2x2	5 or fewer	1.14		1.14
		4 leg	2x2	5 or fewer	1.87		1.87
linor Road Stop		3 leg	2x2	6 or more	1.00		1.00
	On Urban and Suburban Arterial	4 leg	2x2	6 or more	1.00		1.00
		3 leg	1x2	-	1.00		1.00
		4 leg	1x2	-	1.00		1.00
		3 leg	1x1	-	1.00		1.00
	0.111.6	4 leg	1x1	-	1.00		1.00
	On High Speed (50+ MPH) Urban and Suburban	3 leg	-	-	1.00		1.00
	Arterial	4 leg	-	-	1.00		1.00
	On Rural Two Lane Highway	3 leg	-	-	1.00		1.00
		4 leg	-	-	1.00		1.00
All-Way Stop	On Rural Multilane Highway	3 leg	-	-	1.00		1.00
Tray stop	on raral materials rings way	4 leg	-	-	1.00		1.00
	On Urban and Suburban Arterial	3 leg	-	-	1.00		1.00
	On Orban and Subarban Arterial	4 leg	-	-	1.00		1.00
	1-lane roundabout	3 leg	-	-	1.00		1.00
oundabout	1-laile routidabout	4 leg	-	-	1.00		1.00
	2-lane roundabout	3 leg	-	-	1.00		1.00
	2-lane roundabout	4 leg	-	-	1.00		1.00
ignalized Restricted Crossing U-Turn (RCUT)	also known Superstreet	3 leg	-	-	1.00		1.00
inginalized Restricted crossing o Tarri (Reot)	, also known superstreet	4 leg	-	-	1.00		1.00
Jnsignalized Restricted Crossing U-Turn (RCU	IT) also known as L.Turn	3 leg	-	-	1.00		1.00
onsignatized Restricted Crossing 0-1011 (RCC	71), also kilowii as 3-1 ui ii	4 leg	-	-	1.00		1.00
	Ramp Ter	minal Inter	rsection SPI	Fs			
ontrol	Ramp and Intersection Type				SPF Calibration Factor	Optional User Override	Use Value
	Four-leg terminals with diagonal ramps (D4)						
Signalized Diamond	All types				1.00		1.00
	All types				1		1.00
Diverging Diamond	All types				1.00 1.00 1.00		
iverging Diamond ingle-Point Diamond					1.00		1.00
iverging Diamond ingle-Point Diamond Insignalized Diamond	All types				1.00 1.00		1.00 1.00
iverging Diamond ingle-Point Diamond Insignalized Diamond	All types Four-leg terminals with diagonal ramps (D4)				1.00 1.00 1.00		1.00 1.00 1.00
iverging Diamond ingle-Point Diamond nsignalized Diamond oundabout	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs				1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00
överging Diamond ingle-Point Diamond Insignalized Diamond Joundabout	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs	Local CM	Fs		1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00
Diverging Diamond ingle-Point Diamond Jusignalized Diamond toundabout	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs			ned or new CMFs	1.00 1.00 1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00
ignalized Diamond Diverging Diamond Diverging Diamond Disingle-Point Diamond Disingle-Point Diamond Disingle-Point Diamond Disingle-Point Diamond Disingle-Point Diamond Disingle-Point Diamond District Diamond District Diamond	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs	CMFs with lo		ned or new CMFs	1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00
iverging Diamond ingle-Point Diamond insignalized Diamond oundabout ignalized Tight Diamond	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs	CMFs with lo	ocally-develop ult Base rsection	Type of Crashes	1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00
iverging Diamond ngle-Point Diamond nsignalized Diamond oundabout gnalized Tight Diamond	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs	CMFs with lo	ocally-develop ult Base	Type of Crashes	1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00
verging Diamond ngle-Point Diamond nsignalized Diamond  boundabout  gnalized Tight Diamond  control  isplaced Left Turn (DLT)	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs	CMFs with le Defa Inter	ocally-develop ult Base rsection fic Signal	Type of Crashes  Total  Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00
iverging Diamond ingle-Point Diamond nsignalized Diamond oundabout ignalized Tight Diamond ontrol isplaced Left Turn (DLT)	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs	CMFs with le Defa Inter	ocally-develop ult Base rsection	Type of Crashes  Total  Fatal-Injury  Total	1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 Use Value
iverging Diamond ingle-Point Diamond nsignalized Diamond oundabout ignalized Tight Diamond  ontrol isplaced Left Turn (DLT) fedian U-Turn (MUT)	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	CMFs with le	ult Base rsection ic Signal	Type of Crashes  Total  Fatal-Injury  Total  Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 Default CMF	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.88 0.88
iverging Diamond ingle-Point Diamond nsignalized Diamond oundabout ignalized Tight Diamond  ontrol isplaced Left Turn (DLT) fedian U-Turn (MUT)	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	CMFs with le	ocally-develop ult Base rsection fic Signal	Type of Crashes  Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury Total	1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.88 0.88	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
iverging Diamond ingle-Point Diamond nsignalized Diamond oundabout ignalized Tight Diamond  outrol isplaced Left Turn (DLT) fedian U-Turn (MUT) ignalized Restricted Crossing U-Turn (RCUT)	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	CMFs with lo	ult Base rsection ic Signal	Type of Crashes  Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
verging Diamond ngle-Point Diamond nsignalized Diamond  oundabout  gnalized Tight Diamond  ontrol  isplaced Left Turn (DLT)  ledian U-Turn (MUT)  gnalized Restricted Crossing U-Turn (RCUT)	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	CMFs with lo	ult Base rsection ic Signal ic Signal	Type of Crashes  Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury Total	1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.88 0.88	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
verging Diamond ngle-Point Diamond nsignalized Diamond oundabout gnalized Tight Diamond  ontrol isplaced Left Turn (DLT) ledian U-Turn (MUT) gnalized Restricted Crossing U-Turn (RCUT) nsignalized Restricted Crossing U-Turn (RCUT)	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	Traff  Traff  Minor I	ult Base rsection ic Signal ic Signal ic Signal ic Signal Road Stop WSC)	Type of Crashes  Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
verging Diamond ngle-Point Diamond nsignalized Diamond  boundabout gnalized Tight Diamond  control  isplaced Left Turn (DLT)  iedian U-Turn (MUT)  gnalized Restricted Crossing U-Turn (RCUT)  nsignalized Restricted Crossing U-Turn (RCUT)	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	Traff  Traff  Minor I	ocally-develop ult Base rsection fic Signal fic Signal fic Signal Road Stop	Type of Crashes  Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury Total Fatal-Injury Total Total Fatal-Injury Total	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
iverging Diamond ngle-Point Diamond nsignalized Diamond oundabout gnalized Tight Diamond  outrol isplaced Left Turn (DLT) ledian U-Turn (MUT) gnalized Restricted Crossing U-Turn (RCUT) nsignalized Restricted Crossing U-Turn (RCUT) gnalized Restricted Crossing U-Turn (RCUT)	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	CMFs with lo	ult Base rsection  ic Signal  ic Signal  ic Signal  Road Stop  WSC)	Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
iverging Diamond ngle-Point Diamond nsignalized Diamond oundabout gnalized Tight Diamond  outrol isplaced Left Turn (DLT) ledian U-Turn (MUT) gnalized Restricted Crossing U-Turn (RCUT) nsignalized Restricted Crossing U-Turn (RCUT) gnalized Restricted Crossing U-Turn (RCUT)	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	CMFs with lo	uit Base rsection fic Signal fic Signal fic Signal fic Signal fic Signal Road Stop WSC) fic Signal Road Stop	Type of Crashes  Total Fatal-Injury Total	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
iverging Diamond ingle-Point Diamond nsignalized Diamond oundabout ignalized Tight Diamond  ontrol isplaced Left Turn (DLT) idedian U-Turn (MUT) ignalized Restricted Crossing U-Turn (RCUT) insignalized Restricted Crossing U-Turn (RCUT) ignalized Thru-Cut insignalized Thru-Cut	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	Composite to the control of the cont	uit Base resection ic Signal ic Signal ic Signal ic Signal ic Signal ic Signal Road Stop WSC) ic Signal Road Stop WSC)	Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
iverging Diamond ingle-Point Diamond nsignalized Diamond oundabout ignalized Tight Diamond  ontrol isplaced Left Turn (DLT) idedian U-Turn (MUT) ignalized Restricted Crossing U-Turn (RCUT) insignalized Restricted Crossing U-Turn (RCUT) ignalized Thru-Cut insignalized Thru-Cut	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	Composite to the control of the cont	uit Base rsection fic Signal fic Signal fic Signal fic Signal fic Signal Road Stop WSC) fic Signal Road Stop	Type of Crashes  Total Fatal-Injury Total Total Fatal-Injury Total	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
iverging Diamond ingle-Point Diamond nsignalized Diamond oundabout ignalized Tight Diamond  ountrol isplaced Left Turn (DLT) fledian U-Turn (MUT) ignalized Restricted Crossing U-Turn (RCUT) nsignalized Restricted Crossing U-Turn (RCUT) ignalized Thru-Cut ignalized Thru-Cut owtie	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	CMFs with le Defa Inter Traff Traff Minor I Minor I Traffi Traffi	uit Base resection ic Signal ic Signal ic Signal ic Signal ic Signal Road Stop WSC) ic Signal Road Stop WSC) c Signal	Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
inverging Diamond ingle-Point Diamond ingle-Point Diamond insignalized Diamond oundabout ignalized Tight Diamond  outrol itsplaced Left Turn (DLT)  Aedian U-Turn (MUT) ignalized Restricted Crossing U-Turn (RCUT) insignalized Restricted Crossing U-Turn (RCUT) insignalized Thru-Cut insignalized Thru-Cut	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	CMFs with le Defa Inter Traff Traff Minor I Minor I Traffi Traffi	uit Base resection ic Signal ic Signal ic Signal ic Signal ic Signal ic Signal Road Stop WSC) ic Signal Road Stop WSC)	Type of Crashes  Total Fatal-Injury Total	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
verging Diamond ngle-Point Diamond nsignalized Diamond  oundabout  gnalized Tight Diamond  ontrol  isplaced Left Turn (DLT)  ledian U-Turn (MUT)  gnalized Restricted Crossing U-Turn (RCUT) nsignalized Restricted Crossing U-Turn (RCUT)  gnalized Thru-Cut  owtie  ontinuous Green-T Intersection	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	CMFs with let Defa Inter Traff Traff Minor I (T) Traff Minor I (T) Traff Traff Traff Traff Traff Traff Traff Traff	ult Base resection  ic Signal ic Signal ic Signal ic Signal ic Signal ic Signal Road Stop WSC) ic Signal Road Stop WSC) c Signal ic Signal	Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
iverging Diamond ingle-Point Diamond nsignalized Diamond oundabout ignalized Tight Diamond  ontrol isplaced Left Turn (DLT) idedian U-Turn (MUT) ignalized Restricted Crossing U-Turn (RCUT) insignalized Restricted Crossing U-Turn (RCUT) insignalized Thru-Cut insignalized Thru-Cut owtie outlinuous Green-T Intersection	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	CMFs with let Defa Inter Traff Traff Minor I (T) Traff Minor I (T) Traff Traff Traff Traff Traff Traff Traff Traff	uit Base resection ic Signal ic Signal ic Signal ic Signal ic Signal Road Stop WSC) ic Signal Road Stop WSC) c Signal	Type of Crashes  Total Fatal-Injury Total Total	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
inverging Diamond ingle-Point Diamond ingle-Point Diamond insignalized Diamond oundabout ignalized Tight Diamond  outrol itsplaced Left Turn (DLT)  Addian U-Turn (MUT) insignalized Restricted Crossing U-Turn (RCUT) insignalized Restricted Crossing U-Turn (RCUT) insignalized Thru-Cut insignalized Thru-Cut owtie ontinuous Green-T Intersection ughandles	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	CMFs with le Defa Inter Traff Traff Minor I (T) Traffi Minor Traffi Traffi Traffi Traffi Traffi Traffi	ult Base resection ic Signal ic Signal ic Signal ic Signal ic Signal Road Stop WSC) ic Signal Road Stop WSC) ic Signal Road Stop ic Signal	Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
iverging Diamond ingle-Point Diamond insignalized Diamond oundabout ignalized Tight Diamond	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	CMFs with le Defa Inter Traff Traff Minor I (T) Traffi Minor Traffi Traffi Traffi Traffi Traffi Traffi	ult Base resection  ic Signal ic Signal ic Signal ic Signal ic Signal ic Signal Road Stop WSC) ic Signal Road Stop WSC) c Signal ic Signal	Type of Crashes  Total Fatal-Injury Total	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
iverging Diamond ingle-Point Diamond nsignalized Diamond oundabout ignalized Tight Diamond  ontrol isplaced Left Turn (DLT) idedian U-Turn (MUT) ignalized Restricted Crossing U-Turn (RCUT) insignalized Restricted Crossing U-Turn (RCUT) insignalized Thru-Cut insignalized Thru-Cut owtie ontinuous Green-T Intersection ughandles tther 1*	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	CMFs with le Defa Inter Traff Traff Minor I (T) Traffi Minor I (T) Traffi Minor I (T) Traffi User S	ult Base resection ic Signal ic Signal ic Signal ic Signal ic Signal Road Stop WSC) ic Signal Road Stop ic Signal	Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
inverging Diamond ingle-Point Diamond ingle-Point Diamond insignalized Diamond oundabout ignalized Tight Diamond  outrol itsplaced Left Turn (DLT)  Addian U-Turn (MUT) insignalized Restricted Crossing U-Turn (RCUT) insignalized Restricted Crossing U-Turn (RCUT) insignalized Thru-Cut insignalized Thru-Cut owtie ontinuous Green-T Intersection ughandles	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default	CMFs with le Defa Inter Traff Traff Minor I (T) Traffi Minor I (T) Traffi Minor I (T) Traffi User S	ult Base resection ic Signal ic Signal ic Signal ic Signal ic Signal Road Stop WSC) ic Signal Road Stop WSC) ic Signal Road Stop ic Signal	Type of Crashes  Total Fatal-Injury Total	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
iverging Diamond ingle-Point Diamond nsignalized Diamond oundabout ignalized Tight Diamond  ontrol isplaced Left Turn (DLT) idedian U-Turn (MUT) ignalized Restricted Crossing U-Turn (RCUT) insignalized Restricted Crossing U-Turn (RCUT) insignalized Thru-Cut insignalized Thru-Cut owtie ontinuous Green-T Intersection ughandles tther 1*	All types Four-leg terminals with diagonal ramps (D4) 1-lane roundabout with 4 legs 2-lane roundabout with 4 legs  Optional - Override default  also known Superstreet JT), also known as J-Turn	CMFs with le Defa Inter Traff Traff Minor I (T) Traffi Minor Traffi Traffi Traffi User S	ult Base resection ic Signal ic Signal ic Signal ic Signal ic Signal Road Stop WSC) ic Signal Road Stop ic Signal	Type of Crashes  Total Fatal-Injury	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Optional User Override	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

spice\_Adventure Ave 2050 v1.xlsm Historical

#### Historical Crash Data Input

Note: In order to use Empirical Bayes (EB), the historical intersection type must be a traffic signal or a minor road stop. Additionally, this alternative must be selected to be included in the analysis, and the historical intersection specified below. Up to 10 years of historical data can be used to perform the EB adjustment.

Is historical crash data
available?
Number of years available:
Historical Intx Type:
4ST

(Up to 10) First Year Data is available:
2018

Historical (	Crash Counts					Ye	ear								
HISTORICAL	crasii Counts	2018	2019	2020	2021	2022						Total			
	Total	6	5	3	3	3		-		-		20			
Combined	Fatal/Injury	2	2	0	0	0						4			
	PDO	4	3	3	3	3						16			
Single-	Total														
Vehicle	Fatal/Injury														
venicie	PDO														
Multiple-	Total														
Vehicle	Fatal/Injury														
venicie	PDO														
Veh-Ped	Fatal/Injury	0	0	0	0	0						0			
Veh-Bike	Fatal/Injury	1	0	0	0	0						1			
Total	All	7	5	3	3	3						21			

Computations Only Below This Poin

				Fmr	nirical Rayo	Computat	ions (No Da	ta Entry)					
	Yea	,	2018	2019	2020	2021	2022						Total
	rea	Total	2010									-	
	N <sub>predicted</sub>	Fatal/Injur	2.27	2.27	2.27	2.27	2.27					-	11.35
	Npredicted	PDO	1.69	1.69	1.69	1.69	1.69						8.43
		Total	1.09	1.09	1.09	1.09	1.09						0.43
Su	Dispersion	Fatal/Injur	0.60	0.60	0.60	0.60	0.60						
sio	Parameter (k)	PDO	1.14	1.14	1.14	1.14	1.14				-	<u> </u>	-
<b>≣</b>	Weighted	Total	1.14	1.14	1.14	1.14	1.14						
Combined Collisions	Adjustment	Fatal/Injury	0.42	0.42	0.42	0.42	0.42		-			-	-
ji	(w)	PDO	0.42	0.42	0.42	0.42	0.42					-	-
ŧ.	(00)	Total	5.32	4.66	3.51	3.51	3.51						
ŭ	N .	Fatal/Injur	2.11	2.11	0.96	0.96	0.96						7.12
	N <sub>expected</sub>	PDO	3.21	2.55	2.55	2.55	2.55				-	<del>  -</del>	13.41
		FDO	3.21	2.55	2.33	2.33	2.55						1.00
					N	ted / N <sub>pred</sub>						Total F/I	0.63
					expect	ted / Tepred	icted					PDO	1.59
	Yea	. 1	2018	2019	2020	2021	2022	I		I			Total
	rea	Total	2010									-	
	N <sub>predicted</sub>	Fatal/Injury	,									<b>-</b>	-
	• • predicted	PDO											
		Total											
e) uly	Dispersion	Fatal/Injur										-	
e O abl	Parameter (k)	PDO											
Multiple-Vehicle Only (When Applicable)	Weighted	Total										-	
Ap Ap	Adjustment	Fatal/Injur											
ple ien	(w)	PDO										-	
W HE	` ,	Total											
Σ	N <sub>expected</sub>	Fatal/Injur											
	expected	PDO										T	-
												Total	1.00
					Navnasi	ted / N <sub>pred</sub>	istad					F/I	1.00
					ехресі	ieu / preu	icteu					PDO	1.00
_	Yea	r	2018	2019	2020	2021	2022						Total
ria.	N <sub>predicted</sub>	Fatal/Injury	,										-
lest	Disp. (k)	Fatal/Injury										-	
Ped	Weight (w)	Fatal/Injur										-	
- <u>e</u>													
Vehicle-Pedestrian	N <sub>expected</sub>	Fatal/Injur										-	1
>					N <sub>expec</sub>	$_{\text{ted}}$ / $N_{\text{pred}}$	icted					F/I	1.00
	Yea	r	2018	2019	2020	2021	2022						Total
ce	N <sub>predicted</sub>	Fatal/Injur	0.19	0.19	0.19	0.19	0.19						
3i cy	Disp. (k)	Fatal/Injur										-	
le-E	Weight (w)	Fatal/Injur										-	
Vehicle-Bicylce	N <sub>expected</sub>	Fatal/Injury										<b>—</b>	
>	capetteu					/ NI							<del> </del>
					IN expec	$_{\text{ted}}$ / $N_{\text{pred}}$	icted					F/I	1.00

	At-Grade Intersection Facility Type									
Die	Dispersion Parameters Rural Urban/Su Urban/Suburban Arterials w/ 6 or More								High	
Dis	persion raidille	ici3	Rural Two-	Multilane	burban	UI Dail/3	Lanes	or Minis	Speed	
			Lane Highways	Highways	Arterials		Lanes		Speed	
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.	
		3ST	0.54	0.46						
흥	Total	3SG	0.31	0.40						
é		4ST	0.24	0.49						
<u>e</u>		4SG	0.11	0.28						
Ë		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.	
ğ		3ST		0.57		0.65	2.00	2.00		
<u>=</u>	Fatal / Injury	3SG		1.15		0.52	0.95	0.95		
불		4ST		0.74		0.60	0.53	0.53		
≥ 5		4SG		0.22		0.56	1.33	1.33		
e e		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.	
흍		3ST				0.75	1.03	1.03		
Combined Multi and Single Vehicle	PDO	3SG				1.00	0.90	0.90		
		4ST				1.14	0.96	0.96		
		4SG				0.99	2.00	2.00		
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.	
		3ST			1.14				0.69	
	Total	3SG	-		0.36				0.57	
		4ST			0.65				1.12	
		4SG			0.36				0.55	
<u>e</u>		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.	
Single-Vehicle		3ST							2.10	
	Fatal / Injury	3SG			0.24				1.04	
		4ST							1.64	
		4SG			0.09				0.98	
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.	
		3ST			0.29				0.75	
	PDO	3SG			0.53	-			0.74	
		4ST			0.54				1.40	
		4SG			0.44				0.84	
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.	
		3ST			0.80				0.85	
	Total	3SG			0.33				0.21	
		4ST			0.40				0.91	
o o		4SG			0.39				0.39	
Multiple-Vehicle		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.	
Ve.		3ST		-	0.69				0.76	
-e	Fatal / Injury	3SG			0.30			-	0.09	
Ę		4ST			0.48				0.89	
ž		4SG			0.33				0.31	
		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.	
	PDO	3ST			0.77				1.11	
	100	3SG			0.36			-	0.34	
		4ST			0.40				0.94	
		4SG			0.44				0.38	
5		Intx	R2L	RML	U/S Art.	2x2	1x2	1x1	U/S Art.	
tria -	5	3ST								
Veh- Pedestriar	Fatal / Injury	3SG			0.52	0.52	0.52	0.52		
Pec		4ST								
		4SG			0.24	0.24	0.24	0.24		

			Intersectio	n Facility Ty	/pe
AWSC D	ispersion Param	Rural Two-	Rural	Urban/Su	
17-€	58 Report Updat	Lane	Multilane	burban	
		Highways	Highways	Arterials	
gle		Intx	R2L	RML	U/S Art.
Combined Multi and Single Vehicle	Total	3AWSC	-	-	-
		4AWSC	0.39		
		Intx	R2L	RML	U/S Art.
	Fatal / Injury	3AWSC	-		0.07
ج ۾		4AWSC			0.66
mbine		Intx	R2L	RML	U/S Art.
	PDO	3AWSC	-		0.37
ပိ		4AWSC			0.78

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	Florida Department of Transportation Safety Performance for Intersection Control Evaluation Tool													
			Salety			ation 1001								
					· · · · · · · · · · · · · · · · · · ·	ive								
					nformation									
Agency: FDOT-6 Design Year 2050 Project Reference: 10348806 Facility Type On Urban and Suburban Arterial City: North Bay Village Number of Legs 3-leg State: Florida 1-Way/2-Way 2-way Intersecting 2-way Date: 10/10/2023 #of Major Street Lanes (both directions) 6 or more														
Intersection:	NE 79th Street at Adv	venture Avenue		Opening Year				2030						
Agency:	FDOT-6			•										
Project Reference:			10348806	Facility Type				On Urban and Suburban Arterial						
City:	North Bay Village			•				3-leg						
State:	Florida	2-way Intersecting 2-way												
Date:	10/10/2023			6 or more										
Analyst:		Less than 55 mph												
			Crash Predic	tion Summary		SSI Score								
Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank		Source of Prediction	1	-	Rank				
Traffic Signal	Total Fatal & Injury	5.62 2.95	6.05 3.20	122.58 64.54	3	Yes	Uncalibrated SPF	<u>81</u>	<u>79</u>	1				
2-lane Roundabout	Total Fatal & Injury	14.63 2.98	16.39 3.40	325.72 66.95	4	No	Uncalibrated SPF	<u>73</u>	<u>71</u>	3				
Median U-Turn (MUT)	Total Fatal & Injury	4.78 2.06	5.14 2.24	104.19 45.18	1	N/A	CMF	==	=					
Signalized RCUT	Total Fatal & Injury	19.87 3.89	23.27 4.61	452.62 89.08	5	Yes	Uncalibrated SPF	<u>71</u>	<u>69</u>	4				
Continuous Green-T Intersection	Total Fatal & Injury	5.40 2.50	5.81 2.72	117.67 54.86	2	N/A	CMF	<u>81</u>	<u>79</u>	2				

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spice\_Adventure Ave 2050 v1.xlsm SSI Results

## Florida Department of Transportation

## Safety Performance for Intersection Control Evaluation Tool

## Safe System for Intersection (SSI) Results

Summary of the safe system intersection results for each alternative

Conversion of Existing
Intersection Type:

Traffic Signal

Select from Dropdown List

## **Opening Year Results**

Control Strategy	SSI Ref Worksheet	SSI Score		SSI Conflict	Type Score	Score Exposure (Relative to Existing)					Average P(FSI)				Average Complexity				
	Name		Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging	
Traffic Signal	TradT_Sig	81	46	94	100	100	1.00	1.00	1.00	1.00	0.27	0.02	0.00	0.00	1.15	1.01	0.84	1.00	
2-Lane Roundabout	T_2x2_RAB	73	29	99	100	100	1.00	0.98	1.02	1.02	0.33	0.00	0.00	0.00	2.44	1.22	1.12	1.00	
Median U-Turn (MUT)																			
Signalized RCUT	T_RCUT_Sig	71	27	99	100	100	1.01	0.43	1.71	1.51	0.25	0.01	0.00	0.00	1.68	1.01	0.84	1.00	
Continuous Green-T	CGT	81	46	94	100	100	1.00	1.00	1.00	1.00	0.27	0.02	0.00	0.00	1.15	1.01	1.09	1.00	

## **Design Year Results**

Control Strategy	SSI Ref Worksheet	SSI Score	:	SSI Conflict	Type Score		Ехро	sure (Relat	ive to Existin	g)		Average	P(FSI)			Average Complexity					
	Name		Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging	Nonmotorized	Crossing	Merging	Diverging			
Traffic Signal	TradT_Sig	79	43	93	100	100	1.00	1.00	1.00	1.00	0.27	0.02	0.00	0.00	1.15	1.01	0.84	1.00			
2-Lane Roundabout	T_2x2_RAB	71	25	99	100	100	1.00	0.98	1.02	1.02	0.33	0.00	0.00	0.00	2.44	1.22	1.12	1.00			
Median U-Turn (MUT)																					
Signalized RCUT	T_RCUT_Sig	69	23	98	99	100	1.01	0.44	1.71	1.50	0.25	0.01	0.00	0.00	1.68	1.01	0.84	1.00			
Continuous Green-T	CGT	79	43	93	99	100	1.00	1.00	1.00	1.00	0.27	0.02	0.00	0.00	1.15	1.01	1.09	1.00			

# Appendix H.

# **Future Intersection Capacity Analyses**

Timings
1: Pelican Harbor Dr & NE 79th St

#### 1 † ၨ 1 • 4 1 -\* **EBR** EBU EBL EBT WBU **WBL** WBT NBL NBT SBL **SBT** Lane Group **1 †††** 2000 **ተተ**ጮ 1784 7 Lane Configurations **2**1 9 ٦ Þ 2 16 12 Traffic Volume (vph) 9 2 9 1784 Future Volume (vph) 21 2000 16 9 12 4 9 4 NA Turn Type pm+pt NA Perm pm+pt pm+pt NA Perm NA Perm pm+pt **Protected Phases** 1 1 6 5 5 2 4 8 Permitted Phases 6 2 2 6 6 8 6 2 8 **Detector Phase** 6 5 5 4 4 8 1 1 Switch Phase Minimum Initial (s) 5.0 5.0 7.0 5.0 5.0 7.0 7.0 7.0 7.0 7.0 7.0 Minimum Split (s) 10.7 10.7 28.0 28.0 10.7 10.7 28.0 38.0 38.0 38.0 38.0 Total Split (s) 11.0 71.0 71.0 11.0 28.0 28.0 28.0 28.0 11.0 11.0 71.0 Total Split (%) 10.0% 64.5% 10.0% 64.5% 10.0% 10.0% 64.5% 25.5% 25.5% 25.5% 25.5% Yellow Time (s) 4.0 4.0 4.0 3.7 3.7 4.0 3.7 3.7 4.0 4.0 4.0 2.0 2.0 All-Red Time (s) 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 Lost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Lost Time (s) 6.0 6.0 6.0 6.0 6.0 6.0 6.0 5.7 5.7 Lead/Lag Lead Lead Lag Lag Lead Lead Lag Lead-Lag Optimize? Yes Yes Yes Yes Yes Yes Yes Recall Mode None None C-Min C-Min None None C-Min None None None None 91.2 Act Effct Green (s) 91.1 91.2 90.0 89.0 10.1 10.1 10.1 10.1 Actuated g/C Ratio 0.83 0.83 0.83 0.82 0.81 0.09 0.09 0.09 0.09 v/c Ratio 0.01 0.11 0.50 0.10 0.46 0.10 0.11 0.03 0.14 Control Delay 0.0 6.9 44.0 26.2 4.5 6.7 4.6 23.4 41.5 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 4.5 6.7 0.0 4.6 6.9 44.0 23.4 41.5 26.2 LOS Α D С D С Α Α Α

Intersection Summary

Cycle Length: 110

Approach Delay

Approach LOS

Actuated Cycle Length: 110

Offset: 32 (29%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

6.6

Α

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 7.1
Intersection Capacity Utilization 56.6%

Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Pelican Harbor Dr & NE 79th St



6.9

Α

32.0

С

28.4

С

	<b></b>	•	-	*	F	•	<b>←</b>	1	<b>†</b>	-	Ţ	
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBT	SBL	SBT	
Protected Phases	1	1	6		5	5	2		4		8	
Permitted Phases	6	6		6	2	2		4		8		
Minimum Initial (s)	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.7	10.7	28.0	28.0	10.7	10.7	28.0	38.0	38.0	38.0	38.0	
Total Split (s)	11.0	11.0	71.0	71.0	11.0	11.0	71.0	28.0	28.0	28.0	28.0	
Total Split (%)	10.0%	10.0%	64.5%	64.5%	10.0%	10.0%	64.5%	25.5%	25.5%	25.5%	25.5%	
Maximum Green (s)	5.3	5.3	65.0	65.0	5.3	5.3	65.0	22.0	22.0	22.0	22.0	
Yellow Time (s)	3.7	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0	2.5	2.5	2.5	2.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	None	None	None	None	
Walk Time (s)			5.0	5.0			5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)			17.0	17.0			17.0	27.0	27.0	27.0	27.0	
Pedestrian Calls (#/hr)			2	2			4	1	1	1	1	
90th %ile Green (s)	5.3	5.3	64.6	64.6	5.3	5.3	64.6	22.4	22.4	22.4	22.4	
90th %ile Term Code	Max	Max	Coord	Coord	Max	Max	Coord	Ped	Ped	Ped	Ped	
70th %ile Green (s)	5.0	5.0	80.3	80.3	5.0	5.0	80.3	7.0	7.0	7.0	7.0	
70th %ile Term Code	Min	Min	Coord	Coord	Min	Min	Coord	Min	Min	Min	Min	
50th %ile Green (s)	5.0	5.0	91.0	91.0	0.0	0.0	80.3	7.0	7.0	7.0	7.0	
50th %ile Term Code	Min	Min	Coord	Coord	Skip	Skip	Coord	Min	Min	Min	Min	
30th %ile Green (s)	0.0	0.0	104.0	104.0	0.0	0.0	104.0	0.0	0.0	0.0	0.0	
30th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Skip	Skip	Skip	Skip	
10th %ile Green (s)	0.0	0.0	104.0	104.0	0.0	0.0	104.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Skip	Skip	Skip	Skip	

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 32 (29%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Control Type: Actuated-Coordinated

Queues 2030 AM\_No Build

## 1: Pelican Harbor Dr & NE 79th St

	۶	-	*	1	•	1	<b>†</b>	-	<b>↓</b>
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	24	2105	17	18	1890	13	18	4	24
v/c Ratio	0.11	0.50	0.01	0.10	0.46	0.10	0.11	0.03	0.14
Control Delay	4.5	6.7	0.0	4.6	6.9	44.0	23.4	41.5	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.5	6.7	0.0	4.6	6.9	44.0	23.4	41.5	26.2
Queue Length 50th (ft)	2	119	0	2	181	9	3	3	6
Queue Length 95th (ft)	13	415	0	11	350	25	22	12	28
Internal Link Dist (ft)		977			2612		419		426
Turn Bay Length (ft)	200		200	200		250		50	
Base Capacity (vph)	218	4218	1295	187	4115	277	337	278	347
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.50	0.01	0.10	0.46	0.05	0.05	0.01	0.07
Intersection Summary									

	•	۶	<b>→</b>	*	F	•	<b>←</b>	•	1	<b>†</b>	~	-	Ţ	4
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		A	<b>^</b>	7		A	<b>*</b>		7	13		7	1	
Traffic Volume (veh/h)	2	21	2000	16	9	9	1784	11	12	4	13	4	9	14
Future Volume (veh/h)	2	21	2000	16	9	9	1784	11	12	4	13	4	9	14
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		22	2105	17		9	1878	12	13	4	14	4	9	15
Peak Hour Factor		0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2	2	2
Cap, veh/h		255	3934	1218		201	3974	25	126	21	73	131	36	60
Arrive On Green		0.02	0.77	0.77		0.01	0.76	0.76	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h		1781	5106	1581		1781	5235	33	1381	363	1271	1388	628	1047
Grp Volume(v), veh/h		22	2105	17		9	1221	669	13	0	18	4	0	24
Grp Sat Flow(s),veh/h/ln		1781	1702	1581		1781	1702	1864	1381	0	1634	1388	0	1676
Q Serve(g_s), s		0.3	17.7	0.3		0.1	14.8	14.8	1.0	0.0	1.2	0.3	0.0	1.5
Cycle Q Clear(g_c), s		0.3	17.7	0.3		0.1	14.8	14.8	2.5	0.0	1.2	1.5	0.0	1.5
Prop In Lane		1.00		1.00		1.00		0.02	1.00		0.78	1.00		0.63
Lane Grp Cap(c), veh/h		255	3934	1218		201	2584	1415	126	0	94	131	0	97
V/C Ratio(X)		0.09	0.54	0.01		0.04	0.47	0.47	0.10	0.00	0.19	0.03	0.00	0.25
Avail Cap(c_a), veh/h		301	3934	1218		268	2584	1415	323	0	327	329	0	335
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		0.75	0.75	0.75	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		3.8	4.9	2.9		4.2	5.0	5.0	50.7	0.0	49.4	50.1	0.0	49.6
Incr Delay (d2), s/veh		0.1	0.5	0.0		0.0	0.5	0.9	0.3	0.0	0.7	0.1	0.0	1.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		0.2	8.8	0.1		0.1	7.4	8.2	0.6	0.0	0.9	0.2	0.0	1.2
Unsig. Movement Delay, s/veh														
LnGrp Delay(d),s/veh		3.8	5.5	2.9		4.2	5.4	5.8	51.0	0.0	50.1	50.1	0.0	50.5
LnGrp LOS		Α	Α	Α		Α	Α	Α	D	A	D	D	Α	D
Approach Vol, veh/h			2144				1899			31			28	
Approach Delay, s/veh			5.4				5.6			50.5			50.5	
Approach LOS			Α				Α			D			D	
Timer - Assigned Phs	1	2		4	5	6		8						
Phs Duration (G+Y+Rc), s	8.1	89.5		12.3	6.9	90.8		12.3						
Change Period (Y+Rc), s	* 5.7	6.0		6.0	* 5.7	6.0		6.0						
Max Green Setting (Gmax), s	* 5.3	65.0		22.0	* 5.3	65.0		22.0						
Max Q Clear Time (g_c+l1), s	2.3	16.8		4.5	2.1	19.7		3.5						
Green Ext Time (p_c), s	0.0	6.5		0.0	0.0	9.6		0.1						
Intersection Summary														
HCM 6th Ctrl Delay			6.1											
HCM 6th LOS			Α											

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings 2030 AM\_No Build 2: Harbor Island Dr & NE 79th St

	٠	<b>→</b>	•	F	•	<b>←</b>	•	4	<b>†</b>	-	ļ	1
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	*	ተተተ	7		Ä	ተተተ	7	×	f)	Ä	4	7
Traffic Volume (vph)	154	1850	22	8	15	1520	109	40	3	135	5	253
Future Volume (vph)	154	1850	22	8	15	1520	109	40	3	135	5	253
Turn Type	pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	Split	NA	Split	NA	pm+ov
Protected Phases	1	6	4	5	5	2	3!	4	4	3	3	1
Permitted Phases	6		6	2	2		2					3
Detector Phase	1	6	4	5	5	2	3	4	4	3	3	1
Switch Phase												
Minimum Initial (s)	5.0	4.0	10.0	5.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.3	35.7	12.0	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0
Total Split (s)	16.0	50.3	35.7	21.0	21.0	55.3	43.0	35.7	35.7	43.0	43.0	16.0
Total Split (%)	10.7%	33.5%	23.8%	14.0%	14.0%	36.9%	28.7%	23.8%	23.8%	28.7%	28.7%	10.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0	4.0	3.7
All-Red Time (s)	3.3	3.3	3.7	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.3
ost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.3	7.7		7.0	7.3	7.7	7.7	7.7	7.7	7.7	7.0
_ead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead
_ead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	103.4	95.4	106.9		84.9	79.1	92.6	13.9	13.9	13.9	13.9	31.6
Actuated g/C Ratio	0.69	0.64	0.71		0.57	0.53	0.62	0.09	0.09	0.09	0.09	0.21
ı/c Ratio	0.55	0.60	0.02		0.17	0.60	0.12	0.25	0.20	0.47	0.46	0.80
Control Delay	26.0	21.6	5.7		18.4	26.0	8.4	64.5	63.0	72.2	71.8	59.3
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	21.6	5.7		18.4	26.0	8.4	64.5	63.0	72.2	71.8	59.3
_OS	С	С	Α		В	С	Α	Е	Е	Е	Е	Е
Approach Delay		21.8				24.8			63.9		63.8	
Approach LOS		С				С			Е		Е	
Intersection Summary												
Cycle Length: 150												

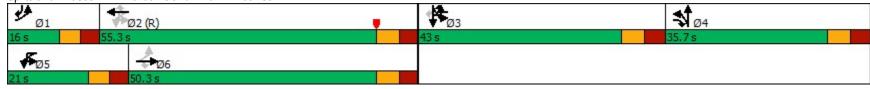
Actuated Cycle Length: 150
Offset: 106 (71%), Referenced to phase 2:WBTL, Start of Yellow Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 27.6

Intersection Capacity Utilization 79.8% Analysis Period (min) 15

Intersection LOS: C ICU Level of Service D

! Phase conflict between lane groups.

Splits and Phases: 2: Harbor Island Dr & NE 79th St



	٠	-	*	F	•	←	*	1	<b>†</b>	-	ļ	1	
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Protected Phases	1	6	4	5	5	2	3!	4	4	3	3	1	
Permitted Phases	6		6	2	2		2					3	
Minimum Initial (s)	5.0	4.0	10.0	5.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0	
Minimum Split (s)	12.0	47.3	35.7	12.0	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0	
Total Split (s)	16.0	50.3	35.7	21.0	21.0	55.3	43.0	35.7	35.7	43.0	43.0	16.0	
otal Split (%)	10.7%	33.5%	23.8%	14.0%	14.0%	36.9%	28.7%	23.8%	23.8%	28.7%	28.7%	10.7%	
laximum Green (s)	9.0	43.0	28.0	14.0	14.0	48.0	35.3	28.0	28.0	35.3	35.3	9.0	
ellow Time (s)	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0	4.0	3.7	
ll-Red Time (s)	3.3	3.3	3.7	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.3	
ead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	
ead-Lag Optimize?	Yes	Yes	Yes	Yes									
ehicle Extension (s)	2.0	1.0	4.0	2.0	2.0	1.0	2.5	4.0	4.0	2.5	2.5	2.0	
nimum Gap (s)	2.0	1.0	4.0	2.0	2.0	1.0	2.5	4.0	4.0	2.5	2.5	2.0	
ne Before Reduce (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	
ne To Reduce (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	
call Mode	None	None	None	None	None	C-Min	None	None	None	None	None	None	
alk Time (s)		4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0		
sh Dont Walk (s)		36.0	24.0			36.0	24.0	24.0	24.0	24.0	24.0		
destrian Calls (#/hr)		3	8			2	6	8	8	6	6		
Oth %ile Green (s)	16.3	57.3	28.0	7.0	7.0	48.0	28.0	28.0	28.0	28.0	28.0	16.3	
th %ile Term Code	Max	Coord	Ped	Gap	Gap	Coord	Ped	Ped	Ped	Ped	Ped	Max	
Oth %ile Green (s)	19.1	90.1	11.3	5.5	5.5	76.5	13.4	11.3	11.3	13.4	13.4	19.1	
Oth %ile Term Code	Gap	Coord	Gap	Gap	Gap	Coord	Gap	Gap	Gap	Gap	Gap	Gap	
Oth %ile Green (s)	17.2	93.8	10.0	5.1	5.1	81.7	11.4	10.0	10.0	11.4	11.4	17.2	
th %ile Term Code	Gap	Coord	Min	Gap	Gap	Coord	Gap	Min	Min	Gap	Gap	Gap	
th %ile Green (s)	16.5	107.8	10.0	0.0	0.0	84.3	9.5	10.0	10.0	9.5	9.5	16.5	
Oth %ile Term Code	Gap	Coord	Min	Skip	Skip	Coord	Gap	Min	Min	Gap	Gap	Gap	
10th %ile Green (s)	15.9	128.0	0.0	0.0	0.0	105.1	7.0	0.0	0.0	7.0	7.0	15.9	
0th %ile Term Code	Gap	Coord	Skip	Skip	Skip	Coord	Min	Skip	Skip	Min	Min	Gap	

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 106 (71%), Referenced to phase 2:WBTL, Start of Yellow Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

	٠	<b>→</b>	*	•	<b>←</b>	•	1	†	-	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	162	1947	23	24	1600	115	42	29	74	73	266
v/c Ratio	0.55	0.60	0.02	0.17	0.60	0.12	0.25	0.20	0.47	0.46	0.80
Control Delay	26.0	21.6	5.7	18.4	26.0	8.4	64.5	63.0	72.2	71.8	59.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	21.6	5.7	18.4	26.0	8.4	64.5	63.0	72.2	71.8	59.3
Queue Length 50th (ft)	48	402	3	7	397	45	40	28	74	73	199
Queue Length 95th (ft)	174	#818	15	17	#684	81	72	55	117	116	180
Internal Link Dist (ft)		2612			1173			426		437	
Turn Bay Length (ft)	180		125	180		120					
Base Capacity (vph)	292	3234	1191	240	2682	1190	333	297	399	401	333
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.60	0.02	0.10	0.60	0.10	0.13	0.10	0.19	0.18	0.80
Intersection Summary											

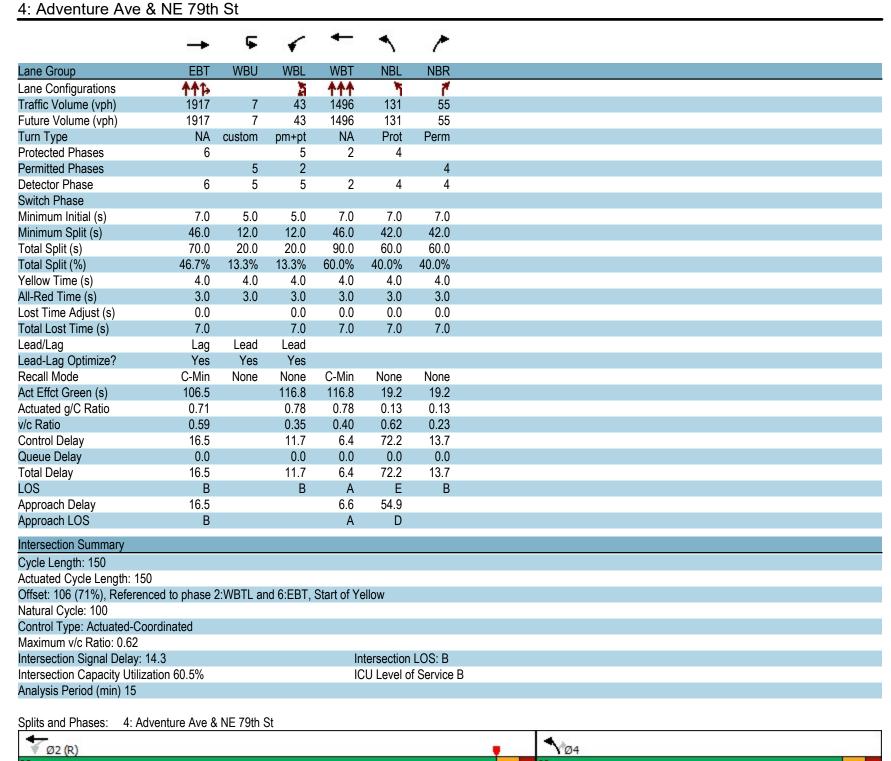
<sup># 95</sup>th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	۶	<b>→</b>	•	F	•	<b>←</b>	•	1	<b>†</b>	<b>/</b>	/	Ţ	4	
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	7	<b>^</b>	7		7	<b>^</b>	7	*	<b>f</b>		Ž.	ર્સ	7	
Traffic Volume (vph)	154	1850	22	8	15	1520	109	40	3	25	135	5	253	
Future Volume (vph)	154	1850	22	8	15	1520	109	40	3	25	135	5	253	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	7.0	7.3	7.7		7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0	
Lane Util. Factor	1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00		0.95	0.95	1.00	
Frpb, ped/bikes	1.00	1.00	0.98		1.00	1.00	0.99	1.00	0.98		1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.87		1.00	1.00	0.85	
FIt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	
Satd. Flow (prot)	1770	5085	1544		1770	5085	1563	1787	1592		1698	1708	1584	
FIt Permitted	0.09	1.00	1.00		0.08	1.00	1.00	0.95	1.00		0.95	0.96	1.00	
Satd. Flow (perm)	160	5085	1544		144	5085	1563	1787	1592		1698	1708	1584	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	162	1947	23	8	16	1600	115	42	3	26	142	5	266	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	162	1947	23	0	24	1600	115	42	29	0	74	73	266	
Confl. Peds. (#/hr)	2		3		3		2			8			6	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%	
Turn Type	pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	Split	NA		Split	NA	pm+ov	
Protected Phases	1	6	4	5	5	2	3!	4	4		3	3	1	
Permitted Phases	6		6	2	2	_	2	•	•				3	
Actuated Green, G (s)	101.5	91.0	102.9	<del>-</del>	81.0	77.5	91.4	11.9	11.9		13.9	13.9	30.9	
Effective Green, g (s)	101.5	91.0	102.9		81.0	77.5	91.4	11.9	11.9		13.9	13.9	30.9	
Actuated g/C Ratio	0.68	0.61	0.69		0.54	0.52	0.61	0.08	0.08		0.09	0.09	0.21	
Clearance Time (s)	7.0	7.3	7.7		7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0	
Vehicle Extension (s)	2.0	1.0	4.0		2.0	1.0	2.5	4.0	4.0		2.5	2.5	2.0	
Lane Grp Cap (vph)	290	3084	1059		115	2627	952	141	126		157	158	326	
v/s Ratio Prot	0.06	c0.38	0.00		0.00	0.31	0.01	c0.02	0.02		0.04	0.04	c0.09	
v/s Ratio Perm	0.31	00.00	0.01		0.11	0.01	0.06	00.02	0.02		0.04	0.01	0.08	
v/c Ratio	0.56	0.63	0.02		0.21	0.61	0.12	0.30	0.23		0.47	0.46	0.82	
Uniform Delay, d1	19.0	18.8	7.5		17.3	25.6	12.4	65.1	64.8		64.6	64.5	56.8	
Progression Factor	1.00	1.00	1.00		1.09	0.90	0.72	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2	1.3	0.3	0.0		0.3	1.0	0.0	1.6	1.3		1.6	1.6	13.8	
Delay (s)	20.3	19.1	7.5		19.1	24.0	8.9	66.7	66.0		66.2	66.1	70.6	
Level of Service	C	В	Α.		В	C C	A	E	E		E	E	F	
Approach Delay (s)	Ū	19.1	•			22.9	, ,	_	66.4		<del>-</del>	69.0	_	
Approach LOS		В				C			E			E		
Intersection Summary														
HCM 2000 Control Delay			26.1	Н	CM 2000 I	_evel of S	Service		С					
HCM 2000 Volume to Capacity	ratio		0.66											
Actuated Cycle Length (s)			150.0	S	um of lost	time (s)			29.7					
Intersection Capacity Utilization			79.8%		U Level o				D					
Analysis Period (min)			15											
! Phase conflict between lane	groups.													
c Critical Lane Group	<u> </u>													

Interception							
Intersection	0.0						
Int Delay, s/veh	0.9						
Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ă	<b>^</b> ^	ተተኈ		¥	
Traffic Vol, veh/h	3	26	1989	1612	15	8	37
Future Vol, veh/h	3	26	1989	1612	15	8	37
Conflicting Peds, #/hr	0	8	0	0	8	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	_	70	-	<u>-</u>	-	0	-
Veh in Median Storage, #		-	0	0	_	0	
Grade, %		-	0	0	_	0	_
Peak Hour Factor	95	95	95	95	95	95	95
	2	2	2	2	2	3	3
Heavy Vehicles, %	3	27	2094	1697	16	8	39
Mvmt Flow	3	21	2094	1097	16	ď	39
Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1250	1721	0	-	0	2611	865
Stage 1	1230	-	-	<u>-</u>	-	1713	-
Stage 2	_	-	-	-	_	898	-
Critical Hdwy	5.64	5.34	-	<u>-</u>	_	5.76	7.16
Critical Hdwy Stg 1	5.04	5.54	_	-	-	6.66	7.10
		-	-			6.06	-
Critical Hdwy Stg 2	2 22	3.12		-	-	3.83	
Follow-up Hdwy	2.32		-	-	-		3.93
Pot Cap-1 Maneuver	319	173	-	-	-	43	253
Stage 1	-	-	-	-	-	86	-
Stage 2	-	-	-	-	-	322	-
Platoon blocked, %		,	-	-	-		
Mov Cap-1 Maneuver	179	179	-	-	-	35	251
Mov Cap-2 Maneuver	-	-	-	-	-	35	-
Stage 1	-	-	-	-	-	71	-
Stage 2		_				319	-
Annroach	EB			WB		SB	
Approach							
HCM Control Delay, s	0.4			0		53.3	
HCM LOS						F	
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)		179				120	
HCM Lane V/C Ratio		0.171	-	-	_	0.395	
HCM Control Delay (s)		29.2		-	_	53.3	
HCM Lane LOS		29.2 D	-			55.5 F	
				-	-		
HCM 95th %tile Q(veh)		0.6	-	-	-	1.7	

Timings 2030 AM\_No Build



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₩Ø6 (R)

	-	F	1	←	1	1
Lane Group	EBT	WBU	WBL	WBT	NBL	NBR
Protected Phases	6		5	2	4	
Permitted Phases		5	2			4
Minimum Initial (s)	7.0	5.0	5.0	7.0	7.0	7.0
Minimum Split (s)	46.0	12.0	12.0	46.0	42.0	42.0
Total Split (s)	70.0	20.0	20.0	90.0	60.0	60.0
Total Split (%)	46.7%	13.3%	13.3%	60.0%	40.0%	40.0%
Maximum Green (s)	63.0	13.0	13.0	83.0	53.0	53.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.5	2.5
Minimum Gap (s)	1.0	2.0	2.0	1.0	2.5	2.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Min	None	None	C-Min	None	None
Walk Time (s)	7.0				7.0	7.0
Flash Dont Walk (s)	32.0				28.0	28.0
Pedestrian Calls (#/hr)	2				3	3
90th %ile Green (s)	86.7	7.3	7.3	101.0	35.0	35.0
90th %ile Term Code	Coord	Gap	Gap	Coord	Ped	Ped
70th %ile Green (s)	103.7	5.8	5.8	116.5	19.5	19.5
70th %ile Term Code	Coord	Gap	Gap	Coord	Gap	Gap
50th %ile Green (s)	106.8	5.4	5.4	119.2	16.8	16.8
50th %ile Term Code	Coord	Gap	Gap	Coord	Gap	Gap
30th %ile Green (s)	109.8	5.0	5.0	121.8	14.2	14.2
30th %ile Term Code	Coord	Min	Min	Coord	Gap	Gap
10th %ile Green (s)	125.6	0.0	0.0	125.6	10.4	10.4
10th %ile Term Code	Coord	Skip	Skip	Coord	Gap	Gap

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 106 (71%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Control Type: Actuated-Coordinated

Queues 2030 AM\_No Build

	<b>→</b>	1	<b>←</b>	1	-
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2102	52	1575	138	58
v/c Ratio	0.59	0.35	0.40	0.62	0.23
Control Delay	16.5	11.7	6.4	72.2	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	11.7	6.4	72.2	13.7
Queue Length 50th (ft)	241	9	143	132	0
Queue Length 95th (ft)	543	31	280	181	38
Internal Link Dist (ft)	150		1273	429	
Turn Bay Length (ft)		150			400
Base Capacity (vph)	3587	229	3960	619	591
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	0.23	0.40	0.22	0.10
Intersection Summary					

	<b>→</b>	*	F	-	+	1	-
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	<b>†††</b>			Ä	<b>^</b> ^	7	7
Traffic Volume (veh/h)	1917	80	7	43	1496	131	55
Future Volume (veh/h)	1917	80	7	43	1496	131	55
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	•	1.00		1.00	•	1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No	1.00		1.00	No	No	1.00
Adj Sat Flow, veh/h/ln	1870	1870		1870	1870	1856	1856
Adj Flow Rate, veh/h	2018	84		45	1575	138	58
Peak Hour Factor	0.95	0.95		0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2714	2		242	2	3	3
Cap, veh/h	3714	154		242	4155	164	146
Arrive On Green	1.00	1.00		0.03	0.81	0.09	0.09
Sat Flow, veh/h	5196	209		1781	5274	1767	1572
Grp Volume(v), veh/h	1365	737		45	1575	138	58
Grp Sat Flow(s),veh/h/ln	1702	1832		1781	1702	1767	1572
Q Serve(g_s), s	0.0	0.0		0.9	12.5	11.5	5.2
Cycle Q Clear(g_c), s	0.0	0.0		0.9	12.5	11.5	5.2
Prop In Lane		0.11		1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2515	1354		242	4155	164	146
V/C Ratio(X)	0.54	0.54		0.19	0.38	0.84	0.40
Avail Cap(c_a), veh/h	2515	1354		346	4155	624	556
HCM Platoon Ratio	2.00	2.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0		3.7	3.8	66.9	64.1
Incr Delay (d2), s/veh	0.8	1.6		0.1	0.3	8.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
		1.1		0.0	6.9	9.5	8.2
%ile BackOfQ(95%),veh/ln	0.5	1.1		0.5	0.9	9.5	ō.Z
Unsig. Movement Delay, s/veh	0.0	4.0		0.0	4.0	75.0	CF 4
LnGrp Delay(d),s/veh	0.8	1.6		3.9	4.0	75.2	65.4
LnGrp LOS	A	A		A	A	E	E
Approach Vol, veh/h	2102				1620	196	
Approach Delay, s/veh	1.1				4.0	72.3	
Approach LOS	Α				Α	Е	
Timer - Assigned Phs		2		4	5	6	
					11.2		
Phs Duration (G+Y+Rc), s		129.1		20.9		117.8	
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0	
Max Green Setting (Gmax), s		83.0		53.0	13.0	63.0	
Max Q Clear Time (g_c+l1), s		14.5		13.5	2.9	2.0	
Green Ext Time (p_c), s		5.8		0.4	0.0	8.1	
Intersection Summary							
HCM 6th Ctrl Delay			5.9				
HCM 6th LOS			A				
			, ·				
Notes							

User approved ignoring U-Turning movement.

Timings
1: Pelican Harbor Dr & NE 79th St

#### 1 † ၨ 1 • 4 1 -\* **EBR** EBU **EBL** EBT WBU **WBL** WBT NBL NBT SBL SBT Lane Group **†††** 1858 **††13** 2033 2 Lane Configurations 7 7 Þ ₽ ā 11 Traffic Volume (vph) 15 37 4 2033 2 Future Volume (vph) 5 1858 11 15 9 4 7 37 5 NA Turn Type NA Perm custom NA Perm NA custom pm+pt pm+pt Perm **Protected Phases** 1 6 5 2 4 8 Permitted Phases 2 6 6 5 8 2 8 **Detector Phase** 6 6 5 5 4 4 8 1 1 Switch Phase Minimum Initial (s) 5.0 5.0 7.0 5.0 5.0 7.0 7.0 7.0 7.0 7.0 7.0 Minimum Split (s) 10.7 10.7 28.0 28.0 10.7 10.7 28.0 38.0 38.0 38.0 38.0 Total Split (s) 11.0 63.0 63.0 11.0 63.0 36.0 36.0 36.0 36.0 11.0 11.0 Total Split (%) 10.0% 10.0% 57.3% 57.3% 10.0% 10.0% 57.3% 32.7% 32.7% 32.7% 32.7% Yellow Time (s) 4.0 4.0 3.7 3.7 4.0 3.7 3.7 4.0 4.0 4.0 4.0 2.0 2.0 All-Red Time (s) 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 Lost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Lost Time (s) 6.0 6.0 6.0 6.0 6.0 6.0 6.0 5.7 5.7 Lead/Lag Lead Lead Lag Lag Lead Lead Lag Lead-Lag Optimize? Yes Yes Yes Yes Yes Yes Yes Recall Mode None None C-Min C-Min None None C-Min None None None None Act Effct Green (s) 88.9 88.9 88.9 90.0 91.1 12.3 12.3 12.3 12.3 Actuated g/C Ratio 0.81 0.81 0.81 0.82 0.83 0.11 0.11 0.11 0.11 v/c Ratio 0.01 0.07 0.48 0.09 0.51 0.26 0.06 0.17 0.06 Control Delay 5.9 8.1 0.0 5.8 45.0 26.8 38.3 15.9 7.7 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 5.9 8.1 0.0 5.8 7.7 45.0 26.8 38.3 15.9

Α

7.7

Α

Α

D

С

D

41.0

D

В

С

20.4

Intersection Summary

Cycle Length: 110

Approach Delay

Approach LOS

LOS

Actuated Cycle Length: 110

Offset: 32 (29%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Α

Α

8.0

Α

Α

Natural Cycle: 90

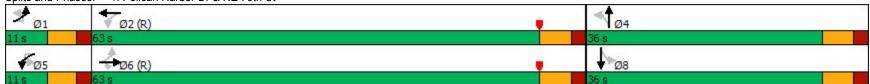
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 8.4 Intersection Capacity Utilization 58.9% Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Pelican Harbor Dr & NE 79th St



	<b></b>	•	-	*	F	•	<b>←</b>	1	<b>†</b>	-	Ţ	
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBT	SBL	SBT	
Protected Phases		1	6			5	2		4		8	
Permitted Phases	1	6		6	5	2		4		8		
Minimum Initial (s)	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.7	10.7	28.0	28.0	10.7	10.7	28.0	38.0	38.0	38.0	38.0	
Total Split (s)	11.0	11.0	63.0	63.0	11.0	11.0	63.0	36.0	36.0	36.0	36.0	
Total Split (%)	10.0%	10.0%	57.3%	57.3%	10.0%	10.0%	57.3%	32.7%	32.7%	32.7%	32.7%	
Maximum Green (s)	5.3	5.3	57.0	57.0	5.3	5.3	57.0	30.0	30.0	30.0	30.0	
Yellow Time (s)	3.7	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0	2.5	2.5	2.5	2.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	None	None	None	None	
Walk Time (s)			5.0	5.0			5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)			17.0	17.0			17.0	27.0	27.0	27.0	27.0	
Pedestrian Calls (#/hr)			2	2			6	1	1	0	0	
90th %ile Green (s)	5.3	5.3	57.0	57.0	5.3	5.3	57.0	30.0	30.0	30.0	30.0	
90th %ile Term Code	Max	Max	Coord	Coord	Max	Max	Coord	Ped	Ped	Hold	Hold	
70th %ile Green (s)	0.0	0.0	77.7	77.7	5.0	5.0	88.4	9.6	9.6	9.6	9.6	
70th %ile Term Code	Skip	Skip	Coord	Coord	Min	Min	Coord	Gap	Gap	Hold	Hold	
50th %ile Green (s)	0.0	0.0	90.0	90.0	0.0	0.0	90.0	8.0	8.0	8.0	8.0	
50th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Gap	Gap	Hold	Hold	
30th %ile Green (s)	0.0	0.0	104.0	104.0	0.0	0.0	104.0	0.0	0.0	0.0	0.0	
30th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Skip	Skip	Skip	Skip	
10th %ile Green (s)	0.0	0.0	104.0	104.0	0.0	0.0	104.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Skip	Skip	Skip	Skip	

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 32 (29%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Control Type: Actuated-Coordinated

Queues 2030 PM\_No Build

## 1: Pelican Harbor Dr & NE 79th St

	٠	-	*	1	<b>←</b>	1	<b>†</b>	-	<b>↓</b>
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	12	1956	12	18	2154	39	11	9	36
v/c Ratio	0.07	0.48	0.01	0.09	0.51	0.26	0.06	0.06	0.17
Control Delay	5.9	8.1	0.0	5.8	7.7	45.0	26.8	38.3	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.9	8.1	0.0	5.8	7.7	45.0	26.8	38.3	15.9
Queue Length 50th (ft)	1	113	0	2	133	27	3	6	3
Queue Length 95th (ft)	10	440	0	13	515	48	17	17	27
Internal Link Dist (ft)		977			2612		419		426
Turn Bay Length (ft)	200		200	200		250		50	
Base Capacity (vph)	177	4111	1264	202	4205	372	467	380	463
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.48	0.01	0.09	0.51	0.10	0.02	0.02	0.08
Intersection Summary									

	<b></b>	۶	<b>→</b>	*	F	•	<b>←</b>	•	1	<b>†</b>	<i>&gt;</i>	-	ļ	4
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		A	<b>^</b>	7		A	<b>^</b>		7	<b>f</b>		7	1	
Traffic Volume (veh/h)	5	7	1858	11	15	2	2033	13	37	5	6	9	4	30
Future Volume (veh/h)	5	7	1858	11	15	2	2033	13	37	5	6	9	4	30
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		7	1956	12		2	2140	14	39	5	6	9	4	32
Peak Hour Factor		0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2	2	2
Cap, veh/h		191	3909	1209		208	3975	26	133	55	66	156	13	101
Arrive On Green		0.01	0.77	0.77		0.00	0.76	0.76	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h		1781	5106	1579		1781	5234	34	1367	772	927	1398	178	1428
Grp Volume(v), veh/h		7	1956	12		2	1391	763	39	0	11	9	0	36
Grp Sat Flow(s),veh/h/ln		1781	1702	1579		1781	1702	1864	1367	0	1699	1398	0	1606
Q Serve(g_s), s		0.1	16.0	0.2		0.0	18.3	18.3	3.1	0.0	0.7	0.7	0.0	2.3
Cycle Q Clear(g_c), s		0.1	16.0	0.2		0.0	18.3	18.3	5.4	0.0	0.7	1.3	0.0	2.3
Prop In Lane		1.00		1.00		1.00		0.02	1.00		0.55	1.00		0.89
Lane Grp Cap(c), veh/h		191	3909	1209		208	2585	1416	133	0	120	156	0	114
V/C Ratio(X)		0.04	0.50	0.01		0.01	0.54	0.54	0.29	0.00	0.09	0.06	0.00	0.32
Avail Cap(c_a), veh/h		261	3909	1209		289	2585	1416	409	0	463	438	0	438
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		0.29	0.29	0.29	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		4.5	4.9	3.0		4.2	5.4	5.4	51.1	0.0	47.8	48.4	0.0	48.6
Incr Delay (d2), s/veh		0.0	0.5	0.0		0.0	0.2	0.4	0.9	0.0	0.2	0.1	0.0	1.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		0.1	8.2	0.1		0.0	7.4	8.1	1.9	0.0	0.5	0.4	0.0	1.8
Unsig. Movement Delay, s/veh														
LnGrp Delay(d),s/veh		4.6	5.4	3.1		4.2	5.6	5.8	52.0	0.0	48.0	48.5	0.0	49.7
LnGrp LOS		A	A	Α		A	A	A	D	Α	D	D	Α	D
Approach Vol, veh/h			1975				2156			50			45	
Approach Delay, s/veh			5.3				5.7			51.2			49.5	
Approach LOS			Α				Α			D			D	
Timer - Assigned Phs	1	2		4	5	6		8						
Phs Duration (G+Y+Rc), s	6.7	89.5		13.8	6.0	90.2		13.8						
Change Period (Y+Rc), s	* 5.7	6.0		6.0	* 5.7	6.0		6.0						
Max Green Setting (Gmax), s	* 5.3	57.0		30.0	* 5.3	57.0		30.0						
Max Q Clear Time (g_c+l1), s	2.1	20.3		7.4	2.0	18.0		4.3						
Green Ext Time (p_c), s	0.0	8.1		0.1	0.0	8.2		0.1						
Intersection Summary														
HCM 6th Ctrl Delay			6.5											
HCM 6th LOS			Α											

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

**Timings** 2030 PM\_No Build 2: Harbor Island Dr & NE 79th St

	<b></b>	۶	<b>→</b>	•	F	•	←	•	1	<b>†</b>	-	ļ	1	
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Lane Configurations		7	<b>^</b>	7		A	**	7	*	1	*	4	7	
Traffic Volume (vph)	3	252	1591	42	7	19	1877	149	28	8	114	6	155	
Future Volume (vph)	3	252	1591	42	7	19	1877	149	28	8	114	6	155	
Turn Type	pm+pt	pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	Split	NA	Split	NA	pm+ov	
Protected Phases	1!	1	6	4	5	5	2	3	4	4	3	3	1!	
Permitted Phases	6!	6		6	2	2		2					3	
Detector Phase	1	1	6	4	5	5	2	3	4	4	3	3	1	
Switch Phase														
Minimum Initial (s)	5.0	5.0	4.0	10.0	5.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0	
Minimum Split (s)	12.0	12.0	47.3	35.7	12.0	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0	
Total Split (s)	16.0	16.0	60.3	35.7	18.0	18.0	62.3	36.0	35.7	35.7	36.0	36.0	16.0	
Total Split (%)	10.7%	10.7%	40.2%	23.8%	12.0%	12.0%	41.5%	24.0%	23.8%	23.8%	24.0%	24.0%	10.7%	
Yellow Time (s)	3.7	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0	4.0	3.7	
All-Red Time (s)	3.3	3.3	3.3	3.7	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.3	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.3	7.7		7.0	7.3	7.7	7.7	7.7	7.7	7.7	7.0	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	None	None	None	C-Min	None	None	None	None	None	None	
Act Effct Green (s)		100.1	93.0	104.2		66.0	60.1	76.1	13.6	13.6	16.4	16.4	50.9	
Actuated g/C Ratio		0.67	0.62	0.69		0.44	0.40	0.51	0.09	0.09	0.11	0.11	0.34	
v/c Ratio		0.60	0.53	0.04		0.16	0.97	0.20	0.18	0.14	0.34	0.34	0.30	
Control Delay		42.2	22.2	6.5		15.0	60.1	18.8	62.6	61.7	63.2	63.4	25.4	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		42.2	22.2	6.5		15.0	60.1	18.8	62.6	61.7	63.2	63.4	25.4	
LOS		D	С	Α		В	Е	В	Е	Е	Е	Е	С	
Approach Delay			24.6				56.5			62.2		41.9		
Approach LOS			С				Е			Е		D		

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150
Offset: 97 (65%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 41.5 Intersection Capacity Utilization 95.9% Analysis Period (min) 15

Intersection LOS: D ICU Level of Service F

! Phase conflict between lane groups.

Splits and Phases: 2: Harbor Island Dr & NE 79th St **₫** Ø2 (R) **№**ø3

	<b></b>	•	-	*	F	1	<b>←</b>	•	1	<b>†</b>	-	Ţ	1	
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Protected Phases	1!	1	6	4	5	5	2	3	4	4	3	3	1!	
Permitted Phases	6!	6		6	2	2		2					3	
Minimum Initial (s)	5.0	5.0	4.0	10.0	5.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0	
Minimum Split (s)	12.0	12.0	47.3	35.7	12.0	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0	
Total Split (s)	16.0	16.0	60.3	35.7	18.0	18.0	62.3	36.0	35.7	35.7	36.0	36.0	16.0	
Total Split (%)	10.7%	10.7%	40.2%	23.8%	12.0%	12.0%	41.5%	24.0%	23.8%	23.8%	24.0%	24.0%	10.7%	
Maximum Green (s)	9.0	9.0	53.0	28.0	11.0	11.0	55.0	28.3	28.0	28.0	28.3	28.3	9.0	
Yellow Time (s)	3.7	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0	4.0	3.7	
All-Red Time (s)	3.3	3.3	3.3	3.7	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.3	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	1.0	4.0	2.0	2.0	1.0	2.5	4.0	4.0	2.5	2.5	2.0	
Minimum Gap (s)	2.0	2.0	1.0	4.0	2.0	2.0	1.0	2.5	4.0	4.0	2.5	2.5	2.0	
Time Before Reduce (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	0.0	
Time To Reduce (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	0.0	
Recall Mode	None	None	C-Max	None	None	None	C-Min	None	None	None	None	None	None	
Walk Time (s)			4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0		
Flash Dont Walk (s)			36.0	24.0			36.0	24.0	24.0	24.0	24.0	24.0		
Pedestrian Calls (#/hr)			2	5			13	11	5	5	11	11		
90th %ile Green (s)	9.3	9.3	57.1	28.0	7.2	7.2	55.0	28.0	28.0	28.0	28.0	28.0	9.3	
90th %ile Term Code	Max	Max	Coord	Ped	Gap	Gap	Coord	Ped	Ped	Ped	Ped	Ped	Max	
70th %ile Green (s)	27.3	27.3	76.5	10.0	5.8	5.8	55.0	28.0	10.0	10.0	28.0	28.0	27.3	
70th %ile Term Code	Max	Max	Coord	Min	Gap	Gap	Coord	Ped	Min	Min	Ped	Ped	Max	
50th %ile Green (s)	32.4	32.4	94.7	10.0	5.1	5.1	67.4	10.5	10.0	10.0	10.5	10.5	32.4	
50th %ile Term Code	Gap	Gap	Coord	Min	Gap	Gap	Coord	Gap	Min	Min	Gap	Gap	Gap	
30th %ile Green (s)	39.0	39.0	108.6	10.0	0.0	0.0	62.6	8.7	10.0	10.0	8.7	8.7	39.0	
30th %ile Term Code	Gap	Gap	Coord	Min	Skip	Skip	Coord	Gap	Min	Min	Gap	Gap	Gap	
10th %ile Green (s)	60.6	60.6	128.0	0.0	0.0	0.0	60.4	7.0	0.0	0.0	7.0	7.0	60.6	
10th %ile Term Code	Gap	Gap	Coord	Skip	Skip	Skip	Coord	Min	Skip	Skip	Min	Min	Gap	

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 97 (65%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

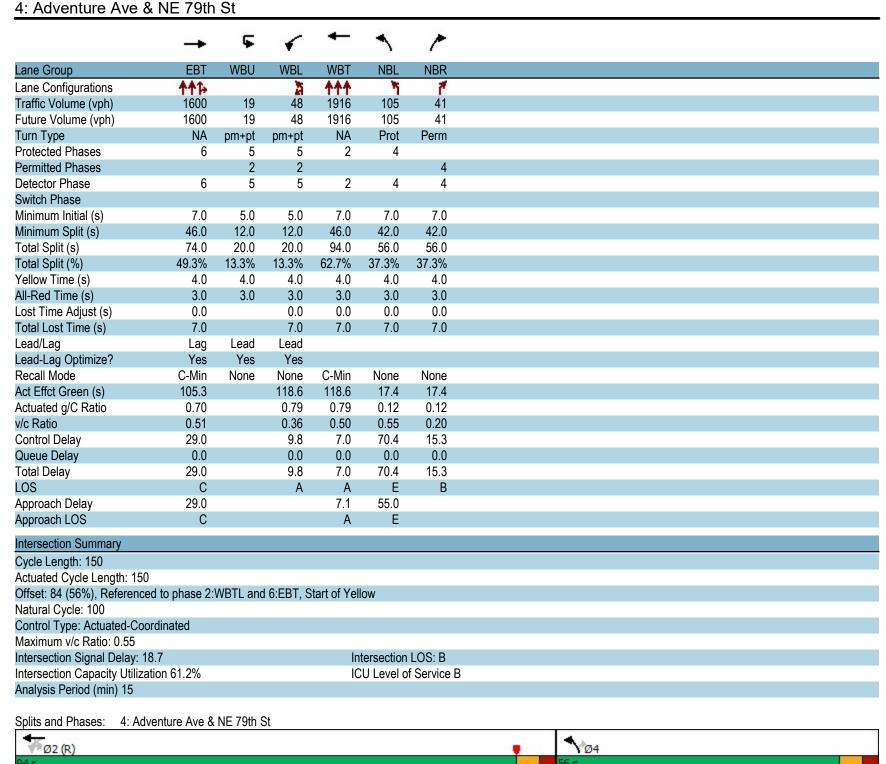
	•	<b>-</b>	*	•	<b>←</b>	•	1	<b>†</b>	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	268	1675	44	27	1976	157	29	22	62	64	163
v/c Ratio	0.60	0.53	0.04	0.16	0.97	0.20	0.18	0.14	0.34	0.34	0.30
Control Delay	42.2	22.2	6.5	15.0	60.1	18.8	62.6	61.7	63.2	63.4	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	22.2	6.5	15.0	60.1	18.8	62.6	61.7	63.2	63.4	25.4
Queue Length 50th (ft)	175	313	6	9	699	92	27	21	63	65	95
Queue Length 95th (ft)	#535	618	24	m18	#872	138	54	45	103	104	124
Internal Link Dist (ft)		2612			1173			426		437	
Turn Bay Length (ft)	180		125	180		120					
Base Capacity (vph)	448	3152	1169	231	2036	908	333	313	320	322	536
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.53	0.04	0.12	0.97	0.17	0.09	0.07	0.19	0.20	0.30

 <sup># 95</sup>th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

	<b></b>	۶	<b>→</b>	•	F	•	<b>←</b>	•	4	<b>†</b>	1	-	ļ	4	
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		ă	ተተተ	7		Ä	ተተተ	7	*	f)		*	र्स	7	
Traffic Volume (vph)	3	252	1591	42	7	19	1877	149	28	8	13	114	6	155	
Future Volume (vph)	3	252	1591	42	7	19	1877	149	28	8	13	114	6	155	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		7.0	7.3	7.7		7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0	
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00		0.95	0.95	1.00	
Frpb, ped/bikes		1.00	1.00	0.98		1.00	1.00	0.97	1.00	0.99		1.00	1.00	0.99	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.90		1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	
Satd. Flow (prot)		1770	5085	1548		1770	5085	1543	1787	1680		1698	1710	1584	
Flt Permitted		0.06	1.00	1.00		0.13	1.00	1.00	0.95	1.00		0.95	0.96	1.00	
Satd. Flow (perm)		114	5085	1548		251	5085	1543	1787	1680		1698	1710	1584	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	3	265	1675	44	7	20	1976	157	29	8	14	120	6	163	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	268	1675	44	0	27	1976	157	29	22	0	62	64	163	
Confl. Peds. (#/hr)	U	13	1075	2	U	2	1370	137	23	22	5	UZ	U <del>-1</del>	11	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%	
Turn Type			NA				NA		Split	NA	1 70	Split	NA		
Protected Phases	pm+pt 1!	pm+pt	1NA 6	pm+ov 4	pm+pt	pm+pt 5	2	pm+ov 3	Spiit 4	1NA 4		Spiit 3	3	pm+ov 1!	
Permitted Phases	6!	6	U	6	5 2	2		2	4	4		3	J	3	
	0!	99.3	88.7	100.3	Z	62.2	58.6	75.0	11.6	11.6		16.4	16.4	50.1	
Actuated Green, G (s)		99.3	88.7	100.3		62.2	58.6	75.0 75.0	11.6	11.6		16.4	16.4	50.1	
Effective Green, g (s)										0.08			0.11	0.33	
Actuated g/C Ratio		0.66	0.59	0.67		0.41	0.39	0.50 7.7	0.08			0.11 7.7	7.7		
Clearance Time (s)		7.0	7.3	7.7		7.0	7.3		7.7	7.7 4.0		2.5		7.0 2.0	
Vehicle Extension (s)		2.0	1.0	4.0		2.0	1.0	2.5	4.0				2.5		
Lane Grp Cap (vph)		447	3006	1035		140	1986	771	138	129		185	186	529	
v/s Ratio Prot		c0.13	0.33	0.00		0.00	c0.39	0.02	c0.02	0.01		0.04	c0.04	0.07	
v/s Ratio Perm		0.26		0.03		0.08		0.08						0.03	
v/c Ratio		0.60	0.56	0.04		0.19	0.99	0.20	0.21	0.17		0.34	0.34	0.31	
Uniform Delay, d1		39.9	18.7	8.5		26.1	45.6	20.9	64.9	64.7		61.8	61.8	37.1	
Progression Factor		1.00	1.00	1.00		0.79	1.09	1.16	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2		1.4	0.8	0.0		0.2	17.9	0.1	1.0	0.9		0.8	0.8	0.1	
Delay (s)		41.4	19.4	8.5		20.7	67.4	24.4	65.9	65.6		62.5	62.6	37.2	
Level of Service		D	В	Α		С	E	С	Е	Е		Е	E	D	
Approach Delay (s)			22.2				63.7			65.8			48.3		
Approach LOS			С				E			Е			D		
Intersection Summary															
HCM 2000 Control Delay			44.3	Н	CM 2000	Level of Se	ervice		D						
HCM 2000 Volume to Capacity r	atio		0.72												
Actuated Cycle Length (s)			150.0		um of lost				29.7						
Intersection Capacity Utilization			95.9%	IC	CU Level o	of Service			F						
Analysis Period (min)			15												
! Phase conflict between lane of	groups.														
c Critical Lane Group															

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations				WOIN	SBL W	SDIX
Traffic Vol, veh/h	11	<b>↑↑↑</b> 1714	<b>↑↑</b> ↑ 2015	6	<b>T</b> 8	37
Future Vol, veh/h	11	1714	2015	6	8	37
Conflicting Peds, #/hr	6	0	0	6	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	12	1804	2121	6	8	39
					14' 0	
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2133	0	-	0	2876	1070
Stage 1	-	-	-	-	2130	-
Stage 2	-	-	-	-	746	-
Critical Hdwy	5.34	-	-	-	5.76	7.16
Critical Hdwy Stg 1	-	-	-	-	6.66	-
Critical Hdwy Stg 2	-	-	-	-	6.06	-
Follow-up Hdwy	3.12	-	-	-	3.83	3.93
Pot Cap-1 Maneuver	107	-	-	-	30	185
Stage 1	-	_	_	_	46	-
Stage 2	_	_	_	_	388	_
Platoon blocked, %		_	<u>-</u>	_	000	
Mov Cap-1 Maneuver	106		-	<u>-</u>	26	184
	100				26	
Mov Cap-2 Maneuver	<del>-</del>	-	-	-		-
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	386	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.3		0		85.9	
HCM LOS	0.0		U		65.5 F	
TIGIVI EGS					ı	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	106	-	_	-	88	
HCM Lane V/C Ratio	0.109	_	_	-	0.538	
HCM Control Delay (s)	43.1	_	_	_	85.9	
HCM Lane LOS	±0.1	_	<u>-</u>	_	F	
HCM 95th %tile Q(veh)	0.4				2.4	
HOW YOUN WINE Q(Ven)	0.4	-	-	-	2.4	

Timings 2030 PM\_No Build



F<sub>Ø5</sub>

₩Ø6 (R)

	-	F	1	←	1	1
Lane Group	EBT	WBU	WBL	WBT	NBL	NBR
Protected Phases	6	5	5	2	4	
Permitted Phases		2	2			4
Minimum Initial (s)	7.0	5.0	5.0	7.0	7.0	7.0
Minimum Split (s)	46.0	12.0	12.0	46.0	42.0	42.0
Total Split (s)	74.0	20.0	20.0	94.0	56.0	56.0
Total Split (%)	49.3%	13.3%	13.3%	62.7%	37.3%	37.3%
Maximum Green (s)	67.0	13.0	13.0	87.0	49.0	49.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.5	2.5
Minimum Gap (s)	1.0	2.0	2.0	1.0	2.5	2.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Min	None	None	C-Min	None	None
Walk Time (s)	7.0				7.0	7.0
Flash Dont Walk (s)	32.0				28.0	28.0
Pedestrian Calls (#/hr)	10				4	4
90th %ile Green (s)	84.5	9.5	9.5	101.0	35.0	35.0
90th %ile Term Code	Coord	Gap	Gap	Coord	Ped	Ped
70th %ile Green (s)	106.0	6.2	6.2	119.2	16.8	16.8
70th %ile Term Code	Coord	Gap	Gap	Coord	Gap	Gap
50th %ile Green (s)	108.9	5.6	5.6	121.5	14.5	14.5
50th %ile Term Code	Coord	Gap	Gap	Coord	Gap	Gap
30th %ile Green (s)	111.7	5.2	5.2	123.9	12.1	12.1
30th %ile Term Code	Coord	Gap	Gap	Coord	Gap	Gap
10th %ile Green (s)	115.2	5.0	5.0	127.2	8.8	8.8
10th %ile Term Code	Coord	Min	Min	Coord	Gap	Gap

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 84 (56%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Control Type: Actuated-Coordinated

Queues 2030 PM\_No Build

	<b>→</b>	•	•	1	1
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1812	71	2017	111	43
v/c Ratio	0.51	0.36	0.50	0.55	0.20
Control Delay	29.0	9.8	7.0	70.4	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	9.8	7.0	70.4	15.3
Queue Length 50th (ft)	423	12	191	107	0
Queue Length 95th (ft)	715	40	404	148	34
Internal Link Dist (ft)	150		1273	429	
Turn Bay Length (ft)		150			400
Base Capacity (vph)	3522	270	4019	572	541
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.51	0.26	0.50	0.19	0.08
Intersection Summary					

<b>→</b>	•	F	•	•	4	-
EBT	EBR	WBU	WBL	WBT	NBL	NBR
						7
1600	122	19				41
						41
		10				0
						1.00
1.00				1.00		1.00
	1.00		1.00			1.00
	1870		1870			1856
						43
						0.95
						0.95
						121
						0.08
						1572
						43
						1572
						3.9
0.0				16.7		3.9
	0.20		1.00		1.00	1.00
2565	1357		295	4235	136	121
0.46	0.46		0.17	0.48	0.81	0.35
2565	1357		397	4235	577	514
2.00	2.00		1.00	1.00	1.00	1.00
1.00	1.00		1.00	1.00	1.00	1.00
0.0	0.0		3.2	3.6	68.1	65.7
0.6	1.1		0.1	0.4	8.4	1.3
						0.0
						6.3
<b>J</b> . 1	3.0		3.0	<b>U.</b> 1	3.0	3.0
0.6	11		3.3	4 0	76.5	67.0
						67.0 E
А				А	E	
	2		4	5	6	
	0.0		0.0	0.0	0.0	
		5.2				
		Α				
	1.00 1600 1600 0 1.00 No 1870 1684 0.95 2 3645 1.00 5007 1184 1702 0.0 0.0 2565 2.00 1.00 0.0	1600 122 1600 122 0 0 0.99 1.00 1.00 No 1870 1870 1684 128 0.95 0.95 2 2 3645 277 1.00 1.00 5007 367 1184 628 1702 1801 0.0 0.0 0.0 0.0 0.20 2565 1357 0.46 0.46 2565 1357 2.00 2.00 1.00 1.00 0.0	EBT EBR WBU  1600 122 19 1600 122 19 0 0 0 0.99 1.00 1.00 No 1870 1870 1684 128 0.95 0.95 2 2 3645 277 1.00 1.00 5007 367 1184 628 1702 1801 0.0 0.0 0.0 0.0 0.20 2565 1357 0.46 0.46 2565 1357 2.00 2.00 1.00 1.00 0.1 0.0 0.0 0.0 0.1 0.0	EBT EBR WBU WBL  1600 122 19 48 1600 122 19 48 0 0 0 0 0.99 1.00 1.00 1.00 1.00 No 1870 1870 1870 1684 128 51 0.95 0.95 0.95 2 2 2 3645 277 295 1.00 1.00 0.03 5007 367 1781 1184 628 51 1702 1801 1781 0.0 0.0 0.9 0.20 1.00 2565 1357 295 0.46 0.46 0.17 2565 1357 397 2.00 2.00 1.00 1.00 1.00 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	EBT EBR WBU WBL WBT  1600 122 19 48 1916  1600 122 19 48 1916  0 0 0 0 0  0.99 1.00  1.00 1.00 1.00 1.00 1.00  No 1870 1870 1870 1870  1684 128 51 2017  0.95 0.95 0.95 0.95  2 2 2 2 2  3645 277 295 4235  1.00 1.00 0.03 0.83  5007 367 1781 5274  1184 628 51 2017  1702 1801 1781 1702  0.0 0.0 0.9 16.7  0.0 0.0 0.9 16.7  0.0 0.0 0.9 16.7  0.20 1.00  2565 1357 295 4235  0.46 0.46 0.17 0.48  2565 1357 397 4235  2.00 2.00 1.00 1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00	BBT   BBR   WBU   WBL   WBT   NBL

User approved ignoring U-Turning movement.

**Timings** 2050 AM\_No Build

## 1: Pelican Harbor Dr & NE 79th St

	<b></b>	۶	<b>→</b>	•	F	•	<b>←</b>	1	<b>†</b>	-	ļ
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		A	**	7		A	<b>^</b>	*	13	*	1
Traffic Volume (vph)	2	23	2236	18	10	10	1995	13	5	4	10
Future Volume (vph)	2	23	2236	18	10	10	1995	13	5	4	10
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases	1	1	6		5	5	2		4		8
Permitted Phases	6	6		6	2	2		4		8	
Detector Phase	1	1	6	6	5	5	2	4	4	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.7	10.7	28.0	28.0	10.7	10.7	28.0	38.0	38.0	38.0	38.0
Total Split (s)	11.0	11.0	71.0	71.0	11.0	11.0	71.0	28.0	28.0	28.0	28.0
Total Split (%)	10.0%	10.0%	64.5%	64.5%	10.0%	10.0%	64.5%	25.5%	25.5%	25.5%	25.5%
Yellow Time (s)	3.7	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.7	6.0	6.0		5.7	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	None	None	None	None
Act Effct Green (s)		91.2	91.3	91.3		90.1	89.1	10.0	10.0	10.0	10.0
Actuated g/C Ratio		0.83	0.83	0.83		0.82	0.81	0.09	0.09	0.09	0.09
v/c Ratio		0.14	0.56	0.01		0.14	0.51	0.11	0.12	0.03	0.17
Control Delay		5.0	7.4	0.0		5.5	7.5	44.5	23.6	41.5	26.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		5.0	7.4	0.0		5.5	7.5	44.5	23.6	41.5	26.4
LOS		Α	Α	Α		Α	Α	D	С	D	С
Approach Delay			7.3				7.5		32.2		28.3
Approach LOS			Α				Α		С		С

### Intersection Summary

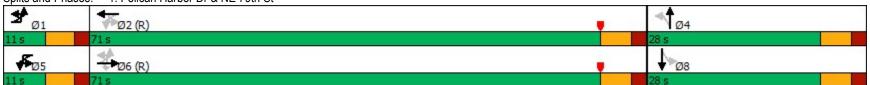
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 32 (29%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 7.7 Intersection Capacity Utilization 61.2% Analysis Period (min) 15

Intersection LOS: A ICU Level of Service B

Splits and Phases: 1: Pelican Harbor Dr & NE 79th St



	<b></b>	۶	<b>→</b>	•	F	•	<b>←</b>	1	<b>†</b>	-	ļ
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	1	1	6		5	5	2		4		8
Permitted Phases	6	6		6	2	2		4		8	
Minimum Initial (s)	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.7	10.7	28.0	28.0	10.7	10.7	28.0	38.0	38.0	38.0	38.0
Total Split (s)	11.0	11.0	71.0	71.0	11.0	11.0	71.0	28.0	28.0	28.0	28.0
Total Split (%)	10.0%	10.0%	64.5%	64.5%	10.0%	10.0%	64.5%	25.5%	25.5%	25.5%	25.5%
Maximum Green (s)	5.3	5.3	65.0	65.0	5.3	5.3	65.0	22.0	22.0	22.0	22.0
Yellow Time (s)	3.7	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0	2.5	2.5	2.5	2.5
Minimum Gap (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0	2.5	2.5	2.5	2.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	None	None	None	None
Walk Time (s)			5.0	5.0			5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)			17.0	17.0			17.0	27.0	27.0	27.0	27.0
Pedestrian Calls (#/hr)			2	2			4	1	1	1	1
90th %ile Green (s)	5.3	5.3	65.0	65.0	5.3	5.3	65.0	22.0	22.0	22.0	22.0
90th %ile Term Code	Max	Max	Coord	Coord	Max	Max	Coord	Ped	Ped	Ped	Ped
70th %ile Green (s)	5.0	5.0	80.3	80.3	5.0	5.0	80.3	7.0	7.0	7.0	7.0
70th %ile Term Code	Min	Min	Coord	Coord	Min	Min	Coord	Min	Min	Min	Min
50th %ile Green (s)	5.0	5.0	91.0	91.0	0.0	0.0	80.3	7.0	7.0	7.0	7.0
50th %ile Term Code	Min	Min	Coord	Coord	Skip	Skip	Coord	Min	Min	Min	Min
30th %ile Green (s)	0.0	0.0	104.0	104.0	0.0	0.0	104.0	0.0	0.0	0.0	0.0
30th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Skip	Skip	Skip	Skip
10th %ile Green (s)	0.0	0.0	104.0	104.0	0.0	0.0	104.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Skip	Skip	Skip	Skip

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 32 (29%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Control Type: Actuated-Coordinated

Queues 2050 AM\_No Build

## 1: Pelican Harbor Dr & NE 79th St

	•	<b>→</b>	*	1	•	1	<b>†</b>	-	<b>↓</b>
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	2354	19	22	2113	14	20	4	28
v/c Ratio	0.14	0.56	0.01	0.14	0.51	0.11	0.12	0.03	0.17
Control Delay	5.0	7.4	0.0	5.5	7.5	44.5	23.6	41.5	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	7.4	0.0	5.5	7.5	44.5	23.6	41.5	26.4
Queue Length 50th (ft)	2	145	0	2	218	10	3	3	7
Queue Length 95th (ft)	13	499	0	12	413	26	24	12	31
Internal Link Dist (ft)		977			2612		419		426
Turn Bay Length (ft)	200		200	200		250		50	
Base Capacity (vph)	184	4218	1295	156	4115	275	339	276	349
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.56	0.01	0.14	0.51	0.05	0.06	0.01	0.08
Intersection Summary									

	<b></b>	۶	<b>→</b>	•	F	•	<b>←</b>	•	1	<b>†</b>	-	-	ļ	4
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		7	<b>^</b>	7		A	<b>*</b>		7	₽		7	1	
Traffic Volume (veh/h)	2	23	2236	18	10	10	1995	12	13	5	14	4	10	16
Future Volume (veh/h)	2	23	2236	18	10	10	1995	12	13	5	14	4	10	16
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		24	2354	19		11	2100	13	14	5	15	4	11	17
Peak Hour Factor		0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2	2	2
Cap, veh/h		222	3914	1212		173	3958	24	126	24	73	132	39	61
Arrive On Green		0.02	0.77	0.77		0.01	0.76	0.76	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h		1781	5106	1581		1781	5236	32	1376	410	1231	1386	660	1021
Grp Volume(v), veh/h		24	2354	19		11	1365	748	14	0	20	4	0	28
Grp Sat Flow(s),veh/h/ln		1781	1702	1581		1781	1702	1864	1376	0	1642	1386	0	1681
Q Serve(g_s), s		0.3	22.0	0.3		0.2	18.0	18.0	1.1	0.0	1.3	0.3	0.0	1.8
Cycle Q Clear(g_c), s		0.3	22.0	0.3		0.2	18.0	18.0	2.8	0.0	1.3	1.6	0.0	1.8
Prop In Lane		1.00		1.00		1.00		0.02	1.00		0.75	1.00		0.61
Lane Grp Cap(c), veh/h		222	3914	1212		173	2573	1409	126	0	98	132	0	100
V/C Ratio(X)		0.11	0.60	0.02		0.06	0.53	0.53	0.11	0.00	0.20	0.03	0.00	0.28
Avail Cap(c_a), veh/h		265	3914	1212		236	2573	1409	319	0	328	327	0	336
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		0.64	0.64	0.64	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		4.4	5.6	3.0		5.1	5.5	5.5	50.8	0.0	49.2	50.0	0.0	49.5
Incr Delay (d2), s/veh		0.1	0.7	0.0		0.0	0.5	0.9	0.3	0.0	8.0	0.1	0.0	1.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		0.2	10.6	0.2		0.1	8.4	9.3	0.7	0.0	1.0	0.2	0.0	1.4
Unsig. Movement Delay, s/veh														
LnGrp Delay(d),s/veh		4.5	6.3	3.1		5.1	6.0	6.4	51.1	0.0	50.0	50.1	0.0	50.6
LnGrp LOS		Α	Α	Α		Α	Α	Α	D	Α	D	D	Α	D
Approach Vol, veh/h			2397				2124			34			32	
Approach Delay, s/veh			6.2				6.1			50.5			50.5	
Approach LOS			Α				Α			D			D	
Timer - Assigned Phs	1	2		4	5	6		8						
Phs Duration (G+Y+Rc), s	8.3	89.1		12.6	7.1	90.3		12.6						
Change Period (Y+Rc), s	* 5.7	6.0		6.0	* 5.7	6.0		6.0						
Max Green Setting (Gmax), s	* 5.3	65.0		22.0	* 5.3	65.0		22.0						
Max Q Clear Time (g_c+l1), s	2.3	20.0		4.8	2.2	24.0		3.8						
Green Ext Time (p_c), s	0.0	8.0		0.1	0.0	11.8		0.1						
Intersection Summary														
HCM 6th Ctrl Delay			6.8											
HCM 6th LOS			Α											

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

**Timings** 2050 AM\_No Build

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2: Harbor	hnelel	∩r &.	NE :	70th St
<b>2.</b> Harbor	Island	וטוע	11 -	Juliot

	٠	<b>→</b>	•	F	1	<b>←</b>	•	1	<b>†</b>	-	ļ	4
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	*	ተተተ	7		2	ተተተ	7	7	ĵ.	ă	ર્ન	7
Traffic Volume (vph)	172	2067	25	9	17	1699	122	45	3	151	6	283
Future Volume (vph)	172	2067	25	9	17	1699	122	45	3	151	6	283
Turn Type	pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	Split	NA	Split	NA	pm+ov
Protected Phases	1	6	4	5	5	2	3!	4	4	3	3	1
Permitted Phases	6		6	2	2		2					3
Detector Phase	1	6	4	5	5	2	3	4	4	3	3	1
Switch Phase												
Minimum Initial (s)	5.0	4.0	10.0	5.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.3	35.7	12.0	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0
Total Split (s)	16.0	50.3	35.7	21.0	21.0	55.3	43.0	35.7	35.7	43.0	43.0	16.0
Total Split (%)	10.7%	33.5%	23.8%	14.0%	14.0%	36.9%	28.7%	23.8%	23.8%	28.7%	28.7%	10.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0	4.0	3.7
All-Red Time (s)	3.3	3.3	3.7	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.3	7.7		7.0	7.3	7.7	7.7	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	102.7	94.7	106.3		80.9	75.0	89.0	14.0	14.0	14.4	14.4	35.5
Actuated g/C Ratio	0.68	0.63	0.71		0.54	0.50	0.59	0.09	0.09	0.10	0.10	0.24
v/c Ratio	0.61	0.68	0.02		0.23	0.70	0.14	0.28	0.22	0.51	0.50	0.80
Control Delay	42.4	23.4	5.8		25.3	28.7	8.1	65.1	63.4	73.4	72.9	55.8
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	23.4	5.8		25.3	28.7	8.1	65.1	63.4	73.4	72.9	55.8
LOS	D	С	Α		С	С	Α	Е	Е	Е	Е	Е
Approach Delay		24.7				27.3			64.4		62.0	
Approach LOS		С				С			E		Е	
Intersection Cumment												

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150
Offset: 106 (71%), Referenced to phase 2:WBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

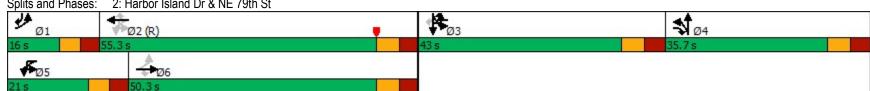
Maximum v/c Ratio: 0.80

Intersection Signal Delay: 29.9 Intersection Capacity Utilization 81.7% Analysis Period (min) 15

Intersection LOS: C ICU Level of Service D

! Phase conflict between lane groups.

Splits and Phases: 2: Harbor Island Dr & NE 79th St



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Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Protected Phases	1	6	4	5	5	2	3!	4	4	3	3	1
Permitted Phases	6		6	2	2		2					3
Minimum Initial (s)	5.0	4.0	10.0	5.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.3	35.7	12.0	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0
Total Split (s)	16.0	50.3	35.7	21.0	21.0	55.3	43.0	35.7	35.7	43.0	43.0	16.0
Total Split (%)	10.7%	33.5%	23.8%	14.0%	14.0%	36.9%	28.7%	23.8%	23.8%	28.7%	28.7%	10.7%
Maximum Green (s)	9.0	43.0	28.0	14.0	14.0	48.0	35.3	28.0	28.0	35.3	35.3	9.0
Yellow Time (s)	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0	4.0	3.7
All-Red Time (s)	3.3	3.3	3.7	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.3
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	1.0	4.0	2.0	2.0	1.0	2.5	4.0	4.0	2.5	2.5	2.0
Minimum Gap (s)	2.0	1.0	4.0	2.0	2.0	1.0	2.5	4.0	4.0	2.5	2.5	2.0
Time Before Reduce (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
Time To Reduce (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
Recall Mode	None	None	None	None	None	C-Min	None	None	None	None	None	None
Walk Time (s)		4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0	
Flash Dont Walk (s)		36.0	24.0			36.0	24.0	24.0	24.0	24.0	24.0	
Pedestrian Calls (#/hr)		3	8			2	6	8	8	6	6	
90th %ile Green (s)	16.3	57.1	28.0	7.2	7.2	48.0	28.0	28.0	28.0	28.0	28.0	16.3
90th %ile Term Code	Max	Coord	Ped	Gap	Gap	Coord	Ped	Ped	Ped	Ped	Ped	Max
70th %ile Green (s)	21.2	88.6	11.8	5.6	5.6	73.0	14.3	11.8	11.8	14.3	14.3	21.2
70th %ile Term Code	Gap	Coord	Gap	Gap	Gap	Coord	Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	20.0	92.7	10.3	5.1	5.1	77.8	12.2	10.3	10.3	12.2	12.2	20.0
50th %ile Term Code	Gap	Coord	Gap	Gap	Gap	Coord	Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	20.6	107.1	10.0	0.0	0.0	79.5	10.2	10.0	10.0	10.2	10.2	20.6
30th %ile Term Code	Gap	Coord	Min	Skip	Skip	Coord	Gap	Min	Min	Gap	Gap	Gap
10th %ile Green (s)	23.9	127.8	0.0	0.0	0.0	96.9	7.2	0.0	0.0	7.2	7.2	23.9
4011 0/11 T	_									_		

Skip

Gap

Skip

Gap

Gap

Gap

Intersection Summary

10th %ile Term Code

Cycle Length: 150
Actuated Cycle Length: 150

Offset: 106 (71%), Referenced to phase 2:WBTL, Start of Yellow Control Type: Actuated-Coordinated

Gap

Coord

Skip

Skip

Skip

Coord

<sup>!</sup> Phase conflict between lane groups.

	٠	<b>→</b>	•	•	<b>←</b>	•	1	<b>†</b>	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	181	2176	26	27	1788	128	47	32	83	82	298
v/c Ratio	0.61	0.68	0.02	0.23	0.70	0.14	0.28	0.22	0.51	0.50	0.80
Control Delay	42.4	23.4	5.8	25.3	28.7	8.1	65.1	63.4	73.4	72.9	55.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	23.4	5.8	25.3	28.7	8.1	65.1	63.4	73.4	72.9	55.8
Queue Length 50th (ft)	106	496	4	6	490	30	45	30	84	83	219
Queue Length 95th (ft)	#256	#987	16	m25	#823	83	78	59	129	129	204
Internal Link Dist (ft)		2612			1173			426		437	
Turn Bay Length (ft)	180		125	180		120					
Base Capacity (vph)	296	3208	1184	215	2543	1148	333	296	399	401	374
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.68	0.02	0.13	0.70	0.11	0.14	0.11	0.21	0.20	0.80

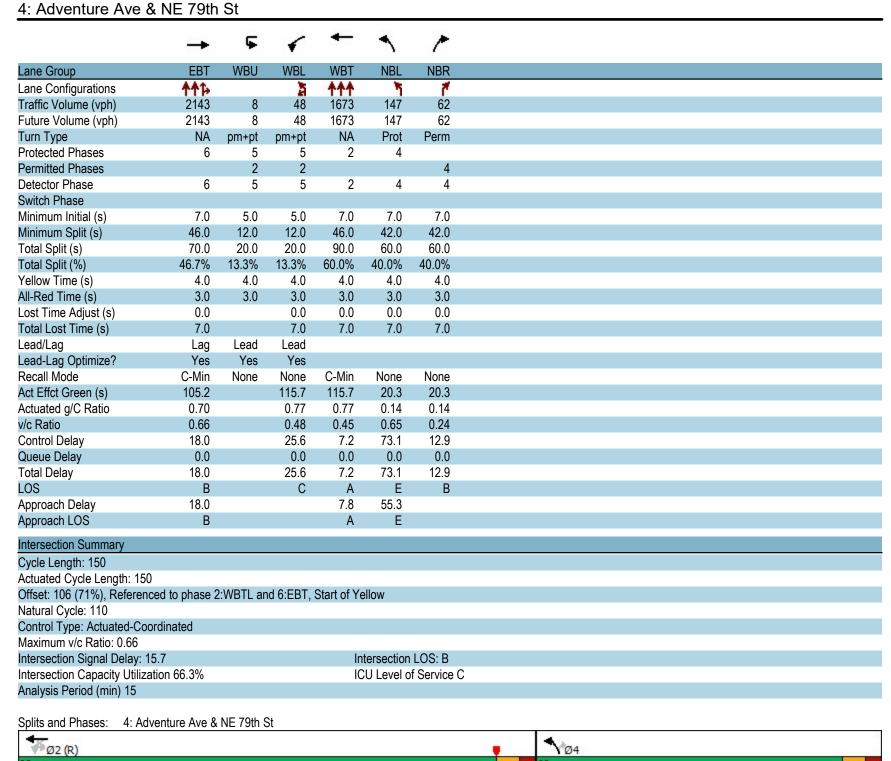
 <sup># 95</sup>th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

	۶	<b>→</b>	•	F	•	<b>←</b>	•	1	<b>†</b>	~	/	ļ	4	
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	*	ተተተ	7		Ä	ተተተ	7	*	f)		ă	र्स	7	
Traffic Volume (vph)	172	2067	25	9	17	1699	122	45	3	28	151	6	283	
Future Volume (vph)	172	2067	25	9	17	1699	122	45	3	28	151	6	283	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	7.0	7.3	7.7		7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0	
Lane Util. Factor	1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00		0.95	0.95	1.00	
Frpb, ped/bikes	1.00	1.00	0.98		1.00	1.00	0.99	1.00	0.98		1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.86		1.00	1.00	0.85	
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	
Satd. Flow (prot)	1770	5085	1544		1770	5085	1563	1787	1589		1698	1708	1585	
FIt Permitted	0.05	1.00	1.00		0.05	1.00	1.00	0.95	1.00		0.95	0.96	1.00	
Satd. Flow (perm)	102	5085	1544		101	5085	1563	1787	1589		1698	1708	1585	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	181	2176	26	9	18	1788	128	47	3	29	159	6	298	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	181	2176	26	0	27	1788	128	47	32	0	83	82	298	
Confl. Peds. (#/hr)	2		3		3		2	6		8	8		6	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%	
Turn Type	pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	Split	NA		Split	NA	pm+ov	
Protected Phases	1	6	4	5	5	2	3!	4	4		3	3	1	
Permitted Phases	6		6	2	2		2						3	
Actuated Green, G (s)	100.9	90.3	102.3		77.1	73.5	87.9	12.0	12.0		14.4	14.4	34.8	
Effective Green, g (s)	100.9	90.3	102.3		77.1	73.5	87.9	12.0	12.0		14.4	14.4	34.8	
Actuated g/C Ratio	0.67	0.60	0.68		0.51	0.49	0.59	0.08	0.08		0.10	0.10	0.23	
Clearance Time (s)	7.0	7.3	7.7		7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0	
Vehicle Extension (s)	2.0	1.0	4.0		2.0	1.0	2.5	4.0	4.0		2.5	2.5	2.0	
Lane Grp Cap (vph)	295	3061	1053		91	2491	915	142	127		163	163	367	
v/s Ratio Prot	0.08	c0.43	0.00		0.01	0.35	0.01	c0.03	0.02		0.05	0.05	c0.11	
v/s Ratio Perm	0.33		0.01		0.14		0.07						0.08	
v/c Ratio	0.61	0.71	0.02		0.30	0.72	0.14	0.33	0.25		0.51	0.50	0.81	
Uniform Delay, d1	38.2	20.8	7.7		20.2	30.1	14.0	65.2	64.8		64.4	64.4	54.5	
Progression Factor	1.00	1.00	1.00		1.35	0.86	0.64	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2	2.7	0.7	0.0		0.6	1.7	0.0	1.9	1.4		1.8	1.8	12.2	
Delay (s)	40.9	21.4	7.7		27.9	27.6	9.0	67.1	66.2		66.3	66.2	66.7	
Level of Service	D	С	Α		C	С	Α	Е	E		E	E	E	
Approach Delay (s)	_	22.8				26.4		_	66.7		_	66.5	_	
Approach LOS		С				С			E			Е		
Intersection Summary														
HCM 2000 Control Delay			29.1	Н	CM 2000 I	evel of S	ervice		С					
HCM 2000 Volume to Capacity	ratio		0.72		2M 2000 I	_5,0,0,0	J. 1100							
Actuated Cycle Length (s)	idio		150.0	2	um of lost	time (s)			29.7					
Intersection Capacity Utilization	) )		81.7%		CU Level o				29.1 D					
Analysis Period (min)	ı		15	IC	O LOVEI U	i Oci Vice			U					
! Phase conflict between lane	aroune		10											
c Critical Lane Group	groups.													
5 Official Larie Group														

Intersection							
Int Delay, s/veh	1.5						
Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		Ä	<b>^</b> ^	<b>^</b>		₩	JD, (
Traffic Vol, veh/h	3	29	2223	1803	17	9	41
Future Vol, veh/h	3	29	2223	1803	17	9	41
Conflicting Peds, #/hr	0	8	0	0	8	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	70	-	-	-	0	-
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	_	0	_
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	3	3
Mvmt Flow	3	31	2340	1898	18	9	43
				. 300			
Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1399	1924	0	-	0	2919	966
Stage 1	-	-	-	-	-	1915	-
Stage 2	-	-	-	-	-	1004	-
Critical Hdwy	5.64	5.34	-	-	-	5.76	7.16
Critical Hdwy Stg 1	-	-	-	-	-	6.66	-
Critical Hdwy Stg 2	-	-	-	-	-	6.06	-
Follow-up Hdwy	2.32	3.12	-	-	-	3.83	3.93
Pot Cap-1 Maneuver	263	137	-	-	-	29	217
Stage 1	-	-	-	-	-	64	-
Stage 2	-	-	-	-	-	282	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	141	141	-	-	-	22	215
Mov Cap-2 Maneuver	-	-	-	-	-	22	-
Stage 1	-	-	-	-	-	48	-
Stage 2	-	-	-	_	-	280	_
				140			
Approach	EB			WB		SB	
HCM Control Delay, s	0.5			0		104.4	
HCM LOS						F	
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)		141	-	-	-	83	
HCM Lane V/C Ratio		0.239	- -	- -	-	0.634	
HCM Control Delay (s)		38.4	-			104.4	
HCM Lane LOS		30.4 E		-		104.4 F	
			-	-	-		
HCM 95th %tile Q(veh)		0.9	-	-	-	2.9	

Timings

2050 AM\_No Build



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Lane Group	EBT	WBU	WBL	WBT	NBL	NBR
Protected Phases	6	5	5	2	4	
Permitted Phases		2	2			4
Minimum Initial (s)	7.0	5.0	5.0	7.0	7.0	7.0
Minimum Split (s)	46.0	12.0	12.0	46.0	42.0	42.0
Total Split (s)	70.0	20.0	20.0	90.0	60.0	60.0
Total Split (%)	46.7%	13.3%	13.3%	60.0%	40.0%	40.0%
Maximum Green (s)	63.0	13.0	13.0	83.0	53.0	53.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.5	2.5
Minimum Gap (s)	1.0	2.0	2.0	1.0	2.5	2.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Min	None	None	C-Min	None	None
Walk Time (s)	7.0				7.0	7.0
Flash Dont Walk (s)	32.0				28.0	28.0
Pedestrian Calls (#/hr)	2				3	3
90th %ile Green (s)	86.3	7.7	7.7	101.0	35.0	35.0
90th %ile Term Code	Coord	Gap	Gap	Coord	Ped	Ped
70th %ile Green (s)	101.7	6.1	6.1	114.8	21.2	21.2
70th %ile Term Code	Coord	Gap	Gap	Coord	Gap	Gap
50th %ile Green (s)	105.1	5.6	5.6	117.7	18.3	18.3
50th %ile Term Code	Coord	Gap	Gap	Coord	Gap	Gap
30th %ile Green (s)	108.4	5.1	5.1	120.5	15.5	15.5
30th %ile Term Code	Coord	Gap	Gap	Coord	Gap	Gap
10th %ile Green (s)	124.5	0.0	0.0	124.5	11.5	11.5
10th %ile Term Code	Coord	Skip	Skip	Coord	Gap	Gap

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 106 (71%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Control Type: Actuated-Coordinated

Queues 2050 AM\_No Build

	<b>→</b>	1	←	1	-
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2350	59	1761	155	65
v/c Ratio	0.66	0.48	0.45	0.65	0.24
Control Delay	18.0	25.6	7.2	73.1	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	25.6	7.2	73.1	12.9
Queue Length 50th (ft)	246	11	180	148	0
Queue Length 95th (ft)	640	58	328	200	41
Internal Link Dist (ft)	150		1273	429	
Turn Bay Length (ft)		150			400
Base Capacity (vph)	3543	204	3922	619	596
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.66	0.29	0.45	0.25	0.11
Intersection Summary					

	<b>→</b>	*	F	•	<b>—</b>	4	-
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	<b>ተ</b> ተጉ			Ä	<b>^</b>	ሻ	7
Traffic Volume (veh/h)	2143	89	8	48	1673	147	62
Future Volume (veh/h)	2143	89	8	48	1673	147	62
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	U	1.00		1.00	U	1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No	1.00		1.00	No	No	1.00
Adj Sat Flow, veh/h/ln	1870	1870		1870	1870	1856	1856
Adj Flow Rate, veh/h	2256	94		51	1761	155	65
Peak Hour Factor	0.95	0.95		0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2		2	2	3	3
Cap, veh/h	3660	152		211	4105	182	162
Arrive On Green	1.00	1.00		0.03	0.80	0.10	0.10
Sat Flow, veh/h	5196	208		1781	5274	1767	1572
Grp Volume(v), veh/h	1524	826		51	1761	155	65
Grp Sat Flow(s),veh/h/ln	1702	1833		1781	1702	1767	1572
Q Serve(g_s), s	0.0	0.0		1.0	15.5	12.9	5.8
Cycle Q Clear(g_c), s	0.0	0.0		1.0	15.5	12.9	5.8
Prop In Lane		0.11		1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2478	1334		211	4105	182	162
V/C Ratio(X)	0.61	0.62		0.24	0.43	0.85	0.40
Avail Cap(c_a), veh/h	2478	1334		313	4105	624	556
HCM Platoon Ratio	2.00	2.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0		4.1	4.4	66.2	63.0
Incr Delay (d2), s/veh	1.2	2.2		0.2	0.3	8.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	1.4		0.7	8.5	10.4	8.9
Unsig. Movement Delay, s/veh	0.1	1.7		0.1	0.0	10.7	0.5
LnGrp Delay(d),s/veh	1.2	2.2		4.3	4.7	74.4	64.2
LnGrp LOS	1.2 A	Z.Z A		4.5 A	4.7 A	74.4 E	04.Z E
		^					<u> </u>
Approach Vol, veh/h	2350				1812	220	
Approach Delay, s/veh	1.5				4.7	71.4	
Approach LOS	Α				Α	Е	
Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		127.6		22.4	11.4	116.2	
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0	
Max Green Setting (Gmax), s		83.0		53.0	13.0	63.0	
Max Q Clear Time (g_c+l1), s		17.5		14.9	3.0	2.0	
Green Ext Time (p_c), s		7.0		0.5	0.0	10.1	
· · ·		7.0		0.5	0.0	10.1	
Intersection Summary							
HCM 6th Ctrl Delay			6.3				
HCM 6th LOS			Α				
Notes							

Notes
User approved ignoring U-Turning movement.

Timings
1: Pelican Harbor Dr & NE 79th St

#### 1 † ၨ 1 • 4 1 -\* **EBR** EBU EBL EBT WBU **WBL** WBT NBL NBT SBL SBT Lane Group **†††** 2077 **ተተ**ጮ 2271 7 2 Lane Configurations 8 ₽ ₽ 12 41 Traffic Volume (vph) 6 17 6 10 4 2 2271 Future Volume (vph) 6 2077 12 41 4 8 17 6 10 NA Turn Type Perm custom NA NA Perm NA Perm custom pm+pt pm+pt **Protected Phases** 1 6 5 2 4 8 Permitted Phases 2 6 6 5 2 8 **Detector Phase** 6 6 5 5 4 4 8 1 1 Switch Phase Minimum Initial (s) 5.0 5.0 7.0 5.0 5.0 7.0 7.0 7.0 7.0 7.0 7.0 Minimum Split (s) 10.7 10.7 28.0 28.0 10.7 10.7 28.0 38.0 38.0 38.0 38.0 Total Split (s) 11.0 63.0 63.0 11.0 63.0 36.0 36.0 36.0 36.0 11.0 11.0 10.0% Total Split (%) 10.0% 57.3% 57.3% 10.0% 10.0% 57.3% 32.7% 32.7% 32.7% 32.7% Yellow Time (s) 4.0 4.0 3.7 3.7 4.0 3.7 3.7 4.0 4.0 4.0 4.0 2.0 2.0 All-Red Time (s) 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 Lost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Lost Time (s) 6.0 6.0 6.0 6.0 6.0 6.0 6.0 5.7 5.7 Lead/Lag Lead Lead Lag Lag Lead Lead Lag Lead-Lag Optimize? Yes Yes Yes Yes Yes Yes Yes Recall Mode None None C-Min C-Min None None C-Min None None None None Act Effct Green (s) 86.1 85.0 85.0 86.1 85.0 12.5 12.5 12.5 12.5 Actuated g/C Ratio 0.78 0.77 0.77 0.78 0.77 0.11 0.11 0.11 0.11 v/c Ratio 0.01 0.09 0.56 0.12 0.61 0.28 0.07 0.18 0.07 Control Delay 6.4 9.5 0.0 6.6 10.5 45.6 38.8 15.5 26.4 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 6.4 9.5 0.0 6.6 10.5 45.6 26.4 38.8 15.5 LOS В D С D В Α Α Α Α

41.1

D

20.6

С

Intersection Summary

Cycle Length: 110

Approach Delay

Approach LOS

Actuated Cycle Length: 110

Offset: 97 (88%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

9.5

Α

Natural Cycle: 100

Control Type: Actuated-Coordinated

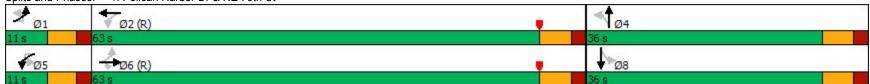
Maximum v/c Ratio: 0.61

Intersection Signal Delay: 10.5
Intersection Capacity Utilization 63.7%

Intersection LOS: B ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Pelican Harbor Dr & NE 79th St



10.5

В

	<b></b>	•	-	*	F	1	•	1	<b>†</b>	-	Ţ	
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBT	SBL	SBT	
Protected Phases		1	6			5	2		4		8	
Permitted Phases	1	6		6	5	2		4		8		
Minimum Initial (s)	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.7	10.7	28.0	28.0	10.7	10.7	28.0	38.0	38.0	38.0	38.0	
Total Split (s)	11.0	11.0	63.0	63.0	11.0	11.0	63.0	36.0	36.0	36.0	36.0	
Total Split (%)	10.0%	10.0%	57.3%	57.3%	10.0%	10.0%	57.3%	32.7%	32.7%	32.7%	32.7%	
Maximum Green (s)	5.3	5.3	57.0	57.0	5.3	5.3	57.0	30.0	30.0	30.0	30.0	
Yellow Time (s)	3.7	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0	2.5	2.5	2.5	2.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	None	None	None	None	
Walk Time (s)			5.0	5.0			5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)			17.0	17.0			17.0	27.0	27.0	27.0	27.0	
Pedestrian Calls (#/hr)			2	2			6	1	1	0	0	
90th %ile Green (s)	5.3	5.3	57.0	57.0	5.3	5.3	57.0	30.0	30.0	30.0	30.0	
90th %ile Term Code	Max	Max	Coord	Coord	Max	Max	Coord	Ped	Ped	Hold	Hold	
70th %ile Green (s)	5.0	5.0	77.3	77.3	5.0	5.0	77.3	10.0	10.0	10.0	10.0	
70th %ile Term Code	Min	Min	Coord	Coord	Min	Min	Coord	Gap	Gap	Hold	Hold	
50th %ile Green (s)	0.0	0.0	89.6	89.6	0.0	0.0	89.6	8.4	8.4	8.4	8.4	
50th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Gap	Gap	Hold	Hold	
30th %ile Green (s)	0.0	0.0	91.0	91.0	0.0	0.0	91.0	7.0	7.0	7.0	7.0	
30th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Min	Min	Hold	Hold	
10th %ile Green (s)	0.0	0.0	104.0	104.0	0.0	0.0	104.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Skip	Skip	Coord	Coord	Skip	Skip	Coord	Skip	Skip	Skip	Skip	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 97 (88%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow Control Type: Actuated-Coordinated

Queues 2050 PM\_No Build

### 1: Pelican Harbor Dr & NE 79th St

	•	-	*	1	•	1	<b>†</b>	-	<b>↓</b>
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	2186	13	20	2406	43	13	11	39
v/c Ratio	0.09	0.56	0.01	0.12	0.61	0.28	0.07	0.07	0.18
Control Delay	6.4	9.5	0.0	6.6	10.5	45.6	26.4	38.8	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.4	9.5	0.0	6.6	10.5	45.6	26.4	38.8	15.5
Queue Length 50th (ft)	1	140	0	2	168	30	4	7	3
Queue Length 95th (ft)	11	528	0	14	627	52	18	20	28
Internal Link Dist (ft)		977			2612		419		426
Turn Bay Length (ft)	200		200	200		250		50	
Base Capacity (vph)	155	3928	1212	166	3924	372	468	380	464
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.56	0.01	0.12	0.61	0.12	0.03	0.03	0.08
Intersection Summary									

	•	۶	<b>→</b>	•	F	•	<b>←</b>	•	1	<b>†</b>	~	-	ļ	4
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		Ä	<b>^</b>	7		Ä	<b>*</b>		7	1		*	1	
Traffic Volume (veh/h)	6	8	2077	12	17	2	2271	14	41	6	7	10	4	33
Future Volume (veh/h)	6	8	2077	12	17	2	2271	14	41	6	7	10	4	33
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		8	2186	13		2	2391	15	43	6	7	11	4	35
Peak Hour Factor		0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2	2	2
Cap, veh/h		162	3881	1200		173	3942	25	138	60	70	162	13	110
Arrive On Green		0.01	0.76	0.76		0.00	0.75	0.75	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h		1781	5106	1579		1781	5236	33	1364	785	916	1396	165	1440
Grp Volume(v), veh/h		8	2186	13		2	1554	852	43	0	13	11	0	39
Grp Sat Flow(s),veh/h/ln		1781	1702	1579		1781	1702	1864	1364	0	1701	1396	0	1604
Q Serve(g_s), s		0.1	19.8	0.2		0.0	22.8	22.9	3.4	0.0	8.0	0.8	0.0	2.5
Cycle Q Clear(g_c), s		0.1	19.8	0.2		0.0	22.8	22.9	5.9	0.0	0.8	1.6	0.0	2.5
Prop In Lane		1.00		1.00		1.00		0.02	1.00		0.54	1.00		0.90
Lane Grp Cap(c), veh/h		162	3881	1200		173	2563	1404	138	0	130	162	0	122
V/C Ratio(X)		0.05	0.56	0.01		0.01	0.61	0.61	0.31	0.00	0.10	0.07	0.00	0.32
Avail Cap(c_a), veh/h		230	3881	1200		254	2563	1404	406	0	464	436	0	438
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		0.27	0.27	0.27	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		5.6	5.5	3.2		4.9	6.2	6.2	50.9	0.0	47.3	48.0	0.0	48.1
Incr Delay (d2), s/veh		0.0	0.6	0.0		0.0	0.3	0.5	0.9	0.0	0.2	0.1	0.0	1.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		0.1	9.8	0.1		0.0	9.0	9.9	2.1	0.0	0.6	0.5	0.0	1.9
Unsig. Movement Delay, s/veh														
LnGrp Delay(d),s/veh		5.7	6.1	3.2		4.9	6.5	6.7	51.8	0.0	47.5	48.2	0.0	49.2
LnGrp LOS		Α	Α	Α		Α	Α	Α	D	Α	D	D	Α	D
Approach Vol, veh/h			2207				2408			56			50	
Approach Delay, s/veh			6.1				6.6			50.8			49.0	
Approach LOS			Α				Α			D			D	
Timer - Assigned Phs	1	2		4	5	6		8						
Phs Duration (G+Y+Rc), s	6.8	88.8		14.4	6.0	89.6		14.4						
Change Period (Y+Rc), s	* 5.7	6.0		6.0	* 5.7	6.0		6.0						
Max Green Setting (Gmax), s	* 5.3	57.0		30.0	* 5.3	57.0		30.0						
Max Q Clear Time (g_c+l1), s	2.1	24.9		7.9	2.0	21.8		4.5						
Green Ext Time (p_c), s	0.0	9.7		0.1	0.0	9.9		0.1						
Intersection Summary	J. C	<b>3</b>			,,,									
			7.0											
HCM 6th Ctrl Delay			7.3											
HCM 6th LOS			Α											

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

**Timings** 2050 PM\_No Build 2: Harbor Island Dr & NE 79th St

	<b></b>	•	<b>-</b>	*	F	•	+	•	1	<b>†</b>	-	Ţ	1	
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Lane Configurations		Ä	ተተተ	7		Ä	ተተተ	7	ň	7>	*	ર્ન	7	
Traffic Volume (vph)	3	282	1779	47	8	21	2097	167	31	9	127	7	173	
Future Volume (vph)	3	282	1779	47	8	21	2097	167	31	9	127	7	173	
Turn Type	pm+pt	pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	Split	NA	Split	NA	pm+ov	
Protected Phases	1!	1	6	4	5	5	2	3	4	4	3	3	1!	
Permitted Phases	6!	6		6	2	2		2					3	
Detector Phase	1	1	6	4	5	5	2	3	4	4	3	3	1	
Switch Phase														
Minimum Initial (s)	5.0	5.0	4.0	10.0	5.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0	
Minimum Split (s)	12.0	12.0	47.3	35.7	12.0	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0	
Total Split (s)	16.0	16.0	72.0	24.0	18.0	18.0	74.0	36.0	24.0	24.0	36.0	36.0	16.0	
Total Split (%)	10.7%	10.7%	48.0%	16.0%	12.0%	12.0%	49.3%	24.0%	16.0%	16.0%	24.0%	24.0%	10.7%	
Yellow Time (s)	3.7	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0	4.0	3.7	
All-Red Time (s)	3.3	3.3	3.3	3.7	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.3	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.3	7.7		7.0	7.3	7.7	7.7	7.7	7.7	7.7	7.0	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	None	None	None	C-Min	None	None	None	None	None	None	
Act Effct Green (s)		102.1	94.9	103.9		72.6	66.7	83.0	11.4	11.4	16.7	16.7	46.4	
Actuated g/C Ratio		0.68	0.63	0.69		0.48	0.44	0.55	0.08	0.08	0.11	0.11	0.31	
v/c Ratio		0.77	0.58	0.05		0.20	0.98	0.21	0.24	0.19	0.37	0.38	0.37	
Control Delay		54.1	21.3	6.5		12.7	54.1	16.4	68.8	67.3	64.2	64.3	29.9	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		54.1	21.3	6.5		12.7	54.1	16.4	68.8	67.3	64.2	64.3	29.9	
LOS		D	С	Α		В	D	В	Е	Е	Е	Е	С	
Approach Delay			25.4				50.9			68.2		44.9		
Approach LOS			С				D			Е		D		

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150
Offset: 97 (65%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

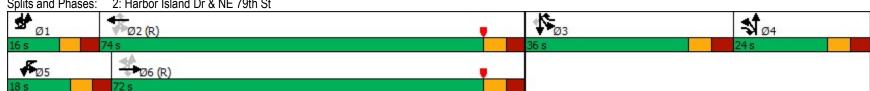
Maximum v/c Ratio: 0.98

Intersection Signal Delay: 39.4 Intersection Capacity Utilization 103.0% Analysis Period (min) 15

Intersection LOS: D ICU Level of Service G

! Phase conflict between lane groups.

Splits and Phases: 2: Harbor Island Dr & NE 79th St



	<b></b>	۶	<b>→</b>	*	F	•	<b>—</b>	•	4	†	-	Ţ	4	
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Protected Phases	1!	1	6	4	5	5	2	3	4	4	3	3	1!	
Permitted Phases	6!	6		6	2	2		2					3	
Minimum Initial (s)	5.0	5.0	4.0	10.0	5.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0	
Minimum Split (s)	12.0	12.0	47.3	35.7	12.0	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0	
Total Split (s)	16.0	16.0	72.0	24.0	18.0	18.0	74.0	36.0	24.0	24.0	36.0	36.0	16.0	
Total Split (%)	10.7%	10.7%	48.0%	16.0%	12.0%	12.0%	49.3%	24.0%	16.0%	16.0%	24.0%	24.0%	10.7%	
Maximum Green (s)	9.0	9.0	64.7	16.3	11.0	11.0	66.7	28.3	16.3	16.3	28.3	28.3	9.0	
Yellow Time (s)	3.7	3.7	4.0	4.0	3.7	3.7	4.0	4.0	4.0	4.0	4.0	4.0	3.7	
All-Red Time (s)	3.3	3.3	3.3	3.7	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.3	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	1.0	4.0	2.0	2.0	1.0	2.5	4.0	4.0	2.5	2.5	2.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (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	0.0	
Time To Reduce (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	0.0	
Recall Mode	None	None	C-Max	None	None	None	C-Min	None	None	None	None	None	None	
Walk Time (s)			4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0		
Flash Dont Walk (s)			36.0	24.0			36.0	24.0	24.0	24.0	24.0	24.0		
Pedestrian Calls (#/hr)			2	5			13	11	5	5	11	11		
90th %ile Green (s)	9.0	9.0	68.7	16.6	7.0	7.0	66.7	28.0	16.6	16.6	28.0	28.0	9.0	
90th %ile Term Code	Max	Max	Coord	Ped	Gap	Gap	Coord	Ped	Ped	Ped	Ped	Ped	Max	
70th %ile Green (s)	15.2	15.2	75.9	10.4	6.0	6.0	66.7	28.0	10.4	10.4	28.0	28.0	15.2	
70th %ile Term Code	Max	Max	Coord	Gap	Gap	Gap	Coord	Ped	Gap	Gap	Ped	Ped	Max	
50th %ile Green (s)	32.5	32.5	94.0	10.0	5.2	5.2	66.7	11.1	10.0	10.0	11.1	11.1	32.5	
50th %ile Term Code	Max	Max	Coord	Min	Gap	Gap	Coord	Gap	Min	Min	Gap	Gap	Max	
30th %ile Green (s)	34.4	34.4	108.1	10.0	0.0	0.0	66.7	9.2	10.0	10.0	9.2	9.2	34.4	
30th %ile Term Code	Max	Max	Coord	Min	Skip	Skip	Coord	Gap	Min	Min	Gap	Gap	Max	
10th %ile Green (s)	54.3	54.3	128.0	0.0	0.0	0.0	66.7	7.0	0.0	0.0	7.0	7.0	54.3	
10th %ile Term Code	Max	Max	Coord	Skip	Skip	Skip	Coord	Min	Skip	Skip	Min	Min	Max	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 97 (65%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Control Type: Actuated-Coordinated

<sup>!</sup> Phase conflict between lane groups.

	٠	-	*	•	<b>←</b>	•	1	<b>†</b>	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	300	1873	49	30	2207	176	33	24	70	71	182
v/c Ratio	0.77	0.58	0.05	0.20	0.98	0.21	0.24	0.19	0.37	0.38	0.37
Control Delay	54.1	21.3	6.5	12.7	54.1	16.4	68.8	67.3	64.2	64.3	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	21.3	6.5	12.7	54.1	16.4	68.8	67.3	64.2	64.3	29.9
Queue Length 50th (ft)	217	377	7	9	833	108	31	23	70	71	107
Queue Length 95th (ft)	#606	631	26	m10	#890	49	65	52	112	114	163
Internal Link Dist (ft)		2612			1173			426		437	
Turn Bay Length (ft)	180		125	180		120					
Base Capacity (vph)	392	3218	1111	214	2261	975	195	183	320	322	489
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.58	0.04	0.14	0.98	0.18	0.17	0.13	0.22	0.22	0.37

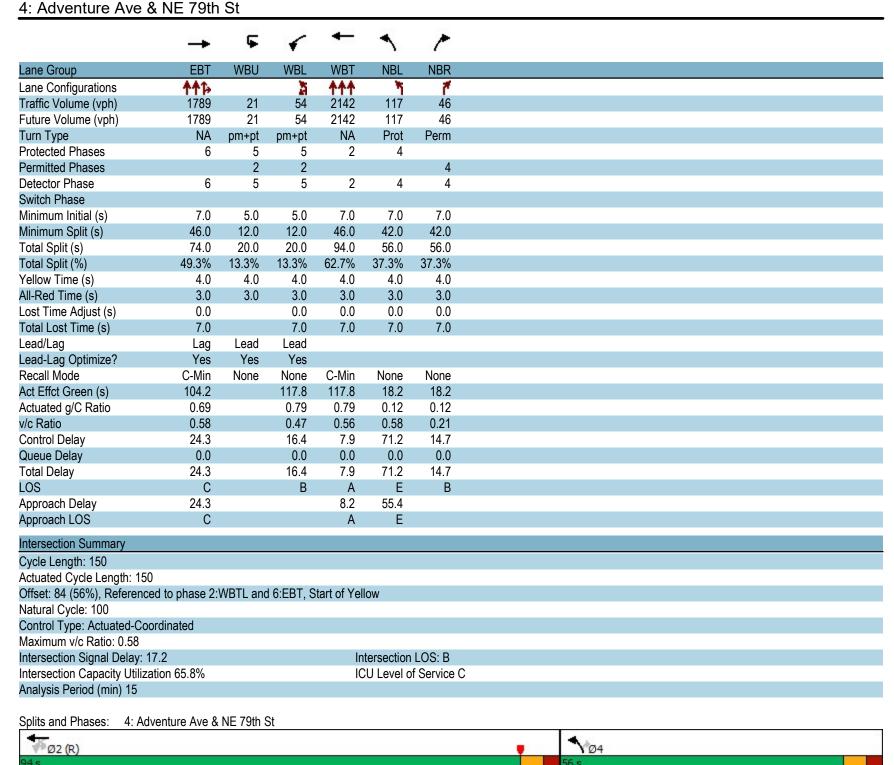
Intersection Summary

 <sup># 95</sup>th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

	<b></b>	۶	<b>→</b>	*	F	•	<b>+</b>	•	1	<b>†</b>	*	-	Ţ	4	
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		A	<b>^</b>	7		7	<b>^</b>	7	7	1		7	र्स	7	
Traffic Volume (vph)	3	282	1779	47	8	21	2097	167	31	9	14	127	7	173	
Future Volume (vph)	3	282	1779	47	8	21	2097	167	31	9	14	127	7	173	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		7.0	7.3	7.7		7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0	
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00		0.95	0.95	1.00	
Frpb, ped/bikes		1.00	1.00	0.98		1.00	1.00	0.97	1.00	0.99		1.00	1.00	0.99	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.91		1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	
Satd. Flow (prot)		1770	5085	1547		1770	5085	1542	1787	1684		1698	1710	1582	
FIt Permitted		0.06	1.00	1.00		0.10	1.00	1.00	0.95	1.00		0.95	0.96	1.00	
Satd. Flow (perm)		103	5085	1547		191	5085	1542	1787	1684		1698	1710	1582	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	3	297	1873	49	8	22	2207	176	33	9	15	134	7	182	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	300	1873	49	0	30	2207	176	33	24	0	70	71	182	
Confl. Peds. (#/hr)		13	1070	2		2	ZZOI	13	00	<u> </u>	5	10		11	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%	
Turn Type	pm+pt	pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	Split	NA	170	Split	NA	pm+ov	
Protected Phases	1!	1	6	4	5	5 pini-pt	2	3	4	4		3	3	1!	
Permitted Phases	6!	6	U	6	2	2		2	7	7		J	J	3	
Actuated Green, G (s)	U:	101.2	90.6	100.0	2	68.7	65.1	81.8	9.4	9.4		16.7	16.7	45.8	
Effective Green, g (s)		101.2	90.6	100.0		68.7	65.1	81.8	9.4	9.4		16.7	16.7	45.8	
Actuated g/C Ratio		0.67	0.60	0.67		0.46	0.43	0.55	0.06	0.06		0.11	0.11	0.31	
Clearance Time (s)		7.0	7.3	7.7		7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0	
Vehicle Extension (s)		2.0	1.0	4.0		2.0	1.0	2.5	4.0	4.0		2.5	2.5	2.0	
			3071						111	105			190	483	
Lane Grp Cap (vph)		392		1031		125 0.01	2206	840 0.02		0.01		189			
v/s Ratio Prot		c0.15	0.37	0.00			c0.43		c0.02	0.01		0.04	0.04	c0.07	
v/s Ratio Perm		0.37	0.04	0.03		0.10	4.00	0.09	0.20	0.00		0.07	0.07	0.04	
v/c Ratio		0.77	0.61	0.05		0.24	1.00	0.21	0.30	0.23		0.37	0.37	0.38	
Uniform Delay, d1		46.6	18.6	8.6		22.5	42.5	17.5	67.1	66.9		61.8	61.8	40.9	
Progression Factor		1.00	1.00	1.00		0.74	1.02	1.26	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2		7.8	0.9	0.0		0.3	17.8	0.1	2.0	1.5		0.9	0.9	0.2	
Delay (s)		54.4	19.5	8.6		16.9	61.0	22.2	69.2	68.4		62.7	62.7	41.1	
Level of Service		D	В	Α		В	E	С	E	E		E	E	D	
Approach Delay (s)			24.0				57.6			68.8			50.5		
Approach LOS			С				Е			Е			D		
Intersection Summary			10.1		014 0000										
HCM 2000 Control Delay			42.4	Н	CM 2000	Level of Se	ervice		D						
HCM 2000 Volume to Capacity	ratio		0.80						00 =						
Actuated Cycle Length (s)			150.0		um of lost				29.7						
Intersection Capacity Utilization			103.0%	IC	CU Level c	of Service			G						
Analysis Period (min)			15												
! Phase conflict between lane	groups.														
c Critical Lane Group															

Intersection						
Int Delay, s/veh	2.5					
		EDT	\\/DT	WDD	CDI	CDD
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	10	<b>^^^</b>	<b>^^</b>	7	¥	1.1
Traffic Vol, veh/h	12	1916	2252	7	9	41
Future Vol, veh/h	12	1916	2252	7	9	41
Conflicting Peds, #/hr	6	_ 0	_ 0	_ 6	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	13	2017	2371	7	9	43
			14 1 0		N 41	
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2384	0	-	0	3214	1195
Stage 1	-	-	-	-	2381	-
Stage 2	-	-	-	-	833	-
Critical Hdwy	5.34	-	-	-	5.76	7.16
Critical Hdwy Stg 1	-	-	-	-	6.66	-
Critical Hdwy Stg 2	-	-	-	-	6.06	-
Follow-up Hdwy	3.12	-	-	-	3.83	3.93
Pot Cap-1 Maneuver	79	-	_	_	19	152
Stage 1	-	<u>-</u>	_	_	32	-
Stage 2	_	_	_	_	349	_
Platoon blocked, %		_	<u>-</u>	<u>-</u>	070	
Mov Cap-1 Maneuver	79		_	<u>-</u>	16	151
Mov Cap-1 Maneuver	-	<u>-</u>	<u>-</u>	-	16	-
	-	<del>-</del>	-		27	
Stage 1	<del>-</del>	-	-	-		-
Stage 2	-	-	-	-	347	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.4		0		193.7	
HCM LOS	0.4				195.7 F	
110141 E00					ı	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	79	-	-	_	60	
HCM Lane V/C Ratio	0.16	-	_	-	0.877	
HCM Control Delay (s)	59.1	-	_	_	193.7	
HCM Lane LOS	F	<u>-</u>	_	_	F	
HCM 95th %tile Q(veh)	0.5	<u>-</u>	_	_	4	
How som whe d(ven)	0.5	_	_	-	4	

Timings 2050 PM\_No Build



F<sub>Ø5</sub>

₩Ø6 (R)

	-	F	1	←	1	1
Lane Group	EBT	WBU	WBL	WBT	NBL	NBR
Protected Phases	6	5	5	2	4	
Permitted Phases		2	2			4
Minimum Initial (s)	7.0	5.0	5.0	7.0	7.0	7.0
Minimum Split (s)	46.0	12.0	12.0	46.0	42.0	42.0
Total Split (s)	74.0	20.0	20.0	94.0	56.0	56.0
Total Split (%)	49.3%	13.3%	13.3%	62.7%	37.3%	37.3%
Maximum Green (s)	67.0	13.0	13.0	87.0	49.0	49.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.5	2.5
Minimum Gap (s)	1.0	2.0	2.0	1.0	2.5	2.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Min	None	None	C-Min	None	None
Walk Time (s)	7.0				7.0	7.0
Flash Dont Walk (s)	32.0				28.0	28.0
Pedestrian Calls (#/hr)	10				4	4
90th %ile Green (s)	83.6	10.4	10.4	101.0	35.0	35.0
90th %ile Term Code	Coord	Gap	Gap	Coord	Ped	Ped
70th %ile Green (s)	104.5	6.5	6.5	118.0	18.0	18.0
70th %ile Term Code	Coord	Gap	Gap	Coord	Gap	Gap
50th %ile Green (s)	107.7	5.8	5.8	120.5	15.5	15.5
50th %ile Term Code	Coord	Gap	Gap	Coord	Gap	Gap
30th %ile Green (s)	110.7	5.3	5.3	123.0	13.0	13.0
30th %ile Term Code	Coord	Gap	Gap	Coord	Gap	Gap
10th %ile Green (s)	114.5	5.0	5.0	126.5	9.5	9.5
10th %ile Term Code	Coord	Min	Min	Coord	Gap	Gap

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 84 (56%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Control Type: Actuated-Coordinated

Queues 2050 PM\_No Build

	-	1	←	1	-
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2026	79	2255	123	48
v/c Ratio	0.58	0.47	0.56	0.58	0.21
Control Delay	24.3	16.4	7.9	71.2	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.3	16.4	7.9	71.2	14.7
Queue Length 50th (ft)	451	13	242	118	0
Queue Length 95th (ft)	553	54	487	162	36
Internal Link Dist (ft)	150		1273	429	
Turn Bay Length (ft)		150			400
Base Capacity (vph)	3487	238	3993	572	544
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	0.33	0.56	0.22	0.09
Intersection Summary					

	<b>→</b>	*	F	•	•	1	-
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	ተተኈ		50	Ä	<b>^</b>	ሻ	7
Traffic Volume (veh/h)	1789	136	21	54	2142	117	46
Future Volume (veh/h)	1789	136	21	54	2142	117	46
Initial Q (Qb), veh	0	0	<u> </u>	0	0	0	0
Ped-Bike Adj(A_pbT)	U	0.99		1.00	U	1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No	1.00		1.00	No	No	1.00
Adj Sat Flow, veh/h/ln	1870	1870		1870	1870	1856	1856
	1883	143		57	2255	123	48
Adj Flow Rate, veh/h Peak Hour Factor		0.95		0.95	0.95	0.95	0.95
	0.95						
Percent Heavy Veh, %	2	2		2	2	3	3
Cap, veh/h	3608	273		258	4199	149	132
Arrive On Green	1.00	1.00		0.03	0.82	0.08	0.08
Sat Flow, veh/h	5008	366		1781	5274	1767	1572
Grp Volume(v), veh/h	1322	704		57	2255	123	48
Grp Sat Flow(s),veh/h/ln	1702	1802		1781	1702	1767	1572
Q Serve(g_s), s	0.0	0.0		1.0	21.1	10.3	4.3
Cycle Q Clear(g_c), s	0.0	0.0		1.0	21.1	10.3	4.3
Prop In Lane		0.20		1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2538	1343		258	4199	149	132
V/C Ratio(X)	0.52	0.52		0.22	0.54	0.83	0.36
Avail Cap(c_a), veh/h	2538	1343		359	4199	577	514
HCM Platoon Ratio	2.00	2.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0		3.5	4.2	67.6	64.9
Incr Delay (d2), s/veh	0.8	1.5		0.2	0.5	8.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	1.0		0.6	10.4	8.7	7.0
Unsig. Movement Delay, s/veh	0.0	1.0		0.0	10.7	0.1	1.0
LnGrp Delay(d),s/veh	0.8	1.5		3.6	4.7	75.9	66.1
LnGrp LOS	Α	1.5 A		3.0 A	4. <i>1</i>	75.5 E	E
Approach Vol, veh/h	2026				2312	171	<u> </u>
Approach Delay, s/veh	1.0				4.7	73.2	
Approach LOS	Α				Α	Е	
Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		130.4		19.6	11.5	118.8	
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0	
Max Green Setting (Gmax), s		87.0		49.0	13.0	67.0	
Max Q Clear Time (g_c+l1), s		23.1		12.3	3.0	2.0	
Green Ext Time (p_c), s		11.2		0.4	0.0	7.6	
" '		11.2		0.4	0.0	7.0	
Intersection Summary							
HCM 6th Ctrl Delay			5.6				
HCM 6th LOS			Α				
Notes							

Notes
User approved ignoring U-Turning movement.

# Appendix I.

# **Future Arterial Analyses**

Arterial Level of Service 2030 AM\_No Build

### Arterial Level of Service: EB NE 79th St

	Arterial	Flow	Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(mi)	Speed	LOS
Pelican Harbor Dr	III	30	25.4	6.7	32.1	0.20	22.5	С
Harbor Island Dr	III	30	64.8	21.6	86.4	0.51	21.2	С
Adventure Ave	III	30	35.7	16.5	52.2	0.28	19.4	С
Total	III		125.9	44.8	170.7	0.99	20.9	

	Arterial	Flow	Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(mi)	Speed	LOS
Adventure Ave	III	30	32.5	6.4	38.9	0.26	23.7	С
Harbor Island Dr	III	30	35.7	26.0	61.7	0.28	16.4	D
Pelican Harbor Dr	III	30	64.8	6.9	71.7	0.51	25.6	В
Total	III	_	133.0	39.3	172.3	1.05	21.9	С

Arterial Level of Service 2030 PM\_No Build

### Arterial Level of Service: EB NE 79th St

	Arterial	Flow	Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(mi)	Speed	LOS
Pelican Harbor Dr	III	30	25.4	8.1	33.5	0.20	21.5	С
Harbor Island Dr	III	30	64.8	22.2	87.0	0.51	21.1	С
Adventure Ave	III	30	35.7	29.0	64.7	0.28	15.6	D
Total	III		125.9	59.3	185.2	0.99	19.3	C

	Arterial	Flow	Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(mi)	Speed	LOS
Adventure Ave	III	30	32.5	7.0	39.5	0.26	23.4	С
Harbor Island Dr	III	30	35.7	60.1	95.8	0.28	10.6	Е
Pelican Harbor Dr	III	30	64.8	7.7	72.5	0.51	25.3	В
Total	III		133.0	74.8	207.8	1.05	18.1	С

Arterial Level of Service 2050 AM\_No Build

### Arterial Level of Service: EB NE 79th St

	Arterial	Flow	Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(mi)	Speed	LOS
Pelican Harbor Dr	III	30	25.4	7.4	32.8	0.20	22.0	С
Harbor Island Dr	III	30	64.8	23.4	88.2	0.51	20.8	С
Adventure Ave	III	30	35.7	18.0	53.7	0.28	18.8	С
Total	III		125.9	48.8	174.7	0.99	20.4	C

	Arterial	Flow	Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(mi)	Speed	LOS
Adventure Ave	III	30	32.5	7.2	39.7	0.26	23.2	С
Harbor Island Dr	III	30	35.7	28.7	64.4	0.28	15.7	D
Pelican Harbor Dr		30	64.8	7.5	72.3	0.51	25.4	В
Total	lli	_	133.0	43.4	176.4	1.05	21.4	С

Arterial Level of Service 2050 PM\_No Build

### Arterial Level of Service: EB NE 79th St

	Arterial	Flow	Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(mi)	Speed	LOS
Pelican Harbor Dr	III	30	25.4	9.5	34.9	0.20	20.6	С
Harbor Island Dr	III	30	64.8	21.3	86.1	0.51	21.3	С
Adventure Ave	III	30	35.7	24.3	60.0	0.28	16.9	D
Total	III		125.9	55.1	181.0	0.99	19.7	C

	Arterial	Flow	Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(mi)	Speed	LOS
Adventure Ave	III	30	32.5	7.9	40.4	0.26	22.8	С
Harbor Island Dr	III	30	35.7	54.1	89.8	0.28	11.3	E
Pelican Harbor Dr	III	30	64.8	10.5	75.3	0.51	24.4	В
Total	III		133.0	72.5	205.5	1.05	18.3	С

# Appendix J.

# **Future Safety Analysis Memorandum (April 2024)**

SR 934/NE 79th Street (John F. Kennedy Causeway) from West of Pelican Harbor Drive to East of Adventure Avenue

Project Development and Environment (PD&E) Study

Future Safety Analysis

FM# 449007-1-22-01

Miami-Dade County

April 4, 2024

### **Contents**

1 Future Safety Analysis	2
1.1 Crash Modification Factor Analysis - Build Alternatives	2
Tables	
Table 1 Intersection Crash Reduction – Build Improvements	3
Table 2 Segment Crash Reduction - Build Improvements	3
Figures	
Figure 1 Crash Analysis Segmentation	4

## 1 Future Safety Analysis

A Crash Modification Factors (CMFs) analysis was performed for the Build Alternative. The Build alternative aims to extend the westbound and eastbound bike lanes westwardly, create safety improvements for pedestrians such as pedestrian and bicycle railings on both bridges within the project area, and closing the directional median west of the WSVN television station. This analysis method measures the effectiveness of a safety treatment by quantifying the change in average crash frequency as a result of a proposed design alternative.

Crash Modification Factors (CMFs) are applied to the historical number of crashes for an area to determine what the expected number of crashes will be after an engineering countermeasure is applied. Conversely, the crash reduction factor (CRF) is the percentage of historical crashes that would be expected to be corrected, or reduced, if an engineering countermeasure were applied to a location. CMFs and CRFs are derived from before and after studies associated with the respective roadway countermeasures.

The anticipated crash reduction from implementation of the proposed improvements is based on published CRFs from the Federal Highway Administration's (FHWA) Crash Modification Factor (CMF) Clearinghouse and from FDOT's State Safety Office Crash Reduction Factors. The evaluation of potential overall crash reduction for the proposed recommendations at the study intersections and segments is summarized in the following sections.

### 1.1 Crash Modification Factor Analysis - Build Alternatives

The evaluation of potential overall crash reductions for the Build Alternative are summarized in the following tables. Detail sheets of applied CMFs are provided in **Appendix A**.

Results from the crash reduction analysis for potential build improvements will improve safety and reduce the total number of crashes by approximately 21 crashes, or by an average 4 crashes per year. The lane width reduction due to extending the bicycle lanes will see a negligible increase in vehicle crashes. See **Table 1** and **Table 2** for details. Furthermore, segmentation of the project area can be found in **Figure 1**.

It should be noted that a detailed review of applied CMFs was performed prior to usage in the analysis to ensure applicability of the CMF. In general, a quality star rating of "3" was preferred in the selection of CMFs along with CMF applicability conditions similar to those present in this project. Out of the five (5) CMFs used in this analysis, only one (1) CMF has a quality star rating of "2", which is the "Install High-Visibility Crosswalks", CMF ID: 4123. CMF ID: 4123 was still selected for use since other similar safety treatments also had low star quality ratings and applicability conditions not similar to our project area. In addition, two (2) CMFs with AADT applicability conditions lower than the project's experienced AADT were also utilized based on the lack of similar available CMFs. These CMFs include CMF ID: 7730, "Install Left Turn Flashing Yellow Arrow" with an AADT of 37,500 and CMF ID: 8154 "Lane Width Reduction" with an AADT of 19,480.

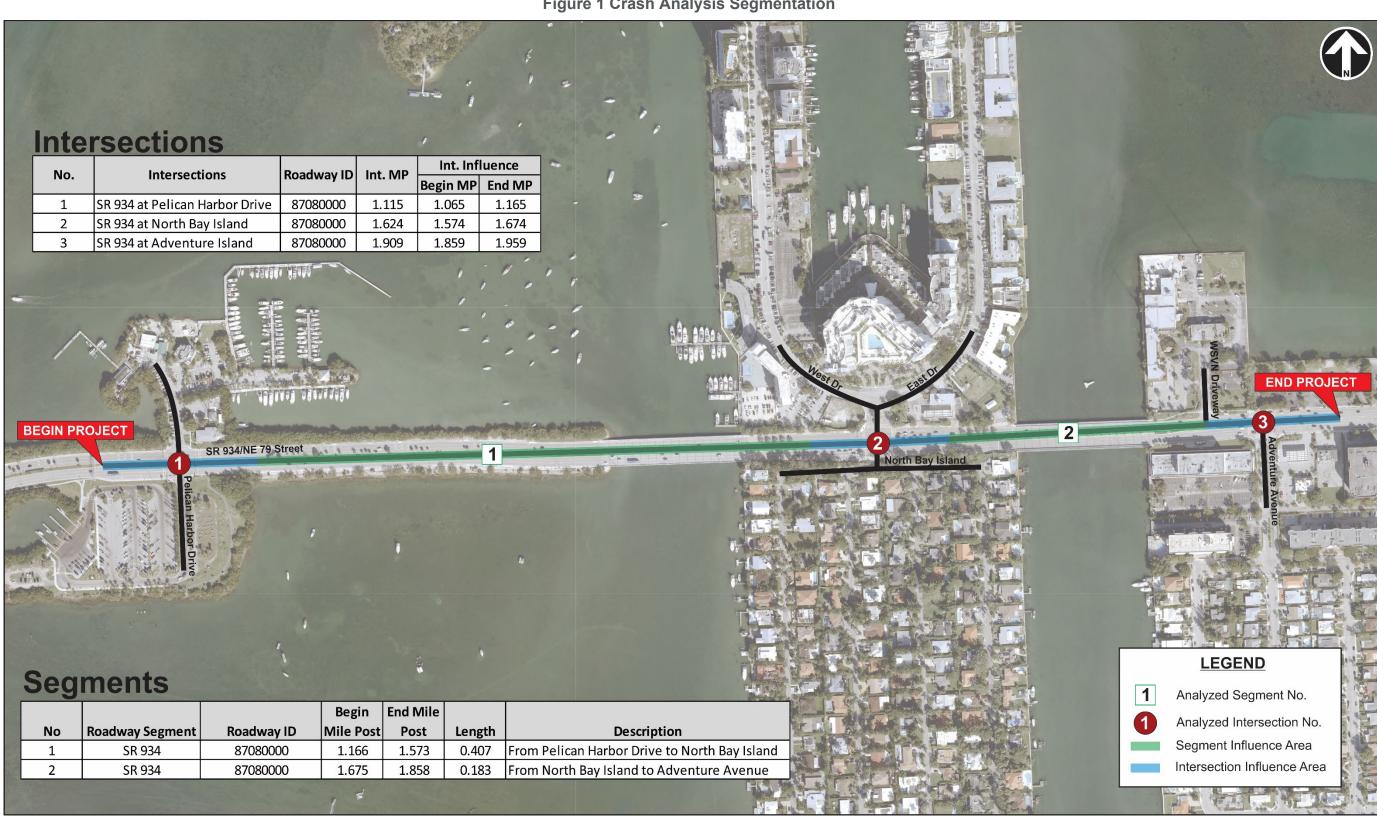
**Table 1 Intersection Crash Reduction – Build Improvements** 

Intersection	Proposed Improvement	Crash Type	CMF	CRF (%)	Net Targeted Crashes	Crashes Reduced
SR 934 at	Install Backplates	All	0.85	15%	47	7.05
Pelican Harbor Drive	Install High-Visibility Crosswalks	Pedestrian	0.60	40%	1	0.40
Halboi Dilve	Install Left Turn Flashing Yellow Arrow	Left Turn	0.857	14.3%	1	0.14
SR 934 at	Install Backplates	All	0.85	15%	60	9.00
North Bay Island	Install High-Visibility Crosswalks	Pedestrian	0.81	40%	0	0.00
Islanu	Install Left Turn Flashing Yellow Arrow	Left Turn	0.857	14.3%	7	1.00
SR 934 at	Install Backplates	All	0.85	15%	21	3.15
Adventure	Install High-Visibility Crosswalks	Pedestrian	0.81	40%	0	0.00
Avenue	Install Left Turn Flashing Yellow Arrow	Left Turn	0.857	14.3%	0	0.00
				Per Ye	Total ear (Total/5)	20.74 4.15

**Table 2 Segment Crash Reduction - Build Improvements** 

Intersection	Proposed Improvement	Crash Type	CMF	CRF (%)	Net Targeted Crashes	Crashes Reduced
SR 934 from Pelican	Installing Bike Lanes	Bicycle	0.86	14%	0	0.00
Harbor Drive to North Bay Island	Lane Width Reduction	Sideswipe	1.02	-2%	6	-0.12
SR 934 from North Bay Island to Adventure Avenue*	-	-	-	-	-	-
				Per Ye	Total ar (Total/5)	-0.12 -0.02

<sup>\*</sup>Proposed improvements from the Build Alternative do not impact this segment.



**Figure 1 Crash Analysis Segmentation** 

# Appendix A. Crash Modifications Factors



# **CMF / CRF Details**

**CMF ID: 1410** 

CMF Name: Add 3-inch yellow retroreflective sheeting to signal backplates

**Description:** 

**Prior Condition: No Prior Condition(s)** 

**Category: Intersection traffic control** 

Study ID: Safety Impact of Increased Traffic Signal Backboards Conspicuity,

Sayed et al. 2005

Star	Qual	litv	Rating
Otal	Qua	псу	raung

Star Quality Rating: 4 Stars

Crash	Modification	Factor (	(CMF)
Olasii	Modification	I actor (	

**Value:** 0.85

**Adjusted Standard Error:** 

Unadjusted Standard Error: 0.005

#### **Crash Reduction Factor**

Value: 15

**Adjusted Standard Error:** 

Unadjusted Standard Error: 0.5

Applicability		
Crash Type:	All	
Crash Severity:	All	
Roadway Types:	Not specified	
Minimum Number of Lanes:		
Maximum Number of Lanes:		
Number of Lanes Direction:		
Number of Lanes Comment:		
Road Division Type:		
Minimum Speed Limit:		
Maximum Speed Limit:		
Speed Unit:		
Speed Limit Comment:		
Area Type:	Urban	
Traffic Volume:		
Average Traffic Volume:		
Time of Day:	All	
	If countermeasure is intersection-based.	
Intersection Type:	Roadway/roadway (not interchange related)	
Intersection Geometry:		
Traffic Control:	Signalized	
Major Road Traffic Volume:		
Minor Road Traffic Volume:		

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	
Municipality:	
State:	notusa
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (sites):	17 sites after

Other Details		
Included in HSM:	No	
Date Added to Clearinghouse:	Dec 01, 2009	
Comments:	The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 to give 10 points as a beneift of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the disaggragate dataset used for CMF development.	

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# **CMF / CRF Details**

**CMF ID: 7730** 

CMF Name: Install left turn flashing yellow arrow signals and supplemental traff

Description: Install left turn flashing yellow arrow signals with supplemental tra

Prior Condition: Permissive phase of the PPLT control operated with a circular

**Category: Intersection traffic control** 

Unadjusted Standard Error:

**Study ID:** <u>Safety Effects of Traffic Signing for Left Turn Flashing Yellow Arrow</u> Signals, Schattler et al. 2015

Star Quality Rating

Ctar Quanty Nating	
Star Quality Rating:	4 Stars
	Crash Modification Factor (CMF)
Value:	0.857
Adjusted Standard Error:	

Crash Reduction Factor		
Value:	14.3	
Adjusted Standard Error:		
Unadjusted Standard Error:		

Applicability		
Crash Type:	Left turn	
Crash Severity:	All	
Roadway Types:	All	
Minimum Number of Lanes:	2	
Maximum Number of Lanes:	7	
Number of Lanes Direction:		
Number of Lanes Comment:		
Road Division Type:	All	
Minimum Speed Limit:		
Maximum Speed Limit:		
Speed Unit:		
Speed Limit Comment:		
Area Type:	Urban	
Traffic Volume:		
Average Traffic Volume:		
Time of Day:	All	
	If countermeasure is intersection-based.	
Intersection Type:		
Intersection Geometry:	3-leg,4-leg	
Traffic Control:	Signalized	
Major Road Traffic Volume:	Minimum of 3250 to Maximum of 37500 Average Daily Traffic (ADT)	
Minor Road Traffic Volume:	Minimum of 63 to Maximum of 14700 Average Daily Traffic (ADT)	

Average Major Road Volume:	17215 Average Daily Traffic (ADT)
Average Minor Road Volume:	4576 Average Daily Traffic (ADT)

Development Details	
Date Range of Data Used:	2007 to 2013
Municipality:	Peoria
State:	IL
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	216 crashes before, 52.62 crashes after
Sample Size (sites):	90 sites before, 90 sites after
Sample Size (site-years):	site-years before

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Mar 08, 2016
Comments:	CMFs of left-turn related crashed on signalized intersections, including not interchange related and interchange related intersections. Applies to approaches with dedicated left turn lanes and PPLT phasing before and after.

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# **CMF / CRF Details**

**CMF ID: 4123** 

**CMF Name: Install high-visibility crosswalk** 

Description: High-visibility crosswalks aim to increase awareness of pedestriar

Prior Condition: High visibility crosswalks aim to increase awareness of pedest

**Category: Pedestrians** 

Study ID: <u>The Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections - Lessons from a New York City Experience, Li Chen, Cynthia Chen, and Reid Ewing 2012</u>

Star Quality Rating	
Star Quality Rating:	2 Stars
	Crash Modification Factor (CMF)
Value:	0.6
Adjusted Standard Error:	
Unadjusted Standard Error:	
Crash Reduction Factor	
Value:	40
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	Not Specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
	If countermeasure is intersection-based.
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Not specified
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	1998 to 2008
Municipality:	New York City
State:	NY
Country:	USA
Type of Methodology Used:	Simple before/after
Sample Size (crashes):	63 crashes before, 15 crashes after

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Nov 01, 2012
Comments:	The treatment group included both signalized and unsignalized intersections. The corresponding change in crashes in the comparison group was an 18 percent reduction in pedestrian-vehicle crashes. This could be used to adjust
	the treatment effect to account for other factors not related to the treatment.

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# **CMF / CRF Details**

**CMF ID: 9244** 

**CMF Name: Install bicycle lanes** 

**Description:** 

**Prior Condition: No bicycle lane** 

**Category: Bicyclists** 

**Unadjusted Standard Error:** 

Study ID: Statewide Analysis of Bicycle Crashes, Alluri et al. 2017

Star Quality Rating		
Star Quality Rating:	4 Stars	
Crash Modification Factor (CMF)		
Value:	0.86	
Adjusted Standard Error:		

Crash Reduction Factor	
Value:	14
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	Vehicle/bicycle
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Minimum Number of Lanes:	4
Maximum Number of Lanes:	4
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	Divided by Median
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	Minimum of 600 to Maximum of 120000 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	
Time of Day:	Not specified
	If countermeasure is intersection-based.
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	2011 to 2014
Municipality:	
State:	FL
Country:	
Type of Methodology Used:	Regression cross-section
Sample Size (crashes):	1764 crashes
Sample Size (miles):	2329 miles

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Jun 17, 2018
Comments:	Minor arterial, major collector, and minor collector facility types were also included.

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### **CMF / CRF Details**

**CMF ID: 8154** 

CMF Name: Reduce lane width from 12 ft to 11 ft

**Description: Reduce lane width from 12 ft to 11 ft** 

Prior Condition: 12-ft lane width

**Category: Roadway** 

**Study ID:** Estimating the safety effects of lane widths on urban streets in Nebraska using the propensity scores-potential outcomes framework, Wood et al. 2015

Star Quality Rating	

Crash Modification Factor (CMF)	
Value:	1.02
Adjusted Standard Error:	
Unadjusted Standard Error:	0.089

Crash Reduction Factor	
Value:	-2
Adjusted Standard Error:	
Unadjusted Standard Error:	8.9

Applicability Applicability	
Crash Type:	Sideswipe
Crash Severity:	All
Roadway Types:	All
Minimum Number of Lanes:	2
Maximum Number of Lanes:	12
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	All
Minimum Speed Limit:	20
Maximum Speed Limit:	60
Speed Unit:	mph
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	Minimum of 100 to Maximum of 19480 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	
Time of Day:	Not specified
	If countermeasure is intersection-based.
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	2003 to 2012
Municipality:	
State:	NE
Country:	USA
Type of Methodology Used:	Regression cross-section
Sample Size (crashes):	3384 crashes
Sample Size (sites):	15177 sites
Sample Size (site-years):	151770 site-years
Sample Size (miles):	5873 miles

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Nov 10, 2016
Comments:	CMF for changing from 12ft to 11ft lane width. Applies to urban principal arterials, minor arterials, and collectors.

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